

CITY of CARPINTERIA, CALIFORNIA



August 15, 2024

R. W. Hollis, Jr., Manager
499 Linden Managers, LLC
1072 Casitas Pass Road, #172
Carpinteria, CA 93013

RE: Determination of Application Completeness
Surfliner Inn; Project 23-2254-DP/CUP/CDP/ARB
399 & 499 Linden Avenue; APNs 004-105-011 & -026

Dear Mr. Hollis:

Thank you for the July 18, 2024 resubmittal of the Surfliner Inn project. We have reviewed your application and found it to be complete. We can now begin to evaluate the proposed project's consistency with applicable State and City regulations and conduct a more detailed analysis of its environmental impacts. We have tentatively scheduled the project for preliminary review by the Architectural Review Board on September 26, 2024.

Our review is based on the following project description:

PROJECT DESCRIPTION SUMMARY

The proposed project is for a new 36-room hotel at 499 Linden Avenue (City Parking Lot #3), a reconfiguration of the remainder of City Parking Lot #3, and construction of a new surface public parking lot on the vacant City-owned lot between the UPRR corridor and Amtrak Carpinteria Train Station to the north and The Spot restaurant and unpaved parking area to the south ("Parking Lot #4"). The proposed hotel would be located nearest the Linden Avenue/Fifth Street intersection with the remainder of the parcel consisting of 46 parking spaces. The new 93 space public parking lot (Parking Lot #4) would be accessed from Linden Avenue with emergency access provided from Elm Avenue.

The project consists of the following primary components:

- *A 36-room hotel*
- *Café/restaurant, back of house, office and break room areas*
- *Rooftop lounge(s), bar, event space, pool, and spa*
- *Visitor center*
- *Manager's unit*
- *Bicycle storage*

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- 46 space public parking lot
- New 93-space public surface parking lot with public restrooms and coastal trail improvements
- New landscaping

DETAILED PROJECT DESCRIPTION

Surfliner Inn

The proposed hotel would be a two-story contemporary cottage-style hotel with rooftop deck and would have a building footprint of approximately 15,500 square feet, not including patios, walkways, terraces, and landscaping. The interior floor space is proposed to be 28,290 square feet in size and contain 36 guest rooms, a manager's unit, café, visitor center, and a roof-top bar/lounge/event and swimming pool areas.

The hotel would be located on the eastern portion of existing City Parking Lot #3 (commonly known as the Amtrak Lot), which currently contains a total of 113 parking spaces and a public restroom. The area designated for the hotel would encompass the easternmost 30,000 square feet of the approximately 50,094 square foot site which is currently developed with 67 parking spaces and a public restroom building. The majority of the building's height would reach 29 feet, with the maximum height of the two stair/elevator tower architectural projections reaching 37 feet 1 inches in height. The main entrance would be located at a porte cochère on the western side of the hotel facing the remainder of Parking Lot #3. Vehicular access to the hotel would be through City Parking Lot #3, via Fifth Street. Required parking for the hotel is proposed to be accommodated by a shared use parking arrangement (described in more detail within the parking description below).

The first floor of the hotel would be 15,110 square feet in size and would include a lobby, 17 guest rooms, a manager's unit, café/restaurant, visitor center, and administrative, storage, mechanical, trash and bicycle storage areas. Each guest room on the first floor and the manager's unit would have a private outdoor patio. The 1,111 square foot public café/restaurant is proposed to be located at the southeast corner of the site, fronting Linden Avenue, and would feature a 390 square foot outdoor dining patio area. The proposed 245 square foot visitor center would be adjacent to the café/restaurant and similarly oriented towards Linden Avenue.

The second floor of the hotel would be 13,180 square feet in size and would contain 19 guest rooms and five suites. Each guest room and suite on the second floor would have a private balcony. The roof of the hotel would feature an open approximately 6,877 square roof terrace consisting of an outdoor rooftop bar and seating area of 1,280 square feet, an event area of 2,000 square feet, guest lounge of 310 square feet, a swimming pool area of 1,865 square feet, pool equipment room of 122 square feet, landscape planter areas of 1,292 square feet, and stairways and elevator shafts.

Staffing

The hotel is expected to require staff around the clock with 10 to 11 employees per shift, and a total of three shifts per day. The project also includes an on-site manager's unit. The most hotel employees would be present during the morning shift, and the least hotel employees would be present during the night shift. The café/bar is anticipated to have two shifts with 7-8 employees per shift, and offer seating for 40 guests plus the additional roof-top bar and lounge area.

Parking

A total of 139 parking spaces would be provided for the project. The proposed project would operate under a conjunctive parking arrangement which would accommodate parking for hotel guests, hotel employees, and the general public within the reconfigured City Parking Lot #3 and the proposed City Parking Lot #4. A total of 25 electric vehicle car charging stations are proposed. The parking lots would feature both permeable and impermeable surfaces. The project also includes a total of eighteen bicycle storage and bicycle parking spaces.

City Parking Lot #3 Reconfiguration

The remaining portion of City Parking Lot #3 not occupied by the hotel, approximately 20,094 square feet in area, would be reconfigured and would provide 46 parking spaces. The parking lot would continue to be accessed from the existing westernmost entrance from Fifth Street. A bicycle storage room attached to the hotel building would accommodate secure storage of eight bicycles for hotel guests and additional bicycle racks accommodating four bicycles would be provided for public use near the café and visitor center along the Linden Avenue frontage. Eight electric vehicle charging spaces would be provided in the reconfigured City Parking Lot #3.

New City Parking Lot #4

The proposed new public parking lot on the south side of the Union Pacific railroad tracks (City Parking Lot #4) would be 55,321 square feet in area and provide 93 parking spaces, with vehicular access from Linden Avenue. Seventeen electric vehicle charging spaces would be provided. The proposed City Parking Lot #4, including the public restroom relocation, would be constructed by the City with funds provided by the developer of the proposed hotel project. The existing public restrooms that are presently at the corner of Linden Avenue and Fifth Street would be relocated to this new parking lot facing Linden Avenue. Additional public bicycle racks accommodating six bicycles would be provided adjacent to the restroom. A locked secondary emergency access gate is proposed at the end of Elm Avenue to provide emergency vehicle access and an emergency ingress/egress route to the public parking lot and adjacent neighborhood. This parcel was acquired from the UPPR in 2013 and currently includes an informal public trail from Holly Ave. to Linden Ave. This proposed parking lot would be constructed prior to commencement of construction for the hotel and reconfigured City Parking Lot #3 to ensure no loss of public parking during

construction of the project. A new 5-foot-wide decomposed granite public pathway is proposed along the northern boundary of the parking lot, terminating to the east at the sidewalk along Linden Avenue to replace the existing interim Linden to Holly Trail segment.

Landscaping

Landscaped areas for the proposed project would total 28,235 square feet, comprised of the following areas:

Parking Lot 3 and Hotel Site Landscape Areas:

Onsite: 11,023 square feet (22%)

Offsite (Fifth Street and Linden Avenue Rights-of-Way): 9,255 square feet

Roof-level (raised planters on roof): 1,292 square feet

Parking Lot 4 Landscape Area: 6,665 square feet (12%)

Storm Water

The proposed project includes a “Tier 4” storm water plan (projects with 22,500 square feet or more of impervious surfaces) which incorporates Low Impact Development (LID) measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the installation underground retention chambers in each parking lot to treat and limit storm water discharge from the site.

Grading

Total grading for the proposed project would include approximately 1,160 cubic yards of cut, 360 cubic yards of fill, and 800 cubic yards of export:

	Cut (CY)	Fill (CY)	Export (CY)
Hotel Site	340	330	10
Parking Lot #4	820	30	790
Total	1,160	360	800

Please review this description carefully. If you believe the project description is incorrect or does not include components that you intend to include as part of the project, please contact us immediately. Further review of the project will be limited to this project description unless you provide us with corrections within one week of receipt of this letter. We reserve the right to request additional information to clarify any changes or additions that are made to the project description in response to this letter, as our completeness determination is based upon the material provided with your application.

Advisory Information

Based on our preliminary review of your application, we put forth the following advisory statements.

- 1. Development Impact Fees:** Your project, if approved, will be subject to the payment of development impact fees. The total amount of these fees will be estimated during the processing of this application. If you feel that the project should not be subject to such fees, based on the absence of a reasonable relationship between the impacts of the proposed project and the fee category for which fees have been assessed, you may appeal to the City Council for a reduction, adjustment or waiver of any of those fees. The appeal must be in writing and must state the factual basis on which the particular fee or fees should be reduced, adjusted or waived. The actual amount of the required fees shall be determined in accordance with ordinances and resolutions in effect when the fees are paid. Fees may not be paid prior to project approval. The fee amounts are subject to yearly adjustments. The estimated City DIFs as of the 2023-2024 fiscal year are \$177,288.90. This estimate will be updated for the current 2024-2025 fiscal year as soon as the updated fee schedule is available. A more detailed fee calculation and breakdown by category will be prepared at the time of project approval.
- 2. Architectural Review Board:** The project has been tentatively scheduled on the September 26, 2024 agenda for preliminary review by the Architectural Review Board (ARB). At least two weeks prior to the ARB hearing date, story poles must be installed and certified. Staff will ask for the Board's input on massing and placement, architecture, neighborhood compatibility, viewshed impacts and other design considerations.
- 3. Discretionary Review:** The project will require review and approval of a Development Plan, Conditional Use Permit, and Coastal Development Permit by the Planning Commission, and the City Council on appeal.
- 4. Submitted Reports and Studies:** Several reports and studies were submitted with the application package. Additional information may be required as the project moves through the environmental review process.
- 5. Environmental Review:** The proposed project will be subject to the California Environmental Quality Act (CEQA). Now that the project application has been deemed complete, a more in-depth review of the project's environmental effects can begin. Staff will determine if the project would be eligible for coverage under a CEQA Exemption, a [Mitigated] Negative Declaration (ND), or Environmental Impact Report (EIR); the two latter of which will require contracting with a qualified environmental consultant to complete the necessary analysis. Please note that as part of any environmental scoping

effort, additional potential impacts may be identified that could require further study in support of the CEQA document.

6. **Tribal Cultural Resources Consultation**: Depending on the type of CEQA document that is determined to be necessary for the project, the City may initiate the AB52 consultation process with local Tribal representatives for their input on any Tribal Cultural Resources that may be impacted by the project.
7. **Low Cost Visitor Accommodations**: In an effort to further enhance lower cost visitor accommodation opportunities in Carpinteria and to ensure consistency with Coastal Act policies, including but not limited to, Section 30213, which specifically requires lower cost visitor and recreational facilities to be protected, encouraged, and where feasible, provided, staff believes the proposed project must also commit to making a percentage of their guestrooms available and affordable to members of the public with low or moderate incomes. The Coastal Commission has typically placed the percentage of new hotel rooms to be set aside as low-cost accommodations at 25% of the room total or through provision of suitable off-site visitor accommodations subject to Coastal Commission approval. As the project moves forward through the review process, this requirement and the appropriate percentage of rooms (or other compensatory mitigation) will be determined.
8. **Department/Agency Letters**: The following departments/agencies have submitted the attached comments and/or condition letters to date:
 - Santa Barbara County Air Pollution Control District, dated September 22, 2023,
 - Carpinteria Sanitary District, dated October 5, 2023.
 - Carpinteria-Summerland Fire Protection District, dated October 3, 2023.
 - Carpinteria Valley Water District, dated January 22, 2024, and
 - City of Carpinteria Public Works, dated June 5, 2024.

If you have any questions regarding this letter, please call me at (805) 755-4414 or email me at brian.banks@carpinteriaca.gov.

Sincerely,



Brian Banks, Principal Planner
Community Development Department

Enc: Department/Agency Letters

Cc: Michael Ramirez, City Manager
Ryan Kintz, Assistant City Manager

Nick Bobroff, Community Development Director
Project File, #23-2254-DP/CUP/CDP/ARB
IDAG Members

September 22, 2023

Syndi Souter
City of Carpinteria
Community Development Department
5775 Carpinteria Avenue
Carpinteria, CA 93013

Sent Via Email: SyndiS@carpinteriaca.gov

Re: Santa Barbara County Air Pollution Control District Suggested Conditions for the Surfliner Inn, 23-2254-DP/CUP/TPM/CDP/ARB

Dear Syndi Souter:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of the construction and operation of a 36-room two-story hotel with a rooftop bar and deck, a cafe, and a new 83-space parking lot with a public restroom. An existing public restroom building will be relocated and the 45 parking spaces currently located west of the proposed hotel will remain. The project will also include 18 bicycle storage and parking spaces and electric vehicle charging stations. Development will require approximately 770 cubic yards (CY) of cut, 410 CY of fill, and 410 CY of export. The subject properties include a 1.15-acre parcel and 1.93-acre parcel identified in the Assessor Parcel Map Book as APN 004-105-011 and 004-105-026, respectively. The properties are zoned commercial planned development (CPD) and are located at 499 and 399 Linden Avenue in the City of Carpinteria.

The proposed project is subject to the following **regulatory requirements** that should be included as conditions of approval in the applicable land use permit:

1. Prior to building permit issuance, **District Authority to Construct permits** must be obtained for all equipment that requires a District permit. Proof of receipt of the required District permits shall be submitted by the applicant to planning staff. District Authority to Construct permits are required for diesel engines rated at 50 brake horsepower and greater (e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million British thermal units per hour (Btu/hr). *Advisories:* (1) In the case of a diesel-fired emergency generator, an equipment-specific Health Risk Assessment may be required as part of District permit issuance. The applicant should refer to the District's website at www.ourair.org/dice-atcm for more information on diesel engine permitting. (2) The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible, see www.ourair.org/permit-applications to download the necessary permit application(s).
2. All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.

3. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with District Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.
4. Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.
5. Boilers, water heaters, and process heaters rated between 2 million to 5 million British thermal units per hour (Btu/hr) must comply with the emission limits and certification requirements of District Rule 361. Please see www.ourair.org/wp-content/uploads/Rule361.pdf for more information.
6. Boilers, water heaters, and process heaters rated between 75,000 and 2.0 million British thermal units per hour (Btu/hr) must comply with the emission limits and certification requirements of District Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 360. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.
7. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 British thermal units per hour (Btu/hr) and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of District Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.
8. The applicant is required to obtain an asbestos survey and complete and submit an **Asbestos Demolition/Renovation Notification** (District Form ENF-28, which can be downloaded at www.ourair.org/compliance-forms) for each structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed notification should be presented or mailed to the District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. For additional information on asbestos notification requirements, please see www.ourair.org/asbestos/ or contact the District's Compliance Division at (805) 979-8050.
9. If contaminated soils are found at the project site, the District must be contacted to determine if an Authority to Construct, Permit to Operate and/or a written permit exemption approval will be required. District permits are required for all soil vapor extraction activities. District permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil. Excavation projects less than or equal to 1,000 cubic yards are eligible for a written permit exemption.

In addition, the District recommends that the following **best practices** be considered for inclusion as conditions of approval, in the interest of reducing emissions of criteria air pollutants, toxic air contaminants, greenhouse gases, dust and odors:

10. To reduce the potential for violations of District Rule 345 (*Control of Fugitive Dust from Construction and Demolition Activities*), Rule 302 (*Visible Emissions*), and Rule 303 (*Nuisance*), standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.

11. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible. Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

12. At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:
 - Energy use (energy efficiency, low carbon fuels, renewable energy)
 - Water conservation (improved practices and equipment, landscaping)
 - Waste reduction (material re-use/recycling, composting, waste diversion/minimization)
 - Architectural features (green building practices, cool roofs)
 - Transportation (reduce vehicle miles traveled through employee commute trip reduction programs, such as ride-sharing programs and alternative transportation options, such as public transit, local shuttles, park-and-ride lots, etc., pedestrian- and bicycle-friendly features such as sidewalks and bike racks)
 - Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers)
 - For additional information on greenhouse gas mitigation and potential strategies, see www.ourair.org/ghgmitigation-sbc.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8302 or via email at WongB@sbcapcd.org.

Sincerely,



Bryan Wong,
Air Quality Specialist
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Planning Chron File



ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures should be required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

- During construction, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

PLAN REQUIREMENTS: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing:** Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NO_x), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NO_x and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NO_x idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Off-road heavy-duty diesel equipment with engines meeting the CARB Tier 4 emission standards if available or Tier 3 emission standards should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



October 5, 2023

Ms. Syndi Souter
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, California 93013

Subject: 23-2254-DP/CUP/TPM/CDP/ARB
The Surfliner Inn
399 & 499 Linden Ave (APN 004-105-011 &-026)

Dear Ms. Souter:

Thank you for the opportunity to provide comments on the subject project. The District offers the following comments to provide the applicant with direction and information related to the provision of sanitary sewer service for the proposed development. The project is to remove a portion of the existing parking lot and construct a new 36-room hotel and restaurant. The District has the following comments:

- All sewer improvements shall conform to approved District construction standards for materials and methods.
- A sewer construction permit is required for any and all work on the building sewer and lateral sewer that will serve the buildings. The permit shall be procured and applicable fees paid prior to issuance of Building Permits. During the construction phase, it is the applicant's and contractor's responsibility to notify the District of any sewer improvements or modifications not noted on the approved plans.
- The restaurant will be required to have a grease-management device sized in conformity with the current unified plumbing code (UPC) and approved by the District. The grease-management device should be located where it is accessible and easily serviced.
- Development Impact Fees (DIF) for the proposed project will be required. The proposed 36-room Inn and Restaurant has an estimated DIF fee of **\$137,932.58**. The fees will be determined when the District reviews the finalized construction plans.
- District sewer service charges (SSCs) are collected through the County of Santa Barbara property tax rolls on an annual basis. Prior to obtaining a Certificate of Occupancy, the applicant shall pay District applicable SSCs due for the period between building occupancy and the following June 30th for each new EDU being served. The estimated SSC for the proposed 36-room Hotel is **\$20,631.07**

Thank you again for the opportunity to provide feedback on this project. Please do not hesitate to contact me if you have any questions or need additional information regarding sewer service requirements. I can be reached at (805) 684-7214 extension 13 or by email at lancel@carpsan.com

Sincerely,

CARPINTERIA SANITARY DISTRICT

Lance Lawhon

Lance Lawhon
Engineering Technician



CARPINTERIA ~ SUMMERLAND FIRE PROTECTION DISTRICT

499 Linden Ave Carpinteria CA 93013, September 14, 2023

Location	34.396318, -119.522495
Status	■ Planning Complete
Submittal Date:	September 14, 2023
Project Address/Location:	499 Linden Ave Carpinteria CA 93013
APN:	004-105-011 & 004-105-026
Project Description:	28,075 sf hotel and parking lot
Applicant:	499 Linden Managers LLC. (Whitt Hollis)
Applicant Address:	1072 Casitas Pass Road Carpinteria CA 93013
Applicant Phone Number:	805-570-5255
Applicant Email:	499lindenllc@gmail.com
Submittal Type:	Planning

Planning/Conceptual Design

Date Review Completed:	October 3, 2023
Permit Number:	23-2254-DP/CUP/TPM/CDP/ARB
Planner:	Syndi Souter
Plan Checker:	Michael LoMonaco
Actions Taken:	Letter sent

PROJECT CONDITIONS:

Access Requirements:

All required access ways (public or private) shall be installed and made serviceable prior to vertical construction or stacking of lumber for construction, or storage of combustible materials.

Access ways shall be extended to within 150 feet of all portions of the exterior walls of the first story of any building. The Fire Marshal may extend this length for sprinklered structures.

A minimum of 13 feet 6 inches of vertical clearance shall be provided and maintained for fire apparatus.

Building address numbers shall be visible from the street. Numbers shall be a minimum 4" high 1" stroke on a contrasting background for residential structures. 8" high 2" stroke minimum on commercial structures.

“Community First”

1140 Eugenia Place, Suite A • Carpinteria, California 93013 • (805) 684-4591



CARPINTERIA~SUMMERLAND FIRE PROTECTION DISTRICT

Fire lane identification shall comply with the current CSFPD Development Standards.

Application for address changes or additional addresses shall be submitted to CSFPD Fire Prevention Bureau.

Additional Comments: Fire lane plan to be included at building permit submittal.
Fire Department accessible path required along the South side of the structure.

Water Requirements:

Fire hydrants capable of supplying the required fire flow for fire protection shall be provided for all buildings or portions of buildings which have been or are hereafter constructed within this project.

A current fire flow form shall be submitted to Carpinteria-Summerland Fire Protection District. Contact the Carpinteria Valley Water District to schedule having the test performed.

Additional Comments: The location of the FDC may require an additional fire hydrant to be installed on Linden Ave.
Underground fire line plans to be a deferred submittal to CSFPD.

Fire Protection Systems Requirements:

All new buildings and structures shall be protected by an approved automatic fire sprinkler system.

FDCs shall be located within 150' of a fire hydrant capable of providing the required fire flow.

Prior to installation plans for the proposed fire sprinkler system shall be designed by a qualified person and submitted to this office for approval.

A fire alarm or sprinkler monitoring system shall be installed or modified. Prior to installation plans for the system shall be designed by a qualified person and submitted to this office for approval.

Multi-station fire alarm devices shall be provided such that all occupants will be notified in the event of a fire. State Fire Marshal approved interconnected smoke detectors must be installed in accordance with the California Fire Code and Santa Barbara County Code.

Smoke detectors and carbon monoxide alarms must be installed in all residences in accordance with the current National Electric Code Per the provisions of the California Building and Fire Codes.

Prior to occupancy all alarm systems that are monitored shall be tested.

Installation or modification of a commercial hood requires plans to be submitted to CSFPD prior to work. System shall be tested prior to occupancy.

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CARPINTERIA~SUMMERLAND FIRE PROTECTION DISTRICT

Prior to occupancy portable fire extinguishers shall be mounted such that the maximum travel distance from any area will meet the standard or be less than 75 feet.

Additional Requirements:

Illuminated exit signs and emergency exit lighting shall be provided in accordance with the provisions of the current California Fire Code.

Roof access shall be provided in accordance with the provisions of the Carpinteria City Municipal Code Section 8.24.070.

Any future changes including further division, intensification of use, or increase in hazard classification may require additional conditions in order to comply with applicable fire district development standards.

Additional Comments: All buildings shall comply with the current California Fire Code section 510 Emergency Responder Communication Coverage.

Fees:

Pursuant to County ordinance Chapter 15 & Carpinteria Municipal Code Chapter 8.26 Section 8.26.030 - Imposition of fire protection mitigation fees: The applicant will be required to pay a fee for the purpose of mitigating the increased fire protection needs generated by the development. The amount of the fee is as follows:

G. 2023 Commercial Lodging Development. A fee of \$2042.11 per Lodging Unit will be assessed on all new Commercial Lodging development.

H. 2023 Retail/Service/Office Use Development. A fee of \$4.56 per square foot of floor space will be assessed on all new Retail/ Commercial/ Office Uses development.

Comments: Total development impact fees based on 2023 fee schedule: \$100,090.72
Fee schedule to be determine prior to building permit issuance.

PURSUANT to CSFPD Ordinance 2019-01 imposition of fire protection fees for service: The applicant may be required to pay fees for additional plans reviews and/ or additional field inspections. The amount of the fee is as follows: A. Two Hundred Twenty-Four (\$224.00) Dollars for Additional Plan Review Fees will be assessed as additional plan reviews are completed. B. Two Hundred Ten (\$210.00) Dollars per hour for Field Inspections will be assessed for additional inspections.

Checks shall be made payable to: Carpinteria-Summerland Fire Protection District (CSFPD) and delivered to Fire District Headquarters at 1140 Eugenia Place, Suite A Carpinteria, California 93013. Money orders and cashiers' checks will be accepted. Cash payment will not be accepted. Credit and debit cards can be used online. The link can be found at Carpfire.com

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CARPINTERIA ~ SUMMERLAND FIRE PROTECTION DISTRICT

Inspector's Signature

Signed 10/3/2023, 3:18:06 PM PDT

The above conditions apply to this project as submitted. Future changes including, but not limited, to further division, intensification of use, or increase in hazard classification, may require additional conditions in order to comply with applicable development standards in effect at the time of the change. If you have questions please do not hesitate to contact this office at (805) 684-4591

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Carpinteria Valley Water District

1301 Santa Ynez Avenue • Carpinteria, CA 93013
Phone (805) 684-2816

January 22, 2024

Whitt Hollis
1072 Casitas Pass Road, #172
Carpinteria, CA 93013

SUBJECT: Request for Intent to Serve Letter regarding proposed project at 399 & 499 Linden Avenue (the "Project")

Dear Applicant,

In response to your request, this letter will serve as confirmation that Carpinteria Valley Water District (the "District") currently has sufficient water supply to serve the Project, subject to qualifications indicated below.

The Project proposes to construct a new 36-room hotel, café/restaurant, 83-space surface parking lot with public restrooms, rooftop lounge(s), flex space, visitor center, conference room, office and break room, bike storage, manager's unit, and coastal trail improvement.

Permit #: 23-2254-DP/CUP/CDP/ARB

While the District currently has sufficient water to supply the Project's proposed use, it is important to note that the District has declared a Stage 1 Drought Emergency (see Ordinance 22-1, www.cvwd.net), which remains in effect. As a result, while there are currently meters available to service the Project, the District will continue to monitor its water supply, and may be forced to consider declaring more severe stages of drought or imposing further water restrictions or a moratorium on new and/or expanded connections.

Accordingly, the confirmation conveyed by this letter is subject to the following conditions and caveats:

1. If the intensity of the proposed use increases, this letter is void and you will need to file a new request for an "Intent to Serve" letter. Subsequent issuance of a new Intent to Serve letter is not assured.
2. This letter is only valid for the Subject Project.
3. You must obtain all permits and approvals for the Project as required by local, state and federal law.
4. This "Intent to Serve" letter is conditional upon, and shall not be in force or effect until, the Project receives final approval from the applicable land use agency.
5. Upon the expiration of any land use and or building permits for the Project, this "Intent to Serve" confirmation shall be void and you shall be required to submit a new request for confirmation of

the District's intent to serve the Project, which shall be subject to any drought conditions, restrictions and/or moratoriums then in effect.

6. If new meters are required for the Project, issuance of said meters shall be subject to applicable fees, including, but not limited to, Capital Cost Recovery fees, Construction costs and other related costs, and Water Supply Impact fees.
7. The District reserves the right to participate in or comment on any analysis or review of the Project performed by any agency under the California Environmental Quality Act (CEQA), even if said participation or comment may detrimentally impact the resulting CEQA review or analysis. This letter does not constitute analysis or approval under CEQA.
8. You must renew this letter annually after the date of this letter to keep the District apprised of Project status and developments.
9. This letter has a Project specific Conditions Letter attached that will be considered to be included in the conditions above.

Should you have any questions please do not hesitate to contact the District at 805-684-2816.

Very truly yours,
Carpinteria Valley Water District



Spencer Seale
Field Engineering Technician

cc: TCM to account
Brian King, District Engineer



Carpinteria Valley Water District

1301 Santa Ynez Avenue • Carpinteria, CA 93013
Phone (805) 684-2816

January 22, 2024

Whitt Hollis
1072 Casitas Pass Road, #172
Carpinteria, CA 93013

SUBJECT: 399 & 499 LINDEN AVE; APN 004-105-011 & 004-105-026; ACCOUNT NUMBER 16-169002-01; PROJECT NUMBER 23-2254-DP/CUP/CDP/ARB; SURFLINER INN PROJECT (HOTEL + CAFÉ/RESTAURANT + VISITOR CENTER); INTENT TO SERVE WITH CONDITIONS

To Whom It May Concern,

Please be advised, this parcel is within the jurisdiction of Carpinteria Valley Water District and therefore is entitled to District water service in accordance with District Rules and Regulations. Currently the District is in a Stage 1 Drought Emergency; for more information on Ordinance 22-1, please visit the District website www.cvwd.net.

This letter is good for one year from the date of the letter.

The subject property is currently served by a 0.75" public water meter located on 5th Street at APN 004-105-011 (Account #16-169002-01). Based on the utility plans dated September 13th, 2023, the District has the following conditions:

- Include the District on the City's building permit issuance and final sign off routing sheets.
- Include the District on the City's final sign off for occupancy.
- Water demand calculations must be provided to the District in order to determine the meter size(s) prior to sign off of the building permit.
- Water connections serving the proposed hotel shall be located on 5th Street. The plans shall be updated prior to sign off of the building permit.
- Commercial units will require commercial water meter(s) for the project.
- Unless utilized for the project, the existing 0.75" public water meter and service line on 5th Street is to be abandoned and shown on water utility plan.
- The property will require a dedicated landscape meter or meters to water landscaped areas. The irrigation meter(s) will require an appropriately sized reduced pressure principle backflow assembly (RP) per Standard Detail W-115. Calculated water demand will determine landscape meter size, as to be approved by District.
- Provide landscape plan that displays water system layout prior to issuance of building permit.
- Provide a complete Civil plan set prior to issuance of building permit.

- Once meters are installed, accounts will be open and owner will be responsible for monthly fees, charges, and account deposit.
- The owner is responsible for all Construction Deposits and Capital Cost Recovery Fees and shall reflect the accumulated hotel room services charges as outlined in Appendix B, Appendix C, and Appendix D of the District's Rules and Regulations. Construction Deposits required prior to signing the Building Permit. Capital Cost Recovery Fees due prior to the installation of water meters.
- The owner is responsible for all Water Supply Impact Fees for the project prior to the installation of water meters if such fees apply.
- If fire sprinklers are required, fire demand calculations must be supplied to the District prior to building permit issuance to ensure the meter size is adequate. If the water meter must be upsized to meet fire sprinkler demand, the owner is responsible for all fees and deposits associated with upsizing the water meter.
- If fire sprinklers are required, the owner is responsible for installing a reduced-pressure principle backflow assembly (RP) at the water meter per District standard detail W-115-01. Any deviations from the standard detail must be approved by the District prior to installation. Fire sprinkler demand calculations would need to consider the pressure loss across the backflow assembly. The backflow assembly must have a passing test performed by a certified backflow tester and submitted to the District prior to final sign off. Backflow device installation and testing fees are the responsibility of the owner and the backflow assembly would be added to the District's Cross-Connection Control Program and require annual testing.
- If an independent fire system is required, the owner must install a double-check detector assembly (DCDA) approved by the District and the Foundation for Cross-Connection Control and Hydraulic Research (FCCCHR). Fire demand calculations would need to consider the pressure loss across the backflow assembly. The backflow assembly must have a passing test performed by a certified backflow tester and submitted to the District prior to final sign off. Backflow device installation and testing fees are the responsibility of the owner and the backflow assembly would be added to the District's Cross-Connection Control Program and require annual testing.
- If other fire improvements are required for the project, the owner is responsible for all fees, deposits, and development costs associated with these improvements, including, but not limited to, fire hydrants, independent fire services, water meter upgrades, backflow assembly installations, plans, facility upgrades, and main extensions.

Should changes to the plans, including landscaping, irrigation, or water fixtures occur we require an additional opportunity to review revised plans.

If you have any questions, please feel free to contact me at spencer@cvwd.net or 805-684-2816x124.

Very truly yours,
Carpinteria Valley Water District



Spencer Seale
Field Engineering Technician

cc: TCM to account
Brian King, District Engineer

CITY OF CARPINTERIA, CALIFORNIA



Public Works Department Memorandum

To: Brian Banks, Principal Planner
Community Development Department

Via: John L. Ilasin, Public Works Director/City Engineer /s/

From: Josefina Arechiga, Assistant Engineer /s/

Date: June 5, 2024

Subject: 399 and 499 Linden Avenue, Project No. 23-2254-DP/CUP/TPM/CDP/ARB

The Public Works Department has reviewed the project submittal dated May 16, 2024, and has the following conditions of approval:

CONDITIONS OF APPROVAL

1. An Engineering Permit shall be obtained from the City Engineer for any improvements or other encroachment work within the public right-of-way.
2. All improvements within the public right-of-way shall be completed to the satisfaction of the City Engineer prior to the issuance of a Certificate of Occupancy.
3. Record drawings or as-built plans shall be submitted to the City Engineer at time of final inspection for all work covered by an Engineering Permit. The record drawings or as-built plans shall be the original construction tracings or permanent mylar copies of a quality acceptable by the City Engineer.
4. A Transportation Permit shall be obtained from the City Engineer for operating or moving any vehicle or combination of vehicles or special mobile equipment in any of the acts as listed in Carpinteria Municipal Code Section 12.12.010.
5. All existing private property encroachments shall be removed from the City of Carpinteria public right-of-way.
6. Improvements shall include upgrade to curb ramp at the southwest corner of Linden Avenue and Fifth Street for conformance with Americans with Disabilities Act (ADA) standards.
7. Improvements shall include upgrade to pedestrian-rail at-grade crossing along westside Linden Avenue for conformance with the standards of the Americans with Disabilities Act (ADA) and railroad, respectively.

8. Improvements shall include the removal and replacement of any lifted or damaged sidewalks, curbs, and gutters along the property frontages on Linden Avenue and Fifth Street.
9. Improvements shall include full depth reclamation with cement (FDR-C) base pavement rehabilitation for the entirety of Fifth Street from Linden Avenue to Holly Avenue.
10. Improvements shall include application of microsurfacing (Type II) for the entirety of Linden Avenue from the Fifth Street intersection to the railroad crossing. The term, "intersection," shall mean the limit of the pavement work includes the entire street intersection.
11. All new and existing utility services shall be installed underground from the closest point of connection or utility pole and completed prior to any paving required for the project. No new utility poles shall be installed.
12. Stormwater control plans shall be in conformance with the County of Santa Barbara Technical Guide for Low Impact Development.
13. A Maintenance Agreement for permanent stormwater quality best management practices shall be submitted to the City Engineer for review and approval. The Maintenance Agreement shall include, at minimum, the following elements: (1) Operations and Maintenance Plan; (2) Legal description and plat of property; (3) Site plan of all permanent stormwater quality best management practices; (4) Property owner's printed name, signature, and date of signing; and (5) Notary public acknowledgment.
14. Improvements in areas of special flood hazards as shown in the latest effective flood insurance rate map shall be constructed in conformance with the City floodplain management regulations (Carpinteria Municipal Code Chapter 15.50).
15. Construction and demolition debris generated shall be reported in conformance with the Construction and Demolition Debris Recycling Program. Sixty-five percent (65%) or more of all construction and demolition debris shall be diverted from the landfill. The Construction and Demolition Debris Recycling Program forms shall be completed and submitted to the City Engineer prior to the issuance of a Certificate of Occupancy.
16. Construction and demolition debris shall be separated on site into reuse, recycling, or disposal. Separate bins or containers for recycling of construction and demolition debris shall be provided on site.
17. Self-hauled disposal receipts from transfer stations shall be submitted to the City Engineer prior to the issuance of a Certificate of Occupancy.

18. Any self-hauled construction and demolition debris shall be reported in writing to the City Engineer. A contract waste hauler may be allowed for disposal of construction and demolition debris subject to the approval of the City Engineer.

End of Comments