Toro Canyon Plan

County of Santa Barbara

Planning and Development
Comprehensive Planning Division

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Coastal Portion Certified by the California Coastal Commission on October 15, 2004 (Effective December 9, 2004)

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A. AREA PLAN LOCATION AND BOUNDARIES

Regional

The Toro Canyon Planning Area, "Toro Canyon," is located in southeastern Santa Barbara County, in the western portion of the Carpinteria Valley between the Santa Ynez Mountains and the Santa Barbara Channel (please see Vicinity Map, Figure 1). The Carpinteria Valley is bounded on the west by the community of Summerland and on the east by Ventura County. Elevations range from sea level to 4690 feet in the Santa Ynez Mountains. Topography is marked by rocky mountain slopes and rolling hills.

Carpinteria Valley's urban development is mainly confined within Carpinteria's city limits and scattered neighborhoods along the coast and the valley floor. The valley is an important contributor to Santa Barbara County's agricultural productivity and has been host to intensive agricultural use since the 1870s. U.S. Highway 101, Highway 192/Casitas Pass Road, and Route 150 serve the Carpinteria Valley. The Southern Pacific Railroad also traverses the valley along the coastline.

Toro Canyon Planning Area

Toro Canyon is bordered by the Summerland and Montecito Community Plan areas to the west, the Pacific Ocean to the south, the Los Padres National Forest to the north, and Rancho Monte Allegre and Carpinteria City limits to the east. The southern portion of Toro Canyon lies within the Coastal Zone.

Toro Canyon's 5,750 acres[1] support large areas of agriculture (including greenhouses), low density residential, some commercial and recreational areas, and undeveloped open space. The Plan Area includes approximately 1,000 parcels and the following land uses: 850 residential units; 61,665 sq. ft. of commercial and industrial space; 5,236,132 sq. ft. of greenhouses and related development; 88,545 sq. ft. of institutional/educational development; and 130,399 sq. ft. of other non-residential development. Major access roads into Toro Canyon include U.S. Highway 101, Via Real and State Route 192 (East Valley Road/Foothill Road). Residential development is scattered throughout Toro Canyon, generally with larger parcels to the north and smaller parcels to the south. Santa Claus Lane and Via Real at the eastern Padaro Lane/Highway 101 interchange are the only commercial areas in Toro Canyon.

Toro Canyon supports a high diversity of biological resources, including southern oak riparian woodland, coastal scrub and chaparral. The watersheds of both Toro Creek and Arroyo Paredon Creek support stretches of relatively undisturbed habitat serving as wildlife corridors between the mountainous Los Padres National Forest and the Pacific Ocean.

[1] This is a "net" area determined by summing the acreage of all Assessor's Parcels within the Plan area. The "gross" acreage within the Plan boundary, including areas such as public roads and railroad rights-of-way, is approximately 5,950 acres.

Figure 1: Toro Canyon Area Vicinity Map

Refer to Figures at end of document

B. LEGAL AUTHORITY, PURPOSE AND INTENT

Purpose and Intent

The Toro Canyon area was last reviewed for appropriate land use and zone designations in 1980-81 as part of the County-wide update to the Comprehensive Plan and the preparation of the original Local Coastal Program. Since then, development in the Toro Canyon area has raised concerns over issues such as the appropriate extent of development northward into the foothills (grading and erosion on steep slopes, visual impacts from increasingly larger homes, hillside grading causing sedimentation into creeks, and greenhouses in the coastal viewshed), protection of agricultural land (residential/agricultural interface, loss of agricultural land, greenhouse development), biological impacts (removal of oaks, damage to riparian and other habitats), and safety (fire dangers, lack of access, water availability, unstable slopes). Without an updated land use plan for the area, the assessment of impacts from proposed development has been piecemeal.

The Toro Canyon Plan (Plan) updates the 1980/81 Santa Barbara County Comprehensive Plan and Local Coastal Program (LCP) for the urban, rural and semi-rural areas and neighborhoods of Toro Canyon by addressing local issues and protecting the unique character of the area. The Toro Canyon Plan provides the general public, landowners, and County decisionmakers with a framework for planning future development in Toro Canyon. This Plan addresses opportunities and constraints to development. The Plan establishes the "ground rules" for land use, circulation, public services, open space, design standards, public improvements and build-out potential that will define the future of Toro Canyon.

General Plan Requirements

California State Law (Government Code Sections 65300 *et seq.*) requires jurisdictions to prepare a comprehensive, long-term General Plan with land use diagrams (e.g., maps) and text to guide development. Coastal areas also must have a LCP, consistent with the state Coastal Act. The General Plan must include at least seven state-mandated "Elements": Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Santa Barbara County's General Plan (formally known as the *Comprehensive Plan*) includes several "optional elements" as allowed by state law, including the Agricultural, Energy, Scenic Highways, and Environmental Resource Management Elements. General Plans must be amended regularly to remain "current." General Plans are further defined and implemented through zoning maps and ordinances, which must be consistent with the General Plan.

Local jurisdictions may prepare more focused *Community* or *Area Plans* for smaller geographic regions. Previously adopted Community Plans in Santa Barbara County include Los Alamos, Summerland, Montecito, Goleta and Orcutt.

What is an Area Plan?

Area Plans focus on general planning issues pertaining to an identified geographical area or community (Public Resources Code Section 21083.3). Area plans are adopted in the same manner as a general plan amendment and are similarly implemented by local ordinances (e.g.,

zoning). An area plan must include or reference each of the general plan's seven mandatory elements (State of California, General Plan Guidelines, Office of Planning and Research 1990).

The Toro Canyon Plan also includes (by reference) relevant policies of the County's Comprehensive Plan and Coastal Land Use Plan. This Plan also contains Toro Canyon specific development policies, and measures to implement those policies. The policy direction and analysis of the Toro Canyon Plan will govern site-specific development proposals; however, site-specific environmental review and planning approvals are still required for specific developments. The applicable zoning ordinances in Toro Canyon are Articles II (coastal) and III (inland) of Chapter 35 of the Santa Barbara County Code.

C. OVERVIEW OF THE TORO CANYON PLAN

Structure of the Toro Canyon Plan

The Toro Canyon Plan groups each of the seven mandated General Plan Elements as three "Super Elements":

- Community Development;
- Public Facilities and Resources; and
- Resources and Constraints.

Organization and Definitions

Specific goals, objectives, policies, actions and development standards, as defined below, follow in each Super Element.

Goal *- A goal is an ideal future end, condition or state related to the public health, safety or general welfare toward which planning efforts are directed. A goal is a general expression of community values and therefore is abstract in nature (e.g., "An aesthetically pleasing community," or "Quiet residential streets").*

Objective *- An objective is a specific end, condition or state that is an intermediate step toward attaining a goal. It should be achievable and, when possible, measurable and time-specific (e.g., "One hundred affordable housing units for low-income households by 2000").*

Policy *- A policy is a specific statement that guides decision making that is based on a general plan's goals and objectives as well as the analysis of data. Policies should be clear and unambiguous (e.g., "Infill development at specified densities shall be encouraged, and scattered urban development shall not be allowed").*

Action *- An action is a one-time action, program, procedure or development standard that carries out General Plan policy. Not all policies require actions.*

> ***One-time Actions*** *- One-time actions usually are adopted concurrently with the Community or Area Plan.*

Programs *- Programs are actions that are primarily administrative functions, such as the development of an ordinance or study to address a goal (e.g., "A Tree Preservation Ordinance shall be drafted"). Program Actions will be adopted with the goals, objectives and policies of the Plan.*

Development Standards *- Development standards are measures that will be incorporated into development projects to provide consistency with certain policies of the Community Plan. Not all policies require development standards.*

Additional definitions of key terms used in this Plan appear in Section G toward the end of this Chapter.

Urban/Rural Boundary Line

The Urban/Rural Boundary Line promotes compact, efficient land development, and helps to preserve agriculture and open space. The Boundary Line separates areas adequately served by existing — or logical extensions of — public infrastructure (urban) and areas best suited for agriculture and open space (rural). As the developable areas are built out, expansion of the urban area may be considered to accommodate additional growth while continuing to protect agriculture and areas inappropriate for development, such as watershed areas. Outside the Coastal Zone, a transitional zone known as an "Inner Rural Area" may be designated.[2] The majority of the Plan area is designated Rural, while about 215 acres are designated Urban. The Plan also designates an Inner Rural Area in the inland portion of the plan, and five Rural Neighborhoods (RNs) in the Coastal portion of the Plan.

The Urban Boundary encompasses approximately 215 acres in the northwestern part of Toro Canyon. This includes the relatively small properties along Ladera, Freehaven and Macadamia Lanes, and the "Cima Del Mundo" properties on East Valley Road that are adjacent to the Montecito Community Plan's Urban Area to the west. The Inner Rural Area that extends generally eastward from the Urban Area provides a gradual transition from the smaller urban residential parcels to the larger agricultural and mountainous parcels to the northeast.

The largest Rural Neighborhood (RN) is located north of Via Real between Toro Canyon and Nidever Roads, and includes the Serena Park residential tracts, the Las Canchas Condominiums, and the Santa Barbara Polo and Racquet Club. Two smaller RNs are located on the north side of Foothill Road (S.R. 192): the residential lots along and near La Mirada and Paquita Drives; and the residential lots along and west of Ocean Oaks Road. These areas are developed at low urban densities, but are separated from other urban areas and neighborhoods by surrounding rural uses. A fourth RN is located along Padaro and Santa Claus Lanes south of Hwy. 101, and adjoins an adjacent RN within the Summerland Community Plan area to the west. Finally, a fifth RN encompasses the residential lots along and near Torito Road, both east and west of Toro Canyon Road near its intersection with Foothill Road.

[2] Inner Rural Areas are not defined within the Santa Barbara County Local Coastal Program, and therefore are not designated within the Coastal Zone.

Coastal Zone Boundary Line

The California Coastal Act defined the coastal zone boundary in 1976 (Figure 2). Modified boundary lines were certified in 1981 as part of the original Local Coastal Program for Santa Barbara County. The Toro Canyon Plan reflects some minor adjustments to the coastal zone boundary line that relate better to practical and locatable features such as parcel lines and corners, roads, and other definite positions, within the limitations allowed under the Coastal Act. These adjustments were approved by the California Coastal Commission on June 13, 2003.

D. AREA PLAN PROCESS

Property owners and other interested parties were involved directly in the process of creating this Plan through broad-based means including extensively noticed public workshops, mailed surveys of property owners, direct communications and field visits involving county officials and property owners, and extensively noticed public hearings. At all stages in the ongoing development of the Toro Canyon Plan, county staff and decision-makers have diligently listened to public concerns and comments. The Plan has evolved in response to public comments.

The Board of Supervisors first programmed work on the Toro Canyon Plan in 1996, with intensive work commencing in 1998. The county held a community meeting in Carpinteria (3/19/98) to familiarize the public with the planning process and to elicit suggestions about planning issues. A Toro Canyon Plan Issues Paper was mailed to interested residents and distributed at the community meeting. A survey was also mailed to all Toro Canyon property owners to solicit additional input regarding residents' interests, concerns and desires for Toro Canyon (5-6/98 – please see Appendix A).

The Preliminary Draft Plan was subject to community and Board of Supervisors review and Board initiation (3/99). Before the Board Initiation of the Plan another evening public workshop was held in Carpinteria (2/18/99). After Plan Initiation by the Board of Supervisors an additional public workshop was held in Carpinteria regarding Parks, Recreation and Trails topics (3/22/99). Two evening meetings regarding the Environmental Impact Report for the Plan (5/99 & 3/00) followed. The Preliminary Draft Plan was revised to include some mitigation measures from the EIR, to include additional information, and to better address some issues within the Plan area.

Beginning in June 2000 the Planning Commission held 16 public hearings, and one all-day public site tour, to review the Revised Plan and EIR. Interested persons provided testimony, alternatives and mitigation measures were considered, and numerous changes were directed to produce a version of the Plan which the Commission recommended for adoption by the Board of Supervisors in February 2001.

Beginning in June 2001 the Board of Supervisors held 11 public hearings on the Plan, where public testimony was taken and additional changes to the Plan were made before final adoption. Two additional evening workshops also were held in April and December 2001. The Board adopted this final Plan on February 25, 2002. The parts of the Plan dealing with the Coastal Zone were certified by the California Coastal Commission on October 15, 2004, and became effective on December 9, 2004. Many significant changes were made through the Coastal Commission's certification review process, as further explained in Section H at the end of this Chapter.

Figure 2: Toro Canyon Area Coastal Zone Boundary Adjustment

Refer to Figures at end of document

Relationship to the Carpinteria Valley Greenhouse Program

Development of the Toro Canyon Plan happened concurrently with another County planning program, the Carpinteria Valley Greenhouse Program. The Greenhouse Program addresses greenhouses and related development and potential impacts on land use compatibility, aesthetics, water quality, biological resources, flooding and drainage, traffic and air quality. The Program's goal is to balance greenhouse industry expansion and the protection of other coastal resources, particularly open field agriculture and visual resources, through a new Carpinteria Agricultural (CA) Overlay District containing development standards for greenhouses, along with other amendments to the Coastal Zoning Ordinance and Coastal Land Use Plan. The planning boundary for the Greenhouse Program overlaps with the lower Toro Canyon Plan area within the Coastal Zone.

E. EXISTING COUNTY PLANS AND POLICIES

Summarized below are the existing Santa Barbara County Comprehensive Plan policies most relevant to the Toro Canyon planning area. The Toro Canyon Plan augments the Land Use, Circulation and other Comprehensive Plan elements to provide specific policy direction; however, countywide policies will remain in effect. The summaries presented here are an overview and do not contain actual policy language. These countywide policies provide context for the relationship between the County Comprehensive Plan and the Toro Canyon Plan.

1. Land Use Element

The Land Use Element's four fundamental goals include:

Environment — Environmental constraints on development shall be respected. Economic and population growth shall proceed at a rate that can be sustained by available resources.

Urbanization — In order for the County to sustain a healthy economy in the urbanized areas and to allow for growth within its resources and within its ability to pay for necessary services, the County shall encourage infill, prevent scattered urban development, and encourage a balance between housing and jobs.

Agriculture — In rural areas, cultivated agriculture shall be preserved and where conditions allow, expansion and intensification should be supported. Lands with both prime and non-prime soils shall be reserved for agricultural uses.

Open Lands — Certain areas may be unsuitable for agricultural uses due to poor or unstable soil conditions, steep soils, flooding or lack of adequate water. These lands are usually located so that they are not necessary or desirable for urban uses. There is no basis for the proposition that all land, no matter where situated or whatever the need, must be planned for urban purposes if they cannot be put to some other profitable economic use.

The following Land Use Element policies are those most applicable to guiding development in the Toro Canyon area. Within the Coastal Zone, the Santa Barbara County Coastal Land Use Plan (CLUP) serves as the Land Use Element. Many CLUP policies mirror those of the Land Use Element. These policies are referenced together below; where CLUP policies differ from the Land Use Element, a separate discussion is provided.

Land Use Development Policies — These policies establish guidelines for development in order to respect constraints posed by geology, biology, and other physical environmental characteristics. In addition, these policies require the availability of adequate services and resources to serve a project prior to development.

Streams and Creeks Policies/CLUP Policies 9-37 through 9-43 — All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution. These policies are directed toward regulation of development within stream corridors including the establishment of buffers, limits on grading, runoff and sedimentation, and prohibitions on the installation of septic systems and concrete channelization.

Hillside and Watershed Protection Policies/CLUP Policies 3-13 to 3-22 — Nine policies intended to guide development on hillsides and within watersheds are specified in the Land Use Element. These policies call for minimizing cut and fill, fitting development to the site topography, soils, geology, hydrology and other natural features, and specifying techniques for minimizing the effects of necessary grading.

Flood Hazard Area Policies/CLUP Policies 3-11 and 3-12 — The intent of these policies is to avoid exposing new developments to flood hazards and to reduce the need for future flood control protection devices and resulting alteration of streams by regulating development with the 100-year flood plain.

Historical & Archaeological Sites Policies/CLUP Policies 10-1 through 10-5 — These policies establish criteria for mitigation of potential impacts to historical and archaeological sites.

Parks and Recreation Polices — These policies state that opportunities for hiking and equestrian trails should be preserved, improved, and expanded wherever compatible with the surrounding use. Bikeways shall be provided where appropriate for recreational and commuting uses. Future development of parks should emphasize meeting the needs of local residents.

Visual Resources Policies — These policies require structures to be compatible with the existing community and protect areas of high scenic value and scenic corridors.

Air Quality Supplement Measures — These measures are aimed at reducing the need to commute by automobile (e.g. mixed uses, infill development) and increasing the attractiveness of bicycling, walking, transit and ridesharing.

The Land Use Element also contains Area/Community Goals specific to the Carpinteria Planning Area (Land Use Element, pp. 95-6). These goals address the rate and character of new growth, respect for environmental factors and constraints, maintenance of the agricultural economy and

semi-rural qualities of the area, and a preference for only low-intensity recreational development. The Toro Canyon Plan takes these existing goals into account and serves to implement them, particularly with regard to environmental constraints (e.g., steep slopes, fire hazards, geology, sensitive habitats, aesthetics, and agricultural resources). With the adoption of the Toro Canyon Plan, the goals, policies, and development standards of the Plan would supersede these Area/Community Goals.

2. HOUSING ELEMENT

Housing Element policies require the County to plan for an adequate amount of housing based on community needs to provide a range of housing types and prices (e.g., single family, apartments, condominiums, etc.), provide incentives to developers for the inclusion of affordable housing in residential developments of five or more new units, and allow increases in housing densities to accommodate affordable housing.

Applicability: The Toro Canyon Plan provides for a range of housing types appropriate to a rural and semi-rural area, including farm employee dwellings, residential second units, and one site designated with the Affordable Housing Overlay. Higher urban densities for affordable units otherwise are not appropriate given the area's semi-rural/rural character and substantial constraints, including high fire hazards in the area and CLUP policies prioritizing the preservation of agriculture within the Coastal Zone.

3. SEISMIC SAFETY AND SAFETY ELEMENT

The purpose of the Seismic Safety and Safety Element is to reduce potential deaths, injuries and damage to property caused by earthquakes, fires, geologic hazards and other natural disasters. Specific recommendations are given for these subjects.

Applicability: The Toro Canyon area contains several faults and areas of poor soil, high landslide potential, and steep slopes, and has areas located within floodplain and high fire hazard zones. Such hazards are given appropriate attention in the Plan.

4. NOISE ELEMENT

The purpose of the Noise Element is to protect the public from noise that could jeopardize health and welfare. The Noise Element identifies major noise sources, estimates the extent of their impact and discusses potential methods of noise abatement. Specifically, the Element identifies maximum levels of noise exposure that are considered acceptable for sensitive land uses (e.g. residences, schools, and hospitals).

Applicability: Toro Canyon includes areas located along Highway 101 and the Southern Pacific Railroad that could exceed the maximum noise level allowed for sensitive land uses. Development of new noise-sensitive land uses could be affected by these sources.

5. CIRCULATION ELEMENT

The Countywide Circulation Element (as amended 12/3/91) contains a policy specifying that the general standards of the Countywide Element do not apply to roadways and intersections within an area included in an adopted community or area plan. As with other adopted Community Plans, the Toro Canyon Plan establishes specific circulation-related policies and standards that apply within the Toro Canyon area, and that are incorporated into the overall Circulation Element.

Applicability: The Toro Canyon Plan is designed to provide a balance between the land use designations and the standards of the Circulation Element.

6. CONSERVATION ELEMENT

The Conservation Element describes water resources, agricultural resources, ecological systems, historic and archaeological sites, and mineral resources, and recommends policies and programs designed to protect them.

Applicability: The Toro Canyon area has water and agricultural resources, ecological systems, and historic and archaeological sites that are addressed in the Plan.

7. OPEN SPACE ELEMENT

The Open Space Element inventories public and private open space areas and contains recommendations and programs for preserving and managing those lands.

Applicability: The Toro Canyon area has substantial open space areas, including agricultural and recreational lands, that are addressed in the Plan.

8. AGRICULTURAL ELEMENT

The primary regulations governing agricultural land use development in Toro Canyon include the Agricultural Element, the Coastal Land Use Plan (CLUP), the Land Use Element and the implementing zoning in Articles II (coastal) and III (inland). The County's Right to Farm Ordinance provides protection for farmers primarily through notification to residents located near agricultural lands.

Applicability: Substantial portions of the Toro Canyon area contain existing agricultural uses and improvements, and appropriate agricultural uses are protected and promoted through the Plan. The Agricultural Element provides goals and policies to protect and maintain agriculture. The CLUP and the Land Use Element guide land use designations (e.g. agriculture vs. ranchette), identify minimum parcel sizes allowable for development and, with the zoning ordinances, provide greenhouse permit requirements and development standards. Minimum parcel size is often a key determinant in long-term agricultural viability; in general, the larger the parcel, the more agricultural options are available. However, Toro Canyon's mild coastal climate and areas of prime soils sometimes allow smaller parcels to retain agricultural viability. Due to factors including poor soils on steep slopes, water cost and availability, and environmental

constraints, steeper foothill and mountain areas often require parcel sizes of 100 acres or more to maintain commercial viability while avoiding constraints.

9. SCENIC HIGHWAYS ELEMENT

This element presents the County's scenic highway goals and evaluates standards, preservation measures and procedures for obtaining official "Scenic Highway" designation for State and County roads. Preservation measures include detailed site planning and structure design, control of outdoor advertising, and regulation of grading and landscaping.

Applicability: The Plan recognizes the suitability of design guidelines for protecting the scenic qualities of the Highway 101 corridor and maintaining its status as a potential Scenic Highway.

10. ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT (ERME)

ERME is a compendium and synthesis of the Seismic Safety and Safety, Conservation, Open Space, and Scenic Highways Elements and identifies specific factors that mitigate against urban development, such as prime agricultural lands, steep slopes, biological habitat areas, floodplains and floodways, and geologic hazards.

Applicability: The Toro Canyon Plan recognizes the existence of various ERME factors through its prevailing pattern of rural and semi-rural land uses and densities.

11. SANTA BARBARA COUNTY LOCAL COASTAL PROGRAM (LCP)

The LCP includes policies related to beach access, recreation, marine environment, environmentally sensitive habitat areas, agriculture, visual resources, and coastal dependent energy and industrial development, including a separate Zoning Ordinance that implements the land use plan. These policies establish standards for future growth and development in the coastal zone and supersede other policies of the Comprehensive Plan where overlap may occur. Many specific policies were cited above in Subsection 1 (Land Use Element).

Applicability: The southern portion of the Toro Canyon area is within the coastal zone and therefore is subject to these policies. The policies, development standards, and land use/zoning designations established in the Plan are consistent with pre-existing Coastal Land Use Plan policies, and the portions of the Toro Canyon Plan that apply within the coastal zone will become part of the County's state-certified LCP.

12. CLEAN AIR PLAN

The Clean Air Plan (CAP) contains strategies for reducing ozone precursors and particulates, and for achieving and maintaining federal and state air quality standards. These strategies include transportation demand management and indirect source review.

Applicability: Santa Barbara County exceeds federal ambient air quality standards for ozone and fine particulate matter (PM_{10}). As such, development in the Toro Canyon area is subject to the policies of the CAP.

F. PLAN GOALS AND KEY ISSUES

The following preamble to the Toro Canyon Plan has been adapted from that developed for the Montecito Community Plan, due to the two areas' geographic proximity and the similarity of many of their characteristics and circumstances:

Toro Canyon is an area of mixed rural and semi-rural, agricultural and low-density residential uses of approximately 5,950 acres. The area's rural and semi-rural character and quality of life are reflected by narrow winding roads, the absence of curbs and sidewalks in most residential neighborhoods, no traffic lights, a variety of agricultural uses, a limited amount of low-density residential development largely confined to distinct neighborhoods, limited commercial and institutional uses and infrastructure development, significant areas of natural vegetative cover and ornamental landscaping, limited access to walking and riding trails, limited beach access, one major public park, and relatively clean air.

To allow development in a manner consistent with available resources and in keeping with the rural and semi-rural quality of life, the Toro Canyon Plan's Goals, Policies, and Development Standards shall guide development within the Comprehensive Plan and Local Coastal Program for the Toro Canyon Plan area. The primary intent of the Plan shall be to improve the quality of new development that occurs within the area, to the enduring benefit of the area and its inhabitants.

This preamble considers and reflects many of the recurrent themes in the community input gained through workshops and the survey conducted early in the planning process, and later public hearings and testimony. These issues, along with existing laws (especially existing Comprehensive Plan and Coastal Land Use Plan goals and policies), form the basis for the Toro Canyon Plan's goals, policies, actions, and development standards. The following is a summary list of the major issues, concerns, goals and objectives that were expressed and considered in developing the Plan:

- Preserve the existing rural and semi-rural qualities of the community;
- Provide for the reasonable use of property and limited additional development that largely maintains and is compatible with the existing scale and character of the area;
- Protect public views of the ocean and the mountains;
- Preserve open space;
- Protect the scenic backdrop of the foothills and mountainsides, protect the watershed function of the mountainsides, and prevent excessive erosion and scarring from agricultural and other types of development;
- Protect and improve water quality;

- Protect sensitive habitats and other biological resources, and provide a balance between protection of habitats and various activities that can adversely affect natural vegetation and wildlife such as flood control, fire protection, and agricultural development;
- Preserve the rural roadway character, including the lack of curbs, sidewalks, and traffic signals;
- Maintain adequate services and infrastructure to support development and provide for public safety, but with few major changes such as road widening and urban service extensions;
- Increase opportunities for beach access and recreation in a manner that accommodates concerns over the privacy and property rights of coastal landowners and the quality of the shoreline environment; and
- Improve the overall quality, vitality, and economic sustainability of the Santa Claus Lane commercial area.

G. MEANING OF KEY TERMS USED IN THIS PLAN

Many of this Plan's Goals, Policies, Actions, and Development Standards make repeated use of the term "development" and use qualifiers such as, "except where it/this would preclude reasonable use of property." In order to provide clear guidance and promote consistent application of the Plan, the meanings of these key terms as used within this Plan shall be defined as follows.

> ***"Development"*** shall be as defined in the applicable Zoning Ordinance: County Code, Chapter 35, Article II (Coastal Zone) or Article III (inland).
>
> ***"… except where it/this would preclude reasonable use of property"*** shall mean "except where it/this will take private property for public use without just compensation as required by applicable law."

The latter of these also is reflected in the following Land Use - General Section, Policy LUG-TC-6.

The Plan's policies, actions, and development standards contain various directives that appear in the form of either "shall," "should," or "may." The meaning of these terms is as follows:

> ***"Shall"*** *indicates an unequivocal directive;*
>
> *"**Should**" signifies a less rigid directive, to be honored in the absence of compelling or contravening considerations;*
>
> *"**May**" indicates a permissive suggestion or guideline.*

H. IMPORTANT DIFFERENCES BETWEEN THE COASTAL AND INLAND PORTIONS OF THIS PLAN

As a result of the Coastal Commission's review of the Toro Canyon Plan for certification as an amendment to the Santa Barbara County Local Coastal Program (LCP), a number of the Goals,

Policies, Actions, and Development Standards originally adopted by the county for the entire Plan area were modified as they apply within the Coastal Zone. In these cases there are similar, but different, provisions that apply respectively within the coastal and inland (non-Coastal Zone) portions of the Plan area. These are clearly marked throughout the document as either "*COASTAL*" or "*INLAND*" at the beginning of the text of relevant Goals, Policies, Actions, and Development Standards.

Also, some of the Plan's provisions that do not deal with issues covered by the state Coastal Act, such as noise and solid waste, apply throughout the Plan area as part of the Comprehensive Plan but are not part of the certified LCP. These are clearly marked as "*NON-LCP*" at the beginning of the text of affected Goals, Policies, Actions, and Development Standards. Such provisions are to be applied equally throughout the Plan area, but may not serve as the basis for the appeal of any county permit actions to the Coastal Commission.

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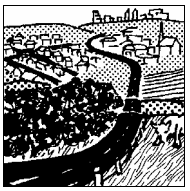

A. LAND USE - GENERAL

1. PLANNING AREA SETTING

Toro Canyon's existing land uses include large expanses of agriculture, a few concentrated and many scattered residential developments, two small commercial areas, recreation and undeveloped open space. A significant amount of development has been proposed recently for Toro Canyon and surrounding areas. Many of these proposals are for lot splits or single family dwellings, but some proposals are for larger projects or for development in highly constrained areas (see EIR).

Some recent projects have revealed that outdated land use and zoning designations allowed the potential for inappropriate development in constrained areas. Steep slopes, poor soils, inadequate sewer service, sensitive habitats, high fire potential, and narrow winding roads are serious development constraints. No area-specific guidelines that address these concerns previously existed. One purpose of a review of land use and zoning designations is to decrease the potential for water pollution, loss of sensitive habitat, loss of roads and homes located on severely eroding hillsides, injury due to road conditions, and loss of life or significant amounts of property in the event of a fire. This plan recognizes constraints in Toro Canyon and limits development in areas with significant problems. The plan also preserves the rural character and natural scenic beauty of Toro Canyon.

2. ISSUES

Toro Canyon's boundaries enclose an area with many common planning issues, including:

- Appropriate locations and types of residential and commercial development;
- Preservation of open space, agricultural and rural character;
- Minimizing adverse grading impacts;
- Adequate and safe circulation for automobiles, bicycles, and pedestrians;
- Development in high fire hazard areas;
- Evacuation routes and emergency vehicle access;
- Habitat preservation and protection;
- Unstable soils and slopes;
- Trails and recreation;
- Lack of appropriate wastewater systems.

3. PLAN LAND USE AND ZONING

Table 1 shows existing development and estimated buildout of the Plan by land use designation. Figure 3 shows Land Use designations under this Plan and Figures 4 and 5 show Zoning under this Plan. Land Use and Zoning Overlays, not including the Environmentally Sensitive Habitat (ESH) and Carpinteria Agricultural (CA) Overlays, are shown on Figures 6 and 7. ***Please note that Figures 3 through 7 are reduced-scale Plan illustrations that duplicate or contain information taken from the official land use and zoning maps, and that these figures were current at the time of Plan adoption (February 2002) and Coastal-portion certification (October 2004). However, future changes to the official maps may occur that are not reflected on these Figures; please always consult the official large-scale Land Use and Zoning Maps and Land Use and Zoning Overlay Maps for the most accurate and up-to-date information pertaining to a specific property.***

The Plan's zoning district configuration emphasizes gradual transitions in zoning district minimum parcel size and avoids spot zoning, although this more orderly pattern of densities does not always match with historic patterns of land division and zoning. During public review of the early drafts of this Plan, questions were raised regarding what effect a "legal non-conforming lot" status may have on a property. A legal non-conforming lot is typically a lot with a size and/or dimensions that were lawful prior to adoption of a government regulation, but do not conform to subsequent regulations. Residential development of legal non-conforming size lots is governed by standards contained in the Article II & III County Zoning Ordinances.

Under the 1980-81 Land Use Plans, there were 327 parcels that were nonconforming as to lot size. Under this Plan, 218 additional parcels are nonconforming as to lot size. Thus, approximately half of the area's parcels are nonconforming as to lot size under the Toro Canyon Plan. The Montecito Community Plan rendered more than 85% of the parcels in its Plan area nonconforming as to lot size. In a challenge brought by an owner of some of the down-zoned parcels, the court determined that it was permissible to down-zone parcels and render them nonconforming if the down-zoning eliminated subdivision potential and there were constraints or other planning concerns that supported the County's decision to downzone. If the County were to retain the prior land use densities and zoning throughout the Toro Canyon Plan area, it would encourage development in excess of reasonable resource capacities. Many parcels could be subdivided under the prior land use and zoning patterns, but could not be subdivided under this Plan. The Planning Commission and Board of Supervisors carefully reviewed the Plan's land use and zoning changes, determined the appropriate designations and densities, and adopted this Plan accordingly. Whether a rezoning would render a parcel nonconforming as to lot size is one factor that was properly considered in making these decisions, but was not dispositive.

The County differentiates between nonconforming uses, structures and lots, defining each separately (see the definitions found in Article II, § 35-58, and in Article III, § 35-209). A nonconforming use is the use of a property for a purpose not permitted in the zone district, for example, operating a store or factory in a residential zone. A nonconforming structure is a structure that is used for a purpose which is allowed in the zone district, but which does not conform in some other manner; for example, a building which is too tall for the zone district, or is

Figure 3 Land Use Designations

11 x 17

Refer to Figures at end of document

Fig. 3 p. 2 (11x17, blank page for reverse side - DISCARD)

Figure 4 Urban, Rural etc. Areas (8½x11, color)

Refer to Figures at end of document

built too close to the property line. A nonconforming lot is a lot that is smaller than the minimum size allowed in the zone district or which does not meet the width/depth ratio of the zone district.

Property owners have expressed concern that if their property is downzoned and rendered nonconforming as to size, they will not be able to renovate or expand their existing homes, or rebuild them in the event of a natural disaster. Property owners who currently own parcels that are nonconforming as to lot size, or which will become nonconforming as to lot size as a result of this Plan, need not worry about their ability to renovate their homes or rebuild their homes in the event of a disaster. Nonconforming parcels are not discouraged by the County's Zoning Ordinance to the same degree as nonconforming uses and structures. The chapters of the County Zoning Ordinances that address the amortization of non-conformities focus on uses and structures, not nonconforming lots; indeed, the title of these chapters is "Nonconforming Structures and Uses." Furthermore, residential and some nonresidential uses and structures that are nonconforming are treated more leniently in the Plan area than are nonconforming uses or structures located in other areas, under the applicable County ordinances including the new Toro Canyon Plan (TCP) Overlay District adopted along with this Plan

Regarding estimated buildout, the method typically used for calculating potential buildout does not account for limiting factors such as individual lot configurations or constraints. Therefore, the number of additional potential units could be somewhat overestimated in some areas of the Plan. This overestimation was readily apparent for the Padaro Lane area. Some Padaro Lane lots are extremely narrow, and some contain areas of sandy beach or state tidelands that cannot be built upon. When "setbacks" (areas adjacent to road rights-of-way and property lines in which development is not allowed), parking requirements, and the existing configuration of homes and structures were taken into account, it became apparent that subdivisions for additional residential units on many Padaro Lane lots would be infeasible or reasonably unlikely. For this reason, the projected buildout for the Padaro Lane area was adjusted by estimating the number of "reasonable" buildable lots after these limiting factors are taken into account. Table 2 summarizes the results of the buildout statistics that were modified for Padaro Lane. These statistics are also reflected in Table 1.

Figure 5 Zoning Districts

11 x 17

Refer to Figures at end of document

Fig. 5 p. 2 (11x17, blank page for reverse side - DISCARD)

Figure 6 Land Use Overlay Districts

8.5” x 11”

Refer to Figures at end of document

Figure 7 Zoning Overlay Districts

8.5” x 11”

Refer to Figures at end of document

Table 1. Development and Potential Buildout

Comprehensive/Coastal Plan Land Use Designation	*Applicable Zoning*	*No. of Parcels*	*Existing Resid. Units*	*Acres*	*Potential Add'l Units*
AC	Various	7	6	882	6
A-I-5	AG-I-5	1	0	5.6	1
A-I-10	AG-I-10	92	47	498	54
A-I-20	AG-I-20	34	25	476	11
A-I-40	AG-I-40	20	13	715	20
A-II-100	AG-II-100	6	6	117	0
MA-40	MT-TORO-40	15	8	635	8
MA-100	MT-TORO-100	15	6	755	11
Cemetery	AG-I-5/10	1	0	11.7	—
Educational Facility	Various	3	4	64	—
Rec./Open Space	REC	7	2	148	—
Other Open Lands	AG-II-100	1	0	3.5	—
Residential Ranchette	RR-5, -10, & -20	61	44	445	21
Semi-Rural Resid. 0.1	10-E-1	124	85	542	37
Semi-Rural Resid. 0.2	5-E-1	20	18	62	2
Residential 0.3	3-E-1	14	10	29	5
Residential 1.0	1-E-1	199	184	212	36
Residential 1.8	20-R-1	97	87	48	13
Residential 3.3	10-R-1, 12-R-1, DR-3.3	199	197	44	30
Residential 4.6	8-R-1	113	107	51	50
General Commercial	C-1	11	0	3.9	—
Highway Commercial	CH	3	0	1.7	—
TOTALS:		**1,043**	**849**	**5,750**	**305**

Acreage column total not exact due to rounding.

Table 2. Summary of Padaro Lane Buildout Statistics

No. of APNs Analyzed	*Existing Zoning Designations*	*Existing Units*	*Total Acreage*	*Potential New Lots Based on Zoning*	*Estimated "Reasonable" New Lots*	*Notes*
138	3-E-1, 8-R-1, 10-R-1	119	88.48	114	55	Various combinations of narrow lots, large existing homes, flood control easements, sandy beach and state tideland areas take up too much of the lot area to make additional lot(s) with new unit(s) feasible or reasonably likely.

4. LAND USE – GENERAL GOAL, POLICIES AND DEVELOPMENT STANDARDS

GOAL LUG-TC: Ensure That Residential And Agricultural Development Occurs In Balance With The Existing Natural Environment To Protect Natural Resources And Public Safety. Also, Ensure That Commercial Areas Are Economically Viable And Are A Benefit To Both Travelers And The Local Community.

Policy LUG-TC-1: **(*INLAND*) All pertinent countywide Comprehensive Plan and Coastal Plan policies apply within Toro Canyon in addition to the specific policies and action items identified in this Plan.**

Policy LUG-TC-1: **(*COASTAL*) All pertinent countywide Comprehensive Plan and Coastal Plan policies apply within Toro Canyon in addition to the specific policies and action items identified in this Plan. All pertinent countywide Comprehensive Plan and Coastal Plan policies apply within Toro Canyon in addition to the specific policies and action items identified in this Plan. Consistent with Coastal Land Use Plan (CLUP) Policy 1-2, should any policy or provision of the Toro Canyon Plan conflict with any policy or provision of the certified Local Coastal Program, the policy or provision that is most protective of resources shall prevail. Consistent with CLUP Policy 1-3, where the policies or provisions of the certified Toro Canyon Plan conflict with any other policy or provision of the County's Comprehensive Plan or other guiding standards, the Local Coastal Program shall prevail.**

Policy LUG-TC-2: **(*INLAND*) The Development Standards contained within this Plan shall be used to implement the policies of the Plan. Where appropriate, these standards shall be applied to projects under review, unless a standard is inapplicable or ineffective and/or other standards have been required that more effectively implement the policies.**

Policy LUG-TC-2: **(*COASTAL*) The Development Standards and Actions contained within this Plan shall be used to implement the policies of the Plan.**

Policy LUG-TC-3: **The Urban/Rural Boundary shall distinguish principally urban land uses from rural and/or agricultural land uses. This Boundary shall represent the maximum extent of the Toro Canyon urban area. This Boundary shall not be moved except as part of a County-initiated update of the Plan.**

Policy LUG-TC-4: **(*INLAND*) Land Use and Zoning designations shall provide for reasonable use and development of property within given site constraints.**

Policy LUG-TC-4: **(*COASTAL*) Land Use and Zoning designations shall provide for reasonable use and development of property within given site constraints. Within the coastal zone, if an applicant asserts that the application of the policies of the LCP or this Plan does not provide reasonable use of property, then the applicant must obtain an economic viability use determination pursuant to Article II, Section 35-194 before any exemption may be granted. For any policies or development standards within this Plan which specifically states/provides an exemption for "reasonable use of property," the applicant must obtain an economic viability determination pursuant to Article II, Section 35-194 before any exemption may be granted.**

Policy LUG-TC-5: **(*NON-LCP*) The public shall be protected from noise that could jeopardize health and welfare.**

DevStd LUG-TC-5.1: (*NON-LCP*) Construction activities within 1,600 feet of residential receptors shall be limited to the hours between 8:00 A.M. and 5:00 P.M., Monday through Friday. Construction equipment maintenance shall be limited to the same hours.

DevStd LUG-TC-5.2: (*NON-LCP*) Stationary construction equipment that could generate noise exceeding 65 dB(A) at project site boundaries shall be shielded to County P&D's satisfaction, and shall be located a minimum of two hundred (200) feet from sensitive receptors.

Policy LUG-TC-6: **(*INLAND*) The Policies and Development Standards of this Plan shall be implemented in a manner that does not take private property for public use without just compensation as required by applicable law.**

Policy LUG-TC-6: **(*COASTAL*) The Policies and Development Standards of this Plan shall be implemented in a manner that does not take private property for public use without just compensation as required by applicable law. Within the coastal zone, if an applicant asserts that the application of the policies of the LCP or this Plan does not provide reasonable use of property, then the applicant must obtain an economic viability use determination pursuant to Article II, Section 35-194 before any exemption may be granted. For any policies or development standards within this Plan which specifically provide an exemption for "reasonable use of property," similarly the applicant must obtain an economic viability determination pursuant to Article II, Section 35-194 before any exemption may be granted.**

Policy LUG-TC-7: **(*COASTAL*) In addition to the requirements of LUP Policy 2-11, development shall be scaled, sited and 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.

Policy LUG-TC-8 **(*COASTAL*) 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.**

Policy LUG-TC-9: **(*COASTAL*) Existing, lawfully established structures that do not conform to the provisions of the LCP may be maintained, and repaired. Except as provided below and in Policy BIO-TC-5, DevStds BIO-TC-5.1 through -5.4, and Policy BIO-TC-6, additions and improvements to such structures may be permitted provided that such additions or improvements themselves comply with the policies and standards of the LCP. Additions to non-conforming structures on a blufftop or on the beach that increase the size of the structure by 50 percent or more are not permitted unless the entire structure is brought into conformance with the policies and standards of the LCP. Demolition and reconstruction that results in the demolition of more than 50 percent of the exterior walls of a non-conforming structure is not permitted unless the entire structure is brought into conformance with the policies and standards of the LCP.**

Policy LUG-TC-10: **(*COASTAL*) Conditional Certificates of Compliance shall require a coastal development permit.**

Policy LUG-TC-11: **(*COASTAL*) Land divisions within the coastal zone, including lot line adjustments, shall be prohibited unless all proposed parcels:**

(1) Can be demonstrated to be safe from erosion, flood, and geologic hazards and will provide a safe, legal, all-weather access road(s), which can be constructed consistent with all policies of the LCP.

(2) Can be developed (including construction of any necessary access road), without building in ESH or ESH buffer, or removing ESH for fuel modification.

(3) Can be developed without requiring a current or future bluff or shoreline protection structure. No new lots shall be created that

could require shoreline protection or bluff stabilization structures at any time during the full 75 year life of the development.

(4) Would not result in building pads, access roads, or driveways located on slopes over 30%, or result in grading on slopes over 30% and shall be designed such that the location of building pads and access roads minimizes erosion and sedimentation.

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B. LAND USE - RESIDENTIAL

1. EXISTING SETTING

a. Regional Setting

Toro Canyon is within the South Coast Housing Market Area (HMA), one of five County HMAs used to identify regional housing needs. This HMA extends from Ventura County to Gaviota Pass, south of the Santa Ynez mountains. Housing costs within this HMA are unaffordable to more than 50 percent of local residents, creating hardship for moderate and lower income households.

b. Regulatory Setting

County Housing Element goals stress providing its "fair share" of housing for all economic segments of the community, especially housing affordable to very low, low, and moderate income households where unmet needs exist. Government Code Section 65584 requires each local jurisdiction to address its share of regional housing needs. The regional share allocation process provides a basis for all jurisdictions to share equitably in meeting the County's housing needs. The purpose of the fair share is to ensure that each city and county provides for housing at all income levels, and does not shift provision of low income housing to other jurisdictions.

c. Toro Canyon Planning Area Setting

Residential development began in Toro Canyon in the 1920s with subdivision of several small farms. Today, about 850 residential units are scattered throughout the Plan area, with 113 of these units located on agriculturally zoned land. Roughly 1,450 acres are designated for residential uses, with minimum lot sizes ranging from 8,000 square feet to ten acres. Generally speaking, parcel size increases from south to north. Several neighborhoods with parcel sizes between 7,000 square feet to one acre exist in southern Toro Canyon, including beach front properties along Padaro Lane and Rural Neighborhoods (RNs) surrounded by agricultural and rural land. Upper Toro Canyon (generally north of East Valley Road and Paredon Ridge) residential development is characterized by parcel sizes of five acres or greater, and is generally associated with either agricultural uses or large estates. With the exception of the Serena Park and Ocean Oaks Road neighborhoods, most of the dwellings in Toro Canyon are large, single-family estate homes. This trend of large single family residential development has continued in recent years.

Upper Toro Canyon, the subarea with the greatest constraints, contains the greatest number of parcels with the potential for future development. Building trends involve new custom homes with structures far larger than existing homes, from 5,000 to as large as 20,000 square feet.

The following is a brief description of the existing residential patterns, types of neighborhoods and zoning districts in Toro Canyon from south to north.

Beach Front Residential

The Padaro Lane residential area is a Rural Neighborhood located south of U.S. 101, adjacent to the Pacific Ocean. This area was developed in 1920 as the Town of Serena and was laid out in

long narrow lots oriented perpendicular to Padaro Lane, formerly the Coast Highway, to the ocean. Today, the area is a mix of primary and secondary residences. The lots are generally larger at the western end of Padaro Lane, becoming narrower with smaller lots toward the eastern end. Directly east of the larger western properties is the "Beach Club Road" tract, a 1950s housing development with smaller parcels.

Serena Park

This Rural Neighborhood is located at the northeast corner of Via Real and Toro Canyon Road and first resulted from a 34-acre farm subdivision in the 1920s laid out along Oak Avenue, Ocean View Avenue, and Serena Avenue. Most of the lots are less than one acre, with several larger parcels toward the northern end of the subdivision. Zoning designations include 1-E-1 in the northern portion, 12-R-1 in the eastern portion and 20-R-1 elsewhere.

Las Canchas Condominiums (Polo Club area)

This complex of 140 units is located to the west of Nidever Road between Via Real and Foothill Road, amid the Santa Barbara Polo and Racquet Club. It was approved in the early 1970s in connection with the Polo Club. The polo fields and other related open space were counted toward the overall density of the project under DR-2.5 zoning (ref. Ord. 2243, Tract 11,620 & 71-CP-46), with most development rights for the fields and open space being granted to the county under the terms of Ord. 2243 and 71-CP-46. As such, since the time that the LCP was originally adopted and certified in the early 1980s, the site's zoning has been split, with DR-2.5 for the condominium area and REC for the Polo Club grounds. The condominium complex is considered to be a conforming use under the terms of its original adopting ordinance/ development plan.

La Mirada/La Paquita

This Rural Neighborhood is located north of Foothill Road, approximately 2,500 feet east of Nidever Road. The lots are generally less than one acre, with a few larger lots (three to six acres) in the north, which coincide with the 1-E-1 and 5-E-1 zoning designations of this area.

Ocean Oaks Road

This Rural Neighborhood is located north of Foothill Road, approximately 5,000 feet east of Nidever Road. Most of the lots along Ocean Oaks Road are approximately 25,000 square feet. A few larger lots to the west are one to two acres. This conforms to the zoning designations, which are 1-E-1 to the west and 20-R-1 along Ocean Oaks Road.

Torito Road and vicinity

This Rural Neighborhood is located along Toro Canyon Road between Foothill and East Valley Roads. Most of the area is characterized by lots of one to two-plus acres, with zoning of 1-E-1.

Residential Estates

Residential estates are concentrated in Upper Toro Canyon, generally with larger parcels to the north (along Toro Canyon Road and east of Ladera Lane) and smaller parcels to the south (south of East Valley Road). Some large estates also occur in the more level topography of the mountainous and the coastal areas. Large single family custom homes are predominant on residential estate lots, sometimes with second units or guest houses. Residential estate lot sizes vary from one to twenty acres and are located in a wide range of zoning districts, including 1-E-1, 5-E-1, 10-E-1, RR-5, RR-10, and RR-20. However, parcel sizes do not always equate to the respective zoning district minimum parcel size requirement.

Rural Residential

Most of northern Toro Canyon is rural with diverse residential development, sometimes associated with agriculture. Steep slopes prevent dense residential development. The parcel sizes generally range from 20 to 160 acres, typical of the agricultural, residential ranchette, and large estate land use designations of the area.

2. PLANNING AND HOUSING ISSUES

a. Recent Residential Trends

Steep slopes, poor soils, limited sewer service, sensitive habitats, fire hazard, and narrow winding roads seriously constrain intensified residential development in Toro Canyon. Respondents to the mailed community survey generally expressed a preference for limited additional development. However, a significant amount of residential development has been proposed recently for Toro Canyon and surrounding areas (Appendix B). In addition, recently several ranches in the rural areas have graded and cultivated the hillsides into orchards. After agricultural roads are in place, large residential estates have sometimes been developed. Building trends involve new custom homes with structures far larger than existing homes, from 5,000 to as large as 20,000 sq. ft.

b. Planning Issues

Newer larger housing structures tend to change the rural character of the area. This is contrary to the type of development preferences expressed by many of the Toro Canyon property owners who responded to the mailed community survey (June 1998). These owners generally favored single family dwellings on large lots, with height restrictions to protect public views, and with reasonable limits on the size and scale of structures to maintain compatibility with respective parcel size and the surrounding environment (see Appendix A).

This Plan allows for up to 305 new units under base densities. This level of development potential does not account for adopted County policy or physical constraints such as access and fire protection, limited public road access, lack of adequate wastewater systems, sensitive habitat protection, and steep slopes, nor does it account for additional secondary residential uses such as residential second units and farm employee dwellings.

In addition, several current housing developments have involved extensive grading for building pads, yard space and driveways, both in residential and agriculturally designated areas. This has resulted in significant scarring of the terrain and ongoing erosion problems.

TABLE 3: EXISTING UNITS AND RESIDENTIAL BUILDOUT POTENTIAL BASED UPON LAND USE PLAN DESIGNATIONS

Existing Land Use Plan Designation	Acreage	Existing Units	Potential Additional Units	Potential Total Buildout
Residential 4.6	51	107	50	157
Residential 3.3	44	197	30	227
Residential 1.8	48	87	13	100
Residential 1.0	212	184	36	220
Residential 0.3	29	10	5	15
Residential 0.2	62	18	2	20
Residential 0.1	542	85	37	122
Residential Ranchette	445	44	21	65
Agricultural	2,694	97	92	189
Mountainous Area	1,390	14	19	33
Others	233	6	0	6
TOTALS:	**5,750**	**849**	**305**	**1154**

Key Toro Canyon residential development issues are:

- Change in rural character of the area;
- High fire danger and safety concerns due to limited access;
- Water contamination associated with absence of appropriate wastewater systems;
- Destruction of sensitive habitat, including riparian creek corridors;
- Adverse visual impacts as a result of extensive hillside grading;
- Agriculture protection.

In order to minimize adverse environmental impacts and preserve the rural character of Toro Canyon, this plan designates areas with significant development constraints to larger minimum parcel sizes.

c. Relationship to the County Housing Element

The opportunity for additional affordable housing in Toro Canyon is extremely limited because of County policies requiring protection of the area's rural nature and sensitive resource and physical constraints as described above. However, there are some opportunities to create or

maintain relatively lower cost housing through the Residential Second Unit (RSU) Program and by developing Farm Employee Housing.

1. Residential Second Unit (RSU) Program

   The development of second units provides a limited opportunity to increase the area's housing stock. RSUs are categorically considered to be a type of "affordable" housing due to their limited size and secondary use nature.

2. Farm Employee Housing

   Almost 2,700 acres of Toro Canyon are designated for agricultural uses, which results in the need for residential development for both permanent and seasonal farm employees. Toro Canyon's greenhouses create a significant unmet demand for this type of housing. Farm employee housing currently requires either a minor or major Conditional Use Permit under the agricultural zoning districts.

3. Affordable Housing Overlay (AHO)

   The AHO is intended to encourage the provision of affordable housing by offering, in addition to a site's base residential density, an optional higher density and other developer incentives along with specific affordability requirements. This Plan anticipates the potential future application of the AHO to part or all of the 11.4-acre Via Real Company site (APNs 005-270-017, -019, -029, -033, & -034), located on the north side of Via Real between the Polo Club on the east and existing residential tract housing on the west (see Fig. 8 and Action LUR-TC-1.3). Application of the AHO on this site, which is located within a Rural Neighborhood, would be contingent upon amendment of the Housing Element to allow the AHO within such neighborhood areas; currently (2001) the Housing Element limits the AHO to the Urban Areas only. Appropriate base and AHO densities would be considered at such time as the AHO may be applied to the property. Current terms of the AHO would require that at least 30% of the units developed under the optional higher AHO density be affordable to very-low-income households, or that at least 50% of such units be affordable to a range of low- and moderate-income households.

Figure 8: Via Real Company potential AHO site

Refer to Figures at end of document

3. LAND USE - RESIDENTIAL GOAL, POLICIES AND ACTIONS

GOAL LUR-TC: Balance Residential Development With Protection of Resources, Respect Constraints To Development and Concentrate Development In Areas With Adequate Public Facilities and Services.

Policy LUR-TC-1: **The County shall encourage a diversity of housing types, while maintaining the predominantly large lot single family rural character of Toro Canyon.**

Action LUR-TC-1.1: The county shall consider the approval of Residential Second Units, which categorically are considered to be potentially affordable units, on appropriate sites in a manner consistent with applicable goals, policies, development standards, and ordinance provisions.

Action LUR-TC-1.2: The County shall work with interested property owners to develop appropriate farm employee housing, which shall be sited and designed in a manner consistent with the goals, policies, and development standards of this Plan.

Action LUR-TC-1.3: At such time as the Housing Element may be amended to allow application of the Affordable Housing Overlay within Rural Neighborhood areas, the county shall consider applying this Overlay to part or all of the Via Real Company property between the Serena Park neighborhood and the Polo Club (APNs 005-270-17, -19, -29, -33, &-34). Appropriate base and AHO densities shall be considered at such time.

Policy LUR-TC-2: **Residential development, including but not limited to the size of structures and development envelopes, shall be scaled to protect resources such as environmentally sensitive habitat and visual resources and to respect site constraints such as steep slopes.**

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C. LAND USE – COMMERCIAL AND INSTITUTIONAL FACILITIES

1. EXISTING SETTING

a. Plan Area Setting–Commercial

Toro Canyon is primarily a rural and semi-rural agricultural and residential area. Residents largely conduct their shopping in neighboring communities such as Montecito, Summerland, Carpinteria, or Santa Barbara. However, two areas along U.S. Highway 101 serve both residents and travelers. These two small "Highway Commercial" enclaves, with a limited range of uses, are located on Via Real and Santa Claus Lane. Combined recent annual taxable retail sales for the area is more than $5 million. The Toro Canyon Plan proposes modifications to the commercial designations of the Santa Claus Lane area to broaden available uses and assist in revitalization of the area.

Via Real: The three Highway Commercial parcels between Via Real and Highway 101, at the eastern Padaro Lane/Highway 101 interchange, support a private gas station, a service garage, and a specialty car-related business. Pole signs, cars awaiting repair, rusting trailers and various flats of construction materials are visible from Highway 101. Both the garage and the industrial building are bordered by chain-link fencing. This area could benefit from additional landscaping and other features to improve aesthetics.

Santa Claus Lane: Santa Claus Lane is located in the southeastern area of the Toro Canyon planning area. The Lane is a frontage road between Highway 101 to the north and Union Pacific Railroad tracks/seawall and Pacific shoreline to the south. The Lane is continuous with Padaro Lane to the west, where custom homes are located. A gated exclusive residential area, Sandyland Cove, is located to the east of Santa Claus Lane. The eleven parcels on the Lane total about four acres. The Lane has a scattering of buildings and is less densely developed at its western end.

The largest parcel on the Lane is occupied by the Padaro Beach Grill restaurant, which features a park-like outdoor dining area with views of the ocean. Another restaurant on the Lane is part of the complex of buildings historically topped by the Santa Claus figure. Three retail shops, including a toy store, two gift shops featuring holiday items and decorative pieces, and an art gallery are also located in the complex. An agricultural and gardening supplies distributor, Western Farm Service, occupies the last structure at the western end of the lane. It stores many of its supplies outside behind a wooden fence. Business survey responses indicate that the majority of patrons at these businesses are local people rather than highway travelers. In addition to these commercial uses, a few dwellings are located along the Lane.

In general, the Lane has inconsistent architectural styles. Some of the architecture on the Lane can be classified as "Vernacular Commercial," which is informal and casual with no discernible high style features. It is expressed on Santa Claus Lane through the use of informal wood buildings designed to showcase commercial wares. The style antecedents for these buildings are based on American folk architecture, differing from East Coast to West Coast through the use of different wood siding. On the East Coast, shingles and clapboards were more usual, while on the West Coast board and batten was the norm, based on Western homestead buildings of the late

nineteenth century. The more recent association is with twentieth century (1900-1950) roadside or beach town architecture.

Some areas of the Lane feature discontinuous sidewalks, sparse landscaping, unpaved parking areas with poor drainage, and unkempt paint on buildings. Cyclone, wooden, and black vertical metal bar fencing also occur along the Lane. To make the Lane appear welcoming and aesthetically pleasing to pedestrians, continuous sidewalks, additional well-maintained landscaping, well-kept building facades, compatible architectural styles and reduced fencing or vegetative screening of fencing may be advantageous.

Recent ownership changes and development proposals indicate a pattern of significant changes to Santa Claus Lane development trends. Parcel 005-450-06 had a vacant auto service garage station on it for many years. The garage was removed for the construction of the Franz Commercial Development which includes 6293 square feet of retail space, office space, and a second story residential apartment. Parcel 005-450-08, with a Christmas gift shop, and parcel 005-450-09, with Santa's Trading Post, have recently experienced ownership changes.

Santa Claus Lane property owners created plans for revitalization of the Lane in April, 1999 which include architectural and streetscape guidelines and a conceptual streetscape plan including a new parking configuration, crosswalks, landscaping, and street amenities such as sidewalks, bike racks, and benches. Funding for the improvements needs to be identified before the plans can be carried out.

b. Plan Area Setting-Institutional Facilities

Three institutional facilities are found in Toro Canyon. The former Jesuit Novitiate property, northwest of the Ladera Lane and East Valley Road intersection, has historically been a seminary. Recently sold, most of the site is approved for low-density residential development (Cima del Mundo). A revised Conditional Use Permit has been approved for the La Casa de Maria retreat center to operate in the former seminary. The Vedanta Society Temple and bookstore located to the north is open to the public seven days a week with a lecture every Sunday serving about 100 guests. The Vedanta property also contains several permanent residences. The Pacifica Graduate Institute operates up to 225 days out of the year and, according to the Institute's Conditional Use Permit, no more than 65 students attend classes on any day and no more than 35 students stay overnight on campus on any given day. Currently, approximately 100 acres are used for institutional facilities in Toro Canyon. This plan proposes no major changes to existing institutional areas.

c. Regulatory Setting

Both the state Coastal Act and the Santa Barbara County Local Coastal Program (LCP) identify visitor-serving commercial uses as having priority over private residential, general industrial, and general commercial development, and discourage commercial areas in the coastal zone that are built primarily to serve local residents. Accordingly, both Via Real and Santa Claus Lane were zoned Highway Commercial under the original LCP to provide areas adjacent to highways or freeways exclusively for uses that serve the highway traveler.

The Highway Commercial zoning allows only limited commercial uses focusing on serving the traveling public. Because of location, access, fragmented ownership, parking constraints and limited demand, this designation did not assist in the most efficient use of the Santa Claus Lane commercial area. Business vacancies have been common, building modernization and upkeep sometimes lag, and this important gateway has been somewhat depressed. Also, both commercial strips are dominated by businesses serving locals rather than those intended by the Highway Commercial zoning. Based upon a survey of the commercial area property owners and businesses, most respondents indicated a preference for allowing additional commercial uses on Santa Claus Lane that are more geared to serve locals.

This plan zones Santa Claus Lane as Limited Commercial (C-1), with some additional use restrictions and design standards included in the TC Overlay. The Via Real commercial properties remain designated as Highway Commercial, due to their configuration as part of the northbound Highway 101 off- and on-ramps.

2. PLANNING ISSUES

As this is a rural and semi-rural area located between two established cities, creating additional commercial areas within Toro Canyon would be inappropriate. However, both existing commercial strips could benefit from upgrading as uses change. The primary planning issues are to assist in reasonable upgrades of these areas to meet the needs of area residents, balanced with continuing service to the traveling public.

In addition to the oversized Santa, Santa Claus Lane once featured a similarly scaled Frosty the Snowman and a small-scale train ride. For many years, the Lane and shops were a destination for travelers. However, for the last 15-20 years, visitors and customers have declined. Factors that have contributed to this decline include inadequate parking, demand for local rather than visitor-serving uses, small parcel size, lack of maintenance, and the design of the freeway and off-ramps so that travelers are often unaware of the Lane until after they have passed exits for it.

3. LAND USE – COMMERCIAL GOAL, POLICIES, ACTION, AND DEVELOPMENT STANDARD

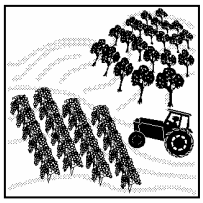
GOAL C-TC: Maintain an Appropriate Commercial Balance in Toro Canyon, Consistent with the Primarily Rural and Semi-Rural Nature of the Area.

Policy C-TC-1: **The county shall encourage and support reasonable development and viability of existing commercial areas through infrastructure and design improvements.**

Action C-TC-1.1: County staff shall work with area residents and Santa Claus Lane property and business owners to discuss programs for additional parking, improved drainage and possible formation of a business improvement district to address landscaping, maintenance and other infrastructure needs.

DevStd C-TC-1.2: Commercial development on Santa Claus Lane shall incorporate a sidewalk that is contiguous and visually compatible with sidewalks in front of neighboring businesses as well as other necessary street and drainage improvements in accordance with County Road Department standards and any approved Streetscape Plan for Santa Claus Lane.

Policy C-TC-2: **The style of new development within the C-1 zone district in Toro Canyon shall be "Western Seaside Vernacular Commercial." (See Toro Canyon Plan Zoning Overlay in the Art. II Coastal Zoning Ordinance.) The intent is to encourage architectural cohesion along the Lane, with new construction compatible with existing buildings in scale, massing and materials, while allowing for an updated look.**



D. LAND USE - AGRICULTURE AND RURAL LANDS

1. EXISTING SETTING

a. Regional Setting

Agriculture is the County's leading industry with a gross production value of over $626 million in 1997. There are approximately 712,400 acres of agricultural land currently in production in the County (114,700 acres cultivated). In addition to its primary role in production of food and fiber, the County's agricultural lands also filter rainfall and recharge groundwater basins, and provide valuable wildlife habitat and open space. The Carpinteria Valley is the South Coast's most productive and diverse agricultural region. The region's relatively mild year-round climate enables the production of frost-sensitive and some typically subtropical crops, including avocados, lemons, strawberries, and cherimoyas. More than half of the County's cut flower and nursery products (chrysanthemums, orchids, roses and potted plants) are produced in greenhouses throughout the Carpinteria Valley. The Carpinteria Valley's booming flower trade has made agriculture the fastest growing industry in an area more often recognized for attracting high-tech businesses and tourism.

b. Local Agricultural Setting

Toro Canyon, located within the Carpinteria Valley, contains almost 2,700 acres designated for agriculture with zoning ranging from AG-I-5 (minimum 5-acre lots) to AG-II-100 (minimum 100-acre lots). In addition, almost 1,400 acres are designated Mountainous Area, with zoning that allows existing agricultural use along with some permit requirements for agricultural expansion. Avocado, cherimoya, and citrus orchards grow largely on the terraced hillsides in the northeastern portion of Toro Canyon. Field crops are located in the coastal plain south of East Valley and Foothill Roads, on gentle slopes and flat land. The Plan area supports about thirty percent of the total greenhouse development in the Carpinteria Valley, producing orchids, roses, other cut flowers and vegetables and potted plants. The majority of greenhouses are located south of Foothill Road and east of Nidever Road. A few small pastures are scattered on smaller farms.

Most farms in Toro Canyon are fairly small in size, supported by the area's mild coastal climate and areas of prime soils that allow smaller parcels to retain agricultural viability. Generally, minimum parcel size is often a key determinant in long-term agricultural viability; generally, the larger the parcel, the more agricultural options remain available. However, due to poorer soils, water availability and environmental constraints, steeper foothill and mountain parcels often require parcel sizes in excess of 100 acres to maintain viability while avoiding constraints.

Agricultural Preserve Lands: Thirty-five agricultural parcels in Toro Canyon, totaling 1,350 acres, are enrolled in the County's Agricultural Preserve Program (Williamson Act). Landowners voluntarily enter into ten year contracts that are renewed annually with the County to form agricultural preserves, and they maintain their property in agricultural and open space uses in return for a reduced property tax assessment based on the agricultural value of the

property. The bulk of these parcels are located in the steep topographic area northeast of Toro Canyon Park, with other blocks located along Foothill Road.

Greenhouses: The Toro Canyon Plan area currently supports approximately 5.1 million square feet (117 acres) of greenhouse development that includes all permanent structures including greenhouses, plant protection structures, and shade structures. In addition, there are approximately 100,000 square feet of related development (e.g., packing sheds, warehouses, etc.) for a combined total of approximately 5.2 million square feet (119 acres) of greenhouse and related development in the Plan area.

Equestrian Use: The Toro Canyon area also has a long tradition of equestrian use. Commercial and private equestrian operations include the Santa Barbara Polo and Racquet Club near Via Real and Nidever Road, several large polo training fields along Via Real and Padaro Lane, private equestrian stables and boarding facilities along Lambert Road, and the non-profit Santa Barbara Therapeutic Riding Academy located in Toro Canyon Park.

2. PLANNING ISSUES

The key agricultural land use issue in Toro Canyon is balancing the goals of the County's Agricultural Element to promote continued agricultural expansion and intensification with protection of the area's semi-rural character and environment. Potential conflicts include soil erosion from foothill grading and orchard development on steep slopes, land use incompatibilities from pesticide drift, and the change in rural character/visual impacts from greenhouse and berry hoop development.

Toro Canyon contains substantial undeveloped lands that may be appropriate for agricultural expansion and intensification. Consistent with the goals of the Agricultural Element, the Plan designates over 70 percent (approximately 4,100 acres) of the Toro Canyon area as Agriculture and Mountainous Area. The Plan also contains policies to protect existing agricultural land.

As crop values have risen, increased agricultural development has occurred on steeper slopes and canyon hillsides. While most agricultural development is well planned and installed, in some cases, poorly planned and executed foothill grading for crops or structures has caused landslides, visual degradation, significant erosion and downstream sedimentation in creeks. In addition, once agricultural roads are in place, some property owners follow with additional grading for residential development, including driveways, building pads, yard areas, etc. Much of this has led to significant scarring of the terrain and ongoing erosion problems. Further, grading and road construction in the mountains under the appearance of "agricultural development" may actually be preparation for estate residential development.

Additional greenhouse development increases the need to balance various competing goals in the Comprehensive Plan. While greenhouses are important to the area's economy, the growth of the greenhouse industry has raised concerns over several important planning issues, particularly cumulative impacts on water quality, groundwater recharge, visual resources, land use compatibility, and long-term maintenance of diverse agriculture.

To protect agriculture in the Toro Canyon Plan Area, agriculture is encouraged where it is appropriate. However, to minimize erosion and other adverse impacts, expansion of foothill agriculture requires careful planning and installation. The Plan designates about 1,390 acres of foothill lands as Mountainous Area (MA) to balance resource protection with agricultural expansion (Table 4). The Plan redesignates two parcels (40 acres) from A-I-10 to RR-20 in order to reduce residential development potential in an area with limited access, steep slopes, poor soils, high fire hazards, and large areas of sensitive habitat. On the east side of Toro Canyon Road north of Foothill Road, the Plan redesignates seven parcels totaling about sixteen acres from A-I-40 to A-I-10, in closer recognition of the existing small lot sizes and consistent with the RR-10 and A-I-10 designations to the west and south. The Plan also designates several agricultural areas for larger minimum parcel sizes due to steep topography, landslide and erosion potential, high visibility, poor access and high fire hazard. In addition, larger minimum parcel sizes minimize non-agricultural development potential (e.g., residences and roads) and ensure agricultural viability. The Plan redesignates certain areas from A-I to A-II for consistency with surrounding parcels and changes in the Urban/Rural Boundary Line. Lastly, the Plan includes development standards to regulate new development adjacent to existing agricultural operations to provide compatibility between uses and ensure the long-term viability of agriculture.

TABLE 4: AGRICULTURAL LAND USE DESIGNATIONS

Land Use Plan Designation	Number of Parcels*	Acreage
A-I-5	1	6
A-I-10	92	498
A-I-20	34	476
A-I-40	20	715
A-II-100	6	117
MA-40	15	635
MA-100	15	755
AC	7	882
Totals:	**190**	**4,084**

* Some parcels are covered by more than one land use designation. Such parcels are counted only once, under whatever category covers the majority of their area; however, the various acreages for different land use designations on split parcels are apportioned to each applicable designation.

3. LAND USE – AGRICULTURE AND RURAL LANDS GOAL, POLICIES AND DEVELOPMENT STANDARDS

GOAL LUA-TC: Protect And Support Agricultural Land Use And Encourage Appropriate Agricultural Expansion, While Maintaining A Balance With Protection Of Coastal And Natural Resources And Protection Of Public Health And Safety.

Policy LUA-TC-1: The County shall develop and promote programs to preserve agriculture in the Toro Canyon Plan Area.

Policy LUA-TC-2: **Land designated for agriculture within Toro Canyon shall be preserved and protected for agricultural use.**

DevStd LUA-TC-2.1: Development of nonagricultural uses (other than residential uses and appropriately sited public trails) on land designated for agriculture, including land divisions and changes to a non-agricultural land use/zoning designation, shall only be permitted subject to all of the following findings:

a. Continued or renewed agricultural use of the property is not feasible;

b. Nonagricultural use shall be compatible with continued agricultural use on adjacent lands;

c. Nonagricultural use shall preserve prime agricultural land or concentrate development contiguous with or in close proximity to existing developed areas able to accommodate the use, including adequate public services;

d. Nonagricultural use shall not have a significant adverse impact on biological resources, visual resources and coastal resources (public access, recreation and coastal dependent uses);

e. Land divisions outside the Urban Boundary shall be permitted only where 50 percent of the usable parcels in the urban area have been developed and the proposed parcels would be no smaller than the average size of the surrounding parcels. Land divisions proposed in the Coastal Zone shall be consistent with Coastal Plan Policy 8.4;

f. For properties located in the Coastal Zone, the proposed nonagricultural use shall be consistent with Coastal Plan Policies 8.2 and/or 8.3.

DevStd LUA-TC-2.2: To the maximum extent feasible, hardscaped areas associated with agricultural and greenhouse development (i.e., parking lots, loading bays, interior walkways in greenhouses, and accessory building footprints) shall be minimized in order to preserve the maximum amount of prime agricultural soils. Minimizing the covering of soils shall be accomplished through efficient site and building design and the use of pervious surfaces wherever feasible.

Policy LUA-TC-3: **New development shall be compatible with adjacent agricultural lands.**

DevStd LUA-TC-3.1: New non-agricultural development adjacent to agriculturally zoned property shall include appropriate buffers, such as trees, shrubs, walls, and fences, to protect adjacent agricultural operations from potential conflicts and claims of nuisance. The size and character of the buffers shall be determined through parcel-specific review on a case-by-case basis.

DevStd LUA-TC-3.2: (*NON-LCP*) Consistent with the County's adopted Right to Farm Ordinance, a Notice to Property Owner (NTPO) shall be recorded with the final tract and/or parcel map for properties within 1,000 feet of agriculturally zoned land. The NTPO shall inform the buyer that:

The adjacent property is zoned for agriculture and is located in an area that has been planned for agricultural uses, including permitted oil development, and that any inconvenience or discomfort from properly conducted agricultural operations, including permitted oil development, shall be allowed consistent with the intent of the Right to Farm Ordinance. For further information, contact Santa Barbara County Planning and Development.

Policy LUA-TC-4: **(*COASTAL*) Within the coastal zone, in areas with prime agricultural soils, structures, including greenhouses that do not rely on in-ground cultivation, shall be sited to avoid prime soils to the maximum extent feasible.**

Policy LUA-TC-5: **(*COASTAL*) The County should ensure that essential infrastructure for existing agricultural production is protected and maintained.**

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A. FIRE PROTECTION/HAZARDS

1. EXISTING SETTING AND ISSUES

Hazardous fire conditions in Toro Canyon, like other foothill areas of southern Santa Barbara County, are a function of local topography, dry climate, fire-dependent vegetation, residential development in the hillsides, limited access/evacuation routes, and increasing fuel loads. In the Plan area, fire has the potential to spread rapidly, leaving very little time for residents to evacuate.

Fire Protection Service

The majority of the Toro Canyon Plan area is served by the Carpinteria-Summerland Fire Protection District (CSFPD) and the Montecito Fire Protection District (MFPD) (Figure 9). The CSFPD extends from the Santa Barbara-Ventura County line on the east to Montecito on the west and operates two stations: at 911 Walnut Avenue in Carpinteria (CSFPD Station 1); and 2375 Lillie Avenue in Summerland (CSFPD Station 2). The Summerland station receives assistance from both the Carpinteria and Montecito fire stations on an as-needed basis (Bury 1998). Paramedic services are provided by CSFPD and MFPD, and by American Medical Response from either their Carpinteria headquarters or their Santa Barbara station under contract to the County of Santa Barbara. All of the firefighters in the CSFPD and MFPD have Emergency Medical Technician training (EMT-1) and provide first response medical services.

The MFPD extends from approximately Ladera Lane west to the Santa Barbara City limits and also operates two stations in Montecito: at 595 San Ysidro Road (MFPD Station 1); and at 2300 Sycamore Canyon Road (MFPD Station 2) (see Table 5). Within the Plan area, the MFPD serves the area west of Ladera Lane and north of East Valley Road. In addition to fire response personnel, a paramedic rescue staffed by two firefighter/paramedics, a shift Battalion Chief, and a dispatcher are at Station 1 at all times. Montecito stations receive automatic aid from the CSFPD, Santa Barbara City Fire Department, and the United States Forest Service (personal communication, Jim Langhorne 1999). The MFPD Board of Directors has authorized a study for a new station at the eastern end of their jurisdiction. However, this station is not presently needed to address the MFPD service in the northwestern Plan area (personal communication, Jim Langhorne 1999).

With a population of approximately 20,000 served and seven on-duty fire personnel per shift, the current ratio of on-duty CSFPD personnel to population served is approximately one to 2,900. The ratio of on-duty MFPD personnel to population is approximately one to 994, with a population of approximately 8,500 served and nine on-duty fire personnel per shift.

Less than half of Toro Canyon is within the CSFPD's five-minute response zone (Figure 9). The response zone boundary line generally follows East Valley Road in the western Plan Area and continues just north of Foothill Road to the eastern edge of the planning area. East Valley and Toro Canyon Roads serve as the boundary edge for the five-minute response zone

Figure 9 Fire Protection

8 ½ x 11

Refer to Figures at end of document

since large fire equipment is more quickly maneuvered on these roadways rather than on driveways and access roads. The U.S. Forest Service, in conjunction with the CSFPD and the MFPD, serves areas within the Los Padres National Forest. None of the Plan area is within the MFPD five-minute response zone. CSFPD, MFPD and County Fire Department require additional measures for development in high fire hazard areas including: access road width; steepness and turnout requirements; water infrastructure; automatic sprinkler systems; vegetation management plans; and special construction standards.

TABLE 5: TORO CANYON FIRE PROTECTION SERVICES

Station	Location	Personnel	Equipment
CSFPD Station 1	911 Walnut Ave., Carpinteria	5 per shift/ 5 total	1 engine and 2 reserve engines
CSFPD Station 2	2375 Lillie Ave., Summerland	3 per shift/ 3 total	engine company
MFPD Station 1	595 San Ysidro Rd., Montecito	6 per shift	1 engine, 1 rescue, 2 reserve engines
MFPD Station 2	2300 Sycamore Canyon Rd., Montecito	3 per shift	1 engine, 1 reserve

Fire Hazards

Most of Toro Canyon is a high fire hazard zone, which includes all areas north of Foothill Road, and the area between Toro Canyon Road and west of Lambert Road, north of Highway 101 (Figure 9). The steep topography, high fuel load associated with native vegetation, and potential high downslope "sundowner" winds (prevailing northerly winds of superheated and extremely dry air that can blow down the coastal canyons at up to 70 miles per hour) accompanied by high temperatures and low humidity create the potential for major wildfires. Residences within the Toro Canyon foothill area are exposed to these high fire hazards and increase the potential for structural damage, emergency access/evacuation problems and risk to human life. Since upper Toro Canyon has not been subject to a major fire in over 25 years, and the southern portion for an even longer period, high fuel loads could contribute to a major fire.

The MFPD and CSFPD routinely maintain fire suppression crews for *fuel modification*, a process to reduce the fuel load (quantity) by hand decadent materials including brush and overgrowth that could be burned in a major fire. Fuel modification in the form of a *fuel break* is commonly required by fire agencies within approximately 100 feet of structures and along major access roads and driveways. Vegetation within this area is trimmed, limbed, landscaped and managed in a mosaic pattern to reduce fuel loads. Annual maintenance of the fuel break is crucial to suppress the fire hazards of the area. Historically, this technique has been implemented in lieu of constructing *fire breaks*, which are graded corridors where all vegetation is removed by heavy equipment (personal communication, Jim Langhorne MFPD, & Randy Graham CSFPD, 1999).

Wildfire History

Both the Romero Fire of 1971 and the Coyote Fire of 1964 burned northern Toro Canyon. Approximately 80,000 acres burned in the Coyote Fire. The Romero Fire originated in Picay

Canyon and burned all of upper Toro Canyon, from its base at East Valley Road to the top of the Santa Ynez Mountains including Oil, Arroyo Paredon, and Santa Monica Canyons. In the past 10 years, the CSFPD has responded to three fires in the Toro Canyon area, including one brush fire in upper Toro Canyon (Oil Canyon area) and two structural fires in the lower Toro Canyon.

Access

Fire protection in Toro Canyon is further constrained by the limited number of major roads and their physical natures. Four main access routes include Toro Canyon Road, Foothill Road, East Valley Road, and Via Real. Roadways other than Via Real are narrow and winding, with shoulders either limited or absent. North-south access to upper Toro Canyon is limited to Toro Canyon Road on the east and Ortega Ridge Road to the west. The narrow winding roads and steep grades delay emergency response time, and the lack of routes funnel all residents and emergency vehicles onto the same narrow roads.

Evacuation

No official evacuation routes in the Plan Area have been designated by the County Office of Emergency Services (OES). Designating official evacuation routes may not be desirable for wildland fires, since the location of the fire will determine the appropriate direction for evacuation to occur. However, local fire agencies, law enforcement, transportation officers and OES continually work towards better integrated fire preplanning, including mutual aid response, coordinated staging and command posts, and citizen shelters. Due to narrow roads, emergency vehicles entering the Plan area would complicate a quick and successful evacuation of the area.

2. PLANNING ISSUES

Narrow roads, steep terrain, high fuel load, and access and evacuation difficulties necessitate that development in Toro Canyon require a variety of additional fire protection measures. These measures include fire development standards for new development and a vegetation management plan, and a new fire station may be established in the area. The MFPD Board of Directors has authorized a study for a new station at the eastern end of their jurisdiction. Given issues such as habitat protection, aesthetics and erosion control, such measures may not be fully effective.

While providing fuel breaks for protection of homes can reduce fire hazards, fuel breaks may increase erosion, eliminate wildlife habitat, require removal of mature trees, increase invasive non-native vegetation, and change the area's scenic and rural character. Locating roads, driveways and yards between development and high fire hazard open space could minimize exposure of new homes to wildland fires and reduce impacts to habitat. Vegetation management along certain roads in Toro Canyon would reduce fire hazards along evacuation routes by reducing the fuel loading and increasing the width and visibility along roads. Carefully implemented, such a program could also protect the aesthetic character of the brush and tree-canopied, rural roads that are valued by many Toro Canyon residents. The MFPD has staffed a full-time position for a Wildland Fire Specialist to develop fire hazard mitigations.

3. FIRE PROTECTION GOAL, POLICIES, ACTIONS, AND DEVELOPMENT STANDARDS

GOAL FIRE-TC: Maximize Effective and Appropriate Fire Prevention Measures in Order to Minimize Exposure of People and Property to Wildfire Hazards; Minimize Adverse Impacts of Fire Protection and Suppression Efforts.

Policy FIRE-TC-1: **The County shall coordinate with the Carpinteria and Montecito Fire Protection Districts to maintain and improve fire prevention and protection service for the residents of the Toro Canyon Planning Area.**

Action FIRE-TC-1.1: The County shall coordinate with the Carpinteria Fire Protection District to ensure that fees for new development are adequate to cover the cost of required fire protection services.

Policy FIRE-TC-2: **Fire hazards in the Toro Canyon Planning Area shall be minimized in order to reduce the cost of/need for increased fire protection services while protecting the natural resources in undeveloped areas.**

Action FIRE-TC-2.1: When the County updates the Comprehensive Plan Safety Element, the County, where applicable, shall update the policies and development standards in the Toro Canyon Plan Fire Protection/Hazards Section**.**

DevStd FIRE-TC-2.2: (*INLAND*) Development shall be sited to minimize exposure to fire hazards and reduce the need for grading and clearance of native vegetation to the maximum extent feasible. Building sites should be located in areas of a parcel's lowest fire hazard, and should minimize the need for long and/or steep access roads and/or driveways. Properties subject to high fire hazards requiring fuel breaks to protect the proposed structures shall use the Fuel Management Guidelines to establish fuel management zone(s) on the property (see Appendix D).

DevStd FIRE-TC-2.2: (*COASTAL*) Development shall be sited to minimize exposure to fire hazards and reduce the need for grading**,** fuel modification (including thinning of vegetation and limbing of trees), and clearance of native vegetation to the maximum extent feasible. Building sites should be located in areas of a parcel's lowest fire hazard, and should minimize the need for long and/or steep access roads and/or driveways. Properties subject to high fire hazards requiring fuel breaks to protect the proposed structures shall use the Fuel Management Guidelines to establish fuel management zone(s) on the property (see Appendix D).

DevStd FIRE-TC-2.3: Applications for parcel and tract maps in high fire hazard areas shall include fuel management plans for review during the permit review process. Such plans shall be subject to final review and approval by Planning & Development and the applicable Fire District before recordation of the final map.

DevStd FIRE-TC-2.4: Two routes of ingress and egress shall be required for discretionary permits for subdivisions involving five or more lots to provide emergency access unless the applicable fire district waives/modifies the requirement and documents finding(s) for the waiver/modification with the County. For discretionary permits for subdivisions involving fewer than five lots, the permit application shall identify a secondary ingress and egress route for review by appropriate P&D decision maker. This secondary route may be a consideration in the siting and design of the new development.

DevStd FIRE-TC-2.5: All private roads and driveways serving development, including but not limited to subdivision or additional residential units on one lot, shall be constructed to the minimum roadway width requirement of the CSFPD or MFPD unless the applicable fire district waives/modifies the requirement and documents finding(s) for the waiver/modification with the County.

DevStd FIRE-TC-2.6: Development requiring fire hydrants in the Plan area shall maintain the required residual water pressure and hydrant spacing standards of the CSFPD or MFPD unless the applicable fire district waives/modifies the requirement and documents finding(s) for the waiver/modification with the County.

DevStd FIRE-TC-2.7: Development within or adjacent to high fire hazard areas shall include the use of fire prevention measures such as fire retardant roof materials, sprinklers, and water storage consistent with county and state regulations for fire resistant construction, and the respective fire district standards of the CSFPD and MFPD.

Action FIRE-TC-2.8: P&D shall encourage and work with the CSFPD, MFPD and the residents in the Planning Area to prepare a Toro Canyon Fire Protection Plan. Other affected departments and agencies, such as the County Public Works and Fire Department, the U.S. Forest Service, and the Fire Safe Council, a south coast multi-agency/community organization, should also be encouraged to participate. A component of the plan shall include a fire education program for the residents. The education program shall address roadside fuel management, including mowing of annual grasses within public road rights-of-way and selective pruning of trees and

brush near such roads. The Plan shall maintain the aesthetic character of the area, while increasing roadway width and visibility, and controlling the "bottom rung of the fuel ladder."

Action FIRE-TC-2.9: P&D, in cooperation with Public Works and the CSFPD shall prepare a fee schedule for the Toro Canyon Fire Protection Plan. The fees assessed from new development on affected parcels shall help to fund implementation of this Toro Canyon Fire Protection Plan.

Policy FIRE-TC-3: **Fuel breaks in Toro Canyon shall be sited and designed to be effective means of reducing wildland fire hazards and protecting life and property, while also minimizing disruption of biological resources and aesthetic impacts to the maximum extent feasible.**

DevStd FIRE-TC-3.1: Fuel breaks shall incorporate perimeter roads and yards to the greatest extent feasible. Development envelopes containing new structures and the area of site disturbance shall be sited to reduce the need for fuel breaks (see Fuel Management Guidelines in Appendix D).

DevStd FIRE-TC-3.2: Fuel breaks shall not result in the removal of protected healthy oaks, to the maximum extent feasible. Within fuel breaks, treatment of oak trees shall be limited to limbing the branches up to a height of eight (8) feet, removing dead materials, and mowing the understory. Along access roads and driveways, limbing of branches shall be subject to the vertical clearance requirements of the CSFPD and MFPD. Where protected oaks have multiple trunks, all trunks shall be preserved.

DevStd FIRE-TC-3.3: Fuel management within *Inland* Environmentally Sensitive Habitat (ESH) and the ESH buffer areas shall be subject to Biological Resources DevStd BIO-TC-7.6.

DevStd FIRE –TC-3.4: Fuel management within *Coastal* Environmentally Sensitive Habitat (ESH) and the ESH buffer areas shall be subject to Biological Resources DevStds BIO-TC-4.2 and BIO-TC-4.3.

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B. PARKS, RECREATION & TRAILS

1. PARKS

a. Parks Setting

The main public and private recreational amenities in Toro Canyon include Toro Canyon County Park, a regional park outside of the concentrated residential areas containing 68 acres of public picnic and play areas, a sand volleyball area, stables, and walking trails. The privately owned Santa Barbara Polo and Racquet Club located on Nidever Road and Via Real provides stables, polo grounds, tennis courts, and a pool. Other amenities include the beach adjacent to Padaro Lane and Santa Claus Lane, and several existing trails.

b. Park Issues

No neighborhood parks exist in Toro Canyon. Toro Canyon Park, in the northern Plan Area, is the only public park and the only facility with playgrounds for children.

The Santa Barbara County Board of Supervisors has established in the Comprehensive Plan Recreation Element a minimum standard ratio of 4.7 acres of recreational/open space per 1,000 people in a given community area. As discussed above, formal public recreational areas within the Plan area are limited to the 68-acre Toro Canyon Park. (Since the polo fields are privately owned and are not accessible to all residents, they are excluded from consideration in community planning efforts.) The approximate population of the Plan area is 2,275 persons, based on 849 existing units and approximately 2.68 persons/unit (Santa Barbara County Housing Element,1993). The resulting ratio is over 30 acres of recreational/open space per 1,000 people. Therefore, in terms of acreage, there is no deficiency in the amount of recreational space available. However, the recreational opportunities located in Toro Canyon Park are not immediately accessible from most residences by foot or bicycle. Therefore, there is a deficiency in accessible park land located near the most densely populated areas of the Plan area, such as Serena Park

While a formal study has not been performed for the Toro Canyon area, analyses completed for other areas of the County such as Goleta and Orcutt indicate that the current fee structure is not sufficient to provide adequate recreational facilities. Parks, open spaces, and recreational facilities are available to project area residents, although the location and number of such facilities do not meet neighborhood recreational demand. Deficiencies include lack of developed neighborhood parks and shortages of specialized recreational facilities, such as public tennis courts and pools.

The County is usually able to secure enough capital funds to improve land for parks and open space, although it has not historically been able to secure sufficient funds for long-term maintenance of these facilities. Maintenance funding has primarily come from the General Fund. Competition for General Fund monies has resulted in the decline of funding for maintenance of public park/open space facilities, and the inability to acquire and maintain parks in the Plan area has resulted in insufficient developed neighborhood park recreational opportunities.

2. BEACHES

a. Beaches Setting

Although the City of Santa Barbara has many public beaches, much of the South Coast lacks formal beach access points. Of the County's 110 miles of shoreline, only twenty miles (18%) are publicly owned, although the public legally owns and is allowed access along all beaches below the mean high tide line. The coastline provides a diversity of topography and vegetation (e.g., rocky headlands and wide sandy beaches) and supports a range of recreational uses, including surfing, swimming, walking, sunbathing, and nature study. Where access is available, these beaches receive extensive use by locals and visitors, providing a significant component of local recreation.

No dedicated open public beach access exists along Toro Canyon's two miles of beach frontage. Loon Point, immediately west of Toro Canyon, provides the only open public beach access in close proximity to Toro Canyon. Loon Point provides a parking lot on the north side of Padaro Lane with a trail access to the beach and a nearby Monarch butterfly roosting area. The County also maintains two more beach access points in Summerland. The closest public beach access to the east is at Carpinteria City Beach.

Beach access in Toro Canyon has been gradually obstructed by development of coastal properties. Many properties fronting the beach in the Plan Area have seawalls and some of these seawalls project out far enough that lateral access is impaired during high tide. Informal access to the two beach areas in the Plan area is summarized below.

b. Beach Issues

The California Constitution guarantees public right of access to all beach areas below the mean high tide line, and the County's Coastal Plan designates public beach access as a high priority. However, vertical coastal access along almost the entire coastal frontage in Toro Canyon (i.e., Padaro Lane to Santa Claus Lane) is severely limited and beach access is not yet formalized in Toro Canyon.

Public access for Toro Canyon's two miles of sandy beach frontage from Padaro and Santa Claus Lanes has been gradually obstructed by development of coastal properties. Substantial informal (i.e. not dedicated/protected) public access occurs by crossing the Union Pacific Railroad tracks and seawall at the western end of Santa Claus Lane. Some informal roadside parking exists in this area.

Padaro Lane: The 1.5 miles of sandy beach frontage west of Santa Claus Lane beaches are obstructed at all but the lowest tides by an artificial headland consisting of several single family homes surrounded by a major seawall. Some of the homes in the Padaro Lane area were granted permits to build under the condition that access to the beach would be offered to the public via vertical easements to and/or horizontal easements along the beach. For formal access to become available at Padaro Lane, the one existing public vertical access easement within the Padaro Lane area to the beach would need to be opened and appropriate improvements may need to be provided.

Several discontinuous informal parking spaces exist on the north side of the road along Padaro Lane between Garrapata Creek and Toro Creek. Parking on the shoulder north of the road is extremely constrained east of Arroyo Paredon due to an open drainage channel and landscaping. Traveling westward, the shoulder widens and many parallel and perpendicular parking space areas approximately fifteen feet wide exist. Approximately 15-20 spaces are developed between the residences of 3200 to 3300 Padaro Lane.

Santa Claus Lane: This area is extensively used by the public, although no official beach access easement exists. Public access occurs by crossing the Union Pacific Railroad tracks and climbing over large seawall rocks at the western end of Santa Claus Lane. No crossing guards or signals exist to caution beach-goers of approaching trains, and traversing the seawall can be difficult. Limited informal roadside parking exists in this area.

The Toro Canyon Plan may be used in conjunction with the County's ongoing coastal access implementation program to secure additional public beach access.

3. TRAILS

a. Trails Setting

In the South Coast, seven public trails (Romero, Rattlesnake, Cold Springs, San Ysidro, Jesusita, Tunnel and Gaviota Trails) provide hikers, bicyclists and equestrians access to the Los Padres National Forest and remote scenic areas not served by roads. The 1980-1981 Comprehensive Plan and Coastal Plan included a Recreation Element and accompanying Parks, Recreation and Trails maps (PRT-2) for the Carpinteria/Summerland areas. The map includes the Toro Canyon Planning Area within its boundaries and establishes a planning tool for a proposed network of trails identifying existing trail easements and proposed trail corridors for future exaction or acquisition. Table 6 provides a brief description of these trails. Figure 10 represents an update of PRT-2 for the Planning Area with minor revisions. The 1980-1981 map established an extensive network of proposed off-road and on-road trails. The Toro Canyon Plan updates and revises the map to reflect existing easements and shifts some proposed trails to follow property boundaries. The Plan also revises the routing of trails 2, 6, and 11, adds an on-road trail along Nidever Road and shows proposed staging areas (Figure 10). The eighteen existing and proposed off-road trails total over seven miles in length, and the six existing and proposed on-road trails are over three miles in length. The Polo Club Connector/Perkins Trail and Toro Canyon Park Trail are the most accessible and clearly marked existing trails in Toro Canyon.

The proposed Plan incorporates input from representatives of the Montecito Trails Foundation and the County Riding and Hiking Trails Advisory Committee (CRAHTAC), First District. Many of the proposed trails have been sited to connect with existing trails outside of the Toro Canyon Plan area.

Table 6: On-Road Trails[1]

Key	***Trail Name.*** *Description*
A	**Ladera Lane.** Wide, straight, steep road has ample room for pedestrians on unmarked road shoulders.
B	**Toro Canyon Road.** Due to creeks, steep slopes adjacent to the road and encroaching vegetation, constructing a road shoulder trail here is unlikely. An easement is held for the portion of Toro Canyon Road just north of where Toro Canyon Road and Vista Linda Road meet. High acquisition priority. Low-intensity parking area proposed to serve proposed trail connecting to Romero Canyon Trail and proposed trail connecting to Toro Canyon Park.
C	**Foothill Road.** A designated Class III bike trail, portions of this road east of Serena Park are moderately wide, allowing for some recreational use on the marked shoulders. The portion which winds through the canyon is much narrower. Low acquisition priority. Staging area proposed to serve proposed Arroyo Paredon Creek Trail (Peck Trail).
D	**Lambert Road.** Moderately wide road allows for some recreational use on the unmarked shoulders.
E	**Padaro Bridge Shoulder Trail.** West of Toro Canyon, connects across creek and under freeway.
F	**Via Real.** Extends from west of Toro Canyon at Greenwell Ave. to Nidever Road. Class II bikeway recently created along Via Real through the Toro Canyon Planning Area. High acquisition priority.

Table 6: Off-Road Trails[1]

Key	***Trail Name.*** *Description*
1	**Romero Canyon Trail. North of Toro Canyon.** The eastern-most and western-most portions of this trail are used for mountain biking as well as hiking. Provides connection to Camino Cielo trail. Officially open to the public, passable.
2	**Proposed Connection, Romero Canyon Trail from Toro Canyon Rd. (Toro Canyon Saddle Trail).** High acquisition priority.
2a	**Proposed Alternative Connection to Romero Canyon Trail . Steep terrain, but distant from avocado orchards.**
3	**Camino Cielo.** Dirt road path north of Toro Cyn., part of the Los Padres National Forest. Open to the public, passable.
4	**Proposed Camino Cielo Connection from trail northeast of Toro Canyon Park.** Trail would be along Arroyo Paredon Creek corridor, sited with least impact to biological resources as feasible. Medium acquisition priority.
5	**Trail northeast of Toro Canyon Park.** Legal easements form a loop here, but trail not built. High construction priority.
6a	**Proposed Connection to Toro Canyon Road/Toro Canyon Park.** Would be continuous with proposed Edison Catway trail and existing loop easement northeast of Toro Canyon Trail. High acquisition priority.
6b	**Edison Catway.** Dirt road which facilitates utility line maintenance. Proposed trail to connect with Franklin Trail located in Rancho Monte Alegre. High acquisition priority.
7	**Toro Canyon Park Trail.** Moderately steep loop within Toro Canyon Park. The crest of the trail features a viewing area with a gazebo and bench. This County property is open to the public and passable. A large parking area is located within the park. **Alice deCraft Trail.** North of Toro Canyon Park. This is a legal county easement, but is closed to the public and impassable. This trail easement would connect with proposed Trail 4 to connect to Camino Cielo.
8	**Canyon Trail/Ridge Trail (Talcott Trail).** The Canyon trail leads from the road to a viewing area. The Ridge Trail begins at the crest of Toro Canyon Park Rd. This trail is a legal county easement officially open to the public.
9	**Pump Station Trail.** Some easements are held along this proposed trail.
10	**Unnamed Rocky Trail.** This is a legal county easement. The property is very rocky and steep. Low priority.
11A	**Proposed Lambert Trail.** This trail would provide another route northwest to the Reservoir Trail west of Toro Canyon from the Polo Club Connector/Perkins Trail, following a Toro Creek tributary. Low acquisition priority.
11	**Proposed Lambert Trail Alternative Route**
12	**Reservoir Trail Connection.** West of Toro Canyon. A legal county easement, open to the public.
13	**Fantasy Farms Loop.** Legal county easement open to the public, passable.
14	**Toro Canyon Creek Connector/Meeker Trail.** Legal county easement, closed to public due to encroachment. High priority to reopen.
15	**Polo Club Connector/Perkins Trail.** Generally narrow, flat, straight, equestrian trail runs east-west between private developed property fences. Extends from Lambert Rd. to Foothill Rd. Continues westward to Summerland.
16	**Loon Point Beach Access Trail.** West of Toro Cyn. This trail provides the closest formal beach access to Toro Cyn and has a parking lot with an off-road trail to the beach. Legal county easement or property open to the public, passable.
17	**Arroyo Paredon Creek (Peck Trail).** Would connect to Toro Canyon Park from Foothill Rd. High acquisition priority.
18	**Ed Clark Trail.** Legal county trail easement or property, closed to the public. High priority to open the trail.
19	**Picay Creek Trail.** Proposed trail connecting existing on-road E. VAlley Rd. trail and Bella Vista Dr. trails to be located generally within an existing conservation easement. Segment of this trail would connect to Romero Cyn. Rd. High Acquisition Priority

[1] *Note:* The map referred to by these tables is a broad planning map. The *proposed* trail corridors on the maps are merely illustrative of the general location of future trail corridor locations.

Trails map Fig 10 8 ½ X 11 inches

Refer to Figures at end of document

For example, connections to the Romero Canyon Trail, Camino Cielo in the Los Padres National Forest, and the Franklin Trail are proposed. Two new staging areas, where public parking would be provided to increase trail accessibility, are proposed in conjunction with the trails. The staging areas, as shown on Figure 10, would be located in the area of Foothill Road near Arroyo Paredon Creek and near the debris basin on Toro Canyon Road.

According to the Parks and Recreation policies of the Land Use Element, opportunities for hiking and equestrian trails should be preserved, improved, and expanded wherever compatible with land uses. Toro Canyon, because of its special aesthetic qualities, topography, opportunities for wildlife study, and views of the Santa Ynez Mountains and ocean, is an especially ideal place for trails. Careful trail siting is important to minimize negative impacts to the natural environment and existing land uses and developments. Appendix E addresses land use compatibility; biological, agricultural, and archaeological concerns; access control; and trail maintenance/construction.

b. Trail Issues

- **Staging Areas.** Many proposed trails and existing legal county easements do not have parking available at trail heads.
- **Encroachments.** Legal county trail easements sometimes become impassable due to private property owner fencing or vegetation overgrowth.
- **Fragmentation.** Many trail easements held by the County are not continuous with existing trails and the connectivity of existing trails is extremely limited in Toro Canyon.
- **Agricultural Land Use Conflicts.** Siting trails near agricultural lands can be problematic due to potential pesticide use harmful to trail users, and potential pilferage and damage to agriculture by trail users.
- **Aesthetics.** Development next to trails can obstruct public views from trails. Construction material, such as reflective greenhouse roofs in the southern area of Toro Canyon, can degrade public views.

4. PARKS, RECREATION, AND TRAILS GOAL, POLICIES, ACTIONS, AND DEVELOPMENT STANDARDS

GOAL PRT-TC: Public Recreational Opportunities For Residents And Visitors, Including Improved Beach Access, Expanded Trail Network And Parks.

Policy PRT-TC-1: **The County shall strive to provide new park facilities, increased beach access and new trails.**

Policy PRT-TC-2: **(*COASTAL*) Public accessways and trails shall be provided in accordance with the following standards:**

a. Offers to dedicate public access shall be accepted for the express purpose of opening, operating, and maintaining the

accessway for public use. Unless there are unusual circumstances, the accessway should be opened within 5 years of acceptance. If the accessway is not opened within this period, and if another public agency or qualified private association acceptable to the County expressly requests management of the easement in order to open it to the public, the easement holder may transfer the easement to that entity. A Coastal Development Permit that includes an offer to dedicate public access as a term or condition shall require the recorded offer to dedicate to include the requirement that the easement holder shall transfer the easement to another public agency or private association acceptable to the County that requests such transfer, if the easement holder has not opened the accessway to the public within 5 years of accepting the offer.

b. Where there is an existing public access Offer-to-Dedicate (OTD), easement, or deed restriction for lateral, vertical or trail access or related support facilities, necessary access improvements shall be permitted to be constructed, opened and operated for its intended public use. Facilities to complement public access to and along the shoreline should be provided where feasible and appropriate. This may include signage, bicycle racks, parking, trash receptacles, sewer-connected sanitation facilities, picnic tables, or other such improvements. No facilities or amenities, including, but not limited to, those referenced above, shall be required as a prerequisite to the approval of any lateral or vertical accessways OTDs or as a precondition to the approval, construction or opening of said accessways.

c. For all offers to dedicate an easement that are required as a condition of Coastal Development Permit approved by the County, the County has the authority to approve a private association that seeks to manage the easement. Any government agency may accept an offer to dedicate an easement if the agency is willing to operate and maintain the easement. The County may approve any private association acceptable to the County that submits a management plan that indicates that the association will open, operate, maintain and manage the easement in accordance with terms of the recorded offer to dedicate the easement.

Parks

Action PRT-TC-2.1: The County shall conduct a fee study, to be completed by 6/30/2003, to determine if current fees are adequate to provide and maintain parks and other public recreational facilities.

Action PRT-TC-2.2: The County shall pursue siting a neighborhood park within the central area of residential development near Toro Canyon Road and Highway 101.

Beach Access

Action PRT-TC-2.3: In a manner consistent with Coastal Land Use Plan Policy 7-8 and Coastal Act Sec.s 30210 through 30214, the County shall accept and open the vertical easements for public beach access offered in connection with developments on Padaro Lane. Planning for the scope, design and location of improvements shall be done in consultation with local residents and other affected parties. The County shall consider appropriate improvements in any project to open beach access, such as signage, bicycle racks, parking, trash receptacles, sewer-connected sanitation facilities, or other appropriate features for the beach access, described in Policy PRT-TC-2. The opening of any beach access shall be undertaken in a manner consistent with Coastal Act Sec.s 30210 through 30214. The siting of the beach access shall minimize removal of native trees and eucalyptus trees that are part of a monarch butterfly aggregation site.

Action PRT-TC-2.4: The County shall pursue public access to the beach from Santa Claus Lane. Public beach access shall be formalized as soon as feasible by securing and opening a vertical accessway between Santa Claus Lane and the beach, by clarifying the status of lateral beach access rights, or by securing any easements that may be necessary and appropriate. In addition, where feasible, the County shall ensure the provision of adequate coastal access parking including signage designating the parking for this purpose, appropriate safety features, and/or the installation of appropriate support facilities as described in Policy PRT-TC-2 such as any necessary signage, bicycle racks, parking, trash receptacles, landscape screening, restrooms and other appropriate features. A railroad crossing with armatures, lights, and bells and a stairway and/or access ramp over or around the seawall should also be considered. Access for jet ski and other motorized recreational activity shall be prohibited from any coastal access established at the Santa Claus Lane beach area, and signage indicating this prohibition shall be posted at the parking area(s) developed in support of this recreational access point. Planning for the scope, design and location of improvements shall be done in consultation with local residents and other affected parties. The County shall aggressively pursue funding for the design and implementation of beach access at Santa Claus Lane at the earliest feasible date. Permits for new development shall include conditions that incorporate feasible measures that provide or protect access and, where there is substantial evidence that historic public access exists, the project shall be conditioned to continue providing for such access.

Trails

Action PRT-TC-2.5: The County should investigate all obstructions to dedicated public trails and property and take appropriate action to remove any such obstructions.

DevStd PRT-TC-2.6: Consistent with the Agricultural Element, all opportunities for public trails within the general corridors identified on the Parks, Recreation and Trails (PRT) map shall be protected, preserved and provided for during review and upon approval of development and/or permits requiring discretionary approval. County Public Works shall consult with the County Park Department prior to issuing any encroachment permits for on-road development such as driveways along road shoulders with current or proposed trails.

Action PRT-TC-2.7: The County shall actively pursue acquisition of interconnecting useable public trails within designated trail corridors through negotiation with property owners for purchase, through exchange for surplus County property as available, or through acceptance of gifts and other voluntary dedications of easements.

Action PRT-TC-2.8: If either of the proposed alternative connections to the Romero Trail from Toro Canyon Road (2 or 2a on Figure 10) and/or the proposed connection between Toro Canyon Park and Toro Canyon Road (6a on Figure 10) are constructed, the County should consider the feasibility of siting low-intensity roadside parking on the western portion of parcel 155-020-004 (Figure 10). Also, appropriate "no parking" signs shall be located along Toro Canyon Road consistent with applicable County Road Division standards, and motor vehicle barriers shall be installed at trailheads per County Park Department standards. The staging area would feature a minimal amount of grading and clearing so as not to disturb existing trees.

Action PRT-TC-2.9: Trailhead parking shall be sited and designed to minimize disruption to existing neighborhoods.

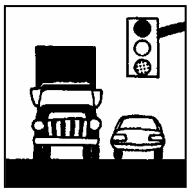
Action PRT-TC-2.10: The County shall support the efforts of volunteer trail organizations and encourage their efforts to clear trails. County support may include, but not be limited to: coordinating volunteer efforts, designating a liaison between volunteer groups and the County Park Department, providing information on grant opportunities, and facilitating communication between trail organizations.

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.**

DevStd PRT-TC-3.1: Development adjacent to trail easements shall include setbacks and, where appropriate, landscaping to minimize conflicts between use of private property and public trail use. For off-road trails outside of Urban and Rural Neighborhood areas, new structures shall be sited at least 50 feet from the edge of trail easements unless this would preclude reasonable use of property.

DevStd PRT-TC-3.2: On-road trail development design shall maximize road shoulder width to separate trail users from vehicular traffic.

Action PRT-TC-3.3: The County should explore the feasibility of routing trail 2 from Toro Canyon Road to connect with the Romero Trail south of the Edison Catway (see trail route 2a on Figure 10). Property owners, the Park Department and Planning & Development should work together to determine trail siting feasibility.



C. CIRCULATION

1. EXISTING SETTING

a. Existing Roadway Network

The primary components of the circulation system serving the Toro Canyon Planning Area are shown in Figures 11, Proposed Circulation Element, and 12, Bikeways. Access to the planning area is provided primarily by U.S. Highway 101, S.R. 192, and Via Real. Secondary roadways include Toro Canyon Road, Toro Canyon Park Road, Ladera Lane, Lambert Road, Nidever Road, and Cravens Lane. Descriptions of key segments of the street system follow.

U.S. Highway 101 is the primary travel route through Santa Barbara County. Within the Toro Canyon Planning Area, there are two connections to U.S. Highway 101, one at North Padaro Lane and the other at Santa Claus Lane.

State Route (S.R.) 192 (Foothill Road/East Valley Road) is a two-lane, east/west state route that traverses the foothills of the Toro Canyon Planning Area and provides an alternate east-west travel route to U.S. Highway 101. S.R. 192 is 21-feet wide west of Toro Canyon Road and 19-feet wide east of Toro Canyon Road, with no shoulders. The route is known as Foothill Road east of Toro Canyon Road and East Valley Road to the west.

Bella Vista Drive, located at the northern end of Ladera Lane, is a 22-foot-wide, two-lane, local road that extends in a westerly direction through the foothills of the Toro Canyon Planning Area for 0.7 mile to a crossing at Romero Creek. This roadway has no shoulder in most areas. There are some turnouts for parking, especially near the creek crossing.

Ladera Lane is a two-lane local road that ascends the base of the foothills in a northerly direction for approximately 0.8 mile from East Valley Road to its intersection with Bella Vista Drive. This road is 20 feet wide where it intersects East Valley Road and where it merges into Bella Vista Drive. This width is maintained for most of this road's length, although near the intersection of Ladera Lane and Hidden Valley Lane the width increases to 24 feet. Room for on-street parking exists in some areas. Travel lanes are not delineated on this road.

Hidden Valley Lane, located about midway on Ladera Lane, is a residential road with no shoulder that terminates at several private driveways within 0.6 mile from its intersection with Ladera Lane. Road width varies from 17 feet near the intersection to a width of 15 feet 6 inches near a speed bump located at 0.4 mile from the intersection. There are limited turnouts for parking. No lanes are delineated.

Freehaven Drive is a 24-foot-wide residential road that terminates 0.5 mile from its intersection with S.R. 192. This roadway proceeds in an easterly direction, ascends a hill, turns westerly, and crests the top of a ridge prior to terminating at a private, one-lane, gated, driveway with a "No Trespassing" sign posted. No lanes are delineated on this road.

Figure 11: Circulation. Element

8 ½ x 11

Refer to Figures at end of document

Figure 12: Bikeways

Refer to Figures at end of document

Toro Canyon Road is a two-lane, 21-foot-wide collector road with no paved shoulders. This road extends northerly from Via Real to S.R. 192. Stop signs are located at the southbound approach to S.R. 192, and farther south at the southbound approach to Via Real. North of S.R. 192, Toro Canyon Road ascends the foothills and terminates within 1.5 miles at a fork of two private roadways where a sign is posted telling through travelers to stop and turn around. These private roadways lead to the Upper Toro Canyon Ranches. This section of Toro Canyon Road narrows from a width of 19 feet at its intersection with S.R. 192, to a width of 11 feet where it forks. There is no shoulder in most places on this section of Toro Canyon Road.

Vista Linda Lane extends west from Toro Canyon Road and is a curbed, 20 feet-wide, residential road that proceeds in a westerly direction along the foothills and terminates in a cul-de-sac at 0.4 mile. No lanes are delineated on this road.

Toro Canyon Park Road is an 18-foot wide (19 feet wide at its intersection with Toro Canyon Road) branch of Toro Canyon Road providing local access to Toro Canyon Park. This road proceeds in an easterly direction, ascends the foothills, and then descends into a canyon where the entrance to Toro Canyon Park is located at 1 mile. Paving continues for another 0.3 mile into two parking areas. Toro Canyon Park Road continues past the entrance to the Toro Canyon Park for another 0.6 mile where it terminates at some private driveways. Lanes are not delineated on Toro Canyon Park Road and there is no shoulder in most places. Few parking turnouts exist.

Torito Road is a residential road that proceeds for 1.6 miles in a westerly direction from its intersection with Toro Canyon Road. This road crosses two bridges that are 10 feet in width. There are multiple speed bumps on this road as it ascends a hillside and narrows to 14 feet near its terminus at several private driveways. There are no lanes delineated on this road.

Lambert Road is a residential road that is 20 feet wide near its intersection with Via Real and terminates at 0.7 mile at several driveways leading into Live Oaks Ranch. Here the roadway is 14 feet in width. There is no shoulder on this roadway and lanes are not delineated. There is some on-street parking provided.

Via Real, located adjacent to U.S. Highway 101, is a 30-foot-wide two-lane major roadway with 4-foot-wide asphalt shoulders on the north and south side. Via Real parallels U.S. Highway 101 within the Toro Canyon Planning Area. A Class II bike lane is painted along the right shoulder in each direction.

Serena Avenue is a two-lane local street that extends east from Toro Canyon Road into an adjacent residential neighborhood. Serena Avenue is 26 feet wide with dirt shoulders used for on-street parking. Lanes are not delineated on this road.

Sentar Road is a 40-foot-wide, curbed, collector street that extends north from Via Real into the Serena Park neighborhood. On-street parking is possible along this 0.1-mile-long roadway.

Padaro Lane is a two-lane roadway located south of Hwy. 101 and the Union Pacific Railroad tracks, connecting to Hwy. 101 and Via Real at two freeway interchanges in the western and central-eastern portions of the planning area. Padaro Lane serves single-family residential development located between the roadway and the coastline, as well as the county parking lot for the Loon Point

coastal access trail at the western end of the lane. Speed humps have been installed along the roadway in order to slow vehicle speeds, especially because some drivers attempt to use this road as a detour around occasional congestion on southbound Hwy. 101. On-street parking is limited, especially on the narrower eastern end of Padaro Lane. Surface drainage also is a problem in places, especially at the eastern end.

Santa Claus Lane is a two-lane roadway located between Hwy. 101 and the railroad tracks, connected on its western end to the easterly Padaro Lane-Via Real-Hwy. 101 interchange and becoming the southbound Hwy. 101 on-ramp at its eastern end. This road serves commercial development located along its eastern end between the roadway and the railroad tracks, as well as the Sand Point Road and Casa Blanca residential developments located southeast of the planning area. The access for these residential developments is via a T-intersection near where Santa Claus Lane becomes the southbound Hwy. 101 on-ramp, thus creating the potential for conflicts between turning vehicles and straight-through traffic accelerating to enter the freeway. On-street parking is available along most of the lane; formal perpendicular parking exists along the commercial property frontages, while informal parallel parking exists elsewhere along the roadway shoulders. This parking serves commercial users, beach users, and truckers taking a rest break from Hwy. 101. Speed and turning movement conflicts can exist between vehicles entering and exiting the perpendicular parking spaces along the commercial strip and southeast-bound traffic accelerating for the freeway on-ramp, as previously described for the Sand Point Rd.-Casa Blanca access road.

Nidever Road is a north-south oriented, two-lane, collector road connecting Via Real to S.R. 192. The west side of this roadway (southbound lane) maintains a soft shoulder and a white fog line is painted along the east side (northbound lane). The roadway is 32 feet wide at its intersection with both Via Real and S.R. 192.

La Mirada Drive, extends northerly from S.R. 192 between Nidever Road and Cravens Lane. The road is 32 feet wide near its intersection with S.R. 192. This is a curbed, residential road without delineated lanes. This road intersects Paquita Drive in 0.1 mile.

Paquita Drive extends northerly from La Mirada Drive and is a 32-foot-wide residential road. Paquita Drive terminates at a dead-end atop a hill in 0.4 mile. No lanes are delineated on this road.

Ocean Oaks Road extends northerly from S.R. 192 between Nidever Road and Cravens Lane and is 35.5 feet wide at its intersection with S.R. 192. This roadway terminates in 0.2 mile at a cul-de-sac. Curbing exists in some areas, while a low shoulder exists in other areas.

Cravens Lane is a north-south two-lane collector road that extends north from Via Real to S.R. 192. The intersections of Cravens Lane at Via Real and S.R. 192 are stop-sign controlled. The northern portion of the roadway is located in the County and the southern portion is located in the City of Carpinteria. Within the County, Cravens Lane is about 18 feet wide and the pavement is in fair to poor condition. The roadway has been widened within the City ($\pm$ 30 feet) and a curb and gutter is present. Parking is allowed on the east side of the street at the south end adjacent to Via Real.

b. Existing Levels of Service

The primary factor influencing efficiency of operation of a roadway system is the adequacy of intersection design and operation. Operating conditions are described by level-of-service (LOS), which is derived by comparing traffic volumes with roadway capacity. LOS A represents the best traffic operation, while LOS F represents the worst. LOS B is considered the minimal level desired in the Toro Canyon Planning Area. The six LOS categories are described in Table 7. Table 8 lists the existing levels of service for area roadways.

TABLE 7: LEVEL OF SERVICE DEFINITIONS

LOS	Definition
A	Free unobstructed flow, no delays; signal phases able to handle approaching vehicles.
B	Stable flow, little delay, few phases unable to handle approaching vehicles.
C	Stable flow, low to moderate delays, full use of peak direction signal phases.
D	Approaching unstable flow, moderate to heavy delays, significant signal time deficiencies experienced for short durations during peak traffic period.
E	Unstable flow, significant delays, signal phase timing is generally insufficient, extended congestion during peak period.
F	Forced flow, low travel speeds and volumes well above capacity.

TABLE 8: EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	*Control*	*Delay / LOS*	
		AM Peak	*PM Peak*
North Padaro Lane/Via Real	1-Way Stop	6.6/LOS B	3.9/LOS A
North Padaro Lane/U.S. 101 NB Ramp	1-Way Stop	3.3/LOS A	4.7/LOS A
North Padaro Lane/U.S. 101 SB Ramp	1-Way Stop	3.8/LOS A	4.4/LOS A
Ladera Lane/East Valley Road	1-Way Stop	*	2.9/LOS A
Toro Canyon Rd/S.R. 192	1-Way Stop	3.4/LOS A	3.5/LOS A
Toro Canyon Rd/Serena Avenue	1-Way Stop	3.5/LOS A	3.9/LOS A
Toro Canyon Rd/Via Real	1-Way Stop	3.7/LOS A	3.8/LOS A
Santa Claus Lane/Via Real	1-Way Stop	6.3/LOS B	5.1/LOS B
Santa Claus Lane/U.S. 101 NB Ramp	1-Way Stop	3.7/LOS A	4.0/LOS A
Santa Claus Lane/U.S. 101 SB Ramp	2-Way Stop	3.8/LOS A	5.0/LOS A
Cravens Lane/S.R. 192	All-Way Stop	2.0/LOS A	1.5/LOS A
Cravens Lane/Via Real	1-Way Stop	4.6/LOS A	6.0/LOS B

LOS based on average delay per vehicle in seconds.
* Intersection not studied in A.M. period.

While the majority of Toro Canyon's roadways and intersections operate within designated standards, there are areas within the community where interactions between motorists, bicyclists and pedestrians may present safety hazards. Residents have indicated the need to improve safety

and reduce vehicle speeds as the highest circulation needs that should be addressed by the Toro Canyon Plan. Areas of particular concern include: 1) vehicle speed and sight distance problems along Toro Canyon Road; 2) potential unsafe turning movements at the intersection of Toro Canyon Road and Foothill Road (investigate need for stop sign control); 3) sight distance problems at Cravens Lane and Foothill Road; and 4) vehicle speeds along Padaro Lane[1] and the eastern end of Santa Claus Lane (becomes the southbound Hwy. 101 on-ramp).

c. Alternative Transportation Modes

Transit Service: Santa Barbara Metropolitan Transit District (MTD) provides the general public with fixed route service. Route 20, the Santa Barbara/Carpinteria line, serves the major markets of downtown Santa Barbara, the Haley and Milpas Street commercial corridors, Coast Village Road, Summerland, the City of Carpinteria, and the Mark Avenue industrial park. Route 20 bus stops are located along Via Real within the Toro Canyon Planning Area.

Carpooling: An important step in efforts to encourage carpooling and transit use is the provision of park-and-ride facilities. There is not an official park-and-ride lot in the planning area; however, many local residents use the County parking lot on Padaro Lane near Loon Point as an unofficial park-and-ride facility. The Toro Canyon Plan proposes to develop a public parking lot along Santa Claus Lane to enhance coastal beach access, parking availability for local commercial uses, and community park-and-ride needs.

Existing Bikeways System: The existing Toro Canyon bikeway plan provides limited Class II (striped on-road bike paths) and Class III (signs only) bicycle routes along major east-west and north-south roads (see Figure 12). The narrow and winding character of area roadways and lack of bicycle signs and Class II bike lanes are perceived as barriers to improved safety and increased use of the bikeway network.

A primary goal of the bikeways plan is to provide a comprehensive system that will link up with the City of Carpinteria's future bikeway system and provide contiguous east/west paths across the planning area. For commuters, this expanded system will offer safe routes for bicycle travel between residential areas, schools, and employment and commercial centers.

Proposed bikeway improvements include: 1) designate Class II bike lanes along Santa Claus Lane; and 2) construct a Class I bike path (off-road path) connecting the eastern end of Santa Claus Lane with Carpinteria Avenue.

2. CIRCULATION ELEMENT

Policy A of the Santa Barbara County Comprehensive Plan Circulation Element states that:

[1] Note: Padaro Lane Homeowners Association installed speed humps along Padaro Lane in 1998.

> "Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element."

This section of the Plan updates the roadway classifications and project consistency standards of the County's Circulation Element for Toro Canyon. In so doing, this Community Plan identifies a new system of roadway classifications and project consistency standards, which supersede the prior classifications and standards.

a. Definitions:

Acceptable Capacity: The maximum number of Average Daily Trips (ADTs) that are acceptable for the normal operation of a given roadway. As defined by this Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service for that roadway. The minimum acceptable level of service (LOS) for roadways and intersections in the Toro Canyon Planning Area is Level of Service B.

Estimated Future Level of Service: For a given intersection, the projected level of service (LOS) is based on existing traffic levels combined with traffic to be generated by approved but not yet occupied projects as referenced by the public draft environmental documents for the development project under review. The Estimated Future Level of Service must consider any funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes any mitigation from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

Estimated Future Volume: For a given roadway segment, the most recent County-accepted projections based upon a count not more than two years old of Average Daily Trips (ADTs) plus any ADTs associated with approved projects that are not yet occupied as referenced in the public draft environmental document for the development project under review.

Design Capacity: The maximum number of ADTs that a given roadway can accommodate, based upon roadway design as determined by the County Public Works Department. Design Capacity usually equates to LOS E/F.

b. Roadway Classification System:

The Toro Canyon roadway classification system (Table 9) is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent upon roadway size, function, and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, and often carry a large percentage of through traffic (Table 10). Secondary roadways are two lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Such roadways

may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primaries.

TABLE 9: TORO CANYON ROADWAY CLASSIFICATIONS

Roadway	Segment	Classification	Design Capacity (2-Lane)[2]	Acceptable Capacity (LOS B)
East Valley Rd	Toro Cyn Rd to end of Planning Area	S-3	7,900	5,530
Bella Vista Dr	Ladera Ln to end of Planning Area	S-3	7,900	5,530
Ladera Ln	Bella Vista Dr to East Valley Rd	S-3	7,900	5,530
Toro Cyn Rd	Entire length	S-3	7,900	5,530
Foothill Rd	Toro Cyn Rd to east Planning Area	S-2	9,100	6,370
Nidever Rd	Via Real to Foothill Rd	S-2	9,100	6,370
Cravens Ln	Via Real to Foothill Rd	S-3	7,900	5,530
Padaro Ln	End of Planning Area to Santa Claus Lane	S-3	7,900	5,530
Santa Claus Ln	Padaro Ln to US 101 SB ramp	P-3	15,700	10,990
Via Real	Lambert Rd to Nidever Rd	S-2	9,100	6,370
Via Real	Nidever Rd to end of Planning Area	P-3	15,700	10,990

c. Standards for Determination of Project Consistency:

Purpose: This section defines intersection and roadway standards in terms of level of service, provides methodology for determining project consistency with these standards, and defines how the roadway and intersection standards will be applied in making findings of project consistency with this Plan. The intent of this section is to ensure that roadways and intersections in the Planning Area continue to operate at acceptable levels.

Consistency Standards for Primary Roadways (P-1 through P-3)

1) *For Primary roadway segments, a project is considered consistent with this section of the Plan where the Estimated Future Volume does not exceed the Acceptable Capacity.*

[2] Same standards as used in the Montecito Community Plan, 1992, pp. 76-7

TABLE 10: DEFINITIONS OF ROADWAY CLASSIFICATIONS[3]

Classification	Purpose and Design Factors	Design Capacity		LOS B Threshold*	
		2 Lane	4 Lane	2 Lane	4 Lane
Primary 1	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.	19,900	47,760	13,930	33,432
Primary 2	Roadways that serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet with well spaced curb cuts. Signals intervals at a minimum of ½ mile.	17,900	42,480	12,530	29,736
Primary 3	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of ½ to ¼ mile.	15,700	37,680	10,990	26,376
Secondary 1	Roadways designed primarily to serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signals would generally occur at intersections with primary roads.	11,600	NA	8,120	NA
Secondary 2	Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.	9,100	NA	6,370	NA
Secondary 3	Roadways designed primarily to serve residential with small to medium lots. Roadways are 2 lanes with more frequent driveways.	7,900	NA	5,530	NA

* Defined as 70% of Design Capacity.

[3] Same standards as used in the Montecito Community Plan, 1992, pp. 76-7

2) *For Primary roadway segments where the Estimated Future Volume exceeds the Acceptable Capacity, a project is considered consistent with this section of the Plan if: 1) intersections affected by traffic assigned from the project operate at or above minimum level of service standards, or 2) the project provides a contribution toward an alternative transportation project (as identified in the applicable Transportation Improvement Plan (TIP)) that is deemed to offset the effects of project-generated traffic.*

Consistency Standards for Secondary Roadways (S-1 through S-3)

3) *For Secondary roadway segments where the Estimated Future Volume does not exceed the Acceptable Capacity, a project is consistent with this section of the Plan. However, county decision-makers may impose additional mitigation measures (i.e., traffic calming, alternative transportation, etc.) based upon project impacts and specific road segment characteristics (i.e., sight distance, school proximity, parking driveways, roadway width, safety, vehicle speed, etc.).*

4) *For Secondary roadway segments where the Estimated Future Volume exceeds the Acceptable Capacity, a project is consistent with this section of the Plan if: 1) the project generates 70 ADT or less, or 2) the project provides a contribution toward an alternative transportation project (as identified in the applicable TIP) that is deemed to offset the effects of project-generated traffic.*

Unsignalized Intersection Consistency Standards

1) *Projects contributing peak hour trips to unsignalized intersections that operate at an Estimated Future Level of Service A, as shown in the last column of Table 11, shall be found consistent with this section of the Plan unless the project results in a change of one level of service or an equivalent amount of delay.*

2) *Projects contributing peak hour trips to intersections that operate better than or equal to Estimated Future Level of Service B shall be found consistent with this section of the Plan, provided that the intersection's Level of Service would not fall below B.*

3) *Projects contributing traffic to unsignalized intersections that do not trigger traffic signal warrant criteria shall be found consistent with this section of the Plan.*

Special Standards for Projects Involving Comprehensive Plan Amendments and Major Conditional Use Permits

1) *Comprehensive Plan Amendment and Major Conditional Use Permit applicants shall be required to demonstrate that the proposed change or land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Plan and its associated environmental documents. If higher traffic levels could result from the*

amendment or Major CUP, then the following findings must be made by the Planning Commission or Board of Supervisors for approval:

- *The increase is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Plan; or*

- *Road improvements included as part of the project description are consistent with the Plan and are adequate to fully offset the identified potential increase in traffic; or*

- *Alternative transportation improvements included as part of the project description, that are consistent with the Plan, have a reasonable relationship to the project and substantially enhance the alternative transportation system consistent with the applicable TIP.*

Exemptions

Roadway and Intersection standards stated above shall not apply to:

1) *Land use permits and coastal development permits if the Zoning Administrator/Planning Commission/Board of Supervisors has taken final action on a valid prerequisite discretionary approval (e.g., FDP, CUP) and a finding of Comprehensive Plan consistency was made at the time of approval, and no substantial change has occurred in the project.*

2) *Residential projects which contain a minimum of 50% of the units in price ranges affordable to persons of low or moderate income, consistent with the policies of the County's Housing Element, and special needs facilities.*

3. PLANNING ISSUES

Cravens Lane/S.R. 192 Intersection. Collision data indicates that collision rates experienced at the Route 192/Cravens Lane intersection are higher than the statewide average for similar facilities. The Route 192/Cravens Lane intersection is a Caltrans facility. Additional review by Caltrans and the City of Carpinteria and County Public Works Departments will be required to determine the exact intersection deficiency (e.g. sight distance, geometry, etc.), and what corrective action is required. Plan buildout plus other cumulative buildout would send additional traffic to the intersection.

Santa Claus Lane. There are currently 115 to 120 on-street parking spaces on Santa Claus Lane. Many of the spaces are not clearly marked. Demand on the weekends for parking spaces can be

high. Additional development on Santa Claus Lane should provide on-site parking to accommodate the additional parking demand generated by development. Providing on-site parking might be difficult for some properties on the Lane due to the configuration of existing buildings and uses. Lane Association proposals for a round-about, redesigned parking configuration, street landscaping, and crosswalks need further study to determine safety, engineering, and fiscal feasibility.

Joint Use Park and Ride/Beach Access Parking Lot (Santa Claus Lane). A possibility exists for creating a joint use Park and Ride/beach access parking lot along the north side of Santa Claus Lane within the Caltrans U.S. Highway 101 right of way. The two uses would be compatible as commuters would make use of the lot during week days, and the majority of beach-goers would make use of the lot on weekends when commuters would not need to use the lot. The area is listed as a potential Park and Ride Lot in the Hwy. 101 widening project Draft EIR (as part of a Transportation Demand Management Program mitigation measure) and the Caltrans District #5 1993 District "Park & Ride Program Report." The need for Park and Ride facility expansion in the Santa Barbara area is also called out in the May 1995 "Alternatives Analysis of Highway 101 Corridor Final Report" by the Santa Barbara County Association of Governments. The County could apply for an encroachment permit onto Caltrans property, or the County could write a proposal for Caltrans to relinquish the property to the County. However, Caltrans has indicated that they have on-going plans to utilize the right of way area for storage. Additional County analysis of the right of way and team-work with Caltrans to explore other storage opportunities to free the space for a Park and Ride Lot may be desirable.

Increased Traffic from Build Out. As shown in Table 11, traffic generated from project and cumulative buildout would result in area intersections continuing to operate at acceptable levels of service. This assumes that no substantial roadway or intersection improvements would be made.

TABLE 11: EXISTING & CUMULATIVE + PROJECT INTERSECTION OPERATIONS

Intersection	*Delay / LOS*			
	AM		*PM*	
	Cumulative	*Cumulative + Project*	*Cumulative*	*Cumulative + Project*
N. Padaro Lane/Via Real	7.5/LOS B	9.3/LOS B	3.3/LOS A	4.6/LOS A
N. Padaro Lane/U.S. 101 N-B Ramp	3.6/LOS A	3.7/LOS A	3.8/LOS A	3.9/LOS A
N. Padaro Lane/U.S. 101 S-B Ramp	4.0/LOS A	4.4/LOS A	4.7/LOS A	5.3/LOS B
Ladera Lane/Foothill Rd	*	3.3/LOS A	*	3.3/LOS A
Toro Canyon Rd/S.R. 192	3.8/LOS A	4.1/LOS A	3.6/LOS A	3.8/LOS A
Toro Canyon Rd/Serena Avenue	3.5/LOS A	3.6/LOS A	3.4/LOS A	2.9/LOS A
Toro Canyon Rd/Via Real	4.8/LOS A	5.6/LOS B	4.3/LOS A	4.9/LOS A
Santa Claus Lane/Via Real	7.5/LOS B	9.4/LOS B	5.8/LOS B	7.9/LOS/B
Santa Claus Lane/U.S. 101 NB Ramp	4.1/LOS A	4.7/LOS A	4.5/LOS A	6.3/LOS B
Santa Claus Lane/U.S. 101 SB Ramp	4.1/LOS A	4.6/LOS A	5.4/LOS B	7.7/LOS B
Cravens Lane/ S.R. 192	3.3/LOS A	3.4/LOS A	3.3/LOS A	3.6/LOS A
Cravens Lane/Via Real	4.9/LOS A	5.4/LOS B	6.8/LOS B	7.9/LOS B

LOS based on average delay per vehicle in seconds.
* Intersection not studied in A.M. period.

4. CIRCULATION GOALS, POLICIES, ACTIONS, AND DEVELOPMENT STANDARDS

GOAL CIRC-TC-1: Provide An Efficient And Safe Circulation System To Accommodate Existing Development And Future Growth In Toro Canyon.

Policy CIRC-TC-1: **The County shall allow reasonable development of parcels within Toro Canyon while maintaining safe roadways and intersections that operate at acceptable levels of service.**

Action CIRC-TC-1.1: When the County adopts a Transportation Improvement Plan (TIP) for the Montecito-Summerland-Carpinteria area, it shall include the Toro Canyon Plan area. The TIP shall address any necessary long-term improvements to roadways and alternative transportation facilities, including any appropriate traffic calming measures, designed to maintain public safety and acceptable levels of service on roadways and intersections within the Toro Canyon Plan area. The TIP shall be an integrated plan for capital improvements of roads and intersections as well as alternative transportation facilities. The TIP shall contain a list of transportation projects to be undertaken and include projected costs for each funded and unfunded improvement. The County shall also revise the Transportation Impact Fee based upon the projected cost of transportation system improvements identified in the TIP.

Action CIRC-TC-1.2: The TIP shall be updated as necessary by the Public Works Department, in consultation with P&D, and presented to the Board of Supervisors for review. At such time, the Transportation Impact Fee shall be re-evaluated and modified as necessary to account for changes to the TIP.

Action CIRC-TC-1.3: The County Public Works Department shall submit current traffic count and intersection level of service data to the Planning Commission and Board of Supervisors with each TIP update.

Action CIRC-TC-1.4: The TIP shall include a comprehensive neighborhood traffic management program to address problems related to increased vehicular traffic and/or vehicular speeds in residential areas. Identified improvements shall be funded through collection of traffic mitigation fees and/or grants, and implemented through the TIP. (Also see Action PS-TC-2.1.)

DevStd CIRC-TC-1.5: The County shall balance the need for new road improvements with protection of the area's semi-rural character. All development shall be

designed to respect the area's environment and minimize disruption of the semi-rural character.

DevStd CIRC-TC-1.6: In order to minimize vehicle trips to improve both transportation system efficiency and quality of life, transit, pedestrian, and bicycle access to commercial, recreational, and educational facilities shall be encouraged.

DevStd CIRC-TC-1.7: (*COASTAL*) Improvements along Route 192/Foothill Road should be developed in a manner consistent with bicycle and pedestrian safety, and should be designed for improved bicycle access.

Policy CIRC-TC-2: **The County shall maintain a minimum Level of Service (LOS) B or better on classified roadways and intersections within Toro Canyon.**

Action CIRC-TC-2.1: Through the TIP or other means, the Public Works Department shall regularly monitor the operating conditions of designated roadways and intersections in Toro Canyon. If traffic on any roadway or intersection is found to exceed the acceptable capacity level defined by this Plan, the County should re-evaluate and, if necessary, amend the Plan in order to reestablish the balance between allowable land uses and acceptable roadway and intersection operation. This re-evaluation should include, but not be limited to:

- Redesignating roadways and/or intersections to a different classification;
- Reconsidering land uses to alter traffic generation rates and circulation patterns; and
- Changes to the TIP, including re-evaluation of alternative modes of transportation.

Action CIRC-TC-2.2: Through the TIP or other means, the County Public Works Department and Planning and Development shall work with Caltrans to investigate the source of elevated collision rates experienced at Route 192/Cravens Lane and to implement appropriate corrective action, if necessary. The design and scale of intersection improvements shall be consistent with the rural character of the area to the greatest extent feasible.

Policy CIRC-TC-3: **A determination of project consistency with the standards and policies of the Toro Canyon Plan Circulation Section shall constitute a determination of consistency with Coastal Land Use Plan Policy 2-6 and the Land Use Element's Land Use**

Development Policy 4 with regard to roadway and intersection capacity.

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

Action CIRC-TC-4.1: The County shall work with the MTD and the City of Carpinteria to improve transit services.

DevStd CIRC-TC-4.2: Development shall be evaluated, pursuant to applicable MTD standards, for possible need to contribute to new and/or upgraded public transit facilities that would benefit the development and its neighborhood.

Action CIRC-TC-4.3: The County shall coordinate with Caltrans to incorporate appropriate park-and-ride facilities (including bike lockers, transit stops and benches) near planned freeway interchange improvement projects.

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.**

GOAL CIRC-TC-2: Achieve Land Use Patterns And Densities That Reflect The Desire Of The Community To Prevent Further Degradation Of Roadways And Intersections For The Benefits Of Safety, Aesthetics And Community Character.

Policy CIRC-TC-6: **Traffic signals are not considered compatible with the semi-rural character of Toro Canyon, and should only be considered when no other form of intersection improvement is feasible, or when warranted to protect public safety. Signals shall not be installed until community workshops have been held so that community concerns can be discussed and addressed to the maximum extent feasible**.

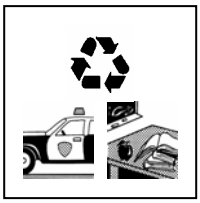
Policy CIRC-TC-7: **To ensure that mature landscaping does not compromise public safety, landscaping proposed in connection with development shall be consistent with applicable county or Caltrans sight distance standards.**

Policy CIRC-TC-8: **Encroachment permits for structures, fences, walls, landscaping, and other such objects may be issued where the placement of such objects would neither compromise public safety nor confict with applicable county or Caltrans sight distance standards**.

Policy CIRC-TC-9: **The county shall investigate and support appropriate traffic calming measures and shall work with Caltrans in this regard as may be appropriate.**

Action CIRC-TC-9.1: Through the TIP or other means, the county shall consider implementing appropriate traffic calming measures on lower Toro Canyon Road, when consistent with the county's adopted Neighborhood Traffic Management Policy (as it may be amended from time to time).

Action CIRC-TC-9.2: The county shall work with Caltrans to investigate possible ways to calm traffic and minimize vehicle movement conflicts on Santa Claus Lane. This investigation shall include the possible relocation of the southbound Hwy. 101 on-ramp to a more northwesterly location, in order to avoid commercial parking areas and the access for the Sand Point Road and Casa Blanca residential developments.



D. PUBLIC SERVICES: RESOURCE RECOVERY, POLICE PROTECTION, AND SCHOOLS

1. RESOURCE RECOVERY

a. Resource Recovery Existing Setting

Both solid waste and recyclable materials in the Toro Canyon area are currently collected by MarBorg Industries. MarBorg Industries has contracted its services to the County since 1974 and their current contract is valid until 2007; a four-year extension is possible at that point.

MarBorg also provides curbside recycling service in Toro Canyon. Improvements in recyclable material collection have increased the amount of recyclable material collected to approximately 51 tons of co-mingled recyclables and 144 tons of green yard waste annually. This material is transported to the South Coast Transfer Station. MarBorg is able to serve additional residents in Toro Canyon with trash and recycling pick-up (personal communication, Derek Carlson 1998). After recycling, approximately 195 tons of solid waste a year are collected from the Toro Canyon area and are disposed of at the Tajiguas landfill.

A new permit to allow benchfilling at the Tajiguas landfill will allow an additional capacity of 3.1 million cubic yards (approximately 1.5 million tons) of solid waste disposal, permitting this landfill to remain open until early 2006. A proposal to develop an additional 15 years of disposal capacity will be evaluated in an environmental impact report that will be prepared in 2000 (personal communication, Chris Wilson 1999).

b. Resource Recovery Issues

The California Integrated Waste Management Act of 1989 (AB 939) requires each city and county to develop a Source Reduction and Recycling Element (SRRE) that provides strategies for diverting at least 50 percent of all solid waste from landfills by the year 2000 (County SRRE, 1991). Approximately 50 percent of the solid waste generated within Toro Canyon is currently diverted from landfills, with this percentage projected to increase as residents become more accustomed to recycling (MarBorg Industries 1998).

2. POLICE PROTECTION

a. Existing Setting

The Santa Barbara County Sheriff's Department serves the Toro Canyon area. Two deputies on average cover the unincorporated area east of the Santa Barbara City limits to the Ventura County line. The Sheriff's Department has responded to a relatively low number of calls from the Toro Canyon area in recent years. The standard service ratio for police protection is one officer per 1,200 population. Since the Plan area is generally covered by two deputies, the current service ratio is approximately one officer to 1,140 residents within the Plan area. However, these officers also provide police services to Montecito, Summerland and the unincorporated areas of the Carpinteria Valley. Thus, for the entire service area, the service ratio is in excess of 1:1,200. However, as Toro Canyon is generally a low-crime community, this

number of officers provides adequate service (personal communication, Mike Burridge, Jeff Meyer 1998).

The California Highway Patrol (CHP) also serves the Toro Canyon area, covering the fifteen miles of Highway 101 from the Ventura County line to Olive Mill Road. An officer patrols both that freeway section and the County's roads on both sides of the freeway at all times. Officers spend limited time on rural County roads, due to the size of the beat area. Sheriff's deputies, CHP officers from adjacent beats, or police officers from cities occasionally provide extra support. The Santa Barbara County Sheriff's Department provides general police protection and the CHP has primary responsibility for Vehicle Code enforcement and accidents. The two police agencies have reciprocal agreements to provide mutual assistance under emergency situations.

b. Police Protection Issues

Speeding on many Toro Canyon roads is viewed as commonplace. Survey respondents noted that speeding is a problem on Toro Canyon Road between Foothill and East Valley; on Foothill Road; on East Valley Road between Ortega Hill and Ladera Lane; on Padaro Lane; on Ladera Lane; and on Via Real.

3. SCHOOLS

a. Schools Regional Setting

The Carpinteria Unified School District (CUSD) serves the City of Carpinteria, the unincorporated community of Summerland and other unincorporated areas of the Carpinteria Valley, including the Toro Canyon Plan Area. The CUSD educates students in this area from kindergarten through the twelfth grade at seven schools, most of which are over capacity (Table 12). Attendance boundaries are flexible; available classroom space at various campuses is more important than geographic attendance area boundaries. The CUSD plans to add two new elementary schools and thereafter switch to a "neighborhood schools" elementary attendance configuration.

Total CUSD-wide enrollment for the 1999-2000 school year was 3161, and is projected to increase to a peak of 3277 by the year 2003-04, including 747 K-2 students, 718 grades 3-5 students, 798 grades 6-8 students, and 1014 grades 9-12 students including continuation/alternative school enrollment (CUSD, February 2000). Overall enrollment is projected to decline slightly over the following two years, down to a total of 3249 students in the 2005-06 school year. Elementary grades (K-5) enrollment peaked at 1555 students in 1998-99 and dropped to 1539 in 1999-2000. Elementary enrollments are projected to rise slightly to 1541 in 2001-02, and thereafter to decline to between 1463-1467 students in the years 2002-03 through 2005-06.

b. Schools Planning Area Setting

In 1999-2000, approximately 120 elementary-aged children within the Plan area attended either Aliso or Canalino school, both of which are located within the City of Carpinteria to the east. This represents about seven to eight percent of the District-wide enrollment in grades K-5.

TABLE 12: STUDENT ENROLLMENT AND CAPACITIES

School	Grades Served	1998-99 Enrollment	1999-2000 Enrollment	School Capacity	Space Available (+) or Over Capacity (-) 1998-99 | 1999-2000
Aliso Elementary	3-5	387	419	372	-15 | -47
Canalino Elementary	K-2	781	719	766	-15 | +47
Main Elementary	3-5	329	350	270	-59 | -80
Summerland Elementary	K-5	58	51	60[a]	+2 | +9
Carpinteria Middle	6-8	731	750	644	-87 | -106
Carpinteria High	9-12	803	810	802	-1 | -8
Rincon/Foothill High	7-12	69	62	---	---
Total		3158	3161	---	---

[a] Includes use of a room at the Summerland Presbyterian Church for Grades 4 and 5. A State Department of Education waiver, which will expire in June 2000, approved use of the church. Two additional portable classrooms are proposed to be installed on the school site by September 2000.

Source: Carpinteria Unified School District, January 2000, CBEDS Reports.

c. School Issues

In 1996, the CUSD embarked upon an effort to construct a new school in lower Toro Canyon to serve elementary-aged children (K-5) from Summerland, Toro Canyon/East Valley Road, Serena Park, and the Carpinteria Valley west of Cravens Lane. The District's proposed site is APN 005-210-009, a 9.048-acre agricultural lot situated between Toro Creek and Toro Canyon Rd., extending from about 500 to 1000 feet north of Via Real. The school would be located within an attendance area that would extend from Ortega Ridge on the west to Cravens Lane on the east. The existing Summerland School would be closed and the students relocated to the proposed new Toro Canyon School site.

In March 2000 the CUSD deferred the Toro Canyon school for a period of at least five years due to a number of circumstances including uncertainties about the likely success of County and Coastal Commission permit applications, lower enrollment projections, and funding limitations that impeded the simultaneous pursuit of both the Toro Canyon school and another larger new elementary school in the northeastern Carpinteria area. The District has requested "that the County facilitate planning for the still needed new school by identifying a specific school site during the Toro Canyon Plan process" (C. Price, legal counsel for CUSD, 3/31/00).

The Plan substantially reduces potential future residential buildout compared to previous land use and zoning patterns, although buildout under the Plan still could increase student population within the area by approximately 140 children at grade levels K-8 and 60 children at grade levels 9-12. (These projections could increase by up to one-third if the Affordable Housing Overlay (AHO) density on the Via Real AHO site is maximized.) There is no planning rule that provides a "threshold" number of students that should be served by a new school campus, nor is there a threshold for maximum desirable commute distances to school. The choice of reasonably possible sites for a school within the Plan area is extremely limited; very few vacant or sparsely-developed non-agricultural lots exist that have a usable area large enough to support a school.
Given the rural and semi-rural character of the Toro Canyon Plan area, the limited choice of suitable sites, the substantial residential downzoning reflected in this Plan, and the overall

elementary-grade enrollment decreases projected within the CUSD through 2005-06, this Plan does not presume a need to locate a new elementary school within the Toro Canyon area and therefore does not designate a future school site on the Land Use Plan map. However, this Plan recognizes the CUSD's previously expressed desire to construct a new school in the area. The Plan proposes that, at such time as funding levels and enrollments may support the CUSD's renewed pursuit of a new elementary school within the area, that the District re-apply for the appropriate county permits (most likely an LCP Amendment and Major Conditional Use Permit) on the site of its choice.

4. PUBLIC SERVICES POLICIES, ACTIONS AND DEVELOPMENT STANDARD

Policy PS-TC-1: **(*NON-LCP*) Resource conservation and recovery shall be implemented to reduce solid waste generation and to divert the waste stream from area landfills to the maximum extent feasible.**

Action PS-TC-1.1: (*NON-LCP*) The County shall work with the local waste hauler to continue with education programs which provide information on conservation, recycling and composting techniques, and the awards campaign that recognizes significant local waste reduction achievements.

Action PS-TC-1.2: (*NON-LCP*) The County shall encourage developers to use recycled building materials such as composites, metals, and plastics to the greatest extent feasible, through programs such as the Innovative Building Review Program.

DevStd PS-TC-1.3: (*NON-LCP*) Recycling bins shall be provided by the applicant or contractor at all construction sites. All recyclable materials currently being accepted at the County Transfer Station, landfill, or recycling centers shall be collected for recycling at construction sites. Adequate and accessible enclosures and/or areas shall be provided for the storage of recyclable materials in appropriate containers.

Policy PS-TC-2: **(*NON-LCP*) The County shall strive to ensure adequate traffic law enforcement within Toro Canyon.**

Action PS-TC-2.1: (*NON-LCP*) The County Public Works Department and Sheriff's Department shall work with the California Highway Patrol to address speeding concerns on problem streets, and to encourage the reporting of non-injury accidents so that a better record of traffic hazards may be compiled for improving traffic safety and law enforcement. (Also see Action CIRC-TC-1.4.)

Policy PS-TC-3: **(*NON-LCP*) The County shall work with the Carpinteria Unified School District to ensure that public education needs are met.**

Action PS-TC-3.1: (*NON-LCP*) Upon the request of the School District, the County shall consider participation in a joint task force comprised of representatives of the County and District for the purpose of identifying suitable future school sites within the District.

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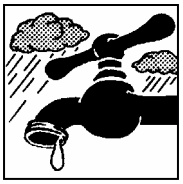

E. WASTEWATER AND WATER

1. WASTEWATER SERVICE EXISTING SETTING

a. Regional Setting

Sanitary Districts in the South County include Montecito, Summerland, Carpinteria, Goleta, and Goleta West Sanitary Districts. In rural areas, septic systems serve most residents.

b. Planning Area Setting

Sewer

The Montecito and Carpinteria Sanitary Districts (MSD and CSD) each serve small portions of Toro Canyon (see Figure 13). The MSD serves Cima Del Mundo and Macadamia Lane and Freehaven Drive residences. MSD capacity is 1.5 million gallons per day, and current treatment flows average 0.75 mgd. The CSD serves approximately175 residences in Serena Park and on Padaro Lane east of Garrapata Creek. The CSD wastewater treatment plant has a capacity of 2.5 million gallons per day (mgd), and current flows average 1.6 mgd (Carpinteria Sanitary District 2000).

Septic

Although the sanitary districts serve limited areas within Toro Canyon, eighty percent of area residents rely upon private septic systems for wastewater disposal (Refer to Section F., Water for more information regarding septic systems). Area soil characteristics, topography, and depth to groundwater present significant constraints and challenges to the siting and long-term operation of private disposal (septic) systems. Several recent and current development projects have required extensive time and effort and repeated testing to demonstrate ability to comply with minimum geologic and wastewater disposal standards. These difficulties have been experienced even at densities and intensities below the maximum levels allowed by land use and zoning designations. The inability to adequately comply with minimum geologic and wastewater disposal standards is one of several development constraints, which, when taken together, are contributing factors for the Plan's general reduction in residential densities throughout much of the Plan area.

2. WASTEWATER SERVICE ISSUES

Sewer Extension

Coastal Land Use Plan Policy 2-10 and Local Agency Formation Commission (LAFCO) policies discourage extending sewer service to rural areas because such extensions can encourage development intensification. When public health hazards are an issue, an exception to the policies may be granted. For Toro Canyon, with poor soils, close proximity to the ocean and waterways that feed to the ocean, some limited sewer line extensions are recommended.

Although the County is concerned with septic systems in large areas of Toro Canyon, extending sewer service is only a possibility for two areas, on Padaro Lane/Beach Club Road and Ladera Lane. These two areas are shown on Figure 13. Because of possible growth inducing effects of sewer extension into rural areas, extending sewers to other areas in the Plan is not recommended.

Padaro Lane and Beach Club Road. Residences here are dense, close to the ocean, and within CSD boundaries. Extending CSD sewer lines here would require approximately 5800 feet of line.[1]

Ladera Lane. Residences along the east side of Ladera Lane have an average parcel size of one acre, are in close proximity to Toro Creek, and are within reasonable distance of an existing MSD sewer line. Before service could be provided to the east side of Ladera, annexation of these parcels to the MSD would be required. Annexation would be subject to the approval of the MSD and Santa Barbara County LAFCO.[2]

3. WATER EXISTING SETTING

a. Regional Setting

Recently, in 1997, the State Water Project (SWP) brought new supplies of water to the Santa Barbara area, providing adequate water supplies to accommodate future growth and existing development in many areas. Local reservoirs, groundwater, and state water supply the South Coast area.

b. Planning Area Setting

Both the Carpinteria Valley and Montecito Water Districts (CVWD, MWD, see Figure 14) provide water service within Toro Canyon. Individual accounts serve both domestic and agricultural users. Extension of the State Water Project (SWP) to the Santa Barbara area in 1997 has increased the available water supply in the CVWD and MWD service areas; for planning purposes, conservative assumptions are used regarding the ability of the State Water Project (SWP) to deliver contracted entitlements during a drought (see below).

Toro Canyon is primarily within the Carpinteria Groundwater Basin and the Basin's foothill watershed (Figure 15). A small area northwest of Picay Creek is within the adjacent Montecito Groundwater Basin. Groundwater is extracted by a number of private wells scattered throughout residential areas (Figure 16). However, at present, no CVWD or MWD wells are operating within Toro Canyon.

[1] Miko, John Miko, Carpinteria Sanitary District, October 2000.
[2] Smith, Jerry, Montecito Sanitary District, January 2001.

Figure 13: Sewer Service

11 x 17

Refer to Figures at end of document

Page 2 for Figure 13 (11x17) - DISCARD

Figure 14: Water Districts
8 ½ x 11

Refer to Figures at end of document

Figure 15: Ground Water Resources
8 ½ x 11

Refer to Figures at end of document

Montecito Water District

The MWD supplies 375 customers in western Toro Canyon from both surface and groundwater sources. Surface water sources include Lake Cachuma, Jameson Lake, and Fox and Alder Creeks and the District's 3,000 acre-foot per year (AFY) entitlement of State Water. Groundwater sources consist of the Montecito Groundwater Basin, the Toro Canyon Subbasin, Doulton Tunnel intrusion water, and wells in hard rock or alluvial aquifers north of the main basin. The Montecito Water District's current demand in conjunction with that of approved projects and existing legal lots does not exceed the available supply, based upon conservative assumptions regarding the ability of the State Water Project (SWP) to deliver contracted entitlements during a drought.

Carpinteria Valley Water District

The CVWD serves the eastern part of Toro Canyon. CVWD supplies come from Lake Cachuma, the Carpinteria Groundwater Basin, and the SWP. The SWP entitlement held by the CVWD is 2,000 AFY. CVWD's current demand plus the potential demand of currently vacant lots does not exceed the available supply, based upon conservative assumptions regarding the ability of the State Water Project (SWP) to deliver contracted entitlements during a drought. The CVWD also has produced a Groundwater Management Plan (1996). The Plan includes proposals to inventory local wells and their use and to monitor groundwater levels and quality.

Private Wells

The Toro Canyon Estates Company and East Montecito Mutual Water Company manage private wells that distribute water to multiple parcels in Toro Canyon. More than 28 private wells serve individual properties in addition to these two private companies. Water quality is tested at the time County Environmental Health Services issues a water system permit. Private wells are not subject to the regular periodic testing requirements set forth by the State Department of Health for municipal wells.

4. WATER PLANNING ISSUES

Quantity

Within Toro Canyon, supply of water exceeds demand for water. However, in view of water shortage issues within California in general, and the environmental effects of excessive water usage (e.g., stream/spring dewatering), water conservation measures are appropriate for new development in Toro Canyon.

Figure 16: Waterwells

8 ½ x 11

Refer to Figures at end of document

Quality

The possibility of water contamination is a universal concern. The following list outlines some actions and processes that may affect groundwater and surface water (e.g., creeks) quality. Creeks and streams provide significant wildlife habitat. Many species cannot survive if surface waters become overly polluted. Additionally, Toro Creek, Garrapata Creek, Oil Canyon Creek, and Arroyo Paredon ultimately flow to the ocean, where pollution could affect both beach/ocean users and wildlife.

Storm Water Runoff and Non-Point Source Pollutants

The U.S. EPA has identified urban surface runoff as a significant cause of water pollution in the United States. As of March 2003, Santa Barbara County will be subject to Federal Phase II storm water regulations. Two main impacts result from development: changes in surface water hydrology, and changes in water quality. Pollutants most frequently associated with storm water runoff include sediment, nutrients, bacteria, oxygen-demanding substances, oil and grease, heavy metals, other toxic chemicals, and floatables. The primary source of the pollutants include automobiles and automobile use, housekeeping and landscaping practices, construction, accidental spills, illegal dumping and illegal connections to the storm drain system. Construction sites may be considerable sources of sediment, trace metals, nutrients, oil and grease, pesticides, herbicides, and other synthetic organic compounds. Agricultural activities within the planning area may also be a source of pollutants such as sediment, nutrients and pesticides.

These pollutants often enter waters in sudden pulses and large quantities as rain, irrigation, and other types of runoff that can mobilize and transport the contaminants. Examples include lawn and garden chemicals from urban areas transported by rain or irrigation runoff; household and automotive care products dumped onto streets and into gutters; fertilizers, pesticides, and sediment transported from agricultural lands; sediment transported from roads, construction and developed land; and various air particulates that are deposited from the atmosphere.

Domestic Animals and Commercial Livestock

The large numbers of horses and domestic animals residing in Toro Canyon may be a source of water pollution. The Santa Barbara Polo and Racquet Club has the capacity to board 350 horses in stalls and corrals. Also, some areas within Toro Canyon are zoned to allow one large animal, including horses, for every 20,000 square feet of lot area. EHS requires an animal waste management plan for all projects involving the raising or keeping of animals that are subject to a conditional use permit. For example, commercial riding and boarding stables, kennels, hog ranches, dairies, or more than one animal per 20,000 square feet require a conditional use permit in many zones. Equestrians use many of the local trails. In addition, there is a large canine boarding facility in Toro Canyon that can accommodate up to about 120 dogs. The level of nitrates in area groundwater can be raised if the waste from animals is not properly treated or disposed. Recent surface water samples taken near the Santa Barbara Polo and Racquet Club reflected relatively high levels of coliform bacteria (personal communication, Peggy Langle 1998). Also, preliminary Project Clean Water samples from Toro Creek near properties where a large number of horses are boarded indicate very high levels of fecal coliform bacteria. Excess nitrates in groundwater used for drinking water are a health concern. Coliform in surface water,

including the ocean, is important as it can indicate the presence of organisms that could cause illness.

Septic Systems

Septic systems serve approximately eighty percent of Toro Canyon's residents. All septic systems have a disposal field. There are two types of disposal fields, leach fields and drywells. A leach field is shallow (less than five foot total depth) horizontal disposal of septic effluent. Leach fields maximize separation to groundwater and allow for evapotranspiration of effluent. A drywell is vertical disposal of septic effluent. Drywells are only allowed in areas where leach fields are determined to be infeasible. Some systems are old and do not meet current standards. Septic systems can cause water quality problems if they are not properly sited or maintained. Many residents are unaware of the maintenance requirements of their septic systems. Appendix F outlines suggested septic system maintenance procedures.

Properly maintaining septic systems follows the more basic issue of properly siting septic systems. Regional Water Quality Control Boards (RWQCBs) have the authority to regulate activities that can affect water quality in California. The Central Coast's RWQCB 1998 Water Quality Control Plan (Basin Plan) lists specific criteria or site conditions under which new septic systems are prohibited. The prohibitions are based on soil percolation rates, proximity to areas prone to flooding, slope steepness, parcel size, distances between trench bottom and usable ground water, and other criteria. Some areas of Toro Canyon that may fall under these prohibitions include areas currently zoned for fairly dense housing (one acre or less per residence) and areas close to creeks or the ocean. These areas include: neighborhoods north of Foothill Road near Ocean Oasis Lane and La Mirada Drive; areas west of Toro Canyon Road north of Garrapata Creek; and areas east and west of Toro Canyon Road north of Foothill Road. Because of prevalent unfavorable soil, slope, ground and surface water conditions, much of the plan area has septic system limitations. As septic system constraints vary by parcel, each would be analyzed on a case by case basis to determine ability of a project to utilize a septic system for wastewater disposal.

Most leach fields eventually fail when the ability of the soil to percolate is impaired due to use of a field over time and build up of "biomat," or bacterial growth, in the absorptive surfaces in the soil. When effluent from a septic tank can no longer percolate downward, the effluent will rise to the surface of the ground, a situation called "daylighting." Most drywells also eventually fail. A well-maintained, well sited disposal field typically lasts for 20 – 30 years. Services are normally planned so that they will be available at least 75 years into the future for new projects.

Daylighting has the potential to contaminate surface waters. Septic effluent could be carried away from failing or poorly designed septic systems to nearby creeks and then to the ocean when heavy rains saturate the ground. High fecal coliform bacteria counts in creeks or the ocean indicate potential contamination by septic systems and possible presence of disease-causing pathogens. Disease-causing pathogens would be a potential public health hazard. Toro, Garrapata, and Arroyo Paredon creeks flow through Toro Canyon in proximity to septic systems and discharge into the ocean.
Since 1983, Environmental Health Services (EHS) received approximately 55 suspected Toro Canyon septic system problem complaints and confirmed approximately 30 septic system-related problems. These include violations of Health and Safety Code Sections 5411 (sewage, and

related materials not to be discharged so as to result in contamination, pollution, or nuisance), and 4476 (deposit of sewage, garbage, and similar materials in the street is a misdemeanor). Many residents improperly maintain their septic systems and often are unaware of their septic system's location or last service date, which can lead to unnecessary failures and complications in correcting failures.

Occasionally, Toro Canyon farm and construction employees are not provided access to toilet facilities. CalOSHA requires employers to provide temporary toilets if permanent restrooms are unavailable. CalOSHA conducts periodic inspections. EHS responded to four such reported instances in Toro Canyon between 1993 and 1998.

The maximum contamination level for nitrates in drinking water is 45 parts per million. The California State University, Chico wastewater studies have determined that on average, 11 – 15 grams of nitrates per person using a septic system per day enters the septic tank and that approximately 20 percent of nitrogen is removed within the septic tank. Shallow leach fields allow for the removal of an additional 30 percent of total nitrogen, however drywells do not remove any additional nitrogen. "Advanced treatment," which utilizes bacteriological processing prior to effluent entering a traditional septic system, can remove virtually all nitrate from septic effluent. (See Appendix F.)

Underground Storage Tanks

Two sites in Toro Canyon could have underground storage tanks for gasoline including the gas station on Via Real at the eastern Padaro Lane/U.S. Highway 101 interchange, and the site of a former gas station on Santa Claus Lane. All underground storage tanks are subject to regulations designed to ensure their contents do not pollute groundwater.

Seawater Intrusion

The Toro Canyon Subbasin is part of the Carpinteria groundwater basin. Seawater intrusion into groundwater resources could occur if the subbasin were overdrafted, or if pumpage was concentrated in a local area. However, water samples taken in 1991, at the height of the most recent drought, indicated no saltwater intrusion in the Toro Canyon area. Wetter years since that time have added to groundwater in storage. Therefore, the subbasin is not overdrafted, and is not considered at risk of seawater intrusion (Norman Cota, Carpinteria Valley Water District, 1999).

Oil Seeps

There is one significant oil seep from an old horizontal well in the northern portion of Toro Canyon. The California Department of Fish and Game has installed special filters and trapping mechanisms at the main source of this seep to ensure that the oil will not pollute surface waters.

5. WASTEWATER AND WATER GOAL, POLICIES, ACTIONS, AND DEVELOPMENT STANDARDS

GOAL WW-TC: Protect Quality Of Surface, Ground, And Ocean Waters From Degradation; Maintain Adequate, Safe Water Supplies; And Protect Groundwater Basins From Prolonged Overdraft. Provide Adequate Wastewater Treatment And Disposal Throughout The Planning Area.

Policy WW-TC-1: **Development and infrastructure shall achieve a high level of wastewater treatment, in order to best serve the public health and welfare.**

DevStd WW-TC-1.1: Septic system installations shall only occur on parcels that are free of site characteristics listed under "VIII.D.3.i. Individual, Alternative and Community Systems Prohibitions" in the *Water Quality Control Plan for Central Coast Basin, Region 3* by the Regional Water Quality Control Board. Adherence to this standard and any other more restrictive applicable standards or zoning regulations as well as the County Wastewater Ordinance shall constitute a finding of consistency with Land Use Development Policy 4 and Coastal Plan Policy 2-6 with regard to wastewater service.

DevStd WW-TC-1.2: To the maximum extent feasible, development shall be sited and designed to avoid the use of wastewater system features (e.g. lift stations and grinder pumps) that require more maintenance than gravity fed laterals or septic systems and whose failure could result in the contamination of surface or groundwater or potential health hazards. Gravity flow of wastewater to septic tank and disposal fields must be available when new lots to be served by septic systems are created. Unless it would preclude reasonable use of property, private operation and maintenance of lift stations and grinder pumps is prohibited.

DevStd WW-TC-1.3: For development proposing public sewer service, prior to approving land use clearance and/or recording final maps, adequate wastewater treatment and disposal capacity (based on County and RWQCB accepted figures) shall be demonstrated for the Carpinteria Sanitary District or Montecito Sanitary District, as appropriate, to serve the specific project along with other approved development.

Action WW-TC-1.4: The County shall work with the Montecito Sanitary District and Local Agency Formation Commission to extend sewer lines to serve residents on the east side of Ladera Lane, west of Toro Creek, within the Urban Boundary.

Action WW-TC-1.5: The County shall work with the Carpinteria Sanitary District and Local Agency Formation Commission to extend sewer lines within designated Rural Neighborhoods (RNs) when consistent with Coastal Plan Land Use Policy 2-10.

Policy WW-TC-2: **Pollution of surface, ground and ocean waters shall be avoided. Where avoidance is not feasible, pollution shall be minimized.**

DevStd WW-TC-2.1: To reduce the possibility of prolonged effluent daylighting, two disposal fields shall be built to serve each septic system as required by EHS so that when one field begins to fail, the other field can immediately be put into use. An additional third expansion area shall be set aside where no development can occur, except for driveways on constrained sites as provided below in Development Standard WW-TC-2.3.1. In the expansion area, a disposal field should be constructed when any other disposal field is in a state of failure.

DevStd WW-TC-2.2: For remodels of plumbed structures where the existing septic system must be enlarged or where septic system repairs are required due to failure, in addition to the enlargement and/or repair of the existing septic system, an additional disposal field shall be installed to the maximum extent feasible.

DevStd WW-TC-2.3 Where feasible, measures to decrease the amount of nitrates filtering through soil to groundwater shall be required, including:

1. Shallow-rooted non-invasive plants (maximum root depth of four feet) shall be planted above all leach fields to encourage evapotranspiration of effluent and uptake of nitrates. Impervious surfaces, such as paved driveways, shall not be constructed above leach fields. If site constraints require a driveway to be located above a leach field in order to ensure reasonable use of property, turf block or other suitable pervious surface shall be used.

2. Advanced treatment for the removal of nitrates shall be required on septic systems utilizing drywells as the disposal field. Existing septic systems that utilize drywells that have failed, or that need to be modified or certified, must also install advanced treatment.

DevStd WW-TC-2.4: Discretionary development to house or manage animals must have a waste management program prepared according to Environmental Health Services' Guidelines for Management of Animal Wastes and approved by the Environmental Health Services Division.

DevStd WW-TC-2.5: Septic systems and other potential sources of water pollution shall be a minimum of 100 feet from the geologic top of slope of tributary or creek banks (reference point as defined by Planning and Development and Environmental Health Services). Modifications to existing sources of potential water pollution shall meet this buffer to the maximum extent feasible.

Action WW-TC-2.6: The County should mail the Environmental Health Services brochure "Your Septic System: A Reference Guide for Homeowners" to all Toro Canyon properties with septic systems.

DevStd WW-TC-2.7: Development shall not be approved where individual or cumulative impacts of septic systems for new development would cause pollution of creeks and ocean waters, unless this would preclude reasonable use of property.

DevStd WW-TC-2.8 (*COASTAL*) a. Development that includes one or more new on-site treatment systems (OSTSs) or expansion of existing OSTS(s), with a subsurface sewage effluent dispersal system that is within 100 feet of a beach, shall provide secondary or tertiary effluent treatment prior to discharging to that dispersal system.

b. Development shall not be approved where individual or cumulative impacts of septic systems for new development would cause pollution of creeks and ocean waters, unless this would preclude reasonable use of property. Where such development is approved to allow reasonable use of property, it shall provide for secondary or tertiary effluent treatment prior to discharging to any subsurface sewage effluent dispersal system.

DevStd WW-TC-2.9: Development shall be designed to reduce runoff from the site by minimizing impervious surfaces, using pervious or porous surfaces, and minimizing contiguous impervious areas.

DevStd WW-TC-2.10: Development shall incorporate best management practices (BMPs) to reduce pollutants in storm water runoff. The BMPs can include, but are not limited to dry wells for roof drainage or other roof downspout infiltration systems, modular paving, unit pavers on sand or other porous pavement for driveways, patios or parking areas, multiple-purpose detention systems, cisterns, structural devices (e.g., grease, silt, sediment, and trash traps), sand filters, or vegetated treatment systems (e.g. bioswales/filters).

DevStd WW-TC-2.11 Construction Best Management Practices shall be included on drainage plans and/or erosion control plans and implemented to prevent contamination of runoff from construction sites. These practices shall include, but are not limited to, appropriate storage areas for pesticides and chemicals, use of washout areas to prevent drainage of wash water to storm drains or surface waters, erosion and sediment control measures, and storage and maintenance of equipment away from storm drains and water courses.

Policy WW-TC-3: Development in Toro Canyon shall incorporate appropriate water efficient design, technology and landscaping.

Action WW-TC-3.1: The County Water Agency shall work with the MWD and the CVWD to promote educational programs that encourage efficient water use.

DevStd WW-TC-3.2: In cases where landscape plans are required for development, they shall include appropriate water-conserving features such as those listed in the Water Resources section of the County's *Standard Conditions of Approval and Standard Mitigation Measures*.

Policy WW-TC-4: **(*COASTAL*) a. Development shall avoid the introduction of pollutants into surface, ground and ocean waters. Where avoidance is not feasible, the introduction of pollutants shall be minimized to the maximum extent feasible.**

b. Confined animal facilities shall be sited, designed, managed and maintained to prevent discharge of sediment, nutrients and contaminants to surface and groundwater. In no case shall an animal keeping operation be sited, designed, managed or maintained so as to produce sedimentation or polluted runoff on any public road, adjoining property, or in any drainage channel.

c. Development shall avoid, to the maximum extent feasible, adverse impacts to the biological productivity and quality of coastal streams, wetlands, and the ocean. This shall be accomplished through the implementation of the County's Draft Storm Water Management Program (SWMP) dated August 8, 2003, as updated and approved by the Regional Water Quality Control Board, which is hereby incorporated by reference into this LCP amendment. Any proposed changes to the SWMP shall be submitted to the Coastal Commission Executive Director for review and comment as part of the annual SWMP review process. Any changes to the SWMP that substantively change the LCP provisions for coastal water quality protection within the Toro Canyon Plan area, as determined by the Executive Director, shall be submitted to the CCC on an annual basis as proposed LCP amendments.

d. Development shall protect the absorption, purification, and retention functions of natural drainage systems that exist on the site. Where feasible, drainage and project plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from the developed area of the site in a non-erosive manner.

A. BIOLOGICAL RESOURCES

1. EXISTING SETTING

a. Planning Area Setting

Toro Canyon extends from the crest of the Santa Ynez Mountains in the Los Padres National Forest to the Pacific Ocean, supporting diverse biological resources. Due to low development density, Toro Canyon contains substantial, relatively undisturbed native habitat. Although residential and agricultural development have fragmented this habitat, there remain large expanses of native vegetation, rare and sensitive plant and animal species, and key habitat linkages. Toro Canyon's primary habitat resources include the steep, chaparral-covered foothills of the Santa Ynez Mountains, a rare southern oak riparian forest along Picay, Toro, Garrapata, and Arroyo Paredon Creeks, and a large oak forest near Toro Canyon Park. Toro Canyon supports wildlife species typical of the lower slopes of the Santa Ynez Mountains. Mammals include a variety of rodents, gray fox, coyote, and mule deer. Typical birds include sparrow, towhee, wren, scrub jay, warbler, acorn woodpecker, Anna's hummingbird, and quail, that nest, roost and forage within the chaparral and riparian communities. Various species of reptiles and amphibians are expected in Toro Canyon including but not limited to western fence lizard, horned lizard, gopher snake, common kingsnake, rattlesnake, frogs and turtles.

Description of Natural Habitats

The biological resources in Toro Canyon have been identified from a range of information sources. Biological studies of specific development project sites within Toro Canyon and the Carpinteria Valley provided a background for the general biological resources in the Plan area. County Planing and Development Department (P&D) aerial photographs of the Toro Canyon area, taken on June 6, 1997 were evaluated to determine the location of major vegetation types. P&D biologists and experts on aerial photograph interpretation assessed all of the biological information described above and conducted brief field investigations during 1999 and early 2000, as well as during adoption hearings on the Plan later in 2000 and through early 2002, to develop the following general natural habitat classifications and prepare the Plan's Biological Resources and Environmentally Sensitive Habitat Map shown on Figure 17.

Southern Coast Live Oak Riparian Forest

Toro Canyon has the largest, contiguous coast live oak riparian forest on the South Coast. Covering roughly 550 acres, the habitat extends down the branches of Toro Creek and Garrapata Creek, spreading out from the creek banks hundreds and sometimes thousands of feet onto the floodplains, connecting as one system between Lambert and Toro Canyon Roads. The forest is comprised of about 90 percent coast live oak and 10 percent western sycamore. These trees reach about 60 feet in height and have average diameters of 20 to 30 inches. The forest canopy of interlocking branches provides habitat for at least as many as 57 bird species, and perhaps as high as 83 species including three hawk species, as many as four owl species, four woodpecker species, and many others. White-tailed kites are known to roost and nest regularly in this habitat (Holmgren and Rindlaub 1988, Storrer and Philbrick 1998). Due to the dominance of non-

natives in the understory at lower elevations there is less diversity of mammals, amphibians and reptiles than in areas higher in the watershed where there is a greater percentage of natives in the understory. The unusual close proximity of the creeks and oaks contributes to the richness of this habitat and high species diversity which was documented in a 1988 survey where more than 60 different animal species and an additional 30 species were expected. Because of the high diversity and because this habitat has been almost completely eliminated in the region, the remaining habitat is extremely important (Holmgren and Rindlaub 1988).

Coast Live Oak Forest

This community ranges from Sonoma County to Carpinteria, reaching its southern limit of distribution in the Plan area (Holland 1986). Where a species or entire community reaches the northern or southern limit of its range, it is significant because it is a place where ecological and evolutionary change can occur. A significant oak forest occurs along Toro Canyon Park Road in and near the park itself. There are approximately 260 acres of mapped oak forest in the community including 100 acres of dense forest on the north slope below Paredon Ridge.

Another oak forest, about 16 acres in size, occurs at the northwest corner of East Valley Road and Ladera Lane. A pair of white-tailed kites ("Fully Protected") were believed to be nesting here in 1998. The understory here is predominantly native and well developed; species diversity is high. Abundant oak seedlings are also present here. Other species in this community include lemonade berry, laurel sumac, red berry and fuchsia-flowered gooseberry, poison oak, wild blackberry, wild cucumber, wild rose, melic grass, giant rye, wood mint, and hummingbird sage (Storrer and Philbrick 1998).

Coast Live Oak Woodland

Roughly 50 acres of oak woodland are mapped. This community is dominated by coast live oaks occurring on the north slopes of the upper portion of the canyon. This community is slightly less dense than the oak forest and oak riparian forest described above.

NOTE: Coast Live Oak Woodland is combined with Coast Live Oak Forest as one habitat designation on the Biological Resources map, Figure 17.

Scrub Oak Chaparral

Scrub Oak Chaparral occurs on the south-facing slopes and ridges of the eastern portion of Toro Canyon. Approximately 280 acres are mapped as scrub oak chaparral. This community is dominated by Nuttall's scrub oak (*Quercus dumosa)*. Dense woody, evergreen shrubs 3 to 12 feet tall populate this community. This fire-dependent community is found on steep, dry, rocky mountain slopes and ridges. It contains a rich diversity of native plants including several endemic and rare species. Catalina mariposa lily (*Calochortus catalinae*) is on the California Native Plant Society's (CNPS) List 4, which means the species is uncommon and its population levels should be watched.

Figure 17 Environmentally Sensitive Habitat

11 x 17
First Page

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Figure 17 Environmentally Sensitive Habitat

11 x 17, reverse side placeholder (DISCARD)

CNPS reports that this lily is rare, endangered in a portion of its range, and endemic to California. Other scrub oak chaparral species that are endemic to the region include chaparral mallow (*Malacothamnus fasciculatus* var. *nuttallii*) and Phacelia (*Phacelia viscida* var. *albiflora*). These species also typically occur in areas mapped simply as chaparral.

Nuttall's scrub oak (*Quercus dumosa*) and Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*) are listed by the California Native Plant Society as List 1B plants, which means that they are eligible for state listing as threatened or endangered species and meet the definitions of the Native Plant Protection Act or the California Endangered Species Act. CEQA Guidelines Section 15380 states that a plant or animal may be treated as rare or endangered for the purposes of CEQA evaluation even if it has not been placed on an official list.

Nuttall's scrub oak ranges from northern coastal Baja California to Santa Barbara, reaching its northern limit in Mission Canyon. In the past, the term scrub oak has been used for several different species of shrubby evergreen oaks. Now, the name *Quercus dumosa*, or Nuttall's scrub oak, only refers to a species that is restricted to twenty known populations from Baja to Mission Canyon based on the taxonomic research of Nixon and Muller (1994). The distinct nature of this species is recognized in the *Jepson Manual* (Hickman 1993), *A Manual of California Vegetation* (Sawyer and Keeler-Wolf 1995), and *A Flora of Santa Barbara County* (Smith 1998). The name *Quercus dumosa* does not apply to other scrub oaks that occur in much of the mountainous portions of California (Nixon and Muller 1994). Only two and a portion of a third of these populations are protected; one in the Santa Barbara Botanic Garden and one at Torrey Pines State Park. The third population to which this refers is in Toro Canyon where a portion of the population (roughly 65 acres) is protected as part of a recorded parcel map (Assessor Parcels 155-220-009 and -010).

The California Native Plant Society (1994) reports that Nuttall's scrub oak has a limited number of occurrences; it is endangered throughout its range; and it is rare outside California. Occurring between 200 and at least 1,400 feet in elevation, the species has been documented in Toro Canyon by Carroll (1992), Philbrick (1993), Storrer and Rindlaub (1998), Stevens (1999), and Gevirtz (2000). At the species' higher elevations it comprises 70 to 80 percent of the vegetation cover, such as on the ridge between Arroyo Paredon and Santa Monica Canyon (Carroll 1992). This area has been mapped as "scrub oak chaparral." At some time between 1990 and 1997, what was probably scrub oak chaparral was removed on Paredon Ridge just west of the documented population in order to install avocado orchards (County aerial photographs 1990 and 1997).

Further west, but still within the Toro Canyon Plan area, chaparral at these elevations has been mapped as "chaparral" rather than "scrub oak chaparral" unless surveys have been done which document the dominance of scrub oak. These areas mapped as chaparral include Nuttall's scrub oak, but apparently not at the densities described above. At lower elevations, such as north of Vista Linda (Stevens 1999), on Paredon Ridge (Gevirtz 2000), and near the 800 and 900 blocks of Toro Canyon Road (Philbrick 1993) its percentages are much lower (apparently less than 10 percent). As additional survey information becomes available, additional areas may be mapped as scrub oak chaparral if warranted.

Chaparral

This community is similar in appearance to scrub oak chaparral, but lacks scrub oak as the dominant shrub species. It includes chamise, manzanita, coastal sage, mountain-lilac, mountain mahogany, coast live oak, toyon, scrub oak, sumac, black sage, sun-rose, deer brush, nightshade and goldenrod (Philbrick 1993). It supports the same animal population as the scrub oak chaparral. Roughly 1,550 acres are vegetated by chaparral.

Where chaparral borders on riparian woodland, an "edge" environment is created that is highly beneficial to birds and other animals (Tierney and Storrer 1990). Toro Canyon has several areas of "edge" communities where chaparral and oak forest or riparian forest meet, creating strong interdependence between the communities. Chaparral is an important source of refuge and forage for mammals which in turn attracts scavengers and predators to this habitat, including bobcat, gray fox, coyote and mule deer (Tierney and Storrer 1990). Typical bird species include wrentit, California quail, Bewick's wren, and California thrasher. Reptiles such as western fence lizard, southern alligator lizard, striped racer, rattlesnake, and kingsnake are also widely represented in chaparral due to its dense cover and abundant insect and rodent populations. Western pond turtle (California Species of Special Concern) and California newt could occur in the chaparral within 1,000 feet or more from one of the riparian systems.

Coastal Sage Scrub

Coastal sage scrub is another Toro Canyon foothill community. This community, abundant in the County, is usually found on dry and rocky slopes below the chaparral. California sagebrush, several sage species, California buckwheat, coyote bush and California encelia dominate coastal sage scrub. Coastal prickly pear cactus (*Opuntia littoralis)* is an occasional member of this community (Smith 1998). Roughly 38 acres are mapped as being vegetated by coastal sage scrub. As many as 24 species of mammals are known to frequent this which provides protective cover for many small mammals that are important prey for resident carnivores and birds of prey (Little 1997).

Native Grassland

Several patches of native grassland (*Nassella lepida*) have been documented in Toro Canyon, including several acres along upper Toro Canyon Road (800 and 900 blocks) and Arroyo Paredon Creek (Philbrick 1990), and approximately 0.25 acre along the dirt road leading down into Santa Monica Canyon. These are not shown on the Plan ESH Map. Other patches of native grassland are likely in Toro Canyon. Purple needlegrass (*Nassella pulchra*) has also been found in the Plan area along the Hidden Valley Lane area, and in lower Toro Canyon along East Valley Road. Native California grasslands, formerly widespread, have been displaced throughout California by annual European grasses, urbanization, agriculture and fire suppression. Grasslands provide important foraging and breeding habitat for a wide variety of passerine bird species and birds of prey, and often form transitional zones between scrub and woodland habitats. These edge habitats tend to be very high in species diversity.

Creeks

Four creeks and their tributaries in Toro Canyon provide important habitat for many species, transport nutrients and sediments, and allow replenishment of sand at downstream beaches.

Riparian areas provide dense vegetation and often water to drink. Many species of wildlife that live in the chaparral, oak forests, and coastal sage scrub visit riparian habitats to drink or feed. The creeks in the Plan area also provide a movement corridor that allows larger mammals to travel within residential areas to and from more isolated sites. Specific characteristics of each of the four creeks in the Plan area are described below.

Picay Creek. Originating in northwestern Toro Canyon, Picay Creek continues southwest into the Montecito Planning area, feeding into Romero Creek. Coast live oaks, western sycamore, and arroyo willow dominate in this area. Native understory vegetation includes wood fern, snowberry, wild rose, giant rye and mountain mahogany. Where disturbance has occurred previously, weedy understory plants, particularly German ivy dominate. Yellow warbler has been observed in Picay Creek, is a California species of special concern and is a likely breeder along the creek. Other birds occurring in Picay Creek include red-shouldered hawk, black-chinned hummingbird, downy woodpecker, Pacific-slope flycatcher, Wilson's warbler and black-headed grosbeak, among others (Storrer and Philbrick 1998).

Toro Creek. Toro Creek is a major wildlife corridor that supports numerous birds, small mammals, and aquatic species. The overstory consists of mature large western sycamore, coast live oak, and occasional Eucalyptus trees, with many sycamore and oak trees exceeding 3 feet in diameter. The oak riparian forest understory is dominated by non-native weedy species, although native species are also present. In the lower portion of the watershed, there are numerous weedy species in the oak riparian forest understory include garden nasturtium, German ivy, greater periwinkle, and castor bean. Native species in the oak riparian forest understory include poison oak, wild blackberry, wild rose, hedge nettle, Douglas' mugwort, white nightshade, and scarlet monkeyflower. These native species are more common in the upper portion of the watershed, above Vista Linda Lane (Stevens, personal communication 2000). The sediments of the creekbed support horsetail, smartweed, and willow herb. The creek aquatic habitat supports green algae and water cress.

Birds that nest in Toro Creek include mallard, song sparrow, and lesser goldfinch. Several birds that are listed as Species of Special Concern, including yellow warbler, yellow breasted chat, Allen's hummingbird, and Pacific-slope flycatcher, are known to use Toro Creek during migration and/or nesting periods (Kisner 1998). Red-legged frog (Threatened) could occur in the creek, but they are not likely due to the lack of suitable habitat. Above Vista Linda Lane, Toro Creek has suitable habitat for southwestern pond turtle (State Species of Special Concern). Further south, the creek is probably too steeply incised for the turtle to get out of the channel. No recent records of steelhead trout are known from this stream (Spencer, personal communication 2000).

Garrapata Creek. A well-developed southern oakriparian forest habitat corridor occurs along Garrapata Creek. Vegetation here includes sycamore, live oak and eucalyptus trees with an understory of primarily non-native periwinkle. Existing vegetation provides roosting, foraging, and nesting habitat for several raptor and passerine species and foraging habitat for small animals, although certain segments of the oak riparian forest along Garrapata Creek have been disturbed. The eucalyptus trees along Garrapata Creek provide nesting habitat for red-tailed hawks (Storrer, 1989). The creek is drier than others in the Plan area, probably due to the small

size of its watershed. Suitable habitat for red-legged frogs, southwestern pond turtles and steelhead trout is not known to exist in this creek (Spencer, personal communication 2000).

Arroyo Paredon Creek. Arroyo Paredon Creek drains the eastern section of the Plan area, from the chaparral covered hillsides, through Toro Canyon Park, just below the confluence with Oil Canyon Creek, and continues southwest to Highway 101. Arroyo Paredon Creek supports a healthy oak riparian forest including oaks and sycamores in the northern section of the Plan area (Storrer 1998). An endemic form of bitter gooseberry (*Ribes amarum* var. *hofmannii*) has occurred in this creek in the past but was removed by scouring during recent flooding (personal communication, Spencer 2000). South of East Valley Road, the channel has been modified considerably and does not support most animal species typical of riparian habitats. There are no recent records of steelhead trout from this stream. (Spencer, personal communication 2000).

Sandy Beach

The marine interface in Toro Canyon consists of approximately 2 miles of sandy beach habitat on the shoreline of the Pacific Ocean. Shorebirds such as western snowy plover, western sandpiper, marbled godwit, long-billed curlew, and willet, use the local coastline for feeding, particularly during the winter months. Offshore species include the brown pelican and the California least tern; both species are federally-listed endangered species (Tierney 1990).

Wetlands

A small wetland occurs around a spring on the steep south-facing slopes below Paredon Ridge, supporting willows, sycamore, giant chain fern (Woodwardia fimbriata) and other wetland species (Storrer 1998, Rindlaub 2000). Wetlands have also been documented on the southern portion of the Saint Denis property, located north of East Valley Road and westerly of Toro Canyon Road (FLx March 1999). Several similar small wetlands may also occur in Toro Canyon which are not detectable on P&D's aerial photographs or have not yet been observed during the field investigations.

Marine Habitat

The marine interface in Toro Canyon consists of approximately two miles of sandy shoreline and rocky intertidal habitat along the Pacific Ocean. Numerous species of shorebirds use the local coastline for feeding, particularly during the winter months. Offshore species include the brown pelican and the California least tern, both listed as endangered (Tierney 1990).

Environmentally Sensitive Habitats: Environmentally sensitive habitat (ESH) areas are defined as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments" (Coastal Act, Section 30107.5). The following habitats found within the Plan area have been designated ESH in the Santa Barbara County Local Coastal Program (LCP):

- Oak Riparian Forest along the westernmost tributary to Toro Creek;
- Oak Riparian Forest along the eastern branch of Toro Creek;
- Oak Forest connecting these creeks;

- Butterfly trees and riparian woodland at the mouth of Toro Creek
- Wetlands on the south-facing slopes below Paredon Ridge;
- Oak Riparian Forest along Arroyo Paredon Creek; and
- Coastal Sage Scrub south and southwest of Freehaven Road and located northeast of Paquita Drive.

The previously described wetland along the south-facing slopes below Paredon Ridge and the coastal sage scrub are ESH by definition, although not mapped as part of the 1981 LCP. The Plan expands the ESH designations established in the Coastal Zone into the inland portions of the Plan area with the addition of scrub oak chaparral identified as a new ESH designation in the Plan area.

Sensitive Species (status current as of December 2001): The federally threatened California Red-Legged Frog occurs in aquatic habitats along streams and rivers, preferring pools with dense emergent or overhanging vegetation. Red-legged frog could occur in Toro Creek, but they are not likely due to the lack of suitable habitat. The Southwestern Pond Turtle is a California Species of Special Concern that occurs throughout Santa Barbara County along rivers and streams with permanent ponds. Suitable habitat is present in and along well-wooded sections of Toro Creek. The Plan area, as part of the entire South Coast area of Santa Barbara County, is designated critical habitat for the Southern California steelhead trout, which has the potential to occur in any of the streams and creeks. Other sensitive aquatic species such as the California newt and two-striped garter snake are known to occur in the Toro Canyon region and are considered sensitive and declining (Jennings and Haynes, 1994). These species may be associated with Arroyo Paredon and Picay Creeks, which also have favorable characteristics for these sensitive species.

Other sensitive species which are either expected or have the potential to inhabit or use the project area include Least Bell's Vireo, Pacific Slope Flycatcher, Warbling Vireo, Willow Flycatcher, and others (Toro Canyon Elementary School Proposed Final EIR, 1998). Three sensitive plant species, Plummer's Baccharis, Chaparral Mallow, and White Flowered Sticky Phacelia, occur in the Summerland Community Plan area to the west. The Toro Canyon Plan includes two known Monarch Butterfly habitats that are mapped at locations on Padaro Lane. In addition, scrub oak chaparral is a rare plant community with a strong probability of being designated a sensitive species.

b. Regulatory Setting

Several existing Federal, State and local procedures and regulations protect important biological communities and sensitive species in Santa Barbara County. "Sensitive species" is used as a broad term that may include Federal and State-listed threatened, endangered or candidate species, as well as "species of special concern" and species that are locally rare, uncommon or endemic to particular sites. The Coastal Land Use Plan and the Land Use, Conservation and Environmental Resource Management Elements of the County Comprehensive Plan include biological protection policies for new development.

2. PLANNING ISSUES

Substantial portions of the Plan area's oak forest, oak riparian forest and chaparral habitat have been lost or severely degraded from agricultural development for clearance and the invasion of exotic plant species such as German ivy (Tierney and Storrer 1990). Several rare and sensitive plant species are located within these communities (e.g., Nuttall's scrub oak) which could be lost due to new development and may require a designated state or federal listing in the future. The Plan addresses this planning issue by identifying scrub oak chaparral as ESH. The introduction of aggressive, weedy plant species such as sweet fennel and castor bean have also inhibited re-establishment of chaparral and coastal sage scrub communities. In addition, these communities have been deliberately eliminated to reduce fire hazards. Further development of vacant parcels within mountainous areas and along creeks would fragment and degrade remaining habitats and their ability to support wildlife.

Activities that release oil, grease, pesticides, fertilizers, sewage, animal waste and other toxic wastes threaten Toro Canyon creeks. Some agricultural activities can create chemical runoff, which flows into the creeks, marshes and ocean, with potential impacts to these fragile habitat areas. Hillside grading activities have caused erosion and accumulation of sediment, which has interfered with reproduction of these habitat areas.

3. BIOLOGICAL RESOURCES GOAL, POLICIES, ACTIONS, AND DEVELOPMENT STANDARDS

GOAL BIO-TC: Recognize That The Biological Resources Of The Toro Canyon Plan area Are An Important Regional Asset Meriting Protection And Enhancement.

A. General Toro Canyon Plan area Environmentally Sensitive Habitat (ESH) Regulations

Policy BIO-TC-1: **Environmentally Sensitive Habitat (ESH) areas shall be protected and, where appropriate, enhanced.**

Action BIO-TC-1.1: The following biological resources and habitats, as identified and generally described by the Plan (see *Description of Natural Habitats* section beginning on page 103), shall be presumed to be "environmentally sensitive," provided that the biological resource(s) or habitat(s) actually present on a project site meet the Coastal Act's definition of "environmentally sensitive habitat" (PRC §30107.5) within the Coastal Zone, or satisfy one or more of the criteria listed in Action BIO-TC-7.1 for inland areas. These resources and habitats shall be identified on the Toro Canyon Plan ESH Map to the extent that their general or specific locations are known, and resources and habitats that qualify as being "environmentally sensitive" shall be protected and preserved on development project sites through the Local Coastal Program's existing Environmentally Sensitive Habitat (ESH) Overlay within the Coastal Zone or through the new Environmentally Sensitive Habitat Area-Toro Canyon (ESH-TCP) Overlay for inland areas:

- Southern Coast Live Oak Riparian forest corridors;
- Streams and creeks;
- Wetlands;
- Rocky intertidal (coastal zone only);
- Coastal Sage Scrub;
- Sensitive native flora;
- Coast Live Oak forests;
- Scrub oak chaparral;
- Native grassland;
- Critical wildlife habitat/corridors; and
- Monarch butterfly habitat.

The scale of the overlay maps precludes complete accuracy in the mapping of habitat areas. In some cases, the precise location of habitat areas is not known and is therefore not mapped. In addition, the migration of species or discovery of new habitats may result in the designation of new areas. In order to address these issues, the County shall periodically update the boundaries of the designations in order to incorporate new data through the County rezone process.

Action BIO-TC-1.2: The Rural Neighborhoods of Torito Road, Serena Park, La Paquita and Ocean Oaks shall be designated on the Toro Canyon Plan ESH Overlay Map as areas of potential biological merit requiring further biological study for ESH delineation during an application for development.

DevStd BIO-TC-1.3: The process for delineating the exact boundary of the ESH occurs during an application for development. In the inland areas, the ESH Overlay regulations identify the methodology used to delineate the ESH during the development application review process, and include procedures to review ESH determinations (see Inland zoning ordinance Article III – ESH-TCP Overlay, Section 35-250F). In the Coastal Zone, Local Coastal Program Policy 9-1 and the implementing Coastal zoning ordinance (Article II – ESH Overlay, Section 35-97) identify the process to delineate the ESH.

(*COASTAL*) The County shall determine the physical extent of habitat meeting the definition of ESH on the project site, based on a site-specific biological study as described in Article II Section 35-194, prepared by a qualified biologist or environmental specialist.

DevStd BIO-TC-1.4: (*INLAND*) Development shall be required to include the following buffer areas from the boundaries of Environmentally Sensitive Habitat (ESH):

- Southern Coast Live Oak Riparian Forest corridors - 100 feet in Rural areas and 50 feet in Urban, Inner-Rural areas, and Existing Developed Rural Neighborhoods (EDRNs), as measured from the top of creek bank[1]. When this habitat extends beyond the top of creek bank, the buffer shall extend an additional 50 feet in Rural areas and 25 feet in Urban, Inner-Rural areas, and EDRNs from the outside edge of the Southern Coast Live Oak Riparian Forest canopy;
- Coast Live Oak Forests - 25 feet from edge of canopy;
- Monarch butterfly habitat- minimum 50 feet from any side of the habitat;
- Native grassland, a minimum ¼ acre in size - 25 feet;
- Coastal Sage – minimum 20 feet;
- Scrub oak chaparral – 25 feet from edge of canopy;
- Wetlands – minimum 100 feet; and
- Buffer areas from other types of ESH shall be determined on a case-by-case basis.

These buffer areas, except for Monarch butterfly habitat, wetlands and Southern Coast Live Oak Riparian Forests, may be adjusted upward or downward on a case-by-case basis given site specific conditions. Adjustment of the buffer shall be based upon site-specific conditions such as slopes, biological resources, and erosion potential, as evaluated and determined by Planning and Development and other County agencies, such as Environmental Health Services and the Flood Control District.

Adjustment of the Southern Coast Live Oak Riparian Forest buffer areas shall be based upon an investigation of the following factors and after consultation with the Department of Fish & Game and the Regional Water Quality Control Board in order to protect the biological productivity and water quality of streams, creeks and wetlands:

1. Existing vegetation, soil type and stability of the riparian corridors;
2. How surface water filters into the ground;
3. Slope of the land on either side of the riparian waterway;
4. Location of the 100 year flood plain boundary; and
5. Consistency with the adopted Local Coastal Plan or the Comprehensive Plan, particularly the Biological Resources policies.

[1] "Top of creek bank" is identified differently by the Flood Control District for flood control purposes and by Environmental Health Services for the location of septic systems. For the purposes of the habitat protection policies and development standards of this Plan, the "top of creek bank" shall be defined as the recognized geologic top of slope.

In all cases listed above, buffer areas may be adjusted in order to avoid precluding reasonable use of property consistent with applicable law.

DevStd BIO-TC-1.4: (*COASTAL*) Development shall be required to include the following buffer areas from the boundaries of Environmentally Sensitive Habitat (ESH):

- Southern Coast Live Oak Riparian Forest corridors and streams - 100 feet in Rural areas and 50 feet in Urban areas and Rural Neighborhoods, as measured from the outer edge of the canopy or the top of creek bank[2], whichever is greater;
- Coast Live Oak Forests - 25 feet from edge of canopy;
- Monarch butterfly habitat - minimum 50 feet from any side of the habitat;
- Native grassland, minimum 25 feet;
- Coastal Sage – minimum 20 feet;
- Scrub oak chaparral – 25 feet from edge of canopy;
- Wetlands – minimum 100 feet; and
- Buffer areas from other types of ESH shall be determined on a case-by case basis.

The buffer for Southern Coast Live Oak Riparian Forests and streams may be adjusted upward or downward on a case-by-case basis given site specific conditions. Adjustment of the buffer shall be based upon site-specific conditions such as slopes, biological resources, and erosion potential, as evaluated and determined by Planning and Development in consultation with other County agencies, such as Environmental Health Services and the Flood Control District.

Adjustment of the Southern Coast Live Oak Riparian Forest buffer areas shall be based upon an investigation of the following factors and after consultation with the Department of Fish & Game and the Regional Water Quality Control Board in order to protect the biological productivity and water quality of streams, creeks and wetlands:

1. Existing vegetation, soil type and stability of the riparian corridors;
2. How surface water filters into the ground;
3. Slope of the land on either side of the riparian waterway;

[2] "Top of creek bank" is identified differently by the Flood Control District for flood control purposes and by Environmental Health Services for the location of septic systems. For the purposes of the habitat protection policies and development standards of this Plan, the "top of creek bank" shall be defined as the recognized geologic top of slope.

4. Location of the 100 year flood plain boundary; and
5. Consistency with the adopted Local Coastal Plan or the Comprehensive Plan, particularly the Biological Resources policies.

In all cases listed above, buffer areas may be adjusted in order to avoid precluding reasonable use of property consistent with applicable law.

DevStd BIO-TC-1.5: Where documented zoning violations result in the degradation of an ESH the applicant shall be required to prepare and implement a habitat restoration plan. In Inland areas, this regulation shall apply to violations that occur after Plan adoption. However, in Coastal areas this development standard shall apply to ESH degraded in violation of the Local Coastal Program.

DevStd BIO-TC-1.6: (*COASTAL*) Any area mapped, or otherwise identified through historic evidence, as ESH shall not be deprived of protection as ESH, as required by the policies and provisions of the LCP, on the basis that habitat has been illegally removed, degraded, or species that are rare or especially valuable because of their nature or role in an ecosystem have been eliminated.

DevStd BIO-TC-1.7: (*COASTAL*) Development in or adjacent to ESH or ESH Buffer shall meet the following standards:

a. Wherever lighting associated with development adjacent to ESH cannot be avoided, exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded, and directed away from ESH in order to minimize impacts on wildlife. High intensity perimeter lighting or other light sources, e.g., lighting for sports courts or other private recreational facilities in ESH, ESH buffer, or where night lighting would increase illumination in ESH shall be prohibited.

b. New public accessways and trails located within or adjacent to ESH shall be sited to minimize impacts to ESH to the maximum extent feasible. Measures, including but not limited to, signage, placement of boardwalks, and limited fencing shall be implemented as necessary to protect ESH. Where feasible, trails shall be sited to the outside of riparian areas with limited exceptions for crossings. Where no other feasible alternative exists, public accessways and trails may be a permitted use in Environmentally Sensitive Habitat Areas. When trail plans are developed and the most desirable location would result in trail segments adjacent to sensitive species habitats that may require seasonal closures, alternative trail connections shall be identified. Where seasonal closures occur, these alternative trail segments shall be used.

c. The use of insecticides, herbicides, or any toxic chemical substance which has the potential to significantly degrade Environmentally Sensitive Habitat, shall be prohibited within and adjacent to ESH, where

application of such substances would impact the ESH, except where no other feasible alternative exists and where necessary to protect or enhance the habitat itself, such as eradication of invasive plant species, or habitat restoration. Application of such chemical substances shall not take place during the breeding/nesting season of sensitive species that may be affected by the proposed activities, winter season, or when rain is predicted within a week of application.

d. As a condition of approval of new development adjacent to coastal sage scrub and native grassland, the applicant shall plant the associated ESH buffer areas with appropriate locally native plants.

DevStd BIO-TC-1.8: (*COASTAL*) a. If the application of the policies and standards contained in this Plan or LCP regarding use of property designated as Environmentally Sensitive Habitat (ESH) area or ESH buffer would likely constitute a taking of private property, then a use that is not consistent with the Environmentally Sensitive Habitat provisions of the LCP shall be allowed on the property, provided such use is consistent with all other applicable policies and is the minimum amount of development necessary to avoid a taking as determined through an economic viability determination as required in Article II Section 35-194. In addition, the alternative that would result in the fewest or least significant impacts shall be selected. Impacts to ESH or ESH buffer that cannot be avoided through the implementation of siting and design alternatives shall be mitigated to the maximum extent feasible, with priority given to on-site mitigation. Off-site mitigation measures shall only be approved when it is not feasible to mitigate impacts on-site. Mitigation shall not substitute for implementation of the feasible project alternative that would avoid adverse impacts to ESH and ESH buffer.

b. To evaluate whether a restriction would not provide an economically viable use of property as a result of the application of the policies and standards contained in this Plan or LCP regarding use of property designated as Environmentally Sensitive Habitat area or ESH buffer, an applicant must provide the information about resources present on the property that is needed to determine whether all of the property, or which specific area of the property, is subject to the restriction on development, so that the scope/nature of development that could be allowed on any portions of the property that are not subject to the restriction can be determined.

DevStd BIO-TC-1.9: (*COASTAL*) The drainage ditches on the north side of Padaro Lane and south side of Santa Claus Lane, mapped as Wetland (Not ESH) on the Toro Canyon Plan ESH Overlay Map, which were built to convey floodwaters, shall not be subject to the required wetland buffer and may be maintained by the Flood Control District. Maintenance shall not result in the enlargement, extension, or expansion of the existing

drainage channels, but shall be limited to the removal of vegetation, debris, and sediment buildup.

Policy BIO-TC-2: **(*INLAND*) Landscaping for development shall use appropriate plant species to ensure compatibility with and preservation of ESH.**

Policy BIO-TC-2: **(*COASTAL*) Landscaping for development shall use appropriate plant species to ensure compatibility with and preservation of ESH. All landscaping shall utilize only non-invasive plants.**

DevStd BIO-TC-2.1: Development requiring habitat enhancement in ESH and habitat protection in ESH buffer areas, shall include preparation and implementation of a Restoration Plan limited to native plants. Local seed stock or cuttings propagated from the Toro Canyon region shall be used if available.

DevStd BIO-TC-2.2: (*INLAND*) Development otherwise requiring a Landscape Plan outside ESH and ESH buffer areas, shall be limited to non-invasive plants within 500' from the ESH resource (see Appendix H, *List of Invasive Plants to Avoid Using in Landscape Plans Near ESH Area*s).

DevStd BIO-TC-2.2: (*COASTAL*) Development otherwise requiring a Landscape Plan outside ESH and ESH buffer areas, shall utilize only non-invasive plants (see Appendix H, *List of Invasive Plants to Avoid Using in Landscape Plans*).

DevStd BIO-TC-2.3: (*COASTAL*) Habitat restoration and invasive plant eradication may be permitted within ESH and ESH buffer areas if designed to protect and enhance habitat values provided that all activities occur outside of the breeding/nesting season of sensitive species that may be affected by the proposed activities. Habitat restoration activities shall use hand removal methods to the maximum extent feasible. Where removal by hand is not feasible, mechanical means may be allowed. Use of pesticides or other chemical techniques shall be avoided to the maximum extent feasible, and when determined to be necessary, shall include mitigation measures to ensure site-specific application with no migration to the surrounding environment.

Policy BIO-TC-3: **The County shall encourage the dedication of conservation or open space easements to preserve important biological habitats. Where appropriate and legally feasible, the County shall require such easements.**

B. Coastal Zone Environmental Sensitive Habitat Regulations. *In addition to Policy BIO-TC-1 through Policy BIO-TC-3 regulations, the following ESH regulations Policy BIO-TC-4 through Policy BIO-TC-6 shall apply to the coastal zone area of Toro Canyon.*

Policy BIO-TC-4: **(*COASTAL*) Development within the Coastal Zone boundary shall be consistent with the Resource Protection and Development Policies of the County Local Coastal Program.**

DevStd BIO-TC-4.1: (*COASTAL*) Development shall be sited and designed at an appropriate scale (size of main structure footprint, size and number of accessory structures/uses, and total areas of paving, motorcourts and landscaping) to avoid disruption and fragmentation of biological resources in ESH areas, avoid or minimize removal of significant native vegetation and trees, preserve wildlife corridors, minimize fugitive lighting into ESH areas, and redirect development runoff/drainage away from ESH. Where appropriate, development applications for properties that contain or are adjacent to ESH shall use development envelopes and/or other mapping tools and site delineation to protect the resource.

DevStd BIO-TC-4.2: (*COASTAL*) Vegetation fuel management involving less than a cumulative total of one-half acre of land area is exempt from a coastal development permit unless otherwise required by the Coastal Zoning Ordinance - *ESH Overlay District* regulations (Article II, Sec. 35-97), general regulations for *Tree Removal* (Article II, Sec. 35-140), or general regulations for guidelines on repair and maintenance (Article II, Sec. 35-169.10 & Appendix C).

DevStd BIO-TC-4.3: (*COASTAL*) Significant vegetation fuel management[3] within ESH and ESH buffer areas implemented in association with existing development may be permitted where, subject to a coastal development permit, findings are made that fuel modification in ESH or ESH buffer was minimized to the maximum extent feasible. New development requiring vegetation fuel management within ESH and ESH buffer areas may only be permitted where, subject to a coastal development permit, findings are made that the proposed fuel modification overlaps fuel modification zones associated with existing legal development to the maximum extent feasible and/or that any fuel modification within ESH or ESH buffer is the minimum amount necessary to protect the structure(s) and that all feasible measures including reduction in scale of development, use of alternative materials, and siting have been implemented to reduce encroachment into ESH and ESH buffer. The coastal development permit shall include a Fuel Management Plan approved by Planning and Development and the local fire protection agency (see Fuel Management Guidelines in Appendix D). P&D may require that the Fuel Management Plan be prepared by a qualified biologist to ensure vegetation clearance/trimming minimizes the impacts to ESH.

[3] Significant vegetation fuel management shall be defined as removal and/or thinning involving a cumulative total of one-half acre (21,780 square feet) or more of land area.

Policy BIO-TC-5: **(*COASTAL*) Due to the existing land subdivision and built environment in the Rural Neighborhoods of Torito Road, Serena Park, La Mirada Drive and Ocean Oaks Road, where existing structures and related landscaped areas are within the ESH buffer, structural additions to the existing primary residence may be allowed if it can be shown, pursuant to the required site-specific biological study, that such development shall not adversely impact the adjacent riparian species and meets all other provisions of this Plan and the LCP including development standards for native and non-native protected tree species. Additions shall also comply with development standards in DevStd BIO-TC-5.1 through DevStd BIO-TC-5.4.**

DevStd BIO-TC-5.1: (*COASTAL*) For existing lawfully constructed primary residences in Rural Neighborhoods located within ESH buffer areas, structural additions shall be scaled, sited, and designed in conformance with the following standards:

a. Second story additions shall be considered the preferred design alternative to avoid ground disturbance;

b. Additions shall be allowed only if they are located a minimum of 6 feet from any oak or sycamore canopy dripline, do not require removal of oak or sycamore trees, do not require any additional pruning or limbing of oak or sycamore trees beyond what is currently required for the primary residence for life and safety, minimize disturbance to the root zones of oak or sycamore trees to the maximum extent feasible (e.g., through measures such as raised foundation or root bridges), preserve habitat trees for Monarch Butterflies and nesting raptors, and do not extend new areas of fuel modification into ESH areas;

c. Additions shall be located on those portions of the structure located outside or away from the ESH. If the subject development cannot be located away from ESH, then the extension of a ground level development footprint shall be denied.

d. Improvements, such as decomposed granite pathways or alternative patios, may be allowed in existing developed areas within the dripline of oak and sycamore trees if such improvement are permeable, and do not require compaction of soil in the root zone.

DevStd BIO-TC-5.2: (*COASTAL*) In Rural Neighborhoods, development on vacant parcels containing ESH shall be subject to Policy BIO-TC-4 and the applicable General Planning Area ESH regulations.

DevStd BIO-TC-5.3: (*COASTAL*) All construction activity, including but not limited to staging areas, storage of equipment and building materials, and

employee vehicles, shall be prohibited in ESH areas and to the maximum extent feasible shall be avoided in ESH buffer areas.

DevStd BIO-TC-5.4: (*COASTAL*) Lawfully established structures that serve as residences in Rural Neighborhoods, where such structures are located within ESH buffer areas or adjacent to ESH and are damaged due to normal wear and tear such as structural pest damage or dry rot, may be reconstructed to the same or lesser size (square footage, height, and bulk) in the same footprint. If the reconstructed residence is proposed to be larger than the existing structure, it may only be permitted where findings are made that such development shall not adversely impact the adjacent riparian species, meets all other provisions of this Plan and the LCP including development standards for native and non-native protected tree species, and complies with development standards DevStd BIO-TC-5.1 through DevStd BIO-TC-5.4. Reconstruction includes any project that results in the demolition of more than 50 percent of the exterior walls.

Policy BIO-TC-6: **(*COASTAL*) All residential structures deemed nonconforming shall be allowed to be reconstructed pursuant to the nonconforming regulations contained in the zoning ordinance, Article II (Section 35-162) and the TCP Overlay District (Sec. 35-194).**

C. Inland Area Environmental Sensitive Habitat Regulations. *In addition to Policy BIO-TC-1 through Policy BIO-TC-3 regulations, Policy BIO-TC-7 through Policy BIO-TC-10 regulations shall apply to the inland area of Toro Canyon.*

Policy BIO-TC-7: **(*INLAND*) Development shall avoid ESH and ESH buffer areas to the maximum extent feasible.**

Action BIO-TC-7.1: (*INLAND*) The Article III Zoning Ordinance shall be amended to include an Environmentally Sensitive Habitat Area overlay district for the Toro Canyon area (ESH-TCP). Locations of biological resources/habitat areas shall be depicted on ESH Overlay Maps. The following general criteria are used to determine which resources and habitats in the inland Toro Canyon Planning Area are identified as environmentally sensitive.

- Unique, rare, or fragile communities which should be preserved to ensure their survival in the future;
- Habitats of rare and endangered species as protected by State and/or Federal law;
- Outstanding representative natural communities that have values ranging from particularly rich flora and fauna to an unusual diversity of species;
- Specialized wildlife habitats which are vital to species survival;

- Areas structurally important in protecting natural landforms that physically support species (e.g., riparian corridors protecting stream banks from erosion, shading effects of tree canopies);
- Critical connections between separate ESH areas and/or migratory species' routes; and
- Areas with outstanding educational values that should be protected for scientific research and educational uses now and in the future, the continued existence of which is demonstrated to be unlikely unless designated and protected.

DevStd BIO-TC-7.2: (*INLAND*) Where development cannot be sited to avoid ESH, development in ESH and ESH buffer areas shall be designed and carried out in a manner that provides protection to the sensitive habitat areas to the maximum extent feasible.

DevStd BIO-TC-7.3: (*INLAND*) Development proposed within areas zoned with the ESH-TCP Overlay, shall be subject to the applicable regulations and permit requirements contained in the County Zoning Ordinance ESH-TCP Overlay regulations (Sec. 35-250F).

DevStd BIO-TC-7.4: (*INLAND*) Development shall be sited and designed at an appropriate scale (size of main structure footprint, size and number of accessory structures/uses, and total areas of paving, motorcourts and landscaping) to avoid disruption and fragmentation of biological resources in ESH areas, avoid or minimize removal of significant native vegetation and trees, preserve wildlife corridors, minimize fugitive lighting into ESH areas, and redirect development runoff/drainage away from ESH. Where appropriate, development envelopes and/or other mapping tools shall be used to protect the resource.

DevStd BIO-TC-7.5: (*INLAND*) For existing residential structures in any zone district and existing agricultural support structures on agriculturally-zoned property (as defined in the TCP Overlay District) located within designated ESH or ESH buffer areas, structural additions shall be designed to minimize ground disturbance to protect the ESH resource to the maximum extent feasible. Site design and appropriate scale of the addition shall conform to the following guidelines:

a. Second-story additions shall be encouraged as a design alternative to avoid ground disturbance, subject to this Plan's Visual and Aesthetic Resource policies and development standards (Section IV.E).

b. Where an existing structure is located only partially inside an ESH or ESH buffer areas, dwelling unit additions should be located on those portions of the structure located outside or away from the ESH or ESH buffer area.

c. Where the structural addition cannot avoid significant ESH, a biological assessment may be required to determine the location of the addition that will result in the least disruption to the ESH.

d. Where the structural addition cannot avoid the ESH or ESH buffer areas, enhancement of the ESH resource may be required to offset the increased area of disturbance.

DevStd BIO TC-7.6: (*INLAND*) New development on parcels entirely covered with ESH shall be subject to the following development standards to allow reasonable use of the property while protecting the habitat resource to the maximum extent feasible:

a. The area of permitted ground disturbance for development shall be proportional to the size of the parcel. No more than twenty percent (20%) of a parcel's total area should be disturbed by development, and at least eighty percent (80%) of the ESH on the property should be preserved (for example, on a five acre parcel entirely covered with ESH, no more than one acre should be disturbed by development including vegetation clearance for fire protection, and no less than four acres of ESH should be preserved), in a manner consistent with all other policies and development standards of the Toro Canyon Plan and the County Comprehensive Plan.

b. Main structure and accessory structures & uses, including roadways, landscaping and agricultural uses, shall be clustered in one contiguous area to avoid fragmenting the habitat.

c. Development shall be located adjacent to existing access roads and infrastructure to avoid fragmenting the habitat, subject to the requirements of "a" and "b" listed above, and a balancing of the policies of the Plan.

DevStd BIO-TC-7.7: (*INLAND*) Vegetation fuel management as required by the local fire protection agency shall be allowed within 100 feet from all structures on the property. Beyond 100 feet, vegetation fuel management within ESH and the ESH buffer areas to reduce fire hazards shall require a Fuel Management Plan approved by Planning and Development and the local fire protection agency (see Fuel Management Guidelines in Appendix D). P&D may require that the plan be prepared by a qualified biologist to ensure that vegetation clearance/trimming minimizes the impacts to ESH.

DevStd BIO-TC-7.8: (*INLAND*) All construction activity, including but not limited to staging areas, storage of equipment and building materials, and employee vehicles, shall avoid disturbance to the ESH and ESH buffer areas to the maximum extent feasible.

Policy BIO TC-8: **(*INLAND*) New or expanded cultivated agricultural uses shall be prohibited within ESH areas and avoided to the maximum extent feasible in ESH buffer areas, except on agriculturally zoned parcels (i.e., AG-I or AG-II) subject to Policy BIO-TC-9.**

Policy BIO-TC-9: **(*INLAND*) On agriculturally zoned parcels containing Southern Coast Live Oak Riparian Forest ESH, new or expanded cultivated agriculture may encroach up to 25 feet from the ESH as measured from the top of bank or, if the habitat extends beyond the top of bank, as measured from the edge of riparian vegetation. Agricultural uses in the ESH buffer shall be designed to reduce and direct runoff away from the ESH habitat and minimize the use of pesticides and herbicides to the maximum extent feasible.**

Policy BIO-TC-10: **(*INLAND*) All residential structures deemed nonconforming shall be allowed to be reconstructed pursuant to the nonconforming regulations contained in the zoning ordinance, Article III (Section 35-307) and the TCP Overlay District (Sec. 35-355).**

D. General Planning Area Resource Protection Policies. *These general resource policies and development standards apply to both coastal and inland Plan areas not designated ESH.*

Policy BIO-TC-11: **(*INLAND*) Natural stream channels shall be maintained in an undisturbed state to the maximum extent feasible in order to protect banks from erosion, enhance wildlife passageways, and provide natural greenbelts. "Hardbank" channelization (e.g., use of concrete, riprap, gabion baskets) of stream channels shall be prohibited, except where needed to protect existing structures. Where hardbank channelization is required, the material and design used shall be the least environmentally damaging alternative and site restoration on or adjacent to the stream channel shall be required, subject to a Restoration Plan.**

Policy BIO-TC-11: **(*COASTAL*) Except for routine Flood Control District maintenance as allowed under DevStd FLD-TC-1.6, or for habitat enhancement projects approved by all federal and state agencies having jurisdiction, natural stream channels shall be maintained in an undisturbed state in order to protect banks from erosion, enhance wildlife passageways, and provide natural greenbelts as allowed under DevStd FLD-TC-1.6.**

DevStd BIO-TC-11.1: Development shall include the buffer for Southern Coast Live Oak Riparian Forest set forth in DevStd TC-BIO-1.4. The buffer shall be indicated on all grading and building plans. Lighting associated with development adjacent to riparian habitat shall be directed away from the creek and shall be hooded. Drainage plans shall direct polluting drainage

away from the creek or include appropriate filters, and erosion and sedimentation control plans shall be implemented during construction. All ground disturbance and native vegetation removal shall be minimized.

DevStd BIO-TC-11.2: New permit applications that depend on alluvial well extractions or stream diversion shall be required to monitor the long-term effects on surface streamflow and riparian vegetation. Contingencies for maintaining streamflow (e.g., minimum bypass flows, alternate water sources, decreased pumping rates, groundwater discharge, etc.) shall be identified and implemented as such measures may be needed to mitigate significant adverse impacts to an ESH area.

Policy BIO-TC-12: Significant biological communities not designated ESH should not be fragmented by development into small, non-viable areas.

DevStd BIO-TC-12.1: Development shall not interrupt major wildlife travel corridors. Typical wildlife corridors include oak riparian forest and other natural areas that provide connections between communities.

DevStd BIO-TC-12.2: Public trails shall be sited and designed to avoid or minimize impacts to native habitat, areas of steep slopes, and/or highly erosive/sandy soils. Trails should follow existing dirt road and trail alignments and use existing bridges. Where this is not possible, prior to final trail alignment, proposed trail routes should be surveyed and re-routed where necessary to avoid sensitive species, subject to final approval by Planning and Development and the Parks Department.

Action BIO-TC-12.3: The County shall pursue funding for protection and restoration of significant biological resources in the Toro Canyon Planning Area.

Policy BIO-TC-13: Native protected trees and non-native protected trees shall be preserved to the maximum extent feasible.

DevStd BIO-TC-13.1: (*INLAND*) A "native protected tree" is at least six inches in diameter (largest diameter for non-round trunks) as measured 4.5 feet above level ground (or as measured on the uphill side where sloped), and a "non-native protected tree" is at least 25 inches in diameter at this height. Areas to be protected from grading, paving, and other disturbances shall generally include the area six feet outside of tree driplines.

DevStd BIO-TC-13.1: (*COASTAL*) A "native protected tree" is at least six inches in diameter (largest diameter for non-round trunks) as measured 4.5 feet above level ground (or as measured on the uphill side where sloped), and a "non-native protected tree" is at least 25 inches in diameter at this height.

Sufficient area shall be restricted from any associated grading to protect the critical root zones of native protected trees.

DevStd BIO-TC-13.2: (*INLAND*) Development shall be sited and designed at an appropriate scale (size of main structure footprint, size and number of accessory structures/uses, and total areas of paving, motorcourts and landscaping) to avoid damage to native protected trees (e.g., oaks), non-native roosting and nesting trees, and non-native protected trees by incorporating buffer areas, clustering, or other appropriate measures. Mature protected trees that have grown into the natural stature particular to the species should receive priority for preservation over other immature, protected trees. Where native protected trees are removed, they shall be replaced in a manner consistent with County standard conditions for tree replacement. Native trees shall be incorporated into site landscaping plans.

DevStd BIO-TC-13.2: (*COASTAL*) Development shall be sited and designed at an appropriate scale (size of main structure footprint, size and number of accessory structures/uses, and total areas of paving, motorcourts and landscaping) to avoid damage to native protected trees (e.g., oaks), non-native roosting and nesting trees, and nonnative protected trees by incorporating buffer areas, clustering, or other appropriate measures. Mature protected trees that have grown into the natural stature particular to the species should receive priority for preservation over other immature, protected trees. Where native protected trees are removed, they shall be mitigated and replaced in a manner consistent with County standard conditions for tree replacement. Native trees shall be incorporated into site landscaping plans.

Policy BIO-TC-14: Non-native trees and forests (e.g., eucalyptus groves and windrows) that provide known raptor nesting or major and recurrent roosting sites shall be protected.

Policy BIO-TC-15: Southern California steelhead trout is a federally listed endangered species which, if identified in the Plan area, shall be protected.

DevStd BIO-TC-15.1: Development activity which requires ground disturbance which is proposed on parcels containing ephemeral (dry except during and immediately after rainfall) or intermittent (seasonal) streams and creeks, and associated riparian corridors, shall be subject to any permit requirements of the California Department of Fish and Game and the U.S. Army Corps of Engineers.

DevStd BIO-TC-15.2: Development activity in streams and riparian corridors shall be subject to the "Guidelines for Salmonid Passage at Stream Crossings" prepared by the National Marine Fisheries Service (see Appendix G).

Policy BIO-TC-16: **(*COASTAL*) The conversion of vacant land in ESH, ESH buffer, or on slopes over 30 percent to new crop, orchard, vineyard, or other agricultural use shall not be permitted. Existing, legally established agricultural uses shall be allowed to continue.**

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B. FLOODING AND DRAINAGE

1. EXISTING SETTING

a. Local Setting:

Two major characteristics of potential flooding are the presence of a floodplain as defined by the Federal Emergency Management Agency (FEMA), and a Flood Hazard Area as defined in the Environmental Resources Management Element (ERME) of the Santa Barbara County Comprehensive Plan. A floodplain is defined by FEMA as the area of land adjacent to the water course that may be submerged by flood water during a 100-year storm. These areas are defined on FEMA Flood Insurance Rate Maps (FIRM). Flood Hazard Areas are defined in ERME adjacent to water courses where the potential for flooding may adversely affect urban development, and are coincident with the 100-year flood plain areas as defined by FEMA.

Four major creeks originate in the Santa Ynez Mountains and flow southward through the Toro Canyon Plan area. They are described below from west to east across the Plan area, and their watershed areas are shown on Figure 18.

Picay Creek originates in the Santa Ynez Mountains just west of Ladera Lane and flows southwest to East Valley Road where it continues west outside of the Plan area into Montecito. Picay Creek drains an approximate 626-acre watershed and is capable of producing a peak flow of approximately 1,400 cubic feet per second (cfs) during a 100 year storm. The stretch of creek does not contain any extensive hardbank protection (e.g., concrete, rip-rap boulders, or gabions). Although two small 100-year floodplain areas exist adjacent to the creek north of East Valley Road, no floodplains or Flood Hazard Areas are associated with the creek within the existing Toro Canyon Plan area.

Toro Creek's East and West Branches drain watersheds of approximately 869 and 1,454 acres, respectively, and are capable of producing peak flows of 1,800 and 1,900 cfs during a 100-year storm event. The two creek branches merge near Toro Canyon Road and Foothill Road, eventually discharging into the Pacific Ocean just east of Loon Point. The Santa Barbara County Flood Control and Water Conservation District (Flood Control) maintains two debris/catchment basins on the West Branch of Toro Creek near Hidden Valley Lane and just north of Torito Lane off Toro Canyon Road, and another basin on the East Branch. The creek channel has largely not been modified except in the vicinity of Via Real and U.S. 101 where concrete channelization of the creek banks has occurred. Flood Control conducts routine maintenance activities along Toro Creek that typically include brush clearing, weed and sediment removal, and may include channel shaping. A 100-year floodplain and Flood Hazard Area is associated with the creek below East Valley Road. The floodplain and hazard area is particularly extensive adjacent to the Via Real/Toro Canyon Road intersection, and eastward between Via Real and U.S. 101. The peak discharge south of Highway 101 is approximately 2,500 cfs during a 100 year storm.

Figure 18: Toro Canyon Plan Major Watersheds and Drainage Areas

Refer to Figures at end of document

Garrapata Creek has a small watershed that begins north of Foothill Road. The creek flows southwest, crosses Toro Canyon Road twice, continues southeast bisecting Serena Park to the west and agricultural fields to the north, and eventually discharges into the ocean near Beach Club Road. In recent years, increased surface runoff from the temporary installation of plastic berry-hoops south of Foothill Road has contributed to localized flooding and sedimentation of Garrapata Creek near Serena Park and Padaro Lane. The creek does not contain any extensive hardbank protection. Nearly the entire length of the creek has an associated 100-year floodplain and Flood Hazard Area. The floodplain/hazard area is particularly extensive at the terminus of Serena Avenue and Serpolla Drive.

Arroyo Paredon Creek originates in the foothills of the Santa Ynez Mountains and drains an approximate 2,995-acre watershed capable of producing approximately 3,500 cfs during a 100-year storm. Flood Control District debris basins are located on Oil Canyon Creek and on the main branch of Arroyo Paredon. The entire length of the creek within the Plan area has an associated 100-year floodplain and Flood Hazard Area. Areas subject to flooding are particularly extensive in the southeastern portion of the Plan area south of Foothill Road and where the creek traverses under U.S. 101 and discharges to the ocean in the 3400 block of Padaro Lane.

These creeks generally only experience flooding during heavy storms, especially those that follow in close succession once the ground has been saturated. These flood waters over time, however, have shaped and influenced the topography of the Plan area.

Santa Barbara County Flood Control and Water Conservation District Capital Improvement Projects (CIP) address long-range flood control planning. There are currently no CIPs planned within the next 5 years in the Plan area (personal communication John Frye, 1999).

b. Regulatory Setting:

The Flood Control District operates under the regulatory authority of County Ordinance #3095, which requires mitigation for any development within 50 feet of the top of bank of any watercourse, and Ordinance #3898, which requires the finished floor elevation of all habitable structures to be a minimum of two feet above the 100-year flood elevation. A **floodplain** is the area of land defined by the Federal Emergency Management Agency (FEMA) that may be submerged by flood water during a 100-year storm. A **floodway** is the area of a channel or river which must be reserved in an unobstructed condition in order to convey a 100-year flow without increasing flood elevations more than one foot. These areas are defined on FEMA Flood Insurance Rate Maps (FIRM).

Flood Control District maintenance activities are implemented according to the Santa Barbara County Flood Control and Water Conservation District Annual Maintenance Plan (Annual Maintenance Plan). District maintenance activities are typically designed to remove obstructive vegetation and/or sediment deposits that could either cause flooding, significant erosion, or plugging of downstream culverts and bridges.

2. PLANNING ISSUES

- Land use intensification can have serious adverse impacts on watersheds, creeks, and down-stream properties. Removal of native vegetation for orchard development on steep slopes, and associated grading for building pad and access road construction, can increase the amount and timing of surface runoff, soil erosion, and flood hazards affecting down-stream properties.
- Streams and creeks, which are susceptible to erosion hazards from high flow, may require installation of bank protection improvements (e.g., pipe and wire revetment, gabions, etc.). While these improvements could provide increased protection from flooding, they could also create potentially significant impacts to biological resources.
- The construction of millions of square feet of greenhouse structures, associated buildings and paved surfaces, where open fields previously existed, may be exacerbating drainage problems in the Carpinteria Valley and creating new problem areas. The frequency and degree of flooding and drainage problems has increased in the last several years, and the contributions of greenhouse development (including berry hoops), open field agriculture and urban development to this problem are addressed both by the Toro Canyon Plan and the Carpinteria Greenhouse Study.
- Existing County policies, as well as the following policies and development standards, are intended to avoid exposing new development to flood hazards, reduce the need for future flood control protective improvements, and avoid alteration of stream and wetland environments.
- Some structures within the Plan area are prone to a high probability of flooding due to their proximity to sea waves. When more than one flood insurance claim has been paid, these structures are classified as "repetitive loss structures." Chapter 15A of the County Code, Sec. 15A-22 (Coastal High Hazard Areas) specifies that new development within coastal high hazard areas shall be elevated on pilings or columns and located landward of the mean high tide line, and that the lowest floor shall be elevated to or above the base flood level.
- Local drainage problems exist in some areas, notably along the southeastern end of Padaro Lane where runoff has exceeded the capacity of local drainage channels and flowed across the roadway to flood residences and residential improvements. Since this area is substantially built out, the opportunity generally does not exist to address such problems through new development. Feasible engineering and maintenance solutions need to be sought with the involvement of all affected parties, including but not necessarily limited to residents and upstream property owners, the county, Caltrans, and the Union Pacific Railroad.

3. FLOODING AND DRAINAGE POLICIES, ACTIONS AND DEVELOPMENT STANDARDS

Policy FLD-TC-1: **Flood risks shall be minimized through appropriate design and land use controls, as well as through feasible engineering solutions that address existing problems.**

DevStd FLD-TC-1.1: Development shall not be allowed within floodways except in conformance with Chapters 15A and 15B of the County Code, any other applicable statutes or ordinances, and all applicable policies of the Comprehensive Plan and Local Coastal Program including but not limited to policies regarding biological resources.

DevStd FLD-TC-1.2: (*INLAND*) No development shall be permitted within the floodplains of Toro, Picay, Garrapata, or Arroyo Paredon Creeks unless such development would be necessary to:

- Permit reasonable use of property while mitigating to the maximum extent feasible the disturbance or removal of significant riparian/wetland vegetation; or
- Accomplish a major public policy goal of the Toro Canyon Plan or other beneficial projects approved by the Board of Supervisors.

In the Coastal Zone, floodplain development also must be consistent with the state Coastal Act and the county's Local Coastal Program.

DevStd FLD-TC-1.2: (*COASTAL*) No development shall be permitted within the floodplains of Toro, Picay, Garrapata, or Arroyo Paredon Creeks unless such development would be necessary to permit reasonable use of property while mitigating to the maximum extent feasible the disturbance or removal of significant riparian/wetland vegetation. In the Coastal Zone, floodplain development also must be consistent with the state Coastal Act and the county's Local Coastal Program.

DevStd FLD-TC-1.3: (*INLAND*) Development requiring raised finished floor elevations in areas prone to flooding shall be constructed on raised foundations rather than fill material, where feasible.

DevStd FLD-TC-1.3: (*COASTAL*) Development requiring raised finished floor elevations in areas prone to flooding shall be constructed on raised foundations rather than fill material unless it can be demonstrated that the foundation on fill would not increase the base flood elevation within the floodway pursuant to FEMA regulations.

DevStd FLD-TC-1.4: Development within floodplain areas or with potential drainage issues shall be subject to Flood Control District review and approval.

Action FLD-TC-1.5: (*COASTAL*) In order to address drainage issues along the southeastern portion of Padaro Lane, the county shall initiate an investigation of feasible engineering and maintenance solutions involving all affected parties, including but not necessarily limited to residents and upstream property owners, the County Public Works Department including the Flood Control District, Caltrans, and the Union Pacific Railroad. This investigation shall consider the preliminary engineering study commissioned by the Padaro Lane Association in the 1990s. The investigation shall consider less intrusive measures (e.g., biostructures, vegetation, and soil bioengineering) as the primary means of defense against flood hazard and shall require maximum feasible mitigation for all impacts to wetland, riparian, or other native trees and habitat.

DevStd FLD-TC-1.6: (*COASTAL*) Any channelization, stream alteration, or desiltation/ dredging projects permitted for flood protection shall only be approved where there is no other feasible alternative and consistent with the following:

(1) Flood control protection shall be the least environmentally damaging alternative consistent with all applicable policies of the Local Coastal Program and shall consider less intrusive solutions as a first priority over engineering structural solutions. Less intrusive measures (e.g., biostructures, vegetation, and soil bioengineering) shall be preferred for flood protection over "hard" solutions such as concrete or riprap channels. "Hardbank" measures (e.g., use of concrete, riprap, gabion baskets) or channel redirection may be permitted only if all less intrusive flood control efforts have been considered and have been found to be technically infeasible.

(2) The project shall include maximum feasible mitigation measures to mitigate unavoidable adverse impacts. Where hardbank channelization is required, site restoration and mitigation on or adjacent to the stream channel shall be required, subject to a restoration plan.

(3) Flood control measures shall not diminish stream capacity, or adversely change percolation rates or habitat values.

Policy FLD-TC-2: **Short-term and long-term erosion associated with development shall be minimized.**

DevStd FLD-TC-2.1: Development shall incorporate sedimentation traps or other effective measures to minimize the erosion of soils into natural and manmade drainages, where feasible. Development adjacent to stream channels shall be required to install check dams or other erosion control measures deemed appropriate by Flood Control and Planning and Development to minimize channel down-cutting and erosion. To the

maximum extent feasible, all such structures shall be designed to avoid impacts to riparian vegetation.

DevStd FLD-TC-2.2: Grading and drainage plans shall be submitted with any application for development that would increase total runoff from the site or substantially alter drainage patterns on the site or in its vicinity. The purpose of such plan(s) shall be to avoid or minimize hazards including but not limited to flooding, erosion, landslides, and soil creep. Appropriate temporary and permanent measures such as energy dissipaters, silt fencing, straw bales, sand bags, and sediment basins shall be used in conjunction with other basic design methods to prevent erosion on slopes and siltation of creek channels and other ESH areas. Such plan(s) shall be reviewed and approved by both County Flood Control and Planning & Development.

DevStd FLD-TC-2.3: Drainage outlets into creek channels shall be constructed in a manner that causes outlet flow to approximate the general direction of natural stream flow. Energy dissipaters beneath outlet points shall be incorporated where appropriate, and shall be designed to minimize erosion and habitat impacts.

Action FLD-TC-2.4: As part of any Master Drainage Plan that may be developed for all or part of the Toro Canyon area, the Flood Control District should review the Master Drainage Plan to ensure that:

1. Drainage on shoreline and bluff-top properties shall be conveyed to the nearest acceptable drainage facility;
2. Diversion of natural flow is avoided, unless adequate drainage facilities exist downstream to the point where the diversion ceases;
3. The plan does not propose improvements that are inconsistent with modern flood plain management goals and environmental protection goals.

DevStd FLD-TC-2.5: Excavation and grading for development shall be limited to the dry season of the year (i.e., April 15th to November 1st) unless an approved erosion control plan is in place and all measures therein are in effect.

Policy FLD-TC-3: **(*INLAND*) Flood control maintenance activities shall seek to minimize disturbance to riparian/wetland habitats, consistent with the primary need to protect public safety. Additional guidance for public maintenance work is provided by the Flood Control District's current certified Maintenance Program EIR and current approved Standard Maintenance Practices. Work should be conducted in a manner that attempts to maintain coastal sand supply where feasible.**

Policy FLD-TC-3: **(*COASTAL*) Flood control maintenance activities should be conducted in a manner that attempts to maintain coastal sand supply where feasible.**

Policy FLD-TC-4: **Proposed development, other than Flood Control District activities, shall be designed to maintain creek banks, channel inverts, and channel bottoms in their natural state. Revegetation to restore a riparian habitat is encouraged and may be permitted, subject to the provisions of DevStd FLD-TC-4.1 and any other applicable policies or standards.**

DevStd FLD-TC-4.1: To the greatest extent feasible, native vegetation used to restore creek banks shall be incorporated into the landscape plan for the entire site in order to provide visual and biological continuity. All restoration plans shall be reviewed by the Flood Control District for compliance with the County Floodplain Management Ordinance #3898, for consistency with Flood Control District access and maintenance needs, and for consistency with current flood plain management and environmental protection goals.

C. GEOLOGY, HILLSIDES AND TOPOGRAPHY

1. EXISTING SETTING

The Toro Canyon Plan area extends from the gently sloping coastal plain to the foothills of the Santa Ynez Mountains. Figure 19 illustrates the geology of the Plan area. The area is underlain by folded and faulted Tertiary bedrock of the Sespe, Coldwater, Cozy Dell and Matilija formations. In the coastal plain and along major drainages, these older rocks are overlain by Quaternary Alluvium.

The Arroyo Parida Fault crosses the Plan area and separates this area into two distinct structural blocks. South of the fault, a homocline of generally south-dipping beds of the Sespe and Coldwater formations is present. The Coldwater is exposed on the linear ridge located just south of the Arroyo Parida Fault. North of the fault, the bedrock is folded into a large overturned syncline. The Sespe Formation is exposed along the axis of this fold with the older Coldwater, Cozy Dell, and Matilija units exposed along the flanks. In the northernmost portion of the Plan area, steeply dipping, overturned beds of these older units are exposed on the very steep flanks of the Santa Ynez Mountains.

The Coldwater and Sespe formations are of interest because of the potential for development on these units in steep hillside areas. The Coldwater Formation is marine in origin and composed of well-indurated tan sandstone beds interbedded with green and brown shale. This unit is generally stable where bedding is supported (i.e., bedding planes dip at an angle steeper than the slope of the ground surface). The Sespe Formation is composed of reddish-brown non-marine sandstone, mudstone, shale and conglomerate. Landslides have occurred in the Toro Canyon area in cases where bedding is supported and slope stability would not generally be a suspected problem. Thus, proposed development in areas underlain by the Sespe Formation must be carefully evaluated for slope stability.

Geologic hazards that may affect, and may be caused by, new development include landslides, soil creep, accelerated erosion, and increased sedimentation. These problems are generally related to development in steeply sloping foothill areas. Approximately ninety percent of the land north of Foothill and East Valley Roads and east of Ladera Lane is on slopes exceeding twenty percent. Other areas of steep slopes are located south of East Valley Road and west of Toro Canyon Road. Figure 20 illustrates the distribution of steep slopes within the planning area.

Given the relatively low density of development in the steep foothill areas, existing structures have largely avoided severe geologic problems. There are foothill areas, particularly between Toro Canyon Road and Ladera Lane, where severe slope stability (landslide) problems have occurred. Very large grading projects intended to stabilize slope failures have been conducted in this area. Existing County regulations address the impacts of development in steep hillside areas. The policies proposed in this plan serve to augment those existing policies to assure that geologic impacts are adequately mitigated.

FIGURE 19: Geology

Refer to Figures at end of document

FIGURE 20: Steep Slopes

Refer to Figures at end of document

Pre-permitting investigations for residential development have contributed to geologic scarring and increased erosion in the Plan area. Creation of access roads for truck-mounted mechanical augers and/or backhoes used to conduct work for geologic hazards, soils, septic systems, or other investigations related to prospective development has altered topography and resulted in geologic scarring. These investigations include earthmoving activities that have resulted in clearing of vegetation and increased soil exposure to wind and water erosion. Since these investigations occur prior to permit approval, there are currently no enforceable restrictions on these activities.

The Toro Canyon area lies in a zone of high seismic activity and potentially serious earthquakes, similar to most of California. The area could be subject to shaking from earthquakes on numerous faults, ranging from the San Andreas to local potentially active faults such as the Loon Point and Arroyo Parida faults. Other onshore and offshore faults also have been associated with historic quakes. Existing regulations require development to be set back from known fault lines and require all structures to be designed to earthquake standards of the Uniform Building Code Seismic Zone IV (UBC 1994). Seismic Zone IV encompasses almost all of coastal California and approximately forty percent of the entire state. The UBC dictates structural, seismic, grading, and drainage standards for construction in California. The County's Building & Safety Division normally requires full compliance with all seismic safety requirements of the UBC as a condition of project approval. The low-rise, low-density development typical throughout Toro Canyon, coupled with sound engineering practices, address many of the dangers of living in "earthquake country."

Coastal erosion has affected this part of the coast and has prompted the private construction of protective structures along much of the shoreline. County policy requires coastal bluff structure setbacks to accommodate 75 years of blufftop retreat. Existing seawalls (rock revetments) have had adverse visual consequences, may cause scouring of beach sand, and have restricted lateral beach access to varying degrees. Please also refer to Parks, Recreation, and Trails, Section III.B, regarding coastal access issues.

2. PLANNING ISSUES

- Erosion and sedimentation that result from development can have adverse impacts on watersheds, creeks, and other properties. Activities which can cause such impacts include but are not limited to agricultural use, site preparation for various uses including agriculture, and vegetation removal for fire protection around structures.
- Landslide hazards can be created or exacerbated by activities such as: road and driveway building and other grading; overall development, including slope loading from structures and landscaping; irrigation; and on-site liquid waste disposal (septic systems).
- Coastal erosion of both beaches and bluffs results in the demand to construct seawalls or other coastal protection structures. Such structures may have adverse impacts on lateral and vertical beach access, the width of beach available for recreation, and the rate of erosion on adjacent unprotected properties.

3. GEOLOGY, HILLSIDES AND TOPOGRAPHY GOAL, POLICIES, ACTION, AND DEVELOPMENT STANDARDS

GOAL GEO-TC: Protect The Public Health, Safety And Welfare By Preserving Hillside And Watershed Areas In The Most Natural State Feasible; Protect Coastal Resources From The Adverse Effects Of Shoreline Protection Structures.

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.**

DevStd GEO-TC-1.1: (*INLAND*) Development shall be prohibited on slopes greater than 30% unless this would prevent reasonable use of property. In areas of unstable soils, highly erosive soils, or on slopes between 20% and 30%, development shall not be allowed unless an evaluation by a qualified professional (e.g., soils engineer, geologist, etc.) establishes that the proposed project will not result in unstable slopes or severe erosion, or unless this would prevent reasonable use of property. Grading and other site preparation shall be minimized to the maximum extent feasible.

DevStd GEO-TC-1.1: (*COASTAL*) Development shall be prohibited on slopes greater than 30% except for the following, unless this would prevent reasonable use of property:

(1) Driveways and/or utilities may be located on such slopes, where there is no less environmentally damaging feasible alternative means of providing access to a building site, provided that the building site is determined to be the preferred alternative and consistent with all other policies of the LCP.

(2) Where all feasible building sites are constrained by greater than 30% slopes, the uses of the property and the siting, design, and size of any development approved on parcels, shall be limited, restricted, and/or conditioned to minimize impacts to coastal waters, downstream properties, and rural character on and adjacent to the property, to the maximum extent feasible. In no case shall the approved development exceed the maximum allowable development area. The maximum allowable development area (including the building pad and all graded slopes, if any, as well any permitted structures) on parcels where all feasible building sites include areas of greater than 30% slope shall be 10,000 square feet or 25 percent of the parcel size, whichever is less. Mitigation of adverse impacts to hillside stability, coastal waters, downstream properties, and rural character that cannot be avoided through the implementation of siting and design alternatives shall be required.

DevStd GEO-TC-1.2: In order to minimize erosion, landscape plans shall be required for development on slopes greater than twenty percent. Such plans shall include revegetation of graded areas with appropriate native plantings. Landscape plans may be subject to review and approval by the County BAR.

DevStd GEO-TC-1.3: (*COASTAL*) The County shall not recognize unauthorized vegetation removal or grading, and shall not predicate any approval on the basis that vegetation has been illegally removed or degraded.

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.

DevStd GEO-TC-2.1: Temporary erosion control measures such as berms and appropriate location and coverage of stockpiled soils shall be used to minimize on- and offsite erosion related to construction occurring during the rainy season (November 1 to April 15).

DevStd GEO-TC-2.2: Where feasible, development on previously cleared slopes that show scarring or significant disturbance shall include plans for appropriate revegetation of the affected areas.

DevStd GEO-TC-2.3: Revegetation and/or landscaping of project sites shall be accomplished as soon as is feasible following grading/vegetation clearing in order to hold soils in place.

Policy GEO-TC-3: Development shall be sited and designed to minimize the potential for geologic hazards, including but not limited to seismic, soil, or slope hazards.

DevStd GEO-TC-3.1: The County shall require site-specific geologic and/or geotechnical investigation(s), prepared as appropriate by a Registered Geologist, Certified Engineering Geologist, and/or licensed Geotechnical Engineer, on sites that are on or adjacent to faults, landslides, or other geologic hazards or in any case where development is proposed in areas where natural grade is 20% or greater. Sites underlain by the potentially unstable Sespe Formation are of particular concern. Where applicable, the measures recommended to avoid or mitigate geologic hazards shall be incorporated into the proposed development in a manner that avoids or minimizes any potential adverse effects of such measures (for example, hillside scarring).

DevStd GEO-TC-3.2: Structures shall be prohibited within fifty feet of an Active or Potentially Active fault. All structures shall be built according to Seismic Zone IV standards or such other standards as may be in effect at the time of development. The County may require additional special engineering

features to minimize potential structural damage from fault rupture for any structure that may be exposed to seismic hazards.

DevStd GEO-TC-3.3: All roads and driveways proposed on areas where natural grade is 20% or greater shall be reviewed for adequacy of engineering and drainage design, including but not limited to failure avoidance and erosion control.

Action GEO-TC-3.4: County Grading Ordinance Standard 14-6.(b)(5) does not apply to roadways constructed to provide access for geologic, geotechnical, and septic system testing. The County shall consider amending the grading ordinance so that if construction of such a roadway involves more than fifty cubic yards of grading and/or is located on any area where natural grade is twenty percent or greater, then a grading permit shall be required.

Policy GEO-TC-4: **All development on shoreline properties shall be designed to avoid or minimize hazards from coastal processes, to minimize erosion both on- and off-site, and to avoid the need for shoreline protection devices at any time during the life of the development.**

DevStd GEO-TC-4.1: All development proposed for shoreline properties shall avoid or minimize erosion by minimizing irrigation, using culverts and drainage pipes to convey runoff, using sewers if available rather than septic systems, and other appropriate means.

DevStd GEO-TC-4.2: Where possible, all drainage from shoreline bluff-top properties shall be conveyed to the nearest roadway or drainage course. Where drainage must be conveyed over the bluff face, drainage lines shall be combined with those of neighboring parcels where possible, and shall be sited and designed to minimize the physical and visual disruption of the bluff and beach area.

DevStd GEO-TC-4.3: Shoreline and bluff development and protection structures shall be in conformance with the following standards.

1. New development on a beach or oceanfront bluff shall be sited outside areas subject to hazards (beach or bluff erosion, inundation, wave uprush) at any time during the full projected 75-year economic life of the development. If complete avoidance of hazard areas is not feasible, all new beach or oceanfront bluff development shall be elevated above the base Flood Elevation (as defined by FEMA) and setback as far landward as possible. Development plans shall consider hazards currently affecting the property as well as hazards that can be anticipated over the life of the structure, including hazards associated with anticipated future changes in sea level.

2. New development on or along the shoreline or a coastal bluff shall site septic systems as far landward as possible in order to avoid the need for protective devices to the maximum extent feasible. Shoreline and bluff protection structures shall not be permitted to protect new development, except when necessary to protect a new septic system and there is no feasible alternative that would allow residential development on the parcel. Septic systems shall be located as far landward as feasible. New development includes demolition and rebuild of structures, substantial remodels, and redevelopment of the site.

3. Repair and maintenance of legal shoreline protection devices may be permitted, provided that such repair and maintenance shall not increase either the previously permitted[1] height or previously permitted[2] seaward extent of such devices, and shall not increase any interference with legal public coastal access.

4. All shoreline protection structures shall be sited as far landward as feasible regardless of the location of protective devices on adjacent lots. In no circumstance shall a shoreline protection structure be permitted to be located further seaward than a stringline drawn between the nearest adjacent corners of protection structures on adjacent lots. A stringline shall be utilized only when such development is found to be infill and when it is demonstrated that locating the shoreline protection structure further landward is not feasible.

5. Where it is determined to be necessary to provide shoreline protection for an existing residential structure built at sand level a "vertical" seawall shall be the preferred means of protection. Rock revetments may be permitted to protect existing structures where they can be constructed entirely underneath raised foundations or where they are determined to be the preferred alternative. New shoreline protection devices may be permitted where consistent with the state Coastal Act and Coastal Plan Policy 3-1, and where (i) the device is necessary to protect development that legally existed prior to the effective date of the coastal portion of this Plan, or (ii) the device is proposed to fill a gap between existing shoreline protection devices and the proposed device is consistent with the height and seaward extent of the nearest existing devices on upcoast and downcoast properties. Repair and maintenance, including replacement, of legal shoreline protection devices may be permitted, provided that such repair and maintenance shall not increase either the previously permitted[1] height or previously permitted[1] seaward extent of such devices, and shall not increase any interference with legal public coastal access.

[1] For devices that pre-date permit requirements, this would be the as-built height and seaward extent of the structure.

DevStd GEO-TC-4.4: Where new development is approved on a beach or oceanfront bluff, conditions of approval shall include, but not be limited to, the following as applicable.

1. Development on a beach or shoreline which is subject to wave action, erosion, flooding, landslides, or other hazards associated with development on a beach or bluff, the property owner shall be required to execute and record a deed restriction which acknowledges and assumes said risks and waives any future claims of damage or liability against the permitting agency and agrees to indemnify the permitting agency against any liability, claims, damages or expenses arising from any injury or damage due to such hazards.

2. For any new shoreline protection structure, or repairs or additions to a shoreline protection structure, the property owner shall be required to acknowledge, by the recordation of a deed restriction, that no future repair or maintenance, enhancement, reinforcement, or any other activity affecting the shoreline protection structure which extends the seaward footprint of the subject structure shall be undertaken and that he/she expressly waives any right to such activities that may exist under Coastal Act Section 30235. The restrictions shall also acknowledge that the intended purpose of the subject structure is solely to protect existing structures located on the site, in their present condition and location, including the septic disposal system and that any future development on the subject site landward of the subject shoreline protection structure including changes to the foundation, major remodels, relocation or upgrade of the septic disposal system, or demolition and construction of a new structure shall be subject to a requirement that a new coastal development permit be obtained for the shoreline protection structure unless the County determines that such activities are minor in nature or otherwise do not affect the need for a shoreline protection structure.

3. For new development on a vacant beachfront or blufftop lot, or where demolition and rebuilding is proposed, where geologic or engineering evaluations conclude that the development can be sited and designed to not require a shoreline protection structure as part of the proposed development or at any time during the life of the development, the property owner shall be required to record a deed restriction against the property that ensures that no shoreline protection structure shall be proposed or constructed to protect the development approved and which expressly waives any future right to construct such devices that may exist pursuant to Public Resources Code Section 30235.

Policy GEO-TC-5: **Grading shall be carried out in a manner that minimizes air pollution.**

DevStd GEO-TC-5.1: For any construction project that includes earth moving activities, the construction contractor shall implement Air Pollution Control District (APCD) dust control measures.

DevStd GEO-TC-5.2: Prior to land use clearance, the applicant shall agree to comply with any conditions recommended by the APCD to reduce emissions of reactive organic compounds (ROC) and oxides of nitrogen (NO_X) from construction equipment during project grading and construction.

Policy GEO-TC-6: **Excessive grading for the sole purpose of creating or enhancing views shall not be permitted. Typically, grading should not place more than five (5) feet of fill above natural grade.**

Policy GEO-TC-7: **(*COASTAL*) New roads, bridges, culverts, and outfalls shall not cause or contribute to streambank or hillside erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality including construction phase erosion control and polluted runoff control plans, and soil stabilization practices. New stream crossings within the coastal zone, and where feasible replacements of existing stream crossings, shall be bridged unless another alternative is environmentally preferable. Where feasible, dispersal of sheet flow from roads into vegetated areas or other on-site infiltration practices shall be incorporated into road and bridge design.**

D. HISTORY AND ARCHAEOLOGY

1. EXISTING SETTING

a. Prehistoric Setting

Regional: Chumash culture encompassed a large portion of southern California, from Estero Bay in the north to Malibu Canyon in the south, and from the offshore Channel Islands to the inland Carrizo Plain. The South Coast, including the entire tri-counties area, is one of the richest and most valuable archaeological regions in California. Research indicates that Native Americans have used this area for 7,000 to 9,000 years.

Summerland and Carpinteria were densely populated by the Chumash as these areas were particularly desirable due to the resources available (i.e., creeks, marshes, woodlands, and the ocean). Archaeological sites have been primarily located along creek corridors, along the bluffs near the ocean, and on prominent ridgelines and knolls.

Toro Canyon Plan Area: The land in Toro Canyon was originally inhabited by the Chumash Indians, with their coastal village of Mishopshnow in Carpinteria along Carpinteria Creek. There are seven known and recorded archaeological sites within Toro Canyon, most of which are clustered along Toro Creek. Several sites exist just outside of Toro Canyon along the coast. While the location of sites in some areas is known, other areas have been less studied, and the presence or absence of archaeological resources is not known.

b. Historic Setting

Historic Context[1]: The history of Toro Canyon is associated with agriculture, great estates, recreation, and tourism. The land in Toro Canyon, originally inhabited by the Chumash Indians, was later claimed by King Carlos of Spain and then granted to the Franciscan fathers when the Presidio and Mission were founded in Santa Barbara in 1782-86. The property was used as grazing land to support the needs of the Mission for livestock and food.

When Mexico became independent from Spain in 1822, it secularized the missions and sold off the land in an attempt to break the Spanish hold in California. The Toro Canyon area was granted to the pueblo of Santa Barbara, which then granted the land to former Presidio soldiers in lieu of pay. In 1848, with the Treaty of Guadalupe Hidalgo, this former Mexican land became United States territory. When California became a state in 1850, the land was given to the City of Santa Barbara, which sold it through patents. Numerous farmers from the East and Midwest moved to this area and bought small farms where they produced honey, hay, wheat, and barley. Commercial crops for which Carpinteria and the Toro Canyon area became well known were lima beans, walnuts, lemons, and avocados.

The land on either side of the Toro Canyon area was developed into the communities of Summerland and Carpinteria in the mid-19th century. The first Americans to settle in Carpinteria came in the 1850s, and established the town by 1863 near Santa Monica Creek. Summerland was

[1] The following text was summarized from the *Historical Resources Report for the Toro Canyon Planning Area* prepared by Science Applications International Corporation for the County in October 1998.

platted in 1888 by H. L. Williams on a 160-acre parcel of the old Ortega Rancho. Additionally, the small town of Serena was platted below Nidever Road.

Between these two small communities lay the Toro Canyon area with its small farms. The name apparently was given to the area because the canyon provided a natural corral where bulls were confined. Natural petroleum or asphaltum deposits that compromised their good farmland plagued farmers in this area. In response to these tar deposits, Charles Swift, a Montecito farmer, set up the Occidental Mining and Petroleum Company in 1881 along upper Toro Canyon. Swift abandoned oil production for water distribution to Montecito and Summerland.

Several agriculturally prominent farmers in the Carpinteria Valley included Russell Heath, O.N. Caldwell, the Bailards, John Shepard, and C. T. Hubbard. Crops grown included walnuts, avocados, grapes, apricots, citrus fruit, lima beans, hay, wheat, barley, corn, apples, apricots, blackberries, figs, nectarines, olives, pears, peaches, plums, strawberries, peanuts, and almonds.

In the 1920s several of the small farms were subdivided into tracts. Within Toro Canyon, the 34-acre parcel immediately east of Toro Canyon Road on Via Real was platted as the Serena Park Subdivision. The town of Serena, laid out in long thin lots running from Padaro Lane to the ocean, was not developed until the 1920s. Several large estates were also constructed during the 1920s and 1930s. In 1922 Max C. Fleischmann built a winter home and conservatory, named Edgewood, in the Spanish Colonial Revival style. Fleischmann developed a polo field on the old Villalba Ranch between 1923 and 1926 that encompassed 48 acres and stabled up to 400 ponies.

As the Carpinteria Valley developed, the road connecting it to the wharves at Serena and Carpinteria and later to the Southern Pacific Depot grew from a two-lane dirt road to a three-lane highway, State Route 2, in the early 20th century. With the growth of the automobile, an increasing number of travelers passed through the area. Services catering to these travelers, such as motels, service stations, trailer parks, and cafes sprang up along the Coast Highway.

Two motels and cafes were built near Sandyland. Next to them the McKeon family developed an orange juice stand known as Santa Claus in 1948. This popular roadside attraction soon developed into a cluster of amenities including a gift shop, several service stations, and a restaurant, and became well-known for its prominent oversize Santa Claus and Frosty the Snowman images (Figure 21). The Coast Highway was landscaped and enhanced in 1928 between Toro Canyon Road and Nidever Road with the addition of 71 oak trees planted by members of American Legion Post 49, in memory of soldiers who died in World War I. Wooden plaques with individual names were attached to the trees, which became known as the Memorial Oaks.

Traffic grew heavier along the Coast Highway, and in 1953-54 a new four-lane divided highway (Highway 101) was built through Toro Canyon. The old Coast Highway became the southbound lanes of the freeway and a new two-lane northbound route was built. This realignment caused the former roadside attractions to be bypassed on frontage roads or to move to new locations.

Figure 21: Santa Claus Lane, 1950s.
Courtesy Dr. C. Seybert Kinsell.

Today the Toro Canyon area is a mixture of citrus and avocado groves, industrial parks, residential developments, large nurseries, and horse ranches. Its agricultural heritage is still very much in evidence, in spite of the suburban development along Highway 101. The acreage along Via Real from Nidever Road to Cravens Lane is covered with greenhouses and growing fields for such companies as Gallup & Stribling Orchids and Colorama. The land east of the Polo Fields is also the site of a number of greenhouses.

***Summary of Findings in the Toro Canyon Plan Area*:** Toro Canyon's rich and varied history has left behind numerous historical sites and structures. A 19th-century farmhouse and the Max C. Fleischmann Polo Field were determined eligible for the National Register of Historic Places. Three estates from the 1920s and 1930s and the Carpinteria Cemetery were considered eligible as County Landmarks or Places of Historic Merit. See Table 13 for a list of historic resources.

TABLE 13: HISTORIC RESOURCES WITHIN TORO CANYON PLANNING AREA

APN	Address	Construction Date	Building Style	Significance
005-210-032	2950 Via Real	1850s-1870s	Vernacular	Eligible as a County Landmark; National-Register-eligible
005-270-042	3375 Foothill Road	1923-26	Rustic	Eligible as a County Landmark; National-Register-eligible
005-100-023	405 Toro Canyon Road	1935	Tuscan Country Villa[†]	Eligible as a County Landmark or Place of Historic Merit
005-210-054	249 Lambert Road	1920-1929	Spanish Colonial Revival	Eligible as a County Landmark or Place of Historic Merit
155-030-004 155-070-019	2710 East Valley Road	1925	Spanish Colonial Revival	Eligible as a County Landmark or Place of Historic Merit
N/A	Highway 101 Between Nidever Road and Toro Canyon Road	1928	N/A	Eligible as a County Place of Historic Merit
005-430-050	1500 Cravens Lane	1870s -	N/A	Eligible as a County Landmark or Place of Historic Merit

[†] Revised from "Spanish Colonial Revival" in response to additional information provided by the property owner subsequent to the Historical Resources Report prepared for this Plan in October 1998.

2. HISTORY & ARCHAEOLOGY GOAL, POLICIES, ACTIONS, AND DEVELOPMENT STANDARDS

Several existing historic structures are worthy of preservation. In addition, archaeological resources in Toro Canyon provide important cultural value and scientific information and should also be protected.

GOAL HA-TC: Preserve and Protect Significant Cultural, Archaeological and Historical Resources in the Toro Canyon Plan Area to the Maximum Extent Feasible.

Policy HA-TC-1: Archaeological resources shall be protected and preserved to the maximum extent feasible.

DevStd HA-TC-1.1: A Phase 1 archaeological survey shall be performed when identified as necessary by a county archaeologist or contract archaeologist or if a county archaeological sensitivity map identifies the need for a study. The survey shall include areas of projects that would result in ground disturbances, except where legal ground disturbance has previously occurred. If the archaeologist performing the Phase I report, after conducting a site visit, determines that the likelihood of an archaeology site presence is extremely low, a short-form Phase I report may be submitted.

DevStd HA-TC-1.2: All feasible recommendations of an archaeological report analysis including completion of additional archaeological analysis (Phase 2, Phase 3) and/or project redesign shall be incorporated into any permit issued for development.

Action HA-TC-1.3: The Board should consider either funding creation of a sensitive archaeological resources map for the Toro Canyon Area or allocating funds for a full-time County archaeologist.

DevStd HA-TC-1.4: (*COASTAL*) The County shall consult with the Native American Heritage Commission, State Historic Preservation Officer, and the Most Likely Descendant during each stage of the cultural resources review to determine whether the project may have an adverse impact on an important cultural resource.

Policy HA-TC-2: (*NON-LCP*) Historic resources shall be protected and preserved to the maximum extent feasible.

Action HA-TC-2.1: (*NON-LCP*) The County Historic Landmarks Advisory Commission shall evaluate structures of historical significance in Toro Canyon.

Action HA-TC-2.2: (*NON-LCP*) To encourage the preservation of historic resources, the County shall pursue potential funding from federal, state and local sources

to provide monetary assistance for applicants undertaking preservation and renovation projects for historic structures.

DevStd HA-TC-2.3: (*NON-LCP*) No permits shall be issued for any development or activity that would adversely affect the historic value of the properties listed in Table 13, unless a professional evaluation of the proposal has been performed pursuant to the County's most current Regulations Governing Archaeological and Historical Projects, reviewed and approved by Planning and Development and all feasible mitigation measures have been incorporated into the proposal.

Action HA-TC-2.4: (*NON-LCP*) The County shall work with Caltrans to place a sign along Highway 101 which recognizes the commemorative value of the historic memorial oak trees. The sign could be located near a cluster of the oaks in the median strip and could read, "Oaks planted in memory of WWI soldiers, 1928."

E. VISUAL & AESTHETIC RESOURCES

1. SETTING

The foothills, Paredon Ridge, and sheer upper face of the Santa Ynez Mountains and the Pacific coastline of Toro Canyon provide vistas of great natural beauty, visible from major travel corridors as well as from public trails, public streets and parks in the Santa Ynez foothills and Paredon Ridge. Due to its topography, the area is also highly visible from the surrounding communities. Major view corridors into Toro Canyon include U.S. Highway 101, Via Real, State Route 192 (East Valley Road/Foothill Road), and Toro Canyon Road and Ladera Lane. Many public roads in Toro Canyon have a scenic, semi-rural ambience due to existing land uses and native vegetation such as oak woodlands. Major view corridors in Toro Canyon include:

U.S. 101: The Toro Canyon section of U.S. Highway 101 offers views of Paredon Ridge and the Santa Ynez Mountains and glimpses of beaches and coastal agricultural land. The landscaped freeway corridor includes oak trees planted in 1928 in memory of World War I soldiers. The historic Santa Claus adds additional visual interest.

Via Real: This road provides views of greenhouses and agricultural fields in the foreground, with the Santa Ynez Mountains as a backdrop. Along the western end of the road, residences replace greenhouses as the dominant feature in the foreground view. U.S. 101 and landscaping along the freeway line Via Real to the south.

State Route 192 (East Valley Road/Foothill Road): Landscaped and native vegetation along East Valley Road dominate this view corridor. The Polo Fields, greenhouses, and agricultural areas (row crops and orchards) and scattered residential uses are visible from Foothill Road to the south, with views of the Pacific Ocean in the background.

Toro Canyon Road: Includes views of scenic native and landscaped vegetation and scattered ranchettes against a backdrop of the Santa Ynez Mountains looking north. The Pacific Ocean dominates views for southbound vehicles along the southern section of the road.

Toro Canyon Park Road: Provides panoramic views of mountainous terrain, low density residential development, and the Pacific Ocean.

The Coastal Plan identifies U.S. 101 as a scenic corridor. Also, portions of Via Real and eastern Padaro Lane, and Santa Claus Lane are in a view corridor overlay district in the Coastal Plan. The Open Space, Scenic Highways, and Environmental Resource Management Elements recognize the County's scenic beauty, the quality of natural resources and the importance of travel corridors such as U.S. 101. The Land Use Element, Open Space Element, and Local Coastal Plan all discourage development on slopes of twenty percent or greater.

Toro Canyon's rolling foothills, ridgelines, creeks, rock outcroppings, and woodlands contribute to the area's high scenic value. Open space areas of chaparral, oak woodlands, and riparian vegetation are visible from much of the area. Paredon Ridge forms a dominant backdrop to the

coastal plain with its natural landforms, native vegetation, and scattered orchards contributing greatly to Toro Canyon's rural and semi-rural character.

Toro Canyon's visual character is also shaped by its mostly rural and semi-rural low-density residential development and agricultural land uses. Residential development is primarily large single-family custom houses on larger lots, located in upper Toro Canyon and the coastal areas. Generally, avocado and citrus orchards cover portions of the lower foothills, with greenhouses, orchards, and open field crops in the coastal area. Due to the Plan area's variable topography, some of these land uses are highly visible in Toro Canyon and from U.S. 101, Foothill Road, and/or other public viewing places.

2. PLANNING ISSUES

Recent and proposed residential and agricultural developments threaten to degrade the aesthetic character of Toro Canyon. As flatter lots have become scarce, residential and agricultural development has been pushed into the foothills. Such foothill development often includes extensive grading and native vegetation removal for homes, roads and orchards, producing unattractive scarring in the highly visible foothills.

Greenhouses and some residential development have also created glare and night-lighting in Toro Canyon. Greenhouses are often highly visible, especially from Highway 101, Foothill Road, upper Toro Canyon and the Romero Trail. Many of the greenhouses and some of the residential development in Toro Canyon, especially white structures and those with reflective roofs, have created glare that degrades public views. Some greenhouses feature lights used during the night. Significant additional greenhouse and residential night-lighting in the Plan area could alter the rural and semi-rural nature of Toro Canyon. The County Board of Supervisors is currently (January 2001) considering a separate study on the intensification of greenhouse development in the Carpinteria Valley.

The proliferation of large dwellings, often from 5,000, to 20,000 square feet in size, also is altering the area's rural character. Dwellings of this size often pose neighborhood compatibility issues if the size of the homes is larger than those in the existing neighborhood. Residents have expressed concern over building heights and the scale of new homes, which often obstruct or degrade ocean and mountain views from public roads, trails, and private homes. New development also alters natural visual resources of the area, such as land formations (e.g. rock outcroppings and ridgelines), creeks, and existing vegetation. New roads and driveways also produce adverse visual impacts if not carefully sited and designed. Inappropriate grading, landscaping or structural design for new or expanded roads can create adverse changes in the area's rural and semi-rural character.

3. VISUAL AND AESTHETIC RESOURCES GOAL, POLICIES, ACTION, AND DEVELOPMENT STANDARDS

GOAL VIS-TC: Protect The Rural and Semi-Rural Character And Natural Features Of The Area, Particularly Public Views Of The Foothills, Santa Ynez Mountains And Pacific Ocean.

Policy VIS-TC-1: Development shall be sited and designed to protect public views.

DevStd VIS-TC-1.1: Development shall be sited and designed to minimize the obstruction or degradation of public views.

DevStd VIS-TC-1.2: Development and grading shall be sited and designed to avoid or minimize hillside and mountain scarring and minimize the bulk of structures visible from public viewing areas. Mitigation measures may be required to achieve this, including but not limited to increased setbacks, reduced structure size and height, reductions in grading, extensive landscaping, low intensity lighting, and the use of narrow or limited length roads/driveways, unless those measures would preclude reasonable use of property or pose adverse public safety issues.

DevStd VIS-TC-1.3: (*INLAND*) In urban areas, development shall not occur on ridgelines if suitable alternative locations are available on the property. When there is no other suitable alternative location, structures shall not intrude into the skyline or be conspicuously visible from public viewing places. Additional measures such as an appropriate landscape plan and limiting the height of the building may be required in these cases.

DevStd VIS-TC-1.3 (*COASTAL*) Development shall not occur on ridgelines if suitable alternative locations are available on the property. When there is no other suitable alternative location, structures shall not intrude into the skyline or be conspicuously visible from public viewing places. Additional measures such as an appropriate landscape plan and limiting the height of the building may be required in these cases.

Policy VIS-TC-2: Development shall be sited and designed to be compatible with the rural and semi-rural character of the area, minimize impact on open space, and avoid destruction of significant natural resources.

DevStd VIS-TC-2.1: Development, including houses, roads and driveways, shall be sited and designed to be compatible with and subordinate to significant natural features such as major rock outcroppings, mature trees and woodlands, drainage courses, visually prominent slopes and hilltops, ridgelines, and coastal bluff areas.

DevStd VIS-TC-2.2: Grading for development, including primary and accessory structures, access roads (public and private) and driveways, shall be kept to a minimum and shall be performed in a way that:

- minimizes scarring,
- maintains to the maximum extent feasible the natural appearance of ridgelines and hillsides.

DevStd VIS-TC-2.3: (*INLAND*) Consistent with applicable ordinances, policies, development standards, and the Constrained Site Guidelines, structures shall be sited and designed to minimize the need for vegetation clearance for fuel management zone buffers. Where feasible, necessary roads and driveways shall be used as or incorporated into fuel management zones.

DevStd VIS-TC-2.3: (*COASTAL*) Structures shall be sited and designed to minimize the need for vegetation clearance for fuel management zone buffers. Where feasible, necessary roads and driveways shall be used as or incorporated into fuel management zones.

Action VIS-TC-2.4: In carrying out the Visual & Aesthetic Resources policies and development standards of this Plan and the TCP Overlay District, the County shall work with project applicants and designers, the Carpinteria-Summerland Fire Protection District, and the Montecito Fire Protection District to minimize excessive road/driveway construction and reduce or redesign fire buffers to minimize the removal of natural vegetation and related visual effects.

V. Principal References

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INTRODUCTION

Survey Distribution Method

One-hundred and fifty-two responses were received in response to a June 1998 community-wide survey mailed to all property owners in the Plan Area, approximately one-thousand people. The survey's questions focused on issues of land use, quality of life, and existing and future community needs. Questions covered topics including residential and commercial development, agriculture, traffic, roads, fire and flooding hazards, visual and aesthetic aspects of the area, and recreational facilities.

Analysis of Survey Results

Overall, the survey indicates that Toro Canyon residents are happy with the state of the area in which they live. Many residents commented about how pleasant Toro Canyon is because of the "rural" atmosphere. Open spaces, many trees, quietness, beautiful views, and an abundance of wildlife living within the area make Toro Canyon a very special place for many of its residents. However, there are a few areas of concern which residents have in regards to existing conditions of the area. Traffic safety problems, incompatible agricultural uses, residential development in manners which involve excessive damaging grading and obstruct neighbors' views, and some problem flooding areas were cited in the survey. The six most important issues as ranked by respondents were loss of open space/rural character, loss of agricultural land, loss of scenic views, fire safety, traffic volumes (number of vehicles), and traffic safety (speeding, roadway hazards).

Future Development Preferences

For the future, residents overwhelmingly expressed a strong desire for little or no new development. Because the area is so wonderful as it is, residents feel that any changes to the area might "spoil" it. The type of development cited as most needed in Toro Canyon in the next 10 years was "Little or No New Development" (73%), followed by "Residential" (13%). The way in which residential development should occur was largely addressed by question number twelve. Residents seem to prefer single family dwellings with height restrictions in order to protect neighbors' views (31 comments), not too large in scale in comparison to the lot size (13 comments), and on large lots (15 comments). Vegetation was generally viewed positively, especially in regard to preserving oak trees. Issues with walls, lighting, and parking were also commented on (11 combined comments).

Agriculture

Survey results indicate that the residents of Toro Canyon are very supportive of agriculture. When asked in question number ten if agricultural lands should be preserved

or rezoned for other uses, 113 comments for preservation were made, whereas only 37 comments for rezoning possibilities were made. However, many residents are discerning about which types of agricultural uses should be preserved (32 comments). Throughout the survey, comments about the unattractiveness of berry hoops and greenhouses were made. In addition, pesticide run-off, flooding, and erosion due to these agricultural operations were cited as incompatible with existing residential neighborhoods. Residents often cited open field agriculture or orchards, and organic farming as preferable types of agriculture for the area. Of the thirty-seven comments suggesting rezoning, over one-fourth were for home purposes, and a similar proportion of the comments pertained to rezoning for school purposes.

Road and Traffic Conditions

Problems cited with roadways include speeding on lower Toro Canyon Road, blind intersections in many places and frequent flooding of certain areas. Concern that new development might increase traffic congestion was also expressed. Many residents also noted that there is a need for new bicycle paths or pedestrian paths if Toro Canyon Road is to be safe for recreational users and non-motorists. Areas of flooding affecting roadways listed in response to question number seven were creek areas, upper Toro Canyon area, lower Toro Canyon Road and Foothill Road, areas adjacent to farming operations, and areas adjacent to Highway 101.

Fire Safety

Road conditions were also linked with fire safety in the comments made by residents in response to question number six. Fourteen residents suggested road improvements or creation of new roads to enable safe evacuation. Preservation of the rural character of the area by limiting development (22 comments) was the most commonly listed solution to fire hazards. Limiting development was suggested in order to reduce traffic problems and keep residents out of the upper reaches of the Toro Canyon Area where access was most limited. Many residents felt that brush should be cleared voluntarily (16 comments), others through enforcement of ordinances (11 comments). Still other residents felt that the aesthetic value of brush and trees creating a canopy over narrow roadways is so great, that residents would rather accept increased fire hazards than risk changing the Canyon's beautiful atmosphere (about fourteen comments).

Commercial Development

In the category of new business development, once again, little or no new development was also the most popular response for both Santa Claus Lane (90 marks) and elsewhere in the area (101 marks). However, there was much more support for tourist-serving and entertainment businesses on Santa Claus Lane (40 and 34 marks) than elsewhere in the area (9 and 11). Other types of businesses, such as neighborhood services, were marked at a moderate rate for both Santa Claus Lane (8-23) and elsewhere in the area (11-19). More comments indicated that residents patronize Santa Claus Lane (79), than do not (45). However, many of those who patronize Santa Claus Lane only patronize Padaro Grill (a favorite restaurant) Western Farm Supply, or Toyland. The three most common reasons residents cited for not patronizing Santa Claus Lane were because they feel the

Lane is aesthetically unattractive, is geared for tourists, or is too far away to be convenient to visit. The four most common uses residents cited that they'd like to see on Santa Claus Lane were good restaurants, tasteful retail shops, a market, and entertainment, educational, or cultural facilities. However, some residents did express concern about parking problems which would ensue for any facilities, such as entertainment facilities, which draw large numbers of people. Clearly, the survey results suggest that although many residents do not patronize Santa Claus Lane because it is geared for tourists (eighteen comments), many residents are comfortable with Santa Claus Lane continuing to cater to tourists' day-time or evening activities, combined with some uses which cater to local residents, as long as development occurs in a manner which is architecturally and aesthetically tasteful. Another suggestion made for Santa Claus Lane in various places throughout the survey was for provision of trash service to Santa Claus Beach.

Public Improvements

The seven most important public improvements as ranked by residents were underground utility lines, road improvements/new roads, bicycle lanes/paths, multi-use trail system, sidewalks/pedestrian paths, tree planting, and building of a fire station. Some residents also indicated a desire for conversion of existing septic systems into sewer systems. New park facilities, street lighting, a sheriff's station, public transit, a community/recreation center, and park and ride facilities clearly ranked as low priorities for Toro Canyon's residents. Furthermore, some of these improvements were actually opposed by Toro Canyon's residents. For example, out of eighty-three comments received regarding types of recreational facilities residents would like to see developed, about fifty of those comments stated that "No additional recreational facilities are needed, Toro Canyon Park is all that is needed." Also, some comments stated that street lighting would negatively alter the rural atmosphere.

TABLE B-1: RECENTLY APPROVED PROJECTS IN THE TORO CANYON AREA

Project Name/ Case Number	APN	Site Address	Type Of Project	Map #
Bowles TPM 14,384	155-030-038	1090 Ladera Lane	2 Lots Buildable	1
Carrillo TPM 14,314	005-670-009	270 Toro Canyon Road	4 Lots (2 Existing Units)	2
Caset/Landrum Lot Split TPM 14,439	005-340-018	3136 Serena	2 Lots Buildable (1 SFD)	3
Clark 1 95-CDP-037	005-340-019	3162 Serena, Carp.	1 Unit New SFD	4
Clark Lot Split 95-PA-017	005-050-010	2942 Torito	2 Lots Buildable	5
Collins 94-LA-20/TPM 14,436	155-230-001	818 Toro Canyon Road	3 Lots Buildable	6
(Franz) 96-PA-005 Baker Franz 97-CDP-108h (Cf. Baker)	005-450-006 005-450-006	3749 Santa Claus Lane, Carp. 3749 Santa Claus Lane	20 Unit Motel (Closed) 7963 Sf Retail & Storage, 1 Unit (Mgr); Demo Exist. Gas Station (2315 Sf)	 8
Hubbard 96-Cp-005	155-240-001	877 Toro Canyon Road	2nd Unit Detached	9
Irvine Residence 98-CDP-215	005-050-020	2825 Torito Road	Guest House	10
Marsch TPM 14,332	155-080-050	2900 Hidden Valley	2 Lots 1 SFD 1 Net New Lot	11
Miller 98-CDP-031	005-340-003	3182 Serena Ave.	Change Of Use? Detached 2nd Unit	12
Morehart Addition 97-CDP-16h	005-050-50	495 Toro Canyon Road	Shop Conversion To Office; & Legalize Guest House	13
Myers 97-Cp-013	155-020-004	949 Toro Canyon Road	2nd Unit Detached	14
Riley SFD/Garage 96-CDP-111	005-050-044	521 Toro Canyon Road	1 Unit New SFD	15
Sera Baba TPM 14,440	005-310-019 005-310-020	3883 And 3889 Foothill Road	2 Lots 1 Existing SFD-1 Lot Split Into 2	16
Toms 97-Cp-004	155-240-005	925 Toro Canyon Road	2nd Unit Detached	19
Wells 97-CDP-062	005-100-016	476 Lambert	1 (New SFD) & New Barn	20
Young Storage Building 97-CDP-063	005-100-024	450 Lambert, Carpinteria	Ag Storage Bldg.	21

TABLE B-2: PENDING PROJECTS IN THE TORO CANYON AREA (AS OF 1/99)

Project Name/ Case Number	APN	Site Address	Type of Project	Map #
Ablitt 98-LUS-029	155-090-013	3040 Hidden Valley Road	1 Detached 2nd Unit	1
Briggs 97-LUS-432	155-120-050	2838 East Valley Road	1 New SFD	2
Clayton 98-CDP-273	005-430-041	3894 Via Real	SFD	6
CUSDd 98-Cp-024 98-Cp-009	005-210-009	225 Toro Canyon Road	School	3
Diamond 97-LUS-410	155-080-049	2896 Hidden Valley	1 New SFD	4
Estes 98-La-9	005-290-004	1947 Paquita Drive	1 Buildable Lot	5
Genis SFD 97-LUS-135	155-130-010	695 Toro Canyon Road	1 Unit (New SFD)	7
Glenn/Brown TPM 14,469	155-110-013	3030 Vista Linda Lane	4 Lots 1+3	8
Handler 97-CDP-188	005-330-004	236 Toro Canyon Road	2 Units (1 New SFD & 1 Detached 2nd Unit)	11
Jones 98-CDP-195/98-CDP-153	005-280-014	3495 Foothill Road	2 Units (One New SFD & Employee Dw)	9
MWD TPM 14,466/98-La-007	155-090-024	2969 Hidden Valley Lane App. Incomp.	1 Net New Lot	10
Mwd/Blitz 98-LUS-247	155-090-028	3075 Hidden Valley Lane	1 New SFD	12
Pacifica Graduate Institute 88-Cp-005 Rv01	005-210-054	249 Lambert	9,600 sq.f t. School Expansion	13
Paredon Ridge TPM 14,443	155-170-033 155-170-034 155-170-035	574, 578, 580 Toro Canyon Park Road	5 Lots (3 Exist. Legal Lots, 2 New Lots) Not All Buildable	14
Roulet 98-CP-039	005-363-017	3134 Via Real	2nd Unit Detached	20
Rye Residence 97-CDP-066	005-280-011	3540 Foothill Rd	1 Unit (New SFD)	15
Smith 98-CDP-016 H	005-210-015	321 Toro Canyon Road	1 Unit New SFD	16
St. Denis Lot Split TPM 14,431	155-120-045 155-120-046	E. Valley Road No Assigned Address	4 Lots Requested Buildable (Not Likely All Of Them)	17
Tuttle 98-CDP-207 H	005-400-049	3439 PAdaro Lane App. Incompl.	Merging 2 Lots Into One 1 Unit New SFD & Gsthse	18
Wilson 97-CDP-211	005-100-031	439 Lambert Road	1 Unit New SFD	19

LEGEND

Sq.ft.: Square Footage
SFD: Single Family Dwelling
Emp Dw: Employee Dwelling
Com: Commercial

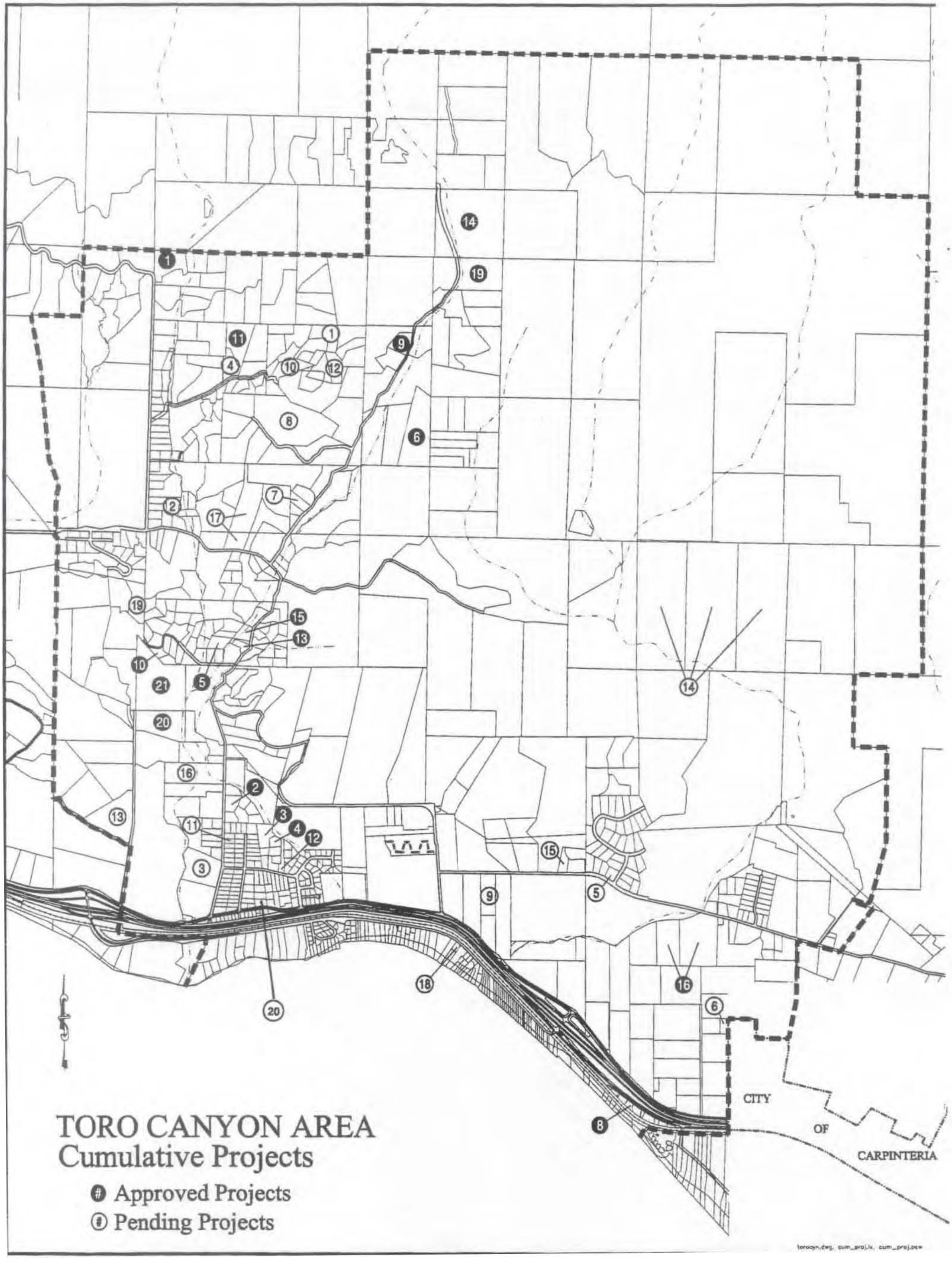

TORO CANYON AREA
Cumulative Projects
Approved Projects
Pending Projects
CITY
OF
CARPINTERIA

TABLE C-1: TORO CANYON BUSINESS SURVEY SUMMARY RESULTS

Questions	Response Highlights
1. Vision	• Seacoast village theme with cohesive architecture • Enhanced retail, restaurant and varied businesses
2. Business enhancements	• Improve aesthetics, i.e., sidewalks, landscaping, bikepaths, underground utilities • Promoting public access • Renaming street to remove Santa Claus name • Rezoning
3. Obstacles	• Parking • Zoning • Santa Claus name
4. Santa Claus theme	• Change theme • Suggested name changes-Padaro Beach Rd., East Padaro Lane, Seaport Village Rd.
5. Local Business Suggestions	• Antique, exercise, medical drop-off laundry, mixed use residential (not condos), beach visitor oriented businesses, retail activity, florist, fruit/vegetable market
6. Tourist Business Suggestions	• Bakery, offices (vacation rental), retail, farmers market, art, antique (no auto repair)
7. Tourist needs met	• No
8. Local business detract from tourist needs	• No
9. % of business catering to locals	• 80% average
10. Market survey	• Yes-B&B, motel, art, office (real estate-vacation rental, architect), medical center, antique, exercise
11. Design Guidelines or Area Improvements	• Parking—curb and gutter, perpendicular on both sides of road, designated beach access and parking for beach visitors • Architectural standards-utilities underground, improve drainage, low key landscaping, height and size of signs increased, change name of street

Use	Current Regulation	Your Regulatory Preference	
		Not Permitted	Permitted
Residences			
Dwelling, essential secondary.	*Permitted*		100%
Dwellings occupied by the owner or his employees as a secondary use to a commercial use.	*Minor Conditional Use Permit*		100%
One Single Family Residence on lot without commercial use.	*Not Permitted*	84%	16%
Restaurants			
Fast food restaurants	*Permitted*	16%	84%
Overnight Visitor Accommodations			
Bed-and-breakfasts, lodges, and hostels	*Permitted*		100%
Overnight recreation-vehicle facilities	*Major Conditional Use Permit*	100%	
Grocery Stores			
Retail grocery stores of less than 5000 square feet.	*Major Conditional Use Permit*	29%	71%
Grocery Store of more than 5000 sq. ft.	*Not Permitted*	100%	
Entertainment/Gathering Places/Events			
Sales of fresh fruit, vegetables, and flowers from a motor vehicle or stand not affixed to the ground.	*Not Permitted*	33%	67%
Certified Farmer's Market	*Major Conditional Use Permit*	14%	86%
Retail			
Retail Such As: Appliance Store	*Not Permitted*	50%	50%
Auto accessory stores		50%	50%
Bakeries			100%
Clothing Store			100%
Florists			100%
Garden Supply/ Plant Nursery		14%	86%
Grocery Stores		33%	67%
Hardware Store		17%	83%
Ice Cream Shops			100%
Liquor Stores		33%	67%
Pet Shops		17%	83%
Prc.Pharmacies		16%	84%
Shoe Store		16%	84%
Sporting Good Store		16%	84%
Animal Hospitals			
Small animal hospital, inside	*Not Permitted*	57%	43%
Service Uses			
Service Uses Such As: Banks	*Not Permitted*	17%	83%
Barber shops		17%	83%
Beauty Parlors		17%	83%
Child Care Facilities		43%	57%
Dry-cleaning substations		43%	57%
Laundromats		43%	57%
Laundry		43%	57%
Photography studios		43%	57%
Physical fitness studios		43%	57%
Radio and repair shops		43%	57%
Recycling Facilities (non-profit)		43%	57%
Shoe repair and tailor shops		43%	57%

Fuel Management Guidelines

The guidelines provide combined mechanisms to improve fire protection for people and property of Toro Canyon balanced with preservation of the area's natural resources. Development of Toro Canyon parcels designated in a high fire hazard area shall apply the following guidelines:

1. **Fuel Management Zones**
   A Fuel Management Zone represents an area where vegetation trimming, mosaic pattern clearing, tree limbing and selective mowing may be authorized to reduce fire hazards (see Figure 1). The size of the Fuel Management Zone(s) shall be determined by the fire hazards on the property and in the region as regulated by the fire protection district having jurisdiction, with review and approval by Planning and Development (P&D). Fuel Management Zones shall be clearly delineated on-site (i.e., fences, survey monuments, etc.) to identify to the applicant and future property owners where fuel maintenance activity is permitted to occur. Delineating Fuel Management Zones is based in part on the following:

   - Access roadways/driveways, paved areas and cut/fill slopes are encouraged to be elements of the fire protection buffer so long as the Fuel Management Zone is clearly designated across the affected portion of the development envelope (see Figure 2).

   - Property owners/applicants should consult with the local fire district and P&D to determine the required fuel management zone for the property to guide the development location and size before filing the permit application.

   - Fire hazards may limit the size and location of development.

Figure 1 Fuel Management Zone Mapping

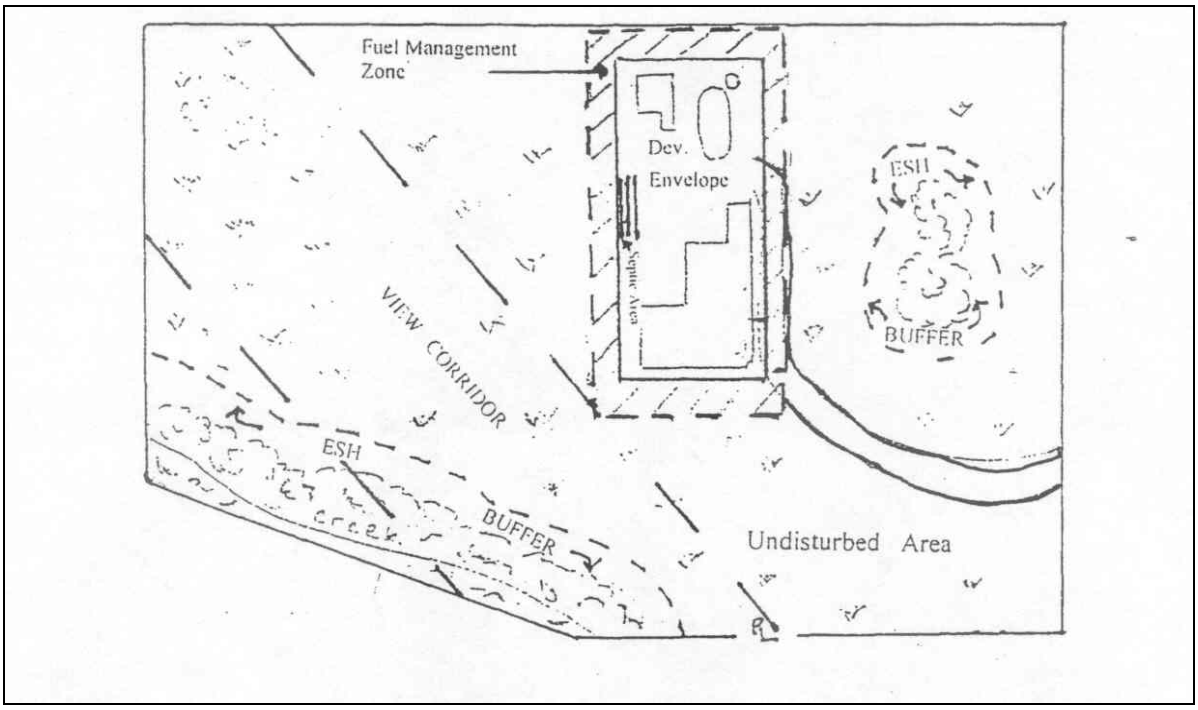
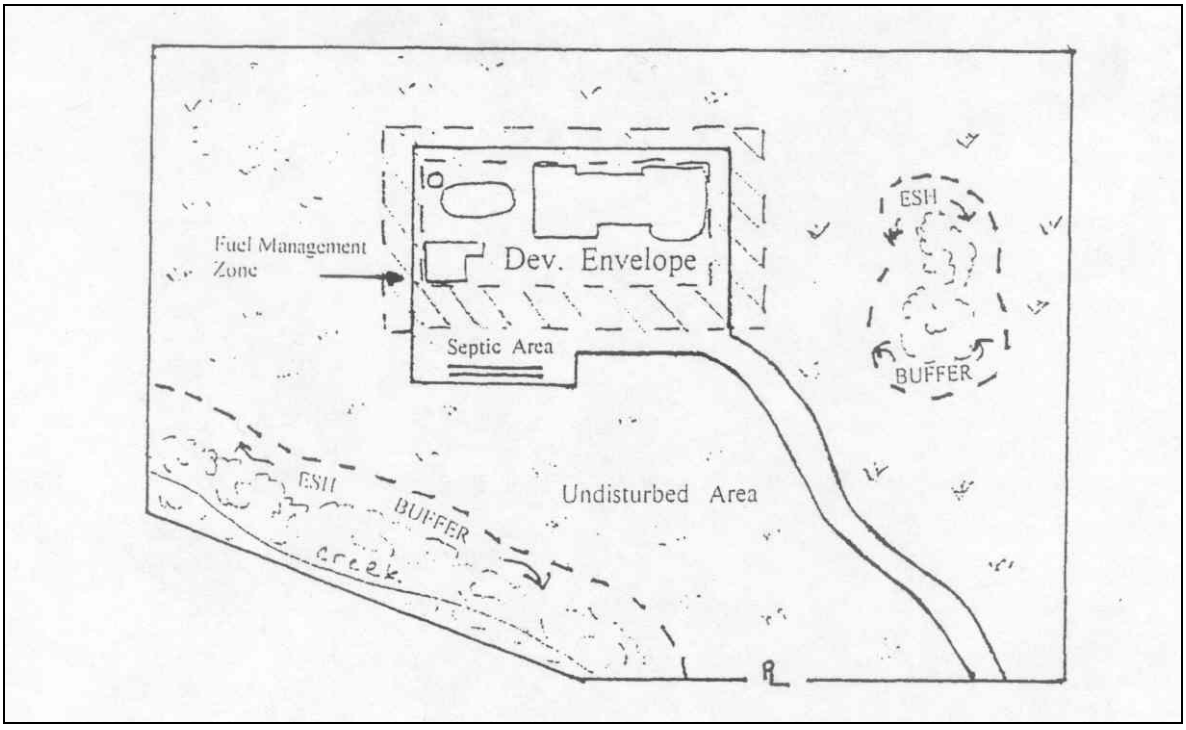


Figure 2 Fuel Management Zone Overlapping Development Envelope



2. Fuel Management Plans

Fuel Management Plans shall be required for all development requiring a fuel management zone, subject to review and approval by the local fire protection district and P&D. The Fuel Management Plan should emphasize management practices that include: vegetation mowing, trimming, thinning, and clearing to reduce fuel sources from trees, the understory, brush and grasses; landscaping with fire resistant plans; on-site water storage and delivery systems; and other appropriate fire prevention strategies. The Fuel Management Plans will identify for the applicant and future property owners how and where vegetation reduction and annual maintenance will occur on the property. The level of detail for each plan will depend on the nature of fire hazards on/near the property and the project description; however, in general fuel management plans shall contain the following components:

- Brief description of the fire hazards;
- Site plan identifying the transition areas within the fuel management zone;
- Description of the methods for vegetation management and/or water storage;
- Identifying list of appropriate fire resistant plants for the transition zones and for use with applicable permit landscape plan requirements; and
- Notification to property owner of required maintenance schedule.

3. Notification

Permit condition shall require the applicant to record a "notice to property owner" (NTPO) identifying the location of the fuel management zone and the regulating fuel management plan.

I. GENERAL

The following are general trail guidelines applicable to all proposed trails.

A. To the maximum extent feasible, trails should be sited and designed to keep hikers, bicyclists and equestrians on the cleared pathways, to minimize impacts to sensitive habitat areas and environmental resources, and to avoid or minimize erosion impacts and conflicts with surrounding land uses.

B. As part of the trail implementation process, County Parks Department should evaluate a future trail's ability to accommodate multiple-use on proposed County trails. Potential modifications to the County's multiple-use trail policy should be considered on a case-by-case basis.

C. Maps depicting future trails should include a statement expressing "Trail routes shown as proposed trails are not open for public use until County acquires public access rights."

D. County Parks should monitor trails for potential impacts such as vandalism, impacts to archaeological/historical sites, intensity of use, erosion, etc., and when/where necessary, recommend temporary trail closures to alleviate or remedy the problem.

E. Trails should be sited so as to utilize existing roads and trails as much as possible, except where the trail may conflict with surrounding land uses and environmentally sensitive areas.

F. Trail width shall be consistent with County Park Department standards. Typical trail width ranges between 4-6 feet, except where intended trail uses and physical/ environmental constraints of the trail corridor deem it infeasible and/or inappropriate. Then a trail width less than 4-6 feet would be acceptable.

II. BIOLOGICAL CONCERNS

A. Trails should be sited to minimize damage to riparian areas while allowing some public access to these resources. Measures should include locating the majority of trail corridors outside riparian areas, while occasionally bringing trails into contact with streams for public enjoyment. All trail construction should minimize removal of riparian vegetation and utilize natural features and/or lateral fencing to discourage public access to sections of streams not directly accessed by trails.

B. To the greatest extent feasible, the number of creek crossings should be limited in order to protect stream/riparian resources.

C. (*INLAND*) Fences constructed along trail corridors should allow for wildlife movement, to the greatest extent feasible.

(*COASTAL*) Fences constructed along trail corridors should allow for wildlife movement.

D. Both trail siting and maintenance should be conducted to minimize introduction and proliferation of exotic weedy plants.

III. AGRICULTURAL CONCERNS

A. (*INLAND*) Where appropriate (e.g., adjacent to existing agricultural operations, buildings, residences, etc.), the County should construct fencing between the trail and private land uses. County Parks shall determine on a case-by-case basis appropriate fencing design and type. The County should consider landowner input on fence design. To the greatest extent feasible, fencing should not hinder the natural movement and migration of animals and should be aesthetically pleasing.

(*COASTAL*) Where appropriate (e.g., adjacent to existing agricultural operations, buildings, residences, etc.), the County should construct fencing between the trail and private land uses. County Parks shall determine on a case-by-case basis appropriate fencing design and type. The County should consider landowner input on fence design. Fencing shall not hinder the safety or the natural movement and migration of animals and should be aesthetically pleasing.

B. Where trails bisect private land, locked gates should be installed at appropriate intervals to allow the landowner to cross the trail easement from one side of the property to the other.

C. Trails should be located away from cultivated agriculture and should be sited to avoid bisecting existing agricultural operations, to the greatest extent feasible.

IV. LAND USE COMPATIBILITY CONCERNS

A. Trails should be sited and designed to avoid significant environmental resources and to minimize user conflicts with surrounding land uses, to the maximum extent feasible. This may involve re-alignment of the trail corridor, signage, fencing, and/or installation of access control barriers in certain sensitive areas.

B. Where feasible, trails should be sited a minimum of 100 feet from existing structures, and utilize topography and vegetative barriers to buffer surrounding residences from potential privacy impacts.

C. Where feasible, trails should be sited along parcel boundaries in an effort to minimize land use conflicts.

V. ACCESS CONTROL

These trail guidelines are intended to protect surrounding land uses and environmentally sensitive areas, while providing a safe, enjoyable experience for the trail user. Many of the following access control guidelines are particularly relevant in siting proposed trails to avoid potential agricultural impacts.

A. Where appropriate, trailhead parking areas should be pursued by the County at logical points to provide parking areas for vehicles and turning areas for horse trailers without

blocking emergency vehicle or residents' access to and from private lands. Such trailhead parking should be sited and designed to minimize disruption to existing neighborhoods.

B. (*INLAND*) Where appropriate, vehicle barriers (e.g., steel access gates) should be constructed at trailheads to prevent unauthorized motor vehicle access, while allowing hikers, bicyclists, equestrians, and authorized motor vehicles to access the trail. Internal access control barriers (i.e., any combination of steel gates, chain link or barbed wire fence may be necessary) should also be installed along trails at appropriate "choke points" (e.g., placement of barriers utilizing natural topography and/or trail user decision points) in order to keep trail users on the established trail route and prevent trespass and/or further entry into private property and/or environmentally sensitive areas.

(*COASTAL*) Vehicle barriers (e.g., steel access gates) should be constructed at trailheads to prevent unauthorized motor vehicle access, while allowing hikers, bicyclists, equestrians, and authorized motor vehicles for emergency, maintenance, or to provide access to private in-holdings to access the trail. Internal access control barriers (i.e., any combination of steel gates, chain link or barbed wire fence may be necessary) should also be installed along trails at appropriate "choke points" (e.g., placement of barriers utilizing natural topography and/or trail user decision points) in order to keep trail users on the established trail route and prevent trespass and/or further entry into private property and/or environmentally sensitive areas. Trails may be designed for bicycle use where resource damage such as loss of vegetation or increased erosion would not result. Where evidence that authorized bicycle use is damaging resources, future use by bicycles may thereafter be temporarily or permanently prohibited.

C. (*INLAND*) Before the County permits public use of any acquired trail right-of-way, adequate fencing and other precautions should be installed to prevent vandalism to neighboring properties and appropriate trailheads should be acquired and constructed to provide for the public safety.

(*COASTAL*) Before the County permits public use of any acquired trail right-of-way, approved fencing consistent with resource protection and other precautions (such as signage) should be installed to prevent vandalism to neighboring properties and appropriate trailheads should be acquired and constructed to provide for the public safety.

D. Appropriate trail signage should be placed at all access points, and along the trail corridor. Signs should state when entering/leaving public or private property, no trespassing, and to remain on the established trail route (especially where the trail easement crosses private land). Trailheads should be marked with low-key identification signs that also post regulations, prohibited uses, and trail user guidelines. Educational and trail etiquette signs should also be displayed at strategic locations along a trail corridor.

VI. ARCHAEOLOGICAL/HISTORIC CONCERNS

Archaeological and historic sites are non-renewable resources which are vulnerable to trail construction and use. The following guidelines are intended to aid in the siting of potential trail corridors in order to avoid disturbances to important resources.

A. Trails should be sited and designed to avoid impacts to significant cultural, archaeological, and historical resources to the maximum extent feasible. This may involve re-alignment of the trail corridor, signage, fencing, and/or installation of access control barriers in certain sensitive areas.

B. A Phase I archaeological survey may be required prior to implementing proposed trail corridors.

VII. GUIDELINES FOR TRAIL MAINTENANCE/CONSTRUCTION

A. Wherever possible, trails should be sited to avoid highly erosive soils and be constructed parallel to the slope contours with drainage directed off the trail to minimize soil erosion. Where the trail must go directly down the slope, a course of water bars (stone, wooden or jute meshing) should be imbedded perpendicular to the trail. This treatment should be implemented where necessary to minimize the effects of erosion.

B. The County should utilize the USFS standards for rural trail maintenance, as identified in the *USFS Trail Handbook* on a case-by-case basis.

C. County Public Works shall consult with County Park Department prior to issuing any encroachment permits along road shoulders with current or proposed trails.

D. County Park Department shall actively pursue removal of any unauthorized structures, fences, or other obstructions in dedicated easements, as set forth in Chapter 26 of the County Code.

Record of Service

Date	Work Done	Contractor

For More Information

For more information, please contact one of our Santa Barbara County Environmental Health Services offices below:

Santa Barbara (805) 681-4900
Santa Maria (805) 346-8460

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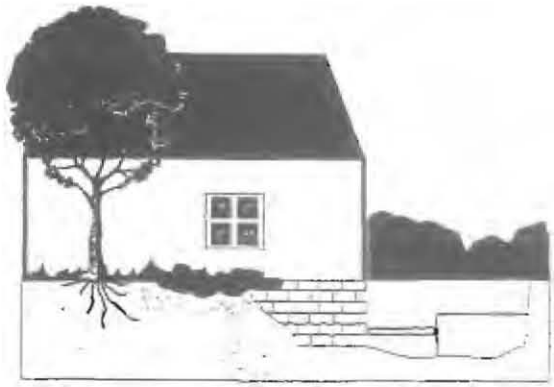
Printed on recycled paper

A Reference Guide

Your Septic System

For Homeowners



Caring for Your Septic System

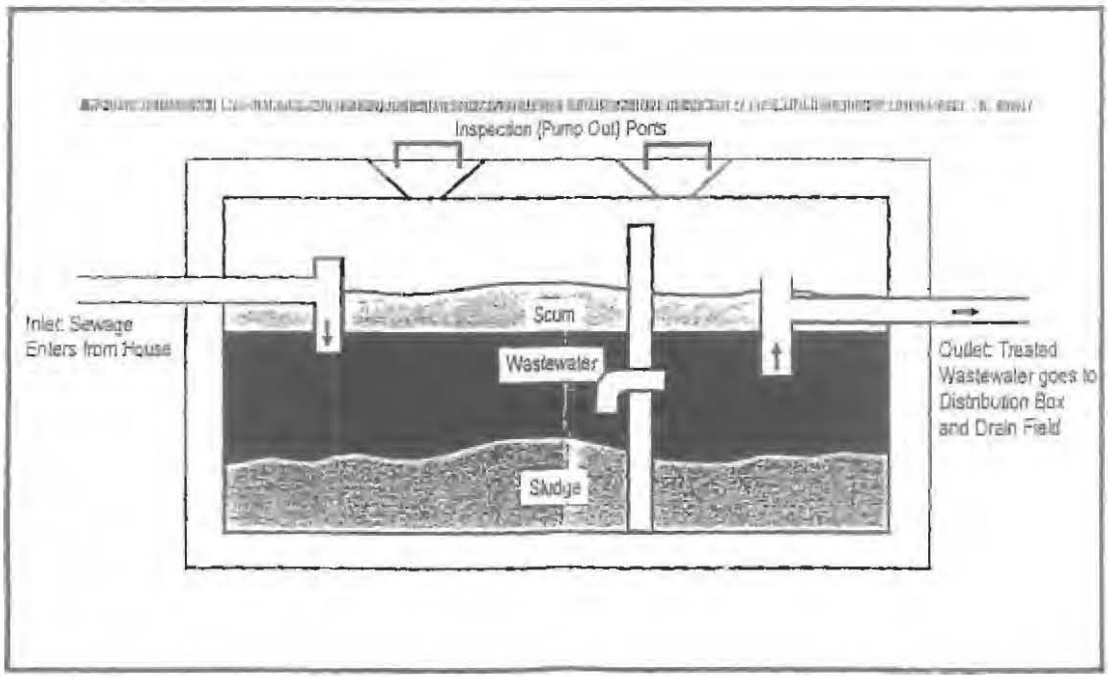
The accumulated solids in the bottom of the septic tank should be pumped out every three to five years to prolong the life of your system. Septic systems must be maintained regularly to stay working.

Neglect or abuse of your septic system can cause it to fail. Failing septic systems can:

- Cause a serious health threat to your family and neighbors;
- reduce the value of your property;
- be very expensive to repair;
- degrade the environment, especially lakes, streams, and groundwater; and
- put thousands of water supply users at risk if you live in a public water supply watershed.

Be alert to these warning signs of a failing system:

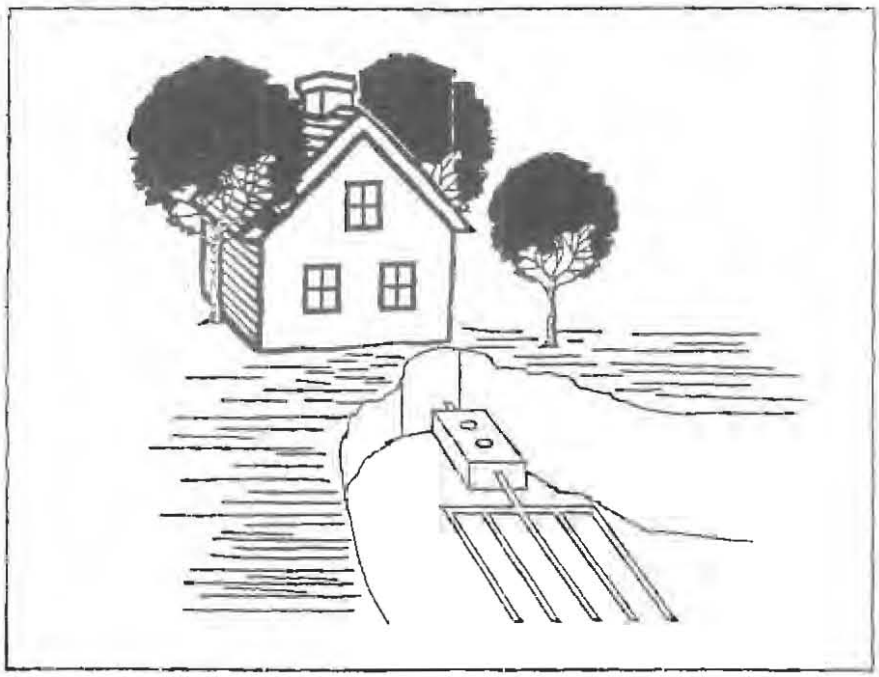
- sewage surfacing over the drainfield (especially after storms);
- sewage back-ups in the house;
- lush, green growth over the drainfield;
- slow draining toilets or drains;
- sewage odors.



Septic Systems Explained

Septic systems are individual wastewater treatment systems that use the soil to treat small wastewater flows, usually from individual homes. They are typically used in rural or large lot settings where centralized wastewater treatment is impractical.

There are many types of septic systems in use today. While all septic systems are individually designed for each site, most septic systems are based on the same principles.



A septic system consists of a septic tank, a distribution box and a drainfield, all connected by pipes called conveyance lines. Your septic system treats your household wastewater by temporarily holding it in the septic tank where heavy solids and lighter scum are allowed to separate from the wastewater. This separation process is known as primary treatment. The solids stored in the tank are decomposed by bacteria and later removed, along with the lighter scum by a professional septic tank pumper.

After the partially treated wastewater leaves the tank, it flows into a distribution box which separates this flow evenly into a network of drainfield trenches. Drainage holes at the bottom of each line allows the wastewater to drain into gravel trenches for temporary storage. This effluent then slowly seeps into the subsurface soil where it is further treated and purified (secondary treatment). A properly located and functioning septic system does not pollute the groundwater.

Tips to Avoid Trouble

Do have your tank pumped out and system inspected every 3 to 5 years by a licensed septic contractor (listed in the yellow pages). If you have a garbage disposal unit, pump the tank at the 3 year interval.

Do keep a record of pumping, inspections, and other maintenance. Use the back page of this brochure to record maintenance dates.

Do practice water conservation. Repair dripping faucets and leaking toilets, run washing machines and dishwashers only when full, avoid long showers, and use water saving features in faucets, shower heads and toilets.

Do learn the location of your septic system and drainfield. Keep a sketch of it handy for service visits. If your system has a flow diversion valve, learn its location and turn it once a year. Flow diverters can add many years to the life of your system.

Do divert roof drains and surface water from driveways and hillsides away from the septic system. Keep sump pumps and house drains away from the septic system as well.

Do take leftover hazardous household chemicals to your approved hazardous waste collection center for disposal. Use bleach, disinfectants, and drain and toilet bowl cleaners sparingly and in accordance with the product labels.

Don't allow anyone to drive or park over any part of the system. The area over the drainfield should be left undisturbed with only a mowed grass cover. Roots from nearby trees or shrubs may clog and damage your drain lines.

Don't make or allow repairs to your septic system without obtaining the required health department permit. You should use professional licensed septic contractors when needed.

Don't use commercial septic tank additives. These products usually do not help and some may hurt your system in the long run.

Don't use your toilet as a trash can by dumping nondegradables down your toilet or drains. Also, don't poison your septic system and the groundwater by pouring harmful chemicals down the drain. They can kill the beneficial bacteria that treat your wastewater. Keep the following materials out of your septic systems:

Advanced Treatment Requirement for Septic Systems

The Toro Canyon Area Plan specifies that advanced treatment is to be provided for on-site septic systems utilizing the drywell method of disposal. To provide additional information, Environmental Health Services (EHS) has prepared this report outlining the benefits, costs and challenges associated with this development standard.

EXECUTIVE SUMMARY

The draft Toro Canyon Area Plan includes a development standard that calls for the installation of advanced treatment units for septic systems using the drywell method of sewage disposal. Drywells are targeted because the sewage undergoes little treatment for removal of contaminants and is discharged at a depth that may impact groundwater. The installation of these treatment units would reduce the potential for nitrate loading in area groundwater supplies. It would also carry the additional benefit of extending the life of the drywell, reducing the possibility of contaminating surface water. This requirement would add approximately $2,000.00 to $17,000.00 to the cost of an average septic system. Although advanced treatment technology has been used sparingly in Santa Barbara County, it has been used in northern California and in the Pacific Northwest. This represents a departure from past thinking of on-site *disposal* of sewage to one of on-site *treatment*. In order to function as designed, these treatment systems require regular maintenance by trained technicians. Such maintenance would represent a recurring cost to the homeowner. Finally, it is important to note that there is currently no regulatory tool available to assure that this necessary maintenance would be provided.

INTRODUCTION

Because public sewer is not available to all properties in Toro Canyon, residential development requires the installation of on-site septic systems. Unfortunately, the soils present in the Toro Canyon area have been shown to be problematic for sewage disposal. Many of the formations in this area are marginal for sewage disposal due to low permeability, steep slopes and shallow or perched groundwater.

Septic systems can negatively impact the environment in several ways. Instead of percolating downward, the untreated or partially treated sewage may appear on the ground surface in a process referred to as "daylighting." When daylighting occurs the public may be exposed to pathogens and chemical contaminants. In addition, daylighting sewage may contaminate surface water such as creeks, streams or reservoirs. If the septic system or soils surrounding the system fail to treat the sewage, then groundwater may become contaminated with chemical or biological pollutants.

Failure of a septic system can result from hydraulic overloading in which the sewage flows through the septic tank and into the soil at a rate faster than it can be treated and disposed of. If hydraulic loading exceeds the maximum rate of absorption then daylighting may occur.

A septic system may also fail due to an accumulation of a "biomat" in the disposal field. The "biomat" consists of bacteria and organic material that eventually builds up and occludes the absorptive surfaces of the disposal field. This may also cause daylighting of sewage.

When the sewage is disposed of using the shallow leachline method, aerobic bacteria further treat the sewage and remove contaminants. This additional treatment is why Environmental Health Services supports the installation of leach lines rather that drywells wherever feasible.

When terrain or other factors make the use of leachlines infeasible, drywells are a common method of waste disposal. They consist of a cylindrical boring with a perforated center pipe that is surrounded by gravel. Due to a lack of oxygen, when a drywell is used the sewage undergoes little or no treatment for removal of contaminants. Also, waste is discharged much deeper than in the case of leachlines, and this may impact groundwater.

The Toro Canyon Plan includes the use of advanced treatment for septic systems using the drywell method of disposal. In addition, installation of dual disposal fields is required for all new development. Dual disposal fields are also required for all remodels if it is determined to be feasible.

DISCUSSION

Studies have shown that advanced treatment, also referred to as secondary treatment, of septic system effluent has several benefits. First, most of the contaminants will have been removed from the effluent before it flows to the leach field or drywell, minimizing impacts on the environment. Additionally, pretreated effluent lengthens the serviceable lifetime of the disposal fields.

The amount of potential contamination caused by septic system waste is determined by measuring several water quality parameters. This includes nitrogen, which is most commonly measured as nitrate, as well as total suspended solids (TSS), biochemical oxygen demand (BOD) and fecal coliform bacteria. When found at high concentration in drinking water, nitrates have been linked to a condition called methemoglobinemia or "Blue Baby Syndrome." Methemoglobinemia inhibits the uptake of oxygen by the blood and affects the central nervous system of infants. While not detrimental to health, TSS and BOD are characteristic of a nutrient-rich environment that may lead to a great increase in bacteria and algae populations, degrading water quality. Fecal coliform bacteria are an indicator organism that show water has been exposed to fecal contamination from human or other warm-blooded animals. A properly operated and maintained advanced or secondary treatment system will effectively reduce the concentrations of nitrates, TSS and BOD in sewage.

The United States Environmental Protection Agency has recommended the following guidelines be used when analyzing septic system effluent for secondary treatment systems. The 30-day average of BOD should not exceed 25 mg/ℓ, while the 30-day average of TSS should not exceed 30 mg/ℓ. In addition, the State of Florida Onsite Wastewater Nutrient Reduction Study recommends that nitrogen be reduced by at least 70% [1]. Such a reduction would lead to a corresponding, significant reduction in the concentration of nitrates, which are of particular concern because they move easily through groundwater. The treatment units discussed in this report meet these standards.[1]

ADVANCED TREATMENT SYSTEMS

Although the use of advanced treatment is rare in Santa Barbara County, it is used in several northern California counties and extensively in the Pacific Northwest. There are two general types of advanced treatment systems. They are aerobic units and packed bed filters. Please note that regardless of the type of treatment method utilized, regular maintenance by a trained service technician is necessary. Therefore this maintenance represents a recurring cost to the homeowner.

Aerobic Treatment

Aerobic treatment systems (diagram # 1, Microbiotic Inc., 1999) are either batch type or flow-through units. An example of this type of system would be the Fixed Activated Sludge (FAS) system. Although there are several different types of aerobic units, they all consist of multi-chambered treatment tanks and work by maintaining an oxygenated environment by pumping air through the reaction chambers. Aerobic treatment units are sensitive to excessive loading and toxic chemicals. Alarms and sensors are required to be installed to notify the owner of potential problems. Routine maintenance by a trained professional is recommended at least once a year.

Packed Bed Filters

Examples of this type of system would be either a sand filter (diagram # 2, Orenco Systems Inc. 2000) or textile filter (diagram # 3, Orenco Systems Inc., 2000) and would be single pass or recirculating. Physical, chemical and biological reactions occur when the sewage moves over the media. Typically the filters are operated with timed dosing, which requires control systems and surge capacity. The packed bed filters are generally more tolerant of abuse such as overloading and toxic chemicals; however, routine maintenance is still required.

Costs

The initial capital outlay for these systems varies widely depending on flow and space requirements. In general, installing advanced or secondary treatment will add $2,000.00 to $17,000.00 to the cost of installing an on-site disposal system. Likewise, the operation and maintenance costs will vary depending on the size of the unit and the technology employed. Approximate costs were obtained from the Florida Onsite Wastewater Nutrient Reduction Study and are outlined in Chart #1. Installation costs in Santa Barbara County may vary from those reported in this study.

Maintenance

Whichever system is installed, it is extremely important that these systems be routinely serviced to ensure proper operation and to achieve the benefits they provide. A trained professional should provide maintenance and service to these units.

The Ventura Regional Sanitation District is completing a study of the effectiveness of various types of advanced treatment systems. It is their plan that once these systems have been approved and are being installed, the district will perform required maintenance. The advanced treatment units would be considered part of the sanitary district.[3]

Presently, none of the sanitation districts in Santa Barbara County provide maintenance services for advanced treatment systems within their service areas. However, neither the Montecito nor the Carpinteria Sanitary District[4&5] were averse to the concept. The Managers of each stated that they would consider a service program if a funding source could be secured for additional staff.

Finally, although the managers of the Montecito and Carpinteria Sanitation Districts did not dismiss the concept of providing maintenance service outright, the ultimate decision would lie with their respective Boards of Directors. Should they decide against the concept, no regulatory authority currently exists to assure that proper maintenance is performed.

CONCLUSION

While standard septic systems have generally provided satisfactory service in the past, many are aging and have not received regular maintenance. When properly maintained and operated, advanced treatment of septic system effluent is a technology that is environmentally superior to the standard septic system. While more expensive to install and operate, the high quality of the treated effluent produced by these systems will reduce potential impacts on groundwater and surface water, while keeping the drywell functioning longer.

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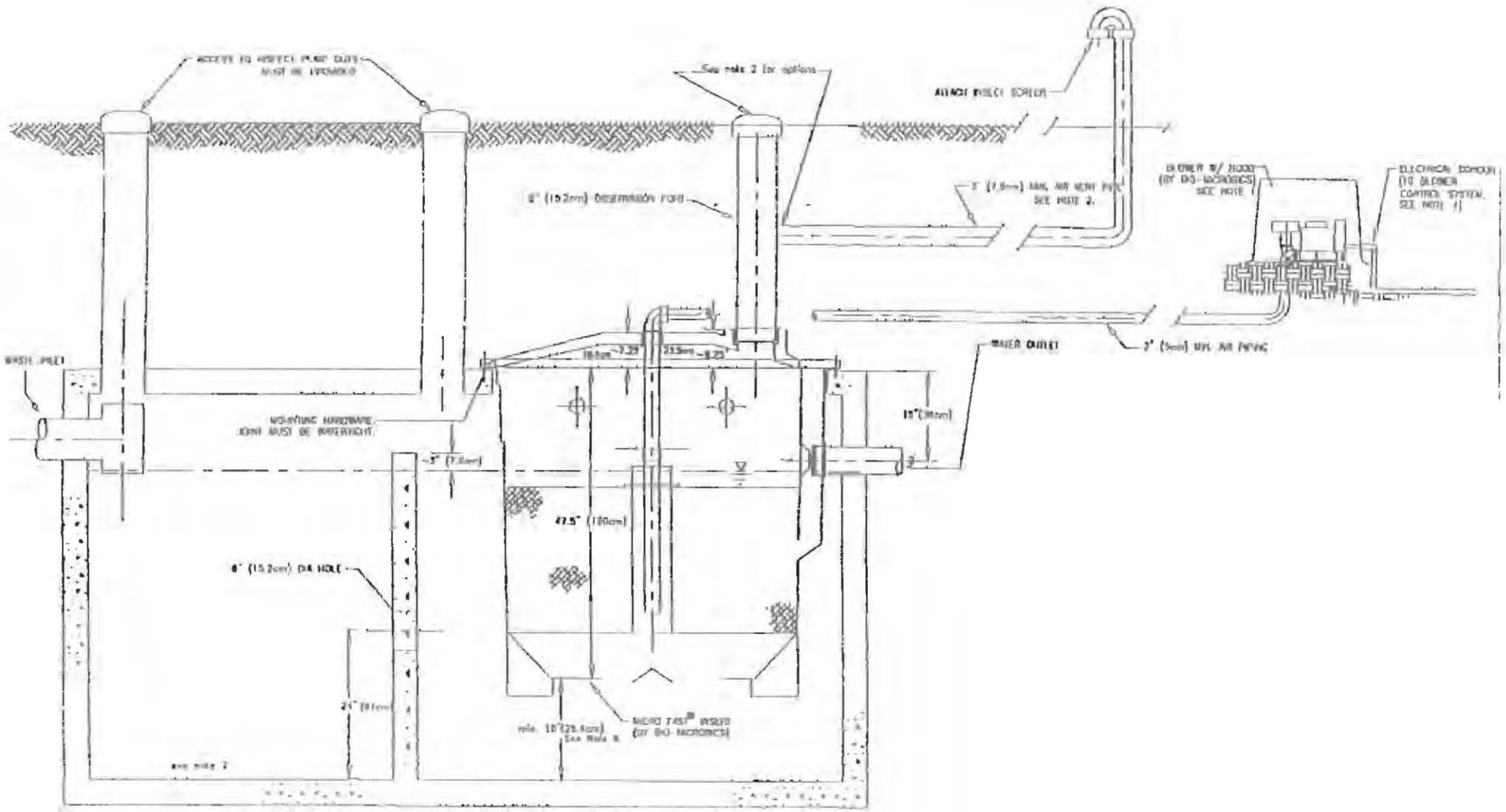
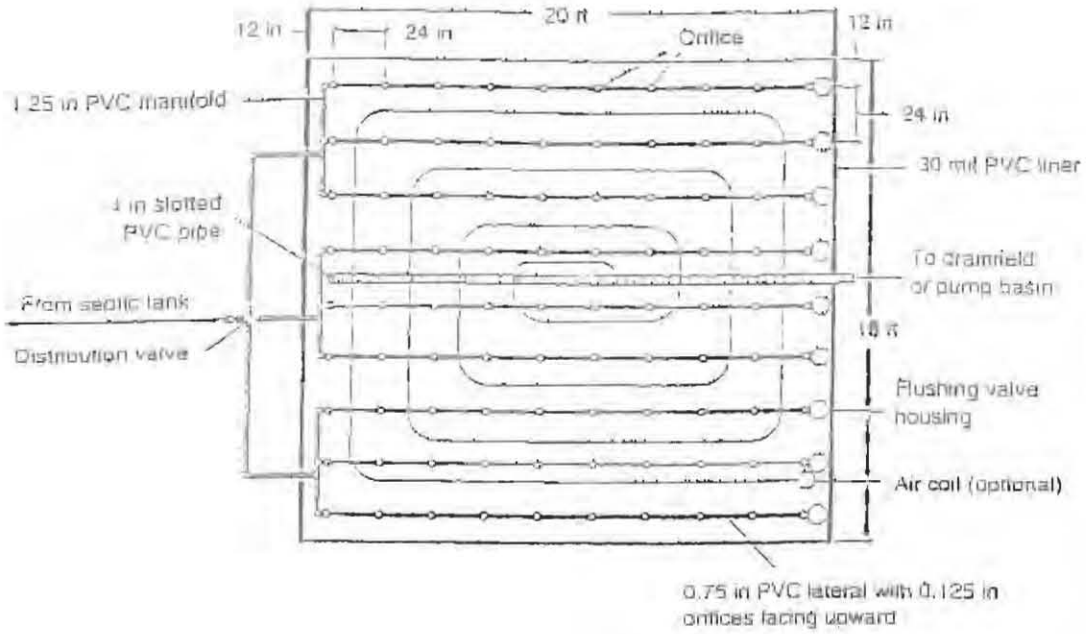
1 1998 Florida Keys Onsite Wastewater Nutrient Reduction Systems Demonstration Project.
2 Personal communication with John Yarnalevski of Ensitu Systems.
3 Personal communication with Mark Capron of the Ventura Regional Sanitary District.
4 Personal communication with Jerry Smith of the Montecito Sanitary District.
5 Personal communication with John Mika of the Carpinteria Sanitary District

DIAGRAM 1

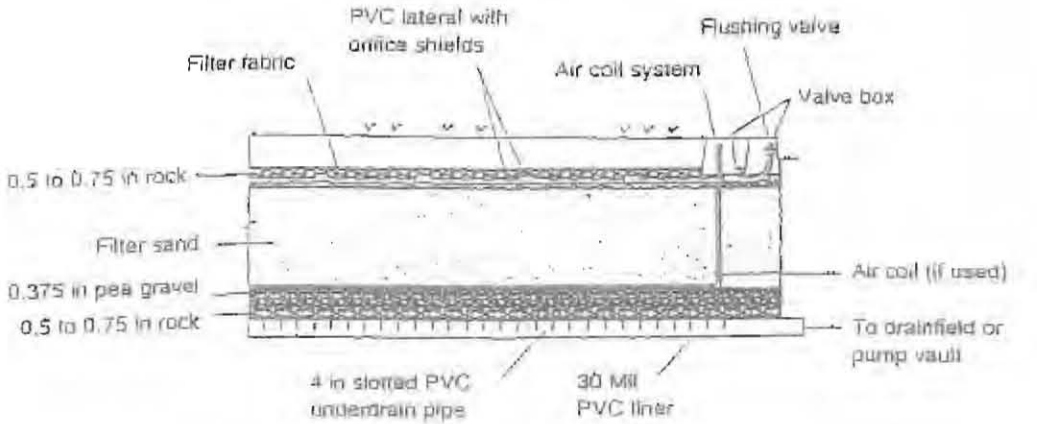


AEROBIC TREATMENT UNIT (ATU)

DIAGRAM 2



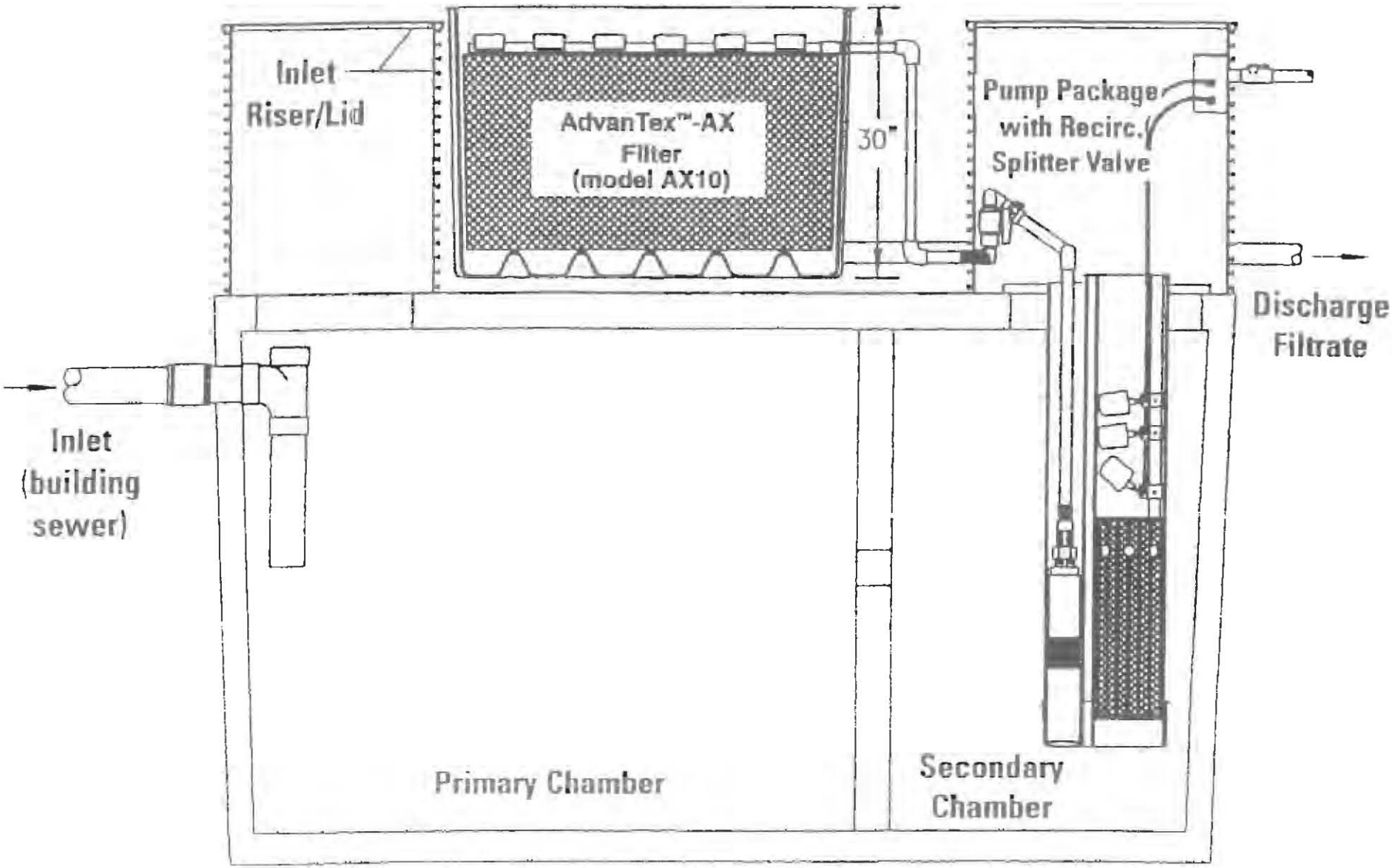
(a) Plan view



(b) Typical cross section

SINGLE PASS (INTERMITTENT) PACKED BED FILTER

DIAGRAM 3



TEXTILE FILTER

CHART 1

ADVANCED WASTEWATER TREATMENT SYSTEMS

ESTIMATED CAPITAL, ANNUAL AND O&M COSTS

System Classification	System Type	Total Capital Cost of Septic System[1]	O&M Cost [1]	Annual Energy Cost[2]	Annualized Residual Disposal Cost[3]	Nitrogen Removal %
Aerobic Treatment Units (ATU's)	Septic Tank + 1 Drywell	$6,000 $10,000[5]			$200.00	
	Septic Tank + Aeration Unit	$8,000 - $12,000	$1,000	$63.00	$63.00	
	Fixed Activated Sludge (FAS)	$17,000-$20,000	$1,500	$80.00	$100.00	
	Continuous Feed Cyclic Reactor (CFCR)	$18,000-$21,000	$1,300	$170.00	$100.00	11-80%[6]
Packed Bed Filters	Recirculating Sand	$23,000-$28,000	$1,300	$170.00	$63.00	
	Textile Filter[4]	$17,000-$21,000	$1,700	$70.00	$2,000	25-90%[6]

(1) Construction and O&M costs include a 20% contingency.
(2) Annual energy costs are based on electricity rate of $0.033 per kW-hr. as of November 2000.
(3) Disposal Costs include spent media and residuals.
(4) Demonstration testing at UC Davis (1999).
(5) Minimum cost for materials and installation based on a 1000-gallon septic tank and 1 drywell. Costs will increase by $3,600 to $5,000 per additional drywell based on soil conditions encountered by driller.
(6) Percent removal values will vary depending on the system type and design configuration(s).

National Marine Fisheries Service
Southwest Region

GUIDELINES FOR SALMONID PASSAGE AT STREAM CROSSINGS

1.0 INTRODUCTION

This document provides guidelines for design of stream crossings to aid upstream and downstream passage of migrating salmonids. It is intended to facilitate the design of a new generation of stream crossings, and assist the recovery of threatened and endangered salmon species. These guidelines are offered by the National Marine Fisheries Service, Southwest Region (NMFS-SWR), as a result of its responsibility to prescribe fishways under the Endangered Species Act, the Magnuson-Stevens Act, the Federal Power Act, and the Fish and Wildlife Coordination Act. The guidelines apply to all public and private roads, trails, and railroads within the range of anadromous salmonids in California.

Stream crossing design specifications are based on the previous works of other resource agencies along the U.S. West Coast. They embody the best information on this subject at the time of distribution. Meanwhile, there is mounting evidence that impassable road crossings are taking a more significant toll on endangered and threatened fish than previously thought. New studies are revealing evidence of the pervasive nature of the problem, as well as potential solutions. Therefore, this document is appropriate for use until revised, based on additional scientific information, as it becomes available.

The guidelines are general in nature. There may be cases where site constraints or unusual circumstances dictate a modification or waiver of one or more of these design elements. Conversely, where there is an opportunity to protect salmonids, additional site-specific criteria may be appropriate. Variances will be considered by the NMFS on a project-by-project basis. When variances from the technical guidelines are proposed, the applicant must state the specific nature of the proposed variance, along with sufficient biological and/or hydrologic rationale to support appropriate alternatives. Understanding the spatial significance of a stream crossing in relation to salmonid habitat within a watershed will be an important consideration in variance decisions.

Protocols for fish-barrier assessment and site prioritization are under development by the California Department of Fish and Game (CDFG). These will be available in updated versions of the *California Salmonid Stream Habitat Restoration Manual*. Most streams in California also support important populations of non-salmonid fishes, amphibians, reptiles, macroinvertebrates, insects, and other organisms important to the aquatic food web. Some of these may also be threatened or endangered species and require "ecological connectivity" that dictate other design criteria not covered in this document. Therefore, the project applicant should check with the local Fish and Game office, the U.S. Fish and Wildlife Service (USFWS), and/or tribal biologists to ensure other species are fully considered.

The California Department of Transportation Highway Design Manual defines a culvert as "A closed conduit which allows water to pass under a highway," and in general, has a single span of less than 20 feet or multiple spans totaling less than 20 feet. For the purpose of fish passage, the distinction between bridge, culvert or low water crossing is not as important as the effect the structure has on the form and function of the stream. To this end, these criteria conceptually apply to bridges and low water crossings, as well as culverts.

2.0 PREFERRED ALTERNATIVES AND CROSSINGS

The following alternatives and structure types should be considered in order of preference:

1. *Nothing* - Road realignment to avoid crossing the stream
2. *Bridge* - spanning the stream to allow for long term dynamic channel stabilty
3. *Streambed simulation strategies* - bottomless arch, embedded culvert design, or ford
4. *Non-embedded culvert* - this is often referred to as a hydraulic design, associated with more traditional culvert design approaches limited to low slopes for fish passage
5. *Baffled culvert, or structure designed with a fishway* - for steeper slopes

If a segment of stream channel where a crossing is proposed is in an active salmonid spawning area then only full span bridges or streambed simulations are acceptable.

3.0 DESIGNING NEW AND REPLACEMENT CULVERTS

The guidelines below are adapted from culvert design criteria published by many federal and state organizations including the California Department of Fish and Game (CDFG, 2001). It is intended to apply to new and replacement culverts where fish passage is legally mandated or important.

3.1 Active Channel Design Method

The Active Channel Design method is a simplified design that is intended to size a culvert sufficiently large and embedded deep enough into the channel to allow the natural movement of bedload and formation of a stable bed inside the culvert. Determination of the high and low fish

passage design flows, water velocity, and water depth is not required for this method since the stream hydraulic characteristics within the culvert are intended to mimic the stream conditions upstream and downstream of the crossing. This design method is usually not suitable for stream channels that are greater than 3% in natural slope or for culvert lengths greater than 100 feet. Structures for this design method are typical round, oval, or squashed pipes made of metal or reinforced concrete.

- Culvert Width - The minimum culvert width shall be equal to, or greater than, 1.5 times the active channel width.
- Culvert Slope - The culvert shall be placed level (0% slope).
- Embedment - The bottom of the culvert shall be buried into the streambed not less than 20% of the culvert height at the outlet and not more than 40% of the culvert height at the inlet.

3.2 Stream Simulation Design Method

The Stream Simulation Design method is a design process that is intended to mimic the natural stream processes within a culvert. Fish passage, sediment transport, flood and debris conveyance within the culvert are intended to function as they would in a natural channel. Determination of the high and low fish passage design flows, water velocity, and water depth is not required for this option since the stream hydraulic characteristics within the culvert are designed to mimic the stream conditions upstream and downstream of the crossing. The structures for this design method are typically open bottomed arches or boxes but could have buried floors in some cases. These culverts contain a streambed mixture that is similar to the adjacent stream channel. Stream simulation culverts require a greater level of information on hydrology and geomorphology (topography of the stream channel) and a higher level of engineering expertise than the Active Channel Design method.

- Culvert Width - The minimum culvert width shall be equal to, or greater than, the bankfull channel width. The minimum culvert width shall not be less than 6 feet.
- Culvert Slope - The culvert slope shall approximate the slope of the stream through the reach in which it is being placed. The maximum slope shall not exceed 6%.
- Embedment - The bottom of the culvert shall be buried into the streambed not less than 30% and not more than 50% of the culvert height. For bottomless culverts the footings or foundation should be designed for the largest anticipated scour depth.

3.3 Hydraulic Design Method

The Hydraulic Design method is a design process that matches the hydraulic performance of a culvert with the swimming abilities of a target species and age class of fish. This method targets distinct species of fish and therefore does not account for ecosystem requirements of non-target species. There are significant errors associated with estimation of hydrology and fish swimming speeds that are resolved by making conservative assumptions in the design process. Determination of the high and low fish passage design flows, water velocity, and water depth are required for this option.

The Hydraulic Design method requires hydrologic data analysis, open channel flow hydraulic calculations and information on the swimming ability and behavior of the target group of fish. This design method can be applied to the design of new and replacement culverts and can be used to evaluate the effectiveness of retrofits of existing culverts.

- **$** Culvert Width - The minimum culvert width shall be 3 feet.
- **$** Culvert Slope - The culvert slope shall not exceed the slope of the stream through the reach in which it is being placed. If embedment of the culvert is not possible, the maximum slope shall not exceed 0.5%.
- **$** Embedment - Where physically possible, the bottom of the culvert shall be buried into the streambed a minimum of 20% of the height of the culvert below the elevation of the tailwater control point downstream of the culvert. The minimum embedment should be at least 1 foot. Where physical conditions preclude embedment, the hydraulic drop at the outlet of a culvert shall not exceed the limits specified above.

Hydrology for Fish Passage under the Hydraulic Design Method

- **$ High Fish Passage Design Flow** - The high design flow for adult fish passage is used to determine the maximum water velocity within the culvert. Where flow duration data is available or can be synthesized the high fish passage design flow for adult salmonids should be the 1% annual exceedance. If flow duration data or methods necessary to compute them are not available then 50% of the 2 year flood recurrence interval flow may be used as an alternative. Another alternative is to use the discharge occupied by the cross-sectional area of the active stream channel. This requires detailed cross section information for the stream reach and hydraulic modeling. For upstream juvenile salmonid passage the high design flow should be the 10% annual exceedance flow.
- **$ Low Fish Passage Design Flow** - The low design flow for fish passage is used to determine the minimum depth of water within a culvert. Where flow duration data is available or can be synthesized the 50% annual exceedance flow or 3 cfs, whichever is greater, should be used for adults and the 95% annual exceedance flow or 1 cfs, whichever is greater, should be used for juveniles.

Maximum Average Water Velocities in the Culvert at the High Fish Passage Design Flow - Average velocity refers to the calculated average of velocity within the barrel of the culvert. Juveniles require 1 fps or less for upstream passage for any length culvert at their High Fish Passage Design Flow. For adult salmonids use the following table to determine the maximum velocity allowed.

Culvert Length (ft)	Velocity (fps) - Adult Salmonids
<60	6
60-100	5
100-200	4
200-300	3
>300	2

Minimum Water Depth at the Low Fish Passage Design Flow - For non-embedded culverts, minimum water depth shall be twelve 12 inches for adult steelhead and salmon, and six 6 inches for juvenile salmon.

Juvenile Upstream Passage - Hydraulic design for juvenile upstream passage should based on representative flows in which juveniles typically migrate. Recent research (NMFS, 2001, in progress) indicates that providing for juvenile salmon up to the 10% annual exceedance flow will cover the majority of flows in which juveniles have been observed moving upstream. The maximum average water velocity at this flow should not exceed 1 fps. In some cases over short distances 2 fps may be allowed.

Maximum Hydraulic Drop - Hydraulic drops between the water surface in the culvert and the water surface in the adjacent channel should be avoided for all cases. This includes the culvert inlet and outlet. Where a hydraulic drop is unavoidable, its magnitude should be evaluated for both high design flow and low design flow and shall not exceed 1 foot for adults or 6 inches for juveniles. If a hydraulic drop occurs at the culvert outlet, a jump pool of at least 2 feet in depth should be provided.

3.4 Structural Design and Flood Capacity

All culvert stream crossings, regardless of the design option used, shall be designed to withstand the 100-year peak flood flow without structural damage to the crossing. The analysis of the structural integrity of the crossing shall take into consideration the debris loading likely to be encountered during flooding. Stream crossings or culverts located in areas where there is significant risk of inlet plugging by flood borne debris should be designed to pass the 100-year peak flood without exceeding the top of the culvert inlet (Headwater-to-Diameter Ratio less than one). This is to ensure a low risk of channel degradation, stream diversion, and failure over the life span of the crossing. Hydraulic capacity must be compensated for expected deposition in the culvert bottom.

3.5 Other Hydraulic Considerations

Besides the upper and lower flow limit, other hydraulic effects need to be considered, particularly when installing a culvert:

- Water surface elevations in the stream reach must exhibit gradual flow transitions, both upstream and downstream. Abrupt changes in water surface and velocities must be avoided, with no hydraulic jumps, turbulence, or drawdown at the entrance. A continuous low flow channel must be maintained throughout the entire stream reach.
- In addition, especially in retrofits, hydraulic controls may be necessary to provide resting pools, concentrate low flows, prevent erosion of stream bed or banks, and allow passage of bedload material.

- Culverts and other structures should be aligned with the stream, with no abrupt changes in flow direction upstream or downstream of the crossing. This can often be accommodated by changes in road alignment or slight elongation of the culvert. Where elongation would be excessive, this must be weighed against better crossing alignment and/or modified transition sections upstream and downstream of the crossing. In crossings that are unusually long compared to streambed width, natural sinuosity of the stream will be lost and sediment transport problems may occur even if the slopes remain constant. Such problems should be anticipated and mitigated in the project design.

4.0 RETROFITTING CULVERTS

For future planning and budgeting at the state and local government levels, redesign and replacement of substandard stream crossings will contribute substantially to the recovery of salmon stocks throughout the state. Unfortunately, current practices do little to address the problem: road crossing corrections are usually made by some modest level of incremental, low cost "improvement" rather than re-design and replacement. These usually involve bank or structure stabilization work, but frequently fail to address fish passage. Furthermore, bank stabilization using hard point techniques frequently denigrates the habitat quality and natural features of a stream. Nevertheless, many existing stream crossings can be made better for fish passage by cost-effective means. The extent of the needed fish passage improvement work depends on the severity of fisheries impacts, the remaining life of the structure, and the status of salmonid stocks in a particular stream or watershed.

For work at any stream crossing, site constraints need to be taken into consideration when selecting options. Some typical site constraints are ease of structure maintenance, construction windows, site access, equipment, and material needs and availability. The decision to replace or improve a crossing should fully consider actions that will result in the greatest net benefit for fish passage. If a particular stream crossing causes substantial fish passage problems which hinder the conservation and recovery of salmon in a watershed, complete redesign and replacement is warranted. *Consolidation and/or decommissioning of roads can sometimes be the most cost-effective option*. Consultations with NMFS or CDFG biologists can help in selecting priorities and alternatives.

Where existing culverts are being modified or retrofitted to improve fish passage, the Hydraulic Design method criteria should be the design objective for the improvements. However, it is acknowledged that the conditions that cause an existing culvert to impair fish passage may also limit the remedies for fish passage improvement. Therefore, short of culvert replacement, the Hydraulic Design method criteria should be the goal for improvement but not necessarily the required design threshold.

Fish passage through existing non-embedded culverts may be improved through the use of gradient control weirs upstream or downstream of the culvert, interior baffles or weirs, or in some cases, fish ladders. However, these measures are not a substituted for good fish passage design

for new or replacement culverts. The following guidelines should be used:

- **Hydraulic Controls -** Hydraulic controls in the channel upstream and/or downstream of a culvert can be used to provide a continuous low flow path through culvert and stream reach. They can be used to facilitate fish passage by establishing the following desirable conditions: Control depth and water velocity within culvert, concentrate low flows, provide resting pools upstream and downstream of culvert and prevent erosion of bed and banks. A change in water surface elevation of up to one foot is acceptable for adult passage conditions, provided water depth and velocity in the culvert meet other hydraulic guidelines. A jump pool must be provided that is *at least* 1.5 times the jump height, or a minimum of two feet deep, whichever is deeper.

- **Baffles -** Baffles may provide incremental fish passage improvement in culverts with excess hydraulic capacity that can not be made passable by other means. Baffles may increase clogging and debris accumulation within the culvert and require special design considerations specific to the baffle type. Culverts that are too long or too high in gradient require resting pools, or other forms of velocity refuge spaced at increments along the culvert length.

- **Fishways** - Fishways are generally not recommended, but may be useful for some situations where excessive drops occur at the culvert outlet. Fishways require specialized site-specific design for each installation. A NMFS or CDFG fish passage specialist should be consulted.

- **Multiple Culverts** - Retrofitting multiple barrel culverts with baffles in one of the barrels may be sufficient as long as low flow channel continuity is maintained and the culvert is reachable by fish at low stream flow.

5.0 OTHER GENERAL RECOMMENDATIONS

Trash racks and livestock fences should not be used near the culvert inlet. Accumulated debris may lead to severely restricted fish passage, and potential injuries to fish. Where fencing cannot be avoided, it should be removed during adult salmon upstream migration periods. Otherwise, a minimum of 9 inches clear spacing should be provided between pickets, up to the high flow water surface. Timely clearing of debris is also important, even if flow is getting around the fencing. Cattle fences that rise with increasing flow are highly recommended.

Natural or artificial supplemental lighting should be provided in new and replacement culverts that are over 150 feet in length. Where supplemental lighting is required the spacing between light sources shall not exceed 75 feet.

The NMFS and the CDFG set in-stream work windows in each watershed. Work in the active stream channel should be avoided during the times of year salmonids are present. Temporary crossings, placed in salmonid streams for water diversion during construction activities, should meet all of the guidelines in this document. However, if it can be shown that the location of a

temporary crossing in the stream network is not a fish passage concern at the time of the project, then the construction activity only needs to minimize erosion, sediment delivery, and impact to surrounding riparian vegetation.

Culverts shall only be installed in a de-watered site, with a sediment control and flow routing plan acceptable to NMFS or CDFG. The work area shall be fully restored upon completion of construction with a mix of native, locally adapted, riparian vegetation. Use of species that grow extensive root networks quickly should be emphasized. Sterile, non-native hybrids may be used for erosion control in the short term if planted in conjunction with native species.

Construction disturbance to the area should be minimized and the activity should not adversely impact fish migration or spawning. If salmon are likely to be present, fish clearing or salvage operations should be conducted by qualified personnel prior to construction. If these fish are listed as threatened or endangered under the federal or state Endangered Species Act, consult directly with NMFS and CDFG biologists to gain authorization for these activities. Care should be taken to ensure fish are not chased up under banks or logs that will be removed or dislocated by construction. Return any stranded fish to a suitable location in a nearby live stream by a method that does not require handling of the fish.

If pumps are used to temporarily divert a stream to facilitate construction, an acceptable fish screen must be used to prevent entrainment or impingement of small fish. Contact NMFS or CDFG hydraulic engineering staff for appropriate fish screen specifications. Unacceptable wastewater associated with project activities shall be disposed of off-site in a location that will not drain directly into any stream channel.

6.0 POST-CONSTRUCTION EVALUATION AND LONG TERM MAINTENANCE AND ASSESSMENT

Post-construction evaluation is important to assure the intended results are accomplished, and that mistakes are not repeated elsewhere. There are three parts to this evaluation:

1) Verify the culvert is installed in accordance with proper design and construction procedures.
2) Measure hydraulic conditions to assure that the stream meets these guidelines.
3) Perform biological assessment to confirm the hydraulic conditions are resulting in successful passage.

NMFS and/or CDFG technical staff may assist in developing an evaluation plan to fit site-specific conditions and species. The goal is to generate feedback about which techniques are working well, and which require modification in the future. These evaluations are not intended to cause extensive retrofits of any given project unless the as-built installation does not reasonably conform to the design guidelines, or an obvious fish passage problem continues to exist. Over time, the

NMFS anticipates that the second and third elements of these evaluations will be abbreviated as clear trends in the data emerge.

Any physical structure will continue to serve its intended use only if it is properly maintained. During the storm season, timely inspection and removal of debris is necessary for culverts to continue to move water, fish, sediment, and debris. In addition, all culverts should be inspected at least once annually to assure proper functioning. Summary reports should be completed annually for each crossing evaluated. An annual report should be compiled for all stream crossings and submitted to the resource agencies. A less frequent reporting schedule may be agreed upon for proven stream crossings. Any stream crossing failures or deficiencies discovered should be reported in the annual cycle and corrected promptly.

8.0 DEFINITIONS

These definitions apply to terms used in this document. Meanings may differ when used in another context and are not legal unless otherwise noted. Definitions were shortened, paraphrased or adapted to fit regional conditions and for ease of understanding.

Active Channel: A waterway of perceptible extent that periodically or continuously contains moving water. It has definite bed and banks which serve to confine the water and includes stream channels, secondary channels, and braided channels. It is often determined by the "ordinary high water mark" which means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Bankfull: The point on a streambank at which overflow into the floodplain begins. The floodplain is a relatively flat area adjacent to the channel constructed by the stream and overflowed by the stream at a recurrence interval of about one to two years. If the floodplain is absent or poorly defined, other indicators may identify bankfull. These include the height of depositional features, a change in vegetation, slope or topographic breaks along the bank, a change in the particle size of bank material, undercuts in the bank, and stain lines or the lower extent of lichens and moss on boulders. Field determination of bankfull should be calibrated to known stream flows or to regional relationships between bankfull flow and watershed drainage area.

Bedload: Sand, silt, and gravel, or soil and rock debris rolled along the bottom of a stream by the moving water. The particles of this material have a density or grain size which prevents movement far above or for a long distance out of contact with the streambed under natural flow conditions.

Fish Passage: The ability of both adult and juvenile fish to move both up and down stream.

Flood Frequency: The frequency with which a flood of a given discharge has the probability of recurring. For example, a "100-year" frequency flood refers to a flood discharge of a magnitude

likely to occur on the average of once every 100 years or, more properly, has a one-percent chance of being exceeded in any year. Although calculation of possible recurrence is often based on historical records, there is no guarantee that a "100-year" flood will occur at all within the 100-year period or that it will not recur several times.

Flood Prone Zone: Spatially, this area generally corresponds to the modern floodplain, but can also include river terraces subject to significant bank erosion. For delineation, see definition for floodplain.

Floodplain: The area adjacent to the stream constructed by the river in the present climate and inundated during periods of high flow.

Flow Duration Curve: A cumulative frequency curve that shows the percentage of time that specified discharges are equaled or exceeded. Flow duration curves are usually based on daily streamflow and describe the flow characteristics of a stream throughout a range of discharges without regard to the sequence of occurrence. If years of data are plotted the annual exceedance flows can be determined.

Ordinary High Water Mark: The mark along the bank or shore up to which the presence and action of the water are common and usual, and so long continued in all ordinary years, as to leave a natural line impressed on the bank or shore and indicated by erosion, shelving, changes in soil characteristics, destruction of terrestrial vegetation, or other distinctive physical characteristics.

Roads: For purposes of these guidelines, roads include all sites of intentional surface disturbance for the purpose of vehicular or rail traffic and equipment use, including all surfaced and unsurfaced roads, temporary roads, closed and inoperable roads, legacy roads, skid trails, tractor roads, layouts, landings, turnouts, seasonal roads, fire lines, and staging areas.

Section 10 and 404 Regulatory Programs: The principal federal regulatory programs, carried out by the U.S. Army Corps of Engineers, affecting structures and other work below mean high water. The Corps, under Section 10 of the River and Harbor Act of 1899, regulates structures in, or affecting, navigable waters of the U.S. as well as excavation or deposition of materials (e.g., dredging or filling) in navigable waters. Under Section 404 of the Federal Water Pollution Control Act Amendments (Clean Water Act of 1977), the Corps is also responsible for evaluating application for Department of the Army permits for any activities that involve the placement of dredged or fill material into waters of the United States, including adjacent wetlands.

Waters of the United States: Currently defined by regulation to include all navigable and interstate waters, their tributaries and adjacent wetlands, as well as isolated wetlands and lakes and intermittent streams.

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Internet Resources:

California Department of Fish and Game
http://www.dfg.ca.gov

National Marine Fisheries Service Southwest Region
http://swr.nmfs.noaa.gov

Washington Department of Fish and Wildlife Fish Passage Technical Assistance
http://www.wa.gov/wdfw/hab/engineer/habeng.htm

Oregon Road/Stream Crossing Restoration Guide, Spring 1999 (with ODFW criteria)
http://www.nwr.noaa.gov/1salmon/salmesa/4ddocs/orfishps.htm

FishXing software and learning systems for the analysis of fish migration through culverts
http://www.stream.fs.fed.us/fishxing/

USDA Forest Service Water-Road Interaction Technology Series Documents
http://www.stream.fs.fed.us/water-road/index.html

British Columbia Forest Practices Code Stream Crossing Guidebook for Fish Streams
http://www.for.gov.bc.ca/tasb/legsregs/fpc/fpcguide/stream/str-toc.htm

Please direct questions regarding this material to:

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Appendix H

Using the CalEPPC List of Wildland Pest Plants to Prepare Landscape Plans

The list of invasive plants to avoid using in Landscape Plans [(*INLAND*) near environmentally sensitive habitat (ESH) areas] is derived from the California Exotic Pest Plant Council's (CalEPPC) *Exotic Pest Plants of Greatest Ecological Concern in California, October 1999*. This list categorizes invasive wildland pest plants into "most invasive" (List A, which includes two sub-lists, List A-1 and List A-2) and wildland pest plants of lesser invasiveness (List B)[1].

For development applications subject to a Landscape Plan requirement, wildland pest plants identified in List A (List A-1 and List A-2) shall be avoided. Landscape Plans containing wildland pest plants identified on List B shall be reviewed on a case-by-case basis to determine if the plant is inappropriate for the site [(*INLAND*) based upon the type of ESH on or adjacent to the subject property], pursuant to TCP DevStd BIO-TC-2.2.

[1] The CalEPPC list of *Exotic Pest Plants of Greatest Ecological Concern in California* is updated regularly. An applicant for development subject to a Landscape Plan requirement should consult the latest list edition prior to preparing a Landscape Plan. The latest list is available at the CalEPPC website, www.caleppc.org

The CalEPPC List:

Exotic Pest Plants of Greatest Ecological Concern in California

October, 1999

The CalEPPC list is based on information submitted by our members and by land managers, botanists and researchers throughout the state, and on published sources. The list highlights non-native plants that are serious problems **in wildlands** (natural areas that support native ecosystems, including national, state and local parks, ecological reserves, wildlife areas, national forests, BLM lands, etc.).

List categories include:

List A: Most Invasive Wildland Pest Plants; documented as aggressive invaders that displace natives and disrupt natural habitats. Includes two sub-lists; List A-1: Widespread pests that are invasive in more than 3 Jepson regions (see page 3), and List A-2: Regional pests invasive in 3 or fewer Jepson regions.

List B: Wildland Pest Plants of Lesser Invasiveness; invasive pest plants that spread less rapidly and cause a lesser degree of habitat disruption; may be widespread or regional.

Red Alert: Pest plants with potential to spread explosively; infestations currently small or localized. If found, alert CalEPPC, County Agricultural Commissioner or California Department of Food and Agriculture.

Need More Information: Plants for which current information does not adequately describe nature of threat to wildlands, distribution or invasiveness. Further information is requested from knowledgeable observers.

Annual Grasses: New in this edition; a preliminary list of annual grasses, abundant and widespread in California, that pose significant threats to wildlands. Information is requested to support further definition of this category in next List edition.

Considered But Not Listed: Plants that, after review of status, do not appear to pose a significant threat to wildlands.

Plants that fall into the following categories are not included in the List:

- Plants found mainly or solely in disturbed areas, such as roadsides and agricultural fields.
- Plants that are established only sparingly, with minimal impact on natural habitats.

1999 List Review Committee:

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The CalEPPC list is updated regularly. Please use the form provided to send comments, suggestions or new information to: **Peter Warner, 555 Magnolia Avenue, Petaluma, CA, 94952-2080**, or via email at **peterjwarner@earthlink.net**

Thanks to all those who submitted comments for the 1999 list.

The California Exotic Pest Plant Council

List A-1: Most Invasive Wildland Pest Plants; Widespread

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Ammophila arenaria	European beach grass	Coastal dunes	SCo,CCo,NCo
Arundo donax	giant reed, arundo	Riparian areas	cSNF,CCo,SCo,SnGb,D,GV
Bromus tectorum	cheat grass, downy brome	Sagebrush, pinyon-juniper, other desert communities; increases fire frequency	GB,D
Carpobrotus edulis	iceplant, sea fig	Many coastal communities, esp. dunes	SCo,CCo,NCo,SnFrB
Centaurea solstitialis[C]	yellow starthistle	Grasslands	CA-FP (uncommon in SoCal)
Cortaderia jubata	Andean pampas grass, jubatagrass	Horticultural; many coastal habitats, esp. disturbed or exposed sites incl. logged areas	NCo,NCoRO,SnFrB, CCo,WTR,SCo
Cortaderia selloana	pampas grass	Horticultural; coastal dunes, coastal scrub, Monterey pine forest, riparian, grasslands; wetlands in ScV; also on serpentine	SnFrB,SCo,CCo,ScV
Cynara cardunculus[B]	artichoke thistle	Coastal grasslands	CA-FP, esp. CCo,SCo
Cytisus scoparius[C]	Scotch broom	Horticultural; coastal scrub, oak woodlands, Sierra foothills	NW,CaRF,SNF,GV, SCo,CW
Eucalyptus globulus	Tasmanian blue gum	Riparian areas, grasslands, moist slopes	NCoRO,GV,SnFrB, CCo,SCoRO,SCo,nChI
Foeniculum vulgare	wild fennel	Grasslands; esp. SoCal, Channel Is.; the cultivated garden herb is not invasive	CA-FP
Genista monspessulana[C]	French broom	Horticultural; coastal scrub, oak woodlands, grasslands	NCoRO,NCoRI,SnFrB, CCo,SCoRO,sChI,WTR,PR
Lepidium latifolium[B]	perennial pepperweed, tall whitetop	Coastal, inland marshes, riparian areas, wetlands, grasslands; potential to invade montane wetlands	CA (except KR,D)
Myriophyllum spicatum	Eurasian watermilfoil	Horticultural; lakes, ponds, streams, aquaculture	SnFrB,SnJV,SNH(?); prob. CA
Pennisetum setaceum	fountain grass	Horticultural; grasslands, dunes, desert canyons; roadsides	Deltaic GV,CCo,SCo, SnFrB
Rubus discolor	Himalayan blackberry	Riparian areas, marshes, oak woodlands	CA-FP
Senecio mikanioides (=*Delairea odorata*)	Cape ivy, German ivy	Coastal, riparian areas, also SoCal (south side San Gabriel Mtns.)	SCo,CCo,NCo,SnFrB,SW
Taeniatherum caput-medusae[C]	medusa-head	Grasslands, particularly alkaline and poorly drained areas	NCoR,CaR,SNF,GV,SCo
Tamarix chinensis, T. gallica, T. parviflora & T. ramosissima	tamarisk, salt cedar	Desert washes, riparian areas, seeps and springs	SCo,D,SnFrB,GV,sNCoR, sSNF,Teh,SCoRI,SNE, WTR
Ulex europaeus[B]	gorse	North, central coastal scrub, grasslands	NCo,NCoRO,CaRF, n&cSNF,SnFrB,CCo

[1]Noxious Weed Ratings

F: Federal Noxious Weed, as designated by the USDA; targeted for federally-funded prevention, eradication or containment efforts.

A: CA Dept. of Food & Agriculture, on "A" list of Noxious Weeds; agency policies call for eradication, containment or entry refusal.

B: CA Dept. of Food & Agriculture, on "B" list of Noxious Weeds; includes species that are more widespread, and therefore more difficult to contain; agency allows county Agricultural Commissioners to decide if local eradication or containment is warranted.

C: CA Dept. of Food & Agriculture, on "C" list of Noxious Weeds; includes weeds that are so widespread that the agency does not endorse state or county-funded eradication or containment efforts except in nurseries or seed lots.

Q: CA Dept. of Food & Agriculture's designation for temporary "A" rating pending determination of a permanent rating.

For most species nomenclature follows *The Jepson Manual: Higher Plants of California* (Hickman, J., Ed., 1993).

Exotic Pest Plants of Greatest Ecological Concern in California

List A-2: Most Invasive Wildland Pest Plants; Regional

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Ailanthus altissima	tree of heaven	Riparian areas, grasslands, oak woodlands, esp. GV, SCo	CA-FP
Atriplex semibaccata	Australian saltbush	SoCal, coastal grasslands, scrub, "high marsh" of coastal salt marshes	CA (except CaR,c&sSN)
Brassica tournefortii	Moroccan or African mustard	Washes, alkaline flats, disturbed areas in Sonoran Desert	SW,D
Bromus madritensis ssp. *rubens*	red brome	Widespread; contributing to SoCal scrub, desert scrub type conversions; increases fire frequency	CA
Cardaria draba[B]	white-top, hoary cress	Riparian areas, marshes of central coast; also ag. lands, disturbed areas	Problem only in CCo
Conicosia pugioniformis	narrow-leaved iceplant, roundleaf iceplant	Coastal dunes, sandy soils near coast; best documented in San Luis Obispo and Santa Barbara cos.	CCo
Cotoneaster pannosus, C. lacteus	cotoneaster	Horticultural; many coastal communities; esp. North Coast, Big Sur; related species also invasive	CCo,SnFrB,NW
Cytisus striatus	striated broom	Often confused with C. scoparius; coastal scrub, grassland	SnFrB,CCo,SCo,PR
Egeria densa	Brazilian waterweed	Streams, ponds, sloughs, lakes; Sacramento-San Joaquin Delta	n&sSNF,SnJV,SnFrB, SnJt,SNE
Ehrharta calycina	veldt grass	Sandy soils, esp. dunes; rapidly spreading on central coast	CCo,SCoRO,WTR
Eichhornia crassipes	water hyacinth	Horticultural; established in natural waterways, esp. troublesome in Sacramento-San Joaquin Delta	GV,SnFrB,SCo,PR
Elaeagnus angustifolia	Russian olive	Horticultural; interior riparian areas	SnJV,SnFrB,SNE,DMoj
Euphorbia esula[A]	leafy spurge	Rangelands in far no. CA, also reported from Los Angeles Co.	eKR,NCo,CaR,MP,SCo
Ficus carica	edible fig	Horticultural; Central Valley, foothill, South Coast and Channel Is. riparian woodlands	nSNF,GV,SnFrB,SCo
Lupinus arboreus	bush lupine	Native to SCo, CCo; invasive only in North Coast dunes	SCo,CCo,NCo
Mentha pulegium	pennyroyal	Santa Rosa Plain (Sonoma Co.) and Central Valley vernal pools; wetlands elsewhere	NW,GV,CW,SCo
Myoporum laetum	myoporum	Horticultural; coastal riparian areas in SCo	SCo,CCo
Saponaria officinalis	bouncing bet	Horticultural; meadows, riparian habitat in SNE, esp. Mono Basin	NW,CaRH,nSNF,SnFrB, SCoRO,SCo,PR,MP,SNE, GV
Spartina alterniflora	Atlantic or smooth cordgrass	S.F. Bay salt marshes; populations in Humboldt Bay believed extirpated	CCo(shores of S.F. Bay)

[2]Distribution by geographic subdivisions per the Jepson Manual

CA=California
CA-FP=California Floristic Province
CaR=Cascade Ranges
CaRF=Cascade Range Foothills
CCo=Central Coast
ChI=Channel Islands
CW=Central Western CA
D=Deserts
DMoj=Mojave Desert
DSon=Sonoran Desert
GB=Great Basin
GV=Great Valley
KR=Klamath Ranges
MP=Modoc Plateau
NCo=North Coast
NCoRI=Inner NCo Ranges
NCoRO=Outer NCo Ranges
NW=Northwestern CA
PR=Peninsular Ranges
SCo=South Coast
SCoRI=Inner SCo Ranges
SCoRO=Outer SCo Ranges
ScV=Sacramento Valley
SnJV=San Joaquin Valley
SN=Sierra Nevada
SNE=East of SN
SNF=SN Foothills
SNH=High SN
SnFrB=San Francisco Bay Area
SnGb=San Gabriel Mtns
SW=Southwestern CA
Teh=Tehachapi Mtns
WTR=Western Transverse Ranges

List B: Wildland Pest Plants of Lesser Invasiveness

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Ageratina adenophora[F]	eupatory	Horticultural; coastal canyons, coastal scrub, slopes, Marin to San Diego Co; San Gabriel Mtns.	CCo,SnFrB,SCo,SCoRO
Bassia hyssopifolia	bassia	Alkaline habitats	CA (except NW,SNH)
Bellardia trixago	bellardia	Grasslands, on serpentine, where a threat to rare natives	NCoRO,CCo,SnFrB
Brassica nigra	black mustard	Coastal communities, esp. fog-belt grasslands; disturbed areas	CA-FP
Cardaria chalepensis[B]	lens-podded white-top	Wetlands of Central Valley	CA
Carduus pycnocephalus[C]	Italian thistle	Grasslands, shrublands, oak woodlands	sNCo,sNCoR,SNF,CW, SCo,ScV
Centaurea calcitrapa[B]	purple starthistle	Grasslands	NW,sCaRF,SNF,GV,CW,SW
Centaurea melitensis	tocalote, Malta starthistle	Widespread; sometimes misidentified as C. solstitialis; perhaps a more serious invader than currently recognized	CA-FP,D
Cirsium arvense[B]	Canada thistle	Especially troublesome in riparian areas	CA-FP
Cirsium vulgare	bull thistle	Riparian areas, marshes, meadows	CA-FP,GB
Conium maculatum	poison hemlock	Mainly disturbed areas but may invade wildlands; known to poison wildlife; early expanding stage in many areas, esp. San Diego Co. riparian, oak understory	CA-FP
Crataegus monogyna	hawthorn	Horticultural; recent invader, colonizing healthy native forest around Crystal Springs reservoir on S.F. peninsula	SnFrB,CCo,NCo,NCoR
Ehrharta erecta	veldt grass	Wetlands, moist wildlands; common in urban areas; potential to spread rapidly in coastal, riparian, grassland habitats	SnFrB,CCo,SCo
Erechtites glomerata, E. minima	Australian fireweed	Coastal woodlands, scrub, NW forests, esp. redwoods	NCo,NCoRO,CCo,SnFrB, SCoRO
Festuca arundinacea	tall fescue	Horticultural (turf grass); coastal scrub, grasslands in NCo, CCo	CA-FP
Hedera helix	English ivy	Horticultural; invasive in coastal forests, riparian areas	CA-FP
Holcus lanatus	velvet grass	Coastal grasslands, wetlands in No. CA	CA exc. DSon
Hypericum perforatum[C]	Klamathweed, St. John's wort	Redwood forests, meadows, woodlands; invasion may occur due to lag in control by established biocontrol agents	NW,CaRH,n&cSN,ScV, CCo,SnFrB,PR
Ilex aquifolium	English holly	Horticultural; coastal forests, riparian areas	NCoRO,SnFrB,CCo
Iris pseudacorus	yellow water iris, yellow flag	Horticultural; riparian, wetland areas, esp. San Diego, Los Angeles cos.	SnFrB,CCo,sSnJV,SCo
Leucanthemum vulgare	ox-eye daisy	Horticultural; invades grassland, coastal scrub	KR,NCoRO,n&cSNH, SnFrB,WTR,PR
Mesembryanthemum crystallinum	crystalline iceplant	Coastal bluffs, dunes, scrub, grasslands; concentrates salt in soil	NCo,CCo,SCo,ChI
Myriophyllum aquaticum	parrot's feather	Horticultural; streams, lakes, ponds	NCo,CaRF,CW,SCo
Olea europaea	olive	Horticultural and agricultural; reported as invasive in riparian habitats in Santa Barbara, San Diego	NCoR,NCoRO,CCo, SnFrB,SCoRO,SCo
Phalaris aquatica	Harding grass	Coastal sites, esp. moist soils	NW,cSNF,CCo,SCo
Potamogeton crispus	curlyleaf pondweed	Scattered distribution in ponds, lakes, streams	NCoR,GV,CCo,SnFrB, SCo,ChI,SnGb,SnBr,DMoj
Ricinus communis	castor bean	SoCal coastal riparian habitats	GV,SCo,CCo
Robinia pseudoacacia	black locust	Horticultural; riparian areas, canyons; native to eastern U.S.	CA-FP,GB
Schinus molle	Peruvian pepper tree	Horticultural; invasive in riparian habitats in San Diego, Santa Cruz Is.	SNF,GV,CW,SW,Teh

List B: Continued

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Schinus terebinthifolius	Brazilian pepper	Horticultural; riparian areas	sSCo
Senecio jacobaea[B]	tansy ragwort	Grasslands; biocontrol agents established	NCo,wKR,s&wCaR, nSNF, nScV,SW
Spartium junceum	Spanish broom	Coastal scrub, grassland, wetlands, oak woodland, NW forests, esp. redwoods; also roadcuts	NCoRO,ScV,SnFrB, SCoRO,SCo,sChI,WTR
Verbascum thapsus	woolly or common mullein	SNE meadows, sagebrush, pinyon-juniper woodlands; shores of Boggs Lake (Lake Co.)	CA
Vinca major	periwinkle	Horticultural; riparian, oak woodland, other coastal habitats	NCoRO,SnFrB, CCo, sSCoRO,SCo

Red Alert: Species with potential to spread explosively; infestations currently restricted

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Alhagi pseudalhagi[A]	camel thorn	Noxious weed of arid areas; most infestations in California have been eradicated	GV,sSNE,D
Arctotheca calendula[A]	Capeweed	Seed-producing types are the problem; most are vegetative only	NCo,SnFrB,CCo
Centaurea maculosa[A]	spotted knapweed	Riparian, grassland, wet meadows, forest habitats; contact CA Food & Ag if new occurrences found	CaR,SN,nScV,nCW,MP, nSNE,sPR,NW
Crupina vulgaris[F,A]	bearded creeper, common crupina	Aggressively moving into wildlands, esp. grassland habitats	NCoR (Sonoma Co.),MP
Halogeton glomeratus[A]	halogeton	Noxious weed of Great Basin rangelands; report locations to CA Food & Ag; goal is exclusion from CA	GB
Helichrysum petiolare	licorice plant	North coastal scrub; one population on Mt. Tamalpais, w. Marin Co.	Not in Jepson
Hydrilla verticillata[F,A]	hydrilla	Noxious water weed; report locations to CA Food & Ag; eradication program in place; found in Clear Lake (Lake Co.) in 1994	NCoRI,n&cSNF,ScV,SCo,D
Lythrum salicaria[B]	purple loosestrife	Horticultural; noxious weed of wetlands, riparian areas	sNCo,NCoRO,nSNF,ScV, SnFrB,nwMP
Ononis alopecuroides[Q]	foxtail restharrow	Eradication efforts underway in San Luis Obispo Co.; to be looked for elsewhere in CA	CCo; not in Jepson
Retama monosperma	bridal broom	First noted at Fallbrook Naval Weapons Station, San Diego Co; could rival other invasive brooms	San Diego Co.; not in Jepson
Salvinia molesta[F]	giant waterfern	Ponds, lakes, reservoirs, canals	Napa, Sonoma cos., lower Colorado River; not in Jepson
Sapium sebiferum	Chinese tallow tree	Horticultural; riparian, wetland habitats, open areas and understory	ScV,SnFrB; not in Jepson
Sesbania punicea	scarlet wisteria tree	Horticultural; riparian areas; American River Parkway, Sacramento Co., Suisun Marsh, San Joaquin River Parkway	ScV,SnJV; not in Jepson
Spartina anglica	cord grass	Scattered in S.F. Bay	Not in Jepson
Spartina densiflora	dense-flowered cord grass	Scattered in S.F. Bay, Humboldt Bay salt marshes	CCo,NCo
Spartina patens	salt-meadow cord grass	One site in S.F. Bay, also Siuslaw Estuary, OR and Puget Sound, WA	CCo

Need More Information

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Acacia dealbata	silver wattle	Aggressive in natural areas?	SnFRB,SCoRO,SCoRI,CCo
Acacia decurrens	green wattle	Sometimes confused with A. dealbata; aggressive in natural areas?	Unknown
Acacia melanoxylon	blackwood acacia	Reported from S.F. Bay area, central coast, Santa Cruz Is.; spreads slowly; other areas?	SnFrB,SCoRO,SCo,CCo
Aeschynomene rudis[B]	rough jointvetch	Princeton area, Colusa Co.; pest of rice crops; potential threat to riparian, wetland habitats?	ScV
Agrostis avenacea	Pacific bentgrass	Invading vernal pools in San Diego area; attempts at manual eradication unsuccessful so far; problem in other areas?	sNCo,sNCoR,SNF, GV,CW,nSCo
Aptenia cordifolia	red apple	Habitats where invasive?	CCo,SCo,sChI
Asphodelus fistulosus	asphodel	Common in SCo highway rights-of-way, other disturbed sites; threats to wildlands?	sSnJV,SCo
Carduus acanthoides[A]	giant plumeless thistle	Threatens wildlands?	NCoRI,nSN,SnFrB, nSCoRO,MP
Cistus ladanifer	gum cistus	Horticultural; invades coastal sage scrub, chaparral; areas where problematic?	sCCo,SnGb
Cordyline australis	New Zealand cabbage	Infestation at Salt Point State Park; bird-dispersed; other problem areas?	Not in Jepson
Cotoneaster spp. (exc. C. pannosus, C. lacteus)	cotoneaster	Horticultural; bird-distributed; which species are problems in wildlands?	Unknown
Cupressus macrocarpa	Monterey cypress	Native only to Monterey Peninsula; planted and naturalized CCo, NCo; threat to wildlands?	CCo
Descurainia sophia	flixweed, tansy mustard	Entering Mojave wildlands through washes; threat to wildlands?	CA
Dimorphotheca sinuata	African daisy, Cape marigold	Horticultural; reported as invasive in w. Riverside Co., Ventura Co.; problem elsewhere?	SnJV,SCoRO,SCo,PR
Echium candicans, E. pininana	pride of Madeira, pride of Teneriffe	Horticultural; riparian, grassland, coastal scrub communities; spreads by seed	CCo,SnFrB,SCo,sNCo
Ehrharta longiflora	veldt grass	Reported from San Diego	Not in Jepson
Erica lusitanica	heath	Threat to wildlands?	NCo (Humboldt Co.)
Euphorbia lathyris	caper spurge, gopher plant	Invades coastal scrub, marshes, dunes; Sonoma, Marin cos.; threat to wildlands?	NCo,CCo,GV,SCo
Gazania linearis	gazania	Horticultural; invades grassland in S.F., coastal scrub?	CCo,SCo
Glyceria declinata		Although reported from Central Valley vernal pools, genetic research is needed to confirm identity; plants that have been called G. declinata key in Jepson to native G. occidentalis	Uncertain; not in Jepson
Hedera canariensis	Algerian ivy	Horticultural; invasive in riparian areas in SoCal?	Not in Jepson
Hirschfeldia incana	Mediterranean or short-pod mustard	Increasing in western, southern Mojave; threat to wildlands?	NCo,SNF,GV,CW,SCo, DMoj
Hypericum canariense	Canary Island hypericum	Reported in San Diego area, coastal sage scrub, grassland; threat to wildlands?	SCo
Hypochaeris radicata	rough cat's-ear	Widespread in coastal grasslands, wetlands; threat to wildlands?	NW,CaRF,nSNF,ScV, CW,SCo
Isatis tinctoria[B]	dyers' woad	Well-known invader in Utah; threat to wildlands?	KR,CaR,nSNH,MP
Ligustrum lucidum	glossy privet	Horticultural; spreading rapidly on Mendocino coast; problem in other areas?	NCo; not in Jepson
Limonium ramosissimum ssp. *provinciale*	sea lavender	Reported spreading in Carpinteria Salt Marsh; problem in other areas?	Not in Jepson

Need More Information: Continued

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Ludwigia uruguayensis (= *L. hexapetala*)	water primrose	Invasive in aquatic habitats; non-native status questioned?	NCo,sNCoRO,CCo, SnFrB,SCo
Malephora crocea	ice plant	Invades margins of wetlands, bluffs along SCo	CCo,SCo,sChI
Maytenus boaria	mayten	Horticultural; scattered in riparian forests, ScV; east SnFrB	ScV,SnFrB
Mesembryanthemum nodiflorum	slender-leaved iceplant	Abundant on Channel Islands; invades wetlands; habitats where problematic?	SnFrB,SCo,ChI
Nicotiana glauca	tree tobacco	Disturbed places; not very competitive with natives in coastal scrub, chaparral; spreading along Putah Creek (Yolo Co.); problems elsewhere?	NCoRI,c&sSNF, GV,CW,SW,D
Oxalis pes-caprae	Bermuda buttercup	Invades disturbed sites; invasive in undisturbed habitats?	NCo,NCoRO,CCo, SnFrB,SCoRO,SCo
Parentucellia viscosa		Threat to NCo (Humboldt Co.) dune swales?	NCo,NCoRO,CCo,SCo
Passiflora caerulea		Horticultural; reported from SoCal; threat to wildlands?	SCo; not in Jepson
Pennisetum clandestinum[F,C]	Kikuyu grass	Disturbed sites, roadsides; threat to wildlands?	NCo,CCo,SnFrB,SCo, Santa Cruz Is.
Phyla nodiflora	mat lippia	Most varieties in CA are native; taxonomy unclear; status of plants in vernal pools, wetlands?	NW(except KR,NCoRH), GV,CCo,SnFrB,SCo, PR,DSon
Pinus radiata cultivars	Monterey pine	Cultivars invading native Monterey, Cambria forests, where spread of pine pitch canker is a concern	CCo
Piptatherum miliaceum	smilo grass	Aggressive in SoCal creeks, canyons; threats to wildlands?	NCo,GV,CW,SCo
Pistacia chinensis	Chinese pistache	Horticultural; invades riparian areas and woodlands in ScV	ScV
Prunus cerasifera	cherry plum	Oak woodland, riparian areas; esp. Marin, Sonoma cos.; bird-distributed; problems elsewhere?	SnFrB,CCo
Pyracantha angustifolia	pyracantha	Horticultural; spreads from seed in S.F. Bay area; bird-distributed; problem elsewhere?	sNCoRO,CCo,SnFrB, SCo
Salsola soda	glasswort	Threat to salt marshes?	nCCo,SnFrB
Salsola tragus[C]	Russian thistle, tumbleweed	Abundant in dry open areas in w. Mojave Desert, Great Basin; not limited to disturbed sites; threats?	CA
Salvia aethiopis[B]	Mediterranean sage	Creates monocultures in E. Oregon grasslands; threat to CA wildlands?	MP
Stipa capensis		Distribution and threats?	Not in Jepson
Tamarix aphylla	athel	Spreading in Salton Sea area; threats to wildlands?	nSnJV,nSCo,D
Tanacetum vulgare	common tansy	Jepson reports as uncommon, escape from cultivation in urban areas; problem in wildlands?	NCo,NCoRO,CaRH, SCoRO
Verbena bonariensis, V. litoralis	tall vervain	Horticultural; invades riparian forests, wetlands; extensive along ScV riparian corridors; roadsides (Yuba Co.); elsewhere?	ScV,nSnJV,nSnFrB,CCo

Annual Grasses

Latin Name[1]	Common Name	Habitats of Concern and Other Comments	Distribution[2]
Aegilops triuncialis[B]	barbed goatgrass	Serpentine soils, grasslands	sNCoR,CaRF, n&cSNF, ScV,nCW
Avena barbata	slender wild oat	Lower elev. in SoCal; coastal slopes, coastal sage scrub, disturbed sites	CA-FP,MP,DMoj
Avena fatua	wild oat	Lower elev. in SoCal; coastal slopes, coastal sage scrub on deeper soil, disturbed sites	CA-FP,MP,DMoj
Brachypodium distachyon	false brome	Expanding in SoCal; common in Orange Co.	sNCoR,sCaRF, SNF,GV,CW,SCo,sChI
Bromus diandrus	ripgut brome	Coastal dunes, coastal sage scrub, grasslands	CA
Lolium multiflorum	Italian ryegrass	Wetland areas, esp. vernal pools in San Diego Co.; common in disturbed sites	CA-FP
Schismus arabicus	Mediterranean grass	Threat to Mojave and Colorado desert shrublands?	SnJV,CW,sChI,D
Schismus barbatus	Mediterranean grass	Threat to Mojave and Colorado desert shrublands?	SnJV,SW,D

Considered, but not listed

Latin Name[1]	Common Name	Habitats of Concern and Other Comments
Albizia lophantha	plume acacia	Not invasive
Anthoxanthum odoratum	sweet vernal grass	Disturbed sites on coast; Marin, Sonoma, Mendocino cos.
Carpobrotus chilensis	sea fig	Native status in question; not a threat to wildlands
Centranthus ruber	red valerian	Horticultural; roadcuts in Marin Co.; not a threat to wildlands
Convolvulus arvensis[C]	field bindweed	Disturbed sites; ag lands
Coprosma repens	mirror plant	No evidence of wildland threat
Crocosmia x crocosmiiflora		Generally in disturbed coastal, urban areas, roadsides
Digitalis purpurea	foxglove	Horticultural; scattered in prairies, meadows, disturbed sites; not a major wildland threat
Dipsacus sativus, D. fullonum	wild teasel, Fuller's teasel	Roadsides, disturbed sites
Fumaria officinalis, F. parviflora	fumitory	S.F. Bay area, Monterey Bay salt marshes, sandy disturbed sites
Medicago polymorpha	California bur clover	Grasslands, moist sites; mainly restricted to disturbed sites
Melilotus officinalis	yellow sweet clover	Restricted to disturbed sites in CA
Nerium oleander	oleander	Horticultural; not invasive, although reported from riparian areas in Central Valley, San Bernardino Mtns.
Picris echioides	bristly ox-tongue	Disturbed areas
Silybum marianum	milk thistle	Disturbed areas, especially overgrazed moist pasturelands; may interfere with restoration
Xanthium spinosum	spiny cocklebur	Identified as native in *The Jepson Manual* (Hickman, 1993) and *A California Flora* (Munz and Keck, 1968); restricted to disturbed areas
Zantedeschia aethiopica	calla lily	Horticultural; mainly a garden escape in wet coastal areas
Zoysia cultivars	Amazoy and others	Horticultural; no evidence of wildland threat

Request for Information: Exotic Pest Plants of Greatest Ecological Concern in CA

Please use this form to propose adding a new plant to the CalEPPC list or to provide other comments. Please provide as much detail as possible. Use the second side of this form or attach additional sheets if more space is needed. Please mail completed form to: **Peter Warner, 555 Magnolia Avenue, Petaluma, CA, 94952-2080**. Comments can be submitted by email to **peterjwarner@earthlink.net**

Species Name: _____

Does this weed displace healthy native communities, or
is it mainly restricted to disturbed sites like roadsides, agricultural areas, etc.? _____

_____

In which region(s) of California does this weed infest wildlands?
Indicate county(ies) and/or Jepson regions (see page 3). _____

_____

Which native communities does it infest? _____

List any rare plants, animals or communities threatened by this weed: _____

_____

How does it spread? (Seeds carried by wind, birds, other animals; vegetative runners?) _____

_____

Is this plant a recent invader of California wildlands? Ideas about how it got here? _____

_____

Is this plant sold by nurseries, or used in landscaping, restoration
or other activities that might lead to its further spread in wildlands? _____

_____

Describe any techniques that have been used to eradicate this plant.
Have they been successful? If not, why is the plant difficult to eradicate? _____

_____

Other comments? _____

_____

_____

_____

Name: _____ Affiliation: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ FAX: _____ email: _____

Request for Information: Exotic Pest Plants of Greatest Ecological Concern in CA

Notes:

The California Exotic Pest Plant Council

Who We Are:

Throughout California, natural wildlands and parks are under attack from invasive pest plants. As natural habitat is replaced by exotic plants, we also lose many of the state's native birds, insects, fish and other wildlife species. People concerned with the protection, management and enjoyment of our natural areas have become increasingly alarmed about the spread of invasive exotic vegetation. Since its formation in 1992, CalEPPC has been dedicated to finding solutions to problems caused by non-native pest plant invasions of the state's natural areas. The objectives of CalEPPC are to:

- provide a focus for issues and concerns regarding exotic pest plants in California;
- facilitate communication and the exchange of information regarding all aspects of exotic pest plant control and management;
- provide a forum where all interested parties may participate in meetings and share in the benefits from the information generated by this council;
- promote public understanding regarding exotic pest plants and their control;
- serve as an advisory council regarding funding, research, management and control of exotic pest plants;
- facilitate action campaigns to monitor and control exotic pest plants in California; and
- review incipient and potential pest plant management problems and activities and provide relevant information to interested parties.

What We Do:

CalEPPC:

- Holds an annual statewide symposium;
- Co-sponsors regional workshops on control of problem wildland weeds;
- Publishes a quarterly newsletter with timely, practical information;
- Maintains an informative web site at **www.caleppc.org**
- Sponsors rigorous experiments on control methods for French broom, German ivy, pampas grass and other invasive pest plants;
- Advances public and professional awareness of wildland weed problems and solutions by sponsoring illustrated brochures and a soon-to-be published book on California's worst wildland weeds;
- Is recognized as an authoritative source of new information on all aspects of wildland weed management.

1999 CalEPPC Membership Form

If you would like to join CalEPPC, please remit your calendar dues using the form provided below. All members will receive the CalEPPC newsletter, be eligible to join CalEPPC working groups, be invited to the annual symposium and participate in selecting future board members. Your personal involvement and financial support are the keys to success. Additional contributions by present members are welcomed!

Individual		Institutional	
❑ Low Income/ Student*	$15.00	N/A	
❑ Regular	$25.00	Regular	$100.00
❑ Family	$40.00	Contributing	$250.00
❑ Contributing	$50.00	Patron	$500.00
❑ Sustaining	$100.00	Sustaining	$1000.00
❑ Lifetime	$1000.00		

Please make an additional contribution in my name to:

Student/Low Income membership: $_____

Cape Ivy Biocontrol Fund: $_____

Please make your check payable to **CalEPPC** and mail with this application form to:

CalEPPC Membership
c/o Sally Davis
32912 Calle del

Name _____

Affiliation _____

Address _____

City/State/Zip _____

Office Phone _____

Home Phone _____

Fax _____

email _____

** Students, please include current registration and/or class schedule*

The California Exotic Pest Plant Council is a California 501(c)3 non-profit, public benefit corporation organized to provide a focus for issues and concerns regarding exotic pest plants in California, and is recognized under federal and state tax laws as a qualified donee for tax deducible charitable contributions.

The CalEPPC List:

Exotic Pest Plants of Greatest Ecological Concern in California

October, 1999

Potential uses for this list:

- Informing the public
- Targeting species for control efforts
- Alerting restorationists to potential problem species
- Aiding those who comment on environmental documents
- Soliciting additional information on exotic plants with unknown or changing status

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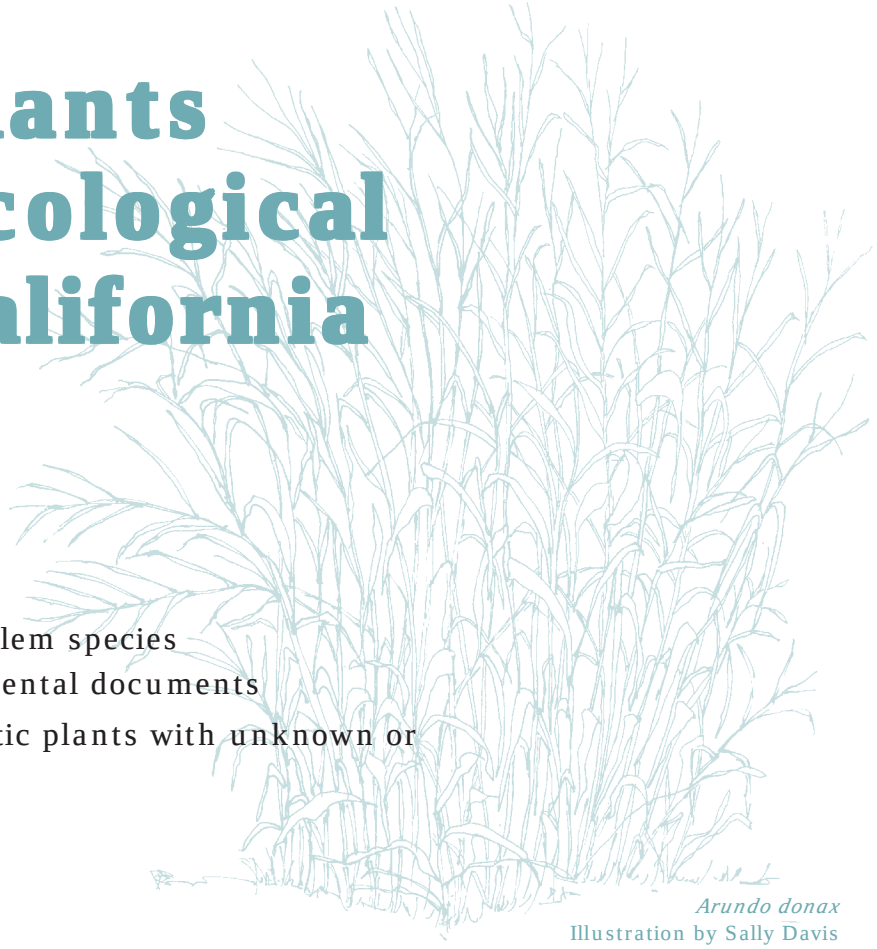

Arundo donax
Illustration by Sally Davis

CALIFORNIA EXOTIC PEST PLANT COUNCIL
32912 Calle del Tesoro
San Juan Capistrano, CA 92675-4427

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Figure 1

Toro Canyon Area Vicinity Map

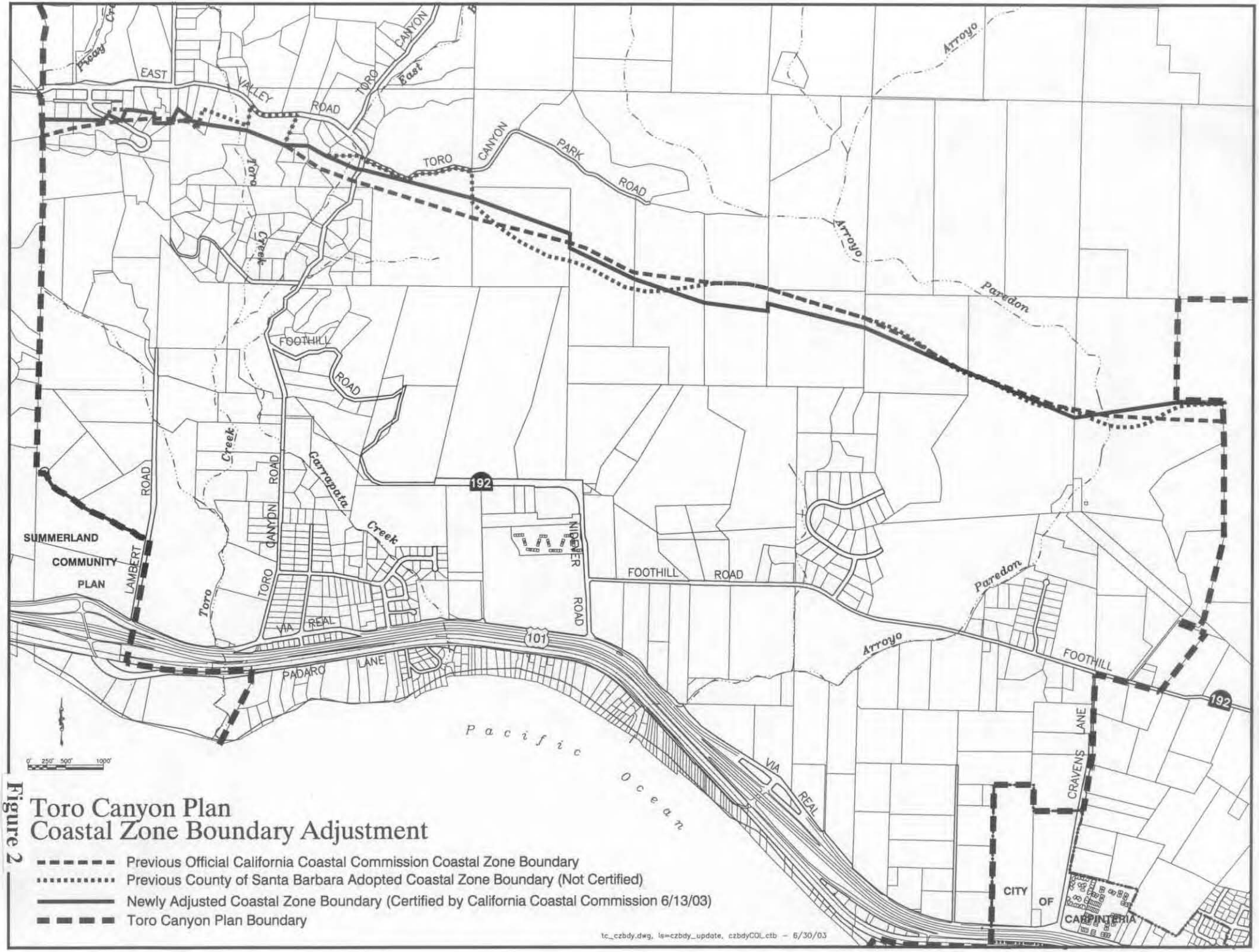


Figure 2

Toro Canyon Plan
Coastal Zone Boundary Adjustment

- Previous Official California Coastal Commission Coastal Zone Boundary
- Previous County of Santa Barbara Adopted Coastal Zone Boundary (Not Certified)
- Newly Adjusted Coastal Zone Boundary (Certified by California Coastal Commission 6/13/03)
- Toro Canyon Plan Boundary

tc_czbdy.dwg, ls=czbdy_update, czbdyCOL.ctb - 6/30/03

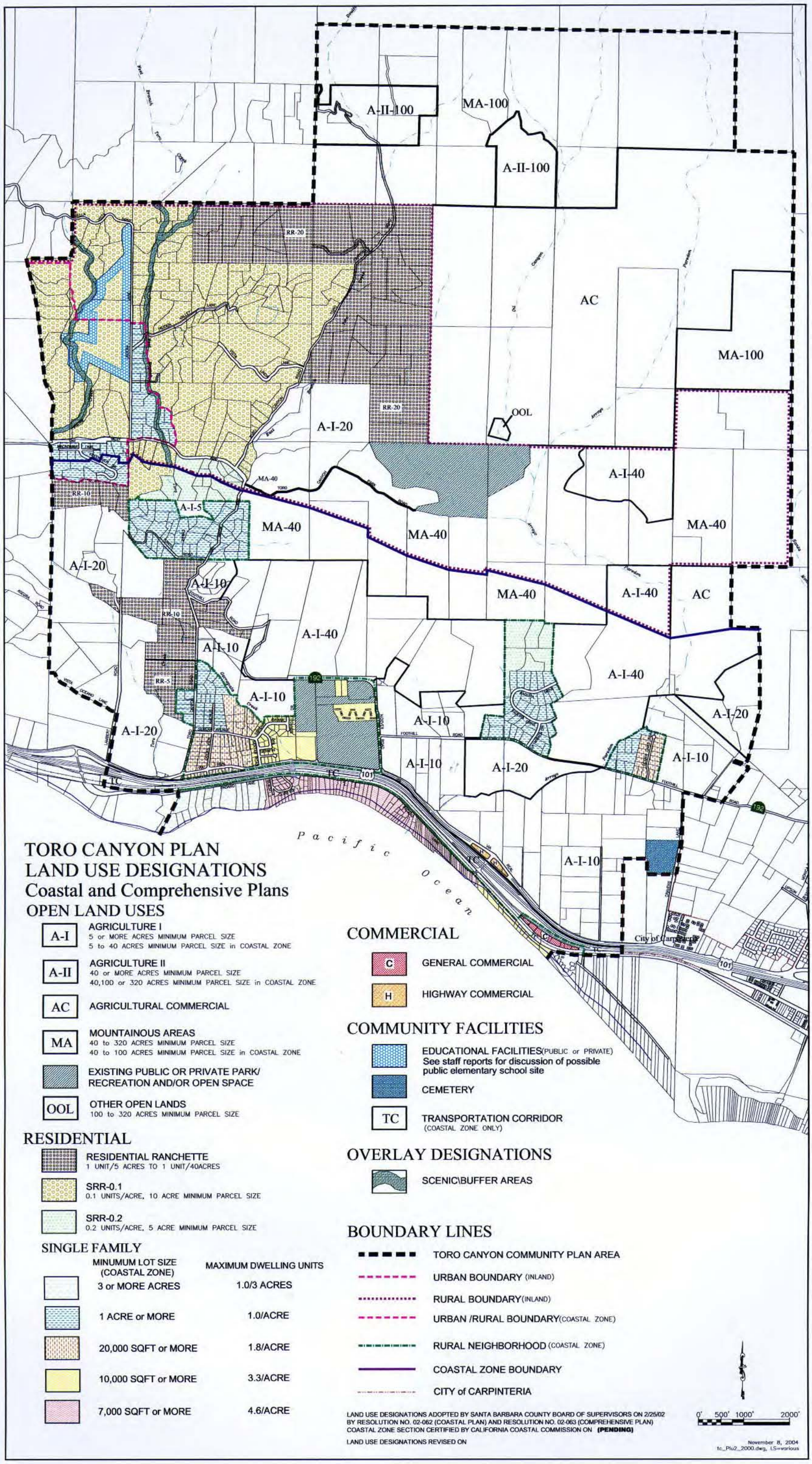

A-II-100
MA-100
A-II-100
RR-20
AC
MA-100
OOL
A-I-20
RR-20
A-I-40
MA-40
A-I-5
MA-40
MA-40
A-I-20
A-I-10
RR-10
MA-40
A-I-40
AC
A-I-40
A-I-10
RR-5
A-I-10
A-I-40
A-I-20
A-I-10
A-I-10
A-I-20
A-I-20
A-I-10
TC
TC
101
192
Pacific Ocean
A-I-10
TC
City of Carpinteria
TC
101
192
TORO CANYON PLAN
LAND USE DESIGNATIONS
Coastal and Comprehensive Plans
OPEN LAND USES
A-I AGRICULTURE I
5 or MORE ACRES MINIMUM PARCEL SIZE
5 to 40 ACRES MINIMUM PARCEL SIZE in COASTAL ZONE
A-II AGRICULTURE II
40 or MORE ACRES MINIMUM PARCEL SIZE
40,100 or 320 ACRES MINIMUM PARCEL SIZE in COASTAL ZONE
AC AGRICULTURAL COMMERCIAL
MA MOUNTAINOUS AREAS
40 to 320 ACRES MINIMUM PARCEL SIZE
40 to 100 ACRES MINIMUM PARCEL SIZE in COASTAL ZONE
EXISTING PUBLIC OR PRIVATE PARK/
RECREATION AND/OR OPEN SPACE
OOL OTHER OPEN LANDS
100 to 320 ACRES MINIMUM PARCEL SIZE
RESIDENTIAL
RESIDENTIAL RANCHETTE
1 UNIT/5 ACRES TO 1 UNIT/40ACRES
SRR-0.1
0.1 UNITS/ACRE, 10 ACRE MINIMUM PARCEL SIZE
SRR-0.2
0.2 UNITS/ACRE, 5 ACRE MINIMUM PARCEL SIZE
SINGLE FAMILY
MINUMUM LOT SIZE (COASTAL ZONE)
MAXIMUM DWELLING UNITS
3 or MORE ACRES
1.0/3 ACRES
1 ACRE or MORE
1.0/ACRE
20,000 SQFT or MORE
1.8/ACRE
10,000 SQFT or MORE
3.3/ACRE
7,000 SQFT or MORE
4.6/ACRE
COMMERCIAL
C GENERAL COMMERCIAL
H HIGHWAY COMMERCIAL
COMMUNITY FACILITIES
EDUCATIONAL FACILITIES(PUBLIC or PRIVATE)
See staff reports for discussion of possible
public elementary school site
CEMETERY
TC TRANSPORTATION CORRIDOR
(COASTAL ZONE ONLY)
OVERLAY DESIGNATIONS
SCENIC\BUFFER AREAS
BOUNDARY LINES
TORO CANYON COMMUNITY PLAN AREA
URBAN BOUNDARY (INLAND)
RURAL BOUNDARY(INLAND)
URBAN /RURAL BOUNDARY(COASTAL ZONE)
RURAL NEIGHBORHOOD (COASTAL ZONE)
COASTAL ZONE BOUNDARY
CITY of CARPINTERIA
LAND USE DESIGNATIONS ADOPTED BY SANTA BARBARA COUNTY BOARD OF SUPERVISORS ON 2/25/02
BY RESOLUTION NO. 02-062 (COASTAL PLAN) AND RESOLUTION NO. 02-063 (COMPREHENSIVE PLAN)
COASTAL ZONE SECTION CERTIFIED BY CALIFORNIA COASTAL COMMISSION ON (PENDING)
LAND USE DESIGNATIONS REVISED ON
0' 500' 1000' 2000'
November 8, 2004
tc_Plu2_2000.dwg, LS=various

Figure 3

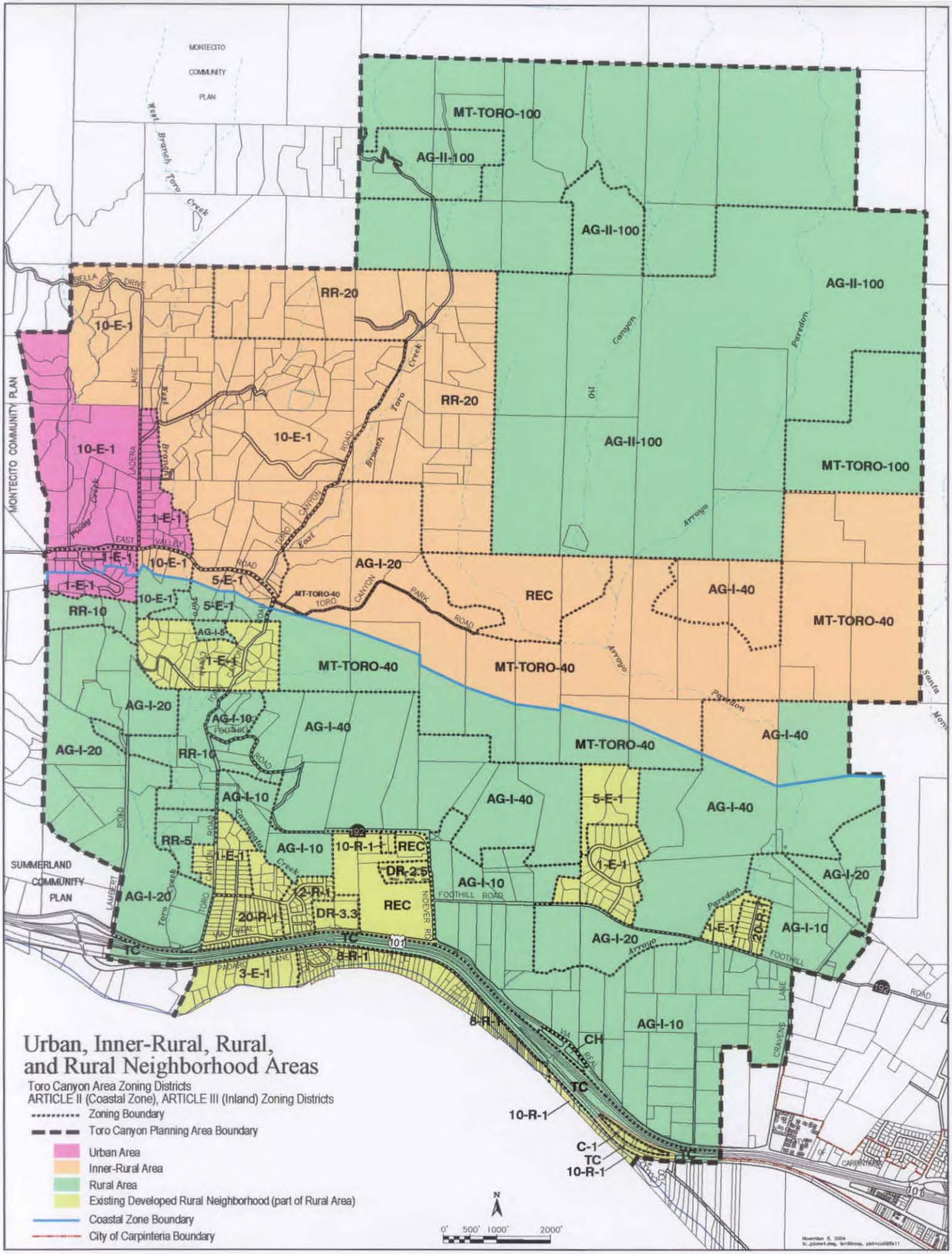

MONTECITO COMMUNITY PLAN
SUMMERLAND COMMUNITY PLAN
MT-TORO-100
AG-II-100
RR-20
10-E-1
1-E-1
5-E-1
AG-I-20
REC
AG-I-40
MT-TORO-40
RR-10
AG-I-5
AG-I-10
RR-5
10-R-1
DR-2.5
12-R-1
DR-3.3
20-R-1
8-R-1
3-E-1
CH
C-1
TC
Urban, Inner-Rural, Rural, and Rural Neighborhood Areas
Toro Canyon Area Zoning Districts
ARTICLE II (Coastal Zone), ARTICLE III (Inland) Zoning Districts
Zoning Boundary
Toro Canyon Planning Area Boundary
Urban Area
Inner-Rural Area
Rural Area
Existing Developed Rural Neighborhood (part of Rural Area)
Coastal Zone Boundary
City of Carpinteria Boundary
0' 500' 1000' 2000'

Figure 4

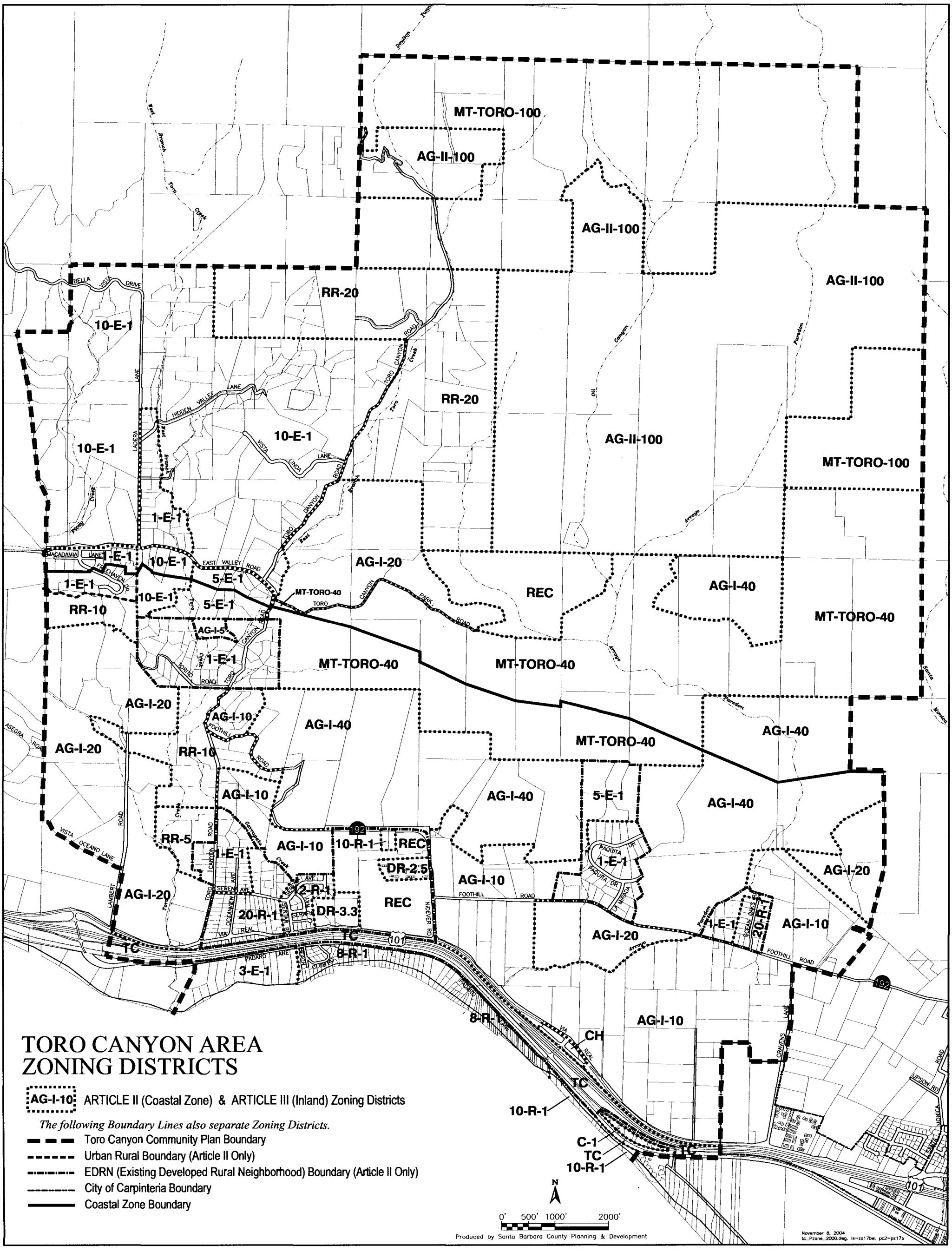

MT-TORO-100
AG-II-100
AG-II-100
AG-II-100
RR-20
10-E-1
10-E-1
RR-20
AG-II-100
MT-TORO-100
1-E-1
10-E-1
1-E-1
10-E-1
5-E-1
AG-I-20
REC
AG-I-40
MT-TORO-40
1-E-1
10-E-1
5-E-1
AG-I-5
MT-TORO-40
MT-TORO-40
MT-TORO-40
AG-I-20
AG-I-10
AG-I-40
AG-I-20
RR-10
AG-I-40
MT-TORO-40
AG-I-10
AG-I-40
5-E-1
AG-I-40
RR-5
1-E-1
AG-I-10
10-R-1
REC
DR-2.5
1-E-1
AG-I-20
AG-I-10
AG-I-20
2-R-1
REC
DR-3.3
20-R-1
AG-I-20
1-E-1
20-R-1
AG-I-10
TC
8-R-1
3-E-1
8-R-1
AG-I-10
CH
TC
10-R-1
C-1
TC
10-R-1
TORO CANYON AREA
ZONING DISTRICTS
AG-I-10 ARTICLE II (Coastal Zone) & ARTICLE III (Inland) Zoning Districts
The following Boundary Lines also separate Zoning Districts.
Toro Canyon Community Plan Boundary
Urban Rural Boundary (Article II Only)
EDRN (Existing Developed Rural Neighborhood) Boundary (Article II Only)
City of Carpinteria Boundary
Coastal Zone Boundary
N
0' 500' 1000' 2000'
Produced by Santa Barbara County Planning & Development
November 8, 2004
tc_Pzone_2000.dwg, ls=za17bw, pc2=pz17b

Figure 5

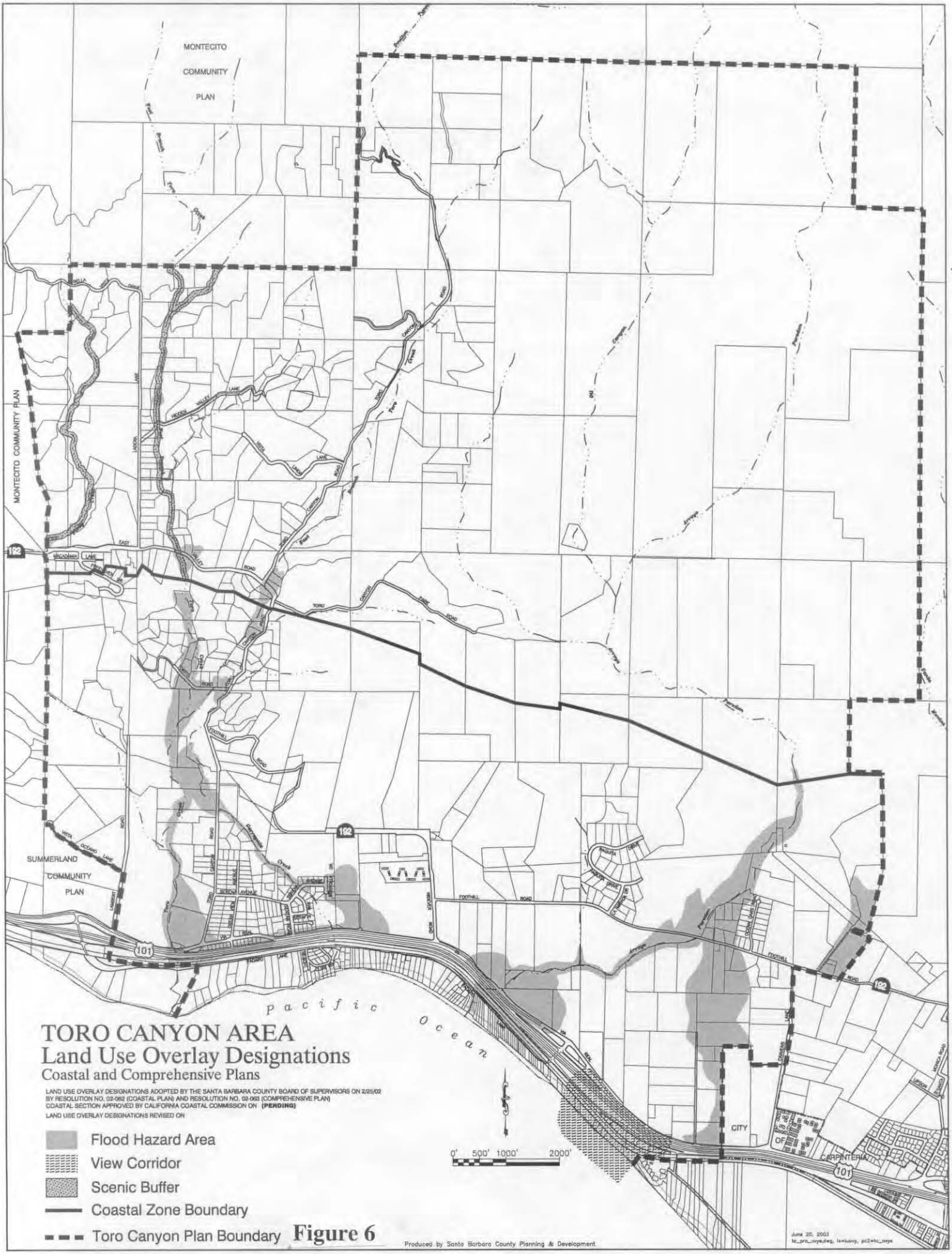
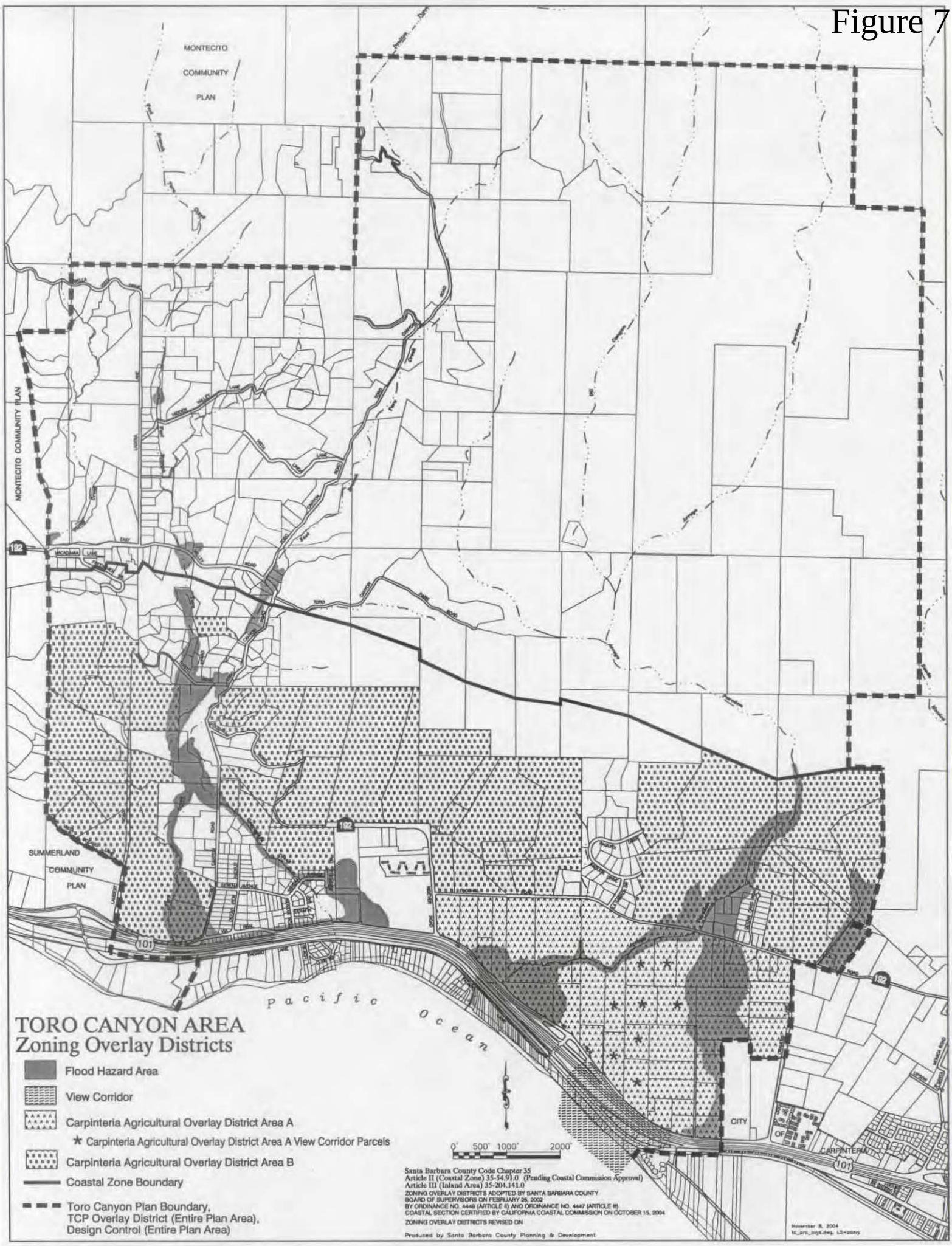

MONTECITO
COMMUNITY
PLAN
MONTECITO COMMUNITY PLAN
SUMMERLAND
COMMUNITY
PLAN
101
192
pacific
Ocean
CITY
OF
CARPINTERIA
0' 500' 1000' 2000'
TORO CANYON AREA
Land Use Overlay Designations
Coastal and Comprehensive Plans
LAND USE OVERLAY DESIGNATIONS ADOPTED BY THE SANTA BARBARA COUNTY BOARD OF SUPERVISORS ON 2/25/02
BY RESOLUTION NO. 02-062 (COASTAL PLAN) AND RESOLUTION NO. 02-063 (COMPREHENSIVE PLAN)
COASTAL SECTION APPROVED BY CALIFORNIA COASTAL COMMISSION ON (PENDING)
LAND USE OVERLAY DESIGNATIONS REVISED ON
Flood Hazard Area
View Corridor
Scenic Buffer
Coastal Zone Boundary
Toro Canyon Plan Boundary
Produced by Santa Barbara County Planning & Development
June 20, 2003

Figure 6

Figure 7


MONTECITO
COMMUNITY
PLAN
MONTECITO COMMUNITY PLAN
SUMMERLAND
COMMUNITY
PLAN
192
101
pacific Ocean
CITY OF CARPINTERIA
TORO CANYON AREA
Zoning Overlay Districts
Flood Hazard Area
View Corridor
Carpinteria Agricultural Overlay District Area A
* Carpinteria Agricultural Overlay District Area A View Corridor Parcels
Carpinteria Agricultural Overlay District Area B
Coastal Zone Boundary
Toro Canyon Plan Boundary,
TCP Overlay District (Entire Plan Area),
Design Control (Entire Plan Area)
0' 500' 1000' 2000'
Santa Barbara County Code Chapter 35
Article II (Coastal Zone) 35-54.9.1.0 (Pending Coastal Commission Approval)
Article III (Inland Area) 35-204.141.0
ZONING OVERLAY DISTRICTS ADOPTED BY SANTA BARBARA COUNTY
BOARD OF SUPERVISORS ON FEBRUARY 26, 2002
BY ORDINANCE NO. 4440 (ARTICLE II) AND ORDINANCE NO. 4447 (ARTICLE III)
COASTAL SECTION CERTIFIED BY CALIFORNIA COASTAL COMMISSION ON OCTOBER 15, 2004
ZONING OVERLAY DISTRICTS REVISED ON
Produced by Santa Barbara County Planning & Development
November 8, 2004


Via Real Potential Affordable Housing Overlay (AHO) Site
Potential AHO Site
Rural Neighborhood Boundary
(Site within Rural Neighborhood)
0'
150'
AVE
DR
SERPOLLA
SERENA
Carrapata
WAY
SERAFIN
MORGAN
LANE
Creek
50
VIA
REAL
HIGHWAY
101
U.S.
11/7/01
viareal_aho.dwg, lw=811, pc2=viareal_aho

Figure 8

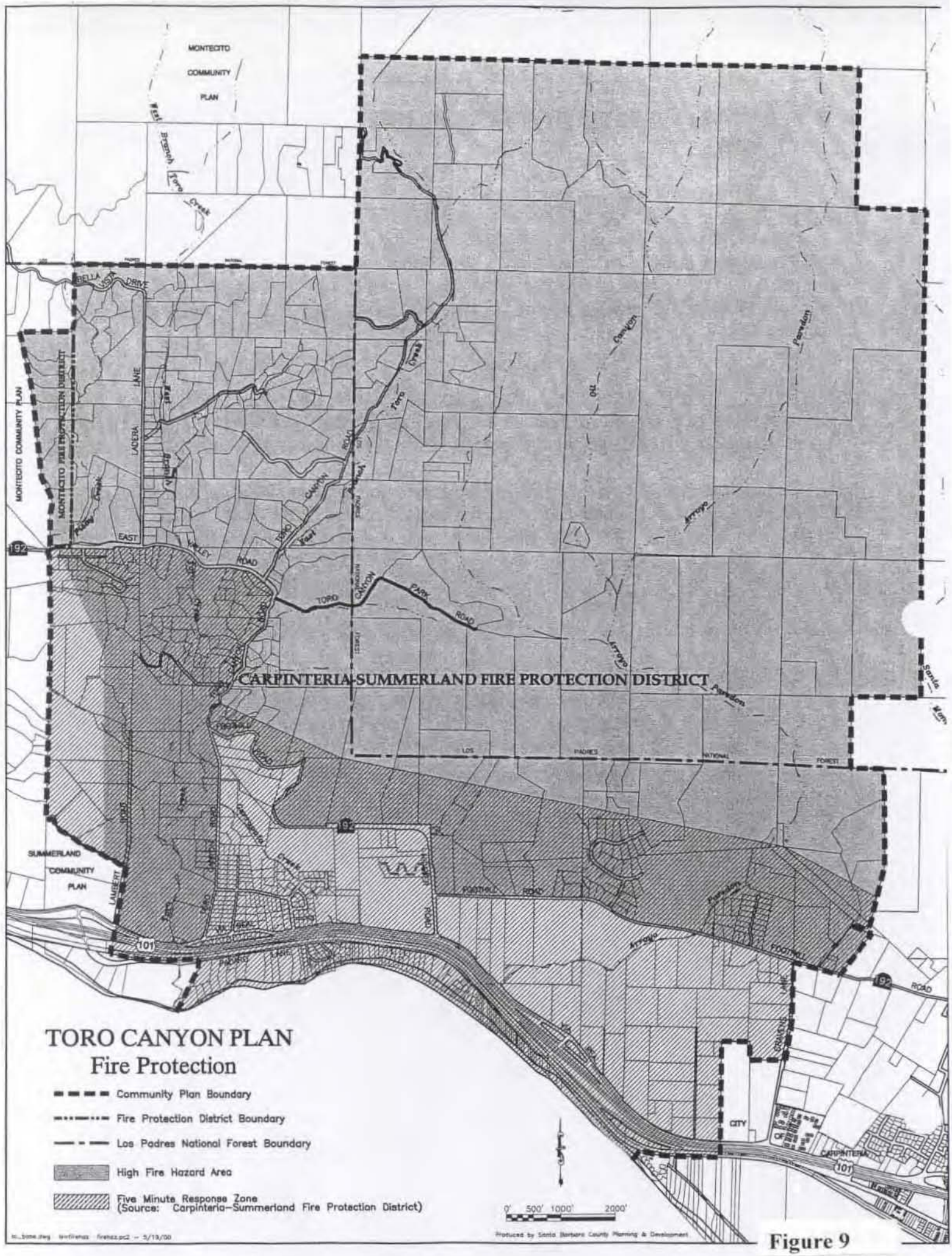

MONTECITO COMMUNITY PLAN
CARPINTERIA-SUMMERLAND FIRE PROTECTION DISTRICT
SUMMERLAND COMMUNITY PLAN
CITY
CARPINTERIA
TORO CANYON PLAN
Fire Protection
Community Plan Boundary
Fire Protection District Boundary
Los Padres National Forest Boundary
High Fire Hazard Area
Five Minute Response Zone
(Source: Carpinteria-Summerland Fire Protection District)
0' 500' 1000' 2000'
Produced by Santa Barbara County Planning & Development

Figure 9

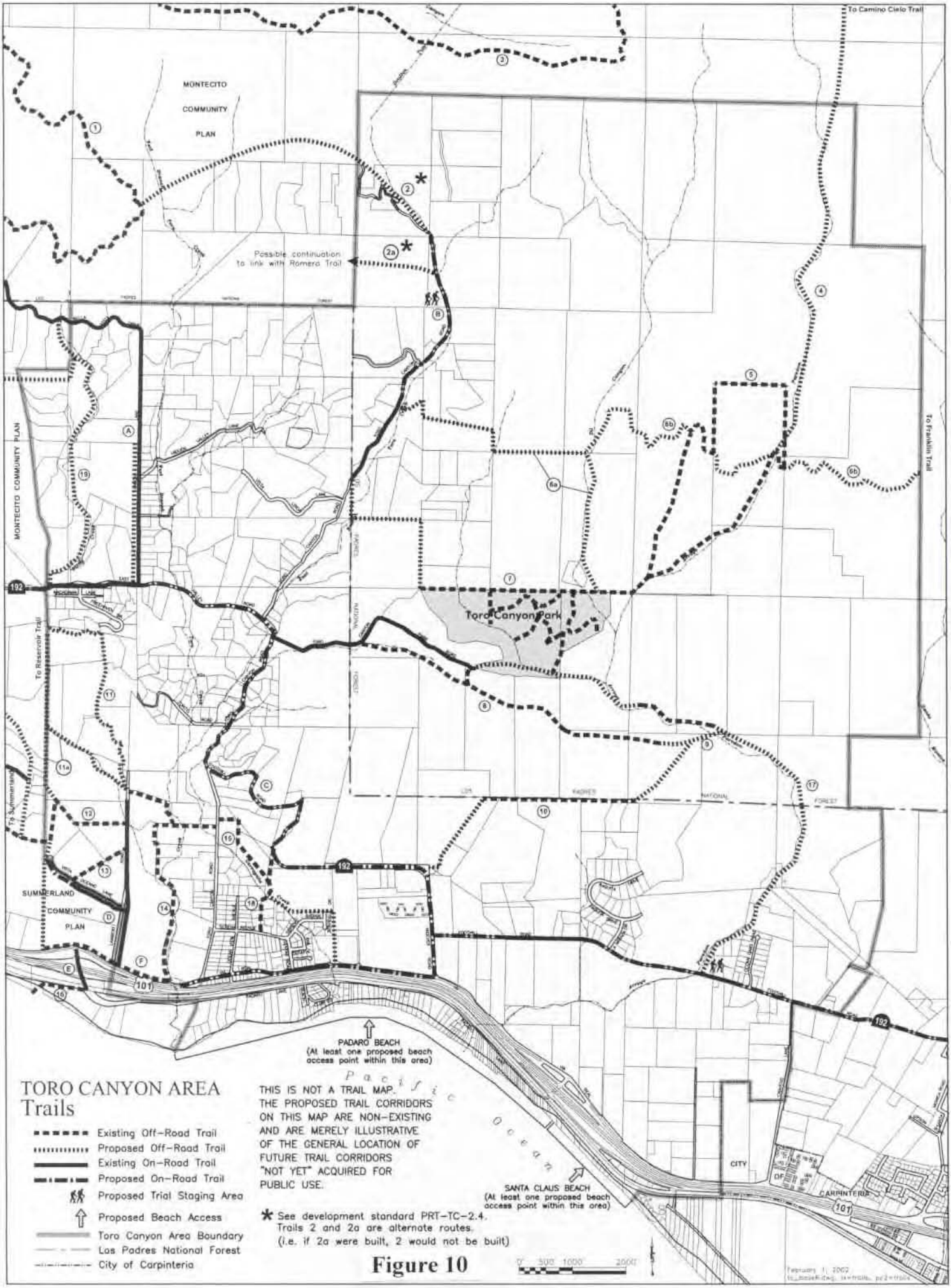
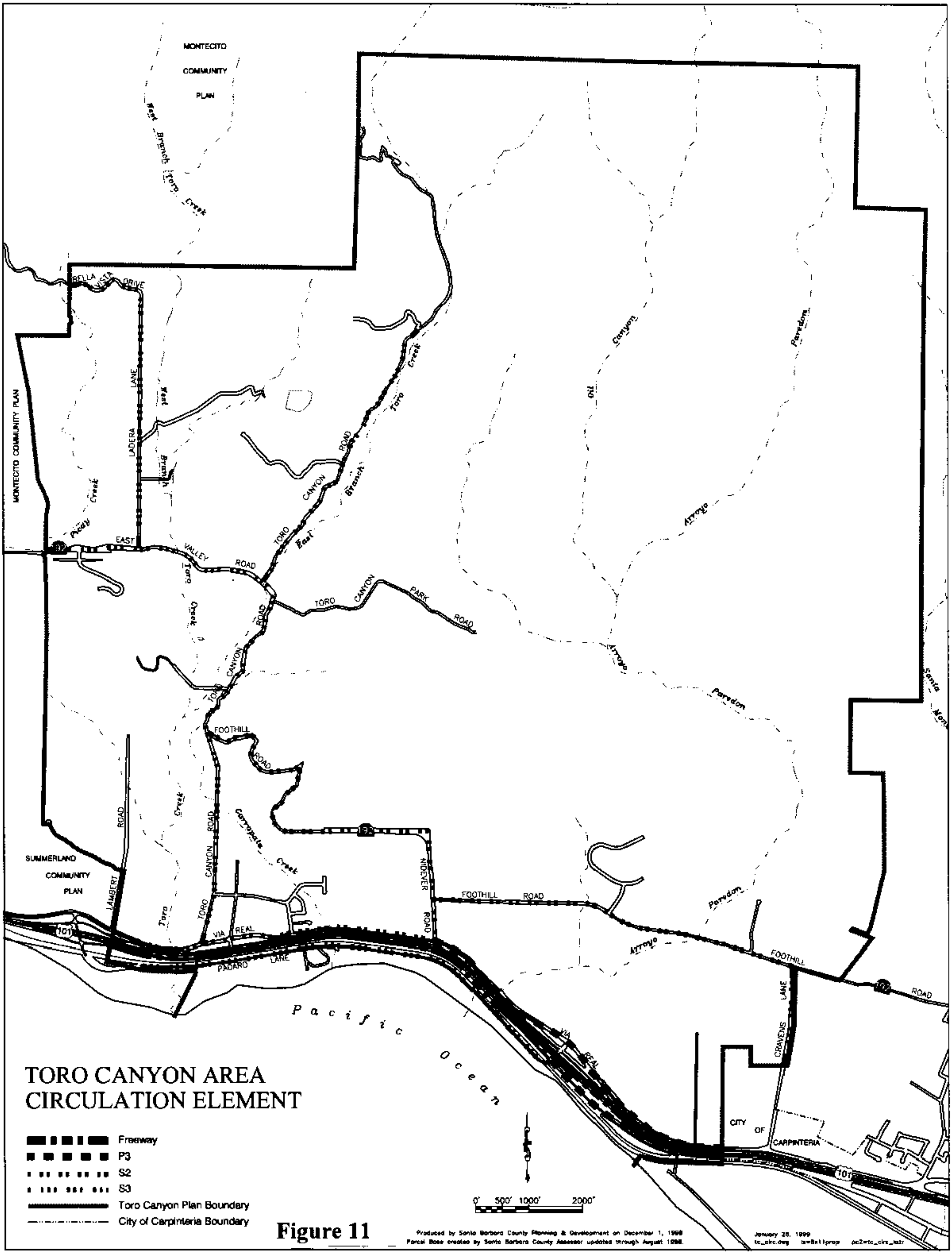

To Camino Cielo Trail
MONTECITO
COMMUNITY
PLAN
Possible continuation to link with Romero Trail
MONTECITO COMMUNITY PLAN
To Franklin Trail
Toro Canyon Park
To Reservoir Trail
To Summerland
SUMMERLAND
COMMUNITY
PLAN
192
101
PADARO BEACH
(At least one proposed beach access point within this area)
Pacific Ocean
SANTA CLAUS BEACH
(At least one proposed beach access point within this area)
CITY OF CARPINTERIA
TORO CANYON AREA
Trails
Existing Off-Road Trail
Proposed Off-Road Trail
Existing On-Road Trail
Proposed On-Road Trail
Proposed Trial Staging Area
Proposed Beach Access
Toro Canyon Area Boundary
Las Padres National Forest
City of Carpinteria
THIS IS NOT A TRAIL MAP.
THE PROPOSED TRAIL CORRIDORS ON THIS MAP ARE NON-EXISTING AND ARE MERELY ILLUSTRATIVE OF THE GENERAL LOCATION OF FUTURE TRAIL CORRIDORS "NOT YET" ACQUIRED FOR PUBLIC USE.
* See development standard PRT-TC-2.4. Trails 2 and 2a are alternate routes. (i.e. if 2a were built, 2 would not be built)
0 500 1000 2000

Figure 10



MONTECITO COMMUNITY PLAN
West Branch Toro Creek
BELLA VISTA DRIVE
LADERA LANE
West Branch
Picay Creek
MONTECITO COMMUNITY PLAN
EAST VALLEY ROAD
Toro Creek
TORO CANYON ROAD
Toro Creek
East Branch
TORO CANYON PARK ROAD
Oil Canyon
Arroyo Paredon
FOOTHILL ROAD
Carpinteria Creek
NIDEVER ROAD
FOOTHILL ROAD
LAMBERT ROAD
SUMMERLAND COMMUNITY PLAN
VIA REAL
PADARO LANE
101
Pacific Ocean
CRAVENS LANE
FOOTHILL ROAD
CITY OF CARPINTERIA
Santa Monica
TORO CANYON AREA
CIRCULATION ELEMENT
Freeway
P3
S2
S3
Toro Canyon Plan Boundary
City of Carpinteria Boundary
0' 500' 1000' 2000'
Produced by Santa Barbara County Planning & Development on December 1, 1998
Parcel Base created by Santa Barbara County Assessor updated through August 1998.
January 28, 1999
tc_circ.dwg

Figure 11

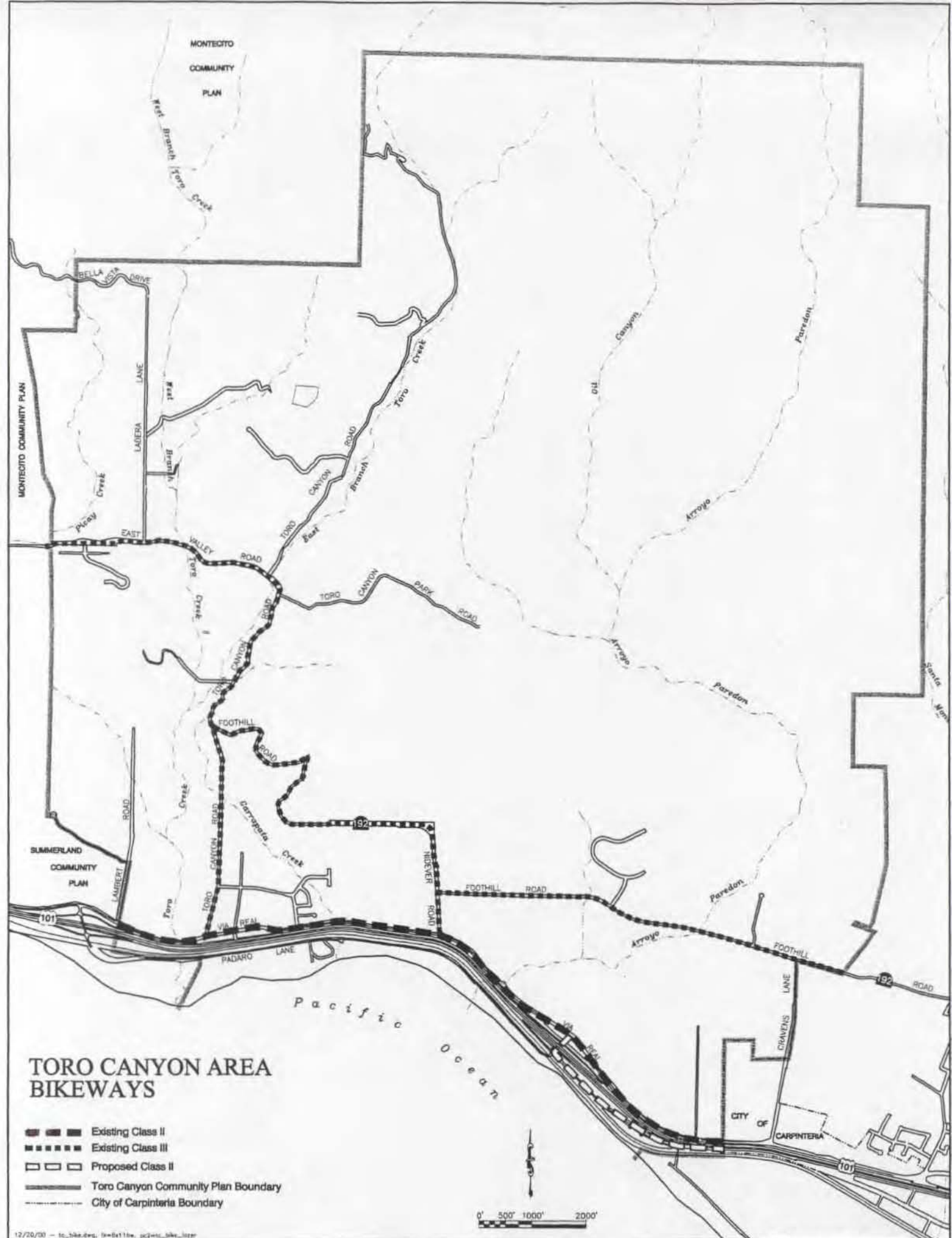

MONTECITO
COMMUNITY
PLAN
MONTECITO COMMUNITY PLAN
SUMMERLAND
COMMUNITY
PLAN
BELLA VISTA DRIVE
LADERA LANE
West Branch Toro Creek
Toro Creek
Toro Canyon
Paredon
Arroyo
TORO CANYON ROAD
East Valley Road
TORO CANYON PARK ROAD
FOOTHILL ROAD
LAMBERT ROAD
RIDGEVER ROAD
VIA REAL
PADARO LANE
CRAVENS LANE
Carpinteria Creek
Pacific Ocean
CITY OF CARPINTERIA
101
192
TORO CANYON AREA
BIKEWAYS
Existing Class II
Existing Class III
Proposed Class II
Toro Canyon Community Plan Boundary
City of Carpinteria Boundary
0' 500' 1000' 2000'
12/20/00 – tc_bike.dwg, (w=8x11in, pc2=tc_bike_laser

Figure 12

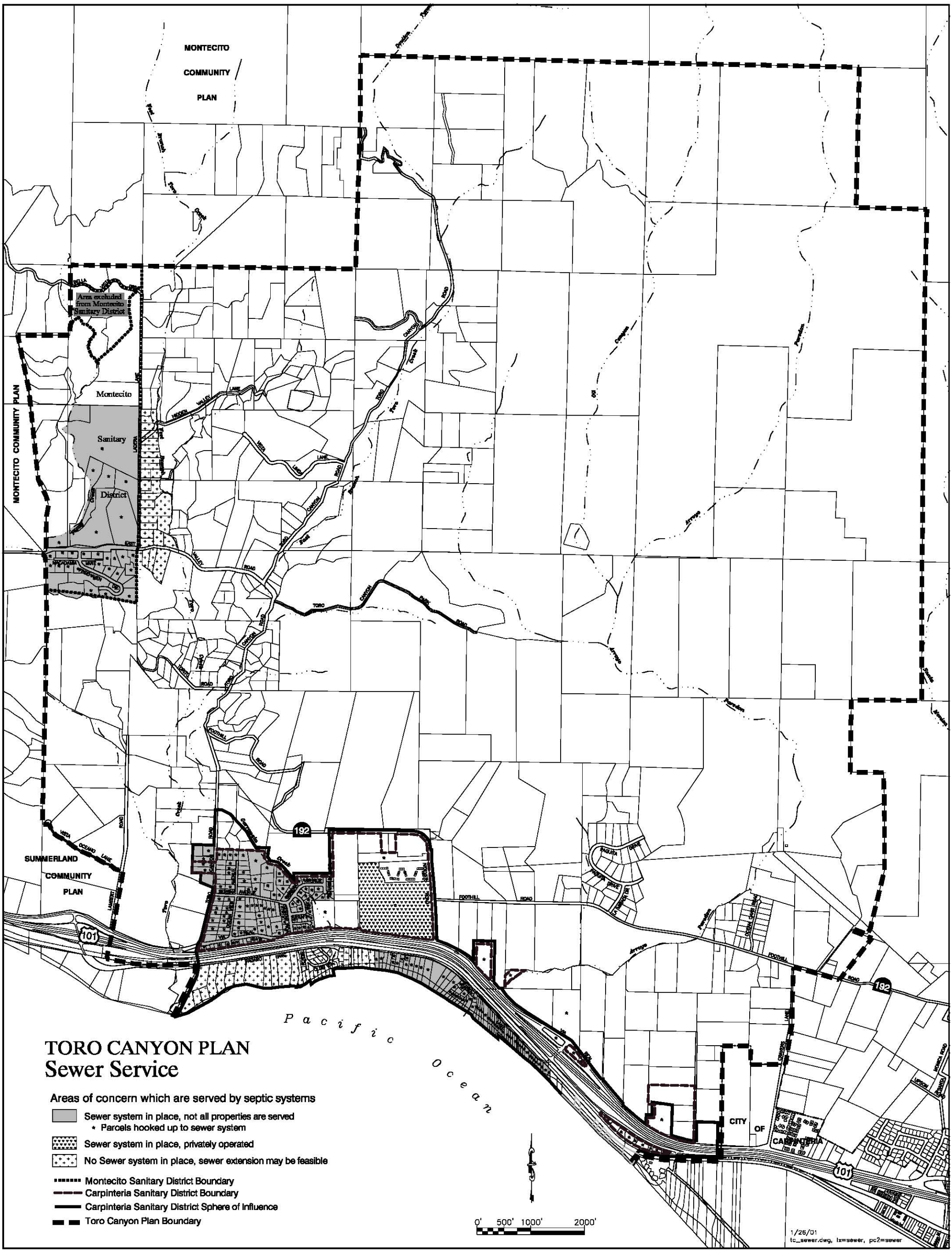

MONTECITO
COMMUNITY
PLAN
Area excluded from Montecito Sanitary District
Montecito
Sanitary
District
MONTECITO COMMUNITY PLAN
SUMMERLAND
COMMUNITY
PLAN
CITY OF CARPINTERIA
Pacific Ocean
TORO CANYON PLAN
Sewer Service
Areas of concern which are served by septic systems
Sewer system in place, not all properties are served
* Parcels hooked up to sewer system
Sewer system in place, privately operated
No Sewer system in place, sewer extension may be feasible
Montecito Sanitary District Boundary
Carpinteria Sanitary District Boundary
Carpinteria Sanitary District Sphere of Influence
Toro Canyon Plan Boundary
0' 500' 1000' 2000'
1/26/01
tc_sewer.dwg, lx=sewer, pc2=sewer

Figure 13

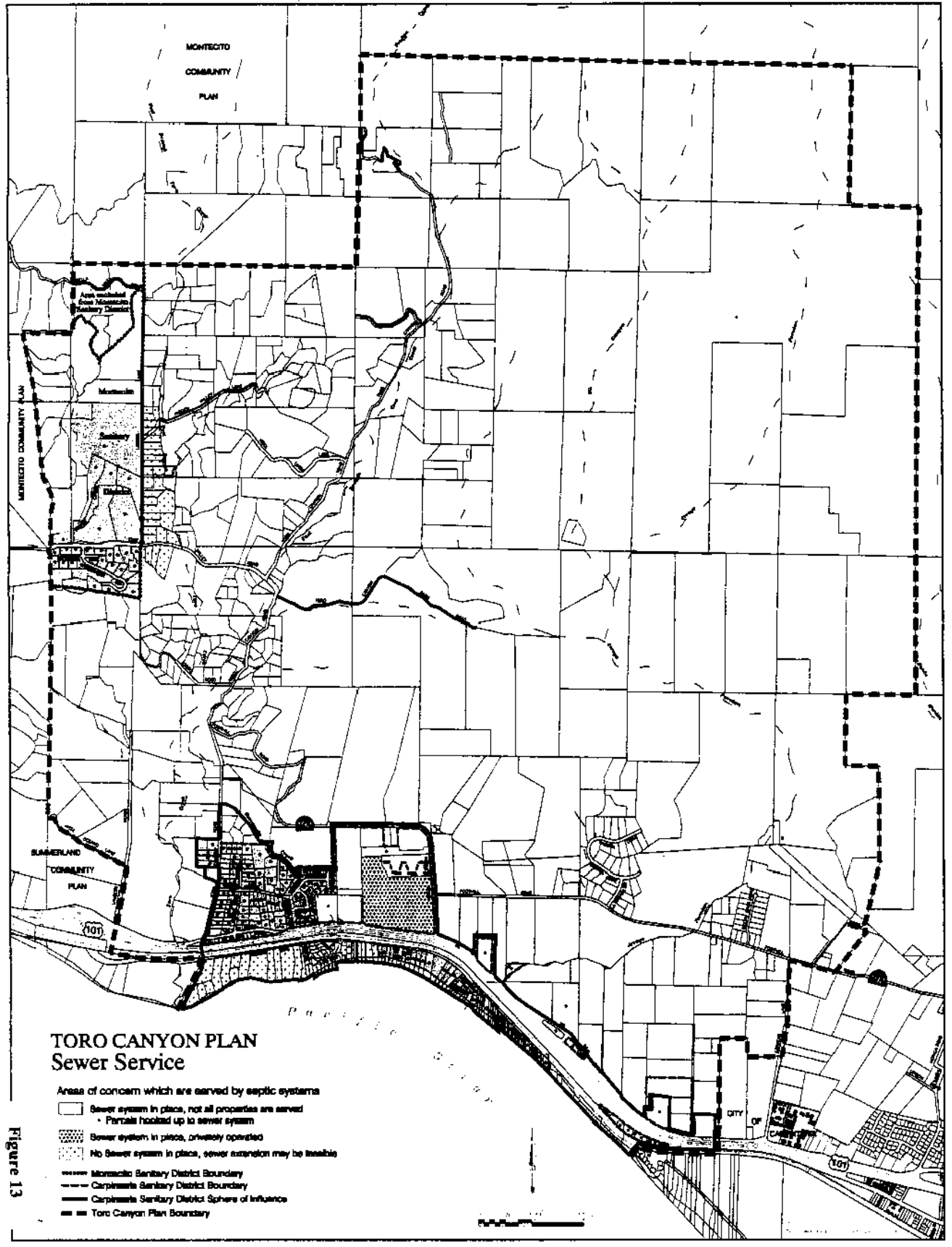
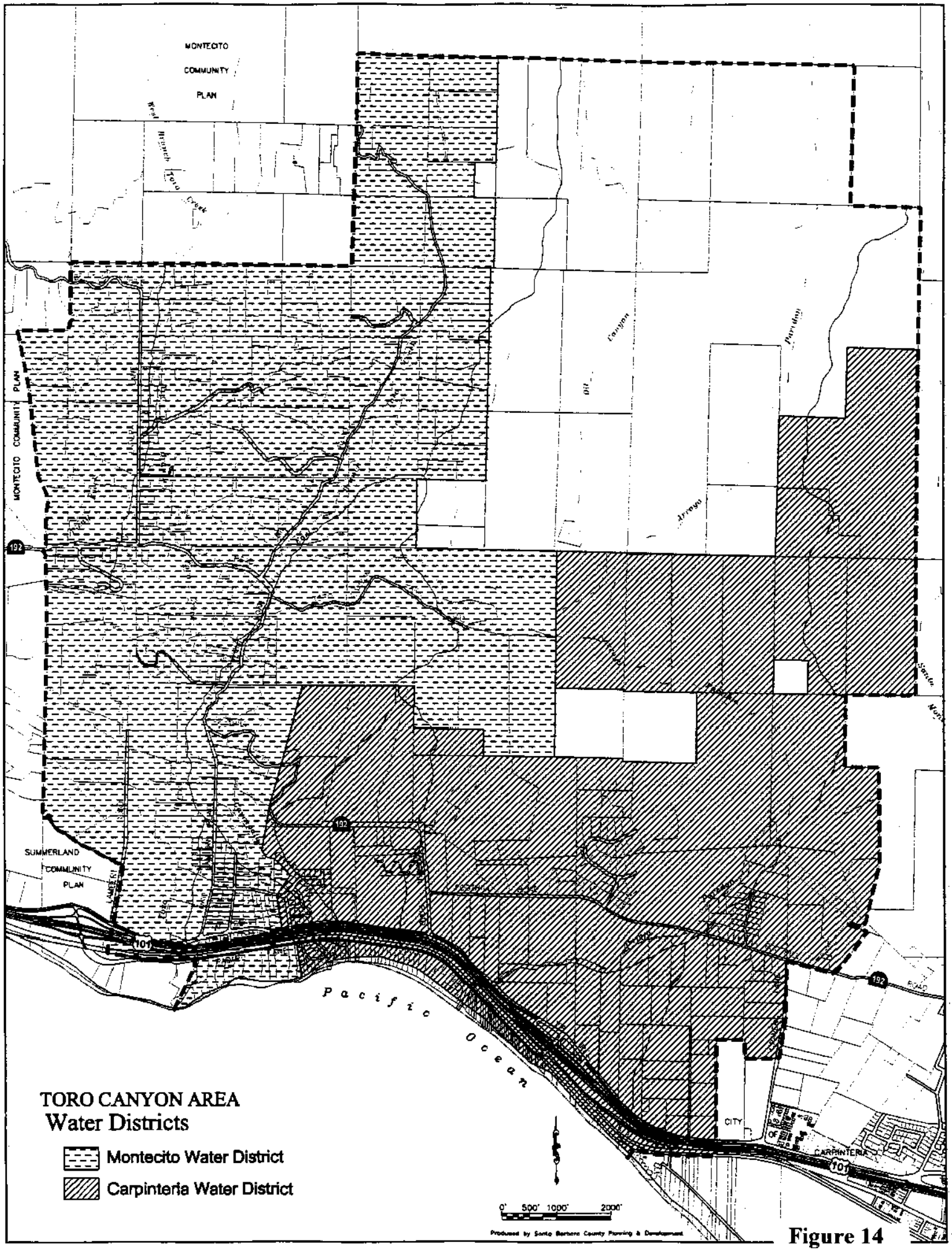

MONTECITO
COMMUNITY
PLAN
Area included in Montecito Sanitary District
Montecito
Summerland
Riviera
MONTECITO COMMUNITY PLAN
SUMMERLAND
COMMUNITY
PLAN
101
Pacific Ocean
CITY OF
CARPINTERIA
101
TORO CANYON PLAN
Sewer Service
Areas of concern which are served by septic systems
Sewer system in place, not all properties are served
- Parcels hooked up to sewer system
Sewer system in place, privately operated
No Sewer system in place, sewer extension may be feasible
Montecito Sanitary District Boundary
Carpinteria Sanitary District Boundary
Carpinteria Sanitary District Sphere of Influence
Toro Canyon Plan Boundary

Figure 13

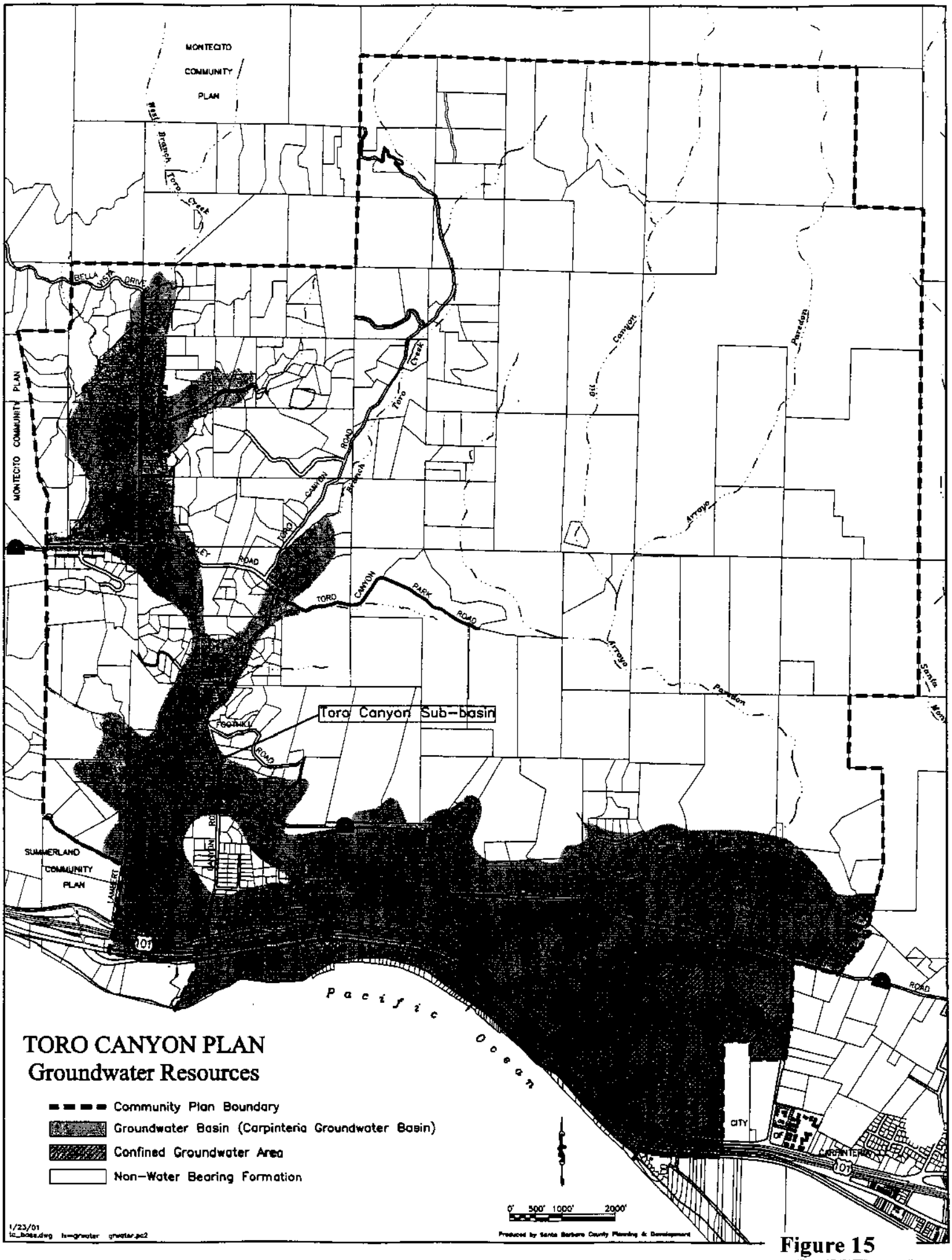


TORO CANYON AREA
Water Districts

Montecito Water District

Carpinteria Water District

Figure 14



TORO CANYON PLAN
Groundwater Resources

- Community Plan Boundary
- Groundwater Basin (Carpinteria Groundwater Basin)
- Confined Groundwater Area
- Non-Water Bearing Formation

Figure 15

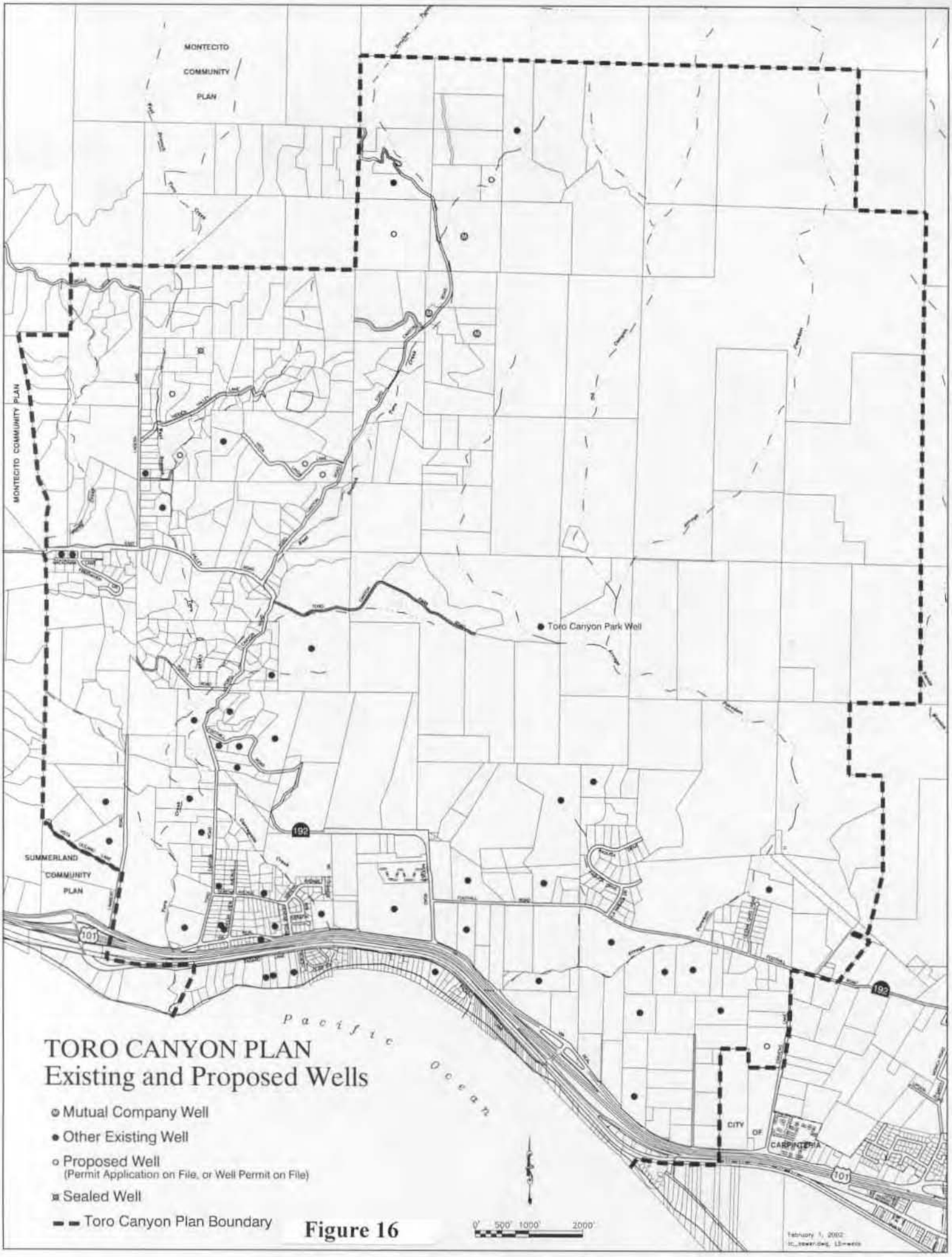

MONTECITO
COMMUNITY
PLAN
MONTECITO COMMUNITY PLAN
Toro Canyon Park Well
SUMMERLAND
COMMUNITY
PLAN
192
101
Pacific Ocean
CITY OF CARPINTERIA
TORO CANYON PLAN
Existing and Proposed Wells
Mutual Company Well
Other Existing Well
Proposed Well
(Permit Application on File, or Well Permit on File)
Sealed Well
Toro Canyon Plan Boundary
0' 500' 1000' 2000'

Figure 16

TORO CANYON AREA
Environmentally Sensitive Habitat (ESH-TCP)

- Toro Canyon Area Boundary
- Wetland (ESH)
- Rocky Intertidal (ESH)
- Southern Coast Live Oak Riparian Forest or Streams (ESH)
- Coast Live Oak Forest (ESH)
- Scrub Oak Chaparral (ESH)
- Coastal Sage Scrub (ESH)
- Monarch Butterfly Habitat (ESH)
- *Offshore Kelp (ESH)
- Areas of Potential Biological Merit Requiring Further Study during Permit Review **(Within these areas, the extent of any associated riparian habitat must be determined by site-specific review)**
- *Area of Potential Monarch Butterfly Habitat Requiring Further Study during Permit Review
- *Wetland (NOT ESH – see DevStd BIO–TC–1.9)

0' 500' 1000' 2000'

*Features added to map as a condition of California Coastal Commission approval

NOTE: Existing agricultural support structures do not constitute ESH.

January 24, 2005
tc_esh_2002.dwg, layerstate=esh_only, tc_esh_11x17.ctb

Figure 17

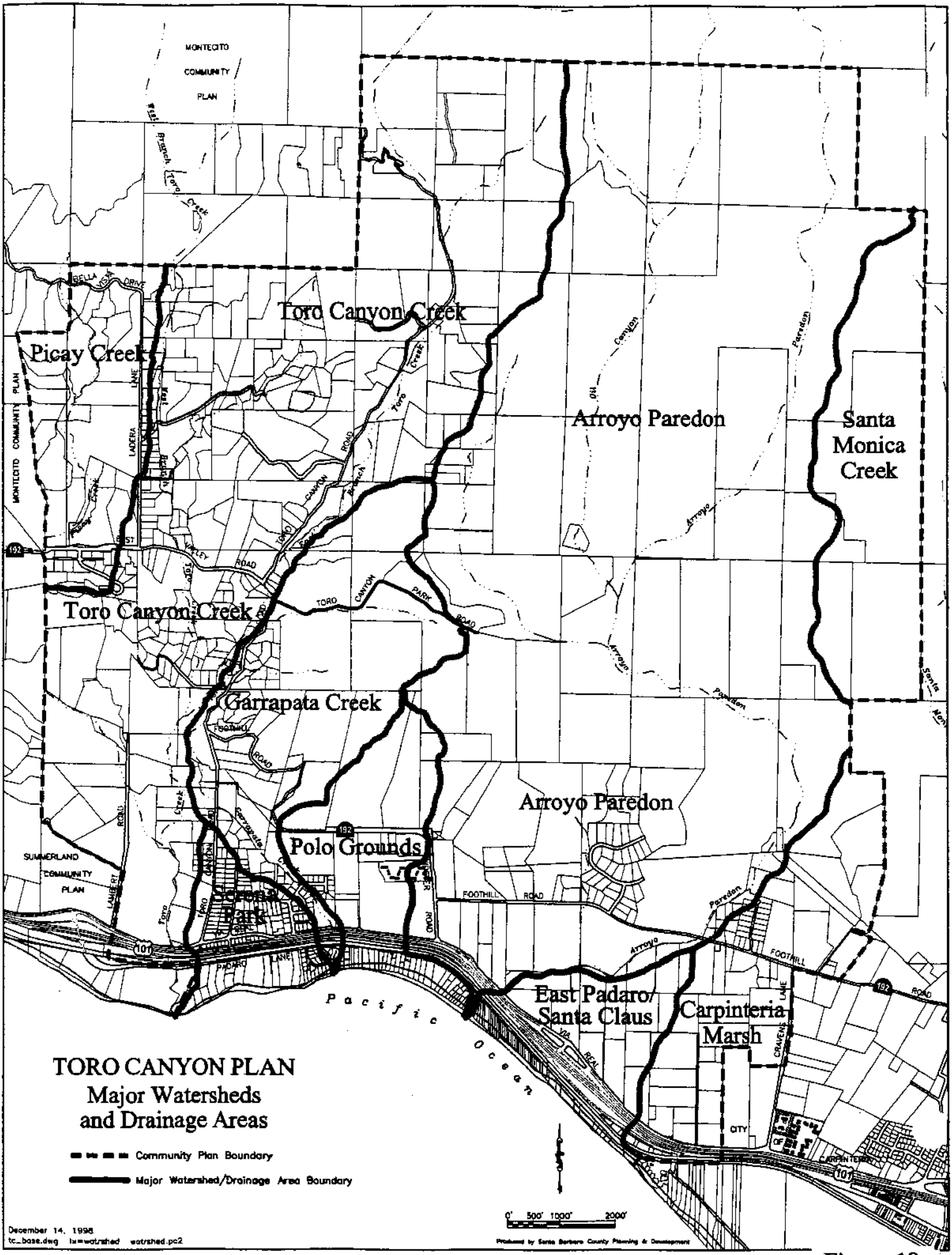

MONTECITO COMMUNITY PLAN
Toro Canyon Creek
Picay Creek
Arroyo Paredon
Santa Monica Creek
Toro Canyon Creek
Garrapata Creek
Arroyo Paredon
Polo Grounds
SUMMERLAND COMMUNITY PLAN
Park
Pacific Ocean
East Padaro/ Santa Claus
Carpinteria Marsh
TORO CANYON PLAN
Major Watersheds and Drainage Areas
Community Plan Boundary
Major Watershed/Drainage Area Boundary
0' 500' 1000' 2000'
December 14, 1998
tc_base.dwg tx=watshed watrshed.pc2
Produced by Santa Barbara County Planning & Development

Figure 18

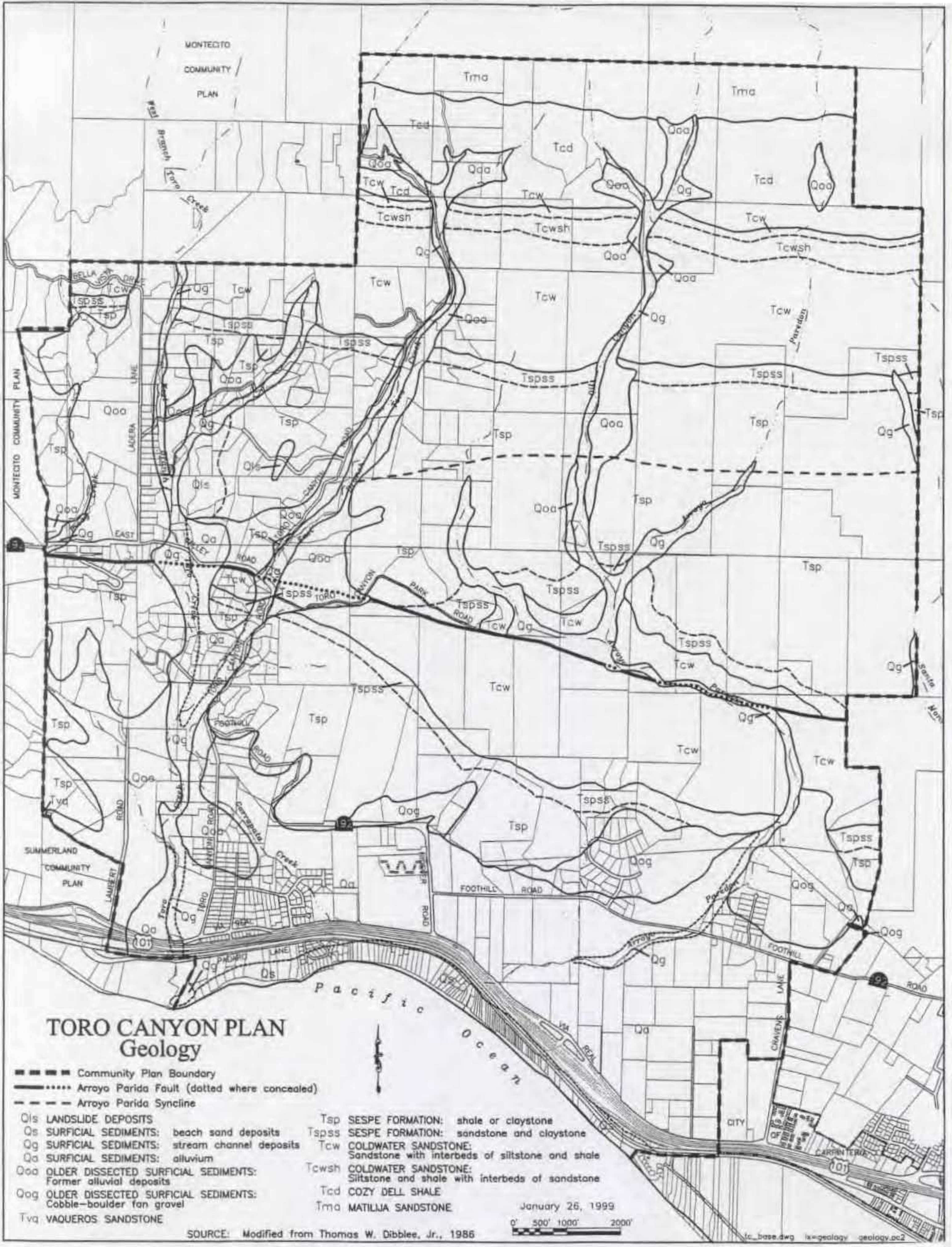
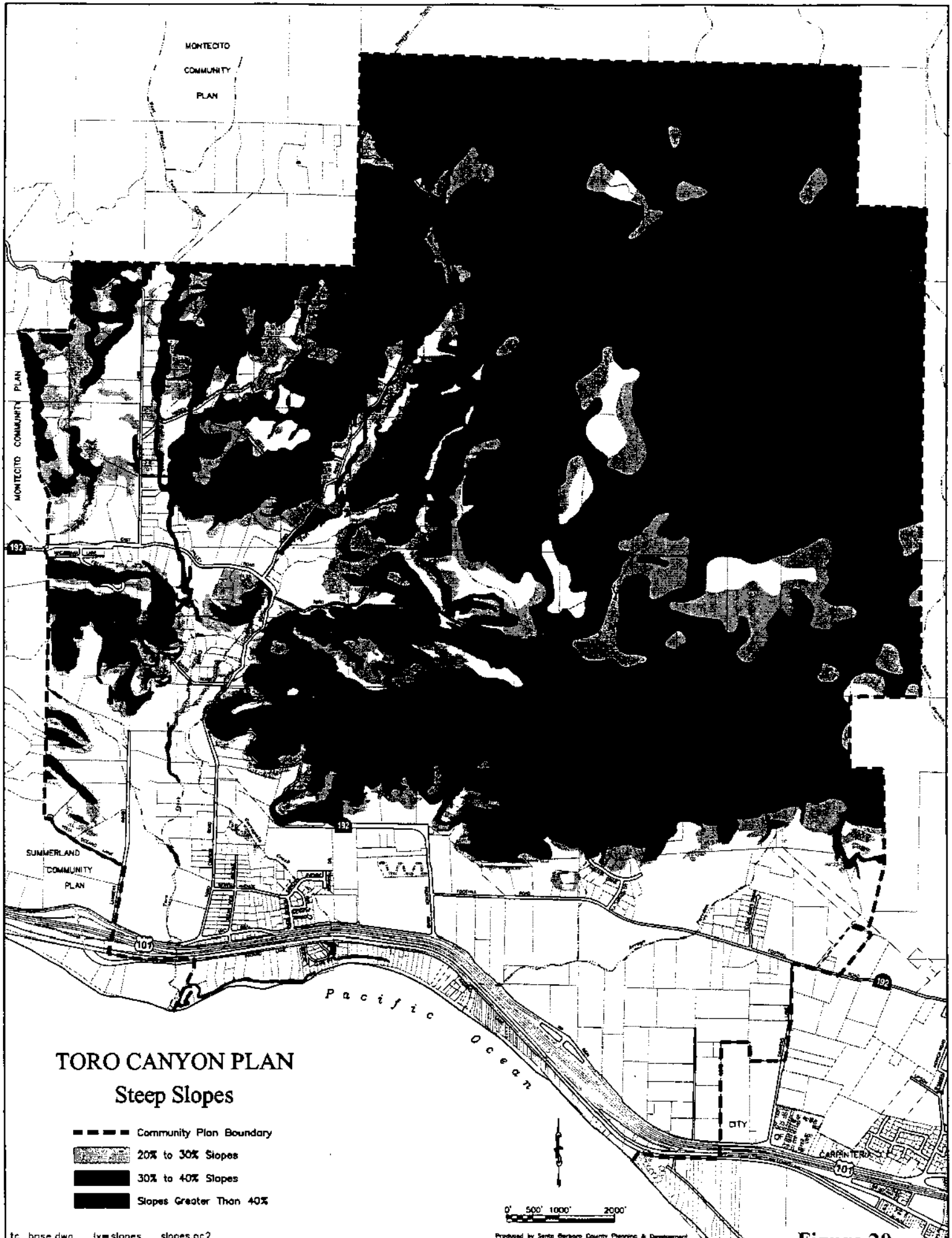

MONTECITO COMMUNITY PLAN
SUMMERLAND COMMUNITY PLAN
Pacific Ocean
TORO CANYON PLAN
Geology
Community Plan Boundary
Arroyo Parida Fault (dotted where concealed)
Arroyo Parida Syncline
Qls LANDSLIDE DEPOSITS
Qs SURFICIAL SEDIMENTS: beach sand deposits
Qg SURFICIAL SEDIMENTS: stream channel deposits
Qa SURFICIAL SEDIMENTS: alluvium
Qoa OLDER DISSECTED SURFICIAL SEDIMENTS: Former alluvial deposits
Qog OLDER DISSECTED SURFICIAL SEDIMENTS: Cobble-boulder fan gravel
Tvq VAQUEROS SANDSTONE
Tsp SESPE FORMATION: shale or claystone
Tspss SESPE FORMATION: sandstone and claystone
Tcw COLDWATER SANDSTONE: Sandstone with interbeds of siltstone and shale
Tcwsh COLDWATER SANDSTONE: Siltstone and shale with interbeds of sandstone
Tcd COZY DELL SHALE
Tma MATILIJA SANDSTONE
January 26, 1999
0' 500' 1000' 2000'
SOURCE: Modified from Thomas W. Dibblee, Jr., 1986
tc_base.dwg lx=geology geology.pc2

Figure 19



TORO CANYON PLAN

Steep Slopes

- Community Plan Boundary
- 20% to 30% Slopes
- 30% to 40% Slopes
- Slopes Greater Than 40%

tc_base.dwg fx=slopes slopes.pc2

Figure 20