

4.0 - IMPLEMENTATION

The Downtown and Beach Neighborhood Specific Plan provides plans for implementation that can be both immediate and long range. Although the Specific Plan identifies some projects as priority projects, the Plan does not establish a timeframe for any of the particular plans or projects. This section identifies those plans, projects and standards that require implementation to bring the Specific Plan to fruition and identifies potential funding sources.

4.1 PRIVATE DEVELOPMENT

The Specific Plan contains land use regulations, policies and development standards for private development within the Plan boundaries. It is expected that private development will continue at a pace determined by private property owners and economic conditions. Since much of the Specific Plan area is built-out, development will involve a mix of new projects, additions, remodels or redevelopment of existing lots. These projects will be privately financed. The Specific Plan will guide the land uses and building types for new private projects.

4.2 PUBLIC FACILITIES

The Specific Plan envisions various long-range public improvements in the following realms:

- The Streetscape Plan;
- The Parking Plan;
- The Public Space Improvement Plan; and
- The Utility/Infrastructure Plan.

The public improvement plans may be carried out at such time as major maintenance or reconstruction work is undertaken in a neighborhood sub-area. Or, these plans can be incorporated into the City's annual Capital Improvement Program. Potential funding sources for public improvements include the following:

- General Fund;
- Transportation Funds (Measure D);
- Potential Assessment Districts;
- Grants;
- Community Development

Block Grant program;

- City's Development Impact Fees and Downtown Parking Impact Fees; and
- Utility undergrounding funds (Southern California Edison Rule 20).

4.3 PROTOTYPE DEVELOPMENT STUDIES

The development studies on the following pages provide prototypical examples of potential private and public development as encouraged by this Specific Plan. Included in these studies are a replica train depot with commercial and residential development, public parking, reuse of an industrial site, redevelopment of a multi-dwelling residential site and street frontage additions. All new or renovated buildings would be consistent with Specific Plan design standards.

4.3 PROTOTYPE DEVELOPMENT STUDIES

Replica of Historic Railroad Depot

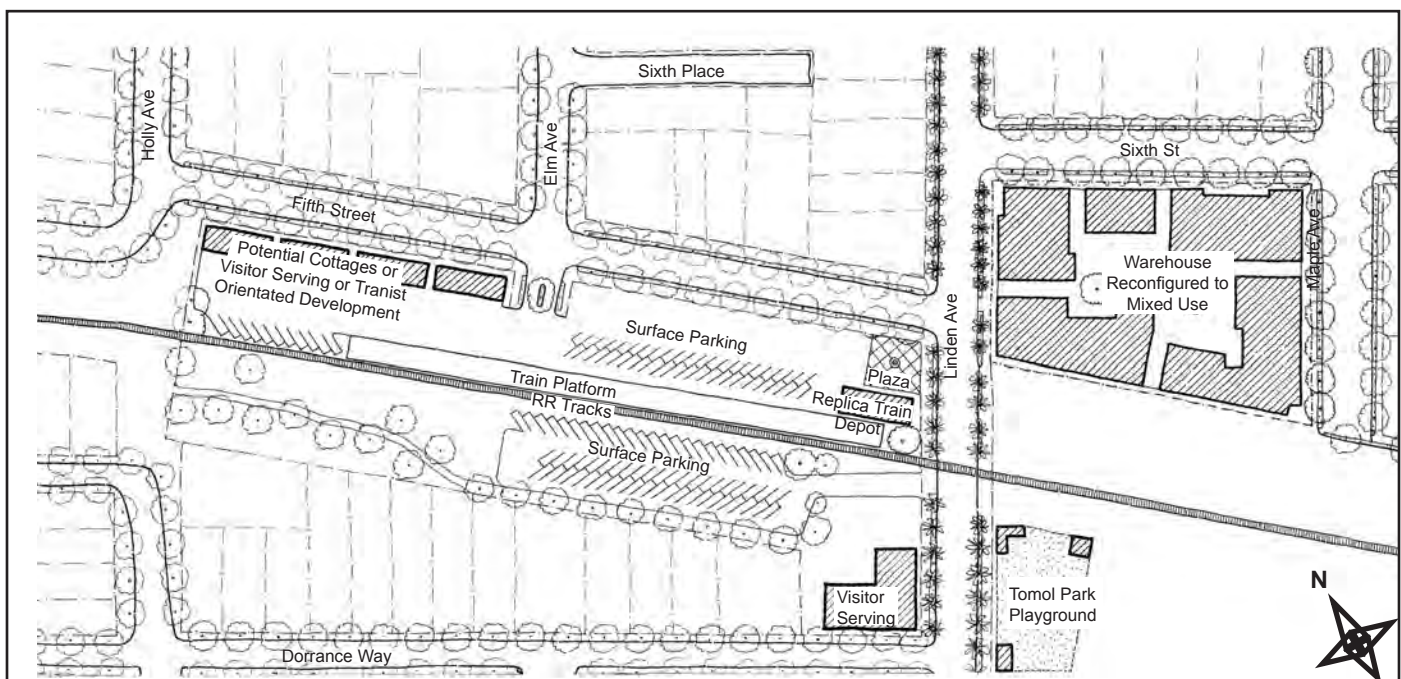
It is recommended that this building be replicated on its original site, on the west side of Linden Avenue to the north of the railroad tracks. Other historic buildings could be replicated on this site to restore the historic Carpinteria character.

Railroad Property between Holly Avenue, Linden Avenue, Fifth Street and Dorrance Way.

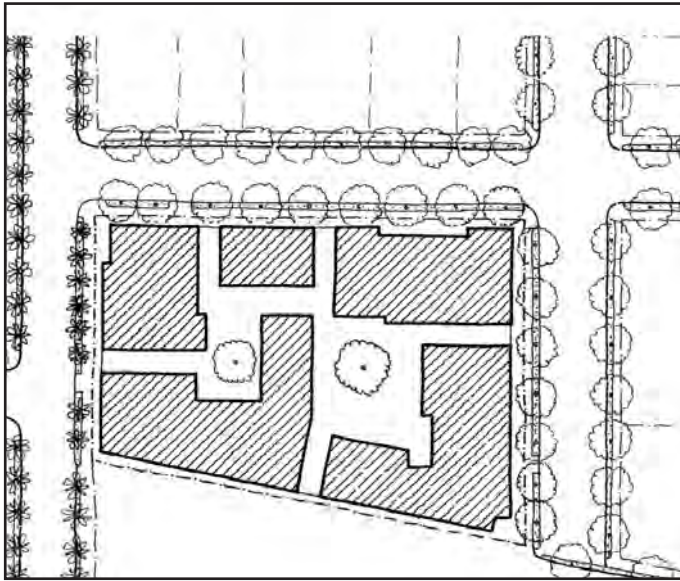
The conceptual plan below illustrates a potential combination of future improvements along the railroad. On the north side of the railroad tracks adjacent to the replica train depot, additional surface parking is depicted. A parking structure could also be considered. New shallow buildings are shown fronting Fifth Street. Residential cottages or visitor serving uses are suggested for these buildings.

On the south side of the tracks, the existing vacant lot is shown developed with public parking and a new visitor serving building or buildings on Linden

Avenue at Dorrance Way. This development would improve the pedestrian experience along Linden Avenue crossing from the Downtown Core to the Beach Neighborhood. The parking lot would provide a strategically located supply of parking, serving both beachgoers and shoppers, thus encouraging beachgoers to remain on foot and shop in the Downtown Core and avoiding some of the summer parking congestion on the Beach Neighborhood streets.

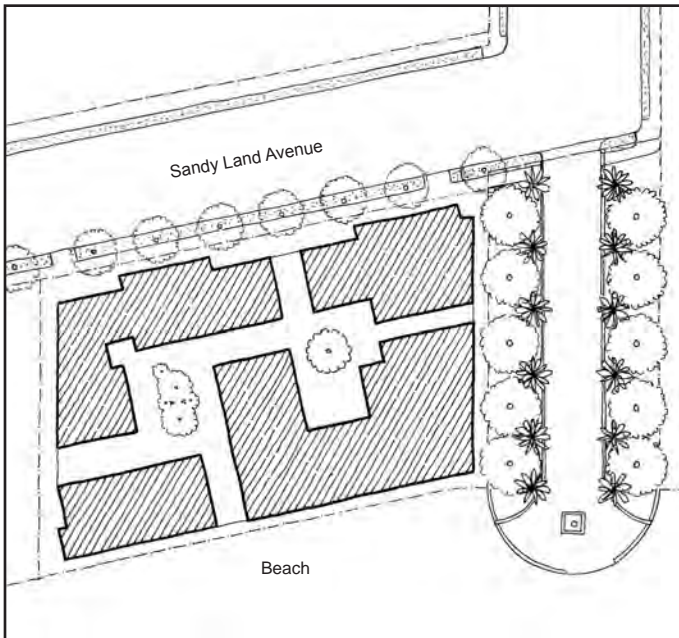


Warehouse Lot at Linden Avenue & Sixth Street



The plan above illustrates conversion of a large warehouse to commercial and/or mixed use development incorporating paseos and courtyards. (See Building Types 4, 5, 6 and 7.)

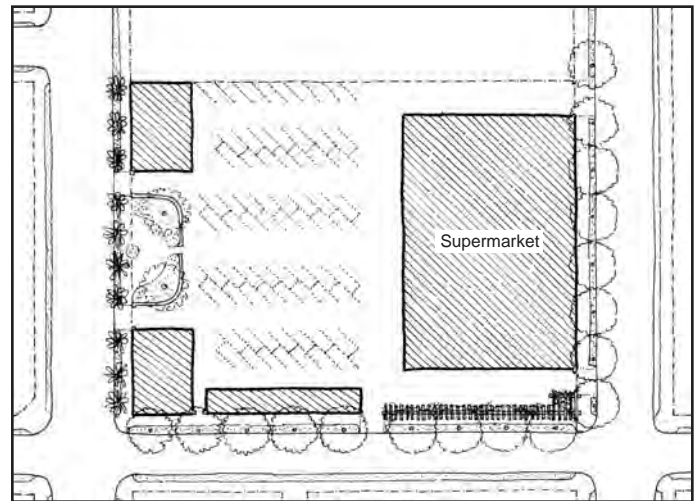
Residential Lot at Southwest end of Linden



Courtyard Housing (Building Type 5) could be redeveloped on the property shown above. At the end of Linden Avenue, a monument and street trees add a pleasant terminus for the street.

Street Frontage Additions at Supermarket Lot on Linden Avenue

New buildings along the street frontages would provide a pedestrian-orientation and a classic storefront look to this corner at Linden Avenue and Eighth Street. New commercial buildings are shown below at the sidewalk/front lot line. A trellis could be used to conceal parking or service areas. Pedestrian access could be provided in paseos between the buildings. New buildings should be designed to respect the Seal Fountain Plaza. Building Type 7 (Mixed Use) and Building Type 8 (Commercial) are appropriate on this site.



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