SURFLINER INN PROJECT

Environmental Impact Report

Prepared for
City of Carpinteria

January 2026

ESA



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Acronyms and Other Abbreviations

Abbreviation	Definition
2020 UWMP	2020 Carpinteria Valley Urban Water Management Plan
3CE	Central Coast Community Energy
AAQS	ambient air quality standard
AB	Assembly Bill
ACC II	Advanced Clean Cars II Program
ACT	Advanced Clean Trucks
ADA	Americans with Disabilities Act
ADT	average daily trips
ADU	accessory dwelling unit
AERMOD	Agency Regulatory Model
AF	acre-feet
AFY	acre feet per year
ALUC	Airport Land Use Commissions
ALUCP	airport land use compatibility plans
APN	Assessor's Parcel Number
ARB	Architectural Review Board
ASCE	American Society of Civil Engineers
ATE	Associated Transportation Engineers
BERD	Built Environment Resource Directory
BMP	best management practices
BSA	biological study area
BTEX	benzene, toluene, ethylbenzene, and xylenes
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal/OSHA	California Occupational Safety and Health Administrations
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code

Abbreviation	Definition
CCA	California Coastal Act
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCIC	Central Coast Information Center
CCR	California Code of Regulations
CCWA	Central Coast Water Authority
CDP	Commercial Planned Development District
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CGP	Construction General Permit
CGS	California Geological Survey
CH4	Methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CIWMB	California Integrated Waste Management Board
CMC	City's Municipal Code
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CPD	Commercial Planned Development District
CPUC	California Public Utilities Commission
CRPR	California Rare Plant Rank
CSD	Carpinteria Sanitary District
CSFPD	Carpinteria-Summerland Fire Protection District
CUPA	Certified Unified Program Agency
CUSD	Carpinteria Unified School District
CVWD	Carpinteria Valley Water District
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	decibel

Abbreviation	Definition
dBA	A-weighted decibel
DIF	development impact fees
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EMFAC	EMission FACtor
EPCA	Energy Policy and Conservation Act of 1975
ESA	Environmentally Superior Alternative
ESHA	Environmentally Sensitive Habitat Area
EV	electric vehicle
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GC	General Commercial
GHG	greenhouse gas
GMST	global mean surface temperature
GP/CLUP	Carpinteria General Plan and Coastal Land Use Plan
GPCD	gallons per capita per day
GSA	Groundwater Sustainability Agency
GVWR	gross vehicle weight rating
GWh	gigawatt-hours
GWP	global warming potential
HDPUV	Heavy-Duty Pickup Trucks and Vans
HFC	hydrofluorocarbons
hp	horsepower
HRA	Health risk assessment
HVAC	heating, ventilation, and air conditioning
in/sec	inches/second
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
KVP	Key Viewpoints

Abbreviation	Definition
kW	kilowatts
LCFS	low-carbon fuel standard
LCP	Local Coastal Programs
Leq	equivalent noise level
Ldn	day-night sound level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
Lmax	maximum sound level
Lmin	minimum sound level
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MGD	million gallons per day
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MLD	Most Likely Descendant
mm/yr	millimeters per year
MMT	million metric tons
MPO	metropolitan planning organizations
MTCO2e	Metric tons of carbon dioxide equivalent
MW	megawatts
MWh	megawatt-hours
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NOA	notice of availability
NOP	notice of preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administrations
OSR	Open Space/Recreation
PFC	perfluorocarbons
PG&E	Pacific Gas and Electric
PM	Particulate Matter
PM10	particulate matter that is 10 microns or less in diameter

Abbreviation	Definition
PPV	peak particle velocity
PRC	Public Resources Code
PSD	Prevention of Significant Deterioration
PV	photo-voltaic
RCNM	Roadway Construction Noise Model
REC	Recreation
RHNA	Regional Housing Needs Assessment
RMS	root mean square
ROC	reactive organic compounds
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SAR	Second Assessment Report
SBCAG	Santa Barbara County Association of Governments
SBCAPCD	Santa Barbara County Air Pollution Control District
SCCAB	South Central Coast Air Basin
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF	square feet
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SO_2	Sulfur Dioxide
SoCalGas	Southern California Gas
SPEvS	Southern Pacific Environmental Services
SSO	Sanitary Sewer Overflows
STC	sound transmission class
SVP	Society of Vertebrate Paleontology
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TDM	Transportation Demand Management
UPRR	Union Pacific Railroad
U.S. 101	U.S. Highway 101

Abbreviation	Definition
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tanks
UWMP	Urban Water Management Plan
VdB	velocity in decibels
VDECS	Verified Diesel Emission Control Strategies
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
Wh	watt-hours
WSA	Water Supply Assessments
WSCP	Water Shortage Contingency Plan
ZEV	zero-emission vehicle

EXECUTIVE SUMMARY

ES.1 Introduction

The purpose of the Executive Summary and impact summary tables are to provide the reader with a brief overview of the Surfliner Inn Project (Project). The City of Carpinteria (City), as lead agency under the California Environmental Quality Act (CEQA), has prepared this Environmental Impact Report (EIR) in accordance with CEQA, Public Resources Code (PRC) Sections 21000 et seq., the State of California CEQA Guidelines, California Code of Regulations, and Title 14, Sections 15000 et seq, to address the potential environmental impacts of the Project.

This EIR is an informational document that is being uses by the general public and governmental agencies to review and evaluate the Project. The reader should not rely exclusively on this Executive Summary as the sole basis for judgement of the Project. The Draft EIR should be consulted for information about the environmental effects associated with the Project and potential mitigation measures to address or minimize those effects.

The remainder of the Executive Summary consists of the following sections:

- A brief description of the Project;
- A description of the Project objectives;
- A brief description of areas of known controversy;
- A brief description of issues not studied in detail in the EIR;
- A summary of key impacts of the Project and cumulative development.
- A description of the alternatives.
- Relationship of the alternatives to the Project objectives.
- A description of the environmentally superior alternative.

Table ES.1 and Table ES.2 in this Executive Summary, summarize the impacts and mitigation measures for the Project, cumulative development, and alternatives. The impacts and mitigation measures for the Project are discussed in detail in Sections 3.1 through 3.16 of this EIR.

ES.2 Project Description

The Project Applicant, 499 Linden Managers, LLC, proposes to develop a hotel within the City of Carpinteria (City) on an approximately 1.15-acre (50,094 square feet [SF]) site (proposed Hotel Site) located at 499 Linden Avenue (Assessor's Parcel Number [APN] 004-105-011) which is the existing City Parking Lot #3 (commonly known as the Amtrak Lot). The Project would include a separate public parking lot (proposed City Parking Lot #4) on an approximately 1.27-acre (55,321 SF) property at 389 Linden Avenue (APN 004-105-026). The parcel at 499 Linden Avenue and the parcel at 389 Linden Avenue collectively comprise of the Project Site The parcel at499 Linden Avenue currently contains 113 vehicular parking spaces, 12 bicycle parking spaces, and a public restroom building. The parcel at 389 Linden Avenue is currently undeveloped land with a decomposed granite public pathway (i.e., interim Linden to Holly Trail) running through the parcel. The Project would include a new 2-story (up to a height of 37 feet 1 inch) hotel consisting of 36 guest rooms, a manager's unit, café, visitor center, and a roof-top bar/lounge/event space and swimming pool area. The Project would provide 28,235 SF of landscaped areas. The Project would include a total of 139 vehicular parking spaces and 18 bicycle storage and bicycle parking spaces, consisting of 10 short-term and 8 long-term bicycle parking spaces. The parking areas would operate under a conjunctive parking arrangement, which would accommodate parking for hotel guests, hotel employees, and the general public. The main hotel entrance would be located at a porte cochère on the western side of the hotel facing the remainder of City Parking Lot #3. Vehicular access to the proposed hotel would be through City Parking Lot #3, via 5th Street. The hotel would require staff around the clock with 10 to 11 employees per shift, and a total of three shifts per day. The café/bar would have two shifts with 7 to 8 employees per shift. For a comprehensive description of the Project, please refer to Chapter 2, *Project Description*, of this EIR.

ES.3 Project Objectives

The objectives identified by the Project Applicant in coordination with the City include:

- Provide a visitor-serving use in downtown Carpinteria.
- Provide sufficient public parking in downtown Carpinteria adjacent to existing commercial uses and the Carpinteria Amtrak train station.
- Encourage public transportation by offering discount hotel room rates for guests arriving by train.
- Provide an area for public gathering and local community events within the rooftop bar and event space of the Surfliner Inn.
- Net positive direct economic impact and annual revenue for the City.
- Create full-time jobs for hotel operations and part-time jobs for construction.

ES.4 Areas of Known Controversy

Section 15123 (b)(2) of the CEQA Guidelines requires that an EIR summary identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public. Pursuant to the provision of CEQA Guidelines Sections 15063 and 15082, the City circulated a Notice of Preparation (NOP) of a EIR to State, regional, and local agencies, and members of the public for a 30-day review

period commencing May 29th, 2025, and ending June 27th, 2025. The EIR evaluates potentially significant environmental impacts including issues raised in the public comments received in response to the NOP; refer to **Appendix A**, of this EIR. This scoping process determined that the EIR should analyze the following issues:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

ES.5 Issues Not Studied in Detail in the EIR

As part of the NOP process, the City has determined that impacts would not be significant for the following resource topics: Agriculture and Forestry Resources, Mineral Resources, Population and Housing, and Wildfire. These resources are further described in Chapter 5, *Other CEQA Consequences*, of this EIR.

ES.6 Impacts of the Project and Cumulative Development.

In **Table ES-1**, *Summary of Project and Cumulative Environmental Impacts and Mitigation Measures*, in this Executive Summary and throughout this EIR, the impacts of the Project, cumulative development, and alternatives have been classified using the categories of Class I, II, III, and IV as described below:

- **Class 1 – Significant Unavoidable Adverse Impacts**: Significant impacts that cannot be feasibly mitigated or avoided. No measures could be taken to avoid or reduce these adverse effects to achieve insignificant or negligible levels. Even after application of feasible mitigation measures, the residual impact would be significant. If the Project is approved with Class I impacts, decision-makers are

required to adopt a Statement of Overriding Considerations pursuant to CEQA Section 15093 explaining why benefits of the Project outweigh the potential damage caused by these significant unavoidable impacts.

- **Class II – Significant but Mitigable Adverse Impacts**: Such impacts can be reduced to a less than significant level with feasible mitigation, which can include incorporating changes to the Project. If the Project is approved with Class II impacts, decision-makers are required to make findings pursuant to CEQA Section 15091, stating that impacts have been mitigated to the maximum extent feasible and the residual impact would not be significant.
- **Class III – Adverse but Insignificant Impacts**: These adverse but less than significant impacts do not require mitigation, nor do they require findings be made. Conditions of approval may be recommended to further reduce environmental effects and/or improve consistency with City policies.
- **Class IV – Benefits Impacts**: Effects that are beneficial to the environment.

Appendix G of the State CEQA Guidelines is used throughout the EIR but the thresholds from the *City's Guidelines for Implementation of the California Environmental Quality Act of 1970*, as amended and adopted by the City Council on January 24, 1994, are used only where additional local guidelines were relevant.

ES.6.1 Impacts Associated with the Project and Cumulative Development

Table ES-1, below, summarizes the Project impacts, mitigation measures, and class category.

Significant and Unavoidable Class I Impacts

As required by CEQA Guidelines Section 15126.2(b), an EIR must describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less than significant level. Chapter 3 of this Draft EIR describes the potential environmental impacts of the Project and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, no significant and unavoidable Class I impacts are associated with the Project.

Beneficial Class IV impacts

No beneficial Class IV impacts are associated with the Project.

TABLE ES-1
SUMMARY OF PROJECT AND CUMULATIVE ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Class*
3.1 Aesthetics		
Impact 3.1-1: Have a substantial adverse effect on a scenic vista?	None required.	III
Impact 3.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	None required.	III
Impact 3.1-3: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	None required.	III
Impact 3.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	None required.	III
Cumulative Impacts	None required	III
3.2 Air Quality		
Impact 3.2-1: Conflict with or obstruct implementation of the applicable air quality plan?	None required.	III
Impact 3.2-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	None required.	III
Impact 3.2-3: Expose sensitive receptors to substantial pollutant concentrations?	None required.	III
Impact 3.2-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	None required.	III
Cumulative Impacts	None required.	III
3.3 Biological Resources		
Impact 3.3-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**Mitigation Measure MM-BIO-1:** Nesting Bird and Raptor Avoidance. A qualified biologist shall identify areas where potential nesting habitat for birds and raptors is present prior to the commencement of activities within the Project Site. To ensure the avoidance of impacts to nesting avian species, the following measures shall be implemented within 300 feet of the Project: • Construction activities shall be limited to the non-breeding season (September 1 through December 31) to the extent feasible. If construction or maintenance activities occur during the avian nesting season (February 1 through August 30), a qualified biologist shall conduct pre-construction nesting avian surveys within no more than 5 days prior to the initiation of	II

Environmental Impact	Mitigation Measures	Class*
	construction activities to identify any active nests. If a lapse in work of 5 days or longer occurs, another survey shall be conducted to verify if any new nests have been constructed prior to work being reinitiated. • If active nests are observed within 300 feet of the Project, no work shall occur unless provided approval by the City Biologist. • The qualified biologist may also recommend other measures to minimize disturbances to active nests that may include, but are not limited to, reducing the duration of certain activities, placing sound or visual barriers, and/or biological monitoring during construction activities to ensure the species is not harmed during project implementation.	
Impact 3.3-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	None required.	III
Impact 3.3-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	None required.	III
Impact 3.3-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**Mitigation Measure MM-BIO-1**	II
Impact 3.3-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**Mitigation Measure MM-BIO-1** **Mitigation Measure MM-BIO-2**: Tree Mitigation and Protection. Trees proposed for removal shall be mitigated with replacement plantings. Additionally, tree protective measures shall be implemented to minimize impacts to the nine California sycamores and single walnut tree that are located adjacent to Project activities. To ensure impacts to trees are mitigated or minimized, the following measures shall be implemented: • The two coast live oak trees proposed for removal shall be replaced with replacement oak tree plantings with a priority given to on-site mitigation. The removals shall be mitigated by planting two 48” box oaks on site, which is in compliance with the County of Santa Barbara (Coastal Zoning Ordinance Section 35-140; County of Santa Barbara 2023) the default standard used by the City. Smaller trees can be planted in greater numbers if preferred. This means 2:1 with 36” box oaks (4 oaks at this ratio), 3:1 with 24” box (6 oaks at this ratio), or 5:1 with 15-gallon oaks (10 trees at this ratio). Final replacement ratios used is at the discretion of the City. • The nine California sycamores and single walnut tree should be protected by following tree protection measures during demolition/construction activities within the project site. Such measures shall include, but not be limited to, the following: a. Fence off all trees from construction at the critical root zone or where practical with six-foot high chain link or orange construction fence with metal stakes; b. No activities or storage of construction materials shall be allowed within the fenced areas unless approved by Community Development Department (CDD);	II

Environmental Impact	Mitigation Measures	Class*
	c. Any root disturbance to any of the protected trees shall be done by hand and the project arborist alerted; d. All roots encountered shall be cut cleanly with a sharp saw to allow for new root regeneration, backfilled immediately or kept moist to prevent drying out and dying; e. Any tree affected by the construction process shall be deep-root fertilized to promote better health and vigor; f. Compaction of the root zone shall be avoided by spreading three to four inches of mulch. If necessary, plywood or equivalent shall be placed on top; g. During hot, dry periods, the foliage may need to be washed with high pressure water to remove construction dust; h. Project arborist shall be notified prior to any activities within the critical root zone; i. Leave existing hardscape (i.e., asphalt) in place as long as practicable to aid with the protection of the root system; j. Utilize caissons and grade beams for any foundation work close to the trees (stay at least 15 feet from the trunks of the trees); and k. Final landscaping around trees shall be compatible in water demand to these specific trees' needs with minimal trenching for lighting and irrigation. • Plan Requirements/Timing: These conditions shall be printed on all final building and grading plans. Tree protection measures shall be implemented prior to- and during construction as applicable. • Monitoring: CDD shall coordinate with the project arborist prior to initiation of construction to ensure tree protection measures are in place. CDD shall spot check in the field to ensure ongoing compliance with this measure. • The proposed street tree removals may require a removal permit per the City's street tree ordinance (Municipal Code Chapter 12.28).	
Impact 3.3-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	None required.	III
Cumulative Impacts	**Mitigation Measure MM-BIO-2**	II
3.4 Cultural Resources		
Impact 3.4-1: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	None required.	III
Impact 3.4-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	**Mitigation Measure MM-CUL-1**. Prior to construction activities, the Applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The minimum education and experience for a Qualified Archaeologist include a graduate degree in archaeology, or related field; at least one year of full-time professional experience or equivalent specialized training in archaeological research, administration, or management. The minimum education and experience for an archaeological monitor includes	II

Environmental Impact	Mitigation Measures	Class*
	having a bachelor's degree in a relevant field of study and either two months of archaeological construction monitoring experience or two months of supervised training with prehistoric archaeological materials in a field or laboratory setting. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered, as determined by the Qualified Archaeologist. The frequency of monitoring shall be determined based on the factors presented above, and full-time archaeological monitoring in any area can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist. Prior to commencement of excavation activities, a Cultural Resources Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall focus on how to identify indications of archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. **Mitigation Measure MM-CUL-2**: In the event that historic or precontact archaeological resources (e.g., artifacts, cultural soils, features, etc.) are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find by the archaeological monitor, so that the find can be evaluated by the Qualified Archaeologist. If for some reason the archaeological monitor is not on site, the area will be avoided by the construction crew and the Qualified Archaeologist shall be contacted. After consulting with the City, the Qualified Archeologist shall establish an appropriate buffer area in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the resource and will demarcate where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist. If the Qualified Archaeologist determines the find to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the City of Carpinteria to develop a reasonable and feasible treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.	

Environmental Impact	Mitigation Measures	Class*
	Mitigation Measure MM-CUL-3: Prior to the release of the grading bond, the Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation (DPR) Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the DPR Site Forms shall be submitted by the City to the Central Coast Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.	
Impact 3.4-3: Disturb any human remains, including those interred outside of dedicated cemeteries?	**Mitigation Measure MM-CUL-4**: If human remains are encountered, the Project Applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Santa Barbara County Coroner in accordance with PRC Section 5097.98, Health and Safety Code Section 7050.5, and CEQA Guidelines Section 15064.5(e). If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate an MLD for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.	II
Cumulative Impacts	None required	III
3.5 Energy		
Impact 3.5-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	None required.	III
Impact 3.5-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	None required.	III
Cumulative Impacts	None required	III
3.6 Geology and Soils		
Impact 3.6-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	None required.	III

Environmental Impact	Mitigation Measures	Class*
Impact 3.6-2: Result in substantial soil erosion or the loss of topsoil?	None required.	III
Impact 3.6-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	None required.	III
Impact 3.6-4: Be located on expansive soil creating substantial direct or indirect risks to life or property?	None required.	III
Impact 3.6-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	None required	III
Impact 3.6-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	None required.	III
Cumulative Impacts	None required.	III
3.7 Greenhouse Gas Emissions		
Impact 3.7.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	None required.	III
Impact 3.7.2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	None required.	III
Cumulative Impacts	None required	III
3.8 Hazards and Hazardous Materials		
Impact 3.8-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	None required.	III
Impact 3.8-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	None required.	III
Impact 3.8-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	None required.	III
Impact 3.8-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	None required.	III

Environmental Impact	Mitigation Measures	Class*
Impact 3.8-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	None required.	III
Impact 3.8-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	None required.	III
Impact 3.8-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	None required.	III
Cumulative Impacts	None required.	III
3.9 Hydrology and Water Quality		
Impact 3.9-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	None required.	III
Impact 3.9-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	None required.	III
Impact 3.9-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. result in substantial erosion or siltation on- or off-site; ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows?	None required.	III
Impact 3.9-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	None required.	III
Impact 3.9-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	None required.	III
Cumulative Impacts	None required	III

Environmental Impact	Mitigation Measures	Class*
3.10 Land Use and Planning		
Impact 3.10-1: The Project would not physically divide an established community.	None required.	III
Impact 3.10-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	None required.	III
Cumulative Impacts	None required.	III
3.11 Noise		
Impact 3.11-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Mitigation Measure MM-NOI-1**: Prior to the commencement of construction activities on the proposed City Parking Lot #4, a temporary noise barrier of a minimum ten feet in height shall be erected along the southern boundary of the proposed City Parking Lot #4 parcel (Refer to **Figure 3.11-7**, *Location and Extent of Temporary Construction Noise Barrier Required Under MM-NOI-1,* for the location and extent of the required noise barrier). The barrier may be constructed of solid plywood with minimum thickness of 3/4 inch or acoustic barrier material having a standard transmission class rating not less than 25 (STC 25). The barrier shall be maintained at least for the duration of the proposed City Parking Lot #4 construction and paving activities.	II
Impact 3.11-2: Generation of excessive groundborne vibration or groundborne noise levels?	**Mitigation Measure MM-NOI-2**: The use of a vibratory roller shall be prohibited closer than 23 feet from any existing off-site residence (residential structures represented by R3 and R4 have portions that are at a distance of less than 23 feet from the potential future construction zone for the Project). **Mitigation Measure MM-NOI-3**: Any required foundation pile installation for the Project shall be limited to pre-drilled and cast-in- place methods (no impact or vibratory pile driving methods shall be employed).	II
Impact 3.11-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	None required.	III
Cumulative Impacts	None required.	III

Environmental Impact	Mitigation Measures	Class*
3.12 Public Services		
Impact 3.12-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: i. Fire protection? ii. Police protection? iii. Schools? iv. Parks? v. Other public facilities?	None required.	III
Cumulative Impacts	None required.	III
3.13 Recreation		
Impact 3.13-1: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	None required.	III
Impact 3.13-2: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	None required.	III
Cumulative Impacts	None required.	III
3.14 Transportation		
Impact 3.14-1: Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	None required.	III
Impact 3.14-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	None required.	III
Impact 3.14-3: Impact 3.14-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	None required.	III
Impact 3.14-4: Result in inadequate emergency access?	None required.	III
Cumulative Impacts	None required.	III

Environmental Impact	Mitigation Measures	Class*
3.15 Tribal Cultural Resources		
Impact 3.15-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**Mitigation Measure MM-TCR-1**: Prior to any ground-disturbing activities for the Project, the Applicant shall retain a Native American Monitor approved by the Santa Ynez Band of Chumash Indians (Santa Ynez Band or Tribe). The Native American Monitor shall be present during the following construction activities that have the potential for encountering tribal cultural resources: demolition, pavement removal, clearing/grubbing, drilling/augering, potholing, grading, trenching, excavation, tree removal or other ground disturbing activity associated with the Project (collectively "ground disturbing activities"). Prior to commencement of ground disturbing activities, a Tribal Cultural Resources Sensitivity Training session shall be held for those construction personnel who will be directly involved in the ground disturbing activities. The training session shall be carried out by the Native American Monitor and shall focus on how to identify tribal cultural resources that may be encountered during ground disturbing activities and the procedures to be followed in such an event. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate by the Native American Monitor in the event there appears to be little to no potential for impacting tribal cultural resources. Native American monitoring shall conclude no later than conclusion of ground disturbing activities. **Mitigation Measure MM-TCR-2**: The Native American Monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Santa Ynez Band. Monitor logs shall identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Applicant upon written request to the Tribes. The Applicant shall not be deemed to be out of compliance with this measure if the Native American Monitor fails to complete or submit any such monitoring logs. **Mitigation Measure MM-TCR-3**: In the event of a discovery of potential tribal cultural resources at the Project Site, the Qualified Archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology) identified in Mitigation Measure CUL-MM-1 (after consultation with the Native American Monitor) shall have the authority to temporarily divert, redirect, or halt ground-disturbance activities to allow identification, evaluation, and potential recovery of such potential resources. After consulting with the Native American Monitor and the Applicant, the Qualified Archaeologist shall establish an appropriate buffer area in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where ground-disturbing activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. Within three (3) business days of such discovery, a meeting shall take place between the Qualified Archaeologist, the Santa Ynez Band, the Applicant, and the City to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074(a). If, as a result of the meeting and after consultation with the Tribe and the Qualified Archaeologist, the City determines, based on substantial evidence, that	II

Environmental Impact	Mitigation Measures	Class*
	the resource is in fact a tribal cultural resource, the Qualified Archaeologist shall develop a reasonable and feasible treatment plan, with input from the Tribe as necessary, and with the concurrence of the City's Community Development Department Director. The treatment measures in the treatment plan shall be in compliance with any applicable federal, State, or local laws, rules or regulations. The treatment plan shall also include measures regarding the curation of the recovered resources. The Applicant may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in the above paragraphs. The recovered Native American resources may be placed in the custody of the Tribe, who may choose to use them for their educational purposes, or they may be curated at a public, non-profit institution with a research interest in the materials. If neither the Tribe nor an institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.	
Cumulative Impacts	None required.	III
3.16 Utilities and Service Systems		
Impact 3.16-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	None required.	III
Impact 3.16-2: The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years	None required.	III
Impact 3.16-3: The project would result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the provider's existing commitments.	None required.	III
Impact 3.16-4: The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	None required.	III
Impact 3.16-5: The project would comply with federal, state, and local management and reduction statues and regulations related to solid waste.	None required.	III
Cumulative Impacts	None required.	III

* Class I = Significant and Unavoidable; Class II = Less than Significant with Mitigation; Class III = Less than Significant; Class IV = Beneficial.

ES.7 Description of Alternatives

Five (5) alternatives, including the No Project Alternative, are described below and analyzed in Chapter 4, *Alternatives*, of this EIR.

ES.7.1 No Project Alternative

Under the No Project Alternative, the Project would not be constructed, and it is assumed that the Project Site would maintain the existing condition, which as described in Section 2.2 Existing Conditions. The Project Site is comprised of two lots: a paved surface parking lot (City Parking Lot #3, commonly known as the Amtrak Lot) with a total of 113 parking spaces, 12 bicycle spaces, and a public restroom and an unpaved parcel south of the Union Pacific Railroad (UPRR) tracks (Lot #4) that features an informal public trail from Holly Avenue to Linden Avenue. Currently, the Project Site does not provide any electric vehicle (EV) parking or charging capabilities.

ES.7.2 Alternative 1 No New Parking on Lot #4

Under Alternative 1, No New Parking on Lot #4 (or Alternative 1), the Project would be built as described under Chapter 2, Project Description, of this EIR, with the exception that the proposed parking lot on Lot #4 would not be built and this Alternative would only reconfigure the remaining area of Lot #3 to include 46 parking spaces, including 4 Americans with Disabilities Act (ADA) parking spaces and 8 EV parking spaces, and 12 bicycle spaces (City Parking Lot #3). The public restroom on Lot #3 would be retained. Lot #4 would be maintained as under existing conditions and the existing informal public trail from Holly Avenue to Linden Avenue would remain.

ES.7.3 Alternative 2 Single Loaded City Parking Lot #4

Under Alternative 2, Single Loaded City Parking Lot #4 (or Alternative 2), the Project would be built as described under Chapter 2, Project Description, of this EIR, with the exception that Lot #4 would be reconfigured to a single-loaded parking lot (City Parking Lot #4) with 93 parking spaces, including 6 ADA parking spaces and 17 EV parking spaces, and 6 bicycle spaces, to be installed on the northern end of the lot nearest to the UPRR tracks. The reconfigured parking lot in Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of Lot #4 under the Project increasing the grading footprint. The existing informal public trail from Holley Avenue to Linden Avenue would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. The public restroom on Lot #3 would be relocated to Lot #4 as under the Project.

ES.7.4 Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden

Under Alternative 3, Extended City Parking Lot #3 and Relocated Community Garden (or Alternative 3), the Project would be built as described under Chapter 2, Project Description, of this EIR, with the exception that the City's Community Garden located adjacent to the Project Site would be moved to 389 Linden Avenue (Lot #4) and the proposed parking for the Project on Lot #3 would be extended onto the parcel where the current Community Garden is located. With this extension of Lot #3 onto the adjacent parcel, Lot #3 would accommodate 139 parking spaces, including 8 ADA parking spaces and 23 EV

parking spaces, and 12 bicycle spaces. Approximately 32,500 SF of Lot #4 would be allocated to the relocated Community Garden, while the remaining portion of the lot nearest Linden Avenue would be reconfigured to accommodate 11 parking spaces, including 1 ADA parking space and no EV parking spaces, and 6 bicycle spaces, for use by the visitors to the Community Garden and open to the public. The grading footprint is similar as compared to the Project. The existing informal public trail from Holley Avenue to Linden Avenue would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. The public restroom on Lot #3 would still be relocated to Lot #4 as under the Project.

ES.7.5 Alternative 4 No Rooftop Uses

Under Alternative 4, No Rooftop Uses (or Alternative 4), the Project would be built as described under Chapter 2 Project Description, of this EIR, with the exception that no rooftop uses on the proposed hotel component would be allowed. This area would not be publicly accessible and would not feature any community facing uses. This Alternative excludes the following rooftop features: an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, a swimming pool area, a pool equipment room, and landscape planter areas.

ES.7.6 Impacts Associated with Alternatives

Table ES-2, *Comparison of Project Alternative Impacts*, below, compares the impact of each alternative to impacts of the Project for each environmental topic analyzed in detail in Sections 3.1 through 3.16, of this EIR. The impacts of each alternative are classified as greater, lessened, or similar to the level of impacts classified as categories associated with the Project.

Relationship of the No Project Alternative to the Objectives

The No Project Alternative would meet one of the project objectives, but it would not meet the objectives specific to the project constructing and operating a hotel and parking lot. The No Project Alternative would maintain the existing condition of a public parking lot with public restroom which would continue to provide a visitor-serving use in downtown Carpinteria; however, this Alternative would not meet any of the other Project objectives. In addition, with implementation of the No Project Alternative, the project design features that would improve the Project Site's environmental conditions would not occur. These include project design features that ensure that stormwater is captured, treated, infiltrated, and discharged such the rate and volume is equal to or less than existing conditions, landscaping that would improve the Project Site's character, and construction of the improved informal public trail which would improve both the aesthetic and recreational value of the Project Site.

Relationship of Alternative 1 No New Parking on Lot #4 to the Objectives

Alternative 1 would meet a majority of the project objectives, but it would not meet the objectives specific to providing sufficient public parking in downtown Carpinteria. The Project would construct 139 total parking stalls, while Alternative 1 would construct 46 parking stalls.

TABLE ES-2
COMPARISON OF PROJECT ALTERNATIVE IMPACTS

Environmental Resource	Impacts Analysis					
	Project	No Project	Alternative 1 No New Parking on Lot #4	Alternative 2 Single Loaded City Parking Lot #4	Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden	Alternative 4 No Rooftop Uses
Aesthetics	Class III	<	<	>	=	<
Air Quality	Class III	<	<	>	=	=
Biological Resources	Class II	<	=	>	>	=
Cultural Resources	Class II	<	<	>	=	=
Energy	Class III	<	<	>	=	=
Geology and Soils	Class III	<	<	>	=	=
Greenhouse Gas Emissions	Class III	<	<	>	=	=
Hazards and Hazardous Materials	Class III	<	<	>	=	=
Hydrology and Water Quality	Class III	>	>	=	=	=
Land Use and Planning	Class III	<	<	>	=	=
Noise	Class II	<	<	>	=	<
Public Services	Class III	<	=	=	=	=
Recreation	Class III	<	=	>	=	=
Transportation	Class III	<	<	=	=	<
Tribal Cultural Resources	Class II	<	<	>	=	=
Utilities and Service Systems	Class III	<	<	>	=	<

Class I = Significant and Unavoidable; Class II = Less than Significant with Mitigation; Class III = Less than Significant; Class IV = Beneficial.
Symbols = < Reduced impact in comparison to the Project; **=** Similar impact in comparison to the Project.; > Greater impact in comparison to the Project

Relationship of Alternative 2 Single Loaded City Parking Lot #4 to the Objectives

Alternative 2 would meet all of the project objectives, as it would be similar to the Project with the exception of the reconfiguring of the parking lot on Lot #4 to a single-loaded lot and the exclusion of the reconstruction of the proposed 5-foot-wide public pathway on Lot #4.

Relationship of Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden to the Objectives

Alternative 3 would meet all of the project objectives, as it would be similar to the Project with the exception of the reconfiguring of the parking lot on Lot #3 to extend the surface lot onto the adjacent parcel.

Relationship of Alternative 4 No Rooftop Uses to the Objectives

Alternative 4 would meet a majority of the project objectives, but it would not meet the objective specific providing an area for public gathering and local community events within the hotel component as it would remove rooftop uses such as an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, and a swimming pool area that were proposed to provide this community space.

ES.7.7 Environmentally Superior Alternative

In addition to the discussion and comparison of impacts of the Project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection disclosed. In general, the Environmentally Superior Alternative is the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the City.

Per the impacts analysis in Chapter 4, *Alternatives*, the environmentally superior alternative is considered Alternative 1 No New Parking on Proposed City Parking Lot #4. As shown in Table ES-2, Alternative 1 has the most reduced environmental impacts as compared to the Project and would meet a majority of the project objectives. The Project would incrementally reduce impacts on aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, transportation, tribal cultural resources, and utilities as compared to the Project. However, it would also incrementally increase the environmental impacts associated with hydrology and water quality as best management practices and low impact development measures would not be implemented on City Parking Lot #4 as compared to the Project.

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CHAPTER 1
Introduction

This Environmental Impact Report (EIR) has been prepared for the Surfliner Inn Project (Project). The Project Applicant, 499 Linden Managers, LLC, proposes to develop a hotel within the City of Carpinteria (City) on an approximately 1.15-acre (50,094 square feet [SF]) site (proposed Hotel Site) located at 499 Linden Avenue (Assessor's Parcel Number [APN] 004-105-011) which is the existing City Parking Lot #3 (commonly known as the Amtrak Lot). The Project would include a separate public parking lot (proposed City Parking Lot #4) on an approximately 1.27-acre (55,321 SF) property at 399 Linden Avenue (APN 004-105-026). The parcel at 499 Linden Avenue and the parcel at 399 Linden Avenue collectively comprise of the Project Site. The parcel at 499 Linden Avenue currently contains 113 vehicular parking spaces, 12 bicycle parking spaces, and a public restroom building. The parcel at 399 Linden Avenue is currently undeveloped land with a decomposed granite public pathway (i.e., interim Linden to Holly Trail) running through the parcel. The Project would include a new 2-story (up to a height of 37 feet 1 inch) hotel consisting of 36 guest rooms, a manager's unit, café, visitor center, and a roof-top bar/lounge/event space and swimming pool area. The Project would provide 28,235 SF of landscaped areas. The Project would include a total of 139 vehicular parking spaces and 18 bicycle storage and bicycle parking spaces, consisting of 10 short-term and 8 long-term bicycle parking spaces. The parking areas would operate under a conjunctive parking arrangement, which would accommodate parking for hotel guests, hotel employees, and the general public. The main hotel entrance would be located at a porte cochère on the western side of the hotel facing the remainder of City Parking Lot #3. Vehicular access to the proposed hotel would be through City Parking Lot #3, via 5th Street. The hotel would require staff around the clock with 10 to 11 employees per shift, and a total of three shifts per day. The café/bar would have two shifts with 7 to 8 employees per shift.

1.1 Purpose of the EIR

The purpose of this EIR is to inform decision-makers and the general public of the potential environmental impacts resulting from the Project. The City of Carpinteria is the Lead Agency under the California Environmental Quality Act (CEQA) and is responsible for preparing this EIR. This EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.). The principal State CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Contents of an EIR), and Section 15161 (Project EIR).

The City is responsible for processing and approving the Project pursuant to CEQA Statute Section 21067. The City will consider the information in this EIR, along with other information that may be presented during the CEQA process, including but not limited to the Notice of Preparation (NOP) and Final EIR. The EIR will be used in connection with other permits and approvals necessary for the

construction and operation of the Project. In accordance with State CEQA Guidelines Section 15121, this EIR is an informational document that will inform public agency decision-makers and the public generally of the environmental effects associated with the Project, and ways to minimize significant environmental effects through mitigation measures or reasonable alternatives to the Project.

This EIR analyzes the environmental effects of the Project to the degree of specificity appropriate to the activities proposed by the Project, as required under State CEQA Guidelines Section 15146. This analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with Project implementation. This EIR discusses both the direct and indirect impacts of the Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects in the vicinity. CEQA requires the preparation of an objective, full disclosure document to inform agency decision-makers and the general public of the direct and indirect environmental effects of the Project, including mitigation measures and reasonable alternatives that can reduce or eliminate any identified significant adverse impacts.

1.2 CEQA Environmental Review Process

In compliance with the State CEQA Guidelines, the City has taken steps to provide opportunities to participate in the environmental review process. In association with preparation of this EIR, efforts were made to contact various State, regional, and local government agencies and other interested parties to solicit comments and inform the public of the Project. As further described below, this included the distribution of a NOP of an EIR.

1.2.1 Notice of Preparation

Pursuant to the provision of State CEQA Guidelines Section 15082, the City circulated a NOP of an EIR to State, regional, and local agencies, and members of the public for a 30-day review period commencing May 29th, 2025, and ending June 27th, 2025. The purpose of the NOP was to formally notice that the City was preparing an EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in this EIR. **Appendix A**, of this EIR, includes a copy of the NOP and written and oral comments submitted on the NOP. The written and oral comments are also summarized in the Executive Summary of this EIR.

1.2.2 EIR Scoping Meeting

The NOP included notification that an in-person EIR scoping meeting for the public with a virtual option through Zoom teleconference would be held. In accordance with the State CEQA Guidelines, the purpose of the EIR scoping meeting was for the City to solicit input and written comments from agencies and the public on environmental issues or alternatives they believe should be addressed in this EIR. The EIR scoping meeting was held on Monday, June 16, 2025, at 5:30 PM at the Carpinteria City Hall – Council Chambers, 5775 Carpinteria Avenue, Carpinteria, CA 93013. The EIR scoping meeting provided the general public and interested public agencies the opportunity to view materials and ask questions regarding the scope and focus of the EIR, as described in the NOP.

1.2.3 Draft EIR

As discussed above, the purpose of this Draft EIR is to conduct an environmental review of the Project to determine whether the Project would introduce significant environmental effects. The significant environmental effects are the focus of this Draft EIR.

This Draft EIR provides a description of the Project, environmental setting, Project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives. Significance criteria have been developed for each environmental resource analyzed in this Draft EIR and are defined for each impact analysis section.

CEQA requires that Draft EIRs evaluate ways of avoiding or minimizing identified environmental effects where feasible through the application of mitigation measures or Project alternatives.

1.2.4 Public Review

This EIR is subject to a 45-day review period in which the document is made available to responsible and trustee agencies and interested parties. In compliance with the provision of State CEQA Guidelines Sections 15085(a) and 15087, the City, serving as the Lead Agency: (1) prepared and transmitted a Notice of Completion to the State Clearinghouse; (2) published a Notice of Availability (NOA) of a Draft EIR which indicated that this EIR was available for public review at the City of Carpinteria at 5775 Carpinteria Avenue and on the City's Website: www.carpinteriaca.gov; (3) published legal notice in the Coastal View News; (4) sent the NOA to the last known name and address (or email address) of all organizations and individuals who previously requested such notice in writing or attended public meetings about the Project; and (5) filed the NOA with the County Clerk.

1.2.5 Final EIR

Upon the close of the public review period for this EIR, the City will proceed to evaluate and prepare responses to all relevant oral and written comments received from public agencies and other interested parties during the public review period. A Final EIR will then be prepared. The Final EIR will consist of this EIR, any necessary revisions to this EIR, comments submitted by responsible agencies or reviewing parties during the public circulation period for this EIR, and City responses to those comments. After the Final EIR is completed and at least 10 days prior to its certification[1], responses to comments made by public agencies on this EIR will be provided to the commenting agencies.

1.2.6 Mitigation Monitoring and Reporting Program

CEQA requires lead agencies to adopt a reporting and mitigation monitoring program for the changes to the Project which it has adopted or made a condition of Project approval in order to mitigate or avoid significant effects on the environment (CEQA Section 21081.6, CEQA Guidelines Section 15097). The Mitigation Monitoring and Reporting Program will be available to the public at the same time as the Final EIR.

[1] Prior to approval of the Project, the City, as Lead Agency and decision-making entity, is required to certify that the Final EIR has been completed in compliance with CEQA, that the Project has been reviewed and the information in the Final EIR has been considered, and that the Final EIR reflects the independent judgement of the City.

1.3 Organization of this EIR

This EIR has been organized into the following sections:

- **Executive Summary.** This chapter of the EIR provides an overview of the entire document in a concise, summarized format. It briefly describes the Project, identifies the Project objectives, provides areas of known controversy, issues not studied in detail in the EIR, impacts associated with the Project and cumulative development, and a description of the alternatives.
- **Chapter 1, Introduction.** This chapter provides a summary of the Project, describes the purpose of the EIR, including CEQA compliance requirements, steps undertaken to date regarding implementation of the CEQA process, and summarizes the EIR's organization.
- **Chapter 2, Project Description.** This chapter provides an introduction of the Project, Project location, existing site conditions and surrounding land uses, zoning and land use designations, Project purpose and objectives, Project characteristics, and the required approvals for the Project.
- **Chapter 3, Environmental Setting, Impacts, and Mitigation Measures.** This chapter describes the environmental setting and identifies impacts of the Project for each of the following environmental resource areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services and Utilities, Recreation, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. If necessary, then mitigation measures to reduce significant impacts of the Project to the lowest level feasible are presented for each resource area. This chapter also provides an analysis of the cumulative impacts for each issue area analyzed in the EIR.
- **Chapter 4**, **Alternatives.** This chapter describes a reasonable range of alternatives to the Project, including the (1) No Project Alternative, (2) Alternative 1 No New Parking on Lot #4, (3) Alternative 2 Single Loaded Parking Lot #4, (4) Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden, and (5) Alternative 4 No Rooftop Uses. This chapter also evaluates the environmental effects of the alternatives for each issue area analyzed in the EIR, though not at the same level of detail as analyzed for the Project.
- **Chapter 5, Other CEQA Considerations.** This chapter includes a discussion of issues required by CEQA that are not covered in other chapters. This includes irreversible environmental changes, significant unavoidable impacts, growth-inducing impacts, effects found not to be significant in the NOP.
- **Chapter 6, List of EIR Preparers and Organizations and Persons Contacted.** This chapter lists the persons, public agencies, and organizations that were consulted or who contributed to the preparation of this EIR.

CHAPTER 2
Project Description

2.1 Project Location

Regionally, the Surfliner Inn Project (Project), proposed by 499 Linden Managers, LLC (Project Applicant), is located in the City of Carpinteria (City) within southeastern Santa Barbara County (County) in the Central Coast of California (Central Coast); refer to **Figure 2-1**, *Regional Map*. Locally, the Project is located at 499 Linden Avenue (Assessor's Parcel Number [APN] 004-105-011) which is the existing City Parking Lot #3 (commonly known as the Amtrak Lot) and at 399 Linden Avenue (APN 004-105-026) which is the undeveloped lot south of the Union Pacific Railroad (UPRR); refer to **Figure 2-2**, *Project Vicinity*. City Parking Lot #3 is located on the southwest corner of 5th Avenue and Linden Avenue. The parcel at 499 Linden Avenue (or referred to as the proposed Hotel Site) and the parcel at 399 Linden Avenue (or referred to as the proposed City Parking Lot #4) collectively comprise of the Project Site.

2.2 Existing Site Conditions and Surrounding Land Uses

The Project Site at 499 Linden Avenue is approximately 1.15 acres in size (50,094 square feet [SF]) and contains the existing City Parking Lot #3. The parcel contains 113 vehicular parking spaces and 12 bicycle parking spaces on a surface parking lot, a public restroom building, and ornamental vegetation primarily consisting of non-native mature trees and shrubs. This parcel was the original location of the Carpinteria Train Depot, which was constructed in 1887, closed in 1958, and demolished in 1967. The parcel is now used for parking and amenities associated with the existing Amtrak platform which was constructed in 1997.

The Project Site at 399 Linden Avenue is approximately 1.27 acres in size (29,349 SF) and is currently undeveloped land with a decomposed granite public pathway (i.e., Interim Linden to Holly Trail) running through the parcel with limited vegetation. The parcel has historically been undeveloped. The California Coastal Commission approved a Development Plan and Coastal Development Permit (CDP) in 2022 to construct the existing public pathway.

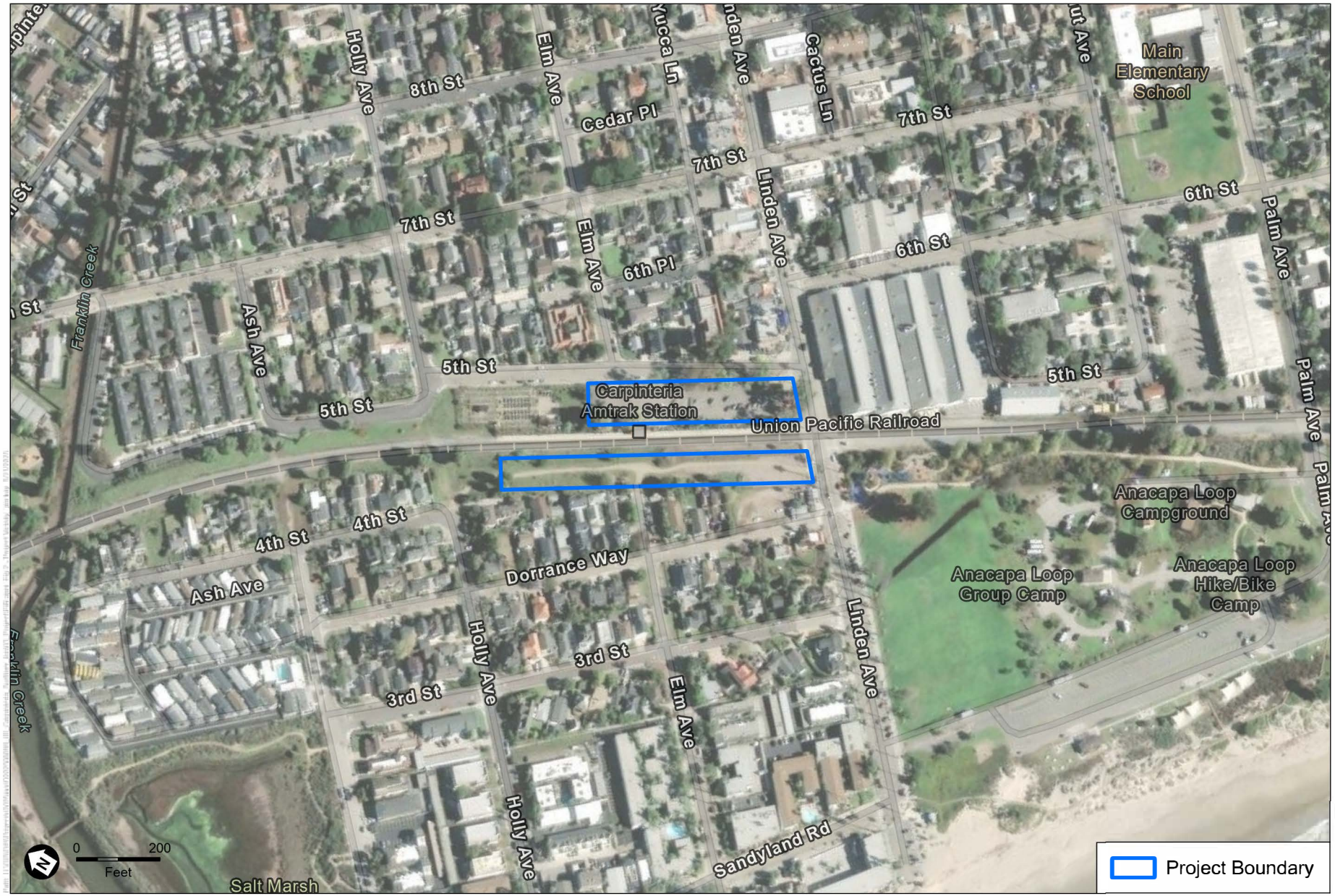


SOURCE: ESA, 2025

Surfliner Inn Project

Figure 2-1
Regional Map

ESA



SOURCE: ESA, 2025

Surfliner Inn Project

Figure 2-2
Project Vicinity

ESA

The UPRR tracks bisect the Project Site. Two-lane City roads, 5th Street and Linden Avenue, border the north and east of the Project Site. The surrounding land uses are as follows:

- North: Residential (multi- and single-family) and commercial (retail) uses are on the north side of 5th Street, adjacent to 499 Linden Avenue.
- East: Directly adjacent to the Project Site on the east, along Linden Avenue, is a commercial warehouse-type building containing several local businesses, a portion of Carpinteria State Beach, and the Tomol Interpretive Play Area.
- South: Adjacent to 399 Linden Avenue is a restaurant at the corner of Linden Avenue and Dorrance Way, and single- and small multi-family residential development on Dorrance Way.
- West: To the west of the Project Site is the Carpinteria Community Garden Park on 5th Street, and more residential development on Dorrance Way and Elm Avenue.

2.3 Zoning and Land Use Designations

The Project Site at 499 Linden Avenue is zoned Commercial Planned Development District (CPD) and is not subject to any overlay districts. The City acquired the parcel in 1989 with the zoning designation of CPD. Municipal Code Chapter 14.20, *CPD Commercial Planned Development District*, states that the CPD district provides "appropriately located areas" for office and commercial developments with "high standards of site planning, architecture, and landscape design." Uses permitted by a development plan include hotels, cocktail lounges and bars, restaurants, parking facilities, recreation facilities, variety stores, and other commercial uses. Other commercial uses may be conditionally permitted. This parcel has a 2003 General Plan/Local Coastal Land Use Plan (GP/CLUP) land use designation of General Commercial. It is located within Community Design Subarea 2: Downtown/Old Town District, as designated by the GP/CLUP Community Design Element, and immediately abuts Community Design Subarea 2a, the Downtown Core District along Linden Avenue. The Downtown Core is planned to be the City's center of civic and commercial life, an area that offers a wide range of activities, drawing both residents and visitors into the community.

The Project Site at 399 Linden Avenue is zoned Recreation (REC) and is not subject to any overlay districts. This parcel was rezoned from CPD to REC in 2016 as part of a City-wide consistency rezoning effort. Municipal Code Chapter 14.38, *REC Recreation District*, provides that the purpose and intent of the REC district is to provide for and ensure recreation areas and open spaces within the City, including protective development standards. Permitted uses include parks, trails, recreational facilities, and structures and facilities required to support recreational activities (e.g., parking areas). Some more intensive recreational uses (e.g., swimming or tennis clubs) and some support facilities (e.g., restaurants) may be conditionally permitted within the REC district. This parcel and has a GP/CLUP land use designation of Open Space/Recreation. It is located within the Community Design Subarea 1: Downtown Beach Neighborhood District of the GP/CLUP Community Design Element.

2.4 Project Purpose and Objectives

A statement of Project objectives and a description of the underlying purpose of the Project is required by California Environmental Quality Act Guidelines Section 15124. The Project objectives and underlying Project purpose are established to guide the lead agency in developing a reasonable range of alternatives

to evaluate in the environmental impact report and aid the decision makers in preparing findings or a statement of overriding considerations, if necessary.

The underlying purpose of the Project is to provide a two-story 36-room visitor-serving hotel with a manager's unit, café, visitor center, and a roof-top bar/lounge/event space with a swimming pool area, a portion of the Interim Linden to Holly Trail, and additional vehicular parking.

The Project objectives include:

- Provide a visitor-serving use in downtown Carpinteria.
- Provide sufficient public parking in downtown Carpinteria adjacent to existing commercial uses and the Carpinteria Amtrak train station.
- Encourage public transportation by offering discount hotel room rates for guests arriving by train.
- Provide an area for public gathering and local community events within the rooftop bar and event space of the Surfliner Inn.
- Net positive direct economic impact and annual revenue for the City.
- Create full-time jobs for hotel operations and part-time jobs for construction.

2.5 Project Characteristics

The proposed hotel would be a two-story contemporary cottage-style hotel with a façade of light-colored natural materials such as wood and stone comprised with rooftop deck and would have a building footprint of approximately 15,110 SF, not including patios, walkways, terraces, and landscaping. The interior floor space is proposed to be 28,290 SF in size and contain 36 guest rooms, a manager's unit, café, visitor center, and a roof-top bar/lounge/event with a swimming pool area. The Project would also include a portion of the Interim Linden to Holly Trail and additional vehicular parking; refer to **Figure 2-3**, *Site Plan.*

2.5.1 Proposed Hotel

The proposed hotel would be located on the eastern portion of existing City Parking Lot #3 which currently contains a total of 113 vehicular parking spaces and a public restroom building. The area designated for the proposed hotel would encompass the easternmost 30,000 SF of the approximately 50,094 square-foot site, which is currently developed with 67 vehicular parking spaces and a public restroom building. The building's height would range from 25 to 29 feet for the main roof line, and up to 30 feet to the top of the rooftop bar trellis; with the maximum height of the highest stair/elevator tower architectural projection reaching 37 feet 1 inch in height refer to **Figure 2-4**, *Exterior Elevations* and **Figure 2-5**, *Building Sections*. The rooftop parapet would be comprised of 3 feet 2 inch stucco with 1 feet 10 inches and 3/8-inch of tempered glass above the stucco for a total of 5 feet in height. The main hotel entrance would be located at a porte cochère on the western side of the proposed hotel facing the remainder of City Parking Lot #3.

The first floor of the proposed hotel would be 15,110 SF 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 parcel, 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; refer to **Figure 2-6**, *First Level Plan*. The second floor of the hotel would be 13,180 square feet in size and would contain 19 guest rooms, public restrooms, and storage. 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-foot roof terrace consisting of an outdoor rooftop bar and seating area of 1,280 SF, an event area of 2,000 SF, guest lounge of 310 SF, a swimming pool area of 1,865 SF, pool equipment room of 122 SF, landscape planter areas of 1,292 SF, and stairways and elevator shafts; refer to **Figure 2-7**, *Roof Terrace Plan*. The proposed hotel could potentially offer occasional live music performances for guest enjoyment within the rooftop area. The live music performances could be comprised of either a duo with one acoustic guitar and one vocalist or a three-piece band with two vocalists, acoustic guitar, a string bass, and an electronic keyboard. The hotel's audio system would include permanent speakers integrated into the perimeter walls to deliver low-level background/ambient music to the rooftop. Music performers would use microphones supplied by the proposed hotel that would connect to the permanent audio system. No independent sound amplification equipment would be permitted. Live music performances and the use of the audio system in the rooftop amenities space shall not be permitted between the hours of 10:00 p.m. and 8:00 a.m.

2.5.2 Hotel Staffing

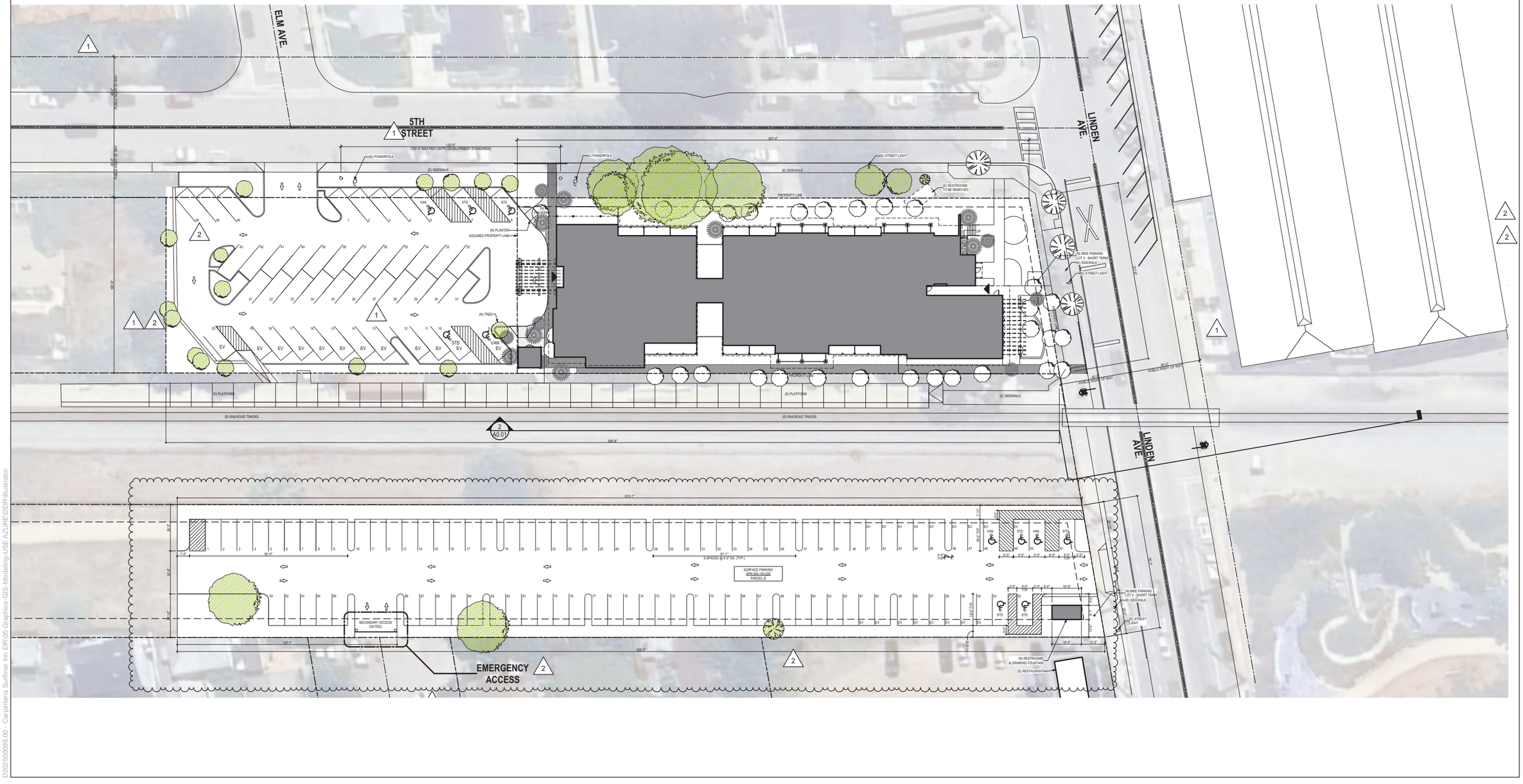
The proposed hotel is expected to require staff around the clock with 10 to 11 employees per shift, and a total of three shifts per day. The Project also includes an on-site manager's unit. The most hotel employees would be present during the morning shift, and the least hotel employees would be present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

2.5.3 Reconfigured and Proposed Parking Lots

A total of 139 vehicular parking spaces and 18 bicycle storage and bicycle parking spaces, consisting of 10 short-term and 8 long-term bicycle parking spaces, would be provided for the Project. The Project would operate under a conjunctive parking arrangement which would accommodate parking for hotel guess, 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.

City Parking Lot #3 Reconfiguration

The remaining portion of City Parking Lot #3 (Lot #3) not occupied by the proposed hotel, approximately 20,094 SF in area, would be reconfigured and would provide 46 vehicular parking spaces including eight electric vehicle charging spaces. A bicycle storage room attached to the proposed hotel building would accommodate secure storage of eight bicycles for hotel guests and additional bicycle racks accommodating 12 bicycles would be provided for public use near the café and visitor center along the Linden Avenue frontage.



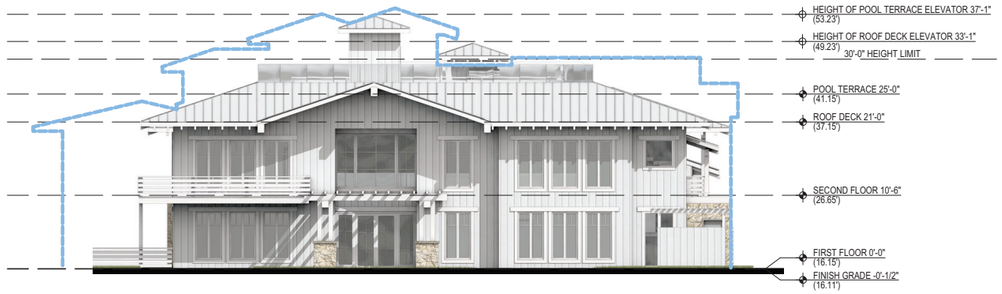
SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 2-3
Site Plan

ESA

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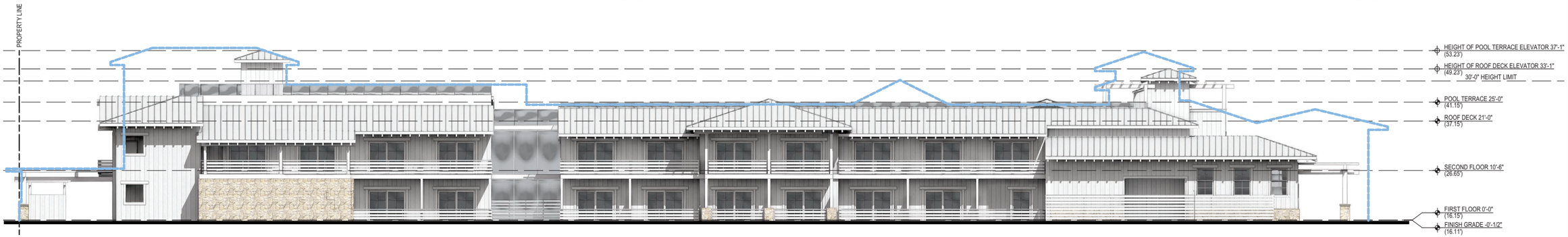
WEST ELEVATION - PROPOSED DESIGN 4

SCALE: 3/32" = 1'-0"



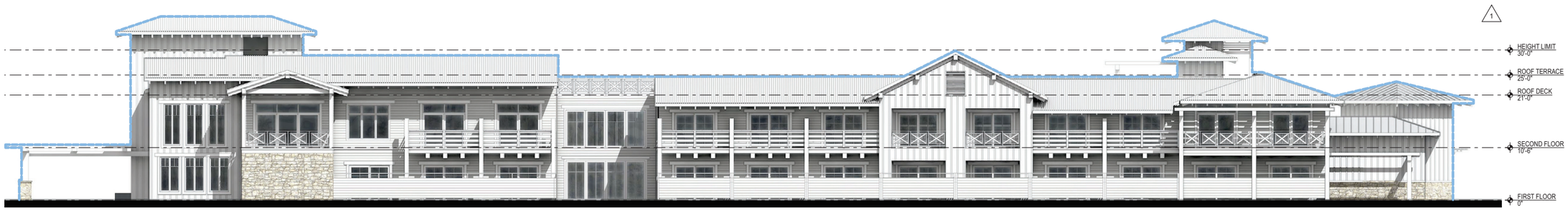
WEST ELEVATION - PREVIOUS DESIGN (2020) 3

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION - PROPOSED DESIGN 2

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION - PREVIOUS DESIGN (2020) 1

SCALE: 3/32" = 1'-0"

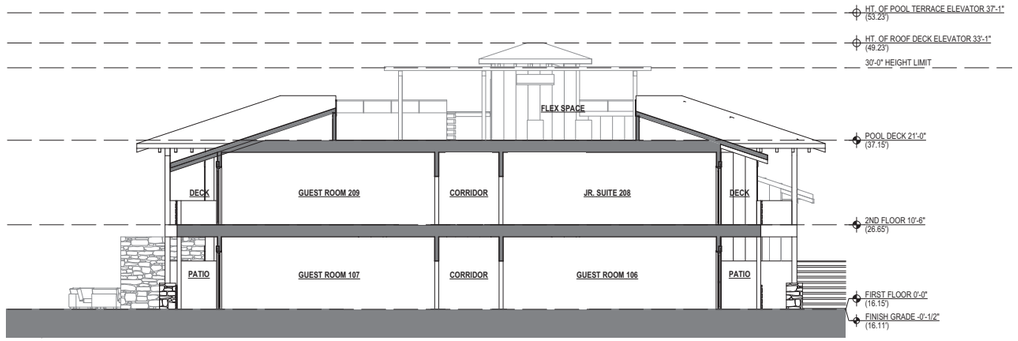
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SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

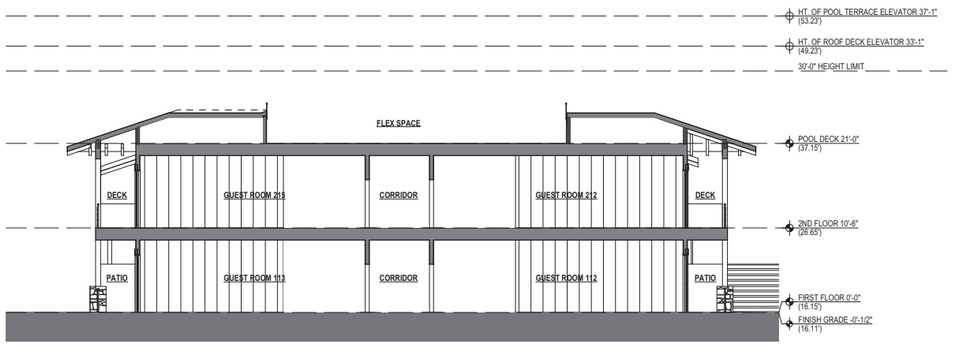
Figure 2-4
Exterior Elevations

ESA



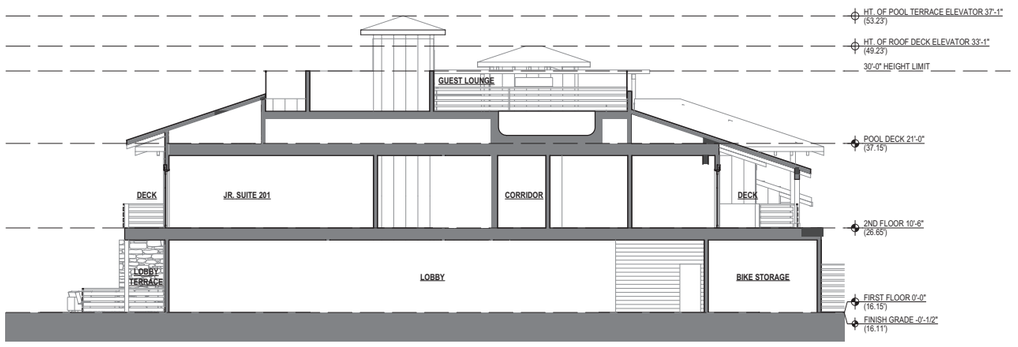
CROSS SECTION B 3

SCALE: 1/8" = 1'-0"



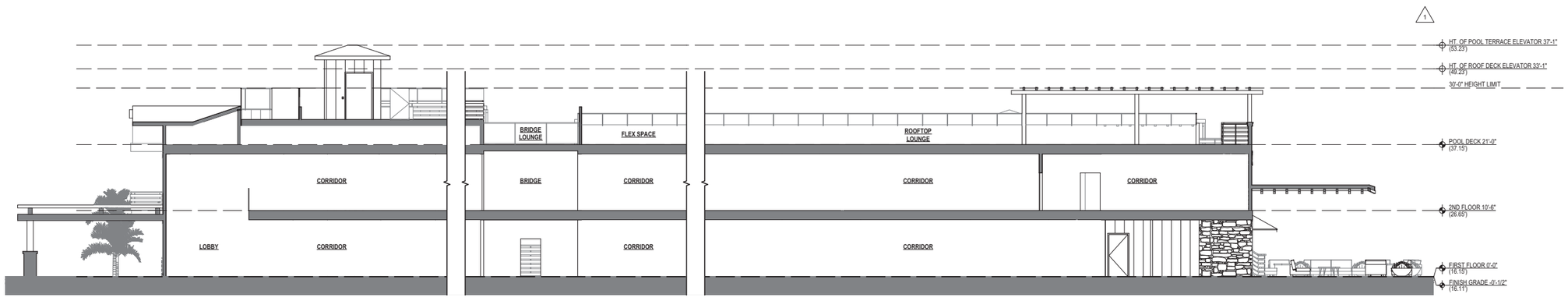
CROSS SECTION C 4

SCALE: 1/8" = 1'-0"



CROSS SECTION A 2

SCALE: 1/8" = 1'-0"



LONGITUDINAL SECTION 1

SCALE: 1/8" = 1'-0"

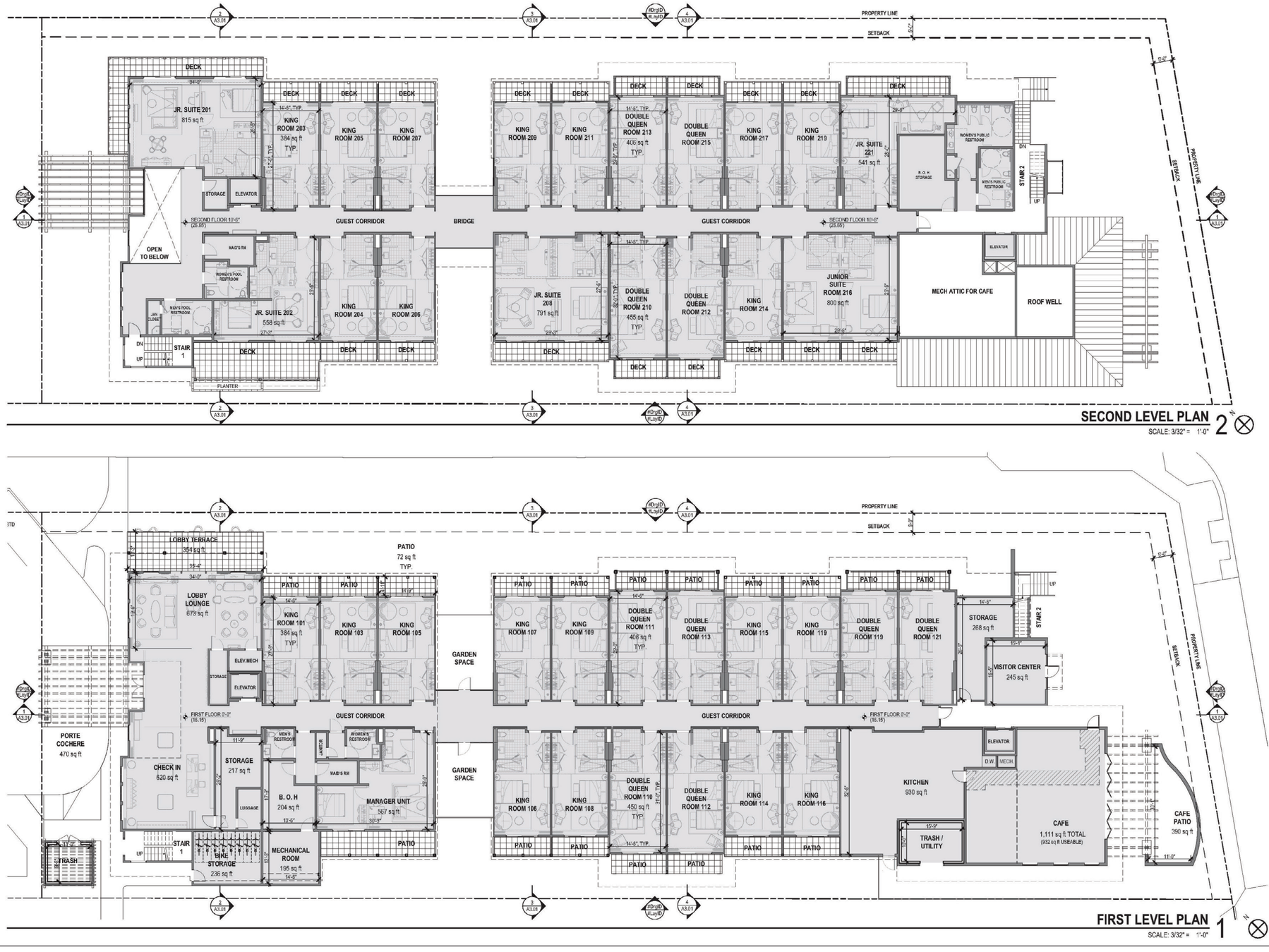
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SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 2-5
Building Sections

ESA



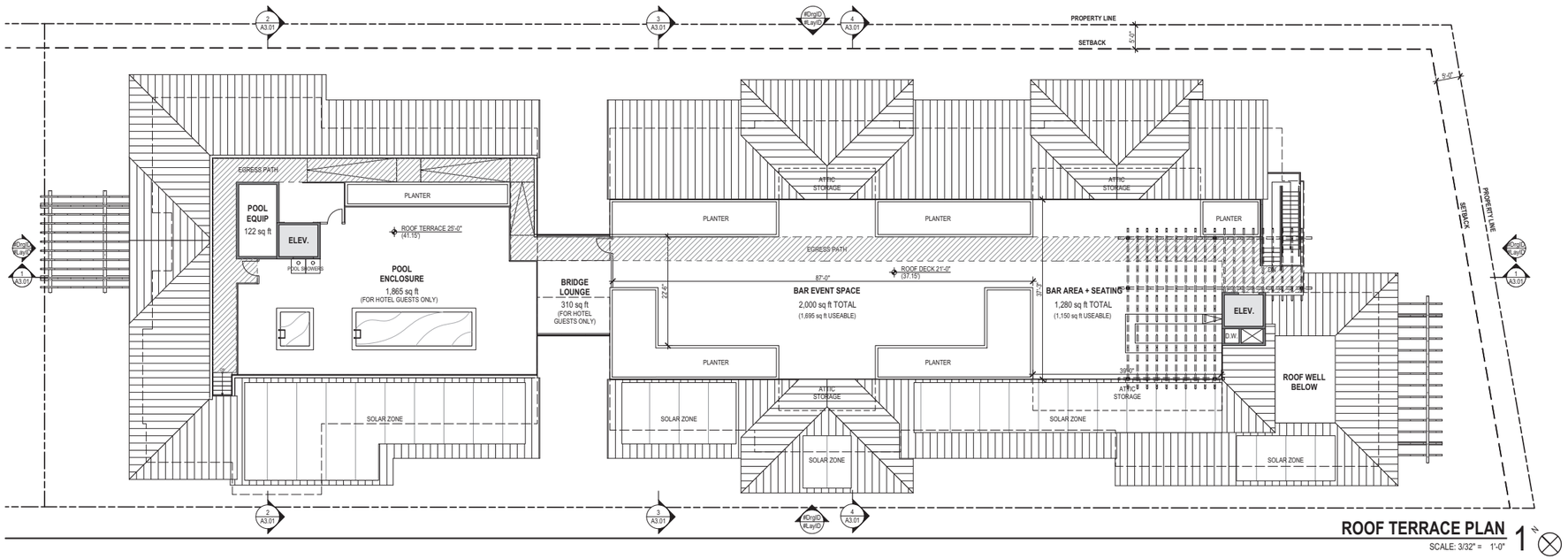
SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 2-6
First Level Plan

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roof area calcs	
POOL AREA	1,865 SF
POOL EQUIPMENT	122 SF
BRIDGE LOUNGE	310 SF
BAR EVENT SPACE	2,000 SF
BAR AREA + SEATING	1,280 SF



ROOF TERRACE PLAN

SCALE: 3/32" = 1'-0"

1

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SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 2-7
Roof Terrace Plan

ESA

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Proposed City Parking Lot #4

The proposed City Parking Lot #4 located on the south side of the UPRR tracks would be 55,321 SF in area and would provide 93 vehicular parking spaces including 17 electric vehicle charging spaces. An additional six bicycle parking spaces would be included.

2.5.4 Public Pathway/Trail

The Project would include a new 5-foot-wide decomposed granite public pathway along the northern boundary of the proposed City Parking Lot #4, terminating to the east at the sidewalk along Linden Avenue to replace the existing Interim Linden to Holly Trail segment. Additional public bicycle racks accommodating six bicycles would be provided adjacent to the proposed restroom relocation.

2.5.5 Public Restroom Relocation

The public restroom building that is currently located at the corner of Linden Avenue and 5th Street on existing City Parking Lot #3 would be relocated to City Parking Lot #4 facing Linden Avenue.

2.5.6 Site Access and Emergency Vehicle Access

Vehicle access to the proposed hotel on the reconfigured City Parking Lot #3 would continue via the existing westernmost entrance from 5th Street. Access to proposed City Parking Lot #4 would be accessed from Linden Avenue with emergency access only to Elm Avenue. 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 proposed City Parking Lot #4 and adjacent neighborhood. In addition, the Project has undergone preliminary review by the Carpinteria-Summerland Fire Protection District (CSFPD) to ensure that conditions involving emergency access are implemented in the design prior to approval. Conditions include, but are not limited to, the requirement for all access ways (public or private) to be installed and made serviceable prior to vertical construction or storage of combustible materials and the requirement that the fire lane is adequately labeled compliant with the CSFPD Development Standards.

2.5.7 Landscaping

Landscaped areas for the Project would total 28,235 SF and would include the planting of new native plants and trees such as palms, sycamores, Torrey pines and oaks including the protection of healthy mature existing trees onsite where feasible; refer to **Figure 2-8**, *Planting Plan*. The proposed landscaping would be comprised of the following areas:

- Remaining portion of City Parking Lot #3 (Lot #3) and proposed Hotel Site Landscape Areas:
  - Onsite: 11,023 SF (22 percent).
  - Offsite (5th Street and Linden Avenue rights-of-way): 9,255 SF.
  - Roof-level (raised planters on roof): 1,292 SF.
- Proposed City Parking Lot #4 Landscape Area:
  - 6,665 SF (12 percent).

2.5.8 Security and Lighting

Fire Protection

Fire protection services in the City and for the Project Site are provided by the CSFPD with automatic aid agreements with the Montecito Fire Protection District, Ventura County Fire Department, and the Santa Barbara County Fire Department. The CSFPD maintains two fire stations, located at 911 Walnut Avenue in Carpinteria (Station #1) and 2375 Lillie Avenue in Summerland (Station #2). Both stations provide response services to the City and the Project Site, though Station #1 responds to most of the City's calls for service. The nearest station, Station #1, located at 911 Walnut Avenue, Carpinteria, CA 93013, is approximately 0.3 miles northeast of the Project Site.

Police Protection

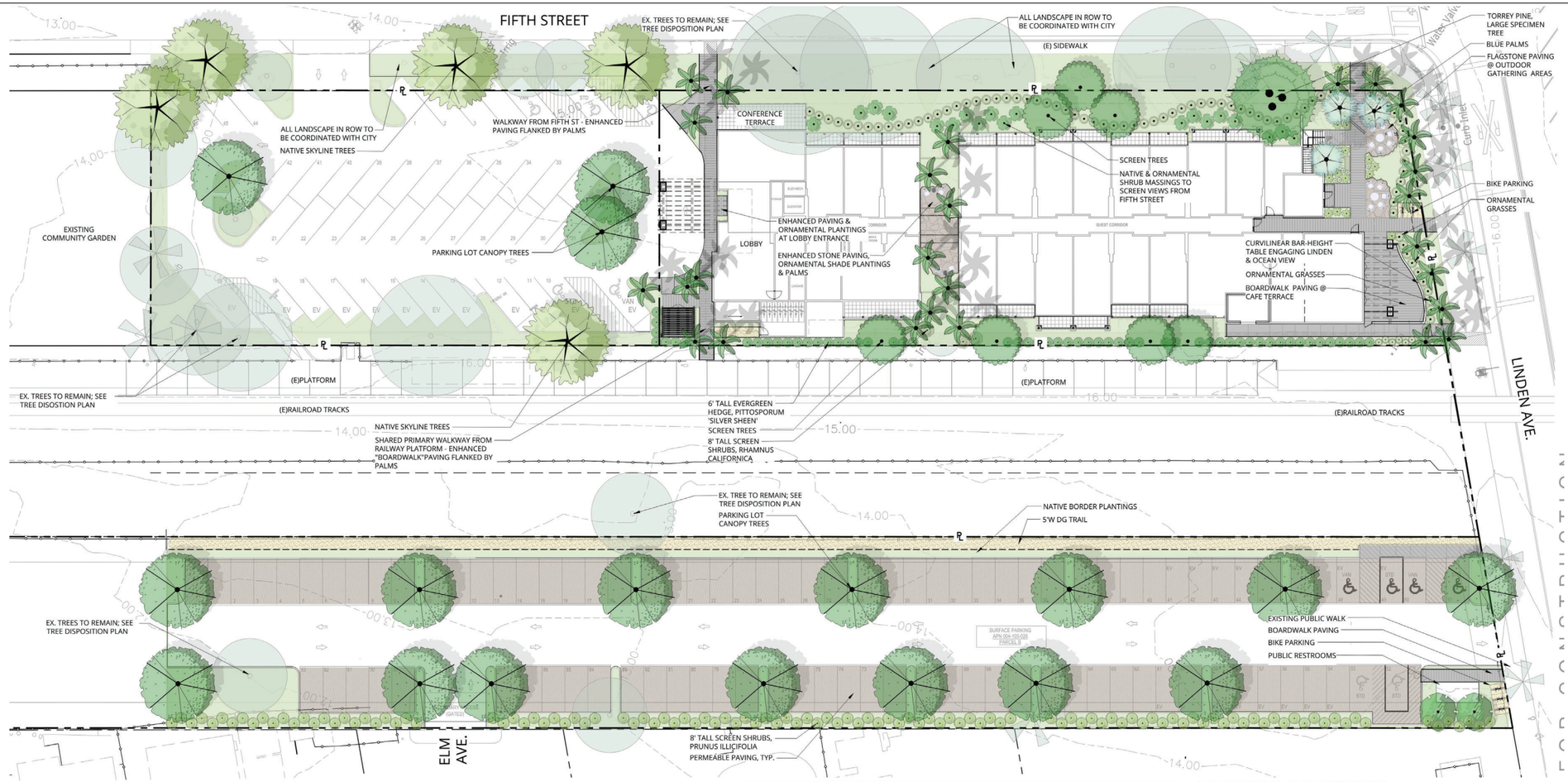
Police protection services in the City and for the Project Site are provided via contract with the County Sheriff's Office. The Santa Barbara County Sheriff's Office has one (1) substation: Carpinteria Sheriff's Substation, located at 5775 Carpinteria Avenue, Carpinteria, CA 93013, approximately 1.3 miles from the Project Site.

Security Features

The proposed security features of the proposed Hotel include restricted access to the portions of the Hotel containing rooms, key card locks, cameras throughout the premises, and security lighting for the proposed Hotel and proposed City Parking Lot #4 but does not include a dedicated on-site security guard.

Lighting

The Project would include a combination of wall-mounted and recessed light fixtures for decorative, architectural lighting and for pathways and the pool. The Project also includes single and double-mounted post poles on-site to illuminate the parking lots. Exterior lighting would be required to be shielded and directed downward and away from adjoining properties and public rights-of-way so that light is contained within the boundaries of the Project Site. The Project would not include blinking, flashing, or lighting of unusually high intensity or brightness. In addition, the Project's photometric plan would be reviewed and approved by the City as part of the Project's Building Permit submittal package and review with the City's Architectural Review Board (ARB) for consistency with City policies. The Project design has incorporated ARB preliminary comments on lighting into the Project including low wattage, downward shielded light fixtures, and for lighting to be kept low and uplifting to be avoided on the rooftop deck.





INSPIRATION - HISTORIC WARDHOLME TORREY PINE



TREE_SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	CONT	WATER USE
TREES					
	ARC CUN	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	10` BTH	MEDIUM
	BRA ARM	BRAHEA ARMATA	MEXICAN BLUE PALM	8` BTH	LOW
	CER TEX	CERCIS RENIFORMIS `TEXAS WHITE`	TEXAS WHITE REDBUD	15 GAL	MEDIUM
	CUP MAC	CUPRESSUS MACROCARPA	MONTEREY CYPRESS	48"BOX	LOW
	PIN TOR	PINUS TORREYANA	TORREY PINE	48"BOX	LOW
	PLA RAC	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24"BOX	MEDIUM
	QUE AGR	QUERCUS AGRIFOLIA	COAST LIVE OAK	24"BOX	LOW
	TRI BRI	TRISTANIA CONFERTA	BRISBANE BOX	24"BOX	MEDIUM

PRELIMINARY PLAN - PLANTING AND DESIGN

1. CJM::LA STRIVES TO UPHOLD THE ARCHITECTURAL AND CULTURAL HERITAGE OF THE CARPINTERIA COMMUNITY THROUGH THE DEVELOPMENT OF ENGAGING SPACES. OUR APPROACH RESPONDS TO CONTEXT, HISTORY AND OUTLOOK IN ORDER TO PROVIDE OUTDOOR SPACES WHICH QUIET THE MIND AND ACTIVATE THE SENSES. THE BUILT ENVIRONMENT IS PARAMOUNT IN REPRESENTING THE IDENTITY OF A COMMUNITY, AND WE SEEK TO PROVIDE RESPONSIBLE DESIGN SOLUTIONS THAT RESPECT THE BALANCE OF PAST AND FUTURE. WE PRIDE OURSELVES IN DESIGN THAT IS UNIQUE AND SPECIFIC; ENDURING AND AUTHENTIC.
2. THIS PLAN ENGAGES BOTH SUSTAINABLE BUILDING PRACTICES AS WELL AS AESTHETIC AND FORWARD-THINKING DESIGN SOLUTIONS TO CREATE A UNIQUE ADDITION TO THE BUILT ENVIRONMENT.
3. PEDESTRIAN, BICYCLE AND VEHICULAR CIRCULATION HAS BEEN STUDIED IN ORDER TO MAINTAIN APPROPRIATE CONNECTIVITY WITH THE SURROUNDING COMMUNITY, AS WELL AS WITHIN THE DEVELOPMENT.
4. STORMWATER QUALITY WILL BE ADDRESSED WITH THE MOST APPROPRIATE BEST MANAGEMENT PRACTICES FOR THIS DEVELOPMENT.
5. GREEN SCREENS WILL BE INCLUDED WHERE FEASIBLE.
6. EXISTING TREES ON SITE WILL BE PROTECTED TO THE MAXIMUM EXTENT FEASIBLE WITHIN THE PROJECT REQUIREMENTS.
7. THE PLANT PALETTE WILL BE MEDITERRANEAN IN CHARACTER AND SUITABLE TO THE REGIONAL CLIMATE. PLANT MATERIAL WILL BE PRIMARILY LOW WATER-USE AND LOW-MAINTENANCE. ONLY ORGANIC FERTILIZERS AND SOIL AMENDMENTS WILL BE USED.
8. COMMON AREA IRRIGATION WILL INCLUDE A COMBINATION OF LOW-VOLUME SPRAY HEADS, BUBBLERS AND DRIP SYSTEMS AS APPLICABLE. ALL IRRIGATION WILL BE CONTROLLED BY AN AUTOMATIC TIMER WITH A SEASONAL ADJUSTMENT CAPACITY TO APPLY LESS WATER DURING THE RAINY SEASON. POTS WILL BE HAND-WATERED OR WILL INCLUDE SELF-WATERING SYSTEMS.

0 10 20 40

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SOURCE: CJM LA, 2025

Surfliner Inn Project

Figure 2-8
Planting Plan

ESA

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2.5.9 Utilities

Water

The Carpinteria Valley Water District is the water purveyor for the entire Carpinteria Valley, including the City and the Project Site. There is an existing water line in 5th Street and Linden Avenue. Additionally, a water meter is located along the sidewalk of 5th Street and a water valve along the sidewalk of Linden Avenue. There is a fire hydrant located across 5th Street across the Project Site, and another fire hydrant at the intersection of 5th Street and Elm Avenue, generally within the central portion of the Project Site. The Project would require construction of new, on-site water distribution lines to serve the Project for commercial water use within the proposed hotel, irrigation, and the relocated public restroom on proposed City Parking Lot #4. The Project would include the installation of new commercial water service lines and fire protection lines onsite and install tie ins into the existing water main on 5th Street. On the proposed City Parking Lot #4, new commercial water service laterals would be installed that would service the relocated public restroom; this new lateral would connect offsite to existing mains. No upgrades to existing water mains are anticipated at this time.

Wastewater

Wastewater collection and treatment services for the City and Project Site are managed by the Carpinteria Sanitary District. The Project would include the installation of new sewer lines within the proposed Hotel Site which would connect to the existing sewer main on 5th Street. On proposed City Parking Lot #4, new sewer laterals would be installed onsite and would connect to an existing main in 5th Street. No expanded or new sewer mains are anticipated at this time.

Solid Waste

Solid waste produced in the City and the Project Site is collected by E.J. Harrison and Sons, Inc., located in Ventura. E.J. Harrison and Sons, Inc. provides solid waste collection and disposal for all residential, commercial and industrial areas in the City.

Stormwater Improvements

The existing storm drain is located along 5th Street and Linden Avenue. The Project would maintain existing drainage patterns and continue to run from south to north. The Project includes a “Tier 4” stormwater plan (projects with 22,500 SF or more of impervious surfaces) which incorporates Low Impact Development measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the installation of underground retention chambers to treat and limit storm water discharge from the Project Site. Onsite runoff will sheet flow from roof drains into an underground storm drain system that collects flow and then routes to a diversion manhole that divides water quality flows from high flows. In addition, the parking lot proposed for City Parking Lot #4 would use permeable pavers that would reduce the runoff rate from existing conditions.

2.5.10 Construction and Grading

Construction of the Project would last approximately 14 months. The proposed City Parking Lot #4 would be constructed prior to commencement of construction of the proposed hotel and reconfigured Lot #3 to ensure no loss of public parking during construction of the Project. The area designated for the

proposed hotel is currently developed with 67 vehicular parking spaces and a public restroom building. During demolition, this existing pavement and public restroom would be removed. During the grading phase, there would be approximately 340 cubic yards of cut for the proposed Hotel Site and approximately 820 cubic yards of cut for the proposed City Parking Lot #4 for a total of approximately 1,160 cubic yards of cut. There would be approximately 330 cubic yards of fill for the proposed Hotel Site and approximately 30 cubic yards of fill for the proposed City Parking Lot #4 for a total of approximately 360 cubic yard of fill. There would be approximately 10 cubic yards of export for the proposed Hotel Site and approximately 790 cubic yards of export for the proposed City Parking Lot #4 for a total of approximately 800 cubic yards of export.

2.6 Required Approvals

The City of Carpinteria is the lead agency with responsibility for approving the Project. The Project would require approval of a Development Plan, a Conditional Use Permit, and CDP. Discretionary approval from other public agencies is not required.

CHAPTER 3
Environmental Setting, Impacts, and Mitigation Measures

3.0 Introduction to the Analysis

This Environmental Impact Report (EIR) is prepared in accordance with California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and applicable rules and regulations of regional and local entities. This EIR evaluates the potential environmental impacts associated with the implementation of the Project. This EIR is intended to serve as an informational document for the public agency decision-makers and the public regarding the Project.

3.0.1 Scope of the Environmental Impact Analysis

In accordance with Section 15126 of the CEQA Guidelines, this chapter provides an analysis of the direct and indirect environmental effects associated with the Project. These impacts are evaluated with respect to existing conditions at the time the Notice of Preparation (NOP) was published on May 29, 2025 (refer to **Appendix A**, of this EIR). The determination of whether an impact is significant is based on the significance thresholds and methodology identified for each environmental issue. In accordance with Appendix G of the CEQA Guidelines, this chapter assesses the Project's potential effects on the following environmental resources:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise

- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

3.0.2 Approach to Environmental Analysis

Sections 3.1 through 3.16 of this EIR contain discussions of the environmental setting, regulatory setting and potential impacts related to the implementation of the Project. The project-level and cumulative analyses will estimate the impacts to each resource category before the implementation of mitigation measures. The analyses will then estimate the impacts to each resource category after the implementation of mitigation measures.

3.0.3 Organization of Environmental Issue Areas

The Project is expected to achieve the objectives outlined in Chapter 2, *Project Description*, of this EIR. Environmental resources that are addressed in Chapter 3 include a discussion of the environmental setting, regulatory setting, thresholds of significance, methodology, and impacts (which includes a discussion of mitigation measures). A brief description of these components that are addressed in Sections 3.1 through 3.16 of this EIR is provided below.

Environmental Setting

This section identifies and describes the existing physical environmental conditions of the Project area as it pertains to each impact section. Pursuant to CEQA Guidelines Section 15125(a)(1), an EIR must include a description of the existing physical environmental conditions in the vicinity of the Project from both a local and regional perspective. This description provides the "baseline condition" against which project-related impacts are compared. Normally, the baseline condition is the physical condition that exists when the NOP is published. The NOP for the Project was published on May 29, 2025, which will serve as the baseline for the environmental impact analysis contained in this EIR.

Regulatory Setting

The Regulatory Setting section provides a summary of the regulatory environment as it currently exists. The regulatory framework used in this EIR included federal, state, regional, and local regulations and policies applicable to the Project.

Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, significance criteria have been developed for each environmental resource and are defined at the beginning of each impact analysis section. The significance of potential impacts have been classified using the categories of Class I, II, III, and IV as described in the *Executive Summary*, of this EIR.

Methodology

This section describes the methodology and approach used to evaluate the potential environmental effects associated with the implementation of the Project.

Impacts Analysis

This section discusses the changes that may occur to existing physical conditions if the Project is implemented, and evaluates these changes based upon the identified significance criteria. This section also includes a program-level impact analysis and a cumulative impact analysis. The analysis estimates the magnitude of each impact without the adoption of any mitigation measures but also identifies feasible mitigation measures for any potentially significant program-level or cumulative impacts. Mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also analyzes the expected significance of impact if the identified mitigation measures are implemented.

3.0.4 Level of Significance

Determining the severity of project and cumulative impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines Section 15091 requires that decision makers mitigate, as completely as is feasible, the significant impacts identified in this EIR. If the EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision makers in approving a project to adopt a statement of overriding considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the EIR.

The level of significance for each impact examined in this EIR is determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds are developed using criteria from the CEQA Guidelines and checklist; State, federal, and local regulatory schemes; local/regional plans and ordinances; accepted practice; consultation with recognized experts; and other professional opinions.

3.0.5 Cumulative Analysis

CEQA requires that a EIR assess the cumulative impacts of a project with respect to past, current, and probable future projects within the region. The CEQA Guidelines Section 15355, Cumulative Impacts, provides the following definition of cumulative impacts:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines Section 15130, Discussion of Cumulative Impacts, further addresses the discussion of cumulative impacts, as follows:

(1) An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR;

(2) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR should briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.

(3) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is significant, the EIR must determine whether the project's contribution is cumulatively considerable.

(4) The EIR may conclude the project's contribution to a significant cumulative impact is less than cumulatively considerable and thus is not significant, if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

This chapter assesses the cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact's severity and likelihood of occurrence.

Pursuant to CEQA Guidelines Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements:

1. Either:

A. A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or

B. A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

2. When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

3. Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*
5. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

Where the analysis of cumulative impacts focuses on the effects of concurrent implementation of the Project with other spatially and temporally proximate projects, the analysis relies on a list of projects that have the potential to contribute to cumulative impacts in the Project area.

Cumulative Projects

This analysis considers the impacts of the Project in combination with potential environmental effects of other projects in the project area. "Other projects," also referred to as "cumulative projects," includes recently completed projects, projects currently under construction, and future projects currently in development. The potential for projects to have a cumulative impact depends on both geographic location and project schedule.

Project Geographic Scope and Timing

Cumulative impacts are assessed for related projects within a similar geographic area. This geographic area may vary, depending upon the issue area discussed and the geographic extent of the potential impact.

As noted, projects considered in this analysis include those that have recently been completed, are currently being implemented, or are in the planning stages. However, for probable future projects, schedules are often broadly estimated and can be subject to change. Although the timing of the probable future projects is likely to fluctuate because of schedule changes or other unknown factors, this analysis assumes these projects would be implemented concurrently with implementation of the Project.

Types of Projects Considered

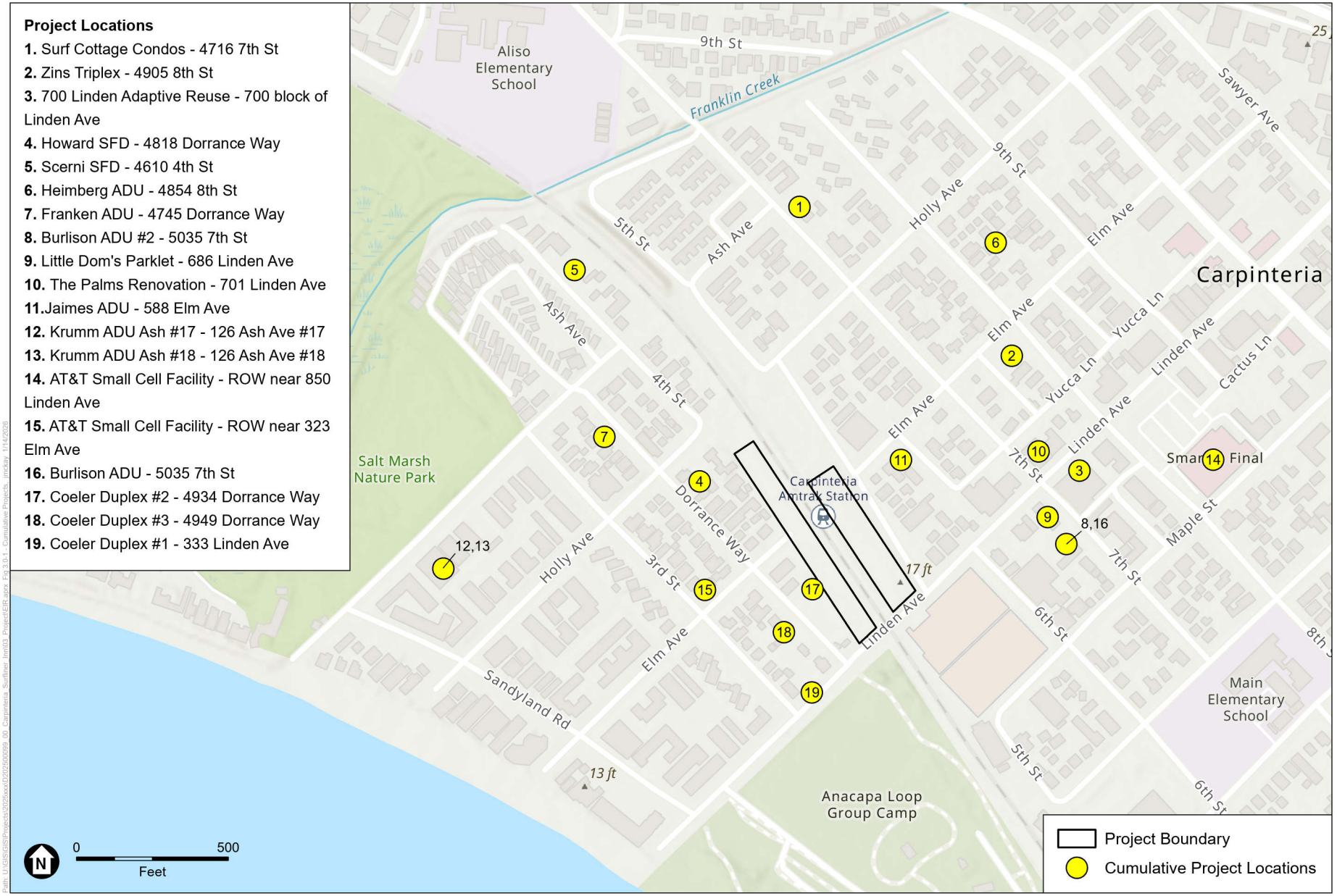
As further described in Sections 3.1 through 3.16 of this EIR, impacts associated with implementation of the Project are related to construction and operation of the Project. Therefore, the Project could contribute to cumulative effects when considered in combination the construction and operation of other cumulative projects. For this analysis, other past, present, and reasonably-foreseeable future projects within 1,000 feet of the Project Site have been identified. Long-term cumulative impacts of the Project in conjunction with the other projects in the area are assessed as well. **Table 3.0-1***, Cumulative Projects, lists* current and proposed projects that could potentially contribute to similar cumulative impacts within the Project area (also refer to **Figure 3.0-1**, *Cumulative Projects*).

TABLE 3.0-1
CUMULATIVE PROJECTS

No.	Project Name	Location	Land Use	Net New Residential Units/Size (sf)
1	Surf Cottage Condos	4716 Seventh Street	Remodel SFD, convert to condo, construct 2 (N) condos	2 Units
2	Zins Triplex	4905 Eighth Street	Demolish SFD; construct 3 residences	2 Units
3	700 Linden Adaptive Reuse	700 block of Linden Avenue	Remodel/Change of Use & office & rooftop bar/deck	508 sf
4	Howard SFD	4818 Dorrance Way	Construct 1 SFD	1 Unit
5	Scerni SFD	4610 Fourth Street	Construct 1 SFD	1 Unit
6	Heimberg ADU	4854 Eight Street	Convert garage to ADU	1 Unit
7	Franken ADU	4745 Dorrance Way	Convert second unit to ADU	1 Unit
8	Burlison ADU #2	5035 Seventh Street	Construct ADU	1 Unit/480 sf
9	Little Dom's Parklet	686 Linden Avenue	Convert driveway/parking area to outdoor dining area	NA
10	The Palms Renovation	701 Linden Avenue	Interior/exterior renovation to re-open restaurant w/rooftop bar	-1,662 sf
11	Jaimes ADU	588 Elm Avenue	Construct ADU	527 sf
12	Krumm ADU Ash #17	126 Ash Avenue #17	Convert storage room to ADU	297 sf
13	Krumm ADU Ash #18	126 Ash Avenue #18	Convert storage room to ADU	297 sf
14	AT&T Small Cell Facility	Right-of-way near 850 Linden Avenue	Replace utility pole with utility pole & small cell facility	
15	AT&T Small Cell Facility	Right-of-way near 323 Elm Avenue	Replace utility pole with utility pole & small cell facility	
16	Burlison ADU	5035 Seventh Street	Construct 1 ADU	1 Unit
17	Coeler Duplex #2	4934 Dorrance Way	Demo SFD, Construct Duplex	2 Unit
18	Coeler Duplex #3	4949 Dorrance Way	Demo SFD, Construct Duplex	2 Unit
19	Coeler Duplex #1	333 Linden Ave	Construct Duplex	2 Unit

Notes:
sf = square feet DU = dwelling units

Source: City of Carpinteria staff, 2025



SOURCE: ESA, 2026

Surfliner Inn Project

Figure 3.0-1
Cumulative Projects

3.0.6 References

City of Carpinteria staff, 2025. Email communication with City staff, 2025.

3.1 Aesthetics

This section evaluates potential impacts related to aesthetics and visual resources from implementation of the Project. The section provides context regarding the existing views of natural resources and scenic resources from and around the Project Site. This section also discusses relevant federal, State, regional and local regulations and programs that are applicable to future development that could occur under the Project. The existing conditions section was sourced from the adopted General Plan and Coastal Land Use Plan (GP/CLUP), serial/satellite imagery, site photographs, Project application materials, and visual simulations.

Comments received in response to the Notice of Preparation for the EIR regarding aesthetics and visual resources can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to aesthetics and visual resources as a result of implementation of the Project are analyzed within this section.

3.1.1 Environmental Setting

Existing Conditions

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

The Downtown and Old Town District subarea is bounded by U.S. Highway 101 (U.S. 101) to the north, by Carpinteria Creek to the east, and by the Union Pacific Railroad (UPRR) corridor to the south and southwest. Development is generally human-scale and walkable with a network of pedestrian facilities. Street trees, landscaping, and open spaces, including local beaches and parks, substantially contribute to the natural and aesthetically pleasing character of the City. Downtown is distinctive, providing a vibrant mix of architectural styles and uses, with a built environment that relates to and relies on the natural environment, including the surrounding mountains and beaches, to define overall community character. The Downtown Core centered on Linden Avenue and Carpinteria Avenue is the City's main retail commercial district and forms the cultural heart of the City. The diverse architectural styles, the mix of uses, and varied building heights and façade designs in the downtown area contribute greatly to the City's beach-town character and charm.

3.1.2 Regulatory Framework

Federal

There are no federal regulations, plans, or policies applicable to aesthetics and visual resources relevant to the Project.

State

Caltrans State Scenic Highway Program

California's State Scenic Highway Program is administered by the California Department of Transportation (Caltrans). The State Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated.

Regional

There are no regional regulations, plans, or policies applicable to aesthetics and visual resources relevant to the Project.

Local

City of Carpinteria Municipal Code

Section 15.16.170 regulates construction work for which a permit is required pursuant to Titles 14 and 15 to comply with the following:

a) Construction activities shall be allowed Mondays through Fridays from 7:00 a.m. to 8:00 p.m.;

b) Construction activities shall be allowed on Saturdays from 8:00 a.m. to 8:00 p.m.;

c) Construction activities shall be allowed on Sundays from 10:00 a.m. to 8:00 p.m.

The City's Municipal Code (CMC) Section 14.54.070 requires that all parking areas shall be adequately lighted. Such lighting shall be so arranged as to direct the light away from adjoining residences.

City of Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. Objectives and policies within the Land Use Element, Community Design Element, Community Design Subareas, and Open Space, Recreation and Conservation Element relevant to aesthetics and visual resources applicable to the Project are listed below.

Land Use Element

Objective LU-1: Establish the basis for orderly, well-planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.

Policy LU-1a. The policies of the Coastal Act (Public Resources Code [PRC], §30210 – §30263) are hereby incorporated by reference, and shall be effective as if included in full herein, as the guiding policies of the land use plan.

Policy LU-1c. Where policies in the Land Use Element overlap, the policy that is most protective of resources (e.g., land, water, air, etc.) shall take precedence.

Policy LU-1d: Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on Figure LU-1) are compatible with these public resources and will not be detrimental to the resource.

Objective LU-3: Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the City's edge.

Policy LU-3a: New development shall occur contiguous to existing developed areas of the city. Higher density in certain residential neighborhoods and for residential uses in commercial districts shall be provided as a means to concentrate development in the urban core consistent with zoning designations, particularly where redevelopment of existing structures is proposed.

Policy LU-3b: The Community Design Element shall guide the character of development, and represent a comprehensive statement of the community's visual objectives.

Policy LU-3e: Direct commercial development toward the center of town and in established commercial nodes. Exceptions include visitor-serving commercial uses in the Bluffs III sub-area, and commercial uses of a character, size and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips.

Policy LU-3f: Encourage the remodeling and revitalization of neighborhoods and commercial areas in accordance with principles established in the Community Design Element.

Policy LU-3g: Provide for a range of business activities that bring vitality, revenue, and employment to Carpinteria and are compatible with its small town character.

Community Design Element

The Community Design Element establishes goals, objectives, and policies for citywide design and key subareas, including the Downtown Beach Neighborhood, Downtown and Old Town, Downtown Core District, Santa Monica/Canalino/El Carro Neighborhoods, the Northeast, Concha Loma Neighborhood, and the Bluffs. Subarea design policies must be addressed concurrently with other policies in this Element and should be consistent with the City's adopted Design Guidelines.

Objective CD-1: The size, scale and form of buildings, and their placement on a parcel should be compatible with adjacent and nearby properties, and with the dominant neighborhood or district development pattern.

Objective CD-2: Architectural designs based on historic regional building types should be encouraged to preserve and enhance the unique character of the city.

Objective CD-3: The design of the community should be consistent with the desire to protect views of the mountains and the sea (California Coastal Act of 1976 §30251).

Objective CD-6: Existing transitional neighborhood edges should be maintained and incorporated into new neighborhood designs.

Policy CD-6a: Neighborhood-serving commercial or apartment buildings should be oriented to the street that bounds or enters the neighborhood. Front doors should face the street, with primary access directly from the public sidewalk. The buildings should be compatible in scale with nearby residential buildings.

Policy CD-6b: Parking lots should be beside or behind the buildings, not in front. On-street customer parking for small neighborhood-serving shops, restaurants, offices and service businesses is encouraged. Such on-street parking should be managed as short-term convenience parking, and should not conflict with parking for coastal access or for nearby residences.

Objective CD-7: Enhance and maintain the Linden Avenue downtown core, the Carpinteria Avenue commercial core, the Eugenia Professional office area, the Casitas Village, Shepard's place Shopping Center, and the Cindy Lane-Mark Avenue industrial park districts.

Policy CD-7a: Retail and commercial uses should generally have large transparent "storefront" windows for display of merchandise to pedestrians. Blank sections of walls on street frontages are strongly discouraged.

Policy CD-7b: Buildings should be designed to incorporate signs that conform to the city's sign ordinance. Signs should be integrated with building architecture and adequately identify businesses. Freestanding monument signs are discouraged.

Objective CD-9: To ensure that streets enhance the established city framework and design.

Policy CD-9a: The City shall promote the planting of appropriate street trees in existing and new neighborhoods to define and enhance the city's streetscape.

Policy CD-9b: Neighborhood streets should be planted with street trees in parkway strips between the sidewalk and curb. It may be appropriate to plant street trees in easements behind sidewalks. The scale, type and spacing of trees will be selected to provide strong spatial definition of the street, and to frame axial views.

Policy CD-9d: Street trees on mixed-use and commercial frontages should be planted in decorative tree wells in the sidewalk.

Policy CD-9e: Major streets should be designed and planted to preserve views of the ocean to the south and hills to the north.

Objective CD-10: Areas with attractive frontage designs should be maintained. New development should be carefully planned with frontage areas which maintain and enhance the quality of Carpinteria's streetscape.

Policy CD-10c: Commercial and mixed-use frontages should generally have wide sidewalks adequate to encourage customers and residents to walk, shop and linger in the public right-of-way. Commercial buildings should have large windows and entries on the street at the ground level. Residential ground floor uses should be set up or back from the street enough to afford privacy within the dwelling.

Policy CD-10e: Frontages with existing uses such as the parking, loading or storage of vehicles should be screened with walls and plantings that are consistent with the neighborhood character. These elements should be in scale with pedestrians.

Community Design Subareas

Subarea 2. The Downtown and Old Town

Objective CDS2-1: Preserve and strengthen the visual and physical connections between the downtown, beach, the salt marsh, mountains, and the other neighborhoods and districts in the city.

Objective CDS2-2: Preserve and enhance the downtown's historic status as the center of commercial activity by encouraging a range of uses that serve both residents and visitors.

Objective CDS2-3: Preserve and enhance the downtown's historic status as the center of civic activity by encouraging the construction and expansion of cultural and governmental facilities in the downtown.

Policy CDS2-a: Ensure that new intensified land uses within the Downtown remain consistent with the city's "small beach town" image.

Policy CDS2-b: To enhance the pedestrian character of the downtown's streets, plazas, paseos, parks and lanes.

CDS2 Implementation Policy 13: Curbs, sidewalks and street trees should be planted along existing streets define the pedestrian in the Downtown. This policy applies particularly to the neighborhoods west of Linden Avenue. (Certain streets to the east of Linden Avenue, near the creek, are exceptions to this policy.) Ninth Street at Elm Street is prototypical of the preferred streetscape for neighborhoods adjacent to the Downtown Core. The corner of Carpinteria Avenue and Elm Street is an example of where the streetscape should be improved with these elements.

CDS2 Implementation Policy 15: In some cases, existing mature street trees are too large for the parkway strips in which they are planted. To remedy this, the parkway strip should be reconstructed to bring the curb closer to the centerline of the street. This can have the additional benefit of narrowing the pavement, encouraging lower driving speeds, shortening pedestrian crossing distances, and providing stronger spatial definition of the street.

CDS2 Implementation Policy 17: Existing major trees along streets should be preserved even if they do not fall into a regular pattern with new street tree plantings. Sidewalks, curbs and frontage fences should be designed around these trees to make special and interesting places.

CDS2 Implementation Policy 18: Hedges, walls and picket fences between 30 inches and 42 inches in height are encouraged on the frontage line. Sideyard walls should step down to no more than 42 inches in height within the front yard setback area.

CDS2 Implementation Policy 19: Pedestrian pathways within and through the blocks are encouraged, to provide alternate and shorter routes for walking. These pathways should generally be designed as courts or paseos, not simply "slots" between buildings or sideyard fences. The passage from Linden Avenue to the alley behind the Coffee Grinder, and the pedestrian bridge over the creek, are good pathway examples.

CDS2 Implementation Policy 20: Driveways should be as narrow as practical to make pedestrian use of the sidewalks safer and more pleasant. Parking of vehicles across the sidewalk should be prohibited and enforced.

CDS2 Implementation Policy 22: Frontages with parking lots for commercial buildings should be designed with walls or hedges approximately 3 to 4 feet in height to shield views of the parking lot from the street.

Open Space, Recreation and Conservation Element

Objective OSC-13: Preserve Carpinteria's visual resources.

Policy OSC-13a: Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources. New development shall be subject to all of the following measures:

a. Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas.

b. [… bluff setback…] – This policy is not applicable because the site is not within a bluff area.

c. Special landscaping requirements to mitigate visual impacts.

Policy OSC-13b: Require new development or redevelopment in the downtown section of Carpinteria to conform with the scale and character of the existing community and consistent with the city's theme of a small beach-oriented community.

Policy OSC-13i: Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms, natural drainage systems, and native vegetation. Require all areas on the site not suited to development, as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.

3.1.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to aesthetics and visual resources would be considered significant if the Project would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.4 Methodology

For the analysis of potential impacts to scenic vistas under Impact 3.1-1, Key Viewpoints (KVPs) were selected to be representative of the most critical locations from which the Project would be seen from public viewpoints. These locations were selected based on their usefulness in evaluating existing landscapes and potential impacts on aesthetics and visual resources with various levels of viewer sensitivity, in different landscape types and terrain, and from various vantage points. Locations typically considered for the establishment of KVPs include those: 1) along major or significant travel corridors; 2) along local roads; 3) along recreational access areas, public parks and trails; 4) at designated vista points; and 5) from locations that provide good examples of the existing landscape context and viewing conditions, which in this case could include the Pacific Ocean and Santa Ynez Mountains. When analyzing existing aesthetic conditions, the elements of visual quality, viewer concern, visibility, number of viewers, and duration of view are considered. These parameters are then factored into an overall rating of viewer sensitivity.

Visual Quality

Visual quality is an expression of the visual impression or appeal of a given landscape (e.g. landforms, rock forms, water features, vegetative patterns, and cultural features). Visual quality is rated from low to high. Landscapes rated low are often dominated by visually discordant human alterations. Landscapes rated high generally are memorable because of the way the individual landscape features combine in a coherent and harmonious visual pattern. Also, those landscapes are typically free from discordant human alterations, so they retain their visual integrity.

Viewer Concern

Viewer concern addresses the level of interest or concern (from low to high) of viewers regarding an area's aesthetic values and the potential for visible change to the landscape. Viewer concern is closely associated with viewers' expectations for a given viewshed (i.e. an area of land or water visible from a fixed vantage point) and reflects the importance placed on the human perceptions of the intrinsic beauty and visual interest of the existing landscape characteristics. Official statements of public values and goals and adopted local public policy pertaining to aesthetics or visual resources also reflect viewers' expectations regarding a visual setting and are given weight in determining levels of viewer concern.

Visibility

Visibility is a measure of how well an object can be seen. Visibility depends on the angle or direction of views; viewing distance; extent of visual screening; and elevated topographical relationships between the object and key public viewpoints (scenic vistas). Visibility takes into consideration any and all obstructions that may be in the sightline, including landforms, trees and other vegetation, buildings, transmission poles or towers, general air quality conditions such as haze, and general weather conditions, such as fog.

Number of Viewers

Number of viewers is a measure of the number of viewers per day who would have a view of a proposed project or a visual resource and can range from low to high. The types of viewers can include residents, employees, motorists, and recreationists.

Duration of View

Duration of view is the amount of time to view a project site or a visual resource. For example, a high or extended view of a project site is one experienced over the course of two minutes or more (e.g. in a park). In contrast, a low or brief duration of view is available in a short amount of time — generally less than 10 seconds (e.g. travelling on a public road).

Viewer Exposure

Viewer exposure is a function of three elements previously listed: visibility; number of viewers; and duration of view. Viewer exposure can range from low to high. A partially obscured and brief background view for a few motorists represents low viewer exposure, and an unobstructed foreground view from a large number of residences represents a high viewer exposure.

Overall Visual Sensitivity

Visual sensitivity is derived from three elements previously listed: visual quality; viewer concern; and viewer exposure and is a concluding assessment of an existing landscape's susceptibility to an adverse visual outcome. A landscape with a high degree of visual sensitivity is able to accommodate only a lower degree of adverse visual change without resulting in a significant aesthetic impact. A landscape with a low degree of visual sensitivity is able to accommodate a higher degree of adverse visual change before exhibiting a significant aesthetic impact. Visual sensitivity can range from low to high.

3.1.5 Impact Analysis

Scenic Vistas

Impact 3.1-1: Have a substantial adverse effect on a scenic vista?

Project Impact Analysis

Scenic vistas are defined as areas of elevated expansive views toward a landscape or scenery of high visual quality. In the City, views of the Pacific Ocean, the Channel Islands, the foothills and ridgelines of the Santa Ynez Mountains, and the Carpinteria Salt Marsh Reserve are key scenic resources (City of Carpinteria staff, 2025). According to the GP/CLUP Conservation and Open Space Element, the City supports view corridors and scenic vistas throughout the City (City of Carpinteria staff, 2025). Some local streets provide views of the coastline, Carpinteria Bluffs, and Santa Ynez Mountains. Local transportation corridors that do not have official scenic designation but are considered by the City to provide scenic views include Linden Avenue from its intersection with State Route 192 (Foothill Road) to its terminus at Carpinteria City Beach provides both mountain and ocean views. State Route 192 (Foothill Road, Casitas Pass Road) traverses the northernmost portion of the City and provides views of the foothills of the Santa Ynez Mountains and UPRR crosses east-west through the City and provides sweeping views of the ocean and the Carpinteria Salt Marsh.

As Linden Avenue is considered a local scenic vista, key viewpoints along Linden Avenue were selected to be representative of the most critical locations from which the Project would be seen from public viewpoints. **Figure 3.1-1** below provides a legend to the key viewpoints, and **Figures 3.1-2 through 3.1-8** includes key view points to the Project Site from street view, as provided by ESA staff (ESA, 2025).



D2025000099.00 - Carpinteria Surfliner Inn EIR\05 Graphics-GIS-Modeling-USE AZURE\DEIR\Illustrator

SOURCE: ESA, 2025; Google Earth, 2025

Surfliner Inn Project

Figure 3.1-1
Key View Points – Legend

ESA



D2025000099.00 - Carpinteria Surfliner Inn EIR\05 Graphics-GIS-Modeling-USE AZURE\DEIR\Illustrator

SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.1-2
KVP 1 – 5th Avenue and Elm Avenue

ESA



D2025000099.00 - Carpinteria Surfliner Inn EIR\05 Graphics-GIS-Modeling-USE AZURE\DEIR\Illustrator

SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.1-3
KVP 2 – Site Parking Lot near Amtrak Station

ESA



D2025000099.00 - Carpinteria Surfliner Inn EIR\05 Graphics-GIS-Modeling-USE AZURE\DEIR\Illustrator

SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.1-4
KVP 3 – Linden Avenue and UPRR Tracks

ESA



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SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.1-5
KVP 4 – Tomol Interpretative Play Area and Linden Avenue

ESA



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SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.1-6
KVP 5 – 5th Avenue

ESA



D2025000099.00 - Carpinteria Surfliner Inn EIR\05 Graphics-GIS-Modeling-USE AZURE\DEIR\Illustrator

SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.1-7
KVP 6 – Linden Avenue

ESA



D2025000099.00 - Carpinteria Surfliner Inn EIR\05 Graphics-GIS-Modeling-USE AZURE\DEIR\Illustrator

SOURCE: ESA, 2025; Google Earth, 2025

Surfliner Inn Project

Figure 3.1-8
KVP 7 – Interim Trail

ESA

KVP 1 was selected to characterize the aesthetic and visual condition as seen to both motorized and non-motorized (i.e., pedestrian, bicyclists) travelers using 5th Avenue and as seen by neighboring residents along 5th Avenue and Elm Avenue.

Visual Quality: *Low*. Views from 5th Avenue between Elm Avenue and Linden Avenue include unobstructed foreground views of the Project Site, which currently is a surface lot with scattered trees and powerlines for the proposed Hotel. The UPRR tracks, Amtrak station, and the currently undeveloped land to the south of the UPRR tracks for proposed City Parking Lot #4 is visible in the middle-ground, while limited views of the Pacific Ocean are intermittently visible in between tall trees and structures in the background.

Viewer Concern: *Moderate*. Viewer concern from this KVP is moderate as residents and pedestrians along 5th Avenue are currently afforded an open view towards the Pacific Ocean. Viewer concerns from this KVP include the blockage of views toward the Pacific Ocean and the skyline by permanent residents and community members walking and living along this corridor by the proposed Hotel Site.

Viewer Exposure: *Moderate*. In this location, daily visual exposure to the proposed Hotel Site from 5th Avenue would be moderate. The Project Site is highly visible while traveling along this roadway and for residents living along this roadway. However, this exposure is tempered by the low visual quality of the viewpoint. Duration would be longer for pedestrians and bicyclists than for vehicles driving down 5th Avenue.

Overall Visual Sensitivity: *Moderate*. While viewer exposure is high, the quality of the existing low quality views of the Pacific Ocean, which is interrupted by existing urban development, renders the overall sensitivity of the viewpoint as low to moderate.

Impact Analysis: With implementation of the Project, viewers would see the proposed cottage-style Hotel in the foreground on part of the Project Site, while the middle-ground and background views would not change from a majority of 5th Avenue. The proposed Hotel would be approximately 37 feet above existing grade at its highest point, which is a substantial change in the visual environment from the existing surface City Parking Lot #3. However, in terms of visual quality, there would not be a substantial adverse change to a scenic vista, as detailed above for KVP 1. The limited views of the Pacific Ocean are of low quality. The Project would introduce a structure, surface parking lot, and landscaping on part of the Project Site that is in line with the Downtown design guidelines in place of a surface parking lot with minimal landscaping. Substantial adverse effect on a scenic vista at KVP 1 would be **less than significant (Class III).**

KVP 2 was selected to characterize the aesthetic and visual condition as seen from both motorized vehicles and pedestrians utilizing the existing City Parking Lot #3 adjacent to the UPRR tracks on the Project Site, travelling towards Linden Avenue.

Visual Quality: *Low*. Views from this portion of existing City Parking Lot #3 are low quality as views of the Pacific Ocean are compromised by urban elements, such as parked vehicles and the Amtrak Station fence and tracks in the foreground, and trees and buildings in the middle-ground.

Viewer Concern: *Low*. Viewers in this location of existing City Parking Lot #3 would generally have lower expectations and limited concerns associated with future changes to views, as the parking lot is in the middle of an urbanized downtown corridor and would not be a scenic location for views. Viewers are typically in this location to park and walk throughout the Downtown area, be utilizing the train station, or would be parking for use of the proposed Hotel.

Viewer Exposure: *Low*. In this location, exposure to views of the proposed Hotel and proposed City Parking Lot #4 would be high, and exposure to scenic views of the Pacific Ocean are low. Duration would be low for motorists parking and leaving the proposed City Parking Lot #4, and for pedestrians walking to their next location.

Overall Visual Sensitivity: *Low*. The quality of the existing views of the Pacific Ocean even with the proposed Hotel and proposed City Parking Lot #4 renders the overall sensitivity of the viewpoint as low.

Impact Analysis: With implementation of the Project, viewers would see the proposed cottage-style Hotel and proposed City Parking Lot #4 in the foreground on part of the Project Site, while the middle-ground and background views would not change from KVP 2. The proposed Hotel would be approximately 37 feet above existing grade at its highest point, which is a substantial change in the visual environment from the existing City Parking Lot #3. However, in terms of visual quality, there would not be a substantial adverse change to a scenic vista, as detailed above for KVP 2. The views of the Pacific Ocean are limited and of low quality. The Project would introduce a structure, surface parking lot, and landscaping on part of the Project Site that is in line with the Downtown design guidelines in place of a surface parking lot with minimal landscaping. Substantial adverse effect on a scenic vista at KVP 2 would be **less than significant (Class III).**

KVP 3 was selected to characterize the aesthetic and visual condition as seen by both motorized and non-motorized travelers along Linden Avenue travelling eastbound, users of the segment of the Interim Linden to Holly Trail on the Project Site, and travelers utilizing the train.

Visual Quality: *Moderate*. Views from this KVP include interrupted views of the Santa Ynez ridgeline which is compromised by urban alterations of the railroad tracks and track gates in the foreground, of mature tall trees and a parking lot in the middle-ground, and urban structures in the background. The Santa Ynez ridgeline is relatively visible despite these obstructions and can be characterized as having a moderate quality of view from this KVP.

Viewer Concern: *Moderate*. While moderate quality views are expected by trail users, recreational users, and drivers along this section of Linden Avenue, the existing partially interrupted views of the Santa Ynez ridgeline would generally mitigate expectations and limit concerns associated with future changes.

Viewer Exposure: *Moderate*. In this location, visual exposure to the Santa Ynez ridgeline would typically be moderate. The view is intermittently visible from this heavily traveled roadway for a relatively long duration while traveling in this direction. Duration would obviously be longer for pedestrians and bicyclists.

Overall Visual Sensitivity: *Moderate*. The overall sensitivity of the viewpoint is moderate.

Impact Analysis: The proposed Hotel and proposed City Parking Lot #4 on the Project Site would be visible in the middle-ground of viewers line of sight but would not significantly obstruct views of the Santa Ynez ridgeline. The proposed Hotel would be approximately 37 feet above existing grade at its highest point, which is a substantial change in the visual environment from the existing City Parking Lot #3. However, in terms of visual quality, there would not be a substantial adverse change to a scenic vista, as detailed above for KVP 3. The ridgeline of the Santa Ynez mountains would still be visible for much of the field of vision of the viewer at this KVP. Substantial adverse effect on a scenic vista at KVP 3 would be **less than significant (Class III)**.

KVP 4 was selected to characterize the aesthetic and visual condition as seen by both motorized and non-motorized travelers along Linden Avenue and aesthetic and visual condition as seen to the users of the recreational amenities of the Tomol Interpretive Play Area.

Visual Quality: *Moderate*. Views from this KVP include interrupted views of the Santa Ynez ridgeline which is compromised by urban alterations of the building in the foreground (The Spot) in the foreground, of mature tall trees in the middle-ground, and urban structures in the background. The Santa Ynez ridgeline is relatively visible despite these obstructions and can be characterized as having a moderate quality of view from this KVP.

Viewer Concern: *Moderate*. While moderate quality views are expected by trail users, recreational users, and drivers along this section of Linden Avenue, the existing partially interrupted views of the Santa Ynez ridgeline would generally mitigate expectations and limit concerns associated with future changes.

Viewer Exposure: *Moderate*. In this location, visual exposure to the Santa Ynez ridgeline would typically be moderate. The view is intermittently visible from this heavily traveled roadway for a relatively long duration while traveling in this direction. Duration would obviously be longer for pedestrians and bicyclists.

Overall Visual Sensitivity: *Moderate*. The overall sensitivity of the viewpoint is moderate.

Impact Analysis: The proposed Hotel and proposed City Parking Lot #4 on the Project Site would be visible in the middle-ground of viewers line of sight but would not significantly obstruct views of the Santa Ynez ridgeline. The proposed Hotel would be approximately 37 feet above existing grade at its highest point, which is a substantial change in the visual environment from the existing City Parking Lot #3. However, in terms of visual quality, there would not be a substantial adverse change to a scenic vista, as detailed above for KVP 4. The ridgeline of the Santa Ynez mountains would still be visible for much of the field of vision of the viewer at this KVP. Substantial adverse effect on a scenic vista at KVP 4 would be **less than significant (Class III)**.

KVP 5 was selected to characterize the aesthetic and visual condition as seen by both motorized and non-motorized travelers using 5th Avenue travelling towards Linden Avenue, residents along 5th Avenue, and by visitors of the Carpinteria Community Garden Park.

Visual Quality: *Low*. Views from 5th Avenue nearest the Carpinteria Community Garden Park include unobstructed foreground views of the Carpinteria Community Garden Park. The beach parking lot on the

Project Site is visible in the middle-ground, while extremely limited views of the Pacific Ocean are intermittently visible in between tall trees and structures in the background.

Viewer Concern: *Low to Moderate*. While intermittent views of the Pacific Ocean are expected by drivers along this section of 5th Avenue, the distance and existing characteristics of the Project Site would generally mitigate expectations and limit concerns associated with future changes.

Viewer Exposure: *Low*. The relative distance of views to the Project Site from this location combined with the low quality views of the Pacific Ocean temper the expectations of viewers travelling along 5th Avenue from this KVP. Duration would obviously be longer for pedestrians and bicyclists.

Overall Visual Sensitivity: *Low*. As the quality of the existing views and viewer concern and exposure is low, the overall sensitivity of the viewpoint is low.

Impact Analysis: With implementation of the Project, viewers would see the proposed cottage-style Hotel in the background on part of the Project Site, while the fore-ground and middle-ground views would not change from a majority of 5th Avenue. However, in terms of visual quality, there would not be a substantial adverse change to a scenic vista, as detailed above for KVP 1. The limited views of the Pacific Ocean are of low quality. The Project would introduce a structure, surface parking lot, and landscaping on part of the Project Site that is in line with the Downtown design guidelines in place of a surface parking lot with minimal landscaping. Substantial adverse effect on a scenic vista at KVP 5 would be **less than significant (Class III)**.

KVP 6 was selected to characterize the aesthetic and visual condition as seen by both motorized and non-motorized travelers utilizing the main corridor Linden Avenue traveling westbound, travelling towards 5th Avenue from the east.

Visual Quality: *Moderate*. Views from Linden Avenue include unobstructed foreground views of the Project Site, which currently is existing City Parking Lot #3 with scattered trees and the Carpinteria Amtrak Station public restroom. Towards the Project Site, the UPRR tracks and Amtrak station is visible in the middle-ground, while views down Linden Avenue towards the west include unobstructed limited views of the Pacific Ocean, lined by Downtown characteristic palm trees.

Viewer Concern: *High*. Views of the Pacific Ocean while travelling westbound along Linden Avenue are valuable, and viewer concern regarding its obstruction by the Project would be considered high.

Viewer Exposure: *Moderate*. Linden Avenue is heavily traveled, and the Project Site would be visible for a moderate duration while traveling westbound. However, this exposure is tempered as the proposed Hotel and proposed City Parking Lot #4 would not obstruct direct views of the Pacific Ocean while travelling down Linden Avenue. Duration would obviously be longer for pedestrians and bicyclists.

Overall Visual Sensitivity: *Moderate*. The quality of the existing views of the Pacific Ocean from this KVP renders the overall sensitivity of the viewpoint as low to moderate. As noted above, this existing view would not be impacted significantly by the implementation of the Project.

Impact Analysis: With implementation of the Project, viewers would see the proposed cottage-style Hotel and proposed City Parking Lot #4 in the foreground on part of the Project Site, while the middle-ground and background views would not change. The proposed Hotel would be approximately 37 feet above existing grade at its highest point, which is a substantial change in the visual environment from the existing City Parking Lot #3. However, in terms of visual quality, there would not be a substantial adverse change to a scenic vista, as detailed above for KVP 6. The view of the Pacific Ocean while travelling westbound on Linden Avenue would still be visible for much of the field of vision of the viewer at this KVP. Substantial adverse effect on a scenic vista at KVP 6 would be **less than significant (Class III).**

KVP 7 was selected to characterize the aesthetic and visual condition as seen by pedestrians utilizing the Interim Linden to Holly Trail on proposed City Parking Lot #4.

Visual Quality: *Moderate*. Views from the Interim Linden to Holly Trail include obstructed foreground views of the Project Site, which currently is existing City Parking Lot #3 with scattered trees and the Carpinteria Amtrak Station public restroom and the UPRR tracks and Amtrak station. Background views towards the north include obstructed, limited views of the Santa Ynez Mountains. The ridgeline is most prominent north, which is obstructed by scattered trees in the parking lot.

Viewer Concern: *High*. Views of the Santa Ynez Mountains while walking along the Interim Linden to Holly Trail are valuable, and viewer concern regarding its obstruction by the Project would be considered high.

Viewer Exposure: *Moderate*. The Project Site would be visible for a moderate duration while traveling along the Interim to Holly Trail. However, this exposure is tempered as the Santa Ynez Mountains are more visible to pedestrians walking towards the north side of the parking lot, where the proposed Hotel would not obstruct views. The view of the ridgeline behind the proposed Hotel would only be obstructed by the proposed Hotel for brief moments walking along the trail from Linden Avenue.

Overall Visual Sensitivity: *Moderate.* The quality of the existing views of the Santa Ynez Mountains from this KVP renders the overall sensitivity of the viewpoint as moderate. As noted above, this existing view would not be impacted significantly by the implementation of the Project.

Impact Analysis: With implementation of the Project, viewers would see the proposed cottage-style Hotel and UPRR tracks in the foreground on part of the Project Site, while the middle-ground and background views would not change. The proposed Hotel would be approximately 37 feet above existing grade at its highest point, which is a substantial change in the visual environment from the existing City Parking Lot #3. However, in terms of visual quality, there would not be a substantial adverse change to a scenic vista. The view of the Santa Ynez Mountains while travelling northbound along the trail would still be visible for much of the field of vision of the viewer at this KVP. Substantial adverse effect on a scenic vista at KVP 7 would be **less than significant (Class III)**.

Although the Project would be considered a substantial change from the existing condition as City Parking Lot #3, as seen in the simulations (**Figure 3.1-9 through 3.1-12**), the Project would not completely obstruct or change the characteristic backdrop of the City from Linden Avenue or 5th Avenue, including views of the Pacific Ocean and Santa Ynez Mountain ridge. Per adopted GP/CLUP Objective

CD-3 and Policy OSC-13a, development is required to be designed to protect public views of the mountains and the ocean. Although foreground views of the area may change from the addition of the Project where the City Parking Lot #3 currently exists, it would also enhance the character of the corridor through appropriate landscaping, pedestrian scale amenities, and an architecturally consistent structure. Per GP/CLUP Policy OSC-13b, new development in the downtown section of Carpinteria is required to conform with the scale and character of the existing community and be consistent with the City's theme of a small beach-oriented community. The mid-ground views would remain similar to the average passersby, with the residential communities, characteristic palms, and active streetscape remaining. Background views of the Santa Ynez Mountains, open sky, and Pacific Ocean would not be substantially altered, as seen in the visual simulations above (Figure 3.1-9 through Figure 3.1-12). Existing views of the Pacific Ocean are limited looking west towards the coast and would not be substantially blocked through implementation of the Project. Views of the Santa Ynez Mountains would not be substantially blocked from the field of vision, as the ridgeline is visible from key viewpoints along Linden Avenue at the street-level. The view field of the average pedestrian or vehicle travelling along Linden Avenue or 5th Avenue would not be substantially altered in a way that views of scenic resources would be completely removed and blocked. Views from a majority of the KVPs would only be temporarily blocked for motorized and non-motorized travelers, while permanent residents along 5th Avenue would not lose out on a quality view of the Pacific Ocean, as described above under analysis of KVP 1. Therefore, the Project would have a **less than significant impact (Class III)** from a substantial adverse effect on a scenic vista.

Cumulative Impact Analysis

The geographic context for the analysis of cumulative impacts on scenic vistas includes the Project Site viewshed and the visual character of its surroundings in the community. Cumulative projects considered are those that could be seen in proximity to the Project Site and taken together would result in a substantial change to the Project Site viewshed. As Downtown Carpinteria is the City's main retail commercial district and forms the cultural heart of the City, the diverse architectural styles, the mix of uses, and varied building heights and façade designs in the downtown area contribute greatly to the City's beach-town character and charm. All development within the subarea would be subject to the appropriate subarea design guidelines and the size, mass, scale, and form of buildings, as well as their placement on a lot, should be compatible with adjacent and nearby properties and with the dominant neighborhood or district development pattern. Per the GP/CLUP Objective CD-3 and Policy OSC-13a, development is required to be designed to protect public views of the mountains and the ocean. In addition, per GP/CLUP Policy OSC-13b, new development in the downtown section of Carpinteria is required to conform with the scale and character of the existing community and be consistent with the City's theme of a small beach-oriented community. Therefore, although there is a potential for cumulative impacts to scenic vistas as development progresses in Downtown Carpinteria, compliance with design guidelines, ordinances protecting scenic vistas, and review of all discretionary development projects by the City's Architectural Review Board would ensure that cumulative impacts are less than significant to protect the City's vistas. As the Project would have a less than significant impact, the Project's contribution to potential cumulative impacts on scenic vistas would be less than cumulatively considerable. As such, a **less than significant impact (Class III)** would occur in this regard.



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SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 3.1-9
Rendering – View of Project from 5th Street, Looking Southwest

ESA



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SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 3.1-10
Rendering – View of Project from 5th Street and Elm Avenue, Looking Southeast

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SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 3.1-11
Rendering – View of Project from Linden Avenue, Looking Northwest

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SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 3.1-12
Rendering – View of Project from Tracks, Looking Northeast

ESA

Impact 3.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

State Scenic Highway

Project Impact Analysis

Caltrans and the County designate scenic highways to recognize and preserve views from scenic routes; other local roads within the City also provide scenic views (although not formally designated). There are currently no designated scenic highways within or adjacent to Carpinteria. However, U.S. 101 and State Route 150 (SR 150) are eligible for designation as state scenic highways in the Carpinteria Planning Area and vicinity (City of Carpinteria staff, 2025).

The Project Site is approximately 0.6 miles from U.S. 101. According to Caltran's State Scenic Highway Program, the segment of the U.S. 101 that runs through the City is also known as the Gaviota Coast State Scenic Highway, in the County of Santa Barbara (Caltrans, 2025). This officially designated segment of Highway 101 travels through one of the longest remaining rural coastlines in southern California, along 21 miles from the City of Goleta's western boundary, to Route 1 at Las Cruces. Views from the segment of U.S. 101 nearest the Linden Avenue off-ramp towards the Project Site show that the highway is set at a slightly lower elevation than the surrounding lands, which prevents views into downtown due to the landscaped slopes along the sides of the highway and line of structures blocking views past the foreground (**Figure 3.1-13**). The Project Site is not visible from the U.S. 101 and therefore, would not impact existing views of scenic resources, such as the Pacific Ocean or Santa Ynez Mountains. The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

The geographic context for the analysis of cumulative impacts on scenic resources as seen from a scenic highway includes the viewshed and the visual character of the community visible from the U.S. 101. Cumulative projects considered are those that could be seen in proximity to the Project Site and taken together would result in a substantial change to the scenic resources as seen from a state scenic highway. All development within the subarea would be subject to the appropriate subarea design guidelines and the size, mass, scale, and form of buildings, as well as their placement on a lot, should be compatible with adjacent and nearby properties and with the dominant neighborhood or district development pattern. Per the GP/CLUP Objective CD-3 and Policy OSC-13a, development is required to be designed to protect public views of the mountains and the ocean. In addition, per GP/CLUB Policy OSC-13b, new development in the downtown section of Carpinteria is required to conform with the scale and character of the existing community and be consistent with the City's theme of a small beach-oriented community. The City shall evaluate the magnitude and significance of changes in the appearance of scenic resources or public scenic views as a result of new development as seen from a state scenic highway. Therefore, although there is a potential for cumulative impacts to scenic resources as development progresses in Downtown Carpinteria, compliance with design guidelines, ordinances protecting scenic vistas, and review of all discretionary development projects by the City's Architectural Review Board would ensure that cumulative impacts are less than significant to protect the City's scenic resources. As the Project would have a less than significant impact, the Project's contribution to potential cumulative impacts on scenic resources would be less than cumulatively considerable. As such, a **less than significant impact (Class III)** would occur.



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SOURCE: ESA, 2025; Google Earth, 2025

Surfliner Inn Project

Figure 3.1-13
View from U.S. 101 nearest the Linden Avenue

ESA

Impact 3.1-3: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Visual Character and Public Views

Project Impact Analysis

For purposes of CEQA, an "urbanized area" is defined by PRC Section 21071 as an incorporated city with a population of at least 100,000 persons (or a population of at least 100,000 persons when combined with no more than two contiguous incorporated cities) or an unincorporated area completely surrounded by incorporated cities and with a total population of more than 100,000 persons. The City's population is approximately 13,264 people residing within an estimated 5,111 households in the City with an estimated 7,420 jobs and 6,780 employed people as of 2023 (U.S. Census Bureau/American Community Survey 2022; SBCAG, 2019). Although the Project Site is developed and surrounded by urbanized uses, the City itself does not qualify as an urbanized area under this definition. Thus, for the purposes of this threshold, the Project's potential to substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings is evaluated. CEQA assesses "visual character" from public viewpoints, as described in Impact 3.1-1 above, and also if the Project is consistent with applicable zoning and other regulations governing scenic quality.

As noted in the adopted Community Design Element, the height, bulk, scale, and setback of the frontage from the public sphere can greatly affect the walkability, aesthetic quality, and human scale of the City. Whether transportation-based or natural, visual corridors can help define the community identity by providing visual beacons of the built environment, landmarks, and regional features, such as ridgelines and shorelines. In the City, major corridors both separate and connect the City's neighborhoods and commercial districts, including U.S. 101, Linden Avenue, Carpinteria Avenue, Carpinteria Creek, and the UPRR.

The proposed Hotel is located at 499 Linden Avenue, at the cross street of 5th Avenue in the Downtown and Old Town District subarea. The proposed City Parking Lot #4 is located just southwest of the UPRR railroad tracks and northwest of 399 Linden Avenue. Views from the Project Site include ground-level, obstructed views of the Santa Ynez Mountains to the north, and ground-level, obstructed views of the Pacific Ocean to the south and west. Linden Avenue consists of commercial and mixed-use development with pedestrian-friendly frontages and a vibrant streetscape. In addition, the Linden Avenue Palms located along Linden Avenue are visible from the Project Site. The Linden Avenue Palms were designated as a City Landmark in 1977(City of Carpinteria staff, 2025). Development of the Project would maintain the compatibility, character, and visual quality of the Downtown area and the Linden Avenue corridor through compliance with individual policies and objectives for the Downtown and Old Town subarea, as noted within the Community Design Element, and through design collaboration with the City's Architectural Review Board (ARB) per CMC Section 2.36.100 - Architectural review process. The ARB provided preliminary response comments at the ARB December 12, 2024, meeting, which included acknowledgement that the proposed Hotel has been scaled down and utilizes a design consistent with the surrounding character (City of Carpinteria, 2024). The ARB also noted that landscaping and tree plantings would improve the overall scale and look of the Project. The ARB also requested that lighting be reduced on site to one lighting fixture per door, utilized at a low wattage with shielded bulbs, in

addition to reducing parking lot lighting to a low wattage while still providing for safety. For lighting on the rooftop deck, the ARB recommended that lighting be kept low and uplighting be avoided. A majority of these recommendations were incorporated into the Project, excluding the recommendation to reduce the number of lighting fixtures. The Project Applicant has assessed the proposed lighting and has decided to keep the proposed number of fixtures for public safety.

As identified above under Existing Conditions, the character of Downtown Carpinteria is distinctive, providing a vibrant mix of architectural styles and uses, with a built environment that relates to and relies on the natural environment, including the surrounding mountains and beaches, to define overall community character. The Downtown Core centered on Linden Avenue and Carpinteria Avenue is the City's main retail commercial district and forms the cultural heart of the City. The diverse architectural styles, the mix of uses, and varied building heights and façade designs in the downtown area contribute greatly to the City's beach-town character and charm.

As seen in Figures 3.1-9 through Figure 3.1-12, the Project includes a proposed 2-story hotel with a rooftop terrace at a maximum height of 30 feet. The roof deck and pool elevators would reach a maximum height of approximately 37 feet to provide a visual contrast to the scale of the building. As discussed under the analysis for Impact 3.1-1 above, the Project would not substantially alter the quality of existing views of scenic resources from the area. The Project has been designed as contemporary cottage-style hotel with a facade of light-colored natural materials, such as wood and stone, and proposed City Parking Lot #4 that blends with the surrounding architectural character of the community. Landscaping reflects a Mediterranean character suitable for a coastal beach town with native California species and water tolerant species in a similar color scape providing attractive street frontage. Additional tree species, such as palms, sycamores, Torrey pines, and oaks will be added to further increase the cohesiveness of the Project with the surrounding landscaping of the Downtown District, while healthy, mature trees will be preserved where feasible. Pedestrian scale lighting and street level patios and balconies provide appropriate connectivity with the surrounding community.

Per the analysis above, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and impacts in this regard would be **less than significant (Class III).**

Cumulative Impact Analysis

The geographic context for the analysis of cumulative impacts on visual character and public views includes the Project Site viewshed and the visual character of its surroundings in the community. Cumulative projects considered are those that could be seen in proximity to the Project Site and taken together would result in a substantial change to the project site viewshed. All development within the subarea would be subject to the appropriate subarea design guidelines and the size, mass, scale, and form of buildings, as well as their placement on a lot, should be compatible with adjacent and nearby properties and with the dominant neighborhood or district development pattern. Per the GP/CLUP Objective CD-3 and Policy OSC-13a, development is required to be designed to protect public views of the mountains and the ocean. In addition, per GP/CLUP Policy OSC-13b, new development in the downtown section of Carpinteria is required to conform with the scale and character of the existing community and be consistent with the City's theme of a small beach-oriented community. Therefore, although there is a potential for cumulative impacts to visual character and public views as development progresses in

Downtown Carpinteria, compliance with design guidelines, ordinances protecting scenic views and character, and review of all discretionary development projects by the City's ARB would ensure that cumulative impacts are less than significant to protect the City's visual character. As the Project would have a less than significant impact, the Project's contribution to potential cumulative impacts on scenic resources would be less than cumulatively considerable. As such, a **less than significant impact (Class III)** would occur.

Impact 3.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Light and Glare

Project Impact Analysis

Construction

Project construction activities could involve temporary lighting and glare impacts as a result of construction equipment and materials. As the Project is within a developed area flanked by well-travelled corridors, glare from construction vehicles and equipment during the day would not be a substantial new source of glare and would be temporary in nature. Pursuant to CMC Section 15.16.170, construction would be limited to occur between the hours of 7:00 a.m. and 8:00 p.m. Monday through Fridays, Saturdays from 8:00 a.m. to 8:00 p.m., and on Sundays from 10:00 a.m. to 8:00 p.m. Thus, as no construction activities would be permitted after 8:00 p.m. from Monday through Sundays, short-term construction activities would cease at 8:00 p.m. As such, glare and lighting-related construction impacts at night could occur between sundown and 8:00 pm; however, due to the limited time period of construction activities requiring lighting, potential lighting impacts would be **less than significant (Class III**).

Operations

New development can affect such views by obstructing view corridors and providing new light and/or glare that affects the scenic quality of an area. Primary sources of artificial light include building interior lighting, security lighting, street lighting, parking lot lighting, landscape lighting, and vehicle lights. New sources of lighting can be a nuisance to sensitive receptors through light spill or the creation of an ambient glow that diminishes views of the clear night sky (City of Carpinteria staff, 2025).

Development of the Project would increase lighting at the Project Site, compared to existing conditions as a surface parking lot with minimal down shielded light poles. The Project would provide a combination of wall-mounted and recessed light fixtures for decorative, architectural lighting and for pathways and the pool. The Project also includes single and double-mounted post poles on-site to illuminate the parking lots. Although the increase in lighting fixtures on the Project Site may increase potential light spillover, the proposed lighting would enhance safety and security on-site and create nighttime ambiance. Further, all new lighting would be required to comply with CMC Section 14.54.070 regarding off-street parking, which requires that all lighting shall be so arranged as to direct the light away from adjoining residences. Exterior lighting would be required to be shielded directed downward and away from adjoining properties and public rights-of-way so that light is contained within the boundaries of the Project Site. The Project would not include blinking, flashing, or lighting of unusually high intensity or brightness. In addition, the Project's photometric plan would be reviewed and approved by the City as part of the Project's Building Permit submittal package and review with the City's ARB for consistency with City policies. As noted

above, the Project has incorporated ARB preliminary comments on lighting into the Project including low wattage and downward shielded light fixtures but has decided to maintain the proposed number of lighting fixtures for safety purposes. With compliance with the CMC and GP/CLUP policies, impacts associated with increased lighting would be reduced to less than significant levels. Building materials would be consistent with the existing architectural styles within the Project vicinity and would include non-reflective materials such as wood, metal, and treated glass. All metal components, including canopies and door frames, and glass would be of non-reflective finishes. The Hotel's windows and visitors' vehicles have the potential to create new sources of glare; however, these glare sources would not cause substantial glare as compared to existing surrounding development. Impacts would be **less than significant (Class III)** in this regard.

Cumulative Impact Analysis

Implementation of cumulative projects would increase lighting in the Project vicinity and increase the potential for lighting and glare impacts. Although cumulative impacts have the potential to be significant within the City, potential lighting impacts within the City would be less than significant when the City's Zoning Code requirements related to outdoor lighting are implemented by each cumulative project. In addition, the City also currently regulates the use of reflective building materials, and future development in the area has a potential to result in less than significant cumulative glare impacts with implementation of these requirements. Therefore, although there is a potential for cumulative impacts from lighting and glare as development progresses in Downtown Carpinteria, compliance with design guidelines, ordinances limiting the use of lighting to certain times, and review of all discretionary development projects by the City's ARB would ensure that cumulative impacts are less than significant to protect the community from lighting and glare impacts. As the Project would have a less than significant impact, the Project's contribution to potential cumulative lighting impacts would be less than cumulatively considerable. As such, a **less than significant impact (Class III)** would occur.

3.1.6 References

Caltrans, 2025. State Scenic Highway Program, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

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3.2 Air Quality

This section evaluates potential impacts related to local and regional air quality that could result from implementation of the Project. The section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment. Greenhouse gas emissions are analyzed in Section 3.7, G*reenhouse Gas Emissions,* of this EIR.

Comments received in response to the Notice of Preparation for the EIR regarding air quality can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to air quality as a result of implementation of the Project are analyzed within this section. The *Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project* is found in **Appendix B**, of this EIR.

3.2.1 Environmental Setting

Existing Conditions

Climate and Meteorology

The Project is located in the City of Carpinteria, located in Santa Barbara County, which is located within the South Central Coast Air Basin (SCCAB). The SCCAB includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The Santa Barbara County portion of the SCCAB is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the high-pressure cell in the northeastern Pacific. With a Mediterranean-type climate, the Carpinteria area is characterized by warm, dry summers and relatively cold dry winters (City of Carpinteria, 2025).

The southern portion of Santa Barbara County, where the Project is located, is subject to the development of air pockets, or inversion layers, during the summer months of May through October. Temperature inversions result when cool air lies below warmer air overhead and can concentrate pollutants at lower elevation levels by restricting the dispersion of suspended chemicals (City of Carpinteria, 2025). Warm, dry Santa Ana winds blow northeasterly during fall and winter and can minimize inversions and move pollutants out of the Carpinteria Valley. However, these pollutants can then migrate back onshore into Santa Barbara County in what is called a "post-Santa Ana condition." Onshore winds generally help maintain good air quality by moving air pollution generated in the region to the east over the Santa Ynez Mountains (City of Carpinteria, 2025).

Current Air Quality

Monitoring of ambient air pollutant concentrations is conducted by the California Air Resources Board (CARB) and SBCAPCD. Monitors operated by CARB and SBCAPCD are part of the State and Local Air Monitoring System (SLAMS). The SLAMS stations are located to provide local and regional air quality information. Monitors operated by industry, at the direction of the SBCAPCD, are called Prevention of Significant Deterioration (PSD) stations. PSD stations are required by the SBCAPCD to ensure that new and modified sources under SBCAPCD permit do not interfere with Santa Barbara County's ability to attain or maintain air quality standards. **Figure 3.2-1**, *Santa Barbara County Air Quality Monitoring*

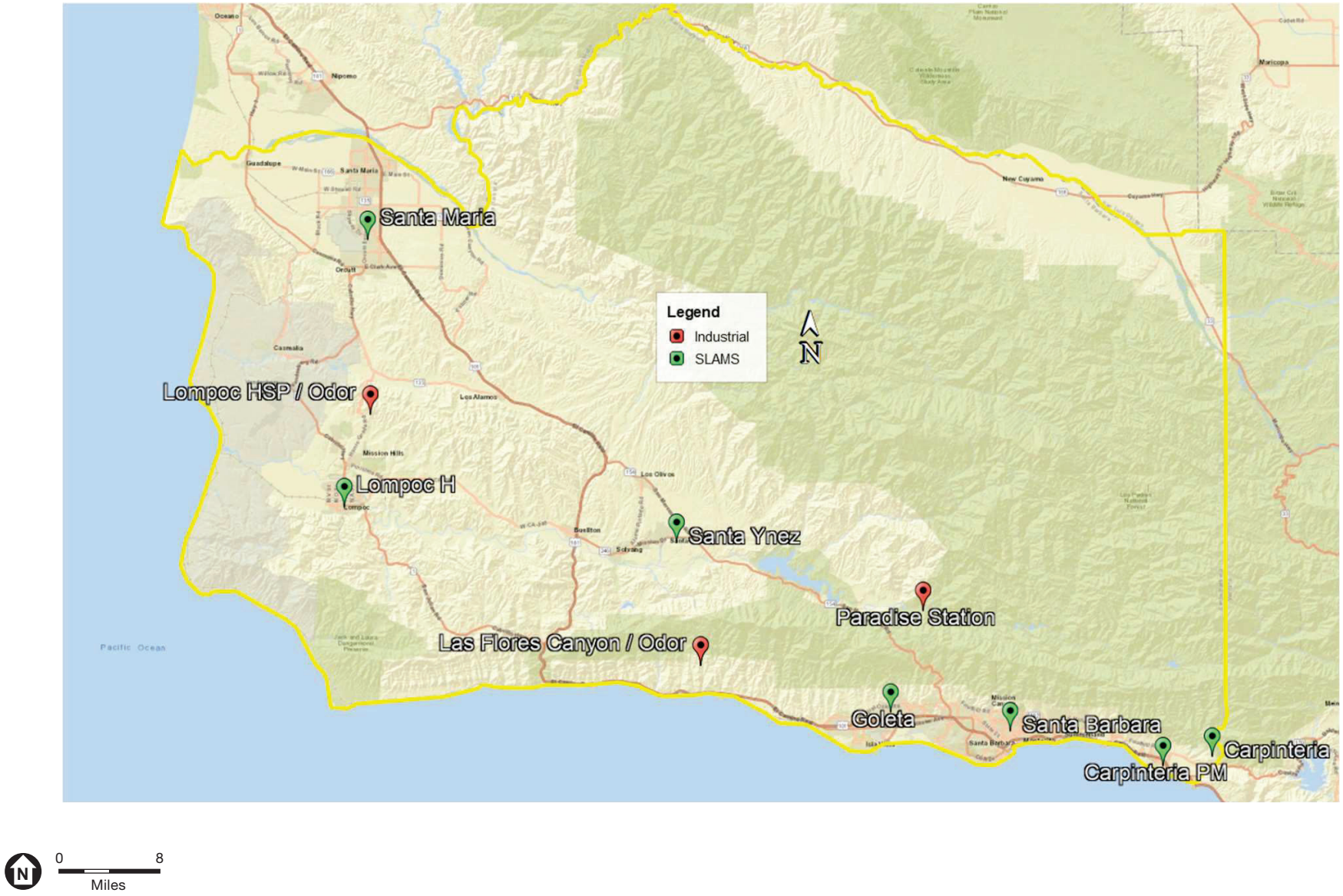
Stations (2022), shows the locations of all monitoring stations in Santa Barbara County that were in operation in 2022. **Table 3.2-1**, *Air Quality Monitoring Data*, presents air quality monitoring data for the monitoring stations representative of the Project's location within the SCCAB.

TABLE 3.2-1
AIR QUALITY MONITORING DATA

Pollutant and Standard	2021	2022	2023
Ozone (O_3) – Carpinteria Gobernador Road			
Maximum 1-hour concentration (ppm)	0.056	0.048	0.046
Number of days exceeded (State)	0	0	0
Maximum 8-hour concentration (ppm)	0.052	0.043	0.036
Number of days exceeded (State)	0	0	0
Number of days exceeded (Federal)	0	0	0
Particulate Matter (PM10) – Goleta Fairview			
Maximum 24-hour concentration (µg/m^3)	47.7	49.1	42.2
Number of days exceeded (State)	0	1.0	*
Number of days exceeded (Federal)	0	0	*
Particulate Matter (PM2.5) – Goleta Fairview			
Maximum 24-hour concentration (µg/m^3)	19.4	15.4	22.8
Number of days exceeded (Federal)	0	0	*
Nitrogen Dioxide (NO_2) – Carpinteria Gobernador Road			
Maximum 1-hour concentration (ppb)	11.0	16.0	10.0
Number of days exceeded (State)	0	0	0
Number of days exceeded (Federal)	0	0	0
Sulfur Dioxide (SO2) – University of California, Santa Barbara (UCSB) West Campus			
Maximum 1-hour concentration (ppm)	0.003	0.001	0.002
Number days exceeded: State	0	0	0
Number days exceeded: Federal	0	0	0

Note:
* = Insufficient data available

Source: CARB iADAM. 2025. https://www.arb.ca.gov/adam/index.html?_ga=2.163516092.1660088161.1752788220-515360552.1719006288. USEPA Outdoor Air Quality Data – Monitor Values Report. https://www.epa.gov/outdoor-air-quality-data/monitor-values-report. Accessed July 2025.



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SOURCE: Santa Barbara County Air Pollution Control District, 2022

Surfliner Inn Project

Figure 3.2-1
Santa Barbara County Air Quality Monitoring Stations (2022)

ESA

The SBCAPCD is required to monitor air pollutant levels to assure that the air quality standards are met and, if they are not, to develop strategies to meet these standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "nonattainment." Countywide historical data on the number of State 8-hour and State 1-hour ozone exceedances between 2001 and 2022 is provided in **Figure 3.2-2**, *Historical Santa Barbara County Ozone Exceedances (2001-2022)*, which shows fewer exceedances occurring over time. Figure 3.2-2 also depicts the estimated Countywide population. While the Countywide population exhibits an increasing trend of approximately 11 percent since 2001, ozone exceedances have been decreasing, indicating that Countywide population growth does not necessarily result in an increase in ozone exceedances. Countywide historical data on the number of State and Federal Particulate Matter (PM) exceedances between 2006 and 2022 is provided in **Figure 3.2-3**, *Historical Santa Barbara County Particulate Matter (PM) Exceedances (2006-2022)*, which shows that PM levels vary year-to-year, and the number of days that the County exceeds the air quality standards is influenced by natural events such as wildfires and droughts.

Santa Barbara County's air quality improved dramatically over the years as evidenced by the declining number of state 1-hour and 8-hour ozone exceedances. An exceedance is a measured concentration at a monitoring station that surpasses the standard. As displayed in Figure 3.2-2, 1-hour ozone exceedances have decreased from a high of 7 days in 2003 to zero days in 2022. The number of 8-hour ozone exceedance days ranged from a high of 42 days in 2003 to zero days in 2022.

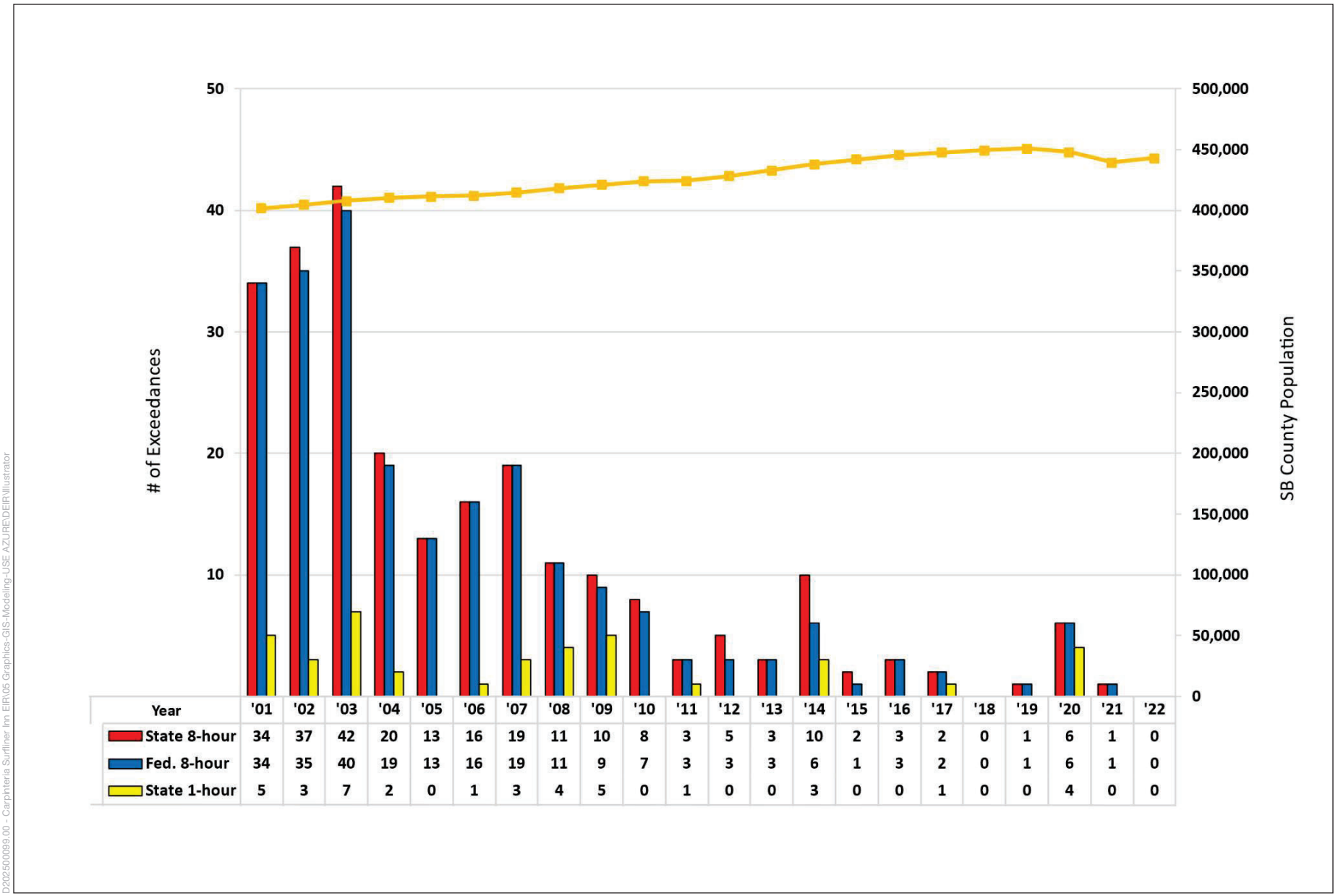
Air Quality Attainment Plan

The Federal Clean Air Act (FCAA) Amendments of 1990 set a schedule for the attainment of the National Ambient Air Quality Standards (NAAQS). States are required to prepare a State Implementation Plan to develop strategies to bring about attainment of the standards. In addition, the California Clean Air Act (CCAA) of 1988 requires areas that exceed the California Ambient Air Quality Standards (CAAQS) to plan for the eventual attainment of the State standards. Under both the 1990 Amendments to the FCAA and the 1988 CCAA, the level of Santa Barbara County's ozone originally resulted in the county being classified as a "moderate" non-attainment area. As discussed below, the Santa Barbara County has had air quality attainment plans to reduce ozone since 1991. The County recently enacted a plan for exceptional events for PM10 (particulate matter that is 10 microns or less in diameter). In summary, the County is currently classified as nonattainment-transitional[1] for the 1-hour and 8-hour ozone CAAQS and nonattainment for the PM10 CAAQS (SBCAPCD, 2024a). Santa Barbara County is in attainment for the other CAAQS and all NAAQS (SBCAPCD, 2024a).

2022 Ozone Plan

The 2022 Ozone Plan (2022 Plan) is the tenth triennial update to the initial state Air Quality Attainment Plan adopted by the SBCAPCD Board of Directors in 1991 (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, 2013, 2019, and 2019). Each of the plan updates have implemented an "every feasible measure" strategy to ensure continued progress toward attainment of the State ozone standards.

[1] The nonattainment transitional category is a subcategory of nonattainment. For ozone, the nonattainment-transitional requirements are specified in Health and Safety Code section 40925.5, which states that a nonattainment district (or entire portion of a district within an air basin) is designated as nonattainment-transitional for ozone if air quality data show three or fewer exceedances of the State standard at each site in the area during the most recent calendar year.



Year	'01	'02	'03	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
State 8-hour	34	37	42	20	13	16	19	11	10	8	3	5	3	10	2	3	2	0	1	6	1	0
Fed. 8-hour	34	35	40	19	13	16	19	11	9	7	3	3	3	6	1	3	2	0	1	6	1	0
State 1-hour	5	3	7	2	0	1	3	4	5	0	1	0	0	3	0	0	1	0	0	4	0	0

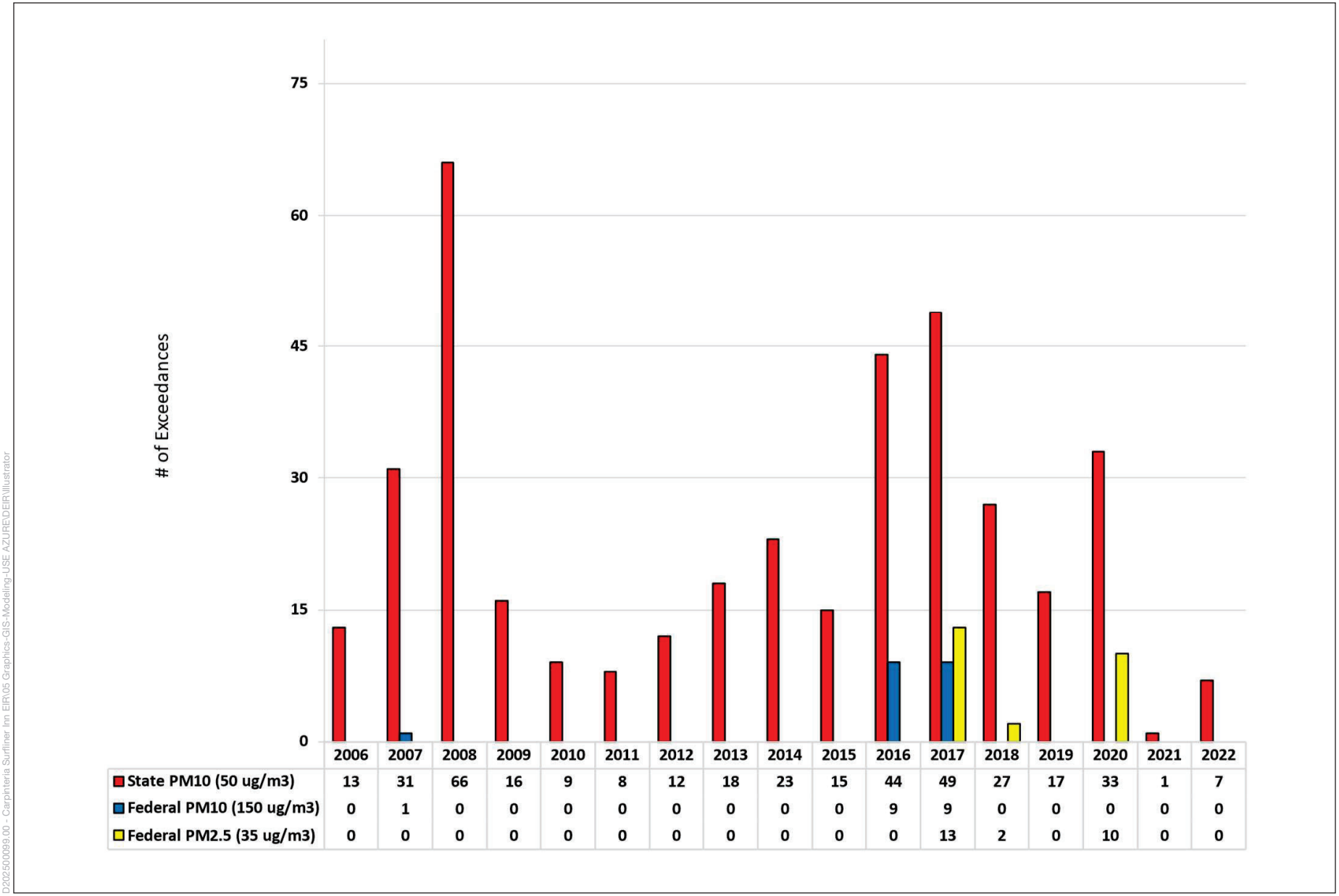
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SOURCE: Santa Barbara County Air Pollution Control District, 2022

Surfliner Inn Project

Figure 3.2-2
Historical Santa Barbara County Ozone Exceedances (2001-2021)

ESA



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
State PM10 (50 ug/m3)	13	31	66	16	9	8	12	18	23	15	44	49	27	17	33	1	7
Federal PM10 (150 ug/m3)	0	1	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0
Federal PM2.5 (35 ug/m3)	0	0	0	0	0	0	0	0	0	0	0	13	2	0	10	0	0

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SOURCE: Santa Barbara County Air Pollution Control District, 2022

Surfliner Inn Project

Figure 3.2-3
Historical Santa Barbara County Particular Matter (PM) Exceedances (2006-2021)

ESA

Since 1991, SBCAPCD has adopted or amended more than 30 control measures aimed at reducing emissions from stationary sources of air pollution (SBCAPCD, 2022a). These measures have substantially reduced ozone precursor pollutants, which includes nitrogen oxides (NOx) and reactive organic compounds (ROCs). In the past, the SBCAPCD has prepared air quality attainment plans that have addressed both the State and federal ozone standards. The 2022 Plan only addresses the State ozone standards because Santa Barbara County is designated attainment for the 8-hour ozone NAAQS of 0.070 parts per million (ppm), which was promulgated by the U.S. Environmental Protection Agency (USEPA) in December 2015. The federal attainment designation for Santa Barbara County was finalized in April 2018.

After decades of improved air quality conditions resulting from State and local air quality regulatory and compliance efforts, Santa Barbara County was designated as attainment for the State ozone standards in 2019. However, unpredictable weather patterns and air pollutant emission dispersion can lead to different pollutant concentration outcomes from one year to the next. The 2019 attainment designation was applicable for only a single year, and due to the ozone exceedances occurring in 2019, 2020, and 2021, Santa Barbara County is currently designated as nonattainment-transitional for ozone CAAQS (SBCAPCD, 2024a).

Exceptional Events Mitigation Plan

The Exceptional Events Mitigation Plan (SBCAPCD, 2024b) was developed for mitigation of PM impacts from exceptional events such as wildfires, high wind dust events, prescribed fires, stratospheric ozone intrusions, and firework demonstrations. Exceptional events are unusual or naturally occurring events that can affect air quality but are not reasonably controllable using techniques that State or local air agencies may implement in order to attain and maintain the NAAQS. Since these events cannot be reasonably controlled, the USEPA has adopted requirements and procedures to exclude air quality monitoring data affected by an exceptional event from regulatory determinations. However, to further verify that the public is being protected from exceptional events, the 2016 revisions to the federal Exceptional Events Rule requires states to develop mitigation plans for areas with historically documented or known recurring exceptional events. In April 2022, the USEPA identified additional areas subject to the mitigation plan requirements, specifically, a mitigation plan requirement is triggered if an initial notification is submitted for three or more exceptional events of the same type and pollutant within a three-year period. Based on this revision, Santa Barbara County was included as a designated area due to PM10 exceedances from wildfires.

This Exceptional Events Mitigation Plan was prepared to demonstrate SBCAPCD's practices to minimize public exposure to the impacts of PM10 during wildfires and other exceptional events. This Plan outlines the procedures the SBCAPCD will take to protect public health in cases where exceptional events increase PM10 concentrations in the region to a level where they exceed or are expected to exceed the 24-hour PM10 ambient air quality standard (AAQS). The Plan includes public notification and education programs, steps to identify, study and implement mitigation measures, and provisions for periodic review and evaluation (SBCAPCD, 2024b).

Source of Air Pollution

Air pollutant emissions in the SCCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles or wildfires.

Air Pollutants of Primary Concern

The FCAA and CCAA mandate the control and reduction of certain air pollutants. Under these laws, the USEPA and CARB have established the NAAQS and the CAAQS for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/ ROC,[2] NO_X, particulate matter with diameters of up to ten microns (PM10) and up to 2.5 microns (PM2.5), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROC and NO_X. Secondary pollutants include oxidants, ozone, sulfate and nitrate particulates (smog). The characteristics, sources and effects of criteria pollutants are discussed in the following subsections. The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants of primary concern.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_X and ROC. ROC are composed of non-methane hydrocarbons (with some specific exclusions), and NO_X is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and nitrogen dioxide. NO_X are formed during the combustion of fuels, while ROC are formed during combustion and evaporation of organic solvents. As a highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high ROC and NO_X levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional rather than local scale, ozone is considered a

[2] CARB defines VOC and ROC similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROC and VOC are considered comparable in terms of mass emissions, and the term ROC is used in this EIR.

regional pollutant. In addition, because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including changes in breathing patterns, reduction of breathing capacity, increased susceptibility to infections, inflammation of lung tissue, and some immunological changes (USEPA, 2024a). Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

CO is a localized pollutant that is found in high concentrations only near its source. The major source of CO, a colorless, odorless, poisonous gas, is the incomplete combustion of petroleum fuels by automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. The health effects of CO are related to its affinity for hemoglobin in the blood. CO causes a number of health problems, including aggravation of some heart diseases (e.g., angina), reduced ability to exercise, impaired mental function, and impaired fetal development (USEPA, 2023a). At high levels of exposure, CO tends to dissipate rapidly into the atmosphere; consequently, violations of the NAAQS and/or CAAQS for CO are generally associated with localized CO "hotspots" that can occur at major roadway intersections during heavy peak-hour traffic conditions.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion; the primary sources are motor vehicles and industrial boilers and furnaces. The principal form of NO_X produced by combustion is nitric oxide, but nitric oxide reacts rapidly to form nitrogen dioxide, creating the mixture of nitric oxide and nitrogen dioxide commonly called NO_X. Nitrogen dioxide is an acute irritant that can aggravate respiratory illnesses and symptoms, particularly in sensitive groups (USEPA, 2023b). A relationship between nitrogen dioxide and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility (CARB, 2024a). It can also contribute to the formation of PM10 and acid rain.

Sulfur Dioxide

Sulfur dioxide is included in a group of highly reactive gases known as "oxides of sulfur." The largest sources of sulfur dioxide emissions are from fossil fuel combustion at power plants and other industrial facilities. Smaller sources of sulfur dioxide emissions include industrial processes such as extracting metal from ore and the burning of fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Sulfur dioxide is linked to a number of adverse effects on the respiratory system, including aggravation of respiratory diseases, such as asthma and emphysema, and reduced lung function (USEPA, 2025a).

Particulate Matter

Suspended atmospheric PM10 and PM2.5 is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mist. Both PM10 and PM2.5 are directly emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. Particulate matter is also created

in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with PM10 and PM2.5 can be very different. PM10 is generally associated with dust mobilized by wind and vehicles while PM2.5 is generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. PM2.5 is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory and heart problems (CARB, 2024b). More than half of PM2.5 that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance. Suspended particulates can also reduce lung function, aggravate respiratory and cardiovascular diseases, increase mortality rates, and reduce lung function growth in children (CARB, 2024b).

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been vehicles, industrial sources, and lead-based paint in homes. USEPA's regulatory efforts to remove lead from gasoline has helped to reduce the amount of lead in air, drinking water, soil, consumer products, and food. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least in part as a result of national emissions standards for hazardous air pollutants (USEPA, 2014). As a result of phasing out leaded gasoline, metal processing currently is the primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. The health impacts of lead include behavioral problems, hearing disabilities, slowed growth, lower IQ, anemia and nervous system impairment in children (USEPA, 2024b).

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of PM2.5. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB, 2024c).

TACs are different than criteria pollutants because AAQS have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. CARB's Air Quality and Land Use Handbook*: A Community Health Perspective* recommends that local agencies avoid siting new, sensitive land uses within specific distances of potential sources of TACs, such as freeways and high-traffic roads, distribution centers, railroads and ports (CARB, 2005).

3.2.2 Regulatory Framework

Federal

The FCAA governs air quality in the United States and is administered by the USEPA at the federal level. Air quality in California is also governed by regulations under the CCAA, which is administered by CARB at the State level. At the regional and local levels, local air districts such as the SBCAPCD typically administer the federal and CCAA. As part of implementing the federal and CCAA, the USEPA and CARB have established AAQS for major pollutants at thresholds intended to protect public health. **Table 3.2-2**, *Current Federal and State Ambient Air Quality Standards*, summarizes the CAAQS and the NAAQS. The CAAQS are more restrictive than the NAAQS for several pollutants, including the one-hour standard for CO, the 24-hour standard for sulfur dioxide, and the 24-hour standard for PM10.

TABLE 3.2-2
CURRENT FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Primary Standards	California Standards
Ozone	1-Hour 8-Hour	- 0.070 ppm	0.09 ppm 0.070 ppm
Carbon Monoxide	8-Hour 1-Hour	9.0 ppm 35.0 ppm	9.0 ppm 20.0 ppm
Nitrogen Dioxide	Annual 1-Hour	0.053 ppm 0.100 ppm	0.30 ppm 0.18 ppm
Sulfur Dioxide	Annual 24-Hour 1-Hour	0.30 ppm 0.14 ppm 0.075 ppm	- 0.04 ppm 0.25 ppm
PM_{10}	Annual 24-Hour	- 150 ug/m^3	20 ug/m^3 50 ug/m^3
$PM_{2.5}$	Annual 24-Hour	9 ug/m^3 35 ug/m^3	12 ug/m^3 -
Lead	30-Day Average 3-Month Average	- 0.15 ug/m^3	1.5 ug/m^3 -
Visibility Reducing Particles	8-Hour	-	-
Sulfates	24-Hour	-	25 ug/m^3
Hydrogen Sulfide	1-Hour	-	0.03 ppm
Vinyl Chloride	24-Hour	-	0.01 ppm

Notes: ppm= parts per million, ug/m^3= micrograms per cubic meter

Source: CARB, 2024. California Ambient Air Quality Standards. https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed April 2025.

California is divided geographically into 15 air basins for managing the air resources of the State on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. Depending on whether the standards are met or exceeded, the local air basin is classified as in "attainment" or "nonattainment." Once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the FCAA. Areas that have been redesignated to attainment are called maintenance areas. Some areas are unclassified,

which means insufficient monitoring data are available; unclassified areas are considered to be in attainment. The Santa Barbara County portion of the SCCAB is classified as a nonattainment-transitional area for the State 1-hour and 8-hour ozone standards and a nonattainment area for the State PM10 standards. The other counties in the SCCAB are San Luis Obispo and Ventura. San Luis Obispo County is also classified as nonattainment for the 1-hour and 8-hour ozone CAAQS for Eastern San Luis Obispo County and the PM10 CAAQS (SLOCAPCD, 2025). Ventura County is also classified as nonattainment for the CAAQS for 1-hour and 8-hour ozone and PM10. Additionally, Ventura County is nonattainment for the NAAQS for 8-hour ozone (VCAPCD, 2024). The SCCAB is classified as in attainment (or unclassifiable/attainment) for all other CAAQS and NAAQS.

State

California Clean Air Act (California Health and Safety Code, Division 26)

The CCAA requires regions within the State of California to develop and implement strategies to attain the CAAQS. For some pollutants, the CAAQS are more stringent than the national standards. California also has separate standards for visibility-reducing particles, sulfates, H_2S, and vinyl chloride. The CCAA mandates achieving the health based CAAQS at the earliest practicable date.

California Air Resources Board On-Road and Off-Road Vehicle Rules

In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time. These actions are also supplemented by the AB 2588 Air Toxics "Hot Spots" program and SB 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan.

In 2008, CARB also approved the Truck and Bus regulation to reduce PM and NOX emissions from existing diesel vehicles operating in California (13 CCR, Section 2025). The requirements were amended to apply to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. For the largest trucks and buses in the fleet, those with a GVWR greater than 26,000 pounds, all must be equipped with diesel particulate filters from 2014 and onward and must have 2010 model year engines by January 1, 2023. For trucks and buses with a GVWR of 14,001 to 26,000 pounds, those with engine model years 14 to 20 years or older must be replaced with 2010 model year engines in accordance with the schedule specified in the regulation.

In 2020, CARB approved the Advanced Clean Trucks (ACT) regulation (13 CCR, Sections 1963–1963.5 and 2012–2012.3) to accelerate a large-scale transition to zero- and near-zero-emissions medium- and heavy-duty vehicles. The regulation requires manufacturers of medium- and heavy-duty vehicles to sell an increasing percentage of zero-emissions models from 2024 to 2035 with up to 55 percent of Classes 2b–3 trucks, 75 percent of Classes 4–8 trucks, and 40 percent of truck tractor sales. The regulation also includes reporting requirements to provide information that would be used to identify future strategies. The ACT is part of the statewide goal to considerably reduce NO_X and PM emissions in accordance with the NAAQS,

reduce greenhouse gas emissions by 40 percent, and reduce petroleum use by 50 percent by 2030. By transitioning to zero-emissions trucks, the State would move away from petroleum dependency and emit less air pollutants from heavy-duty mobile sources.

CARB's Heavy-Duty Engine and Vehicle Omnibus Regulation (Omnibus Regulation) was adopted on September 9, 2021, and became effective on December 22, 2021, to drastically cut smog-forming NO_X from conventional heavy-duty engines. The Omnibus Regulation will significantly increase the stringency of NO_X emissions standards and will also lengthen the useful life and emissions warranty of heavy-duty diesel engines for use in vehicles with a GVWR greater than 10,000 pounds. The more stringent NO_X emission standards begin with the 2024 model year engines and become more stringent with 2027 and subsequent model year engines (CARB, 2024d).

In addition to limiting exhaust from idling trucks, CARB's Portable Equipment Registration Program allows owners or operators of portable engines and associated equipment commonly used for construction to register their units under a statewide portable program that allows them to operate their equipment throughout California without having to obtain individual permits from local air districts.

CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449). Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with large fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (VDECS) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits (VDECS installation) be fully implemented by 2023 in all equipment for large and medium fleets and by 2028 for small fleets.

California Air Resources Board Air Quality and Land Use Handbook

CARB published the Air Quality and Land Use Handbook in 2005 to serve as a general guide for considering impacts to sensitive receptors from facilities that emit TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines, and (4) avoid siting sensitive receptors within 300 feet of a large gasoline

dispensing facility (3.6 million gallons per year or more) or 50 feet of a typical gasoline dispensing facility (less than 3.6 million gallons per year) (CARB, 2005).

In April 2017, CARB published a Technical Advisory supplement to the Air Quality and Land Use Handbook recognizing that infill developments as promoted by the State can place sensitive individuals in close proximity to high-volume roadways. The Technical Advisory provides planners and other stakeholders involved in land use planning and decision-making with information on scientifically based strategies to reduce exposure to traffic emissions near high-volume roadways. The strategies include those that reduce traffic emissions, such as vehicle speed reduction mechanisms, including roundabouts, traffic signal management, and speed limit reductions on high-speed roadways. Strategies also include those that increase the dispersion of traffic emissions, such as implementing designs that promote air flow and pollutant dispersion along street corridors (e.g., wider sidewalks, bicycle lanes, streets characterized by buildings of varying heights), solid barriers such as sound walls, and vegetation for pollutant dispersion. Other strategies include those that remove pollution from the air such as indoor high efficiency filtration. This Technical Advisory is not intended as guidance for any specific project, nor does it create any presumption regarding the feasibility of mitigation measures for purposes of compliance with CEQA (CARB, 2005).

Regional

Santa Barbara County Air Pollution Control District

The SBCAPCD has jurisdiction over air quality planning for all of Santa Barbara County within the SCCAB to meet the State and federal air standards. To meet these standards, the SBCAPCD has implemented air quality plans, discussed previously in Air Quality Attainment Plans. Additionally, the SBCAPCD has adopted rules to implement portions of the Air Quality Attainment Plans which may apply to the Project. The SBCAPCD also monitors air quality conditions in Santa Barbara County as discussed previously under Current Air Quality.

Environmental Guidance Document

The SBCAPCD acts as lead agency, responsible agency, or a concerned agency with jurisdiction by law over the air resources of Santa Barbara County under the CEQA. In this capacity, the SBCAPCD reviews environmental documents for the air quality impacts of land use projects. This SBCAPCD has developed a guidance document titled *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD, 2022b) which provides guidance for assessing and mitigating air quality and greenhouse gas impacts of development projects. This document discusses the required elements of the different CEQA documents and provides significance thresholds, see Section 3.2.3, below. Additionally, it discusses measures to reduce PM10 emissions that are required of all construction projects involving earthmoving activities. These measures are:

- 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 SBCAPCD'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.

Rules and Regulation

Rules and regulations that are most relevant to the Project include the following:

Regulation III – Prohibitions: This regulation sets forth restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules that apply to the Project:

***Rule 201 Permits Required*:** The rule specifies the permits required for construction or operation of equipment that emits air contaminants.

***Rule 302 - Visible Emissions*:** The rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.

***Rule 303 – Nuisance*:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material in violation of Section 41700 of the Health and Safety Code which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or

safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 305 – Particulate Matter Concentrations – Southern Zone: This rule states that a person shall not discharge into the atmosphere from any source, particulate matter in excess of the concentration shown in Table 305(a). Where the volume discharged falls between figures listed in the table, the exact concentration permitted to be discharged shall be determined by linear interpolation. The provisions of this Rule shall not apply to emissions resulting from the combustion of liquid or gaseous fuels in steam generators or gas turbines.

Rule 305 – Particulate Matter Emission Weight Rate – Southern Zone: This rules specifies that any person shall not discharge into the atmosphere from any source, solid particulate matter in excess of the rate shown in Table 307(a). The rules further specifies that a "Solid Particulate Matter" includes any material which would become solid particulate matter if cooled to standard conditions.

Rule 319 – Asphalt Air Blowing Southern Zone**:** A person shall not operate or use any article, machine, equipment or other contrivance for the air blowing of asphalt unless all gases, vapors and gas-entrained effluents from such an article, machine, equipment or other contrivance are:

A. Incinerated at temperatures of not less than 1400°F for a period of not less than 0.3 seconds; or

B. Processed in a manner determined by the Control Officer to be equally, or more, effective for the purpose of air pollution control than A. above, and considered Best Available Control Technology.

Rule 323 and 323.1 – Architectural Coatings**:** The rules require manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC/ROC emissions from the use of these coatings, primarily by placing limits on the VOC/ROC content of various coating categories.

Rule 329 – ***Cutback and Emulsified Asphalt Paving Materials*****:** This rule applies to manufacturers, distributors, and end users of cutback and emulsified asphalt materials for paving, construction and maintenance of streets, highways, parking lots, and driveways. It limits the amount of ROC and requires recordkeeping, testing, and compliance.

Rule 333 – Control of Emissions from Reciprocating Internal Combustion Engines**:** This rule applies to any engine with a rated brake horsepower of 50 or greater except for those engines exempted in the rule. This rule sets emissions limits for NO_X, ROC, and CO for owners and operators and requires that engines be inspected and maintained.

Rule 342 – Boilers, Steam Generators, and Process Heaters (5 MMBtu/hr and greater): This rule sets emission limits for any boiler, steam generator, or process heater with a rated heat input capacity greater than or equal to 5 million British thermal units per hour.

Rule 345 – Control of Fugitive Dust from Construction and Demolition Activities**:** This rule applies to any activity associated with construction or demolition of a structure or structures. Activities subject to this regulation are also subject to Rule 302 (Visible Emissions) and Rule 303 (Nuisance). This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 345 restricts visible fugitive dust to the project property line and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the dust prevention techniques (identified within the rule). Visible roadway dust shall be minimized

by utilizing the measures in the rule. Furthermore, the rule also states the work practice standards that shall be followed during structure demolition to prevent visible emissions.

***Rule 353 – Adhesives and Sealants*:** This rule applies to any person who supplies, sells, offers for sale, distributes, manufactures, solicits the application of, or uses any adhesive product, sealant product, or associated solvent for use within the SBCAPCD. This rule sets emissions limits for ROC from adhesives and sealants.

Rule 360 – Boilers, Steam Generators, and Process Heaters (0.075 – 2 MMBtu/hr): This rule sets emission limits and is applicable to any person who supplies, sells, offers for sale, installs, modifies, or solicits the installation or modification of any boiler, water heater, steam generator or process heater for use within the District with a rated heat input capacity greater than or equal to 75,000 British thermal units per hour up to and including 2,000,000 British thermal units per hour.

Rule 361 – Boilers, Steam Generators, and Process Heaters (Between 2-5 MMBtu/hr): This rule sets emission limits any boiler, steam generator, or process heater with a rated heat input capacity greater than 2 million British thermal units per hour and less than 5 million British thermal units per hour.

Local

Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The current GP/CLUP does not have an Air Quality Element. However, there are relevant goals to air quality in the Open Space, Recreation & Conservation Element and the Community Design Element, which are presented below.

Open Space, Recreation, and Conservation Element

Policy OSC-11a. Carefully review development that will significantly impact air quality.

Policy OSC-11b. Promote the reduction of mobile source emissions related to vehicular traffic (e.g. promote alternative transportation, vanshare, buses).

Policy OSC-11c. Promote use of solar heating and energy efficient building design to reduce stationary source emissions.

Policy OSC-11d. Encourage the improvement of air quality in the Carpinteria Valley by implementing measures in the South Coast Air Quality Attainment Plan. For air quality enhancement, measures will include but not be limited to, measures to reduce dependence on the automobile and encourage the use of alternative modes of transportation such as buses, bicycles and walking.

Community Design Element

Policy CDS6-f. To ensure the efficient utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to exceed the minimum energy requirements of the city's Uniform Codes.

1. Building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling;

2. Landscaping shall be designed to maximize the use of native drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter;
3. Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat;
4. Design of parking facilities shall take into consideration the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.
5. Alternatively fueled vehicles are to be used in construction and as fleet vehicles, if feasible and available.

3.2.3 Thresholds of Significance

CEQA Appendix G Significance Thresholds

The State of California has developed guidelines to address the significance of air quality impacts based on Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.), which provides guidance that a project would have a significant environmental impact if it would: Conflict with or obstruct implementation of the applicable air quality plan?

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- Expose sensitive receptors to substantial pollutant concentrations?
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Additionally, this analysis follows the guidance and methodologies recommended in the CEQA Appendix G thresholds, SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD, 2022b).

SBCAPCD Significance Thresholds

The SBCAPCD has prepared criteria and thresholds for determining significance under CEQA. According to the SBCAPCD's Scope and Content of Air Quality Sections in Environmental Documents (SBCAPCD, 2022b), a project would have a significant air quality effect on the environment if operation of the project would:

- Emit (from all project sources, both stationary and mobile) more than the daily trigger for offsets or air quality impact analysis set in the SBCAPCD New Source Review Rule[3], for any pollutant (i.e., 240 pounds per day for ROC or NOx; and 80 pounds per day for PM10);
- Emit 25 pounds per day or more of NOX or ROC from motor vehicle trips only;
- Cause or contribute to a violation of any California or NAAQS (except ozone);

[3] The SBCAPCD New Source Review Rule as it existed at the time the SBCAPCD Environmental Review Guidelines were adopted in October 1995 (SBCAPCD 2022b).

- Exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board for non-cancer risk; and
- Be inconsistent with the latest adopted federal and state air quality plans for Santa Barbara County.

As stated in the SBCAPCD's Scope and Content of Air Quality Sections in Environmental Documents, the SBCAPCD does not currently have quantitative thresholds of significance in place for short-term or construction emissions; however, the SBCAPCD uses 25 tons per year for ROC or NO_X as a guideline for determining the significance of construction impacts (SBCAPCD, 2022b).

Due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards (SBCAPCD, 2022b). The most stringent AAQS for CO is the CAAQS at 20 parts per million (ppm) for the 1-hour standard and 9.0 ppm for the 8-hour standard. The Las Flores Canyon monitoring station, located in Capitan, is the closest monitoring station to the Project Site where CO concentrations are measured. The Las Flores Canyon station reported 1-hour concentrations in ppm of 0.6, 0.9, and 4.5 and 8-hour concentrations of 0.5, 0.6, and 1.4 during the 2019–2021 monitoring period, which is the most recent CO data available for the Las Flores Canyon station (USEPA, 2024c). As such, CO "hot spots" analyses are not required anymore (SBCAPCD, 2022b). In addition, a significant citywide project-specific air quality impact may also constitute a considerable contribution to a cumulative impact to the regional air basin.

3.2.4 Methodology

Construction Emissions

Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. Construction-related activities from the Project would generate temporary criteria pollutant emissions, primarily due to the use of construction equipment and the generation of vehicle and truck trips.

As described in **Appendix B**, of this EIR, emissions from the construction phase of the Project were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1 (CAPCOA, 2025). For the purposes of modeling, it was assumed that construction of the Project would commence in June 2025[4] and would last approximately 14 months, ending in July 2026. The analysis contained herein is based on the following subset area schedule assumptions (duration of phases is approximate):

- Demolition – 2 weeks (September 2, 2025 – September 12, 2025)
- Site Preparation – 1 week (June 2, 2025 – June 6, 2025)

[4] The modeling analysis assumes a construction start date of June 2025. While this date has passed, assuming an earlier start date for construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Therefore, the use of a June 2025 start date for modeling purposes does not render the analysis inadequate for the purposes of disclosure of environmental impacts under CEQA.

- Grading – 1 week (June 9, 2025 – June 13, 2025)
- City Parking Lot #4 Construction – 1 month (June 23, 2025 – July 18, 2025)
- Hotel Construction – 10 months (September 29, 2025 – July 31, 2026)
- City Parking Lot #4 Paving – 1 week (July 21, 2025 – July 25, 2025)
- Architectural Coating – 2 weeks (February 2, 2026 – February 13, 2026)

The estimated construction duration was provided by the applicant; refer to **Appendix B**, of this EIR, for detailed construction equipment, construction truck trips, and modeling assumptions. The analysis assumed that heavy construction equipment would be operating 5 days per week (22 days per month) during the Project's construction. Construction worker and vendor trips were based on CalEEMod default assumptions and rounded up to the nearest whole number to account for whole round trips.

During demolition, the Project would remove the existing pavement onsite which is estimated to be approximately 870 tons. During the grading phase, there would be approximately 800 cubic yards of export. It is anticipated that earth movement would be primarily, if not completely, accomplished using off-road equipment (e.g., scrapers and excavators). The CalEEMod default equipment type, quantity, and daily usage was utilized during construction. The Project would utilize off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 Final off-road emissions standards or equivalent for equipment rated at 50 horsepower (hp) or greater where available within the Air Basin. Such equipment shall be outfitted with BACT which means a CARB certified Level 3 Diesel Particulate Filter or equivalent. A copy of each unit's certified tier specification, BACT documentation, and CARB or SBCAPCD operating permit at the time of mobilization of each applicable unit of equipment shall be provided. All equipment less than 50 hp would be electric or use alternative fuels (non-diesel).

The Project would be required to comply with SBCAPCD Rule 345 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day, with additional watering depending on weather conditions. During construction, the Project would exclusively use architectural coatings that contain zero ROCs, as defined by the SBCAPCD Rule 323.1 – Architectural Coatings. All coatings applied shall be certified by the manufacturer as zero-ROC (i.e., 0 g/L ROC content, excluding exempt compounds), and product data sheets shall be retained on-site and made available to SBCAPCD or lead agency inspectors upon request during the construction period..

Health Risk Assessment

A construction health risk assessment (HRA) was performed to evaluate potential health risk associated with construction of the Project. The following discussion summarizes the dispersion modeling and HRA methodology; refer to **Appendix B**, of this EIR, for detailed for supporting construction HRA documentation and detailed assumptions such as emission source and receptor descriptions, release parameters and source release characterizations.

For risk assessment purposes, PM10 in diesel exhaust is considered DPM, originating mainly from off-road equipment operating at a defined location for a given length of time at a given distance from

sensitive receptors. Less-intensive, more-dispersed emissions result from on-road vehicle exhaust (e.g., heavy-duty diesel trucks). For the construction HRA, the CalEEMod scenario for the Project was adjusted to reduce diesel truck one-way trip distances to 0.25 miles to estimate emissions from truck pass-by at proximate receptors (SJVAPCD, 2018).

The air dispersion modeling methodology was based on the generally accepted modeling practices of SBCAPCD (SBCAPCD, 2025). Air dispersion modeling was performed using the USEPA's American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 24142 with the Lakes Environmental Software implementation/user interface, AERMOD View Version 13.0.0. The HRA followed the Office of Environmental Health Hazard Assessment 2015 guidelines (OEHHA, 2015) to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling Included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SBCAPCD and USEPA guidance and identified as representative of the Project Site activities.

AERMOD was run with all sources emitting unitized emissions (1 gram per second) to obtain the input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the noncancerous chronic health indices. There is no reference exposure level for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. For the construction HRA, the TAC exposure period was assumed to be from third trimester of pregnancy for 14 months for all receptor locations (i.e., the assumed duration of Project construction. The exposure pathway for DPM is inhalation only.

SBCAPCD has also established noncarcinogenic risk parameters for use in HRAs since some TACs increase noncancerous health risk due to long-term (chronic) exposures and some TACs increase noncancerous health risk due to short-term (acute) exposures. Chronic exposure is evaluated in the construction HRA. Noncarcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or reference exposure level, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than 1.0 means that adverse health effects are not expected.

Operational Emissions

Project operational emissions were estimated to forecast the daily regional criteria pollutant emissions from on-site area and stationary sources, and off-site mobile emissions that would occur during long-term Project operations. Emissions from the operational phase of the Project were estimated using CalEEMod. Operational year 2026 was assumed as it would be the first full year following completion of proposed construction; refer to **Appendix B**, of this EIR, for detailed modeling assumptions.

Area Sources Emissions

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with electricity and natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA, 2025). Consumer product ROC emissions for the building is estimated in CalEEMod based on the floor area of building and on the default factor of pounds of ROC per building square foot per day. Consumer products associated with the parking lot and other asphalt surfaces include degreasers, which were estimated based on the square footage of the parking lot and the default factor of pounds of ROC per square foot per day. The CalEEMod default values for consumer products were assumed.

ROC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers used during building maintenance. CalEEMod calculates the ROC evaporative emissions from the application of surface coatings based on the ROC emission factor, building square footage, assumed fraction of surface area, and reapplication rate. The ROC emissions factor is based on the ROC content of the surface coatings, and SBCAPCD's Rule 323.1 (Architectural Coatings) governs the ROC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROC emissions from the use of these coatings, primarily by placing limits on the ROC content of various coating categories (SBCAPCD, 2014). The Project would use architectural coatings that would not exceed 50 grams per liter for interior applications and 100 grams per liter for exterior applications consistent with SBCAPCD Rule 323.1. The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA, 2025).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day), as well as number of summer days (when landscape maintenance would generally be performed, 180 days) and winter days. In accordance with the County 2030 Climate Action Plan Measure TR-3, all landscaping equipment will be electric.

Energy Source Emissions

As represented in CalEEMod, energy sources include emissions associated with natural gas usage (non-hearth). The Project would not include natural gas service, only electricity will be used, and therefore, air quality emissions from energy sources are not expected. Greenhouse gas emissions associated with Project annual electricity emissions are analyzed in Section 3.7, G*reenhouse Gas Emissions,* of this EIR. Refer to **Appendix B**, of this EIR, for detailed modeling assumptions.

Mobile Source Emissions

Following the completion of construction activities, the Project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the employees, residents, and visitors of the Project. CalEEMod default data, including trip characteristics, trip lengths, and emissions factors, were used for the model inputs. Trip rates for the Project were based on the Transportation Impact Assessment (ATE, 2024). Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use, as modeled within the CalEEMod. Emission factors representing the vehicle mix and emissions for 2026 were used to estimate emissions associated with vehicular sources.

3.2.5 Impact Analysis

Impact 3.2-1: Conflict with or obstruct implementation of the applicable air quality plan?

Project Impact Analysis

A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable SBCAPCD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Zoning changes, specific plans, general plan amendments, and similar land use plan changes that do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to comply with the applicable air quality plan (SBCAPCD, 2022b).

Consistency with land use and population forecasts in local and regional plans, including the Clean Air Plan, is required under CEQA for all projects. SBCAPCD further describes consistency with the Clean Air Plan for projects subject to these guidelines, which means that direct and indirect emissions associated with the project are accounted for in the Clean Air Plan's emissions growth assumptions, and the project would be consistent with policies adopted in the Clean Air Plan. The 2022 Ozone Plan was adopted by the District Board on December 15, 2022, and is the most recent applicable air quality plan. The 2022 Ozone Plan is the 3-year update required by the State to show how the SBCAPCD plans to meet the State 1-hour and 8-hour O_3 standard (SBCAPCD, 2022a). In February 2021, the CARB designated Santa Barbara County as nonattainment for the State 8-hour O_3 standards. In February 2022, CARB took action at a public hearing to change Santa Barbara County's designation from "unclassified" to "attainment" for the State PM2.5 standard, based on data measured in the County for the 3-year period from 2018 to 2020. The designation change became effective on October 10, 2022, when the California Office of Administrative Law reviewed and approved the CARB rulemaking action. The SCCAB remains nonattainment for the State annual and 24-hour PM10 standard.

The Ozone Plan relies primarily on the land use and population projections provided by the Santa Barbara County Association of Governments and CARB on-road emissions forecast as a basis for vehicle emission forecasting. The Project Site at 499 Linden Avenue is approximately 1.15 acres in size and is zoned Commercial Planned Development District with a GP/CLUP land use designation of General Commercial. The Project Site at 399 Linden Avenue is approximately 1.27 acres in size and is zoned Recreation and a GP/CLUP land use designation of Open Space/Recreation. The Project is considered a

permitted use under the City's Municipal Code Section 14.20.030 and is subject to development plan approval. Therefore, the Project would be consistent with the underlying zoning for the Project Site.

The Project would also be consistent with the applicable air quality policies within the general plan, including OSC-11b, OSC-11c, OSC-11d, and CDS6-f. Policies OSC-11b and OSC-11d which aim to promote a reduction of mobile source emissions related to vehicular traffic. The Project's location is next to a major rail station (i.e., Carpinteria Amtrak Station) along with providing bicycle and electric vehicle parking supports this policy. The Project is also located near amenities encouraging the use of non-vehicular related travel. Policy OSC-11c aims to promote the use of solar heating and energy efficient building design. The Project would be all-electric and include solar photovoltaic energy production onsite thereby supporting this policy. Policy CDS6-f aims to incorporate energy efficient measures into project designs. The Project would include the use of drought tolerant landscaping, be all-electric, include solar photovoltaic panels, and use zero-carbon electricity when solar is not available. Therefore, the Project would be consistent with this policy.

The Project would not conflict with or propose to substantially change existing land use or applicable land use policies as designated in the City's General Plan policies; therefore, the Project was included in the 2022 Ozone Plan. Similarly, the Project does not have any growth inducing features. As such, the Project would not conflict with the applicable air quality plan. Therefore, this impact would be **less than significant (Class III)**.

Cumulative Impact Analysis

As discussed above, the Project would not conflict with or interfere with the 2022 Plan or the SBCAPCD's ability to meet the CAAQS and the relevant City's General Plan policies. All cumulative projects would be required to go through consistency review with CARB and/or the USEPA mandated mobile source emissions regulations related to on-road vehicle emissions standards, and off-road equipment fleet standards, as well as the City's relevant General Plan policies prior to approval. All cumulative projects would also be required to comply with SBCAPCD's rules and measures to reduce PM10 during any earthmoving activities. Thus, the Project along with cumulative projects would not interfere with the ability of the SBCAPCD's ability to meet the CAAQS for ozone and would meet relevant City's General Plan policies related to air quality. The cumulative impact would be **less than significant (Class III)**.

Because future development of the Project as well as cumulative projects would result in less than significant impacts, the implementation of the Project would result in less than cumulatively considerable impacts to the applicable air quality plan.

Impact 3.2-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Project Impact Analysis

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SBCAPCD develops and implements plans for future attainment of AAQS. Based on these considerations, project-level thresholds of significance for criteria pollutants are

relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and ROC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

The CalEEMod Version 2022.1.1.29 was used to estimate emissions from construction of the Project. Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of ROCs, NOx, CO, PM10, and PM2.5. PM10 and PM2.5 emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. The Project would be required to comply with SBCAPCD Rule 345 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day, with additional watering depending on weather conditions. **Table 3.2-3**, *Estimated Annual Construction Criteria Air Pollutant Emissions (Tons per Year)*, presents the estimated annual emissions generated during construction of the Project. Detailed emission calculations are provided in **Appendix B**, of this EIR.

TABLE 3.2-3
ESTIMATED ANNUAL CONSTRUCTION CRITERIA AIR POLLUTANT EMISSIONS (TONS PER YEAR)[a,b]

Year	ROC	NO_X	CO	SO_X	PM10	PM2.5
2025	0.01	0.07	0.51	<0.01	0.03	0.01
2026	0.02	0.07	0.67	<0.01	0.01	<0.01
Maximum Annual Emissions	**0.02**	**0.07**	**0.67**	**<0.01**	**0.03**	**0.01**
SBCAPCD Thresholds	25	25	--	--	--	--
Significant Impact?	No	No	No	No	No	No

Notes:

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **Appendix B**, of this EIR.
b. As mentioned in PDF-AIR-1, the Project's heavy-duty diesel-powered construction equipment greater than 50 hp would be equipped with CARB-certified Tier 4 Final or better diesel engines and equipment less than 50 hp would be electric or use alternative fuels (non-diesel). Additionally, PDF-AIR-2 ensures that the Project would use zero-ROC architectural coatings during construction. These assumptions are reflected in the modeled criteria pollutants shown within this table.

-- No significance threshold

Source: Dudek 2025. Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project (**Appendix B**, of this EIR).

As shown in Table 3.2-3, the Project's construction would not exceed the SBCAPCD's thresholds. Therefore, construction impacts associated with criteria air pollutant emissions would be **less than significant (Class III)**.

Operational Emissions

Maximum daily criteria pollutant emission were calculated for mobile, area, and energy sources for the operation of the Project after construction would be completed. Emissions were calculated with the methodology described above in Section 3.2.4, *Methodology*. The results of the regional criteria pollutant emission calculations for ROC, NO_X, CO, SO_X (sulfur oxides), PM10, and PM2.5 for the Project are presented in **Table 3.2-4**, *Estimated Maximum Daily Operational Criteria Air Pollutant Emissions*, below.

TABLE 3.2-4
ESTIMATED MAXIMUM DAILY OPERATIONAL CRITERIA AIR POLLUTANT EMISSIONS
(POUNDS PER DAY)[a,b]

Year	ROC	NO_X	CO	SO_X	PM10	PM2.5
Area	0.84	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	2.05	2.02	15.46	0.03	3.20	0.83
Maximum Annual Emissions	**2.89**	**2.02**	**15.46**	**0.03**	**3.20**	**0.83**
SBCAPCD Vehicle Source Threshold	25	25	--	--	--	--
SBCAPCD Vehicle + Area Source Threshold	240	240	--	--	80	--
Thresholds Exceeded?	No	No	No	No	No	No

Notes:

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **Appendix B**, of this EIR.
b. Emissions represent maximum of summer and winter. "Summer" emissions are representative of the conditions that may occur during the O_3 season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).
-- No significance threshold

Source: Dudek 2025. Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project (**Appendix B**, of this EIR).

As shown in Table 3.2-4, the Project would not exceed any of the SBCAPCD operational criteria pollutant emissions thresholds. Therefore, the Project would have a **less than significant impact (Class III)** during operation.

Cumulative Impact Analysis

In considering cumulative impacts from the Project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCCAB is designated as nonattainment for the CAAQS and NAAQS. If a project's emissions would exceed SBCAPCD's significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCCAB. If a project does not exceed thresholds and is determined to have less than significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. The basis for analyzing a project's cumulatively considerable contribution is if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact) and consistency with SBCAPCD's 2022 Ozone Plan, which addresses cumulative emissions in the SCCAB.

The SCCAB has been designated as a State nonattainment area for O_3 and PM10. The nonattainment status is the result of CARBs review of monitoring station data from 2018 to 2020. Construction of the

Project would generate ROC and NOx emissions (which are precursors to O_3). As indicated in Table 3.2-3, Project-generated construction emissions would not exceed the City's emission-based significance thresholds for ROC, NOx, CO, SO_2, PM10, or PM2.5. The Project would also not exceed the SBCAPCD criteria air pollutant emissions during operations. All cumulative projects would also be required to meet the SBCAPCD's significance thresholds or provide feasible mitigation measures to reduce emissions. Thus, the Project along with cumulative projects would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State AAQS. The cumulative impact would be **less than significant (Class III)**.

Based on the previous considerations, the Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and cumulative impacts would be **less than significant (Class III)**.

Impact 3.2-3: Expose sensitive receptors to substantial pollutant concentrations?

Project Impact Analysis

Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute (immediate) and/or chronic (cumulative) non-cancer health effects. A toxic substance released into the air is considered a TAC. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Noncarcinogenic effects typically affect one or more target organ system and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere.

As discussed in Section 3.2.4, *Methodology*, a construction HRA was performed to estimate the Maximum Individual Cancer Risk and the Chronic Hazard Index for proximate sensitive receptors as a result of Project construction. Results of the construction HRA are presented in **Table 3.2-5**, *Construction Health Risk Assessment Results*.

TABLE 3.2-5
CONSTRUCTION HEALTH RISK ASSESSMENT RESULTS

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk - PMI	Per Million	19.0	NA	NA
Chronic Hazard Index - PMI	Index Value	0.02	NA	NA
Maximum Individual Cancer Risk - Residential	Per Million	8.6	10	Less Than Significant
Chronic Hazard Index - Residential	Index Value	0.01	1.0	Less Than Significant
Maximum Individual Cancer Risk - Worker	Per Million	0.3	10	Less Than Significant
Chronic Hazard Index - Worker	Index Value	0.01	1.0	Less Than Significant

Notes: PMI = point of maximum impact within the Project Area. Although the PMI represents the highest concentration of exposure, the PMI is in a non-sensitive location and therefore would not have any CEQA significant thresholds and would not be an impact. Refer to **Appendix B**, of this EIR**,** for additional information.

NA = not applicable

Source: Dudek 2025. Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project (**Appendix B,** of this EIR).

As shown in Table 3.2-5, Project's construction activities would result in a Residential Maximum Individual Cancer Risk of 8.6 in 1 million and worker cancer risk of 0.3 in 1 million, which is less than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index and Worker Chronic Hazard Index of 0.01, which is below the 1.0 significance threshold. The Project's construction TAC health risk impacts would be **less than significant (Class III)**.

During operation, the Project would not emit TACs in substantial quantities as the operational emissions would not be generated from stationary sources normally associated with substantial TAC emissions, such as industrial processes or industrial-sized boilers or generators. Emissions would consist of area source emissions from consumer products and from employees/visitors commuting, and the majority of those emissions would occur off site distributed along regional roadways. The Project would include minimal delivery and/or maintenance truck trips. As such, impacts would be **less than significant (Class III)**.

Carbon Monoxide

Mobile-source impacts occur on two basic scales of motion. Regionally, Project-related travel would add to regional trip generation and increase the vehile miles traveled within the local airshed and the SCCAB. Locally, Project-related traffic would be added to the City's roadway system. If such traffic occurs during periods of poor atmospheric ventilation, consists of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and operates on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCCAB is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. Due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with the Project traffic alone are not expected to exceed the CO health-related air quality standards. Furthermore, the Project does not include drive-through facilities where a large number of vehicles idle. Therefore, CO hotspot analyses are not required anymore (SBCAPCD, 2022b). Therefore, a CO hotspot analysis is not needed and the Project would have a **less than significant impact (Class III)**.

Health Impacts of Other Criteria Air Pollutants

Construction and operation of the Project would not result in emissions that exceed the SBCAPCD's emission thresholds for any criteria air pollutants. Regarding ROCs, some ROCs are associated with motor vehicles and construction equipment, while others are associated with architectural coatings, the emissions of which would not result in the exceedances of the SBCAPCD's thresholds. Generally, the ROCs in architectural coatings are of relatively low toxicity. Additionally, SBCAPCD Rule 323.1 restricts the ROC content of coatings for both construction and operational applications. The Project would utilize zero-ROC architectural coatings during construction, as described in PDF-AIR-2.

In addition, ROCs and NO_X are precursors to O_3, for which the SCCAB is designated as attainment with respect to the NAAQS and nonattainment for the CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of ROCs and NO_X to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the ROC emissions would occur, because exceedances of the O_3 AAQS tend to occur between April and October when solar radiation is highest.

Regarding NO_2, according to the construction emissions analysis, construction of the Project would not contribute to exceedances of the NAAQS and CAAQS for NO_2. Health impacts from exposure to NO_2, which is formed in the atmosphere from NO_X emissions and sunlight, are associated with respiratory irritation, which may be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, these operations would be relatively short term. Additionally, off-road construction equipment would operate at various portions of the site and would not be concentrated in one portion of the site at any one time. Construction of the Project would not require any stationary emission sources that would create substantial, localized NO_2 impacts. Therefore, health impacts would be considered **less than significant (Class III)**.

The ROC and NO_X emissions, as described previously, would minimally contribute to regional O_3 concentrations and its associated health effects. In addition to O_3, NO_X emissions would not contribute to potential exceedances of the NAAQS and CAAQS for NO_2. Thus, it is not expected that the Project's operational NO_X emissions would result in exceedances of the NO_2 standards or contribute to the associated health effects. CO tends to be a localized impact associated with congested roadway intersections. The potential for CO hotspots would be less than significant as discussed previously. Thus, the Project's CO emissions would not contribute to significant health effects associated with this pollutant. Likewise, PM10 and PM2.5 would not contribute to potential exceedances of the NAAQS and CAAQS for particulate matter, would not obstruct the SCCAB from coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates.

Based on the preceding considerations, health impacts associated with criteria air pollutants would be **less than significant (Class III)**.

Cumulative Impact Analysis

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the Project Site are

currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be speculative.[5] However, cumulative projects would be subject to CEQA and would each require an quality analysis and, where necessary, mitigation if a project would exceed SBCAPCD's significance thresholds. Criteria air pollutant emissions associated with construction activity of future proposed projects would be reduced through implementation of control measures required by SBCAPCD. Cumulative PM10 and PM2.5 emissions would be reduced because all future projects would be subject to SBCAPCD Rule 345, which sets forth general and specific requirements for all construction sites in the SBCAPCD. Furthermore, cumulative projects would be required to do TAC and CO Hotspot analysis compliant of CEQA guidance and thresholds prior to approval. Therefore, cumulative impacts would be **less than significant (Class III)**.

Because future development of the Project as well as cumulative projects would result in less than significant impacts, the implementation of the Project would result in less than cumulatively considerable health impacts associated with criteria air pollutants. **A less than significant impact would occur (Class III).**

Impact 3.2-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project Impact Analysis

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints. The Project would be subject to compliance with SBCAPCD's Rule 303, *Nuisance*, which limits emissions of air contaminants such that it would cause injury, detriment, nuisance, annoyance, or endanger the health or safety of any person or the public, or which cause injury or damage to business or property.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the Project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. Such odors would disperse rapidly from the Project Site and generally occur at magnitudes that would not affect substantial numbers of people. Through mandatory compliance with SBCAPCD Rules, no construction activities or materials are expected to create objectionable odors that would create a nuisance. Furthermore, the Project would utilize zero-ROC architectural coatings during construction, as described in PDF-AIR-2. Furthermore, as shown in Table 3.2-3, construction emissions would not exceed the SBCAPCD significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO_2). Therefore, impacts associated with other emissions, including odors, during construction would be **less than significant (Class III)**.

Land uses and industrial operations associated with odor complaints include fast food restaurants, bakeries, coffee roasting facilities, agricultural uses, wastewater treatment plants, food-processing plants,

[5] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and to comply with CEQA's information disclosure requirements.

chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SBCAPCD, 2022b). The Project would not include land uses associated with odors. Additionally, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SBCAPCD Rule 303. Furthermore, as shown in Table 3.2-4, operational emissions would not exceed the SBCAPCD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants. Therefore, Project operations would result in other emissions and odor impacts that are **less than significant (Class III)**.

Cumulative Impact Analysis

As discussed above, the Project is not expected to result in other emissions, such as odors, adversely affecting a substantial number of people. All cumulative projects would also be required to comply with SBCAPCD Rules, specifically Rule 303, which would prohibit nuisance emissions, such as odors. Thus, the Project and cumulative projects would not result in other emissions, such as odors, adversely affecting a substantial number of people. The cumulative impact would be **less than significant (Class III)**.

Because future development of the Project as well as cumulative projects would result in less than significant impacts, the implementation of the Project would result in less than cumulatively considerable impacts resulting in other emissions, such as odors.

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3.3 Biological Resources

This section evaluates potential impacts related to biological resources that could result from implementation of the Project. This section includes a description of the existing biological resources conditions at the Project Site; a summary of applicable regulations related to biological resources; and an evaluation of the potential impacts of the Project related to biological resources at the Project Site and in the surrounding area, including cumulative impacts.

Comments received in response to the Notice of Preparation for the in regarding biological resources can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to biological resources as a result of implementation of the Project are analyzed within this section.

The existing conditions in this section are based, in part, on a review of the Preliminary Tree Assessment (Tree Assessment), prepared by Bill Spiewak, dated December 14, 2023 (Spiewak, 2023) for the Project, which is included by reference; refer to **Appendix C1**, of this EIR. Additionally, on-site review of the existing conditions was conducted by the City on April 30, 2025, and August 4, 2025. The vegetation communities and land cover types are presented in **Figure 3.3-1**, *Vegetation Communities and Land Cover Types*.

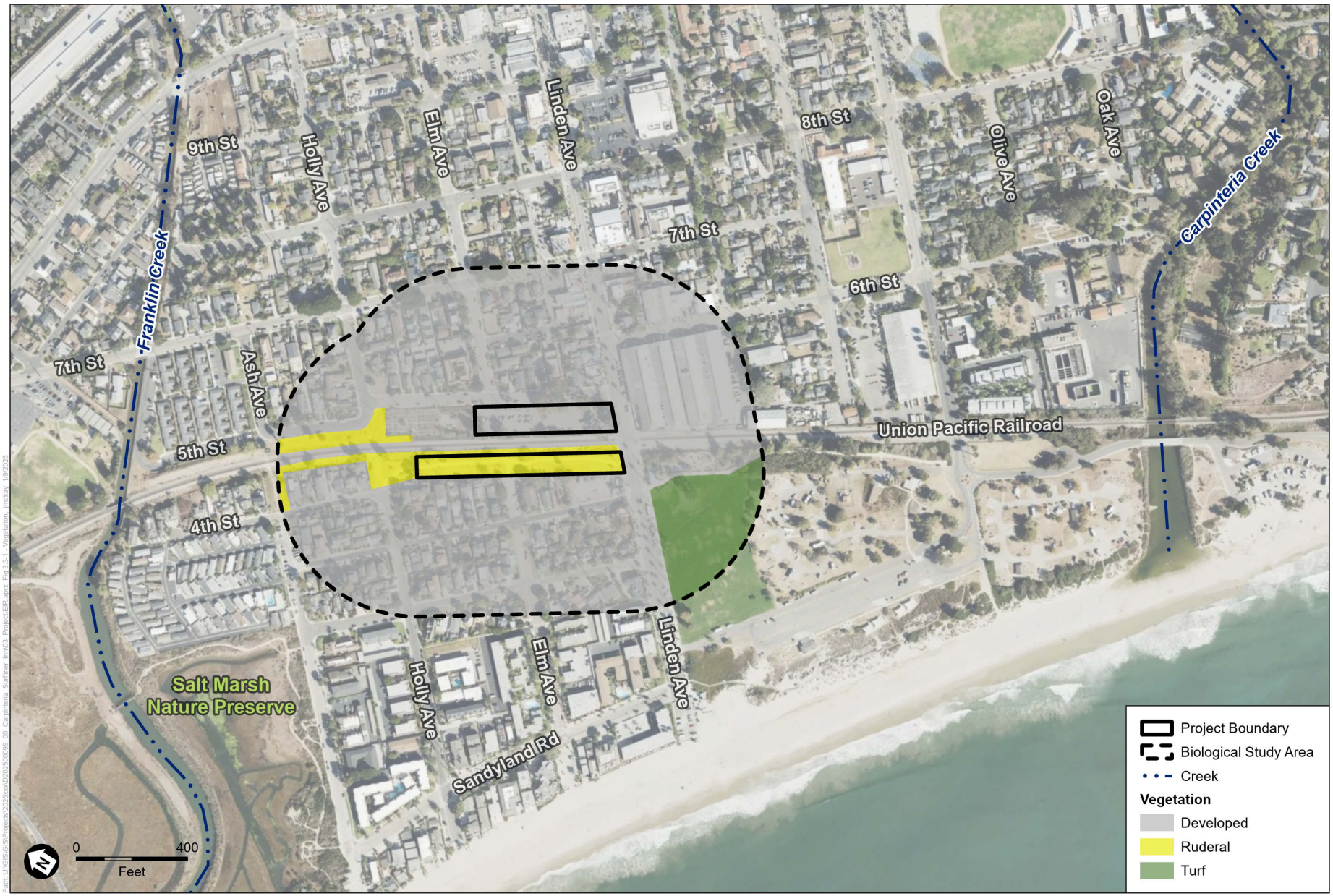
3.3.1 Environmental Setting

Biological Study Area

The Project Site consists of the parcel at 499 Linden Avenue (Assessor's Parcel Number [APN]: 004-105-011) (the proposed Hotel site) and the parcel at 399 Linden Avenue (APN: 004-105-026) (the proposed City Parking Lot #4 Site). The biological study area (BSA) consists of the Project Site plus a 500-foot buffer in all directions.

Existing Conditions

The Project Site is situated within the coastal zone of the City of Carpinteria (City), in southeastern Santa Barbara County, California. Located in the Carpinteria Valley, the City is bordered to the north by the Santa Ynez Mountains. The Project Site is located in the downtown area of the City immediately adjacent to residential and commercial developments. The Project Site at 499 Linden Avenue would be located on the eastern portion of the existing City Parking Lot #3 (commonly known as the Amtrak Lot), which currently contains a total of 113 parking spaces, a public restroom and ornamental vegetation primarily consisting of non-native mature trees and shrubs. The Project Site at 399 Linden Avenue would be located on the south side of the Union Pacific railroad (UPRR) tracks and is currently undeveloped land with a decomposed granite pathway running through the parcel and supporting ornamental and non-native vegetation based on the Tree Assessment (Spiewak, 2023), aerial imagery (Google Earth Pro, 2025), and multiple site visits. The topography of the Project Site is generally flat with an approximate elevation of 10-13 feet above mean sea level. Carpinteria Salt Marsh Reserve, designated as an Environmentally Sensitive Habitat Area (ESHA) by the City, is located approximately 830 feet west of the Project Site. Other biologically important areas include Carpinteria Creek, located approximately 0.38 miles to the southeast and the Carpinteria Bluffs Nature Preserve, located approximately 1.23 miles to the southeast.



SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.3-1
Vegetation Communities and Land Cover Types

ESA

The region lies in the atmospheric high-pressure zone of the eastern Pacific Ocean, resulting in a mild Mediterranean climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. Wildlife species that can be assumed to inhabit or forage within the Project Site primarily consist of urban adapted species. There is no native habitat present within the Project Site.

Special-Status Species

Special-status species are defined as those plants and wildlife that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, State, or local agencies as being under threat from development pressure as well as natural causes. Many of these species receive specific protection that is defined and regulated by the federal Endangered Species Act (FESA) or California Endangered Species Act (CESA). Other species have been designated as special-status on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities and/or special districts to meet local conservation objectives. Special-status species include the following:

- Species listed or proposed for listing as threatened or endangered or are candidates for possible future listing as threatened or endangered, under the FESA or the CESA.
- Species that meet the definitions of rare or endangered under the CEQA Guidelines Section 15380.
- Plants considered "rare, threatened, or endangered in California" by the California Native Plant Society (CNPS), adopted by California Department of Fish and Wildlife (CDFW), and assigned a California Rare Plant Rank (CRPR), which are summarized as follows: CRPR 1A (plants presumed extirpated in California and either Rare or Extinct elsewhere); CRPR 1B (plants that are rare, threatened, or endangered in California and elsewhere); CRPR 2A (plants presumed extirpated in California but more common elsewhere); and CRPR 2B (plants that are rare, threatened, or endangered in California but more common elsewhere). CRPR 1B and 2B meet the definitions of Section 1901 of the Native Plant Protection Act or California Fish and Game Code Sections 2062 and 2067 (CESA) and are eligible for state listing. The CRPR categorizations are appended with "threat ranks" that parallel the ranks used by the California Natural Diversity Database (CNDDB) and are added as a decimal code after the CRPR (e.g., CRPR 1B.1). The threat codes are as follows: 0.1 (seriously threatened in California [over 80 percent of occurrences threatened/high degree and immediacy of threat]), 0.2 (moderately threatened in California [20–80 percent of occurrences threatened/moderate degree and immediacy of threat]), and 0.3 (not very threatened in California [<20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known]).
- Species designated by CDFW as "species of special concern" or "special animals."
- Species designated "fully protected" in California (Fish and Game Code Sections 3511, 4700, and 5050).
- Species and plants considered rare and endangered in California by CDFW, a member of the NatureServe Network, which are summarized as follows: S1 (Critically Imperiled: At very high risk of extirpation in the jurisdiction due to very restricted range, very few populations or occurrences, very steep declines, severe threats, or other factors); S2 (Imperiled: At high risk of extirpation in the jurisdiction due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors); S3 (Vulnerable: At moderate risk of extirpation in the jurisdiction due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or

other factors); and S4 (Apparently Secure: At a fairly low risk of extirpation in the jurisdiction due to an extensive range and/or many populations or occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors). A numeric range rank (e.g., S2S3 or S1S3) is used to indicate any range of uncertainty about the status of the species or ecosystem. Ranges cannot skip more than two ranks. By adding a "?" to the rank: e.g., S2?, this represents more certainty than S2S3, but less certainty than S2.

A complete list of special-status plant and wildlife species that have been documented to occur within or surrounding the BSA is provided in **Appendix C-2**, of this EIR. A review of the CDFW CNDDB, CNPS Rare Plant Inventory, and U.S. Fish and Wildlife Service (USFWS) (IPaC) databases revealed that 25 special-status plant species and 38 special-status wildlife species have previously been recorded within the U.S. Geological Survey (USGS) 7-quadrangle search including Carpinteria, Santa Barbara, Little Pine Mountain, Hildreth Peak, Old Man Mountain, White Ledge Peak, and Pitas Point (CNDDB, 2025; CNPS 2025; USFWS, 2025a).

Sensitive Natural Communities

Sensitive natural communities are designated by CDFW, or occasionally in local policies and regulations, and are generally considered to have important functions or values for wildlife and/or are recognized as declining in extent and/or distribution. These communities are considered threatened enough to warrant some level of protection either through the CEQA review process or by local regulations. CDFW tracks such communities through the CNDDB and plant alliances or associations with a state rank of S1 through S3 are considered to be sensitive natural communities by the State to be addressed in the CEQA process. CDFW uses NatureServe's Heritage Methodology for ranking natural communities by their rarity and threat, ranging from 1 (very rare and threatened) to 5 (demonstrably secure) (Master et al. 2012).

No sensitive natural communities were identified by the CNDDB as occurring within or surrounding the Project Site (CNDDB, 2025).

Critical Habitat

Under the FESA, to the extent feasible, the USFWS is required to designate critical habitat for endangered and threatened species. Critical habitat is defined as areas of land, water, and air space containing the physical and biological features essential for the survival and recovery of endangered and threatened species. Designated critical habitat includes sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter that are essential to the survival and recovery of the species, whether the habitat is currently occupied by the species or not. Designated critical habitats require special management and protection of existing resources, including water quality and quantity, host animals and plants, food availability, pollinators, sunlight, and specific soil types.

No critical habitat is mapped as occurring within the BSA. Critical habitat for Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*) is located approximately 830 feet east of the Project Site within Carpinteria Salt Marsh Reserve. Additionally, critical habitat for monarch butterfly (*Danaus plexippus*) is located approximately 1,400 feet southeast of the Project Site along Carpinteria Creek.

Aquatic Resources

Wetlands and permanent and intermittent drainages, creeks, and streams identified as waters of the United States are subject to the jurisdiction of the U.S. Army Corps of Engineers under Section 404 of the federal Clean Water Act. These features also are considered waters of the State subject to jurisdiction by the State Water Resources Control Board and the regional water quality control boards.

Streambeds, channels, or banks of any river, stream, or lake are subject to regulation by CDFW under Fish and Game Code Section 1602. A stream is defined under these regulations as a body of water that flows at least periodically or intermittently through a bed or channel having banks and that supports fish or other aquatic life. This definition includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation. CDFW jurisdiction typically extends to the edge of the riparian vegetation canopy.

No aquatic resources were identified by the National Wetlands Inventory and National Hydrography Dataset as occurring within or surrounding the Project Site (USFWS, 2025b; USGS 2025).

Wildlife Movement Corridors

Habitat linkages are contiguous areas of open space that connect two larger habitat areas. Linkages allow for both diffusion and dispersal of a variety of species within the landscape. In addition, linkages can serve as primary habitat for some smaller species. Corridors are linear linkages between two or more habitat patches. Corridors provide for movement and dispersal, but do not necessarily include habitat capable of supporting all life history requirements of a species.

Wildlife movement corridors are critical for the survivorship of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. The nature of corridor use and wildlife movement patterns varies greatly among species.

The level of urbanization around the Project Site restricts wildlife movement across the wider area. The Project Site at 399 Linden Avenue which is undeveloped with a decomposed granite pathway is isolated by Linden Avenue to the southeast, residential and commercial development to the northwest and southwest, and the UPRR tracks to the northeast, providing a fragmented corridor (850 feet in length) in an urbanized setting. Both parcels of the Project Site are connected to the adjacent UPRR railway, which is an active railway limiting accessibility to wildlife. The UPRR railway corridor provides a connection between the Project Site and the Carpinteria Salt Marsh Preserve. The UPRR railway corridor may also provide a connection between the Carpinteria Salt Marsh Preserve and Carpinteria Creek. However, this corridor is fragmented by regularly trafficked roadways, such as Linden Avenue. Additionally, there are no active creeks on the Project Site which prevents fish and other aquatic-dependent species from traversing the Project area.

3.3.2 Regulatory Framework

The following discussion identifies federal, State and City environmental regulations, laws and policies that serve to protect biological resources relevant to the CEQA review process.

Federal

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals, as well as any part, nest, or eggs, of any bird listed as migratory. The MBTA prohibits the take of native birds "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest, or egg of any migratory bird covered by the conventions, or to attempt those activities.

In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.) and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

State

California Fish and Game Code

The California Fish and Game Code (CFGC) regulates the taking or possession of birds, mammals, fish, amphibians, and reptiles, as well as natural resources such as wetlands and waters of the State. It includes the CESA (Sections 2050–2115) and Streambed Alteration Agreement regulations (Sections 1600–1616). These sections are described further below.

California Endangered Species Act (CFGC Section 2050 et seq.)

CESA establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under CESA. For projects that would affect a listed species under both CESA and FESA, compliance with FESA would satisfy CESA if CDFW determines that the federal incidental take authorization is "consistent" with CESA under CFGC Section 2080.1. For projects that would result in take of a species listed under the CESA only, the project operator would have to apply for a take permit under Section 2081(b).

CFGC Sections 3503, 3503.5, and 3513

Under these sections of the CFGC, the project operator is not allowed to conduct activities that would result in the taking, possessing, or destroying of any birds of prey; the taking or possessing of any migratory nongame bird; the taking, possessing, or needlessly destroying of the nest or eggs of any

raptors or nongame birds; or the taking of any nongame bird pursuant to CFGC Section 3800. CFGC Section 3513 adopts the federal migratory bird take provisions under the MBTA that prohibit the intentional take or possession of birds designated by the MBTA as migratory nongame birds except as allowed by federal rules and regulations pursuant to the MBTA. CFGC Section 3513 does not prohibit the incidental take of birds if the underlying purpose of the activity is not to take birds.

California Environmental Quality Act Guidelines, Section 15380

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(b) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in FESA and the section of the CFGC dealing with rare or endangered plants or animals. This section was included in CEQA primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a candidate species that has not been listed by either USFWS or CDFW. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agencies have an opportunity to designate the species as protected, if warranted. CEQA also calls for the protection of other locally or regionally significant resources, including natural communities. Although natural communities do not at present have legal protection of any kind, CEQA calls for an assessment of whether any such resources would be affected and requires findings of significance if there would be substantial losses. Natural communities listed by CNDDB as sensitive are considered by CDFW to be significant resources and fall under the State CEQA Guidelines for addressing impacts. Local planning documents such as General Plans often identify these resources as well.

California Coastal Act

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

The Coastal Act includes specific policies (see Division 20 of the Public Resources Code) that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works.

Local Coastal Programs (LCPs) are basic planning tools used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission. LCPs contain the ground rules for future development and protection of coastal resources in California's 76 coastal cities and counties. The LCPs specify appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as zoning ordinances). Prepared by local government, these programs govern decisions that determine the short- and long-term conservation and use of coastal resources. While each LCP reflects unique characteristics of individual local coastal

communities, regional and statewide interests and concerns must also be addressed in conformity with Coastal Act goals and policies. Following adoption by a city council or county board of supervisors, an LCP is submitted to the Coastal Commission for review for consistency with Coastal Act requirements.

Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, State, and local conservation plans, policies or regulations. The CDFW ranks such vegetation communities as "threatened" or "very threatened" and keeps records of their occurrences in the CNDDB. Sensitive vegetation communities are also identified by the CDFW on its List of California Natural Communities Recognized by the CNDDB. Impacts to these vegetation communities and habitats identified in local or regional plans, policies, regulations, or by federal or state agencies must be considered and evaluated under CEQA.[1]

Regional

Santa Barbara County Coastal Zoning Ordinance

The Santa Barbara County Coastal Zoning Ordinance (Coastal Zoning Ordinance) Section 35-140 requires a Coastal Development Permit to remove for the removal of any tree which is six inches or more in diameter measured four feet above the ground and six feet or more in height and which is 1) located in a County street right-of-way; or 2) located within 50 feet of any major or minor stream except when such trees are removed for agricultural purposes; or 3) oak trees; or 4) used as a habitat by the Monarch Butterflies.

Local

Carpinteria General Plan/Coastal Land Use Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The GP/CLUP identifies ESHA by habitat types and specific areas within the City. It outlines various policies including the preservation of specific open spaces, regulations on tree maintenance and removal, protection of ESHAs, preservation and restoration of wetlands (City of Carpinteria, 2003). The Community Design Element includes the following street tree objectives and policies relevant to the Project:

Objective CD-9: To ensure that streets enhance the established city framework and design.

Policy CD-9a. The City shall promote the planting of appropriate street trees in existing and new neighborhoods to define and enhance the city's streetscape.

Policy CD-9b. Neighborhood streets should be planted with street trees in parkway strips between the sidewalk and curb. It may be appropriate to plant street trees in easements behind sidewalks. The scale, type and spacing of trees will be selected to provide strong spatial definition of the street, and to frame axial views.

[1] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities, Accessed July 2025.

Policy CD-9d. Street trees on mixed-use and commercial frontages should be planted in decorative tree wells in the sidewalk.

Objective CD-14. Protect and preserve natural resources by reducing energy consumption.

The GP/CLUP Open Space, Recreation, and Conservation Element includes the following biological resources and tree protection objectives and policies relevant to the project.

Objective OSC-1: Protect, preserve and enhance local natural resources and habitats.

Policy OSC-1a. Protect Environmentally Sensitive Habitat Area(s) (ESHA) from development and maintain them as natural open space or passive recreational areas.

Policy OSC-1b. Prohibit activities, including development, that could damage or destroy ESHA.

Policy OSC-1c. Establish and support preservation and restoration programs for ESHA, including but not limited to Carpinteria Creek, Carpinteria Bluffs, Carpinteria Salt Marsh, seal rookery, Carpinteria reef, Pismo clam beds and the intertidal zones along the shoreline.

Policy OSC-1d. Property including ESHA should be designated with a zoning category that allows for the protection of, and access to, the resource area, such as Open Space/Recreation or Public Facility zoning. Any development on property including ESHA should be designed and conducted to protect the resources. Within environmentally sensitive habitat only uses dependent upon those resources shall be allowed and the resources shall be protected against any disruption.

Policy OSC-1f. Protect and restore degraded wetlands, butterfly habitat, native plant communities, and sensitive, rare, threatened or endangered species habitat on City-owned land to the maximum extent feasible.

Objective OSC-2: Preserve and restore the natural resources of the Carpinteria Bluffs.

Policy OSC-2a. Maintain the Carpinteria Bluffs Coastal Access, Recreation, and Master Open Space Program.

Policy OSC-2b. Maintain the publicly purchased portion of Bluffs I in public open space in perpetuity.

Policy OSC-2c. Preserve all coastal bluff scrub habitat designated as open space with an appropriate buffer.

Policy OSC-2d. Designate all significant areas of coastal sage and bluff scrub habitat as open space.

Policy OSC-2e. Designate the riparian habitat area as open space with an appropriate buffer.

Policy OSC-2f. Protect significant historical and archaeological resources within the Bluffs Area.

Policy OSC-2g. Offset the impacts of private development to existing opportunities for public access and recreation by requiring that such development include public access and recreational improvements.

Policy OSC-2h. Preserve public enjoyment of Carpinteria Bluff view sheds by ensuring that they are not significantly degraded through development. All development applications shall be required to provide information adequate to identify existing and future public views and to demonstrate how the project proposes to avoid significant disruption of the view sheds identified. The location, size and density of development on the Bluffs shall be determined in part by the view sheds identified and what is necessary to protect them.

Policy OSC-2i. Preserve all windrow trees as one part of a contiguous and naturally preserved open space system across the whole of the Carpinteria Bluffs. Thinning, pruning and removal of trees shall be limited to what is necessary to maintain the trees in a healthful condition and to remove any hazardous condition. When a tree is approved by the City for removal, it shall be required to be replaced at a ratio appropriate to ensure infill of any gap created in the windrow and with a native, locally occurring tree, type and size to be approved by the City. Replacement trees that fail to survive within the first five years after planting shall be replaced. Programs for phased removal and replacement of tamarisk windrows with native tree windrows are encouraged. Development or other activity proposed on parcels including windrows shall be set back a minimum of 10 feet from the drip line of the trees and shall not result in compacting of soil or other potential damage to the trees' root system or water source.

Objective OSC-3: Preserve and restore wetlands such as the Carpinteria Salt Marsh.

Policy OSC-3a. Wetland delineations shall be based on the definitions contained in Section 13577 (b) of Title 14 of the California Code of Regulations.

Policy OSC-3b. The upland limit of a wetland is defined as

a) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover;
b) the boundary between soil that is predominantly hydric and soil that is predominantly non-hydric;
c) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not.

If questions exist, the limit shall be determined by a habitat survey made by a qualified biologist in consultation with the California Department of Fish and Game.

Policy OSC-3c. Development adjacent to the required buffer around wetlands should not result in adverse impacts including but not limited to sediment, runoff, chemical and fertilizer contamination, noise, light pollution and other disturbances.

Policy OSC-3d. Provide additional interpretive and trail opportunities to appropriate areas of the salt marsh if possible without creating significant impacts from such improvements.

Objective OSC-4: Preserve the biological diversity of shoreline habitats.

Policy OSC-4a. Protect the marine resources of the Carpinteria tidepools and Reef and other rocky reefs and intertidal areas. If evidence of depletion of these resources is presented, work with the California Department of Fish and Game to assess the extent of damage and implement mitigating measures.

Policy OSC-4b. Limit activities on public beaches that include or are adjacent to rocky points and intertidal areas to light recreational use (e.g. hiking, biking and jogging).

Policy OSC-4c. Support development of a coastal and marine environment protection plan in coordination with the California Department of Fish and Game, and other state, county, and local agencies.

Objective OSC-5. Protect the Harbor Seal Hauling Ground from human disturbance.

Policy OSC-5a. Harbor Seal Hauling Grounds should not be altered or disturbed by recreational, industrial, or any other uses. Emergency maintenance or repair of existing pipelines in the vicinity of the adjacent Carpinteria oil & gas plant pier should be permitted as necessary, as long as disturbances to the harbor seal hauling grounds are minimized. Such repairs should be limited to the period of June 1 to November 30 if possible.

Policy OSC-5b. Permit beach to bluff access at the east and west sides of the seal rookery area to allow beach walkers to bypass the protected area on the bluff top and discourage any violation of the beach closure segment.

Objective OSC-6: Preserve the natural environmental qualities of creekways and protect riparian habitat.

Policy OSC-6a. Support the preservation of creeks and their corridors as open space, and maintain and restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.

Policy OSC-6b. Protect and restore degraded creeks on City-owned land where protection and restoration does not interfere with good flood control practices.

Policy OSC-6c. When alterations to creeks are permitted by the Coastal Act and policies herein, the creek shall be protected by only allowing creek bank and creek bed alterations where no practical alternative solution is available, where the best mitigation measures feasible have been incorporated, and where any necessary State and federal permits have been issued. Creek alterations should utilize natural creek alteration methods where possible (e.g. earthen channels, biotechnical stabilization). Nothing in this policy shall be construed to require the City to approve creek alterations not otherwise allowed herein and by the Coastal Act.

Policy OSC-6d. Carry out and maintain all permitted construction and grading within stream corridors in such a manner so as to minimize impacts on biological resources and water quality such as increased runoff, creek bank erosion, sedimentation, biochemical degradation, or thermal pollution.

Policy OSC-6e. Natural drainage patterns and runoff rates and volumes shall be preserved to the greatest degree feasible by minimizing changes to natural topography, and minimizing the areas of impervious surfaces created by new development.

Policy OSC-6f. All development shall be evaluated for potential adverse impacts to water quality and shall consider Site Design, Source Control and Treatment Control BMPs in order to minimize polluted runoff and water quality impacts resulting from the development. In order to maximize the reduction of water quality impacts, BMPs should be incorporated into the project design in the following progression: (1) Site Design BMPs, (2) Source Control BMPs, and (3) Treatment Control BMPs.

Objective OSC-7: Conserve native plant communities.

Policy OSC-7a. Oak trees and oak woodlands, because they are particularly sensitive to environmental conditions, as well as walnut, sycamore, and other native trees, shall be protected through appropriate development standards.

Policy OSC-7b. When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. Structures shall be sited and designed to minimize the impact of grading, paving construction of roads, runoff and erosion on native vegetation. Sensitive resources that exhibit any level of disturbance shall be maintained, and if feasible, restored. New development shall include measures to restore any disturbed or degraded habitat on the project site. Cut and fill slopes and all areas disturbed by construction activities shall be landscaped or revegetated at the completion of grading. Plantings shall be of native, drought-tolerant plant species consistent with the existing native vegetation on the site. Invasive plant species that tend to supplant native species shall be prohibited.

Objective OSC-8: Protect and conserve Monarch butterfly tree habitat.

Policy OSC-8a. Protect trees supporting Monarch butterfly populations.

City of Carpinteria Municipal Code (CMC) Chapter 12.28 Street Trees, Shrubs, and Plants

The City's CMC Chapter 12.28 regulates street trees and public trees located within any parkway, rights-of-way, and other public easements. The ordinance requires that a permit be acquired to plant, remove, or perform maintenance on any tree located on public land as described above (City of Carpinteria, 2025b).

3.3.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to biological resources would be considered significant if the Project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Thresholds from the City's Guidelines for Implementation of the California Environmental Quality Act 1970, as amended and adopted by City Council on January 24, 1994, related to biological resources is listed below.

- Biological Resources
    1) Definition. This threshold determines whether a project may substantially affect a rare or endangered species of animal or plant or habitat to the species, interfere substantially with the movement of any resident or migratory fish or wildlife species, or substantially diminish the habitat for fish, wildlife, or plants. The threshold provides for the evaluation of plant and animal species listed in State and Federal publications as well as in professional journals which identify the rarity, endangerment, vigor, and general distribution of the endangered species. City General Plan and Coastal Plan environmentally sensitive habitat designations are also utilized for project impact evaluation. Finally, information from wildlife biologists or botanists may be used to determine the value and significance of biological resources not currently listed in publications and journals.
    2) Application. An on-site inspection is conducted by qualified consultants if it is determined that critical or sensitive biological resources are present that may be impacted by the proejc.t The biological report shall measure the impact according to criteria including percentage and type of tree removal, comprehensive plan policies regarding habitat protection, impact on rare or endangered species, wildlife value, and locally important species.

3.3.4 Methodology

The following impact analysis is based on existing biological resources located within the BSA. Biological resources evaluated included sensitive habitats, special-status plant and animal species, and potential for wildlife movement corridors and were based on site visits and a literature review from database research results. In determining the level of significance, the analysis assumes the Project would comply with relevant federal, State, and local regulations, laws, and policies.

3.3.5 Impact Analysis

Special-Status Species

Impact 3.3-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Project Impact Analysis

Special-Status Plants

A review of the CDFW CNDDB, CNPS RPI, and USFWS IPaC databases revealed that 25 special-status plant species have previously been recorded within the USGS 7-quadrangle search (**Appendix C2**, of this EIR; CNDDB, 2025, CNPS, 2025, USFWS, 2025a). The potential for special-status plant species to occur is based on on-site vegetation and habitat quality, topography, elevation, soils, surrounding land uses, habitat preferences, and geographic ranges.

Of the special-status plant species identified during the database review, all 25 plant species are not expected to occur within the BSA due to lack of suitable habitat and/or the Project being outside of the species' range. These species that are not expected to occur are omitted from further discussion. A **less than significant impact (Class III)** would occur in this regard.

Special-Status Wildlife

A review of the CDFW CNDDB and USFWS IPaC databases revealed that 38 special-status wildlife species were recorded within the USGS 7-quadrangle search (**Appendix C2**, of this EIR; CNDDB, 2025, USFWS, 2025a). The potential for special-status wildlife species to occur is based on on-site vegetation and habitat quality, topography, elevation, soils, surrounding land uses, habitat preferences, and geographic ranges.

Based on the database search results, a list of potentially occurring special-status species was developed and evaluated for the BSA. Special-status species defined as having the potential to occur have a geographic range and habitat requirement similar to those found within the BSA or immediate vicinity.

A total of 37 special-status wildlife species are not expected to occur within the BSA due to lack of suitable habitat and/or because the BSA is outside of the known range for these species. Therefore, these 37 special-status wildlife species are not analyzed further in this section. One species, Cooper's hawk (*Astur cooperii*), has a moderate potential to occur within the BSA as it may roost and nest in ornamental trees. The Project (i.e., vegetation removal and construction activities) may result in direct and/or indirect impacts to Cooper's hawk through the removal of nesting habitat within tall trees and active nests or disruption of breeding/nesting behavior resulting from noise, such as copulation, nest building, or incubation, if present during construction activities. The Project would increase long-term ambient noise in the Project vicinity through increases in traffic volumes during operation of the Project. Based on the *Noise and Vibration Assessment Technical Memorandum (***Appendix H**, of this EIR*)* prepared for the Project, traffic noise levels on roadways in the Project area would be no greater than 1.6 dBA CNEL. This increase in noise level is considered nominal. Additionally, the species is adaptable and utilizes urban and suburban areas. Therefore, there is ample suitable nesting habitat for the species surrounding the Project site. Landscaping trees will be planted as part of the Project which may be used by the species as nesting substrate once the trees have established. Therefore, the Project would result in **less than significant impacts (Class III)** on nesting activities of the Cooper's hawk or other bird species during operational activities.

Incorporation of Mitigation Measure MM-BIO-1, requiring preconstruction nesting bird surveys and the establishment of an avoidance buffer around active nests, would ensure that impacts during construction activities to special-status wildlife would be less than significant. Therefore, impacts to special-status wildlife species would be **less than significant with mitigation incorporated (Class II)**.

Mitigation Measures

MM-BIO-1: Nesting Bird and Raptor Avoidance. A qualified biologist shall identify areas where potential nesting habitat for birds and raptors is present prior to the commencement of activities within the Project Site. To ensure the avoidance of impacts to nesting avian species, the following measures shall be implemented within 300 feet of the Project:

- Construction activities shall be limited to the non-breeding season (September 1 through December 31) to the extent feasible. If construction or maintenance activities occur during the avian nesting season (February 1 through August 30), a qualified biologist shall conduct

pre-construction nesting avian surveys within no more than 5 days prior to the initiation of construction activities to identify any active nests. If a lapse in work of 5 days or longer occurs, another survey shall be conducted to verify if any new nests have been constructed prior to work being reinitiated.

- If active nests are observed within 300 feet of the Project, no work shall occur unless provided approval by the City Biologist. If approval is received by the City Biologist, the qualified biologist may recommend reduced no-work buffers based on the nesting bird's response to activities.

  The qualified biologist may also recommend other measures to minimize disturbances to active nests that may include, but are not limited to, reducing the duration of certain activities, placing sound or visual barriers, and/or biological monitoring during construction activities to ensure the species is not harmed during project implementation.

Cumulative Impact Analysis

Cumulative development can gradually reduce existing wildlife habitat, especially for birds and larger mammals. As development expands into previously undeveloped areas, it may displace species sensitive to human activity by fragmenting habitat and disrupting essential movement corridors, even where some habitat remains in parks, open spaces, or undeveloped parcels.

However, the Project is located on a site that is already urbanized and would not affect areas of high habitat value. As a result, the Project would not contribute to cumulative impacts on biological resources and would have a **less than significant (Class III)** cumulative effect. Therefore, the Project's impacts would be less than cumulatively considerable.

Sensitive Natural Communities

Impact 3.3-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Project Impact Analysis

No riparian habitat or other sensitive communities, including ESHA, are known to occur within or surrounding the Project Site as shown in Figure OSC-1 of the GP/CLUP (City of Carpinteria, 2003). Although ornamental vegetation is present, the Project Site consists of and is surrounded by developed and disturbed areas that lack natural vegetation. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural communities. Additionally, no critical habitat is present within the Project Site (USFWS, 2025c). **No impact (Class III)** would occur and no mitigation measures are necessary.

Cumulative Impact Analysis

The Project would not impact any riparian habitat or other sensitive natural communities. Therefore, implementation of the Project along with cumulative projects would not result in a cumulatively significant impact. Therefore, the Project would not contribute to cumulative impacts and **no impact (Class III)** would occur.

Aquatic Resources

Impact 3.3-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Project Impact Analysis

Wetlands (including swamps, bogs, seasonal wetlands, seeps, marshes, and similar areas) are considered waters of the U.S. and are defined by U.S. Army Corps of Engineers as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b]; 40 CFR 230.3[t]). No aquatic resources identified by the National Wetlands Inventory and National Hydrography Dataset as occurring within or surrounding the Project Site (USFW, S2025b; USGS, 2025). Therefore, **no impact (Class III)** to wetlands would occur as a result of the Project and no mitigation measures are necessary.

Cumulative Impact Analysis

The Project would not impact any State or federally protected wetlands. Therefore, the Project would not contribute to cumulative impacts to federally protected wetlands. **No impact (Class III)** would occur in this regard.

Wildlife Movement

Impact 3.3-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Project Impact Analysis

Located in a densely urbanized area, the Project Site supports limited terrestrial wildlife movement of species, particularly those adapted to urban environments such as coyote (*Canis latrans*) and raccoon (*Procyon lotor*). The Project is located adjacent to the UPRR railway which may connect natural areas such as the Carpinteria Salt Marsh Preserve and Carpinteria Creek. However, this corridor is an active UPRR railway fragmented by trafficked roadways, such as Linden Avenue, limiting use by wildlife. The species likely to use this corridor are highly adapted to urban environments and can continue to move throughout the landscape; thus, the Project is not expected to be a barrier to wildlife movement.

However, the proposed Hotel could increase the risk of bird collisions and associated mortalities as the Project Site is located within the Pacific Flyway, a major migratory bird pathway (Audubon, 2025). Additionally, the nearby ESHAs may serve as critical stopping points for birds during their spring and fall migration. Resident and migratory birds may utilize the Project Site for nesting and proposed construction may result in the disruption of nesting activities and possible failure of an active nest. Mitigation Measure BIO-1 will ensure that any potential direct or indirect impacts to nesting birds during construction activities are **less than significant with mitigation (Class II).**

Cumulative Impact Analysis

Cumulative development can gradually reduce existing wildlife habitat, especially for birds and larger mammals. As development expands into previously undeveloped areas, it may displace species sensitive to human activity by fragmenting habitat and disrupting essential movement corridors, even where some habitat remains in parks, open spaces, or undeveloped parcels.

However, the Project is located on a site that is already urbanized and would not affect areas of high habitat value. Therefore, the Project would not contribute to cumulative impacts to wildlife movement and a **less than significant impact (Class III)** would occur.

Local Policies and Ordinance

Impact 3.3-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

City of Carpinteria Threshold of Significance

- Biological Resources:

    1) Definition. This threshold determines whether a project may substantially affect a rare or endangered species of animal or plant or habitat to the species, interfere substantially with the movement of any resident or migratory fish or wildlife species, or substantially diminish the habitat for fish, wildlife, or plants. The threshold provides for the evaluation of plant and animal species listed in State and Federal publications as well as in professional journals which identify the rarity, endangerment, vigor, and general distribution of the endangered species. City General Plan and Coastal Plan environmentally sensitive habitat designations are also utilized for project impact evaluation. Finally, information from wildlife biologists or botanists may be used to determine the value and significance of biological resources not currently listed in publications and journals.

    2) Application. An on-site inspection is conducted by qualified consultants if it is determined that critical or sensitive biological resources are present that may be impacted by the proejc.t The biological report shall measure the impact according to criteria including percentage and type of tree removal, comprehensive plan policies regarding habitat protection, impact on rare or endangered species, wildlife value, and locally important species.

Project Impact Analysis

The GP/CLUP contains various Objectives that provide protections for biological elements located within the City. Objective OSC-1 requires the protection of ESHA from development. The Project is not located within an ESHA. Objective OSC-2 requires the preservation of the natural resources located at the Carpinteria Bluffs. The Project is not located within the Carpinteria Bluffs. Objective OSC-3 requires the preservation of wetlands such as the Carpinteria Salt Marsh. The Project is not located within a wetland and is not adjacent the Carpinteria Salt March. Objective OSC-4 preserves the biological diversity of the shoreline habitats. The Project is not located within a shoreline habitat. Objective OSC-5 protects the Harbor Seal Hauling Ground from human disturbance. The Project is not located within the Harbor Seal Hauling Grounds. Objective OSC-6 requires the preservation of the natural environmental qualities of creekways and riparian habitat. The Project is not located within a creek way or riparian habitat. Thus, no

ESHA, wetlands, shoreline habitats, and/or riparian habitats are present within the Project Site. Therefore, the Project does not conflict with Objectives OSC-1, OSC-2, OSC-3, OSC-4, OSC-5, and OSC-6.

Policy OSC-7a of the GP/CLUP requires the conservation of native plant communities. However, no native plant communities exist on the Project Site. Native trees on the Project Site consist of sparse ornamental plantings. Therefore, the Project does not conflict with Objective OSC.

Policy OSC-8a of the GP/CLUP requires the protection of trees supporting monarch butterfly tree habitat. Monarch butterfly is not expected to occur within or surrounding the Project Site due to the lack of suitable grove habitat. A total of 9 lemon-scented gum trees (*Corymbia citriodora*) are present and do not form a windrow since they are not linearly planted and provide a sparse canopy lacking protection from wind. In addition to these trees not collectively forming a windrow, this tree species is not known to be commonly used for overwintering by monarch. Therefore, these individual trees do not provide suitable roosting habitat for monarch butterflies. Additionally, the closest known overwintering occurrence from 2022 is located approximately 0.34 miles southwest of the Project Site (Xerces Society 2025). The Xerces Society of Invertebrate Conservation reported blue gum eucalyptus (*Eucalyptus globulus*), Monterey pine (*Pinus radiata*), and Monterey cypress (*Cupressus macrocarpa*) as the trees most used commonly by monarch for roosting (Pelton et al. 2016). Therefore, no impact to monarch butterfly habitat would occur as a result of the Project. The Project would not conflict with Policy OSC-8a.

The Project would not conflict with the policies managing street tree resources and standards including: CD-9a, CD-9b, CD-9D, and CD-14 Implementation Policy 8. These policies do not contain tree protection measures or mitigation requirements.

The Project design requires the removal of two small coast live oak (*Quercus agrifolia*) trees. There are nine California sycamore (*Plantanus racemosa*) and a single walnut (*Juglans* species) trees located within or adjacent to the Project Site and may experience encroachment into their respective root zones. These native trees are to be mitigated per the City's Environmental Review Guidelines (City of Carpinteria 1994). Mitigation is to use an appropriate ratio for native tree replacement. Additionally, all trees located within the Project Site are also considered street trees and are protected by the City's street tree ordinance (CMC 12.28) (City of Carpinteria, 2025b). Beyond the two coast live oak removals the Project would require the removal of five lemon gums (*Corymbia citriodora*) and nine firewheel trees (*Stenocarpus sinuatus*). Mitigation Measure MM-BIO-2 incorporates measures as presented in the Tree Assessment and would ensure that impacts to local policies and ordinances would be **less than significant with mitigation (Class II)** (Spiewak, 2023).

As mentioned under Impact 3.3-1, one special-status bird species, Cooper's hawk, has a moderate potential to occur within the BSA as it may roost and nest in ornamental trees. The Project (i.e., vegetation removal and construction activities) may result in direct and/or indirect impacts to Cooper's hawk through the removal of active nests or disruption of breeding/nesting behavior resulting from noise, such as copulation, nest building, or incubation, if present during construction activities. Incorporation of Mitigation Measure MM-BIO-1, requiring preconstruction nesting bird surveys and the establishment of an avoidance buffer around active nests, would ensure that impacts during construction activities to special-status birds would be less than significant. Therefore, impacts to special-status bird species would be **less than significant with mitigation (Class II).**

Mitigation Measures

Mitigation: BIO-1: Nesting Bird and Raptor Avoidance and MM-**BIO-2: Tree Mitigation and Protection**. Trees proposed for removal shall be mitigated with replacement plantings. Additionally, tree protective measures shall be implemented to minimize impacts to the nine California sycamores and single walnut tree that are located adjacent to Project activities. To ensure impacts to trees are mitigated or minimized, the following measures shall be implemented:

- The two coast live oak trees proposed for removal shall be replaced with replacement oak tree plantings with a priority given to on-site mitigation. The removals shall be mitigated by planting two 48" box oaks on site, which is in compliance with the County of Santa Barbara (Coastal Zoning Ordinance Section 35-140; County of Santa Barbara 2023) the default standard used by the City. Smaller trees can be planted in greater numbers if preferred. This means 2:1 with 36" box oaks (4 oaks at this ratio), 3:1 with 24" box (6 oaks at this ratio), or 5:1 with 15-gallon oaks (10 trees at this ratio). Final replacement ratios used is at the discretion of the City.
- The nine California sycamores and single walnut tree should be protected by following tree protection measures during demolition/construction activities within the project site. Such measures shall include, but not be limited to, the following:
    a. Fence off all trees from construction at the critical root zone or where practical with six-foot high chain link or orange construction fence with metal stakes;
    b. No activities or storage of construction materials shall be allowed within the fenced areas unless approved by CDD;
    c. Any root disturbance to any of the protected trees shall be done by hand and the project arborist alerted;
    d. All roots encountered shall be cut cleanly with a sharp saw to allow for new root regeneration, backfilled immediately or kept moist to prevent drying out and dying;
    e. Any tree affected by the construction process shall be deep-root fertilized to promote better health and vigor;
    f. Compaction of the root zone shall be avoided by spreading three to four inches of mulch. If necessary, plywood or equivalent shall be placed on top;
    g. During hot, dry periods, the foliage may need to be washed with high pressure water to remove construction dust;
    h. Project arborist shall be notified prior to any activities within the critical root zone;
    i. Leave existing hardscape (i.e., asphalt) in place as long as practicable to aid with the protection of the root system;
    j. Utilize caissons and grade beams for any foundation work close to the trees (stay at least 15 feet from the trunks of the trees); and
    k. Final landscaping around trees shall be compatible in water demand to these specific trees' needs with minimal trenching for lighting and irrigation.
- Plan Requirements/Timing: These conditions shall be printed on all final building and grading plans. Tree protection measures shall be implemented prior to- and during construction as applicable.

- Monitoring: CDD shall coordinate with the project arborist prior to initiation of construction to ensure tree protection measures are in place. CDD shall spot check in the field to ensure ongoing compliance with this measure.
- The proposed street tree removals may require a removal permit per the City's street tree ordinance (CMC 12.28) (City of Carpinteria, 2025b).

Cumulative Impact Analysis

The Project would result in the removal of two coast live oaks trees and may encroach 10 native trees. The two oaks will be mitigated to the County of Santa Barbara standard. The removal of the two oaks would be in conflict with the GP/CLUP. However, the implementation of Mitigation Measure MM BIO-2 would result in the no-net-loss of trees regulated by the GP/CLUP. Therefore, implementation of the Project along with surrounding projects would not result in a cumulatively significant impact. Therefore, the Project's impacts would be **less than cumulatively considerable with the mitigation (Class II)**.

Habitat Conservation Plans/Natural Community Conservation Plans

Impact 3.3-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Project Impact Analysis

There are no adopted habitat conservation plans or natural community conservation plans that overlap with the Project Site. Thus, there will be **no impact (Class III)** on any habitat conservation plan/natural community conservation plan.

Cumulative Impact Analysis

The Project would not impact the provisions of adopted habitat conservation plans or natural community conservation plans. Therefore, the Project would not contribute to cumulative impacts. The cumulative development would also not conflict with the provisions of any adopted habitat conservation plans or natural community conservation plan. As such, **no impact (Class III)** would occur.

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3.4 Cultural Resources

This section evaluates potential impacts to cultural resources, specifically archaeological resources, historical resources, and human remains, that could result from implementation of the Project.

Comments received in response to the Notice of Preparation for the EIR regarding cultural resources can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to cultural resources as a result of implementation of the Project are analyzed within this section.

The archaeological and human remains analysis in this section is based, in part, on the Surfliner Inn 399 & 499 Linder Avenue Project: Phase 1 Archaeological Resources Report (Archaeological Report), prepared by Stone Archaeological Consulting, dated January 2024 (Stone, 2024). Under CEQA Guidelines Section 15120(d) and Government Code Section 6254, detailed archaeological information is exempt from public disclosure. Because the Archaeological Report contains sensitive cultural resource information, it is considered confidential and therefore cannot be included in a public appendix. A confidential version is on file at the City.; The analysis of historic resources is based on a review of a historic resources records search through the California Historical Resources Information System (CHRIS) Central Coast Information Center (CCIC), and a review of listings for the National Register, California Register, California Points of Historical Interest, California Historical Landmarks, and California Built Environment Resource Directory (BERD) to identify any previously recorded properties within or near the Project Site.

3.4.1 Environmental Setting

Existing Setting

The Project Site is located on the Carpinteria coastal flood plain south of the Santa Ynez Mountain foothills and approximately 400 meters (1,300 feet) northeast of the Pacific Ocean. The topography throughout the Project Site is level. The proposed City Parking Lot #4 Site is currently undeveloped with a decomposed granite pathway running through the parcel and is used as a community open space. The proposed Hotel Site is currently developed as City Parking Lot #3 and a public restroom (Stone, 2024).

Soils within the Project Site are characterized as Camarillo fine sandy loam, fine substratum. The representative profile is an A topsoil Horizon of fine, sandy loam that generally extends to 7 inches transitioning to stratified loamy sand to clay loam, that extends to 35 inches. The underlying B Horizon clay generally extends to 72 inches below surface. Topsoil A Horizons are considered to have formed during the Holocene geologic time, extending over 10,000 years ago (Stone, 2024).

Archaeologists consider that evidence of prehistoric occupation within the Santa Barbara Channel is exclusively encountered within and on top of A Horizon soils. Underlying B Horizon soils were formed in the Pleistocene Age, predating prehistoric occupation in the New World. Evidence of prehistoric occupation within the Santa Barbara Channel is exclusively encountered within A Horizon topsoils, except for post-depositional movement of artifacts caused by rodent burrowing, that can relocate cultural materials a minimum of 1.1 meters (3.6 feet) below the ground surface (Stone, 2024).

Prehistoric Setting

The local Santa Barbara County prehistoric chronology is divided into four major periods – Paleoindian, Early Period, Middle Period, and Late Period. It is generally accepted that humans entered the New World during the latter part of the Wisconsin glaciation between 40,000 and 20,000 years before present (B.P.). The earliest unquestioned evidence of human occupation in southern Santa Barbara County is dated to between 10,000 to 8,000 B.P. Paleoindian groups during this time focused on hunting Pleistocene megafauna, including mammoth and bison. Plants and smaller animals were undoubtedly part of the Paleoindian diet as well, and when the availability of large game was reduced by climatic shifts near the end of the Pleistocene, the subsistence strategy changed to a greater reliance on these resources (Stone, 2024).

Discussion of the Early, Middle, and Late periods is based on a fairly well-known chronological sequence developed by Chester King for the Santa Barbara Channel region. Post-Pleistocene changes in climate and environment are reflected in the local archaeological record by approximately 8,000 B.P., the beginning of the Early Period, as defined by Chester King. The Early Period of the Santa Barbara Channel mainland was originally defined by David Banks Rogers, who called it the "Oak Grove" Period. The diagnostic feature of this period is the mano and metate milling stones, which were used to grind hard seeds such as sage for consumption. Toward the end of the Early Period, sea mammal hunting appears to have supplemented subsistence strategies (Stone, 2024).

The Middle Period (3,350 to 800 B.P.) is characterized by larger and more permanent settlements, related to a generally wetter environment. Materials from Middle Period sites reflect a greater reliance on marine resources and include marine shells, fish remains, and fishhooks. A major shift in vegetable food exploitation occurred, as the mano and metate milling stones were replaced by stone mortars and pestles. This indicates a transition from seed gathering to oak tree acorn gathering and processing, a result of cooler temperatures and more expansive oak woodland habitats. Toward the end of this period, the plank canoe was developed, making ocean fishing and trade with the Channel Islands safer and more efficient. Terrestrial resources continued to be exploited as evidenced by the presence of contracting-stemmed and corner-notched projectile points from Middle Period sites (Stone, 2024).

The Late Period (800 to 150 B.P. or approximately A.D. 1150 to 1800) was a time of increased social and economic complexity. The increased number of permanent and semi-permanent villages clustered along the Santa Barbara Channel and on the Channel Islands, and the diversity of environmental site settings in which sites have been identified, indicates a substantial increase in prehistoric population. Intensification of terrestrial as well as marine resources occurred. Acorns continued to be processed, and land mammals were hunted with the bow and arrow, rather than exclusively by spear. Trade networks, probably controlled by village chiefs, expanded and played an important part in local Chumash culture, reinforcing status differences and encouraging craft specialization. Shell beads, found throughout the Early and Middle Periods, increased in number and variety, related to status and social value (Stone, 2024).

The protohistoric culture of the Chumash was terminated by the arrival of a Spanish expedition led by Gaspar de Portolá in 1769. Chumash culture changed dramatically with the establishment of the Missions of Santa Barbara, San Buenaventura, Santa Ynez, and La Purísima (Stone, 2024).

Historic Setting

The historic occupation of the Project vicinity can be divided into three settlement periods: the Mission Period (1769 – 1830 A.D.), the Rancho Period (1830 -1865 A.D.), and the American Period (1865 – 1915). Construction of Mission San Buenaventura in 1782, Mission Santa Barbara in 1786, Mission la Purísima Concepcíon in 1787, and Mission Santa Ynez in 1804, altered both the physical and cultural landscape of the region. The missions were the center of Spanish influence in the region and affected native patterns of settlement, culture, trade, industry, and agriculture. Following the secularization of the Missions by the Mexican Government in 1821, California became part of the Republic of Mexico (Stone, 2024).

Secularization of lands and a focus on cattle raising marked the Rancho Period, where large land grants of Mission lands were ceded to wealthy, prominent Spanish families. Native Americans continued to work as laborers on ranchos during this period. With California statehood in 1850 and the advent of the American Period, farming and more intensive land uses steadily replaced cattle stock raising. Cattle ranching was substantially curtailed by a prolonged drought in the 1860s. Lemon orchards were the predominant agricultural crop in the area throughout the early and mid-20 the century. Asphalt mining activity began in the late 19th century and represented the area's initial substantial influx of workers settling in the area. Continued urbanization resulted in the City's incorporation in 1965, which spurred the conversion of orchards to residential tract development, concurrent with urban development in Santa Barbara and Goleta along the South Coast (Stone, 2024).

Existing Conditions

Identification of Built Environment Resources Identified Within the Project Vicinity

The CCIC records search results indicate that one cultural resource study has been conducted within a .25-mile radius of the Project Site. The Project Site has not been previously recorded or evaluated for historic significance. A review of the California BERD, the City of Carpinteria Landmarks, Santa Barbara County's Historic Landmarks and Places of Historic Merit indicated that there are four (4) adjacent identified built environment resources within a .25-mile radius of the Project Site. The results of the CCIC records search and the desktop archival research are presented in **Table 3.4-1,** *Historical Architectural Resources Located within a 0.25-Mile Radius of the Project Site* . The identified historic resources include two City of Carpinteria Landmarks: 890 Linden Avenue, and the Carpinteria State Beach Visitors Center.

Adjacent Potential Historical Architectural Resources

Due to the high volume of potentially eligible historic resources within a 0.25-mile radius of the Project Site, the impact analysis is limited to only those resources that have views of the Project Site and are located along the Project Site's perimeter. A review of historic aerial maps and historic topographic maps resulted in the identification of 15 potential historic resources which are over 45 years of age and located around the perimeter of the Project Site and are included in **Table 3.4-2***, Potential Historical Architectural Resources Located within a 0.25-mile Radius of the Project Site*.

TABLE 3.4-1
HISTORICAL ARCHITECTURAL RESOURCES LOCATED WITHIN A 0.25-MILE RADIUS OF THE PROJECT SITE

Name/Primary Number	Address	Description	Status Code	Source	Built Date	Distance from Project Site	View of Project Site
Palm Trees	Linden Avenue and 7th Street	Row of palm trees planted prior to 1912, incorporated into the development of the Palms Hotel	5S1 Individually listed or designated locally	Landmark #4	Pre-1912	0.11-miles NE	None
Visitor Center Site/ P-42-004275	Northeastern-most portion of beach, off Palm Ave. between 4th St. and Sandy Land Rd.	Utilitarian structures constructed for park support. Note that neither building was identified as a historic resource, yet both were included in the archaeological site record	N/A	CCIC; Meling and Collier, 2014	Maintenance facility, c.1949. Visitors center, 1977	0.17-miles SE	None
Site of Original Library	892 Linden Avenue	Historical marker commemorating the former building remains	5S1 Individually listed or designated locally	Landmark #3	1910	0.22 miles E	None
890 Linden Avenue/ N/A	890 Linden Avenue	2-story multi-tenant commercial building originally known as “The Town Hall”	2S2 Individually eligible for NR through Section 106 process	BERD	1913	0.22 miles E	None

Sources: BERD – California Built Environment Resources Directory; Landmark – City of Carpinteria Landmark; CCIC – Central Coast Information Center

TABLE 3.4-2
POTENTIAL HISTORICAL ARCHITECTURAL RESOURCES LOCATED WITHIN A 0.25-MILE RADIUS OF THE PROJECT SITE

Potential Resource Number	Name/Address, APN	Description	Built Date	Distance from Project Site	View
1	Amtrak Surfliner railroad line, 004-105-018/022	Line constructed on the Union Pacific railroad line, which began in Carpinteria in 1887	1887	Between Project Site parcels	Direct
2	389 Linden Avenue, 003-440-011	1-story wood frame restaurant building originally Sherry's Cafe, known today as The Spot (Aushenker, 2016 and Waldrep, 2020)	1914	55 feet/.01-miles southwest	Direct
3	4954 5th Street, 003-312-025	1-story single-family bungalow	1941	56 feet/ .01-miles west	Direct
4	520 Elm Avenue, 003-312-017	1-story single-family bungalow, age unclear	c. 1950s	58 feet/.01-miles west	Direct
5	550-570 Linden Avenue, 004-105-007	1-story industrial packing warehouse building	1900	70 feet/.01-miles southwest	Direct
6	Carpinteria Community Garden Park Cottage, 004-105-016	Small cottage may be the former office of the Southern Pacific Railroad way master, origin unknown. Square nails date to 1911 (Beamish, 2017)	1911	92 feet/.02-miles northwest and northeast	Direct
7	355 Linden Avenue,003-440-027	2-story Monterrey Revival style single-family residence	1925	125 feet/.02-miles west	Direct
8	4870 5th Street, 003-305-008	2-story multi-family bungalow	1950	149 feet/.03-miles southwest	Direct
9	4838 5th Street, 003-305-010	Grouping of three 1-story detached single-family bungalows, age unclear	1940	222 feet/.04-miles south	Indirect
10	505 Holly Avenue, 003-303-019	1-story single-family bungalow	1938	428 feet/.08-miles southeast	Indirect
11	4934 Dorrance Way, 003-440-010	1-story single-family bungalow	1910	152 feet/.03-miles east	None
12	4922 Dorrance Way, 003-440-009	1-story single-family bungalow	1920	221 feet/.04-miles east	None
13	301 Linden Avenue,003-440-029	2-story Period Revival style single-family residence	1923	266 feet/ .05-miles southwest	None
14	615 Linden Avenue, 003-312-008	1-story multi-family bungalow converted into commercial/retail	1938	267 feet/.05-miles southwest	None
15	Carpinteria State Beach Park	Established as Carpinteria State Beach in 1931. Area includes trails, campgrounds, picnic areas, bathrooms/shower, fee stations, and paved roads. Alterations and redevelopments over the years have included campground expansion, recreational facilities, comfort stations, office building, and utility buildings (Chapin, 2009: 29-31)	1931	.15-miles southwest	None

Of these 15 potential historic resources, 8 have direct views and 2 have indirect views. As the abovementioned potentially eligible properties meet the age threshold and appear to retain historic integrity, for the purposes of the Project all are assumed eligible as historic resources pursuant to CEQA.

Historical Background

Development of Project Site

Before the Southern Pacific Railroad line reached Carpinteria, the area was a small agricultural village surrounded by salt marshes (CPN, 2025). The railroad tracks came into Carpinteria as part of the "Coast Line" in 1887 and would eventually connect to Los Angeles and San Francisco by the turn of the 20th century. The same year, a wood-framed Carpinteria railroad depot building was constructed in the location of what would become the Project Site (present-day 499 Linden Avenue, Assessor's Parcel Number [APN] 004-105-011). Built as a standardized depot design, the two-story Victorian Stick style building included a central section with a waiting room, station master's office, and a station master apartment, with a one-story freight room addition (CPN, 2025). The construction of the depot had extensive implications for Carpinteria's development, and the area surrounding the depot was laid out and developed contemporaneously. As a result, adjacent Linden Avenue became considered the town's "main street" extending from the beach at the west up to the eastern foothills (CPN, 2025).

As early as 1900, a group of warehouses was constructed south of the Project Site. With the expansion of the Coastal Highway in the 1920s, tourists with automobiles were attracted to Carpinteria's beaches, which were advertised as the "World's Safest" due to shallow waters and distance from the surf break. Many of the single- and multi-family residences surrounding the Project Site were developed in the early decades of the 20th century. Following World War II, Carpinteria experienced substantial growth and developed as a residential community. The Carpinteria train depot closed due to low passenger usage in 1958 and was demolished in 1967. A review of aerial photographs indicates that the current parking lot was constructed on the Project Site between 1994 and 2002, coinciding with the opening of the Amtrak Pacific Surfliner line's Carpinteria stop which began operation in 1997 (CPN, 2025).

Adjacent Neighborhood Description

The Project Site sits to the north of Linden Avenue, a two-lane, northeast/southwest-oriented roadway. To the immediate south of the site sits a contemporary Tomol Interpretive Play Area, and a series of packing warehouses from the turn of the 20th century. To the west of the site, a one-story commercial establishment and several residences are accessed from Dorrance Way. The residences along Dorrance Way include early 20th-century single-family homes, many in the bungalow style. Three residences along Dorrance Way abut a portion of the Project Site along 399 Linden Avenue. Fifth Street extends along the westernmost extent of the Project Site and is lined with one to two-story commercial development toward Linden Avenue, and single- and multi-family homes, several of which are used as rental properties, which were also constructed in the early 20th century in the bungalow style. To the north of the Project Site, along 499 Linden Way, sits the Carpinteria Community Garden Park, which includes what may be a historic cottage associated with the former Carpinteria depot building.

Identification of Archaeological Resources Identified Within the Project Vicinity

CCIC Records Search

An archaeological site records and literature search of the CHRIS CCIC, Santa Barbara Museum of Natural History, was conducted on November 30, 2023. The records search identified all recorded archaeological

sites and investigations within the Project Site and a 0.5-mile buffer. No archaeological sites are recorded within the Project Site.; however, one archaeological site (CA-SBA-7, multicomponent, ethnohistoric Chumash village site of Mishopshnow) is located within the 0.5-mile radius. The site has been subject to numerous archaeological excavations. Four archaeological investigations have previously been conducted within the Project Site, but these did not yield the identification of archaeological resources. A total of 29 additional archaeological investigations have been conducted within the 0.5-mile radius.

Sacred Lands File Search

The Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was consulted on November 20, 2023. On December 1, 2023, the NAHC indicated that the results were positive and provided a list of tribes to contact for information.

Pedestrian Survey

A cultural resources pedestrian survey of the Project Site was conducted on December 2, 2023. All ground surfaces within the Project Site were intensively inspected by using 2-meter (6-foot) parallel transects. No prehistoric or historic-period cultural materials were identified during the intensive surface survey. The results of the survey are provided by area below.

APN 004-105-026 (399 Linden Avenue)

The ground surface throughout the east and northeast portions of the Project Site were mostly free of surface vegetation, and contained a moderate amount imported gravels from the adjacent rail bed, resulting in overall good (50-60 percent) ground surface visibility. The south portion of the parcel was covered in a dense chip mulch, resulting in poor (10-20 percent) ground surface visibility. Shovel scrapes were used extensively throughout the southeast portion of the parcel to expose the ground surface and improve the overall reliability of the surface survey. Rodent burrowing tailings afforded examination of subsurface soils throughout the southeast portion of the Project Site. The central and northwest portions of the parcel were predominately covered in sparse, dry, non-native grasses, resulting in good (40-50 percent) ground surface visibility.

APN 004-105-011 (499 Linden Avenue)

The Project Site was covered with a paved parking lot that restricted ground surface visibility. However, large, landscaped areas were present throughout the parcel. The ground surfaces within the landscaped areas were a mix of sparse flowers and ornamental shrubs that provided good (50-60 percent) ground surface visibility, and areas of almost completely exposed soil which provided excellent (80-90 percent) ground surface visibility. Shovel scrapes were used periodically within the landscaped areas to remove leaf fall and improve the overall reliability of the surface survey.

3.4.2 Regulatory Framework

Federal

There are no federal regulations, plans, or policies applicable to cultural resources relevant to the Project.

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Guidelines Section 21084.1, a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The CEQA Guidelines (Title 14 California Code of Regulations Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of CEQA Guidelines Sections 21084.1 and 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in CEQA Guidelines Section 21083.2(g), a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2(g), then the site is to be treated in accordance with the provisions of Section 21083.2, which states that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. CEQA Guidelines Section 15064.5(c)(4) notes that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). As defined in CEQA Guidelines Section 15064.5(b)(1)), substantial adverse change is "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, pursuant to CEQA Guidelines Section 15064.5(b)(3), a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards)[1] is considered to have mitigated its impacts to historical resources to a less-than-significant level.

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a precontact or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

[1] Grimmer, E. Anne. 2017. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings.* Washington, D.C.: U.S. Department of the Interior National Park Services: Technical Preservation Services.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP [Office of Historic Preservation] and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone. (PRC Section 5024.1(d)-(e).)

California Health and Safety Code (HSC)

HSC Sections 7050.5, 7051, and 7054 address the illegality of interference with human burial remains (except as allowed under applicable PRC Sections), and the disposition of Native American burials in archaeological sites. These regulations protect such remains from disturbance, vandalism, or inadvertent destruction, and establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including treatment of the remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code (PRC)

PRC Section 5097.98 provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to

generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Government Code Sections 7927.000 and 7927.005

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 7927.000 explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places." Section 7927.005 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

Local

City of Carpinteria General Plan/Coastal Land Use Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The GP/CLUP has objectives and policies for the preservation of cultural resources and these are provided below.

Objective OSC-16: Preserve Carpinteria's cultural resources.

Policy: OSC-16a. Carefully review any development that may disturb important archaeological or historically valuable sites.

3.4.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to cultural resources would be considered significant if the Project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- Disturb any human remains, including those interred outside of dedicated cemeteries?

3.4.4 Methodology

The analysis of archaeological resources is based, in part, on the Archaeological Report, which included a cultural resources records search through the CHRIS CCIC, an SLF search through the NAHC, and a cultural resources pedestrian survey. The potential for encountering buried archaeological resources (precontact and historic-period) and human remains during construction was based on the results of the CHRIS CCIC records search, SLF search results, pedestrian survey, and a review of the land use history of the Project Site and its proximity to permanent water sources.

The analysis of historic resources is based on a review of a historic resources records search through the CHRIS CCIC, and a review of listings for the National Register, California Register, California Points of Historical Interest, California Historical Landmarks, and California BERD to identify any previously recorded properties within or near the Project Site. Additional research was conducted to identify any potential historic resources with view of the Project Site located within a 0.25-mile radius of the Project Site. The analysis includes the development of the Project Site, surrounding neighborhood description and an analysis of potential indirect impacts of the Project on potential historic resources.

3.4.5 Impact Analysis

Historical Resources

Impact 3.4-1: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Project Impact Analysis

No historic resources were identified on the Project Site, therefore, there are no direct impacts that would occur from the implementation of the Project.

Indirect impacts were analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historical resources and potential historic within 0.25-miles of the Project Site, especially those that have direct and indirect views of the proposed development. Record searches identified four (4) previously recorded historic resources within a one-quarter mile radius of the Project Site, none of which have views of the Project Site. However, as part of a desktop survey effort for the purposes of this study, 10 potentially eligible historic resources that meet the age threshold of 45 years of age or older were identified located along the perimeter of the Project Site and hence, have direct and indirect views.

As discussed above, the neighborhood setting has included the railroad line since the late 1800s, which is not proposed to be modified as part of this Project. The surrounding development was originally primarily agricultural and railroad support warehouse structures, but later evolved to commercial, tourism, and residential uses. The 10 potential historic resources, listed by address and APN in Table 3.4-2, have views of the Project Site that may be slightly altered as a result of the Project. These potential resources include a portion of a railroad line, a packing warehouse, a commercial building, and single- and multi-family residences which surround the Project Site to the north, south, east, and west. The residential buildings are largely Bungalow-style buildings, with a Period Revival-style building as well. The commercial building is a vernacular structure, and the packing warehouse is an industrial structure. The railroad line is a surface-level built environment resource with no attributed architectural style. These 10 potential historic

resources were constructed between 1887 and 1950, and therefore reflect seven decades of development within Carpinteria, which was largely made possible due to the presence of the Union Pacific Railroad in the former agricultural village. The development as it exists today represents the various periods of development surrounding the Project Site, which has included agricultural development, railroad travel and commerce, beachside tourism, and residential and associated commercial development.

The potential resources are located in residential and commercial portions of the neighborhood and appear to have been consistently used as such since their earliest development. The Project would not introduce a new use to the general area, as Carpinteria has a long history as an early 20th-century tourism destination. The use of the Project would be for tourism lodging, and the adjacent parking lot will be shared for City use, which is consistent with existing and historic development uses. The Project does not introduce new scale or massing to the existing development given the existence of the nearby 1- to 3-story commercial development in the general vicinity, nor would it physically impact or materially impair the adjacent resources.

The integrity of setting for these resources would be slightly changed as a result of the Project, but these changes do not significantly detract from the neighborhood setting. As a result of proposed alterations, adjacent buildings would experience minor changes in their views. Previously, the resources along the east side of the Project Site had a view of the former north-south-oriented two-story Carpentaria train depot, which will be similar in height and massing to the Project's new north-south-oriented two-story proposed Hotel. These changes in settings and view are minor considering that formerly in its location sat the two-story Carpinteria train depot (constructed in 1887, demolished in 1968).

Although there would be slight changes in the view for some of these residences, which may marginally affect their integrity of setting, the setting would largely remain intact. The building would be set back from Linden Avenue and 5th Street, and its design would be compatible with the historic styles that remain extant today. The Project Site is located in the central core of Carpinteria, which currently consists of both commercial and residential structures, and the neighborhood will retain its mixed-use character after implementation of the Project. The layout of the streets and the railroad track segment are not changing as a result of the Project. The changes would not affect the eligibility of individual resources or historic districts.

Considering that the railroad is a potential industrial resource that is exposed to significant vibration on a daily basis, and that construction activities from the Project Site would be 12 feet to 27 feet away from the track separated by the right of way and landscaping, there is no potential for impacts from backhoe excavation.

Consequently, the minor change in views and setting would not detract from these resources' ability to convey their significance. No character-defining features of these resources would be changed or impacted at the conclusion of the Project. The Project would not have an identified physical or material effect on any of these resources. At the conclusion of the Project, the integrity of the resources' location, design, materials, workmanship, setting, ambiance, and association would remain intact, and these resources would not undergo a substantial material change.

A review of the Project against these potentially eligible resources indicated that the significance and the historic integrity of these resources would remain intact upon Project completion. Therefore, indirect

impacts of the Project to historical resources in the surrounding vicinity (0.25-mile radius with views of the Project Site) are less than significant because the Project would not materially impair these resources or their setting or interrupt primary views in a manner that would adversely affect the ability of these historical resources to convey their significance. At the conclusion of the Project, the significance and integrity of these resources would remain intact.

As a result of these investigations no historic architectural resources qualifying as historical resources under CEQA were identified within the Project Site or in the surrounding vicinity and impacts to historical resources would be **less than significant (Class III)**.

Cumulative Impact Analysis

Construction impacts to historical resources, both direct and indirect, tend to be site specific. However, cumulative impacts can occur if a project and other related projects in the adjacent area would together cumulatively affect in an adverse manner the eligibility of a historical resource and/or resources. A significant impact would occur if related projects adversely affect or detract from the integrity such that a historical resource or district would be no longer eligible for listing. A review of adjacent related development in the immediate Project Site vicinity indicated seven related development projects are planned or under construction in the immediate area surrounding the Project Site. These development projects include three duplexes, one accessory dwelling unit (ADU) structure, a single-family residence, a series of condos, and a triplex building.

In assessing cumulative impacts on historical resources, the focus is on related projects that are in the immediate vicinity of the Project that have the potential to contribute to changes in the setting of identified historical resources on the Project Site and in the vicinity, including historic districts. A list of seven related development projects that are planned or under construction in the immediate vicinity of the Project Site was compiled to support the analysis of cumulative impacts for the Project and are identified in **Table 3.4-3** *Adjacent Related Developments in the Immediate Project Site Vicinity*, below. These development projects include three duplexes, one ADU structure, a single-family residence, a series of condos, and a triplex building.

The Zins Triplex project would likely be completed by the time the Project begins construction and therefore would not affect the Project or adjacent resources. Specifically, the Coeler Duplex Project #3, which may have direct views of the Project Site, would include the construction of a 2-story duplex building to the west of the Project Site and new proposed parking lot. This would be physically separated from the Project Site by Dorrance Way and would not have visual impacts on the Project or adjacent resources.

The Project would not have direct or indirect impact on any historical resources, potential or listed, there would be no cumulative impacts due to direct or indirect impacts.

TABLE 3.4-3
ADJACENT RELATED DEVELOPMENTS IN THE IMMEDIATE PROJECT SITE VICINITY

Project Name	Address/APN	Description	Notes	Distance from Project Site	View of Project Site
Coeler Duplex #3	4949 Dorrance Way/ 003-440-026	Demo (E) SFD, Construct (N) Duplex	Approved by PC but still will need to construct	0.03-miles W	Direct
Coeler Duplex #2	4934 Dorrance Way/ 003-440-010	Demo (E) SFD, Construct (N) Duplex	Approved by PC but still will need to construct	0.02-miles E	Indirect
Coeler Duplex #1	333 Linden Ave/ 003-440-028	Construct (N) Duplex	Approved but still need to construct	0.04-miles SW	Indirect
Burlison ADU #2	5035 Seventh Street/ 003-314-002	Construct (N) 480 sf ADU		0.10-miles E	None
Zins Triplex	4905 Eighth Street/ 003-311-001	Demolish (E) SFD; construct 3 (N) residences	Just began construction September 2025	0.12-miles NE	None
Scerni SFD	4610 Fourth Street/ 003-431-005	Construct 1 (N) SFD		0.15-miles NW	None
Surf Cottage Condos	4716 Seventh Street/ 003-301-020	Remodel (E) SFD, convert to condo, construct 2 (N) condos	Still going through approvals	0.16-miles NE	None

Source: City of Carpinteria, September 2025

As no related projects in the Project vicinity would affect historic resources, the potential for cumulative impacts of the Project would not be cumulatively considerable. The Project's indirect effects on potential historical resources would not meaningfully detract from their visibility or prominence, or from their integrity of setting, feeling or association. Similar to the Project, the indirect effects of other related projects in the vicinity would not detract from views to these resources or adversely affect their ability to convey their significance. Further, there is no chance for cumulative impact from the perspective of demolition or alteration of a historic resource. For these reasons, the Project, considered together with the related projects, would not contribute considerably to a cumulatively significant impact on historical resources. Impacts would be **less than significant (Class III)**.

Archaeological Resources

Impact 3.4-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Project Impact Analysis

This section discusses archaeological resources that are potentially historical resources according to *State CEQA Guidelines* Section 15064.5, as well as unique archaeological resources defined in PRC Section 21083.2(g).

The records search through the CHRIS CCIC indicated that no archaeological resources have been previously recorded within the Project Site. However, one resource (CA-SBA-7; a multicomponent, ethnohistoric village site) has been previously recorded within a 0.5-mile radius of the Project Site. A total of 33 archaeological investigations were conducted within the 0.5-mile radius. Of the 33

investigations, four were conducted within the Project Site but yielded negative results. The other 29 archaeological investigations also did not yield the identification of resources. An intensive cultural resources pedestrian survey which included conducting shovel scrapes did not yield the identification of archaeological resources within the Project Site; however, the ground surface was obstructed from view in more than 50 percent of the Project Site which posed a limitation to the survey.

During Assembly Bill 52 (AB 52) consultation for the Project, the Santa Ynez Band of Chumash Indians (Santa Ynez Band or Tribe) indicated to the City that the Project Site had the potential to retain buried resources given the presence of two archaeological sites (CA-SBA-7 and CA-SBA-6) that have been previously recorded in the vicinity of the Project Site. The Tribe stated that resource CA-SBA-7 had been recorded within a half-mile radius of the Project Site while CA-SBA-6 had been recorded outside the 0.5-mile radius and not included in the Archaeological Report. Given the presence of these two resources in the vicinity, the Tribe requested that a qualified archaeologist and tribal representative be present to monitor ground disturbing activities at the Project. Moreover, the Project Site is located near the Pacific Ocean, Carpinteria Creek, and a salt marsh habitat (Carpinteria Salt Marsh) which would have provided abundant fresh water, flora, and/or fauna resources for prehistoric inhabitants. Lastly, the 399 Linden Avenue parcel has been undeveloped since at least 1929 which indicates it could still retain buried prehistoric archaeological resources, while the 499 Linden Avenue parcel has the potential to retain both historic and prehistoric archaeological resources given the former presence of the Standard Pacific Depot (1887 - 1967) at this location. As a result of these findings, the Project Site appears to have at least a moderate to high potential for encountering buried archaeological resources during ground disturbing activities. Since the Project includes ground disturbance up to 9 feet in depth, the following mitigation measures are proposed in order to reduce potential impacts to previously unknown archaeological resources.

Mitigation Measures

MM-CUL--1: Prior to construction activities, the Applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The minimum education and experience for a Qualified Archaeologist include a graduate degree in archaeology, or related field; at least one year of full-time professional experience or equivalent specialized training in archaeological research, administration, or management. The minimum education and experience for an archaeological monitor includes having a bachelor's degree in a relevant field of study and either two months of archaeological construction monitoring experience or two months of supervised training with prehistoric archaeological materials in a field or laboratory setting. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered, as determined by the Qualified Archaeologist. The frequency of monitoring shall be determined based on the factors presented above, and full-time archaeological monitoring in any area can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist. Prior to commencement of excavation activities, a Cultural Resources Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall focus on how to identify indications of archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

MM-CUL-2: In the event that historic or precontact archaeological resources (e.g., artifacts, cultural soils, features, etc.) are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find by the archaeological monitor, so that the find can be evaluated by the Qualified Archaeologist. If for some reason the archaeological monitor is not on site, the area will be avoided by the construction crew and the Qualified Archaeologist shall be contacted. After consulting with the City, the Qualified Archeologist shall establish an appropriate buffer area in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the resource and will demarcate where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area.

All archaeological resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist. If the Qualified Archaeologist determines the find to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the City of Carpinteria to develop a reasonable and feasible treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.

MM-CUL-3: Prior to the release of the grading bond, the Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation (DPR) Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the DPR Site Forms shall be submitted by the City to the Central Coast Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Impacts Remaining After Mitigation

With the implementation of Mitigation Measures MM-CC-1 through MM-CC-3, impacts would be **less than significant with mitigation (Class II)**.

Cumulative Impact Analysis

Multiple projects, mostly development within urban settings, are proposed throughout the geographic scope of analysis. Cumulative impacts to archaeological resources could occur if any of these projects, in conjunction with the Project, would have impacts on resources that, when considered together, would be significant; however, the current Project would not impact known archaeological resources. Further, while there is a slight potential for impacts to unknown archaeological resources, such as those that might be discovered during Project-related ground-disturbing activities, Mitigation Measures MM-CUL-1 through MM-CUL- 3, would ensure that impacts are reduced to a less than significant level. It is assumed that any other projects in the geographic scope of analysis with a potential to impact unknown archaeological resources would also have similar mitigation. Taken together, implementation of these

mitigation measures would ensure there are no cumulative impacts on archaeological resources. Therefore, cumulative impacts on archaeological resources during construction would not be cumulatively considerable. Impacts would be **less than significant (Class III)**.

Human Remains

Impact 3.4-3: Disturb any human remains, including those interred outside of dedicated cemeteries?

Project Impact Analysis

While no known human remains have been identified in the Project Site as a result of the pedestrian survey or records search through the CCIC, the SLF search through the NAHC indicated that the results were positive. However, no additional information on the positive results was provided.. Therefore, there is a possibility that ground-disturbing activities at the Project Site could encounter previously undocumented human remains. In the event that human remains are unearthed during construction activities, impacts would be potentially significant, and as such, mitigation would be required. With implementation of Mitigation Measure MM-CUL-4, which requires compliance with PRC Section 5097.98, Health and Safety Code Section 7050.5, and CEQA Guidelines Section 15064.5(e), impacts to human remains would be less than significant.

Mitigation Measures

> **MM-CUL-4:** If human remains are encountered, the Project Applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Santa Barbara County Coroner in accordance with PRC Section 5097.98, Health and Safety Code Section 7050.5, and CEQA Guidelines Section 15064.5(e). If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate an MLD for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

Impacts Remaining After Mitigation

With the implementation of Mitigation Measures MM-CC-4, impacts would be **less than significant with mitigation (Class II).**

Cumulative Impact Analysis

No known human remains have been identified in the Project Site as a result of the cultural resources assessment. In the event that human remains are encountered during project implementation, Mitigation Measure MM-CUL-4 would ensure that the remains are treated in accordance with relevant State laws and that impacts would be reduced to a less-than-significant level. It is assumed that any other projects in the geographic scope of analysis would also follow State law. Therefore, cumulative impacts on human remains during construction would not be cumulatively considerable. As such, impacts would be **less than significant (Class III)**.

3.4.6 References

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3.5 Energy

This section evaluates potential impacts related to energy that could result from implementation of the Project. The section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

Comments received in response to the Notice of Preparation for the EIR regarding energy can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to energy as a result of implementation of the Project are analyzed within this section. Detailed calculations are provided in **Appendix D,** of this EIR.

3.5.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels and transportation energy is linked to changes in global climate and depletion of stratospheric ozone. The Project would primarily consume fossil fuels, gasoline and diesel, during construction and operation for equipment and/or worker vehicles. During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to heating, ventilation, and air conditioning (HVAC) equipment, lighting and the use of electronics, cooking, and electric vehicle (EV) charging. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips.

Electricity, a consumptive utility, is a human-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, natural gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. The Warren-Alquist Act established the California Energy Commission (CEC) in 1974. The CEC serves as California's primary energy policy and planning agency and is committed to reducing energy costs, curtailing greenhouse gas emissions, and ensuring a safe, resilient, and reliable supply of energy.

Energy capacity, or electrical power, is generally measured in watts while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. If ten 100 watt bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour. On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is 1 million watts, while energy usage is measured in megawatt-hours or gigawatt-hours (GWh), which is 1 billion Wh.

Southern California Edison

Southern California Edison (SCE) provides electrical services to approximately 15 million people, 15 counties (including Santa Barbara County), 180 incorporated cities, throughout its 50,000-square-mile service area, across central, coastal and southern California, an area bounded by Mono County to the north, Ventura County to the west, San Bernardino County to the east, and Orange County to the south

(SCE, 2024a). SCE produces and purchases energy from a mix of conventional and renewable generating sources. In Santa Barbara County, SCE serves Carpinteria, Gaviota, Goleta, Isla Vista, Montecito, Santa Barbara, and Summerland (SCE, 2024b).

SCE generates power from a variety of energy sources, including large hydropower (greater than 30 MW), coal, gas, nuclear sources, and renewable resources, such as wind, solar, small hydropower (less than 30 MW), and geothermal sources. In 2023, the SCE power system experienced a peak demand of 21,254 MW (the most recent year for which data are available) (SCE, 2024c). Approximately 52 percent of the SCE 2023 electricity purchases were from renewable sources, which is higher than the approximate 36 percent statewide percentage of electricity purchases from renewable sources in 2022 (the latest data available) (SCE, 2024d, CEC, 2023a). The annual electricity sale to customers in 2023 was approximately 79,256 GWh (SCE, 2024c).

Central Coast Community Energy

Central Coast Community Energy (3CE) is a Community Choice Aggregator, which is a public agency that sources renewable electricity. 3CE serves the unincorporated Santa Barbara County and some of its cities, including Carpinteria, Goleta, Buellton, Guadalupe, and Santa Maria. 3CE assumes responsibility for electric power procurement (electric generation services) and purchases renewable electricity for homes and businesses. However, the local utility provider is responsible for electricity delivery. Customers can opt out of 3CE and return to the investor-owned utility (e.g., SCE, PG&E, or local utility) electricity service at any time.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs but relies upon out-of-state imports for nearly 90 percent of its natural gas supply (CEC, 2024a). A majority of natural gas consumed in California is for electricity generation, along with the industrial, residential, and commercial sections (CEC, 2024a). Among energy commodities consumed in California, natural gas accounts for approximately 31 percent of total energy consumption (CEC, 2024b). Natural gas is typically measured in terms of cubic feet or British thermal units.

Southern California Gas (SoCalGas) is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.1 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout Central and Southern California, from the City of Visalia to the Mexican border (SoCalGas, 2024). In Santa Barbara County, SoCalGas serves Ballard, Betteravia, Buellton, Carpinteria, Casmalia, Cuyama, Ellwood, Goleta, Guadalupe, Isla Vista, Las Cruces, Lompoc, Los Alamos, Los Olivos, Montecito, New Cuyama, Orcutt, Santa Barbara, Santa Maria, Santa Ynez, Sisquoc, Solvang, Summerland, Vandenberg AFB, and Vandenberg Village (SoCalGas, 2009).

SoCalGas receives gas supplies from several sedimentary basins in the western U.S. and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies (CGEU, 2023). The traditional, southwestern U.S. sources of natural gas will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply

source, and the use of Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport (CGEU, 2023). The annual natural gas sale to customers in 2022 was approximately 897 billion cubic feet (CGEU, 2023).[1]

Transportation Energy

According to the CEC, natural gas accounted for approximately 31 percent of California's total energy consumption in 2021, based on a carbon dioxide equivalent basis (CEC, 2024b). In 2023 (the most recent year for which data are available), Santa Barbara County consumed approximately 166 million gallons of gasoline and 29 million gallons of diesel fuel (CEC, 2023b).[2] Petroleum-based fuels account for 89 percent of California's transportation fuel use (CEC, 2021). California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gases (GHGs) from the transportation sector, and reduce vehicle miles traveled. Additionally, California is transitioning to zero-carbon, renewable sources of power while rapidly electrifying large segments of the economy. The CEC predicts that the demand for gasoline and transportation fossil fuels in general will continue to decline as the sales of electric vehicles increases. New zero-emission vehicle sales grew from less than 8 percent in 2020 to more than 25 percent in the third quarter of 2023 (CEC, 2024b).

3.5.2 Regulatory Framework

Federal

Energy Policy Act of 2005

The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy. The Renewable Fuel Standard program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce U.S. dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting global climate change. Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard, requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels.
- Reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020 – an increase in fuel economy standards of 40 percent.

[1] Daily natural gas usage in 2022 was 2,458 million cf; annual value derived by multiplying daily values by 365 days.

[2] Non-Retail diesel sales, which comprise approximately 34.6% of all diesel sales, are not reported in this data. The data is adjusted to include the non-retail diesel sales.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 (EPCA) is a United States Act of Congress that responded to the 1973 oil crisis by creating a comprehensive approach to federal energy policy. The primary goals of EPCA are to increase energy production and supply, reduce energy demand, provide energy efficiency, and give the executive branch additional powers to respond to disruptions in energy supply. Most notably, EPCA established the Strategic Petroleum Reserve, the Energy Conservation Program for Consumer Products, and Corporate Average Fuel Economy (CAFE) regulations.

United States Department of Transportation, United States Department of Energy, United States Environmental Protection Agency, and National Highway Traffic Safety Administration (NHTSA)

At the federal level, the U.S. Department of Transportation (USDOT), U.S. Department of Energy, and U.S. Environmental Protection Agency (USEPA) are three agencies with substantial influence over national energy policies related to transportation fuels consumption. Generally, federal agencies influence transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding energy-related research and development projects, and through funding for transportation infrastructure projects.

Established by the U.S. Congress in 1975, the CAFE Standards (49 CFR Parts 531 and 533) reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and USEPA jointly administer the CAFE standards. When these standards are raised, automakers respond by creating a more fuel-efficient fleet.

In March 2020, USDOT and USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amended the CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026 (USEPA, 2020). On January 20, 2021, the President issued Executive Order 13990 “Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis” directing USEPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the SAFE Vehicles Rule for Model Years 2021 through2026. In February 2022, USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, which revises the GHG standards beginning for vehicles in model year 2023 through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles (USEPA, 2020).

On June 7, 2024, the NHTSA announced the “Final Rule for CAFE Standards for Model Years 2027 through 2031 and Heavy-Duty Pickup Trucks and Vans (HDPUV) Fuel Efficiency Standards for Model Years 2030 through 2035.” The final rule establishes standards that would require an industry-wide fleet average of approximately 50.4 mpg in model year 2031 for passenger cars and light trucks, and an industry fleet-wide average for HDPUVs of roughly 2.851 gallons per 100 miles in model year 2035 (NHTSA, 2024). The final CAFE standards increase at a rate of 2 percent per year for passenger cars in model year 2027 through 2031 and 2 percent per year for light trucks in model years 2029 through 2031 (NHTSA, 2024). The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year for model years 2030 - 2032 and 8 percent per year for model years 2033 through 2035 (NHTSA, 2024).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 through 2018. Building on the first phase of standards, in August 2016, USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency, a 5 to 25 percent reduction over 2017 baseline, and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons (USEPA, 2016).

State

California Building Standards Code (Title 24, Parts 6 and 11)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective January 1, 2023. The 2022 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting; and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers 90.1-2019 national standards (CEC 2022b).

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, became effective in 2023. The 2022 CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality (CBSC, 2022). For example, the 2022 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

In September 2024, the CEC approved the 2025 California Building Energy Efficiency Standards, which would go into effect on January 1, 2026. The 2025 standards build on the 2022 standards by aiming to decarbonize buildings by encouraging energy efficiency, solar and battery storage, and shifting times of energy use by expanding heat pump requirements for space and water heating in more building types, including low-rise multifamily units. They also introduce stronger electric-ready mandates to ease future transitions to electric appliances. Updates to solar and battery storage standards now align with revised net billing policies for high-rise multifamily and nonresidential buildings. Additionally, nonresidential buildings face new space conditioning controls, while multifamily buildings must meet stricter ventilation requirements for better indoor air quality. These updates enhance energy efficiency, reduce emissions, and will save Californians an estimated $4.8 billion in energy costs over 30 years (CEC, 2025).

Renewables Portfolio Standard

The State has adopted regulations to increase the proportion of electricity from renewable sources. SB 350 (Chapter 547, Statues of 2015) set the Renewables Portfolio Standard to 50 percent by 2030, including interim targets of 40 percent by 2024 and 45 percent by 2027. In 2018, SB 100 further increased California's Renewables Portfolio Standard and requires retail sellers and publicly owned utilities to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the

end of 2027, and 60 percent by the end of 2030; and requires CARB to plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

Senate Bill 1389

SB 1389 (Public Resources Code Sections 25300–25323; SB 1389) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The Integrated Energy Policy Report provides the results of the CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, zero-emissions vehicles, energy equity, climate change adaptation, electricity reliability in the Southern California region, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts.

Greenhouse Gas Emissions Legislation

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. In 2016, the California State Legislature adopted SB 32 and its companion bill, AB 197, which amended HSC Division 25.5 and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and included provisions to ensure that the benefits of state climate policies reach into disadvantaged communities. The Legislature enacted AB 1279, The California Climate Crisis Act, on September 16, 2022 (CLI, 2022). AB 1279 establishes the policy of the State of California to achieve net zero GHG emissions as soon as possible but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 mandates that by 2045, statewide anthropogenic GHG emissions are to be reduced at least 85 percent below 1990 levels. SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 established California's 2030 GHG reduction target of 40 percent below 1990 levels and requires the State to double statewide energy efficiency savings in electricity and natural gas end uses by 2030

While these legislative bills focus on reducing statewide GHG emissions, they have co-benefits of improving energy and transportation fuel efficiency and reducing energy and fuel demands. Refer to Section 3.5, *Greenhouse Gas Emissions and Global Climate Change*, of this EIR, for additional information regarding these legislative bills.

Mobile Sources

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 CCR Section 2485 and Title 17 CCR Section 93115). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location. While the goal of this measure is primarily

to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

In-Use Off-Road Diesel-Fueled Fleets Regulation

In 2007, CARB approved the "In-Use Off-Road Diesel Fueled Fleets Regulation" to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. Under this regulation, equipment fleets must demonstrate that it has either met the fleet average target for each compliance year or has completed the Best Available Control Technology requirements (BACT). Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019 through 2028. While the goal of this regulation is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from the use of more fuel-efficient engines.

Truck and Bus Regulation

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection [h]). The regulation aims to reduce emissions by installation of diesel soot filters, and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing transportation fuel consumption due to improved engine efficiencies.

CARB's Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 (CARB, 2024a). The program requires a greater number of zero-emission vehicle models for years 2015 through 2025 to control smog, soot and GHG emissions. This program includes the Low-Emissions Vehicle regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and the zero-emission vehicle (ZEV) regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles between 2018 and 2025.

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking package was presented to the Board in June 2022 and was adopted on November 30, 2022. Implementation of the ZEV and plug-in hybrid electric vehicles regulations reduce transportation fuel consumption by increasing the number of vehicles that are partially or fully electric-powered.

CARB's Advanced Clean Trucks Program

The Advanced Clean Trucks regulations were approved on June 25, 2020, and require that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide and GHG

emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use (CARB, 2024b). The percentage of zero-emissions truck sales is required to increase every year until 2035 when sales would need to be 55 percent of Classes 2b–3 (light/medium- and medium-duty trucks) truck sales, 75 percent of Classes 4–8 (medium- to heavy-duty trucks) straight truck sales, and 40 percent of truck tractor (heavy-duty trucks weighing 33,001 pounds or greater) sales. Additionally, large fleet operators (of 50 or more trucks) would be required to report information about shipments and services and their existing fleet operations.

Land Use and Transportation Planning

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG, was adopted by the state on September 30, 2008. In March 2018, CARB adopted per capita GHG emissions reduction targets of 13 percent by 2020 and 17 percent by 2035 relative to 2005 GHG emissions for the Santa Barbara County Association of Governments (SBCAG), which is the Metropolitan Planning Organization for the region in which the Project is located (CARB 2018). While SB 375 focuses on per capita GHG emissions reductions, it would also reduce per capita transportation fuel demand. Under SB 375, the reduction target must be incorporated within each region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plans and zoning codes) are not required to be consistent with either the RTP or SCS. See discussion of SBCAG's latest RTP/SCS below.

Regional

SBCAG serves as the Metropolitan Planning Organization for Santa Barbara County as is responsible for developing and maintaining a long-range transportation plan for the region. SBCAG was established in 1966 as a voluntary council of governments and is recognized as an independent public agency under a joint powers agreement executed by Santa Barbara County and each of the eight general purpose city governments in the County. The governing board consists of all five, county board of supervisors plus one representative from each city council. SBCAG is designated as the Regional Transportation Planning Agency, Airport and Land Use Commission, and Local Transportation Authority for the County. Pursuant to SB 375, SBCAG is responsible for developing the RTP and SCS for the region. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources. For the SBCAG region, Connected 2050, adopted in August 2021, is the current RTP/SCS. Connected 2050 focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land use strategies in development of the SBCAG region through horizon year 2050. Connected 2050 projects that the SBCAG region will meet the GHG per capita reduction targets established for the SBCAG region of 17 percent by 2035.

Local

Carpinteria General Plan/Coastal Land Use Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The GP/CLUP includes the Open Space, Recreation & Conservation Element and the Community Design Element, which contain the following policies that address energy utilization and conservation:

Open Space, Recreation, and Conservation Element

Policy OSC-11a. Carefully review development that will significantly impact air quality.

Policy OSC-11b. Promote the reduction of mobile source emissions related to vehicular traffic (e.g. promote alternative transportation, vanshare, buses).

Policy OSC-11c. Promote use of solar heating and energy efficient building design to reduce stationary source emissions.

Community Design Element

Policy CDS6-f: To ensure the efficient utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to exceed the minimum energy requirements of the city's Uniform Codes.

1. Building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling;
2. Landscaping shall be designed to maximize the use of native drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter;
3. Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat;
4. Design of parking facilities shall take into consideration the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.
5. Alternatively fueled vehicles are to be used in construction and as fleet vehicles, if feasible and available.

3.5.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to energy would be considered significant if the Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

3.5.4 Methodology

Energy consumption is analyzed herein in terms of construction and operational energy. Construction of the Project would result in energy consumption (i.e., gasoline and diesel transportation fuels) from the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from

the Project Site. Natural gas is not anticipated to be used during construction activities. Electricity may be consumed during construction activities for some of the equipment, or from the conveyance of water used for dust control, if required.

Heavy-duty construction equipment would be primarily diesel-fueled. The assumption that diesel fuel would be used for most equipment represents the most conservative scenario for maximum potential energy use during construction. The California Emissions Estimator Model (CalEEMod), which was used for the Project's air quality and GHG emissions analyses, was used to determine energy consumption from equipment. On-road fuel consumption was calculated based on CARB's on-road vehicle emissions model, EMFAC2021 (which is a model that was also incorporated into CalEEMod). The number of construction workers, haul trucks and vendor trucks that would be required would vary based on the phase of construction and activity taking place. This analysis takes into consideration the equipment and processes employed during construction of the Project to quantitatively determine whether energy consumed during construction would be wasteful, inefficient, or unnecessary.

3.5.5 Impact Analysis

Impact 3.5-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Project Impact Analysis

Construction

Construction of the Project would result in energy consumption primarily from the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from the Project Site. Natural gas is not anticipated to be used during construction activities. The number of construction workers, haul trucks and vendor trucks that would be required would vary based on the phase of construction and activity taking place. Electricity consumed by any electric-powered equipment would be minimal relative to the amount of diesel and gasoline consumed. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction workers travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of material to off-site reuse and disposal facilities).

Construction activities and associated energy use could vary substantially from day to day, depending on the phase and type of construction activity and the number of workers and vendors traveling to the construction areas. The assumptions used for this analysis regarding the construction schedule, and regarding the types, number, and level of usage of construction equipment and vehicles for each activity, are consistent with the assumptions used for the air quality and GHG emissions analyses in this EIR.

The estimated total energy consumed during construction for the Project is shown in **Table 3.5-1**, *Summary of Energy Use During Project Construction*. Calculation details are provided in **Appendix D**, of this EIR. For comparison purposes only, and not for the purpose of determining significance, the annual average fuel usage would represent approximately 0.0005 percent of the 2023 annual on-road gasoline-related energy consumption and 0.078 percent of the 2023 annual diesel fuel-related energy consumption in Santa Barbara County.

TABLE 3.5-1
SUMMARY OF ENERGY USE DURING PROJECT CONSTRUCTION

Energy Type	Total Quantity	Annual Average Quantity During Construction	Annual Average Percentage of County
Electricity			
Construction Office	47.55 MWh	40.94 MWh	<0.01%
Electricity from Water (Dust Control)	2.18 MWh	1.88 MWh	<0.01%
Total Electricity	**49.73 MWh**	**42.82 MWh**	**<0.01%**
Gasoline			
On-Road Construction workers	1,551 gallons	1,335 gallons	<0.01%
Total Gasoline	**1,551 gallons**	**1,335 gallons**	**<0.01%**
Diesel			
On-Road Construction Equipment	69 gallons	59 gallons	<0.01%
Off-Road Construction Equipment	26,116 gallons	22,482 gallons	<0.01%
Total Diesel	**28,354 gallons**	**24,409 gallons**	**<0.01%**

Notes: kWh = kilowatt-hours

a. Detailed calculations are provided in **Appendix D**, of this EIR.

Source: ESA, 2025.

Construction of the Project would utilize fuel-efficient trucks and equipment consistent with federal and State regulations, such as fuel efficiency regulations in accordance with CARB's Advanced Clean Cars I and II standards, the anti-idling regulation in accordance with CCR, Title 13, Section 2485, and fuel requirements in accordance with CCR, Title 17, Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation (CARB, 2024c). As such, the Project would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Diversion of construction debris would reduce truck trips to landfills and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.

During construction of the Project, electricity would be used for the construction office (lights, electronic equipment, and heating and cooling), water conveyance for dust control during earthmoving activities, and other construction activities. Electricity would be primarily delivered to the Project Site by SCE. As shown in Table 3.5-1, annual average construction electricity usage would be approximately 43 megawatt-hours over the approximately 1.2-year construction duration for the Project. The electricity demand would be within the supply and infrastructure capabilities of both SCE (which reported 79,256 GWh of total energy sales in 2023). The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, and used for necessary construction-related activities.

Energy would be consumed in the form of gasoline and diesel fuel to power construction equipment and worker commute vehicles. However, this energy use would be inherently short-term, not substantial, and

would be a necessary energy expenditure to facilitate the buildout of the Project. Since the Project would not induce significantly new energy demand, energy impacts from Project implementation would be **less than significant (Class III)**. Therefore, the Project would not result in wasteful, inefficient, and unnecessary consumption of energy use for construction.

Operation

Operation of the Project would generate additional daily trips from visitors traveling to and from the Project Site. However, given the limited scale of the Project, the additional trips would not result in an appreciable increase in vehicle fuel usage. Furthermore, the Project would provide bicycle and pedestrian access to encourage alternative modes of transportation to and from the Project Site and would reduce the number of vehicle trips. In addition, the Project encourages public transportation by offering discounted hotel room rates for guests arriving by the Carpinteria Amtrak Station. The Project would also provide EV-capable, EV-ready and full EV charging stations per CALGreen code requirements (CBSC, 2022) at the time the building permit is issued but likely would be no less than 25 EV charging spaces and four EVCS spaces, which would encourage the use of alternatively fueled vehicles, thus reducing the amount of transportation fuels. Specifically, 8 EV charging spaces would be provided in the reconfigured City Parking Lot #3 and 17 EV charging spaces would be provided in the proposed City Parking Lot #4.

During operation of the Project, electricity would be consumed for the operation of the Project, which includes electricity for building lighting, heating/cooling, water conveyance, and wastewater treatment. No natural gas would be used during building operational activities. Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would comply with the applicable CALGreen Regulations (CBSC, 2022). In addition to energy-efficient lighting, design features would also include elements such as ENERGY STAR appliances, solar panels, rainwater harvesting, and infiltration systems and materials made from recycled or renewable resources. As it relates to water conservation, the Project would incorporate efficient water management through low flow faucets and water-efficient landscape design with weather-based controllers and drip irrigation systems. **Table 3.5-2**, *Summary of Energy Consumption During Project Operation*, provides a summary of the electricity, natural gas, and transportation fuel usage during operation of the Project.

TABLE 3.5-2
PROJECT OPERATIONAL ENERGY USAGE

Energy Type[a]	Annual Quantity[b]
Electricity	
Project:	
Hotel	200 MWh
EV Charging	40 MWH
Water Conveyance	13MWh
Total Electricity	**253 MWh**
Natural Gas	
Project:	
Building Energy	0 cf
Total Natural Gas	**0 cf**

Energy Type[a]	Annual Quantity[b]
Transportation	
Project:	
Gasoline	43,955 gallons
Diesel	8,121 gallons
Plug-In Hybrid	354 gallons
Natural Gas	257 gallons
Total Transportation – Gasoline	**44,309 gallons**
Total Transportation – Diesel	**8,121 gallons**
Total Transportation – Natural Gas	**257 gallons**

Notes:
MWh = megawatt-hours; cf = cubic feet
Detailed calculations are provided in **Appendix D,** of this EIR.
a. The Project would comply with applicable Title 24 and CALGreen requirements.
b. Totals may not add up due to rounding of decimals.
Source: ESA 2025

Given the minimal energy consumption of the Project and that the Project would be designed with energy efficient lighting and equipment, operation of the Project would not result in a substantial increase in energy consumption and would not result in the wasteful, inefficient, or unnecessary consumption of electricity resources. Impacts were found to be **less than significant (Class III)**.

Cumulative Impact Analysis

As discussed above, construction and operation of the Project would not induce new substantial energy demand. All past, present, and future projects in the City would also comply with CARB and/or the USEPA mandated mobile source emissions regulations related to on-road vehicle emissions standards, off-road equipment fleet standards, and fuel sulfur standards. Thus, the Project along with past, present, and future projects would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be **less than significant (Class III)**.

Because future development of the Project as well as cumulative projects would result in less than significant impacts, the implementation of the Project would result in less than cumulatively considerable impacts to energy. A **less than significant impact (Class III)** would occur in this regard.

Impact 3.5-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Project Impact Analysis

Construction

Construction equipment would be required to comply with federal, State, regional, and local requirements where applicable. With respect to truck fleet operators, USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type

(USEPA, 2023). These regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of five minutes at a location. Additionally, off-road emissions standards will increase equipment efficiencies as they are phased-in over time and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction of the Project would comply with existing energy standards.

The Project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Thus, the Project would comply with existing energy standards and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, Project construction impacts would be **less than significant (Class III).**

Operation

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. With respect to operational transportation-related fuel usage, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The Project would comply with the Advanced Clean Cars I and II Standards, which are designed to result in more efficient use of transportation fuels.

As discussed above, the Project would comply with the applicable provisions of the Title 24 building energy efficiency standards, the GP/CLUP regarding energy conservation, and the CALGreen Code in effect at the time of building occupancy. The Project's mixed-use design and land use within an urban infill location within an urban area would reduce transportation energy. Guests would benefit from nearby shopping and employment opportunities and would be within a short walking distance of the Carpinteria Amtrak Station. Further, the Project Site would include energy efficient features to encourage alternative transportation such as providing short-term and long-term bicycle parking and EV-ready charging spaces. The Project would be designed to be all-electric and would not use natural gas which would reduce reliance on fossil fuels and promote the use of energy efficient appliances. The Project would include additional sustainable features including low water, drought tolerant usage plants, an on-site cistern that will capture water run-off and recycle it for on-site landscaping purposes. The Project would install a new, highly efficient irrigation system which would include a flow sensor to detect leaks and automatically shut off the system as necessary. It would also feature a weather-based automatic irrigation controller connected to an on-site weather sensor and automatic rain shut-off, low-flow drip emitters for all on-grade planters, and high-efficiency, matched precipitation rotator spray nozzles at all roof-level planters. The Project would include waterless wall-mounted urinals, low-flow faucets, water closets with a maximum of 1.28 gallons per flush, and low flow showerheads and faucets. The relocated public restroom in the proposed City Parking Lot #4 Site will feature water efficient toilets, urinals and faucet improvements as compared

to the existing restroom at the corner of Linden Avenue and 5th Street. Therefore, the Project would have low-water using features and design in order to reduce water and energy consumption. Furthermore, since the Project would comply with State and local regulations to reduce energy consumption, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be **less than significant (Class III)**, and no mitigation measures are required.

GP/CLUP Consistency

The Project would be consistent with the measures relating to energy within the GP/CLUP. The Project would be consistent with GP/CLUP policies OSC-11b, OSC-11c, and CDS6-f. More specifically, the Project would promote the GP/CLUP policy OSC-11b which aims to reduce vehicular fuel consumption and encourage sustainable transportation methods. The Project would achieve this by being located next to the Carpinteria Amtrak Station as well as the Project's inclusion of bicycle parking and 25 EV spaces within the site design. This would promote alternative and sustainable transportation methods that may reduce the vehicle miles traveled and the amount of transportation-related fuel used. Furthermore, the Project would be consistent with the GP/CLUP's energy efficiency-related goals, such as OSC-11c and CDS6-f, by including drought tolerant landscaping, all-electric systems (i.e., no building natural gas combustion), installing 93 kW of on-site solar photovoltaic panels, and sourcing the remaining necessary electricity from 3CE, which is a Community Choice Aggregator that provides zero-carbon electricity to customers. As such, the Project would be consistent with the goals and policies relevant to energy efficiency and renewable energy outlined in the GP/CLUP. Therefore, the Project would not conflict with any plan or associated policies that would reduce the City's energy use resulting in a **less than significant impact (Class III)**.

Cumulative Impact Analysis

As previously mentioned, the Project would comply with all applicable CARB and USEPA regulations related to construction equipment and trucks. In addition, the Project would include design features that would encourage alternative modes of transit, reduce energy and water consumption, and facilitate the adoption and use of electric vehicles via the inclusion of 25 onsite electric vehicle chargers. Furthermore, all past, present, and future projects would have to comply with rules and regulations for renewable energy and energy efficiency. Therefore, construction, and operation of future cumulative projects would comply with existing energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be **less than significant (Class III)**.

With regard to consistency with applicable plans, policies, and regulations, as discussed above the Project would be consistent with the goals and policies relevant to energy reduction and conservation outlined in the GP/CLUP. Therefore, the Project would not conflict with any plan or associated policies that would reduce the City's energy conservation and usage efforts resulting in a **less than significant impact (Class III)**.

Because future development of the Project as well as cumulative projects would result in **less than significant impacts (Class III)**, the implementation of the Project would result in less than cumulatively considerable impacts to energy.

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3.6 Geology and Soils

This section evaluates potential impacts related to geology and soils that could result from implementation of the Project. The section provides context regarding the existing geology, soils and paleontological resource conditions in the Project Site. This section also discusses relevant State and local regulations and programs that are applicable to future development that could occur under the Project.

Comments received in response to the Notice of Preparation for the EIR regarding geology and soils can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to geology and soils as a result of implementation of the Project are analyzed within this section.

The existing geology and soil conditions and analysis in this section are based, in part, on a review of the Engineering Geology and Geotechnical Engineering Report (Geotechnical Report), prepared by Earth Systems Pacific, dated November 22, 2023 (Earth Systems Pacific, 2023) for the Project, which is included by reference; refer to **Appendix G**, of this EIR.

3.6.1 Environmental Setting

Regional and Local Geology

The Project would be located within the Carpinteria alluvial plain in the western portion of the Transverse Ranges geologic province. Numerous east-west trending folds and reverse faults indicative of active north-south transpressional tectonics characterize the region. The ongoing regional compression produces the east-west trending faults that deform early Pleistocene- to Tertiary-aged marine and non-marine sedimentary bedrock units, although these sedimentary bedrock units underlie the Project Site at unknown depths. However, soil borings drilled for the geotechnical investigation revealed that artificial fill is present in the top 3.5 to 5 feet across the Project Site (Earth Systems Pacific, 2023).

Soils

According to the Geotechnical Report, the subsurface soils primarily consist of a layer of artificial fill including silty sand, sandy silt, and clayey sand (Earth Systems Pacific, 2023).

Groundwater

Groundwater was encountered at a depth of approximately 10 feet below the ground surface during the geotechnical subsurface exploration. However, fluctuations in groundwater levels may occur due to variations in rainfall, tidal fluctuations, regional climate, and other factors (Earth Systems Pacific, 2023).

Regional Faults and Seismicity

Faults are planar features within the earth's crust that have formed to release strain caused by the dynamic movements of the earth's major tectonic plates. An earthquake on a fault is produced when these strains overcome the inherent strength of the earth's crust, and the rock ruptures. The rupture causes seismic waves that propagate through the earth's crust, producing the ground shaking effect known as an earthquake. The rupture also causes variable amounts of slip along the fault, which may or may not be visible at the earth's surface.

Seismic activity and seismically-induced ground rupture is more likely along historically active faults. The State has established Alquist-Priolo Zones that are buffers around active faults which have been determined to be especially prone to surface fault rupture. The California Geological Survey (CGS) defines an active fault as one that has had surface displacement within Holocene time (within the last 11,700 years; the U.S. Geological Survey (USGS) uses within the last 15,000 years) (CGS, 2007).

The Project is not located within a Alquist-Priolo Zones but is located in an active seismic region where large numbers of earthquakes are recorded each year. Historically, major earthquakes felt in the vicinity of the Project Site have originated from faults inside and/or outside the local area, including the December 21, 1812 "Santa Barbara Region" earthquake, the 1857 Fort Tejon earthquake, the 1872 Owens Valley earthquake, and the 1952 Arvin-Tehachapi earthquake (Earth Systems Pacific, 2023). There are inferred sections of two active faults that are near the Project Site. The inferred section of the east-west trending Rincon Creek fault and the northwest-southeast trending Carpinteria fault are approximately 500 feet and 700 feet, respectively, south of the Project Site (Earth Systems Pacific, 2023).

Geologic Hazards

Potential geologic hazards at the Project Site are discussed below. Liquefaction and lateral spreading, while possible without seismic shaking, are more commonly triggered by a seismic event, as discussed further below in seismic hazards.

Erosion and Landslides

The term landslide refers to the downward movement of large masses of rocks, soil, mud, and/or organic debris. Areas with steep slopes are particularly susceptible to landslide hazards. Most landslides are caused by one or more factors that act together to destabilize the slope. The primary driving force of slope failure is the influence of gravity acting on weakened materials that make up a sloping area of land. While some landslides occur slowly over time, the most destructive landslides happen suddenly after a triggering event, such as heavy rainfall or an earthquake. Landslides can be triggered by human activities that weaken the stability of a slope, such as excavation of the toe of a slope removing a restraining force to slope failure, the addition of water at the head of a slope increasing the weight of the materials within the upper slope area and adding a lubricant (i.e., water) to the materials, and construction activities that disturb soil conditions and create unstable slopes.

The Project Site is not mapped within the landslide hazard zone (CGS, 2024). Additionally, the Project Site is relatively flat, and there are no identified landslides either on or trending into the Project Site, thus landslide occurrence on the Project Site is considered low (Earth Systems Pacific, 2023).

Expansive Soil

Expansive soils are subject to volume changes from changes in moisture content such as swelling with increases in moisture or shrinkage with decreases in moisture. The shrinking and swelling can damage foundations and other infrastructure. As previously discussed, soils in the Project Site consist mostly of silty sand, sandy silt, and clayey sand and testing indicated that the bearing soils lie in the "low" expansion range (Earth Systems Pacific, 2023).

Subsidence

Subsidence is characterized as a sinking of the ground surface relative to surrounding areas and can generally occur where deep soil deposits are present. Subsidence in areas of deep soil deposits is typically associated with regional groundwater withdrawal or other fluid withdrawal from the ground, such as oil and natural gas. Subsidence can result in the development of ground cracks and damage to sidewalks, pipelines, and other improvements. However, the Project is not included in USGS-mapped subsidence areas (USGS, 2025).

Seismic Hazards

Seismic hazards are generally classified into two categories: primary seismic hazards (surface fault rupture and ground shaking) and secondary seismic hazards (liquefaction and other types of seismically induced ground failure, along with seismically induced landslides).

Surface Fault Rupture

Seismically-induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. The magnitude, sense, and nature of fault rupture can vary for different faults or even along different segments of the same fault. Ground rupture is considered more likely along active faults. The Project Site does not lie within a State of California designated active fault hazard zone; thus, impacts associated with surface fault rupture are considered low (Earth Systems Pacific, 2023).

Seismic Ground Shaking

Ground shaking occurs due to a seismic event and can cause extensive damage to life and property and may affect areas hundreds of miles away from the earthquake's epicenter. The extent of the damage varies by event and is determined by several factors, including (but not limited to) magnitude and depth of the earthquake, distance from epicenter, duration and intensity of the shaking, underlying soil and rock types, and integrity of structures.

Areas most susceptible to intense ground shaking are those located closest to an earthquake-generating fault, and areas underlain by thick, loosely unconsolidated and saturated sediments. Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. While the earthquake magnitude measures the energy released in an earthquake, intensity is a measure of the ground shaking effects at a particular location. Areas underlain by bedrock typically experience less severe ground shaking than those underlain by loose, unconsolidated materials. Unconsolidated materials, even when located relatively distant from faults, can intensify ground shaking.

The southern California region includes numerous active and historical faults that are capable of producing strong ground shaking and damage to the Project Site. As such, the potential exists for a large regional earthquake to occur during operation of the Project. In the event of a large regional earthquake, intense ground shaking and high ground accelerations would have the potential to affect the Project Site.

Liquefaction and Lateral Spreading

Liquefaction is a phenomenon in which unconsolidated, water saturated sediments become unstable due to the effects of strong seismic shaking. During an earthquake, these sediments can behave like a liquid, potentially causing severe damage to overlying structures. Lateral spreading is a variety of minor landslide that occurs when unconsolidated liquefiable material breaks and spreads due to the effects of gravity, usually down gentle slopes. Liquefaction-induced lateral spreading is defined as the finite, lateral displacement of gently sloping ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit during an earthquake. The occurrence of this phenomenon is dependent on many complex factors, including the intensity and duration of ground shaking, particle-size distribution, and density of the soil.

The potential damaging effects of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, heaving and cracking of structure slabs due to sand boiling, and buckling of deep foundations due to ground settlement. Dynamic settlement (i.e., pronounced consolidation and settlement from seismic shaking) may also occur in loose, dry sands above the water table, resulting in settlement of and possible damage to overlying structures. In general, a relatively high potential for liquefaction exists in loose, sandy soils that are within 50 feet of the ground surface and are saturated (below the groundwater table). Lateral spreading can move blocks of soil, placing strain on buried pipelines that can lead to leaks or pipe failure.

According to the California Earthquake Hazards Zone Application (EQ Zapp), the Project Site is not within an identified liquefaction zone (CGS, 2025). According to the Geotechnical Report, the results of liquefaction analyses predict a ground-oscillation-type of spreading of about 0.7 feet, which is considered to be a localized lateral displacement. However, the level of lateral spread can be reduced by structural design (Earth Systems Pacific, 2023).

Collapse and Settlement

Settlement of the ground surface can occur under static forces (e.g., due to gravity or groundwater removal) but can also be accelerated and accentuated by earthquakes. During an earthquake, settlement can occur from rapid rearrangement, compaction, and settling of subsurface materials (particularly loose, non-compacted, and variable sandy sediments). Settlement can occur both uniformly and differentially (i.e., where adjoining areas settle at different rates). In addition, areas are susceptible to differential settlement if underlain by compressible sediments, such as poorly engineered artificial fill or poorly graded gravels.

According to the Geotechnical Report, the results of settlement analyses predict earthquake-induced settlements of up to about 2.9 inches in the event of a 7.4 moment magnitude earthquake and a groundwater depth of 10 feet below ground surface (Earth Systems Pacific, 2023).

Paleontological Setting

The Society of Vertebrate Paleontology (SVP) has established standard guidelines (SVP, 2010) that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most practicing professional vertebrate paleontologists

adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most state and local regulatory agencies accept and use the professional standards set forth by the SVP.

Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its "Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Non-renewable Paleontologic Resources," the SVP (2010) defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential, and makes recommendations for the level of monitoring for each.

Paleontological resources are the fossilized remains or impressions of plants and animals, including vertebrates (animals with backbones; mammals, birds, fish, etc.), invertebrates (animals without backbones; starfish, clams, coral, etc.), and microscopic plants and animals (microfossils). They are valuable, nonrenewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived. Fossils can be used to determine the relative ages of the depositional layers in which they occur and of the geologic events that created those deposits. The age, abundance, and distribution of fossils depend on the geologic formation in which they occur and the topography of the area in which they are exposed. The geologic environments within which the plants or animals became fossilized usually were quite different from the present environments in which the geologic formations now exist.

- **High Potential.** Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcaniclastic formations (e. g., ashes or tephras), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e. g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones, etc.).
- **Low Potential.** Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule, e. g. basalt flows or recent colluvium. Rock units with low potential typically will not require impact mitigation measures to protect fossils.
- **Undetermined Potential.** Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.

- **No Potential.** Some rock units have no potential to contain significant paleontological resources, for instance high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection nor impact mitigation measures relative to paleontological resources.

For geologic units with high potential, full-time monitoring is generally recommended during any ground disturbance. For geologic units with low potential, monitoring will not generally be required. For geologic units with undetermined potential, field surveys by a qualified vertebrate paleontologist or observations of excavations should be conducted to specifically determine the paleontological potential of the rock units present within the study area.

Paleontological Resources

Geologic Map and Literature Review

Based on the mapping of Quaternary deposits by Bedrossian et al. (2012; Plate 17), the entire Project Site lies within alluvial fan deposits (Qf), composed of a mix of boulders, cobbles, sand and silt, though gravelly sediments dominate over sandy sediments. This unit fills the Carpinteria alluvial plain oceanward of the Transverse Range. The piedmont is composed of older fans (Qof) but these are unlikely to underly the Project. Similarly, there are surface exposures of older terraces (Qot) south of the Project Site, and separated by one or more faults, but these deposits are also unlikely to underly the Project Site. Therefore, the entire excavation of native sediments below any artificial fill at the Site is likely to encounter Qf. As these units are of late Holocene age (less than 5,000 years old), they are not likely to host scientifically-significant fossils. For this reason, no additional literature review or a museum records search for paleontological resources was performed.

In addition to the published geologic map, the Geotechnical Report noted that artificial fill overlies the alluvium throughout the area. The hollow-stem auger logs did not encounter bedrock anywhere in the Project Site (Earth Systems Pacific, 2023).

Paleontological Sensitivity Analysis

The literature and geologic mapping review presented above were used to assign paleontological sensitivity to the geologic units at surface and underlying the Project Site, following the guidelines of the SVP (2010).

Fill Material: Geotechnical auger borings throughout the Project Site encountered artificial fill at the surface to a depth of several feet. The fill is of unknown origin so any paleontological resources encountered would not have geological context. Therefore, this unit is assigned **No Potential** to contain significant paleontological resources.

Qf: The Project Site is entirely underlain by Holocene alluvial fan gravel, sand and silts that compose the Carpinteria alluvial plain. These sediments are not likely to be older than late Holocene age at the depths proposed for the Project Site. Furthermore, fossils are rarely encountered from coarse alluvial deposits. Based on the lack of a defined fossil record from units of this age and environment near the Project Site, the alluvial fan deposits are assigned a rank of **Low Potential** to contain paleontological resources.

3.6.2 Regulatory Framework

Federal

There are no federal regulations, plans, or policies applicable to geology and soils relevant to the Project.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to protect structures for human occupancy from the hazard of surface faulting. In accordance with the Act, the State Geologist has established regulatory zones—called earthquake fault zones—around the surface traces of active faults and has published maps showing these zones. Because many active faults are complex and consist of more than one branch that may experience ground surface rupture, earthquake fault zones extend approximately 200 to 500 feet on either side of the mapped fault trace.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. This Act requires the State Geologist to delineate various seismic hazard zones, and cities, counties, and other local permitting agencies to regulate certain development projects within these zones. For projects that would locate structures for human occupancy within designated Zones of Required Investigation, the Seismic Hazards Mapping Act requires project applicants to perform a site-specific geotechnical investigation to identify the potential site-specific seismic hazards and corrective measures, as appropriate, prior to receiving building permits. The CGS Guidelines for Evaluating and Mitigating Seismic Hazards (Special Publication 117A) provides guidance for evaluating and mitigating seismic hazards (CGS, 2008).

California Building Code (CBC)

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress to facilities (entering and exiting), and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The 2022 edition of the CBC is based on the 2021 International Building Code published by the International Code Council, which replaced the Uniform Building Code. The Code is updated triennially, and the 2022 edition of the CBC was published by the California Building Standards Commission on July 1, 2022, and took effect starting January 1, 2023. The 2022 CBC contains California amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standard ASCE/SEI 7, Minimum Design Loads for Buildings and Other Structures, provides requirements for general structural design and

includes means for determining earthquake loads as well as other loads (such as wind loads) for inclusion into building codes.

Requirements for geotechnical investigations are included in Appendix J, CBC Section J104, Engineered Grading Requirements. As outlined in Section J104, applications for a grading permit are required to be accompanied by plans, specifications, and supporting data consisting of a soils engineering report and engineering geology report. Additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in California Health and Safety Code Sections 17953 to 17955 and in 2013 CBC Section 1802. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

National Pollutant Discharge Elimination System (NPDES) Construction General Permit

Construction associated with projects that would disturb more than one acre of land surface affecting the quality of stormwater discharges into waters of the United States is subject to the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order 2022-0057-DWQ, NPDES No. CAS000002). The Construction General Permit (CGP) regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb one acre or more of land surface, or that are part of a common plan of development or sale that disturbs more than one acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The CGP requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards;
- Good site management “housekeeping;”
- Non-stormwater management;
- Erosion and sediment controls;
- Run-on and runoff controls;
- Inspection, maintenance, and repair; or
- Monitoring and reporting requirements.

The CGP requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and

pollutants from contacting stormwater from moving off site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Routine inspection of all BMPs is required under the provisions of the CGP. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The SWPPP must be prepared before construction begins. The SWPPP must contain a site map(s) that delineates the construction work area, existing and proposed buildings, parcel boundaries, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project area. The SWPPP must list BMPs and the placement of those BMPs that the applicant would use to protect stormwater runoff. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Examples of typical construction BMPs include scheduling or limiting certain activities to dry periods, installing sediment barriers such as silt fence and fiber rolls, and maintaining equipment and vehicles used for construction. Non-stormwater management measures include installing specific discharge controls during certain activities, such as paving operations, vehicle and equipment washing and fueling. The CGP also sets post-construction standards (i.e., implementation of BMPs to reduce pollutants in stormwater discharges from the site following construction).

In the Project area, the CGP is implemented and enforced by the Central Coast Regional Water Quality Control Board (RWQCB), which administers the stormwater permitting program. Dischargers must electronically submit a notice of intent and permit registration documents to obtain coverage under this CGP. Dischargers are to notify the Central Coast RWQCB of violations or incidents of non-compliance and submit annual reports identifying deficiencies in the BMPs and explaining how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a State Qualified SWPPP Developer, and implementation of the SWPPP must be overseen by a State Qualified SWPPP Practitioner. A legally responsible person, who is legally authorized to sign and certify permit registration documents, is responsible for obtaining coverage under the permit.

California Public Resources Code Section 5097.5

Public Resources Code (PRC) Section 5097.5 provides protection for paleontological resources on public lands, where Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

California Environmental Quality Act

CEQA requires that public agencies identify the environmental consequences of their proposed projects and project approvals and as such, paleontological resources are afforded consideration under CEQA.

Appendix G of the CEQA guidelines (Title 14, Division 6, Chapter 3, California Code of Regulations: 15000 et seq.) includes as one of the questions to be answered in the Environmental Checklist (Appendix G, Section V, Part c) the following: "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?" PRC Section 5097.5 specifies that any unauthorized removal of paleontological remains is a misdemeanor. Other State requirements for paleontological resource management are in PRC Chapter 1.7, Section 5097.5 through 5097.9 (Stats. 1965, c. 1136, p. 2792), Archaeological, Paleontological, and Historical Sites. This statute defines any unauthorized disturbance or removal of a fossil site or remains on public land as a misdemeanor and specifies that State agencies may undertake surveys, excavations, or other operations as necessary on State lands to preserve or record paleontological resources. CEQA documentation prepared for projects would be required to analyze paleontological resources as a condition of the CEQA process to disclose potential impacts.

Society for Vertebrate Paleontology Standard Guidelines

As discussed above, PRC Section 5097.5 and the CEQA Statute require protection of paleontological resources. Although not as formal regulation per se, the SVP has established standard guidelines that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation (SVP 2010). The SVP guidelines are the industry standard. As defined by the SVP, significant nonrenewable paleontological resources are:[1]

> *Fossils and fossiliferous deposits here are restricted to vertebrate fossils and their taphonomic and associated environmental indicators. This definition excludes invertebrate or paleobotanical fossils except when present within a given vertebrate assemblage. Certain invertebrate and plant fossils may be defined as significant by a project paleontologist, local paleontologist, specialists, or special interest groups, or by lead agencies or local governments.*

As defined by the SVP, significant fossiliferous deposits are:[2]

> *A rock unit or formation which contains significant nonrenewable paleontologic resources, here defined as comprising one or more identifiable vertebrate fossils, large or small, and any associated invertebrate and plant fossils, traces, and other data that provide taphonomic, taxonomic, phylogenetic, ecologic, and stratigraphic information (ichnites and trace fossils generated by vertebrate animals, e.g., trackways, or nests and middens which provide datable material and climatic information). Palaeontologic resources are considered to be older than recorded history and/or older than 5,000 years BP [before present].*

Based on the significance definitions of the SVP, all identifiable vertebrate fossils are considered to have significant scientific value.[3] This position is adhered to because vertebrate fossils are relatively uncommon, and only rarely will a fossil locality yield a statistically significant number of specimens of

[1] SVP, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines, Society of Vertebrate Paleontology News Bulletin 163:22–27, 1995.

[2] SVP, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines, Society of Vertebrate Paleontology News Bulletin 163:22–27, 1995.

[3] SVP, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines, Society of Vertebrate Paleontology News Bulletin 163:22–27, 1995.

the same genus. Therefore, every vertebrate fossil found has the potential to provide significant new information on the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic units in which vertebrate fossils have previously been found are considered to have high sensitivity. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as significant by project paleontologists, specialists, or local government agencies.

Regional

There are no regional regulations, plans, or policies applicable to geology and soils relevant to the Project.

Local

City of Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The Safety Element includes the following objectives and policies relevant to the Project:

Objective S-1: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault surface rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically -induced liquefaction in the planning area, and from seismically-induced tsunamis.

> **Policy S-1a.** Seismic design criteria for habitable building structures, including critical facilities, should utilize the maximum credible earthquake calculated for each of the faults mentioned above, as well as the distance from the building Site to each fault, to calculate or determine maximum ground acceleration.
>
> **Policy S-1b.** When planning coastal installations and developments, a 10-foot high sea wave should be considered and a conservative contour elevation of 40 feet should be used as a basis for establishing the tsunami risk limit.
>
> **Policy S-1c.** Development in areas identified as having high seismically-induced liquefaction potential shall follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through an independent structural engineering study.

Objective S-2: Minimize the potential risks and reduce the loss of life, property and economic and social dislocations resulting from seismically-induced and naturally-occurring landslide, from mud and debris flows, from rock falls, and from seacliff retreat.

> **Policy S-2a.** Areas identified on Figure S-2 as High Landslide Potential shall either be designated in an open space zoning category or the potential for landslide will be mitigated through avoiding disturbance of the slope area of the Site subject to landslide potential.

Policy S-2b. Building improvements and other development including any irrigated landscape areas shall be setback sufficiently to protect the development and all associated improvements from bluff failure and bluff retreat over a 100-year term.

Objective S-3: Minimize the potential risks and reduce the loss of property and the economic and social dislocations resulting from expansive soils, soil settlement, subsidence, and hydrocompaction.

Policy S-3a. If areas of ground subsidence due to groundwater, oil, or gas withdrawal are identified in the future, these areas shall not be developed (if open land) until the City's Water Resource Management Program is reviewed and/or updated cooperatively by the City and the water district to determine appropriate measures for the protection of the groundwater basin, existing water service to the community, and property.

Policy S-3b. All new development will comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations related to construction in areas identified as having a high potential for expansive soils or soil settlement.

3.6.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to geology and soils would be considered significant if the project would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic ground shaking?
  - Seismic-related ground failure, including liquefaction?
  - Landslides?
- Result in substantial soil erosion or the loss of topsoil?
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- Be located on expansive soil[4] creating substantial direct or indirect risks to life or property?
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

[4] The CBC no longer includes a Table 18-1-B. Instead, Section 1803.5.3 of the CBC describes the criteria for analyzing expansive soils.

3.6.4 Methodology

This environmental analysis of the potential impacts related to geology and soils and paleontological resources is based on a review of literature and database research (geologic, seismic, and soils, and paleontological resources reports and maps), as well as the GP/CLUP and ordinances.

The Project would be regulated by the various laws, regulations, and policies summarized above in Section 3.6.2, *Regulatory Framework*. Compliance by the Project with applicable state and local laws and regulations is assumed in this analysis and local and state agencies would be expected to continue to enforce applicable requirements to the extent that they do so now. Note that compliance with many of the regulations is a condition of permit approval.

After considering the implementation of the Project described in Chapter 2, *Project Description*, of this EIR, and compliance with the required regulatory requirements, the environmental analysis below identifies if the defined significance thresholds are exceeded and, therefore, a significant impact would occur. For those impacts considered to be significant, mitigation measures are proposed to the extent feasible to reduce the identified impacts.

The structural elements of the Project would undergo appropriate design-level geotechnical evaluations prior to final design and construction. Implementing the regulatory requirements in the CBC and local ordinances and ensuring that all buildings and structures constructed in compliance with the law is the responsibility of the Project engineers and building officials. The geotechnical engineer, as a registered professional with the State of California, is required to comply with the CBC and local codes while applying standard engineering practice and the appropriate standard of care for the particular region in California.[5] The California Professional Engineers Act (Building and Professions Code Sections 6700-6799), and the Codes of Professional Conduct, as administered by the California Board of Professional Engineers and Land Surveyors, provides the basis for regulating and enforcing engineering practice in California. The local building officials are typically with the local jurisdiction and are responsible for inspections and ensuring CBC compliance prior to approval of the building permit.

3.6.5 Impact Analysis

Seismic Hazards

Impact 3.6-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

[5] A geotechnical engineer (GE) specializes in structural behavior of soil and rocks. GEs conduct soil investigations, determine soil and rock characteristics, provide input to structural engineers, and provide recommendations to address problematic soils.

Project Impact Analysis

i. No known active or potentially active faults underlie the Project Site, and the Project Site does not lie within a designated active fault hazard zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist. Thus, the potential for surface ground rupture at the Project Site is considered low. Therefore, impacts from rupture of a known earthquake fault would be **less than significant (Class III)**.

ii. As previously discussed, there are no active or potentially active faults known to exist on the Project Site. However, the Project is located in an active seismic region where large numbers of earthquakes are recorded each year. The nearest faults include the east-west trending Rincon Creek fault approximately 500 feet south of the Project Site and the northwest-southeast trending Carpinteria fault approximately 700 feet south of the Project Site (Earth Systems Pacific, 2023). Due to the proximity to the fault zones, project infrastructure would be subject to strong seismic ground shaking in the event of an earthquake originating from one of the previously mentioned fault zones. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the magnitude, the duration of shaking, and the nature of the geologic materials on which the Project would be constructed. Intense ground shaking and high ground accelerations would affect the entire area. The primary and secondary effects of ground shaking and seismically induced ground failures could damage structures, and/or distort or break pipelines and concrete structures. As such, the potential exists for a large regional earthquake to occur during operation of the Project. In the event of a large regional earthquake, intense ground shaking and high ground accelerations would have the potential to affect the Project Site.

   As required by California law, the design of most structures would be subject to the seismic design criteria of the CBC and local building codes, which require that all improvements be constructed to withstand anticipated ground shaking from regional fault sources. The Project would be required to conduct a site-specific geotechnical investigation prior to the issuance of the grading permit and would be required to retain a licensed geotechnical engineer to design new structures to withstand probable seismically induced ground shaking. The CBC standards and local codes require structures to be designed consistent with a site-specific, design-level geotechnical report, which would be fully compliant with the seismic recommendations of a California-registered professional geotechnical engineer. Adherence to the applicable CBC requirements, local codes, and the City's GP/CLUP objectives and policies would ensure that the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, impacts from strong seismic ground shaking would be **less than significant (Class III)**.

iii. Liquefaction occurs when loose, cohesion-less, and water-saturated soils (generally sands and silt) are subjected to strong seismic ground motion of a single sudden disturbance or through cyclic (repeated) loading. Such soils essentially behave like fluids, with a temporary reduction or loss of shear strength. Improvements constructed on these soils may buckle, tilt, or settle when the soils liquefy. Liquefaction more often occurs in earthquake-prone areas underlain by young, sandy alluvium where the groundwater table is less than 50 feet below the ground surface.

According to the EQ Zapp, the Project Site is not within an identified liquefaction zone (CGS, 2024); however, after a geotechnical investigation of the Project Site, there is a potential for liquefaction to occur on the Project Site. According to the Geotechnical Report, the results of liquefaction analyses predict earthquake-induced settlements of up to about 2.9 inches with 2.6 inches caused by liquefaction. In addition, the results of the analyses predict a ground-oscillation-type of spreading of about 0.7 feet, which is considered to be a localized lateral displacement (Earth Systems Pacific, 2023). However, the level of lateral spread and potential for liquefaction by overexcavation and re-compaction of potentially liquefiable soils would be reduced with the recommendations identified in the Geotechnical Report, in addition to compliance with the CBC requirements. The structural elements of the Project would undergo appropriate design-level geotechnical evaluations prior to final design and construction. Implementing the regulatory requirements in the CBC and local ordinances and ensuring that all buildings and structures are constructed in compliance with the law is the responsibility of the Project engineers and building officials. The Project would comply with appropriate regulatory requirements and would include the implementation of geotechnical design recommendations. Therefore, impacts to risks related to seismic shaking and seismically-induced ground failures, including liquefaction, would be **less than significant (Class III)**.

iv. The Project Site is not mapped within the landslide hazard zone (CGS, 2024). Additionally, the Project Site is relatively flat, and there are no identified landslides either on or trending into the Project Site, thus hazards associated with landslides are considered low (Earth Systems Pacific, 2023). Therefore, impacts related to landslides would be **less than significant (Class III)**.

Cumulative Impact Analysis

Project impacts related to seismic hazards would be less than significant. Geotechnical impacts tend to be site-specific rather than cumulative in nature, and any development occurring within the City would be subject to, at a minimum, site development and construction standards relative to seismic and other geologic conditions that are prevalent within the region. As with the Project Site, cumulative projects would be subject to the same local and State regulations pertaining to geology and soils, including the CBC requirements. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to seismic hazards would be **less than significant (Class III)**. Therefore, the Project's impacts would be less than cumulatively considerable.

Soil Erosion

Impact 3.6-2: Result in substantial soil erosion or the loss of topsoil?

Project Impact Analysis

Project construction would involve ground-disturbing earthwork including removal of existing structures, soil excavation and filling, trenching, and grading. During construction, heavy equipment such as bulldozers, graders, earth movers, heavy trucks, trenching equipment and other machinery would be used. These activities could increase the susceptibility of soil on the Project Site to erosion or loss of topsoil by wind or water. The erosion could damage structures and release sediment into waterways.

Construction of the Project would require disturbance of more than one acre and thus would be required to apply for coverage under the NPDES CGP. Through regulatory compliance,, a site-specific SWPPP would be developed and implemented as part of the Project in accordance with the CGP to minimize water impacts during construction. The SWPPP would include BMPs designed to control and reduce soil erosion. The BMPs may include the use of silt fences, straw wattles, and other BMPs as needed. Compliance with the CGP would prevent erosion during construction and would be effective in ensuring that construction activities would result in a **less than significant impact (Class III)**.

As discussed in Section 3.9, *Hydrology and Water Quality*, of this EIR, the Project would be subject to the requirements of the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges From Small Municipal MS4s Permit (State Water Board Order WQ 2013-0001-DWQ/CAS000004, as amended). The MS4 permit requires that projects be designed to capture, control, and treat stormwater falling on a project site such that the stormwater flow discharging from the site is equal to or less than the existing flow rate and volume. Therefore, compliance with regulatory requirements including adherence to measures contained in the MS4 permit would not result in substantial erosion or loss of topsoil during operation of the Project. Therefore, the impacts associated with erosion or siltation during operation would be **less than significant (Class III)**.

Cumulative Impact Analysis

Project impacts related to soil erosion would be less than significant. Geotechnical impacts tend to be site-specific rather than cumulative in nature, and any development occurring within the City would be subject to, at a minimum, site development and construction standards relative to seismic and other geologic conditions that are prevalent within the region. As with the Project Site, cumulative projects would be subject to the same local and State regulations pertaining to geology and soils, including the CBC and MS4 requirements. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to soil erosion would be **less than significant (Class III)**.

Unstable Geologic Units or Soil

Impact 3.6-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Project Impact Analysis

The Project Site is not mapped within the landslide hazard zone (CGS, 2024). Additionally, the Site is flat and there are no identified landslides either on or trending into the Project Site, thus hazards associated with landslides are considered low (Earth Systems Pacific, 2023). Therefore, impacts related to landslides would be **less than significant (Class III)**.

According to the EQ Zapp, the Project Site is not within an identified liquefaction zone (CGS, 2024). According to the Geotechnical Report, the results of liquefaction analyses predict earthquake-induced settlements of up to about 2.9 inches with 2.6 inches caused by liquefaction in the event of a moment magnitude 7.4 earthquake. In addition, the results of the analyses predict a ground-oscillation-type of spreading of about 0.7 feet, which is considered to be a localized lateral displacement (Earth Systems

Pacific, 2023). However, the level of lateral spread, as well as settlement or collapse, can be mitigated by structural design.

Implementation of the recommendations identified in the Geotechnical Report would reduce the potential for damage from unstable geologic units or soil by overexcavation and re-compaction of potentially unstable soils (Earth Systems Pacific, 2023). The structural elements of the Project would undergo appropriate design-level geotechnical evaluations prior to final design and construction. Implementing the regulatory requirements in the CBC and local ordinances and ensuring that all buildings and structures are constructed in compliance with the law is the responsibility of the Project engineers and building officials. The Project would comply with appropriate regulatory requirements and would include the implementation of geotechnical design recommendations. Therefore, impacts to risks related to unstable geologic units or soil would be **less than significant (Class III)**.

Cumulative Impact Analysis

Project impacts related to landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant. Geotechnical impacts tend to be site-specific rather than cumulative in nature, and any development occurring within the City would be subject to, at a minimum, site development and construction standards relative to unstable geologic units or soil. As with the Project Site, cumulative projects would be subject to the same local and State regulations pertaining to unstable geologic units or soil, including the CBC and local requirements. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to unstable geologic units or soil would be **less than significant (Class III)**.

Expansive Soil

Impact 3.6-4: Be located on expansive soil creating substantial direct or indirect risks to life or property?

Project Impact Analysis

As previously discussed, soils in the Project Site consist mostly of silty sand, sandy silt, and clayey sand and testing indicated that the bearing soils lie in the "Low" expansion range. The Geotechnical Report noted that the soils can be cut by normal grading equipment. Where expansive soils are found, site-specific design criteria (i.e., foundation design parameters, retaining walls) and remedial grading techniques (i.e., primarily removal, moisture conditions and re-compaction of unsuitable soils) would be identified and implemented per the Geotechnical Report to minimize the potential for risks due to expansive soils. The Project would comply with appropriate regulatory requirements and would include the implementation of geotechnical design recommendations. Therefore, impacts related to expansive soils would be **less than significant (Class III)**.

Cumulative Impact Analysis

Soils in the Project Site lie in the "Low" expansion range and impacts would be less than significant. Geotechnical impacts tend to be site-specific rather than cumulative in nature, and any development occurring within the City would be subject to, at a minimum, site development and construction standards relative to seismic and other geologic conditions that are prevalent within the region. As with the Project

Site, cumulative projects would be subject to the same local and State regulations pertaining to geology and soils, including the CBC and local requirements. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to expansive soils would be **less than significant (Class III)**.

Septic Tanks

Impact 3.6-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Project Impact Analysis

The Project would not involve the use of septic tanks or alternative wastewater disposal. Therefore, **no impacts (Class III)** related to soils incapable of supporting these uses would occur.

Cumulative Impact Analysis

The Project would not involve the use of septic tanks or alternative wastewater disposal. Since the Project would result in **no impact (Class III)**, it could not cause or contribute to any potential significant cumulative impacts related to the use of septic tanks or alternative wastewater disposal.

Paleontological Resources or Unique Geologic Feature

Impact 3.6-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project Impact Analysis

As discussed in Section 3.6.1, *Environmental Setting, Paleontological Resources*, Geologic mapping indicates that the surface of the Project Site is underlain by several feet of artificial fill that cap Holocene-age alluvial fans (Qf). The artificial fill has no potential for preserving scientifically-significant paleontological resources. The alluvial fans have a low sensitivity for paleontological resources due to the young age of the deposits and are unlikely to preserve fossil resources. Therefore, the Project would not likely directly or indirectly destroy unique paleontological resources and a **less than significant impact (Class III)** would occur.

Cumulative Impact Analysis

The Project would not encounter geologic units that would contain paleontological resources. Since the Project would result in a less than significant impact, it could not cause or contribute to any potential significant cumulative impacts related to paleontological resources. A such, a **less than significant impact (Class III)** would occur.

3.6.6 References

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3.7 Greenhouse Gas Emissions

This section evaluates potential impacts related to greenhouse gas emissions and climate change that could result from implementation of the Project. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment. Air quality impacts are discussed in Section 3.2, *Air Quality,* of this EIR.

Comments received in response to the Notice of Preparation for the EIR regarding greenhouse gas emissions and climate change can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to biological resources as a result of implementation of the Project are analyzed within this section.

This section is based, in part, on a review of the Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project (Air Quality and Greenhouse Gas Emissions Technical Memo), prepared by Dudek, dated June 12, 2025 (Dudek, 2025) for the Project, which is included by reference; refer to **Appendix B**, of this EIR.

3.7.1 Environmental Setting

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. One identified cause of global warming is an increase of Greenhouse Gases (GHGs) in the atmosphere. GHGs are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

When energy from the sun reaches the Earth, the planet absorbs some of this energy and radiates the rest back to space as heat. The Earth's surface temperature depends on this balance between incoming and outgoing energy. Average conditions tend to remain stable unless the Earth experiences a force that shifts the energy balance. A shift in the energy balance causes the Earth's average temperature to become warmer or cooler. Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. However, as GHGs from human activities increase, they build up in the atmosphere and warm the climate, leading to many other changes around the world - in the atmosphere, on land, and in the oceans, with associated adverse climatic and ecological consequences (USEPA, 2025c). Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in rapidly increased emissions of GHGs, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste.

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. GHGs are emitted by natural processes and human activities. The gases widely seen as the principal contributors to human-induced climate change are shown in **Table 3.7-1**, *Description of Identified GHGs*, and include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are usually by-products of fossil fuel combustion, and emissions of CH_4 result from off-gassing associated with agricultural practices. Human-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, SF_6, and NF_3 (USEPA, 2025c).

TABLE 3.7-1
DESCRIPTION OF IDENTIFIED GHGS

GHG	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-caused) sources of CO_2 include the combustion of coal, oil, natural gas, and wood and cement production.
Methane (CH_4)	A flammable gas and the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, colorless, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.

Note: GHGs identified in this table are ones identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report.

Sources:

Association of Environmental Professionals, 2007. Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007. https://califaep.org/docs/Alternative_Approaches_to_Analyzing_GHG_Emissions.pdf. Accessed July 2025.

USEPA, 2009. Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride Interim; September. https://www.epa.gov/sites/default/files/2014-09/documents/nitrogentrifluoride_interim_ornl_sep09_c.pdf. Accessed July 2025.

Not all GHGs possess the same ability to induce climate change. CO_2 is the most abundant GHG in Earth's atmosphere. Other GHGs are less abundant but have higher global warming potential (GWP) than CO_2. Thus, emissions of other GHGs are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). Mass emissions are calculated by converting pollutant-specific emissions to CO_2e emissions by applying the proper GWP value. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time.[1] These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR) (IPCC, 1995). GWP is based on several factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years otherwise referred to as atmospheric lifetime) relative to that of CO_2. The IPCC updated the GWP values based on the science in its Fourth Assessment Report (AR4) (IPCC, 2007). The California Air Resources Board (CARB) reports GHG emission inventories for California using the GWP values from the IPCC AR4, which is consistent with international reporting standards. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons of carbon dioxide equivalents ($MTCO_2e$) per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline. The GWP and atmospheric lifetimes for key regulated GHGs are provided in **Table 3.7-2**, *Atmospheric Lifetimes and GWPs*.

TABLE 3.7-2
ATMOSPHERIC LIFETIMES AND GWPS

Gas	Atmospheric Lifetime (Years)	GWP (100-YearTime Horizon)
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12 (+/-3)	25
Nitrous Oxide (N_2O)	114	298
HFC-23: Fluoroform (CHF_3)	270	14,800
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800
Nitrogen Trifluoride (NF_3)	740	17,200

Source: IPCC, 2007.

[1] GWPs and associated CO_2e values were developed by the IPCC and published in its SAR in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the Fourth Assessment Report (AR4). CARB reports GHG emission inventories for California using the GWP values from the IPCC AR4.

Greenhouse Gas Emissions Inventories

Global Emissions Inventory

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the U.S. Environmental Protection Agency (USEPA), global carbon emissions from human activities increased by about 43 percent between 1990 and 2015 with CO_2 emissions (which account for about three-fourths of total global GHG emissions) increasing approximately 51 percent over this same period (USEPA, 2025c). In addition, in the Global Carbon Budget 2023 report, published in December 2023, atmospheric CO_2 concentrations in 2022 were found to be approximately 51 percent above their concentrations at the start of the Industrial Revolution (P. Friedlingstein et. al. 2023). Historical measurements show that the current global atmospheric concentrations of carbon dioxide, methane, and nitrous oxide are unprecedented compared with the past 800,000 years (USEPA, 2025a). Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. Regarding emissions of non-CO_2 GHGs, these have also increased significantly since 1990 (USEPA, 2025a; USEPA, 2025b). Studies have concluded that it is very likely that the observed increase in CH_4 concentration is predominantly due to agriculture and fossil fuel use (USEPA, 2025a; USEPA, 2025b).

Worldwide anthropogenic emissions of GHGs were approximately 59,000 million metric tons (MMT) of CO_2e in 2019 (IPCC, 2023). In 2019, approximately 79 percent of global GHG emissions came from the sectors of energy, industry, transport, and buildings together, and 22 percent came from agriculture, forestry, and other land use (IPCC, 2023).

United States Emissions Inventory

Total United States GHG emissions in 2022 were 6,343 $MMTCO_2e$ and, after accounting for sequestration from the land sector, they were 5,489 $MMTCO_2e$ (USEPA, 2025d). Emissions increased in 2022 by one percent (after accounting for sequestration from the land sector) compared to the previous year, driven largely by an increase in CO_2 emissions from fossil fuel combustion (USEPA, 2024). In 2022, GHG emissions were 17 percent below 2005 levels after accounting for sequestration from the land sector (USEPA, 2024). In 2022, the transportation and industrial end-use sectors accounted for 29 percent and 30 percent, respectively, of nationwide GHG emissions while the residential and commercial end-use sectors accounted for 31 percent of nationwide GHG emissions, and agriculture accounted for 10 percent of nationwide GHG emissions with electricity emissions distributed among the various sectors (USEPA, 2024).

California Emissions Inventory

Based on the CARB's California Greenhouse Gas Inventory for 2000-2022, California produced 371.1 MMT of CO_2e in 2022, which is approximately 5.9 percent of the United States inventory (CARB2024a; USEPA 2024). The major source of GHG emissions in California is the transportation sector, which comprises 39 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 23 percent of the state's GHG emissions, while electric power accounts for approximately 11 percent (CARB, 2024a). The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction target of reducing

emissions to 1990 levels as emissions fell below 431 $MMTCO_2e$ (CARB, 2023). The 2030 statewide target emissions level is 260 $MMTCO_2e$ (CARB, 2017).

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) from 2011 to 2020 was approximately 1.1 degree Celsius (°C) higher than the average GMST over the period from 1850 to 1900, with larger increases over land (1.59°C) than over the ocean (0.88°C) (IPCC, 2023). In addition to these findings, there are identifiable signs that global warming is currently taking place, including observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones. Human influence was very likely the main driver of these increases since at least 1971 (IPCC, 2023).

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 0.6 to 1.1°C higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California, 2019). In addition to statewide projections, *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies (State of California, 2019). However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that could be experienced in California and the Santa Barbara County region as a result of climate change.

The California Energy Commission (CEC) has a geospatial data tool (Cal-Adapt) that provides a view of how the state could be impacted by climate change. Below is a summary of some of the potential climate change effects and relevant Cal-Adapt data, reported by an array of studies that could be experienced in California as a result of global warming and climate change.

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (State of California, 2019). Furthermore, climate change could induce substantial sea level rise in the coming century. Sea level rise is defined as the rising of the level of the sea as a result of global warming. Rising sea level increases the likelihood of and risk from flooding. Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust global GHG emission control measures. Global mean sea level increased by 0.20 meters (m) between 1901 and 2018 (IPCC 2023). The average rate of sea level rise was 1.3 millimeters per year (mm/yr) between 1901 and 1971, increasing to 1.9 mm/yr between 1971 and 2006, and further increasing to 3.7 mm/yr between 2006 and 2018 (IPCC, 2023). The most recent IPCC report predicts a conservative mean sea level rise of 0.63 to 1.01 meters by 2100 relative to 1995-2014 levels (IPCC, 2023). A rise in sea levels could erode 31 to 67 percent of

southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (State of California, 2019). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Erosion is a natural process which alters existing geomorphic features. Erosion can occur due to a number of factors, including winter storms, tidal action, wind-generated high surf, wave action, and rising sea levels. The Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan (County of Santa Barbara, 2023a) identifies high-hazard areas within the County related to flood and coastal surge vulnerability. Storm waves that coincide with very high tides will continue to be a threat to the Santa Barbara County coastline, including the Cities of Goleta, Santa Barbara, and Carpinteria, in the next several decades. The impacts of sea-level rise will likely begin to increase and become more noticeable during the second half of the twenty-first century than they have been in the recent past, particularly when combined with large El Niño-driven storm waves and high tides. A continuing rise in sea level will produce a range of hazards and impacts, including increasingly frequent coastal flooding, gradual inundation of low-lying beach and shoreline areas, continued and likely increased erosion of coastal cliffs and bluffs, and flooding at stream mouths, with associated damage to development.

Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century (State of California, 2019). Higher temperatures are conducive to air pollution formation, and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (State of California, 2019). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. However, if higher temperatures are accompanied by wetter, rather than drier, conditions, the rains could tend to temporarily clear the air of particulate pollution, which would effectively reduce the number of large wildfires and thereby ameliorate the pollution associated with them, although it would not eliminate all effects of increased temperatures (CNRA, 2009).

According to the Cal-Adapt website's "Local Climate Change Snapshot" database, the Project Site location could see an average annual increase in maximum temperature to 74.3 to 75.0°F in the mid-century (2035–2064) and 75.2 to 77.8°F at the end of the century (2070–2099), compared to 71.2°F for the study's baseline period (1961–1990) (CalAdapt, 2025). The average annual number of extreme heat days also could increase to 7 to 8 days in the mid-century (2035–2064) and 9 to 20 days at the end of the century (2070–2099), compared to 2 days for the baseline period (1961–1990) (CalAdapt, 2025).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west,

including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. With warmer temperatures and lower precipitation volumes, drought conditions continue in the state. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (CDWR, 2022). The years 2000 to 2021 have been the driest 22-year period in the last millennium in California and the rest of the southwestern United States (CDWR, 2022). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. In recent years, the fraction of precipitation that falls as rain instead of snow has increased in the Sierra Nevada and Southern Cascades, reducing the water stored in the snowpack that provides most of California's water supply (CDWR, 2022). California has also seen a change in the timing of precipitation consistent with climate change projections. A comparison of historical and current precipitation (1960–1989 vs 1990–2019) averaged over the entire state shows a change in the monthly distribution of precipitation; a progressively delayed and shorter, sharper rainy season in California (CDWR, 2022). Warming temperatures and their influence on a rising snowline (the altitude above which snow remains on the ground) make winter precipitation more likely to fall as rain instead of snow and run off into the ocean instead of being stored in reservoirs (CDWR, 2022). Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California, 2018).

Water supply in Santa Barbara County has diversified sources, including the Santa Ynez River watershed, State Water Project, groundwater, and recycled water, along with a strong water conservation program. Future temperature and weather pattern changes could result in more variable or reduced supplies from the Santa Ynez River watershed and State Water Project, and potentially more saltwater intrusion issues for groundwater. Studies and planning to address water supply issues, including climate change effects, are ongoing by the State (Department of Water Resources), regional agencies (e.g., Cachuma Operation and Maintenance Board, Santa Barbara County's Integrated Regional Water Management Program), and local agencies.

According to the Cal-Adapt website's "Local Climate Change Snapshot" database, the Project Site location could see an average annual length of dry spells of 148 to 150 days in the mid-century (2035–2064) and 149 to 158 days at the end of the century (2070–2099), compared to 139 days for the baseline period (1961–1990). The average annual precipitation could decrease to 20.9 to 21.1 inches in the mid-century (2035–2064) and potentially increase to 21.5 to 21.8 inches at the end of the century (2070–2099), compared to 21.1 inches for the baseline period (1961–1990) (CalAdapt, 2025).

Agriculture

California has an over $59 billion annual agricultural industry that produces over a third of the country's vegetables and three-quarters of the country's fruits and nuts (CDFA, 2024). Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. When plant water demand exceeds the amount available in the soil, vegetation becomes stressed, and more easily succumbs to attacks by pests and pathogens. Hot and dry conditions increase the water deficit and make dead vegetation easier to burn, heightening wildfire risk (CDWR, 2022). In parts of the Central Valley, certain fruits and nuts are maturing more quickly with warming temperatures, leading to earlier harvests (CDWR, 2022). Shorter maturation

times generally lead to smaller fruits and nuts. Additionally, the risk of crop damage has increased as certain insects multiply faster with warmer temperatures. Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality.

Ecosystems and Wildlife

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions as a result of higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures and precipitation change could impact ecosystems and wildlife by causing population declines, shifting in their geographic distributions or ranges to track suitable climates, and facilitating the spread of invasive species, pests, pathogens, and diseases. Certain birds and mammals are found at different elevations in the Sierra Nevada compared to a century ago and range shifts were observed in almost 75 percent of small mammal species and over 80 percent of bird species surveyed (CDWR, 2022). In the Mojave Desert, which became warmer and drier, widespread collapse of bird communities occurred due to dehydration (CDWR, 2022). Additionally, climate-influenced changes in freshwater and ocean conditions are threatening the survival of Chinook salmon in Northern California rivers (CDWR, 2022). Due to changing ocean conditions, fewer California sea lion pup births, higher pup mortality, and poor pup conditions at San Miguel Island off Santa Barbara County occur during years when sea surface temperatures are unusually warm in their breeding area (CDWR, 2022). In these years, the fish they feed on are less abundant and the nursing mothers must either travel farther to obtain food or eat less nutritious prey.

Wildfire

Wildfires in California over the past two decades are shown to be increasing in size, severity, and adverse impacts (CARB, 2020a). Warming temperatures as a result of climate change influence the length of both the fire and growing seasons and consequently affect the amount of time and intensity fires burn at and the amount of available fuels. Higher temperatures lead to drought, which decreases the fuel moisture and increases the likelihood of ignitions. The lack of moisture available to plants has also been associated with changes in the structure and composition of California's forests and woodlands—changes that have been accelerated by wildfires (CDWR, 2022). Dead or dying vegetation increases the risk of wildfires: for example, the unusually high tree mortality seen during the 2012-2016 drought, which was caused by water stress, created a massive fuel load (CDWR, 2022). The total area burned annually since 1950 ranged from a low in 1963 of 32,000 acres to a record high in 2020 of 4.2 million acres – more than 4 percent of the state's roughly 100 million acres of land (CDWR, 2022).

According to the Cal-Adapt website's "Local Climate Change Snapshot" database, the Project Site location could see an average annual area burned of approximately 94.9 to 100.8 acres in the mid-century (2035–2064) to 98.3 to 96.0 acres by the end of the century (2070–2099), compared to 70.1 to 71.1 acres for the baseline period (1961–1990) (CalAdapt, 2025). Increased wildfire activity could lead to more GHG emissions from sources that would otherwise sequester carbon (CARB, 2020a). Between 2000 and 2019, emissions from wildfires ranged from a low of 1.2 $MMTCO_2e$ in 2010 to a high of 39 MMTCO2e in 2018, with an annual average of 14 $MMTCO_2e$ (CARB, 2020a). Further, CARB estimates that wildfire emissions increased dramatically in 2020, totaling 112 $MMTCO_2e$ (CARB, 2020a).

Humans

Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses. Heat causes the most weather-related deaths in the United States (CDWR, 2022). Hospitalizations and deaths spike in years with especially high summertime temperatures. Additionally, indicators of the impacts of climate change on human health show that warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California.

3.7.2 Regulatory Framework

Federal

The U.S. Supreme Court determined in *Massachusetts v. EPA* (2007) 549 U.S. 497 that the USEPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 S. Ct. 2427 [2014]), the U.S. Supreme Court held that USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a PSD or Title V permit. The Court also held that PSD permits, otherwise required based on emissions of other pollutants, may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

The Federal Government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, CH_4 and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

40 Code of Federal Regulations Part 98 specifies mandatory reporting requirements for several industries including certain downstream facilities that emit GHGs and to certain upstream suppliers of fossil fuels and industrial GHGs. For suppliers, the GHG emissions reported are the emissions that would result from combustion or use of the products supplied. The rule also includes provisions to ensure the accuracy of emissions data through monitoring, recordkeeping, and verification requirements. The mandatory reporting requirements generally apply to facilities that produce more than 25,000 $MTCO_2e$ (or 10,000 $MTCO_2e$ for combustion and process source emissions).

Safer Affordable Fuel-Efficient Vehicles Rule and Corporate Average Fuel-Economy Rule

On September 27, 2019, the USEPA and the National Highway Traffic Safety Administration (NHTSA) published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The SAFE Rule Part One revokes California's authority to set its own GHG emissions standards and to adopt its own zero-emission vehicle mandates. On April 30, 2020, the USEPA and the NHTSA published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO_2 emissions standards for model years 2021-2026 passenger cars and trucks such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the 2012 standards which required an approximately five percent annual increase (NHTSA, 2020). To account for the effects of the Part Two Rule, CARB released off-model adjustment factors on June 26, 2020, to adjust GHG emissions outputs from the EMission FACtor (EMFAC) model (CARB, 2020b).

In February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards (USEPA, 2021). This final rule revises current GHG standards beginning for vehicles in model year 2023 and through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles (USEPA, 2021).

On June 7, 2024, NHTSA announced the Final Rule for Corporate Average Fuel Economy Standards for Model Years 2027-2031 and Heavy-Duty Pickup Trucks and Vans (HDPUV) Fuel Efficiency Standards for Model Years 2030-2035 (NHTSA, 2024). The Corporate Average Fuel Economy standards for passenger cars and light trucks increase at a rate of two percent per year for passenger cars in model years 2027-2031, zero percent per year for light trucks in model years 2027-2028 and two percent per year for light trucks in model years 2029-2031 (NHTSA, 2024). The HDPUVs standards increase at a rate of 10 percent per year for model years 2030-2032 that and increase at a rate of 8 percent per year for model years 2033-2035 (NHTSA, 2024).

State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs from commercial and private activities within the state.

Executive Order S-3-05

EO S-3-05 set forth the following targets for progressively reducing statewide GHG emissions (Office of the Governor 2005):

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order created the California Climate Action Team (CAT) to reduce GHG emissions to the target levels. The CAT produces biannual reports describing the progress made toward the emissions

targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. The first CAT Report to the Governor and the Legislature in 2006 contained recommendations and strategies to help meet the targets in EO S-3-05. The most recent 2022 State Agency Greenhouse Gas Reduction Report Card documents the effectiveness of measures to reduce GHG emissions in California and GHG emissions from state agencies' operations. This report card documents reductions of 1.157 $MMTCO_2e$ that occurred in 2021 (CalEPA, 2023). In 2016, GHG emissions were 429 $MMTCO_2e$, showing that California reached its 2020 emissions target (431 $MMTCO_2e$) four years early and emissions are continuing to decline.

Executive Order B-30-15

In 2015, EO B-30-15 promulgated the following targets and measures (Office of the Governor, 2015):

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

Executive Order B-55-18

In 2018, EO B-55-18 established a statewide policy to achieve carbon neutrality by 2045 and maintain net negative emissions thereafter. As per EO B-55-18, CARB is directed to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal and to ensure future Climate Change Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. California is making progress towards the 2045 goal, however the pathway to carbon neutrality is still under development. According to CARB, there will be a strong reliance on energy efficiency, electrification, low carbon fuels (including low-carbon electricity), and CO_2 removal in future policies and strategies for reaching the ambitious goal. The path to carbon neutrality lies in striving for zero emissions from all new sources and maximum sequestration to offset existing sources.

Assembly Bill 32 – California Global Warming Solutions Act of 2006

In 2006, the California Legislature adopted Assembly Bill (AB) 32 (Health and Safety Code Division 25.5), also known as the California Global Warming Solutions Act of 2006, with a focus on reducing GHG emissions in California to 1990 levels by 2020. This act defines GHGs as CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The California Global Warming Solutions Act assigned CARB the primary responsibility for reducing GHG emissions, by adopting rules and regulations directing state actions to achieve the GHG emissions reductions equivalent to 1990 statewide level set at 431 $MMTCO_2e$ by 2020. In 2008, CARB adopted the Climate Change Scoping Plan, which outlines the State's strategy to achieve the 2020 GHG emissions limit. In 2014, CARB adopted the first update to the Climate Change Scoping Plan, which builds on the strategies from the first plan. In 2016, the State of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 $MMTCO_2e$ (CARB, 2023).

Senate Bill 32 and Assembly Bill 197

In 2016, the California Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197. SB 32 and AB 197 amended Health and Safety Code Division 25.5 and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030, with provisions included to ensure that the benefits of state climate policies reach into vulnerable communities. In response to the 2030 GHG reduction target, CARB adopted the 2017 Scoping Plan (CARB, 2017). The 2017 Scoping Plan outlines the strategies the state will implement to achieve the 2030 GHG emissions reduction target, which build on the Cap-and-Trade Program; the Low Carbon Fuel Standard; improved vehicle, truck, and freight movement emissions standards; increasing renewable energy; and strategies to reduce methane emissions from agricultural and other wastes by using it to meet California's energy needs. The 2017 Scoping Plan has been superseded by the 2022 Scoping Plan for Achieving Carbon Neutrality (discussed below).

Assembly Bill 1279 and 2022 Scoping Plan

The Legislature enacted AB 1279, The California Climate Crisis Act, on September 16, 2022 (CLI, 2022). AB 1279 establishes the policy of the State of California to achieve net zero GHG emissions as soon as possible but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 mandates that by 2045, statewide anthropogenic GHG emissions are to be reduced at least 85 percent below 1990 levels. AB 1279 also requires CARB to ensure that the Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies for CO_2 removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the Scoping Plan's goals.

In December 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which expands on prior scoping plans to include technologically feasible, cost-effective, and equity-focused pathways to achieve the state's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, while also assessing the progress California is making toward the 40 percent below 1990 levels by 2030, and achieving carbon neutrality[2] by 2045 or earlier (CARB, 2022a). The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The 2022 Scoping Plan outlines the strategies the state will implement to achieve carbon neutrality by reducing GHG emissions to meet the anthropogenic target, and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches. A summary of the GHG emissions reductions and targets set forth under the 2022 Scoping Plan is provided in **Table 3.7-3**, *Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan*.

[2] *Carbon neutrality* means "net zero" emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of CO_2 that is stored, both in natural sinks and through mechanical sequestration. AB 1279 uses the terminology "net zero" and the 2022 Scoping Plan uses the terminology "carbon neutrality" or "carbon neutral." For purposes of this EIR, these terms mean the same thing and are used interchangeably.

TABLE 3.7-3
ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%) [a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

Notes:
$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
BAU = Business As Usual.
a. 312 – 260 = 52 /312 = 16.7%
Source: CARB, 2022.

The 2022 Scoping Plan reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan. **Table 3.7-4**, *Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan*, provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

The 2022 Scoping Plan identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

TABLE 3.7-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the CPUC not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan explains the emissions impact of this legislation.
Senate Bill (SB 1020) (Laird, Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, CEC, and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan describes the implications of this legislation on emissions.
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill informs the production of hydrogen at the scale called for in the 2022 Scoping Plan.

Bill/Executive Order	Summary
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO_2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan describes the next steps and implications of this legislation for the natural and working lands sector.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high- global warming potential (GWP) hydrofluorocarbons (HFCs) to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO_2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net-Zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. • Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. • Coordinate and consult with other state agencies. • Prioritize actions that leverage state and federal incentives. • Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The 2022 Scoping Plan modeling is designed to achieve these outcomes.
Executive Order N-82-20	Executive Order N-82-20 (October 2020) combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. CO_2 Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: • Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. • Analyze and project the impact of climate change and other stressors in California's biodiversity. • Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity.

Bill/Executive Order	Summary
	CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan.
Executive Order N-79-20	Executive Order N-79-20 (September 2020) establishes targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: • 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. • 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. • 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan modeling reflects achieving these targets.
Executive Order N-19-19	Executive Order N-19-19 (September 2019) directs state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: • Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. • Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. • Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: • Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. • Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. • Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.

Bill/Executive Order	Summary
Assembly Bill 65 (AB 65) (Petrie-Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: • Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. • Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: • Develop a framework for implementation and accounting that tracks progress toward this goal. • Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan.
Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-Zero-Emission and Zero-Emission Vehicles*	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in the 2022 Scoping Plan.

Source: CARB, 2022.

The 2022 Scoping Plan strategies are broadly summarized in Table 2-1 starting on page 72 of the Scoping Plan (CARB, 2022a). It includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil

energy, emissions, and GHGs for aviation, ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as the for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan requires continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Appendix D, Local Actions, of the 2022 Scoping Plan includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)." Appendix D is intended to provide clarification on challenges local jurisdictions face when implementing GHG reduction strategies or approving much-needed housing projects.[3] Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan is critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. Local governments also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhood development strategies that encourage non-automotive transportation. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

[3] CARB, 2022. Final 2022 Climate Change Scoping Plan – Appendix D: Local Actions, November. https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf. Accessed January 2024.

Cap-and-Trade Program

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as one of the strategies California would employ to reduce GHG emissions. CARB asserts that this program will help put California on the path to meet its goal of ultimately achieving an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under AB 32, CARB designed and adopted the California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emissions reduction mandate of returning to 1990 levels of emissions by 2020 (17 California Code of Regulations [CCR] Sections 95800–96023).

The Cap-and-Trade Program establishes an overall limit for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 $MTCO_2e$ per year) and declines over time, and facilities subject to the cap may trade permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emissions reductions throughout the program's duration (17 CCR Sections 95811 and 9512). On July 17, 2017, the California Legislature enacted AB 398, extending the Cap-and-Trade Program through 2030.

The Cap-and-Trade Regulation provides a firm cap, ensuring that the statewide emission limits will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a cumulative basis. In other words, because climate change is a global occurrence and the impacts of GHG emissions are considered cumulative, a focus on aggregate GHG emissions reductions, rather than source-specific reductions, is warranted.

Mobile Sources

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (13 CCR, Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

Low Carbon Fuel Standard

In 2007, Executive Order S-01-07 mandated the following: establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and adopt a low-carbon fuel standard (LCFS) for transportation fuels in California. CARB identified the LCFS as one of the nine discrete early actions in the 2008 Climate Change Scoping Plan. In September 2018, the standards were amended by CARB to require a 20 percent reduction in carbon intensity by 2030, aligning with California's 2030 targets set by SB 32 (CARB, 2018).

In-Use Off-Road Diesel-Fueled Fleets Regulation

In 2007, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models.

CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation in November of 2022 (CARB, 2022b). The amendment will require fleets to phase-out use of the oldest and highest polluting off-road diesel vehicles, prohibit the addition of high-emitting vehicles to a fleet, and require the use of R99 or R100 renewable diesel in off-road diesel vehicles. The amendments phase-in starting in 2024 through the end of 2046 and include changes to enhance enforceability and encourage the adoption of zero-emission technologies. These amendments aim to further reduce emissions from the off-road sector.

Truck and Bus Regulation

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower, such as, bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation aims to reduce emissions by installation of diesel soot filters, and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

Advanced Clean Car Program

In 2012, CARB adopted the Advanced Clean Cars emissions-control program, which is closely associated with the emissions standards for passenger vehicles and light-duty trucks discussed above (CARB, 2024b). The program requires an increase in the number of zero-emissions vehicle models for years 2015 through 2025 to control smog, soot and GHG emissions. By 2025, ZEVs must be 22 percent of large volume manufacturers overall production (CARB, 2024c). This program includes the Low-Emissions Vehicle regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and ZEV regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles between 2018 and 2025.

Executive Order No. N-79-20 September 2020) phases out the sales of new gasoline-fueled passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales, nor forbid residents from owning gas-powered vehicles. In accordance with the Executive Order, CARB is developing a 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The strategies will provide important information for numerous regulations and incentive programs going forward by conveying what is necessary to address the aggressive emission reduction requirements.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program (CARB, 2024d). The ACC II regulations will rapidly scale down light-duty passenger car, pickup truck and SUV emissions starting with the 2026 model year through 2035. The ACC II regulation amends the Zero-emission Vehicle Regulation to require an increasing number of ZEV, and relies on currently available advanced vehicle technologies, including battery-electric, hydrogen fuel cell electric and plug-in hybrid electric-vehicles, to meet air quality and climate change emissions standards which supports Executive Order N-79-20 that requires all new passenger vehicles sold in California to be zero emissions by 2035. Additionally, the ACC II regulation amends the Low-emission Vehicle Regulations to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions.

Advanced Clean Trucks Program

The Advanced Clean Trucks regulations were approved on June 25, 2020, and require that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide (NOx) and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use. According to CARB, "Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32" ,CARB 2024e). The percentage of zero-emissions truck sales is required to increase every year until 2035 when sales would need to be 55 percent of Classes 2b–3 (light/medium- and medium-duty trucks) truck sales, 75 percent of Classes 4–8 (medium- to heavy-duty trucks) straight truck sales, and 40 percent of truck tractor (heavy-duty trucks weighing 33,001 pounds or greater) sales. Additionally, large fleet operators (of 50 or more trucks) would be required to report information about shipments and services and their existing fleet operations.

Land Use and Transportation Planning

In 2008, SB 375 (Chapter 728, Statutes of 2008) established mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the State's metropolitan planning organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035 (CARB, 2024f). The proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the LCFS regulations.

Under SB 375, the regional GHG reduction target must be incorporated within the applicable MPO's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). In 2011, CARB adopted GHG emissions reduction targets for the Santa Barbara County Association of Governments (SBCAG), the MPO for the region. In 2018, CARB updated the SB 375 targets to require a 13 percent reduction by 2020 and a 17 percent reduction by 2035 in per capita passenger vehicle GHG emissions (CARB, 2024g).

Energy Sector

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978

in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and non-residential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods.

The 2022 Title 24 standards became effective January 1, 2023. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 standards (CEC, 2022).

In September 2024, the CEC approved the 2025 California Building Energy Efficiency Standards, which go into effect on January 1, 2026. The 2025 standards build on the 2022 standards by aiming to decarbonize buildings by encouraging energy efficiency, solar and battery storage, and shifting times of energy use by expanding heat pump requirements for space and water heating in more building types, including low-rise multifamily units. It also introduces stronger electric-ready mandates to ease future transitions to electric appliances. Updates to solar and battery storage standards now align with revised net billing policies for high-rise multifamily and nonresidential buildings. Additionally, nonresidential buildings face new space conditioning controls, while multifamily buildings must meet stricter ventilation requirements for better indoor air quality. These updates enhance energy efficiency, reduce emissions, and save Californians an estimated $4.8 billion in energy costs over 30 years (CEC, 2025).

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, with the 2022 version effective on January 1, 2023. The 2025 version, which includes provisions for mandatory electric-ready requirements for new buildings, tighter water efficiency standards, and enhanced measures to support decarbonization, will be effective on January 1, 2026. The purpose of the CALGreen Building Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality" (CBSC, 2010). The CALGreen Building Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. The CALGreen Building Code establishes mandatory measures for new residential and non-residential buildings. The CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The 2022 CALGreen Code: revises standards for electric vehicle (EV) charging for new construction, primarily multi-family dwellings and hotels/motels, including increased requirements for EV parking spaces and EVSE Level 2 chargers, establishes heat pumps as a baseline technology, strengthens ventilation standards, establishes electric-ready requirements for new homes, and sets minimum solar photovoltaic and battery energy storage capacity for high-rise multifamily and commercial buildings, including office buildings, grocery stores, and schools, and more.

The 2012 Appliance Efficiency Regulations (CCR, Title 20, Sections 1601 through 1608) took effect February 13, 2013. The regulations include standards for both federally regulated appliances and non-

federally regulated appliances. The regulations have since been amended on April 10, 2024, with updated information and align with applicable federal law and other changes for clarity (CEC, 2024).

The State has adopted regulations to increase the proportion of electricity from renewable sources. SB 350 (Chapter 547, Statues of 2015) set the Renewables Portfolio Standard (RPS) to 50 percent by 2030, including interim targets of 40 percent by 2024 and 45 percent by 2027. In 2018, SB 100 further increased California's RPS and requires retail sellers and local publicly-owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by the end of 2030; and requires that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

Regional

Santa Barbara County Association of Governments

SBCAG serves as the MPO for Santa Barbara County as is responsible for developing and maintaining a long-range transportation plan for the region. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light duty trucks and thereby reduce GHG emissions from these sources. For the SBCAG region, Connected 2050 RTP/SCS, adopted in August 2021, is the current RTP/SCS. Connected 2050 RTP/SCS focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land use strategies in development of the SBCAG region through horizon year 2050. Connected 2050 RTP/SCS projects that the SBCAG region will meet the GHG per capita reduction targets established for the SBCAG region of 17 percent by 2035.

Santa Barbara County Air Pollution Control District

As discussed in Section 3.2, *Air Quality*, of this EIR, the Santa Barbara County Air Pollution Control District (SBCAPCD) is responsible for air quality planning in the South Central Coast Air Basin (where the Project is located) and developing rules and regulations to bring the Air Basin into attainment of the ambient air quality standards. The SBCAPCD has adopted Environmental Review Guidelines (2015) in which it has adopted GHG thresholds. The Guidelines state that a stationary source proposed project would not have a significant adverse environmental impact if operation of the project would:

1. Emit less than the screening significance level of 10,000 $MTCO_2e$ per year, or
2. Show compliance with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions (sources subject to the AB 32 Cap-and-Trade requirements pursuant to Title 17, Article 5 (California Cap on Greenhouse Gas Emissions and Market-based Compliance Mechanisms) would meet the criteria), or
3. Show consistency with the AB 32 Scoping Plan GHG emission reduction goals by reducing project emissions 15.3 percent below Business As Usual (BAU).

Additionally, the SBCAPCD has promoted a number of programs to promote energy conservation, low-carbon fuel technologies (natural gas vehicles; electric-hybrids, hydraulic-hybrids, and battery-electric vehicles), renewable energy, VMT reduction programs, and market incentive programs which would reduce GHG emissions.

County of Santa Barbara 2030 Climate Action Plan

The 2030 Climate Action Plan (CAP) (County of Santa Barbara, 2023b) has set a goal to achieve a 50 percent reduction of communitywide greenhouse gas emissions from 2018 levels by 2030. The measures laid out in the 2030 CAP provide a foundation that aligns with the State of California's goals to reduce GHG emissions to 40 percent below 1990 levels and achieve carbon neutrality by 2045. The CAP's six focus areas are: 1) Housing and Transportation; 2) Clean Energy; 3) Waste, Water, and Wastewater; 4) Nature-Based Solutions; 5) Low-Carbon Economy; and 6) Municipal Operations (County of Santa Barbara, 2023b). The 2030 CAP utilizes a consistency checklist to determine whether development projects are consistent with the emission reduction goals within the 2030 CAP. Projects and plans that are identified as not consistent with the 2030 CAP through the use of this CEQA GHG Checklist must prepare a project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and the incorporation of the 2030 CAP measures. The 2030 CAP was adopted by the County Board of Supervisors on August 27, 2024.

Local

City of Carpinteria Sustainable Community Policy

The City of Carpinteria has established a Sustainable Community Policy to guide future policy development and community collaboration to achieve sustainable impacts in the City. The Policy sets a series of environmental goals to achieve environmental stewardship, such as reducing local energy consumption, use of renewable energy, and protecting important habitats. The following goals would be applicable to the Project.

Energy Conservation

- Reduce GHG emissions through various activities which may include improved mass transit systems, reduced vehicle trips, improved alternative transportation systems for biking, walking, and low emission vehicles.
- Develop and implement standards to reduce energy use.
- Publicize energy efficient building design and construction practices that allow for future adaptation to efficient energy solution such as solar electric or grey water systems for landscape irrigation.

Waste Reduction

- Implement new and expanded waste stream reduction and recycling programs.
- Develop and encourage food system waste minimization and storm water runoff regulations.
- Develop and implement standards to reduce waste production.

City of Carpinteria General Plan/Coastal Land Use Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in

the process of being updated. The GP/CLUP, adopted in April 2003, sets a long-term vision for growth, conservation, and community character. The current General Plan does not have an Air Quality or Greenhouse Gas Emissions Element. However, there are relevant goals and policies to GHG emissions in the Open Space, Recreation & Conservation Element and the Community Design Element, which are presented below.

Open Space, Recreation, and Conservation Element

Policy OSC-11b. Promote the reduction of mobile source emissions related to vehicular traffic (e.g. promote alternative transportation, vanshare, buses).

Policy OSC-11c. Promote use of solar heating and energy efficient building design to reduce stationary source emissions.

Community Design Element

Policy CDS6-f. To ensure the efficient utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to exceed the minimum energy requirements of the city's Uniform Codes.

1. Building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling;
2. Landscaping shall be designed to maximize the use of native drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter;
3. Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat;
4. Design of parking facilities shall take into consideration the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.
5. Alternatively fueled vehicles are to be used in construction and as fleet vehicles, if feasible and available.

3.7.3 Thresholds of Significance

This analysis follows the guidance and methodologies recommended in the CEQA Appendix G thresholds and SBCAPCD's Scope and Content of Air Quality Sections in Environmental Documents (2022b). While there is some overlap in the thresholds from these sources, each has been individually listed below because thresholds from these sources may be applicable to individual projects that would result from the Project.

CEQA Appendix G Significance Thresholds

According to Appendix G of the State CEQA Guidelines, impacts to greenhouse gas emissions would be considered significant if the Project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

As stated in CEQA Guidelines Section 15064.4(b)(1)-(3),

- a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether project emissions exceed a threshold of significance that the lead agency determines applies to the project; and, (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Section 15064(h)(3) of the CEQA Guidelines also states that

- [a] lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific quantitative thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA, 2009).

The Office of Planning and Research [now called the Office of Land Use and Climate Innovation] Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review* states that public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact. (OPR, 2008)

Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice."

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established quantitative thresholds for assessing whether the GHG emissions of a project, such as the Project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global

climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA, 2008), GHG emissions impacts must also be evaluated on a project-level under CEQA.

SBCAPCD Significance Thresholds

According to the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (2022), a proposed stationary source[4] project would have a significant climate change and GHGs impact on the environment if operation of the project would:

- Emit more than the screening significance level of 10,000 $MTCO_2e$ per year, or
- Does not show compliance with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions (sources subject to the AB 32 Cap-and-Trade requirements pursuant to Title 17, Article 5 (California Cap on Greenhouse Gas Emissions and Market-based Compliance Mechanisms) would meet the criteria), or
- Does not show consistency with the AB 32 Scoping Plan GHG emission reduction goals by reducing project emissions 15.3 percent below Business As Usual (BAU).

If annual emissions of GHGs exceed these threshold levels, the Project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant adverse environmental impact.

The SBCAPCD does not currently have quantitative thresholds of significance in place for short-term or construction GHG emissions.

County of Santa Barbara Environmental Thresholds

The County adopted the amendments to the *Environmental Thresholds and Guidelines Manual* in August 2024 (County Santa Barbara, 2024). The County Board of Supervisors also adopted the 2030 CAP on August 27, 2024.

The County of Santa Barbara 2030 CAP establishes 2030 and 2045 GHG emissions targets and provides measures to establish a trajectory towards achieving those targets. The 2030 CAP includes specific measures to achieve a GHG emissions target of 50 percent below 2018 levels by 2030. This is consistent with and exceeds California's goal of reducing GHG emissions to 40 percent below 1990 levels (per Senate Bill 32) by 2030 and provides substantial progress towards achieving the State GHG reduction goal of carbon neutrality (per Executive Order B-55-18) by 2045. The County Board of Supervisors, County staff, and community will continue to develop an approach to meet the State 2045 goal of carbon neutrality.

Pursuant to CEQA Guidelines Section 15183.5, a lead agency may determine that a project's or plan's incremental contribution to a cumulative effect is not cumulatively considerable if it complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. In order for the 2030 CAP to be considered a qualified GHG reduction strategy and provide for CEQA streamlining of GHG analysis for future development, the 2030 CAP must identify those measures that are applicable to future development projects. The 2030 CAP includes measures that are applicable to

[4] A stationary source is any building, structure, facility, or installation which emits or may emit an air pollutant directly or as fugitive emissions.

existing developments, municipal government operations, as well as mandatory measures to be applied to future development for public and private projects and plans. Mandatory GHG reduction measures that are applicable to future development are summarized in the following CEQA GHG Emissions Compliance Checklist. This CEQA GHG Checklist identifies applicable regulations, applicability, requirements, and monitoring and reporting required by those regulations. The purpose of the CEQA GHG Checklist is to assist with determining project or plan consistency with the 2030 CAP and provide a streamlined review process for proposed future development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA. The City does not have an adopted GHG threshold or qualified GHG reduction plan for the Project to tier off. Therefore, while the City of Carpinteria is not within the jurisdiction of the County's *Environmental Thresholds and Guidelines Manual* and 2030 Climate Action Plan, the County of Santa Barbara's 2030 CAP Checklist is utilized to determine significance with respect to GHG emissions.

3.7.4 Methodology

Construction Emissions

As with air quality emissions, GHG emissions from the construction phase of the Project were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1 (CAPCOA, 2025). For the purposes of modeling, it was assumed that construction of the Project would commence in June 2025[5] and would last approximately 14 months, ending in July 2026. The estimated construction duration was provided by the applicant (refer to section 3.2, *Air Quality* and **Appendix B**, of this EIR, for construction phase details, detailed construction equipment, construction truck trips, and modeling assumptions.

The analysis assumed that heavy construction equipment would be operating 5 days per week (22 days per month) during the Project's construction. Construction worker and vendor trips were based on CalEEMod default assumptions and rounded up to the nearest whole number to account for whole round trips.

During demolition, the Project would remove the existing pavement onsite which is estimated to be 870 tons. During the grading phase, there would be 800 cubic yards of export. It is anticipated that earth movement would be primarily, if not completely, accomplished using off-road equipment (e.g., scrapers and excavators). The CalEEMod default equipment type, quantity, and daily usage was utilized during construction. The Project applicant has committed to having all heavy-duty diesel-powered construction equipment greater than 50 horsepower being equipped with CARB-certified Tier 4 Final or better diesel engines. All equipment less than 50 horsepower shall be electric or use alternative fuels (non-diesel).

Carbon Sequestration (Loss)

The GHG analysis estimates the loss of sequestered carbon that would result from removal of trees on site during construction. The calculation methodology and default values provided in i-Tree Planting were

[5] The modeling analysis assumes a construction start date of June 2025. While this date has passed, assuming an earlier start date for construction represents the worst-case scenario for emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Therefore, the use of a June 2025 start date for modeling purposes does not render the analysis inadequate for the purposes of disclosure of environmental impacts under CEQA.

used to estimate the one-time carbon-stock change from planting new trees based on the trees provided in the landscaping plan for the Project (i-Tree, 2022). Trees sequester CO_2 while they are actively growing and the amount of CO_2 sequestered depends on the type of tree. Thereafter, the accumulation of carbon in biomass slows with age, and is assumed to be offset by losses from clipping, pruning, and occasional death. Active growing periods are subject to, among other things, species, climate regime, and planting density; however, for modeling purposes, it was assumed an active growing period of 30 years consistent with the Project lifetime. The Project would remove 16 trees (Spiewak, 2023).

Operational Emissions

Operation of the Project would generate GHG emissions from on-site operations such as energy use for heating/cooking and landscaping equipment. CalEEMod was used to estimate operational GHG emissions from electricity, solid waste, water and wastewater, refrigerants and landscaping equipment. GHG emissions would also be generated by Project-generated vehicle trips. Emissions from the operational phase of the Project were estimated using CalEEMod. Operational year 2026 was assumed as it would be the first full year following completion of proposed construction.

Area Sources Emissions

CalEEMod was used to estimate operational emissions from area sources, including emissions from landscape maintenance equipment. Emissions associated with electricity and natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day), as well as number of summer days (when landscape maintenance would generally be performed, 180 days) and winter days.

Energy Source Emissions

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to GHGs, since GHG emissions occur at the site of the power plant, which is typically off site. The Project would not include natural gas service, only electricity will be used. Emissions were calculated by multiplying the energy use by the utility's carbon intensity (pounds of GHGs per megawatt-hour for electricity or 1,000 British thermal units for natural gas) for CO_2 and other GHGs. Annual electricity emissions were estimated in CalEEMod using the emissions factors for Central Coast Community Energy (3CE), which would be the energy source provider for the Project. The Project would be subject to the 2022 Title 24 standards, at a minimum, which went into effect on January 1, 2023. However, the CalEEMod 2022.1.1.29 assumes compliance with the 2019 Title 24 standards. As such, the energy use calculations would be considered conservative. The electricity demand for the Project was provided by the Project applicant.

The Project would include 25 electric vehicle charging stations in accordance with the California Green Building Standards Code (CALGreen) and 2022 Title 24 standards. The Project has included 93 kilowatts

(kW) of solar photovoltaic electricity generation on the roof which will cover the Project's demand. As a backup, power will be provided by Central Coast Community Energy's 100 percent carbon free option.

Mobile Source Emissions

Following the completion of construction activities, the Project would generate GHG emissions from mobile sources (vehicular traffic) as a result of the employees, residents, and visitors of the Project. CalEEMod default data, including trip characteristics, trip lengths, and emissions factors, were used for the model inputs. Trip rates for the Project were based on the Transportation Impact Assessment (ATE, 2024). Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use, as modeled within the CalEEMod. Emission factors representing the vehicle mix and emissions for 2026 were used to estimate emissions associated with vehicular sources.

Refrigerants

Refrigerants are substances used in equipment for air conditioning (A/C) and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate.

Solid Waste

The Project would generate solid waste and would, therefore, result in CO_2 and CH_4 emissions associated with landfill off-gassing. Solid waste generation was derived from the CalEEMod default rates for each residential land use type. Emission estimates associated with solid waste were estimated using CalEEMod.

Water Supply and Wastewater

Water supplied to the Project would require the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. Annual water use for the Project and GHG emissions associated with the electricity used for water supply were calculated based upon default water use estimates for each land use type, as estimated by CalEEMod and 3CE factors. The Project would include low-flow fixtures in the building and water-efficient irrigation systems. The Project would be connected to municipal sewer. Default water use estimated from CalEEMod for indoor and outdoor water use were assumed.

Carbon Sequestration (Gain)

The GHG analysis estimates the gain of sequestered carbon that would result from planting and growth of trees on site. The calculation methodology and default values provided in i-Tree Planting were used to estimate the one-time carbon-stock change from planting new trees based on the trees provided in the landscaping plan for the Project (i-Tree, 2022). Trees sequester CO_2 while they are actively growing, and the amount of CO_2 sequestered depends on the type of tree. Thereafter, the accumulation of carbon in biomass slows with age, and is assumed to be offset by losses from clipping, pruning, and occasional death. Active growing periods are subject to, among other things, species, climate regime, and planting density; however, for modeling purposes, it was assumed an active growing period of 30 years consistent

with the Project lifetime. The model also assumes a tree mortality of 70 percent over a project's lifetime. The Project would plant a total of 55 trees (CJM:LA, 2024).

The sequestered carbon from new trees modeling does not include CO_2 emissions estimates associated with planting, care, and maintenance activities (e.g., tree planting and care vehicle travel and maintenance equipment operation). Landscape maintenance equipment emissions were included in the area source emission estimates included in the operational GHG emissions calculations. In addition, operational GHG emissions associated with these maintenance activities are anticipated to be minimal.

Consistency with GHG Reduction Plans

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project (14 CCR § 15064(h)(3)). To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency (14 CCR § 15064(h)(3)). Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions" (14 CCR § 15064(h)(3)). Thus, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions, such as the County's *Environmental Thresholds and Guidelines Manual* and 2030 CAP, and the relevant policies in the City's General Plan

3.7.5 Impact Analysis

Impact 3.7-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact 3.7-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project Impact Analysis

Construction Emissions

Construction of the Project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor and haul trucks, and worker vehicles. Additionally, the construction GHG emissions are shown annualized over 30 years. Therefore, the total construction GHG emissions were calculated, amortized over 30 years and added to the operational emissions.

CalEEMod was used to estimate GHG emissions during construction. Construction of the Project would last up to 14 months. On-site sources of GHG emissions include off-road equipment and off-site sources include on-road vehicles (i.e., haul trucks, vendor trucks, and worker vehicles). **Table 3.7-5**, *Estimated Annual Construction Greenhouse Gas Emissions*, presents construction GHG emissions for the Project from on-site and off-site emission sources. Detailed emissions calculations are provided in **Appendix B**, of this EIR.

TABLE 3.7-5
ESTIMATED ANNUAL CONSTRUCTION GREENHOUSE GAS EMISSIONS

Construction Year	CO_2e (Metric Tons/year)[a]
2025	95
2026	116
Total	**212**
Annualize emissions over 30 years (metric tons per year)	7

Notes:

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **Appendix B,** of this EIR.

Source: Dudek 2025. Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project (**Appendix B,** of this EIR).

As shown in Table 3.7-5, the estimated total GHG emissions during construction of the Project would be approximately 212 MT CO_2e. Estimated Project-generated construction emissions amortized over 30 years would be approximately 7 MT CO_2e per year. As with Project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the Project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is determined by adding the amortized construction emissions to the operational emissions and comparing them to the operational threshold.

Operational Emissions

CalEEMod was used to estimate potential Project-generated operational GHG emissions from energy sources (electricity). Operational year 2026 was assumed upon completion of construction. The estimation of operational energy emissions was based on the methodology presented in Section 3.7-4. **Table 3.7-6**, *Estimated Annual Construction Greenhouse Gas Emissions*, presents the GHG emissions of the Project during operation. For disclosure purposes, the estimated operational GHG emissions in 2026 are provided in Table 3.7-6.

TABLE 3.7-6
ESTIMATED ANNUAL CONSTRUCTION GREENHOUSE GAS EMISSIONS

Construction Year	CO_2e (Metric Tons/year)[a]
Area	0
Energy[b]	0
Mobile	457
Refrigerants	8
Solid Waste	20
Vegetation	-<1
Water and Wastewater	1
Amortized construction emissions	7
Total	**493**

Notes:

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **B**.
b. The Project would provide approximately 93 kW of on-site solar power which would cover 100 percent of the annual energy demand. Any remaining electricity demand would be supplied from 3CE's 100 percent renewable energy option.

Source: Dudek 2025. Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project (**Appendix B,** of this EIR).

As shown in Table 3.7-6, the estimated total GHG emissions during operation of the Project would be approximately 493 MT CO_2e, including amortized construction emissions. This would be below the SBCAPCD's screening significance level of 10,000 $MTCO_2e$.

2030 CAP Checklist

As discussed in Section 3.7.3, the City does not have an adopted GHG threshold or qualified GHG reduction plan for the Project to tier off. Therefore, while the City is not within the jurisdiction of the County's *Environmental Thresholds and Guidelines Manual* and 2030 Climate Action Plan, the County of Santa Barbara's 2030 CAP Checklist is utilized to determine significance with respect to GHG emissions. As discussed in Section 3.7.3, above, the County's 2030 CAP Checklist can be used to evaluate a project's consistency with the GHG reduction measures within the 2030 CAP. The following discussion evaluates the Project against the 2030 CAP Checklist. Refer to **Appendix B**, of this EIR, for the completed 2030 CAP Checklist for the Project.

Section 1: Comprehensive Plan and Ordinance Consistency

Under Section 1, the 2030 CAP Checklist asks if the Project/Plan includes a Comprehensive Plan, Zoning Map, or Ordinance Amendment? If "No", proceed to Section 2 – CAP Strategies Consistency. If "Yes", proceed to question 1b.

Project Response: The Project is consistent with the underlying zoning for the Project Site and does not require a zoning amendment. Therefore, the Project would answer "No" to this checklist item and proceed to Section 2.

Section 2: 2030 CAP Measures Consistency

Requirement 2: All Project Types - Building Electrification. Will the Project/Plan (whether all new construction, remodel, or combination thereof) comply with 2030 Climate Action Plan Action CE-1.1 and be all-electric with no natural gas hookup?

Project Response: The Project would be all-electric and would not use natural gas. Therefore, the Project would answer Yes to this checklist requirement.

Requirement 3: All Project Types - Carbon Free Electricity. Will the Project/Plan (whether all new construction, remodel, or combination thereof) retain Central Coast Community Energy as the energy provider or otherwise utilize 100 percent carbon free electricity? Southern California Edison (SCE) and Pacific Gas and Electric (PG&E) both distribute power from Central Coast Community Energy.

Project Response: The Project includes 93 kW of onsite solar power which covers approximately 100 percent of the annual demand. The remaining electricity needed for the Project would be procured from 3CE's 100 percent renewable option. Therefore, the Project would answer "Yes" to this checklist requirement.

Requirement 4: All Project Types - EV Charging Infrastructure. Will the Project/Plan (whether all new construction, remodel, or combination thereof) meet or exceed the requirements of the California Green Building Standards Code, Title 24, Part 11, (CALGreen) Tier II for EV charging infrastructure? New single-family or two-family dwellings are not required to include EV charging infrastructure. Multi-

family dwellings (more than three dwellings) and non-residential projects must include EV charging infrastructure based on the project size.

Project Response: With 140 total parking spaces provided for the Project, 15 percent must be EV chargers to meet this checklist requirement. The Project would include 25 EV chargers onsite which would meet this requirement. Therefore, the Project would answer "Yes" to this checklist requirement.

Requirement 5: All Project Types - Off-Road Equipment Electrification. Will the Project/Plan (whether all new construction, remodel, or combination thereof) commit to the use of electrified off-road landscaping equipment (e.g., mowers, chippers, tractors) for ongoing operations and maintenance?

Project Response: All landscaping equipment will be electric in accordance with this checklist requirement. Therefore, the Project would answer "Yes" to this checklist requirement.

Requirement 6: All Project Types- Reduce VMT. Will the Project/Plan demonstrate consistency with the County's Thresholds of Significance for Transportation Impacts in the County Environmental Thresholds and Guidelines Manual by either:

a. meeting the screening criteria for Vehicle Miles Traveled (VMT) to not require further analysis; or

b. resulting in a reduction in VMT?

Project Response: The Project Site at 499 Linden Avenue is approximately 1.15 acres in size and is zoned Commercial Planned Development District (CPD) with a GP/CLUP land use designation of General Commercial. The Project Site at 399 Linden Avenue is approximately 1.27 acres in size and is zoned Recreation (REC) and a GP/CLUP land use designation of Open Space/Recreation. The Project is located less than ½ mile from a major transit stop and therefore would be screened out for vehicle miles travelled. Therefore, the Project would answer "Yes" to this checklist requirement.

Requirement 7: Large Employers - Transportation Demand Management (TDM). If the Project/Plan will have 50 or more employees, will the Project/Plan (whether all new construction, remodel, or combination thereof) provide a commuter benefit program for employees with measures (such as subsidies for employees that bike, walk, or carpool, telework policy, and/or provide free transit passes for all employees) and achieve a 50-80 percent telework participation rate by eligible employees able to work remotely consistent with Connected 2050 RTP/SCS?

Project Response: The Project would employ up to 21 persons. This measure does not apply to the Project. Therefore, the Project would answer "N/A" to this checklist requirement.

Requirement 8: All Project Types - Residential & Commercial Landfill Diversion Rate Goal. Will the Project/Plan (whether all new construction, remodel, or combination thereof) meet current legislation and 2030 Climate Action Plan goals to properly sort and collect recyclables and organic waste, as applicable, to reduce communitywide landfilled organics 80 percent by 2030 and 100 percent by 2045 by providing dedicated space for organic waste and/or recycling receptacles? To find out your specific requirements based on project type and geographic area, please visit https://lessismore.org/organics/.

Project Response: Consistent with the City's commercial landfill diversion program, the Project would participate in recycling and organic waste diversion activities. Therefore, the Project would answer "Yes" to this checklist requirement.

Requirement 9: All Project Types - Residential & Commercial Organics Recycling Requirement. Will the Project/Plan (whether all new construction, remodel, or combination thereof) meet SB 1383 legislation requirements by posting education signage, as applicable, and sorting and collecting organic waste, as applicable, to achieve 0.08 tons per capita compost procurement requirements for the unincorporated County? To find out your specific requirements based on project type and geographic area, please visit https://lessismore.org/organics/.

Project Response: Consistent with the City's commercial landfill diversion program, the Project would participate in organic waste diversion activities by posting signage and sorting organics, as applicable. Therefore, the Project would answer "Yes" to this checklist requirement.

In summary, the Project would be consistent with the relevant GHG reduction strategies found within the 2030 CAP Checklist. Therefore, the Project would not conflict with the County's 2030 CAP. Therefore, because the Project is consistent with the 2030 CAP, the Project would have a **less than significant impact (Class III)**.

GP/CLUP Consistency

The Project would be consistent with the measures relating to GHGs within the City's GP/CLUP. The Project would be consistent with the GP/CLUP's policies OSC-11b, OSC 11c, CDS6-f and the. More specifically, the Project would promote the GP/CLUP's policy OSC-11b, which aims to reduce vehicular emissions and encourage sustainable transportation methods. The Project would achieve this by being located next to a rail station and proximity to a major transit stop as well as the Project's inclusion of bicycle parking and 25 EV spaces within the site design. This would promote alternative and sustainable transportation methods that may reduce the VMT and the amount of transportation-related GHG emissions. Furthermore, the Project would be consistent with the GP/CLUP's energy efficiency-related goals, such as OSC-11c and CDS6-fby including drought tolerant landscaping, all-electric systems (i.e., no building natural gas combustion), installing 93 kW of on-site solar photovoltaic panels, and sourcing the remaining necessary electricity from 3CE, which is a Community Choice Aggregator that provides zero-carbon electricity to customers. As such, the Project would be consistent with the goals and policies relevant to GHG emissions outlined in the City's GP/CLUP.

Furthermore, the Project would be consistent with the City's general economic vitality, energy conservation, and waste reduction policies contained within the Sustainable Community Policy. The Project is located in an infill location adjacent to a rail station, would provide bicycle parking, which would encourage reductions in transportation-related GHGs. Additionally, the Project would implement all electric systems and would have on-site solar photovoltaic systems. Any additional electricity not provided by the on-site solar systems would be sourced from 3CE's 100 percent renewable electricity option. This remains consistent with the energy efficiency goals established in the Sustainable Community Policy. Furthermore, the Project would be consistent with the City's commercial landfill diversion program, would participate in organic waste diversion activities by posting signage and sorting

organics, as applicable. Therefore, the Project would be consistent with the goals envisioned for the community.

Finally, as shown in Table 3.7-6, the Project's operational GHG emissions would not surpass the SBCAPCD's screening significance level of 10,000 $MTCO_2e$.

Therefore, the Project would not conflict with any plan or associated policies that would reduce the City's GHG emissions.

Cumulative Impact Analysis

Analysis of GHG emissions is cumulative in nature because impacts are caused by cumulative global emissions and additionally, climate change impacts related to GHG emissions do not necessarily occur in the same area as a project is located. The emission of GHGs by a single development project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHGs from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

As discussed above and under Table 3.7-5, estimated Project-generated construction emissions amortized over 30 years would be approximately 7 MT CO_2e per year. GHG emissions generated during construction of the Project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Further, as discussed above and under Table 3.7-6, operation of the Project would generate GHG emissions from on-site operations such as area sources from landscaping equipment and the use of consumer products, from energy sources (electricity), mobile sources, solid waste, water and wastewater, refrigerants and landscaping equipment totaling 493 MT CO_2e, including amortized construction emissions, which was well under the SBCAPCD's screening significance level of 10,000 $MTCO_2e$. Cumulative projects would also be required to assess and mitigate construction and operational GHG emissions as compared to the SBCAPCD's screening significance level as required by CEQA prior to approval.

With regard to consistency with applicable plans, policies, and regulations, as discussed above the Project would be consistent with the goals and policies relevant to GHG emissions outlined in the City's GP/CLUP. Therefore, the Project would not conflict with any plan or associated policies that would reduce the City's GHG emissions. Furthermore, cumulative projects would be required to provide consistency analyses with applicable plans, policies, or regulations established for the purposes of reducing the emissions of GHGs prior to approval.

The Project's GHG emissions would not conflict with any City or SBCAPCD significance thresholds and thus, would not result in a significant cumulative GHG impact. Similar to the Project, cumulative projects would also have to meet the SBCAPCD significance thresholds and comply with applicable GHG reduction plans, policies, and regulations or mitigate impacts. Therefore, even when considered in conjunction with other development projects, the Project impact would not be cumulatively significant since they are below the significance thresholds and the Project impact would not be cumulatively significant. As such, a **less than significant impact (Class III)** would occur.

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3.8 Hazards and Hazardous Materials

This section evaluates potential impacts related to hazards and hazardous materials that could result from implementation of the Project. The section provides context regarding the existing hazards and hazardous materials conditions at the Project Site. This section also discusses relevant federal, State, regional and local regulations and programs that are applicable to future development that could occur under the Project.

Comments received in response to the Notice of Preparation for the EIR regarding hazards and hazardous materials can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to hazards and hazardous materials as a result of implementation of the Project are analyzed within this section.

The existing hazards and hazardous materials conditions and analysis in this section are based, in part, of the Review of Previous Environmental Site Assessment, Remediation, and Regulatory Closure (Review of Previous ESA), prepared by Campbell Geo Inc., dated March 22, 2013 (Campbell Geo, 2013) for the Project, which is included by reference; refer to **Appendix F,** of this EIR.

Definition of Hazardous Materials

A hazardous material is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment [California Health and Safety Code Chapter 6.95, Section 25501(o)]. The term “hazardous materials” refers to both hazardous substances and hazardous wastes. Under federal and state laws (listed below and further listed in Section 4.9.2, Regulatory Framework), any material, including wastes, may be considered hazardous if it is specifically listed by statute as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases).

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been spent, discarded, discharged, spilled, contaminated, or are being stored until they can be disposed of properly (California Code of Regulations [CCR] Title 22, Division 4.5, Chapter 11, Article 1, Section 66261.3). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific criteria for ignitability, corrosivity, reactivity, and toxicity (CCR Title 22, Division 4.5, Chapter 11, Article 3, Sections 66261.20 through 66261.24). While hazardous substances are regulated by multiple agencies, as described in Section 4.9.2, Regulatory Framework, below, cleanup requirements of hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over the project.

3.8.1 Environmental Setting

Existing Conditions

Onsite Conditions

Current Land Use

The Project Site consists of two parcels and is located at 499 Linden Avenue and 399 Linden Avenue. The Project Site at 499 Linden Avenue 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 proposed 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 Project Site at 399 Linden Avenue would be located on the south side of the Union Pacific Railroad tracks and is currently undeveloped land with a decomposed granite pathway running through the parcel.

Past Land Use

The Project Site at 499 Linden Avenue appears to have had various structures that may have been associated with the railroad between 1929 and 1989. The Site appears to have been developed with the current existing parking lot as early as 1994 (Campbell Geo, 2013).

The Project Site at 399 Linden Avenue appears to have had various structures, water tanks, a tool shed, and underground storage tanks as part of the Orchard Services business between 1929 and 1996 (Campbell Geo, 2013). The Site appears to have been vacant with the land use not changing since 1996.

Hazardous Materials in Soil and Groundwater

The potential for contamination in soil and groundwater within the Project Site is based on an environmental database review conducted to identify environmental cases, permitted hazardous materials uses, and spill sites within the boundaries of the City. Environmental cases are those sites that are suspected of releasing or are known to have released hazardous substances and are identified on regulatory agency lists. Permitted hazardous material uses are facilities that use hazardous materials or handle hazardous wastes that operate under appropriate permits and comply with current hazardous materials and hazardous waste regulations. Spill sites are locations where a spill has been reported to the state or federal regulatory agencies. Such spills do not always involve a release of hazardous materials.

California Government Code Section 65962.5 requires state and local agencies to compile and update, at least annually, lists of hazardous waste sites and facilities. While Government Code Section 65962.5 makes reference to a "list," commonly referred to as the Cortese List, this information is currently available from the following online data resources (California Environmental Protection Agency [CalEPA] 2025):

- California State Water Resources Control Board (SWRCB) GeoTracker database, which identifies sites that impact groundwater or require groundwater cleanup, and
- California Department of Toxic Substances Control (DTSC) EnviroStor database, which identifies sites with known hazardous material contamination or warrant further investigation as well as facilities that treat, store, transfer, or dispose of hazardous waste.

These databases have compiled information from various sources that list known hazardous waste and hazardous substances sites in California. A review of the SWRCB GeoTracker and DTSC EnviroStor databases was conducted to identify active hazardous waste sites and facilities in the vicinity of the Project.

According to the EnviroStor database, there are no hazardous material sites located on the Project Site. According to the GeoTracker database, a leaking underground storage tank (LUST) Cleanup Site, Orchard Service/SO. PAC. RR, is located on the Project Site at 399 Linden Avenue. According to the GeoTracker database listing, gasoline was listed as a potential contaminant of concern (SWRCB, 2025). The Review of Previous ESA summarizes the previous environmental site assessments and remedial actions, the land use since site closure, and current land use. Based on data in the file provided by the County of Santa Barbara Fire Department, Fire Prevention Division, the underground storage tanks (USTs) were installed in the 1940s (Campbell Geo, 2013). In response to a request from the County of Santa Barbara in 1990, Southern Pacific Environmental Services (SPEvS) removed three USTs, including a 250-gallon UST and two 1,000-gallon USTs (Campbell Geo, 2013). Soil sampling beneath the USTs revealed that further investigation was required and SPEvS conducted at least two stages of excavation and subsequent soil sample analysis between 1990 and 1992 where a total of 514 cubic yards of soil was removed. In addition, three groundwater monitoring wells were installed near the former USTs and sampled three times in 1991, 1992, and 1996 and were analyzed for benzene, toluene, ethylbenzene, and xylenes (BTEX) and total petroleum hydrocarbons as gasoline, diesel, and Stoddard solvent. In 1996, BTEX was analyzed in groundwater and was not detected. After completing the third round of sampling as requested by the regional water quality control board, a site closure letter was issued to the Site on March 4, 1996. Site closure indicates that the regulatory agency concluded that the Site does not pose a risk to people or the environment. Residual levels of fuel may still be present.

Offsite Conditions

The properties surrounding the Project Site include residential and commercial properties to the north, northeast, southwest, west, and northwest; an industrial property to the east; Carpinteria State Beach to the south; and Carpinteria Community Garden Park to the northwest. No known hazardous materials release sites are known in the immediately surrounding area.

Proximity to Sensitive Land Uses

Sensitive land uses include schools and hospitals. The only school located within one quarter mile of the Project Site is Aliso Elementary School at 4545 Carpinteria Avenue, located approximately 0.24 miles northwest of the Project Site. There are no hospitals located within one quarter mile of the Project Site.

Proximity to Airports

There are no airports or airstrips within two miles of the Project Site. The nearest airport is the Santa Barbara Airport at 500 James Fowler Road, Santa Barbara, located approximately 18 miles to the west.

Emergency and Disaster Routes

The Project Site is located in an established urban area that is well served by the surrounding roadway network, and multiple routes exist in the area for emergency vehicles and evacuation. Highway 101 serves the primary link between the City and Santa Barbara County and is an established evacuation

route. Other evacuation routes established within the City boundaries include SR-192, SR-150, Santa Monica Road, Casitas Pass Road, and Sandyland Cove Road (City of Carpinteria, 2023).

Wildfires

The California Department of Forestry and Fire Protection (CAL FIRE) maps identify fire hazard severity zones in state and local responsibility areas for fire protection. The Project Site is not located within an area designated as a very high fire hazard severity area (CAL FIRE, 2025).

3.8.2 Regulatory Framework

Federal

The primary federal agencies with responsibility for hazardous materials management include the U.S. Environmental Protection Agency, U.S. Department of Labor Occupational Safety and Health Administration (Fed/OSHA), and the U.S. Department of Transportation (USDOT). Federal laws, regulations, and responsible agencies are summarized in **Table 3.8-1,** *Federal Laws and Regulations Related to Hazardous Materials Management*.

TABLE 3.8-1
FEDERAL LAWS AND REGULATIONS RELATED TO HAZARDOUS MATERIALS MANAGEMENT

Classification	Law or Responsible Federal Agency	Description
Hazardous Materials Management	Community Right-to-Know Act of 1986 (also known as Title III of the Superfund Amendments and Reauthorization Act [SARA])	Imposes requirements to ensure that hazardous materials are properly handled, used, stored, and disposed of and to prevent or mitigate injury to human health or the environment in the event that such materials are accidentally released.
Hazardous Waste Handling	Resource Conservation and Recovery Act of 1976 (RCRA)	Under RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste from “cradle to grave.”
	Hazardous and Solid Waste Act	Amended RCRA in 1984, affirming and extending the “cradle to grave” system of regulating hazardous wastes. The amendments specifically prohibit the use of certain techniques for the disposal of some hazardous wastes.
Hazardous Materials Transportation	USDOT	USDOT has the regulatory responsibility for the safe transportation of hazardous materials. The USDOT regulations govern all means of transportation except packages shipped by mail (49 CFR).
	U.S. Postal Service (USPS)	USPS regulations govern the transportation of hazardous materials shipped by mail.
Occupational Safety	Occupational Safety and Health Act of 1970	Fed/OSHA sets standards for safe workplaces and work practices, including the reporting of accidents and occupational injuries (29 CFR 1910).
Structural and Building Components (LBP, PCB, and ACM)	Toxic Substances Control Act	Regulates the use and management of polychlorinated biphenyls in electrical equipment and sets forth detailed safeguards to be followed during the disposal of such items.
	USEPA	The USEPA monitors and regulates hazardous materials used in structural and building components and their effects on human health.

State and local agencies often have either parallel or more stringent rules than federal agencies. In most cases, state law mirrors or overlaps federal law and enforcement of these laws is the responsibility of the state or of a local agency to which enforcement powers are delegated. For these reasons, the requirements of the federal law and its enforcement are discussed under either the State or local agency section.

State

The primary State agencies with responsibility for hazardous materials management in the region include the DTSC and the regional water quality control board within the CalEPA, California Occupational Safety and Health Administration, California Department of Health Services, California Highway Patrol (CHP), and the California Department of Transportation (Caltrans). State laws, regulations, and responsible agencies are summarized in **Table 3.8-2,** *State Laws and Regulations Related to Hazardous Materials Management*.

TABLE 3.8-2
STATE LAWS AND REGULATIONS RELATED TO HAZARDOUS MATERIALS MANAGEMENT

Classification	Law or Responsible State Agency	Description
Hazardous Materials Management	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program); Certified Unified Program Agency (CUPA)	In January 1996, Cal EPA adopted regulations, which implemented a Unified Program. The plan is implemented at the local level and the agency responsible for implementation of the Unified Program is called the CUPA, which in Santa Barbara County is the Santa Barbara County Department of Environmental Health Services, Hazardous Materials Division.
	State Hazardous Waste and Substances List ("Cortese List"); DTSC, RWQCB, County of Los Angeles.	The Cortese List compiled pursuant to Government Code section 65962.5 and referenced in Public Resources Code (PRC) 21092.6 lists hazardous materials sites. The oversight of hazardous materials sites often involves several different agencies that may have overlapping authority and jurisdiction (e.g., RWQCB, DTSC, or the County of Los Angeles).
Hazardous Waste Handling	California Hazardous Materials Release Response Plan and Inventory Law of 1985; CUPA	The California Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act) requires that businesses that store hazardous materials on-site prepare a Hazardous Materials Business Plan (HMBP) and submit it to the local CUPA.
	California Hazardous Waste Control Act; DTSC	Under the California Hazardous Waste Control Act, California Health and Safety Code, Division 20, Chapter 6.5, Article 2, Section 25100, et seq., DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in California. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; dictate the management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in landfills. DTSC is also the administering agency for the California Hazardous Substance Account Act. California Health and Safety Code, Division 20, Chapter 6.8, Sections 25300 et seq., also known as the State Superfund law, providing for the investigation and remediation of hazardous substances pursuant to State law.
Fire Code	Part 9 of the California Building Standards Code Title 24; Fire Departments	The Fire Code regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes, along with the operation, placement, and use of emergency generators.

Classification	Law or Responsible State Agency	Description
Hazardous Materials Transportation	Title 26 of the California Code of Regulations	Regulates the transportation of hazardous waste originating in the state and passing through the state through Caltrans (26 CCR).
	CHP and Caltrans	These two state agencies are primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies.
Occupational Safety	Cal/OSHA	Cal/OSHA has primary responsibility for developing and enforcing workplace safety regulations in California. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in Title 29 of the Code of Federal Regulations (CFR). Cal/OSHA standards are generally more stringent than federal regulations.
	Cal/OSHA regulations (8 CCR)	Concerning the use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation.
	California Office of Statewide Health Planning and Development	The Office of Statewide Health Planning and Development serves as the regulatory building agency for all hospitals and nursing homes in California. Its primary goal in this regard is to ensure that patients in these facilities are safe in the event of an earthquake or other disaster, and to ensure that the facilities remain functional after such an event in order to meet the needs of the community affected by the disaster.
Construction Storm Water General Permit (Construction General Permit; Order 2022-0057-DWQ, National Pollutant Discharge Elimination System [NPDES] No. CAS000002)	RWQCB	Dischargers whose project disturbs one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one of more acres, are required to obtain coverage under the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit; Order 2022-0057-DWQ, NPDES No. CAS000002). Construction activities subject to this permit include clearing, grading, grubbing, and other disturbances to the ground such as excavation and stockpiling, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of a facility. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific Best Management Practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off-site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management, and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area.
Municipal Separate Storm Sewer System (MS4) Permit NPDES State Water Board Order WQ 2013-0001-DWQ/CAS000004, as amended	SWRCB	The Municipal Separate Storm Sewer System (MS4) Permit (NPDES No. CAS000004 and Water Quality Order No. 2013-0001-DWQ) requires permittees subject to the waste discharge requirements for stormwater discharges from small MS4s, which includes the City, to reduce pollutants and runoff flows from new development and redevelopment using BMPs to the maximum extent practical. As described in Section E.12 of the MS4 permit, the Project is required to include post-construction design features to manage stormwater, which include source control, Low Impact Development (LID) design, hydromodification, and other measures. The MS4 permit requires specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

Classification	Law or Responsible State Agency	Description
Underground Infrastructure	California Government Code Section 4216-4216.9	Section 4216-4216.9 "Protection of Underground Infrastructure" requires an excavator to contact a regional notification center (e.g., Underground Services Alert or Dig Alert) at least two days prior to excavation of any subsurface installations. Any utility provider seeking to begin a project that could damage underground infrastructure can call Underground Service Alert, the regional notification center for southern California. Underground Service Alert will notify the utilities that may have buried lines within 1,000 feet of the project. Representatives of the utilities are then notified and are required to mark the specific location of their facilities within the work area prior to the start of project activities in the area.

Regional

Santa Barbara County Certified Unified Program Agency

Santa Barbara County Department of Environmental Health Services, Fire Department Health Hazardous Materials Division is certified by the CalEPA as the Certified Unified Program Agency (CUPA) for the County of Santa Barbara. The CUPA regulates businesses that handle hazardous materials, generate or treat hazardous waste or operate aboveground or USTs (County of Santa Barbara 2025). The CUPA is responsible for the enforcement and administration of the following six consolidated programs:

- Hazardous Materials Release Response Plans and Inventory (Business Plan) - HSC Chapter 6.95, and Title 19 CCR
- Underground Storage Tanks (UST) - HSC Chapter 6.7 and Title 23 CCR
- Hazardous Waste Generators - HSC Chapter 6.5 and Title 22 CCR
- Onsite Hazardous Waste Treatment (Tiered Permitting) - HSC Chapter 6.5 and Title 22 CCR
- Aboveground Petroleum Storage Act (APSA) - HSC Chapter 6.67
- California Accidental Release Prevention (CalARP) - Chapter 6.95 and Title 19 CCR

Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan

The County of Santa Barbara has prepared an update to its Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) to identify, evaluate, and mitigate the impacts of all hazards, natural and human-caused that Santa Barbara County faces (County of Santa Barbara, 2023). The MJHMP was prepared with input and coordination from each of the County's eight incorporated cities, six special districts, the County, citizen participation, responsible officials, and support from the State of California Governor's Office of Emergency Services and the Federal Emergency Management Agency. The MJHMP is used by local emergency management teams, decision-makers, and agency staff to implement needed mitigation to address known hazards and can also be used as a tool for all stakeholders to increase community awareness of local hazards and risks (County of Santa Barbara, 2023).

Local

City of Carpinteria Watershed Management Program

As a designated small MS4, the City's Watershed Management Program oversees implementation of the Phase II MS4 Permit (Water Quality Order 2013-0001-DWQ). This program includes education programs and polluted water investigations, as well as construction project management and development review as it relates to surface water quality. Activities include public outreach and education of water quality; tracking of illegal discharges of materials into the storm drain system and local waterways; water quality testing at storm drain inlets or discharge areas; implementation and enforcement of BMPs for development, redevelopment, and City operations; regional coordination; and the overall stewardship of local watersheds by regulating storm water runoff into creeks and the Carpinteria Salt Marsh.

City of Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The Safety element includes the following objectives and policies relevant to the Project:.

Objective S-5: Minimize the potential risks and reduce the loss of life, property and economic and social dislocation resulting from urban and wildland fires.

Policy S-5a: All new structures must adhere to the Carpinteria-Summerland Fire Protection District Ordinance and the Santa Barbara County Fire Department Ordinances, where applicable.

Policy S-5b: All new structures, whether within or outside the urban limit zone, must adhere to the city Fire Sprinkler Ordinance.

Policy S-5c: Roads shall be installed or improved to the standards specified in the County of Santa Barbara Private Road and Driveway Standard, Section 8 of the County of Santa Barbara Municipal Code.

Policy S-5d: The City will work in conjunction with the Carpinteria-Summerland Fire Protection District to adhere to, and enforce, all fire codes.

Objective S-6: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors.

Policy S-6a. The City should maintain lists of facilities in the planning area that involve the use, storage, and/or transportation of hazardous materials.

Policy S-6b. City policies concerning the use, storage, transportation, and disposal of hazardous materials, and regarding underground or above-ground storage tanks shall reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements and shall ensure that the use, storage, transportation, and disposal of hazardous materials does not result in hazardous discharge or runoff.

Policy S-6c: The City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning.

Policy S-6d: The City shall support protective measures against the spillage of hazardous materials, including crude oil, gas and petroleum products, and shall support effective containment and cleanup facilities and procedures for accidental spills that occur.

City of Carpinteria Local Hazard Mitigation Plan

The City's Local Hazard Mitigation Plan (LHMP) update tiers from and refines the County of Santa Barbara 2022 MJHMP Update in order to comprehensively identify, evaluate, and mitigate the known hazards that the City may face (City of Carpinteria, 2023). Similar to the County of the Santa Barbara's MJHMP, the City's LHMP is used by local emergency management teams, decision-makers, and agency staff to implement needed mitigation to address known hazards and can also be used as a tool for all stakeholders to increase community awareness of local hazards and risks (City of Carpinteria, 2023).

3.8.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, hazards and hazardous materials impacts would be considered significant if the Project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

3.8.4 Methodology

This environmental analysis of the potential impacts related to hazards and hazardous materials is based on a review of the results of the site-specific investigations, a review of literature and database research, and applicable laws, ordinances, regulations, and standards.

The Project would be regulated by the various laws, regulations, and policies summarized above in Section 3.8.2, *Regulatory Framework*. Compliance by the Project with applicable federal, State, and local laws and regulations is assumed in this analysis and local and state agencies would be expected to

continue to enforce applicable requirements to the extent that they do so now. Note that compliance with many of the regulations would be a condition of permit approval.

A significant impact would occur if, after considering the features described in Section 2.0, *Project Description*, of this EIR, and the required compliance with regulatory requirements, a significant impact would still occur. For those impacts considered to be significant, mitigation measures are proposed to reduce the identified impacts.

3.8.5 Impact Analysis

Routine Transport, Use, or Disposal

Impact 3.8-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project Impact Analysis

Construction

Project activities would include site preparation, demolition of foundations, and grading, building construction, and paving. Construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction.

However, construction activities would be required to comply with numerous hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and downstream receiving water bodies. Contractors would be required to prepare and implement Hazardous Materials Business Plans that would require that hazardous materials used for construction would be used properly and stored in appropriate containers with secondary containment to contain a potential release. The amount of hazardous chemicals present during construction is limited and would be used, stored, and transported in compliance with existing regulations, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, and the CCR (Title 22). All materials would be transported and handled in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the Project Site. The California Fire Code also requires measures for the safe storage and handling of hazardous materials.

As discussed in Section 3.8.2, *Regulatory Framework, State Level, Construction General Permit,* in Table 3.8-1, construction contractors would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) for construction activities according to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements. The SWPPP would list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, equipment, and fuel storage; protocols for responding immediately to spills; and describe best management practices (BMPs) for controlling site runoff.

The transportation of hazardous materials would be regulated by the USDOT, Caltrans, and the CHP. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release.

Therefore, environmental impacts related to the routine transport, use, or disposal of hazardous materials during construction of the Project would be **less than significant (Class III)** with the compliance with federal, State, and local regulations.

Operation

Once constructed, the Project would use and store small quantities of chemicals typical in hotels, such as household cleaning solutions, paints and thinners, and motor fuel (e.g., vehicles and lawn mowers). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons). The maintenance of the open space landscaping would use and store small quantities of chemicals typical in landscaping maintenance, such as pesticides, herbicides, and motor fuel (e.g., vehicles and lawn mowers). Note that modern pesticides and herbicides are designed to be less toxic and degrade to inert compounds. Given that the quantities would be small, the routine use of hazardous materials would render this impact **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hazards and hazardous materials could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the related projects substantially increase the risk that people or the environment or sensitive uses within one-quarter mile of the sites would be exposed to hazardous materials, or that a given site is a listed hazardous materials site. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hazards and hazardous materials. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant. Therefore, the Project's impacts would be less than cumulatively considerable. As such, a less **than significant impact (Class III)** would occur.

Accidental Release

Impact 3.8-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Project Impact Analysis

Construction

As discussed above under Threshold 3.8-1, construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. An accidental spill of hazardous materials could result in inadvertent releases, which could adversely affect construction workers, the public, and/or the environment.

However, construction activities would be required to comply with numerous hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored, and disposed of in a

safe manner to protect worker safety, and to reduce the potential for accidental release of construction-related fuels or other hazardous materials into the environment, including stormwater and downstream receiving water bodies. Contractors would be required to prepare and implement Hazardous Materials Business Plan that would require that hazardous materials used for construction would be used properly and stored in appropriate containers with secondary containment to contain a potential release. The amount of hazardous chemicals present during construction is limited and would be used, stored, and transported in compliance with existing regulations, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, and the CCR (Title 22). All materials would be transported and handled in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the Project Site. The California Fire Code also requires measures for the safe storage and handling of hazardous materials.

As discussed in Section 3.8.2, Regulatory Framework, State Level, Construction General Permit in Table 3.8-1, construction contractors would be required to prepare a SWPPP for construction activities according to the NPDES General Construction Permit requirements. The SWPPP would list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, equipment, and fuel storage; protocols for responding immediately to spills; and describe BMPs for controlling site runoff.

The transportation of hazardous materials would be regulated by the USDOT, Caltrans, and the CHP. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release.

Therefore, environmental impacts related to the accidental release of hazardous materials during construction of the Project would be **less than significant (Class III)** with the compliance with federal, State, and local regulations.

Operation

Once constructed, the proposed Hotel would use and store small quantities of chemicals typical in hotels, such as household cleaning solutions, paints and thinners, and motor fuel (e.g., vehicles and lawn mowers). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons). The maintenance of the open space landscaping would use and store small quantities of chemicals typical in landscaping maintenance, such as pesticides, herbicides, and motor fuel (e.g., vehicles and lawn mowers). Note that modern pesticides and herbicides are designed to be less toxic and degrade to inert compounds. Given that the quantities would be small, the routine use of hazardous materials would render this impact **less than significant (Class III).**

Cumulative Impact Analysis

Significant cumulative impacts related to hazards and hazardous material could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the related projects substantially increase the risk that people or the environment or sensitive uses within one-quarter mile of the sites would be exposed to hazardous materials, or that a given site is a listed hazardous materials site. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hazards and hazardous materials. In addition, cumulative project impacts

would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to the accidental release of hazardous materials would be less than significant. Therefore, the Project's impacts would be less than cumulatively considerable. A **less than significant impact (Class III)** would occur in this regard.

Hazardous Materials in Proximity to Schools

Impact 3.8-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Project Impact Analysis

Construction

There are no hospitals located within one quarter mile of the Project Site. There is one school, Aliso Elementary School at 4545 Carpinteria Avenue, located about 0.24 miles northwest of the Project Site. The construction of the Project would include the handling of hazardous materials. Construction equipment and materials would be transported to the southeastern portion of the Project Site using Linden Avenue to Highway 101, and would not pass by the school. In addition, as summarized in Section 3.8.2, *Regulatory Framework*, there are numerous regulations covering the transportation, use, storage, and disposal of hazardous materials during construction activities. The required compliance with these regulations would ensure that the nearby schools would not be exposed to hazardous materials. The impact relative to proximity to schools would be **less than significant (Class III)**.

Operation

Once constructed, the proposed Hotel and open space landscaping would use and store small quantities of chemicals typical in hotel and landscape maintenance, as discussed above in Impact 3.8-1. Few of the chemicals would be considered hazardous materials (e.g., bleach, gasoline) and the anticipated volumes would be small (i.e., less than 5 gallons). Given that the quantities would be small, the routine use or an accidental spill of hazardous materials would render this impact **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hazards and hazardous material could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the related projects substantially increase the risk that people or the environment or sensitive uses within one-quarter mile of the sites would be exposed to hazardous materials, or that a given site is a listed hazardous materials site. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hazards and hazardous materials. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to hazardous materials in proximity to schools would be less than significant. Therefore, the Project's impacts would be less than cumulatively considerable. A **less than significant impact (Class III)** would occur.

Hazardous Materials Sites

Impact 3.8-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Project Impact Analysis

As discussed in Section 3.8.1, *Environmental Setting*, a closed LUST Cleanup Site, Orchard Service/SO. PAC. RR, is located on the Project Site at 399 Linden Avenue (SWRCB 2025). Based on the absence of groundwater contamination and the closure of the LUST site, severe residual soil contamination near the former USTs is unlikely to be present (Campbell Geo, 2013). Therefore, environmental impacts related to the Project being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65762.5 would be less than significant with the compliance with federal, State, and local regulations.

Based on the absence of groundwater contamination and the issued closure of the LUST site, the Project Site would not create a significant hazard to the public or the environment. Therefore, environmental impacts related to the Project being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65762.5 would be **less than significant (Class III)** with the compliance with federal, State, and local regulations.

Cumulative Impact Analysis

Significant cumulative impacts related to hazards and hazardous material could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the related projects substantially increase the risk that people or the environment or sensitive uses within one-quarter mile of the sites would be exposed to hazardous materials, or that a given site is a listed hazardous materials site. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hazards and hazardous materials. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to hazardous materials sites would be less than significant. Therefore, the Project's impacts would be less than cumulatively considerable. A **less than significant impact (Class III)** would occur in this regard

Hazardous Materials in Proximity to Airports

Impact 3.8-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Project Impact Analysis

The Project Site is not located within two miles of an airport, and there are no applicable airport land use plans that overlap the Project Site. Therefore, **no impact (Class III)** would occur.

Cumulative Impact Analysis

The Project is not located within two miles of an airport. Since the Project would result in no impact, it could not cause or contribute to any potential significant cumulative impacts related to proximity to airports. **No impact (Class III)** would occur.

Emergency Response Plan or Emergency Evacuation Plan

Impact 3.8-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Project Impact Analysis

Construction

According to the City's LHMP, emergency access and evacuation can be constrained in hillside neighborhoods and rural communities where limited ingress and egress can slow and prevent the efficient movement of people and vehicles (City of Carpinteria, 2023). The Project Site is located in an established urban area that is well served by the surrounding roadway network, and multiple routes exist in the area for emergency vehicles and evacuation. Highway 101 serves the primary link between the City and Santa Barbara County and is an established evacuation route. Other evacuation routes established within the City boundaries include SR-192, SR-150, Santa Monica Road, Casitas Pass Road, and Sandyland Cove Road. During Project construction, temporary closure may be required, however, any limitation or closure of a travel lane along the Project's frontage would be temporary (i.e., only for the period of time necessary to access the construction work site). If the Project requires lane closures or restrictions, the Project would be required to acquire an encroachment permit, which would include the preparation and implementation of a traffic control plan. The traffic control plan would include measures to ensure emergency vehicles could pass unhindered by the Project Site. The Project is not located along any facilities that provide emergency services such as hospitals or police/fire stations which would require frequent use of unobstructed roadways. Therefore, the Project construction activities are not expected to negatively affect adopted emergency response plan or emergency evacuation plan, and impacts would be **less than significant (Class III)**.

Operation

Once operational, the operation of the Project would not require any lane restrictions or closures and traffic into and out of the facilities would not exceed the carrying capacity of the local streets. Therefore, the impact relative to impairing or interfering with an adopted emergency response plan or emergency evacuation plan would be **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hazards and hazardous material could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the related projects to adversely affect emergency responses or evacuations. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to encroachment permits and traffic control plans for those projects that would close or restrict lanes. With conformance to such regulations, cumulative impacts related to an adopted emergency response plan or emergency evacuation plan would be less than significant. Therefore, the Project's impacts would be less than cumulatively considerable. A **less than significant impact (Class III)** would occur in this regard.

Wildland Fires

Impact 3.8-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Project Impact Analysis

According to the CAL FIRE Local Responsibility Area Fire Hazard Severity Zones Map for the City of Carpinteria – Santa Barbara County, the Project Site is not located within a very high fire hazard severity zone (CAL FIRE, 2025). The Project use would not constitute a potentially dangerous fire hazard (e.g., a chemical manufacturing facility). Therefore, there would be **no impacts (Class III)** associated with wildland fires.

Cumulative Impact Analysis

The Project is not located within a very high fire hazard severity zone. Since the Project would result in no impact, it could not cause or contribute to any potential significant cumulative impacts related to wildland fires. **No impact (Class III)** would occur in this regard.

3.8.6 References

California Environmental Protection Agency (CalEPA), 2025. Cortese List: Section 65962.5. Available at: https://calepa.ca.gov/sitecleanup/corteselist/, accessed May 27, 2025.

City of Carpinteria, 2023. Local Hazard Mitigation Plan (LHMP). Available: https://carpinteriaca.gov/wp-content/uploads/2024/11/Full-readable-LHMP.pdf, accessed May 30, 2025.

City of Carpinteria, 2003. General Plan/Local Coastal Land Use Plan. Available: https://carpinteriaca.gov/wp-content/uploads/2024/11/Full-GP-Amended-11.12.24-final.pdf, accessed August 13, 2025.

County of Santa Barbara, 2023. Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Available: https://content.civicplus.com/api/assets/ebc26205-512c-48d7-bca7-cfa0a18faa24, accessed May 30, 2025.

County of Santa Barbara, 2025. Certified Unified Program Agency (CUPA). Available: https://www.countyofsb.org/2171/Hazardous-Materials, accessed May 30, 2025.

Department of Toxic Substances Control (DTSC), 2025. Available: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=499+linden+ave+carpinteria, accessed May 30, 2025.

State Water Resources Control Board (SWRCB), 2025. GeoTracker. Available at: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608300735, accessed May 30, 2025.

3.9 Hydrology and Water Quality

This section evaluates potential impacts related to hydrology and water quality that could result from implementation of the Project. The section provides context regarding the existing hydrology and water quality conditions in the Project Site. This section also discusses relevant federal, State, regional and local regulations and programs that are applicable to future development that could occur under the Project.

Comments received in response to the Notice of Preparation for the EIR regarding hydrology and water quality can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to hydrology and water quality as a result of implementation of the Project are analyzed within this section.

The existing hydrology and water quality conditions and analysis in this section are based, in part, on a review of the Preliminary Drainage Study (Drainage Study), prepared by Ashley & Vance Engineering, Inc., dated May 23, 2025 (Ashly & Vance Engineering, 2025) for the Project, which is included by reference; refer to **Appendix G**, of this EIR.

3.9.1 Environmental Setting

Existing Conditions

The Project Site consists of two parcels and is located at 499 Linden Avenue and 399 Linden Avenue. The Project Site at 499 Linden Avenue would be located on the eastern portion of the 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 Project Site at 399 Linden Avenue would be located on the south side of the Union Pacific railroad tracks and is currently undeveloped land with a decomposed granite pathway running through the parcel.

Surface Water Drainage

There are no bodies of water on the Project Site or in the surroundings areas. The nearest surface water feature is the Pacific Ocean approximately 0.22 miles to the southwest. According to the Drainage Study, the existing conditions at the Project Site at 499 Linden Avenue consist of approximately 43,392 square feet (SF) of total impervious areas and 6,608 SF of total pervious areas, while the Project Site at 399 Linden Avenue consists of approximately 47,325 SF total pervious areas and 10,969 SF total impervious areas (Ashley & Vance Engineering, 2025). The existing storm drains are located along 5th Street and Linden Avenue.

Surface Water Quality

Non-point source pollution (contamination of water that does not originate from a single discrete source) is the largest contributor to surface water pollution in urban areas such as the Project Site. Impervious surfaces allow water to flow across the surface, rather than infiltrating back into groundwater aquifers, and potentially collecting pollutants on the way. Runoff from the Project Site currently drains into storm drains located along 5th Street and Linden Avenue and ultimately flow to the Pacific Ocean.

Groundwater

Carpinteria Groundwater Basin

The Project Site is located within the Carpinteria Groundwater Basin (Basin), which is bounded on the north by consolidated rocks of the Santa Ynez Mountains, on the south and southwest by the Pacific Ocean, and on the west by contact of consolidated rocks of Toro Canyon (DWR, 2004). In 2019, the Basin was designed as a "high priority" by the Department of Water Resources, which required the formation of a Groundwater Sustainability Agency (GSA) to develop and implement a Groundwater Sustainability Plan (Carpinteria GSA, 2025). As a result, the Carpinteria Groundwater Sustainability Agency was formed in 2020 between the Carpinteria Valley Water District (CVWD), City of Carpinteria, Santa Barbara County Water Agency, and County of Ventura (Carpinteria GSA, 2025). The Project Site is serviced by the CVWD, whose water supply portfolio includes pumped groundwater from the Basin as one of its three sources. Although the long-term sustainable annual yield of the Basin is 4,000 acre-feet (AF), the CVWD pumps an average of 1460 AF per year (AFY) (CVWD, 2025).

Flooding

Flooding is inundation of normally dry land as a result of a rise in surface water levels or rapid accumulation of stormwater runoff during storm events. The Federal Emergency Management Agency (FEMA), through its Flood Insurance Rate Mapping program, designates areas where urban flooding could occur during 100-year and 500-year flood events. A 100-year flood event has a one-percent probability of occurring in a single year. 100-year floods can occur in consecutive years or periodically throughout a decade. A 500-year flood event has a 0.2 percent probability of occurring in a single year. The Project Site is mapped within the northern inland extent of Zone X, representing an area of minimal flood hazard (unshaded) and an area of moderate flood hazard, usually the area between the limits of the 100- year and 500-year floods (FEMA, 2018).

Tsunami and Seiche Hazards

Seiches are disturbances in water level caused by changes in atmospheric pressure or by seismic activity. Tsunamis are series of large wave surges caused by seismic activity occurring in the ocean. The nearest surface water feature is Pacific Ocean approximately 0.22 miles to the southwest. The Project Site is located at the farthest inland reach of a tsunami hazard area (CGS, 2025). The Project Site is not located within an area susceptible to seiches.

3.9.2 Regulatory Framework

Federal

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate FEMA to evaluate flood hazards. FEMA provides flood insurance rate maps for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a flood insurance rate map, FEMA conducts engineering studies referred to as flood insurance studies. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on flood insurance rate maps.

Clean Water Act

The Clean Water Act (CWA) (33 USC 1251 et seq.), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Key sections of the act are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines. Under Section 303(d) of the CWA, the State of California is required to develop a list of impaired water bodies that do not meet water quality standards and objectives and establish TMDLs for each pollutant/stressor. No impaired water bodies are located at the Project Site.
- Section 401 (Water Quality Certification) requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act. As there are no federal jurisdictional waters within the Project Site, no water quality certification under CWA Section 401 would be required.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs), which have several programs that implement individual and general permits related to construction activities, municipal stormwater discharges, and various kinds of non-stormwater discharges. State and regional water quality related permits and approvals, including NPDES permits, are discussed below.
- Section 404 establishes a permit program for the discharge of dredged or fill material into waters of the United States. This permit program is jointly administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. As there are no federal jurisdictional waters within the Project Site, the Project would not require a permit under CWA Section 404.

Numerous agencies have responsibilities for administration and enforcement of the CWA. At the federal level this includes the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. At the State level, with the exception of tribal lands, the California Environmental Protection Agency, and its sub-agencies, including the SWRCB, have been delegated primary responsibility for administering and enforcing the CWA in California.

Federal Antidegradation Policy

The Federal Antidegradation Policy (40 Code of Federal Regulations 131.12) requires states to develop statewide antidegradation policies and identify methods for implementation. Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the State finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

State

Porter-Cologne Water Quality Act (California Water Code)

The Porter-Cologne Water Quality Control Act (Division 7 of the Water Code Sections 13000, et sec.) is the primary water quality control law in California. Porter-Cologne established the SWRCB and divided the State into nine regional basins, each overseen by a RWQCB. The nine RWQCBs have the primary responsibility for the coordination and control of water quality within their respective jurisdictional boundaries. The Porter-Cologne Act requires the RWQCBs to establish water quality objectives while acknowledging that water quality may be changed to some degree without unreasonably affecting beneficial uses. Water quality objectives are limits or levels of water quality constituents or characteristics established for the purpose of protecting beneficial uses. Designated beneficial uses, together with the corresponding water quality objectives, also constitute water quality standards under the federal CWA. Therefore, the water quality objectives form the regulatory references for meeting State and federal requirements for water quality control.

California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State (e.g., isolated wetlands and groundwater), not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained, and discharge to that water body shall not unreasonably affect present or anticipated beneficial use of such water resources.

California Toxics Rule

The U.S. Environmental Protection Agency has established water quality criteria for certain toxic substances via the California Toxics Rule. The California Toxics Rule established acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by each RWQCB as having beneficial uses protective of aquatic life or human health.

NPDES Construction General Permit

Construction associated with projects that would disturbs more than one acre of land surface affecting the quality of stormwater discharges into waters of the United States is subject to the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order 2022-0057-DWQ, NPDES No. CAS000002). The Construction General Permit (CGP) regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb one acre or more of land surface, or that are part of a common plan of development or sale that disturbs more than one acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The CGP requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of

sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards;
- Good site management "housekeeping;"
- Non-stormwater management;
- Erosion and sediment controls;
- Run-on and runoff controls;
- Inspection, maintenance, and repair; or
- Monitoring and reporting requirements.

The CGP requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management, and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Routine inspection of all BMPs is required under the provisions of the CGP.

The SWPPP must be prepared before the construction begins. The SWPPP must contain a site map(s) that delineates the construction work area, existing and proposed buildings, parcel boundaries, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project area. The SWPPP must list BMPs and the placement of those BMPs that the applicant would use to protect stormwater runoff. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Examples of typical construction BMPs include scheduling or limiting certain activities to dry periods, installing sediment barriers such as silt fence and fiber rolls, and maintaining equipment and vehicles used for construction. Non-stormwater management measures include installing specific discharge controls during certain activities, such as paving operations, vehicle and equipment washing and fueling. The CGP also sets post-construction standards (i.e., implementation of BMPs to reduce pollutants in stormwater discharges from the site following construction).

Municipal Separate Stormwater System (MS4s)

The Municipal Separate Storm Sewer System (MS4) Permit (NPDES No. CAS000004 and Water Quality Order No. 2013-0001-DWQ) requires permittees subject to the waste discharge requirements for stormwater discharges from small MS4s, which includes the City of Carpinteria, to reduce pollutants and runoff flows from new development and redevelopment using BMPs to the maximum extent practical. As described in Section E.12 of the MS4 permit, a project is required to include post-construction design features to manage stormwater, which include source control, Low Impact Development (LID) design, hydromodification, and other measures. The MS4 permit requires specific design concepts for LID/post-

construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen, Code), Part 11 of the California Building Standards Code (Title 24) is designed to improve public health, safety, and general welfare by using design and construction methods that reduce the negative environmental impact of development and to encourage sustainable construction practices. The CALGreen Code provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including, but not limited to, site drainage design, stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

California Building Code

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress to facilities (entering and exiting), and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) was signed into law in 2014. SGMA requires governments and water agencies of high- and medium-priority groundwater basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically overdrafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline for achieving sustainability. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form GSAs to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans for crucial groundwater basins in California. The Carpinteria Groundwater Basin has been designated as a high-priority basin and is subject to the requirements of SGMA.

Regional

There are no regional regulations, plans, or policies applicable to hydrology and water quality relevant to the Project.

Local

City of Carpinteria Watershed Management Program

As a designated small MS4, the City of Carpinteria Watershed Management Program oversees implementation of the Phase II MS4 Permit (Water Quality Order 2013-0001-DWQ). This program includes education programs and polluted water investigations, as well as construction project management and development review as it relates to surface water quality. Activities include public outreach and education of water quality; tracking of illegal discharges of materials into the storm drain system and local waterways; water quality testing at storm drain inlets or discharge areas; implementation and enforcement of BMPs for development, redevelopment, and City operations; regional coordination; and the overall stewardship of local watersheds by regulating storm water runoff into creeks and the Carpinteria Salt Marsh.

Carpinteria General Plan/Coastal Land Use Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003 (City of Carpinteria, 2003). It is currently in the process of being updated. The General Plan Safety Element includes the following hydrology and water quality objectives and policies relevant to the Project:

Objective S-4: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.

Policy S-4a. All new development proposed in the 100-year floodplain must adhere to the County of Santa Barbara Floodplain Management Ordinance, Chapter 15-A of the County Code.

Policy S-4b. The development of critical facilities within the 100-year floodplain should be discouraged.

Policy S-4c. Setbacks from flood control channels, as determined by the Santa Barbara County Flood Control District, will be required to allow access to maintain and enable proper operation of the channels.

Policy S4-e. The City shall establish setback guidelines for land use planning purposes along natural creek, river, or stream floodplains, and identify and pursue opportunities to eliminate existing concrete channels and/or banking from creeks, rivers, or streams.

The General Plan Open Space, Recreation and Conservation Element includes the following objectives and policies relevant to the Project:

Objective OSC-6: Preserve the natural environmental qualities of creekways and protect riparian habitat.

Policy OSC-6d. Carry out and maintain all permitted construction and grading within stream corridors in such a manner so as to minimize impacts on biological resources and water quality such as increased runoff, creek bank erosion, sedimentation, biochemical degradation, or thermal pollution.

Policy OSC-6e. Natural drainage patterns and runoff rates and volumes shall be preserved to the greatest degree feasible by minimizing changes to natural topography, and minimizing the areas of impervious surfaces created by new development.

Policy OSC-6f. All development shall be evaluated for potential adverse impacts to water quality and shall consider Site Design, Source Control and Treatment Control BMPs in order to minimize polluted runoff and water quality impacts resulting from the development. In order to maximize the reduction of water quality impacts, BMPs should be incorporated into the project design in the following progression: (1) Site Design BMPs, (2) Source Control BMPs, and (3) Treatment Control BMPs.

Objective OSC-10: Conserve all water resources, and protect the quality of water.

Policy OSC-10a. Minimize the erosion and contamination of beaches. Minimize the sedimentation, channelization and contamination of surface water bodies.

Policy OSC-10c. Degradation of the water quality of groundwater basins, nearby streams or wetlands, or any other waterbody shall not result from development. Pollutants such as sediments, litter, metals, nutrients, chemicals, fuels or other petroleum hydrocarbons, lubricants, raw sewage, organic matter and other harmful waste shall not be discharged into or alongside any waterbody during or after construction.

3.9.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, hydrology and water quality impacts would be considered significant if the Project would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - result in substantial erosion or siltation on- or off-site;
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
  - impede or redirect flood flows?
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

3.9.4 Methodology

This environmental analysis of the potential impacts related to hydrology and water quality is based on a review of the results of the site-specific investigations, a review of literature and database research, and applicable laws, ordinances, regulations, and standards.

The Project would be regulated by the various laws, regulations, and policies summarized above in Section 3.9.2, *Regulatory Framework*. Compliance by the Project with applicable federal, State, and local laws and regulations is assumed in this analysis and local and state agencies would be expected to continue to enforce applicable requirements to the extent that they do so now. Note that compliance with many of the regulations is a condition of permit approval.

A significant impact would occur if, after considering the features described in Chapter 2, *Project Description*, of this EIR, and the required compliance with regulatory requirements, the thresholds discussed above are exceeded. For those impacts considered to be significant, mitigation measures are proposed to the extent feasible to reduce the identified impacts.

3.9.5 Impact Analysis

Water Quality

Impact 3.9-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Project Impact Analysis

Construction

Project construction would involve grading, construction of the proposed Hotel, proposed City Parking Lot #4, associated infrastructure, and landscaping. Construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. Construction of the Project would have the potential to result in local soil erosion during excavation, grading, trenching, and soil stockpiling. Erosion could result in sediment and other pollutants entering surface water bodies and adversely affecting water quality.

The Project construction activities would be required to comply with applicable hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and nearby surface water bodies.

Contractors would be required to prepare and implement hazardous materials business plans that would require that hazardous materials used for construction would be used properly and stored in appropriate containers with secondary containment to contain a potential release. The amount of hazardous chemicals present during construction is limited and would be used, stored, and transported in compliance with existing regulations, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, and the California Code of Regulations (Title 22). All materials would be transported and handled in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the Project Site. The California Fire Code also requires measures for the safe storage and handling of hazardous materials.

Further, the Project would be required to comply with the CGP requiring preparation and implementation of a SWPPP to control runoff from construction work sites. Implementation of applicable BMPs including physical barriers to prevent erosion and sedimentation, construction of sedimentation basins,

limitations on work periods during storm events, use of infiltration swales, protection of stockpiled materials, and a variety of other measures would substantially reduce the potential for impacts to surface and groundwater quality from occurring during construction. Construction impacts to water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality would be **less than significant (Class III)** with compliance with relevant laws, regulations, and the LID measures discussed below.

Operation

Stormwater discharge occurs as a result of rainfall that runs off of the land and impervious surfaces. The Project would increase the amount of impervious surfaces when compared to current conditions, which would increase stormwater flows. This runoff flows across impervious surfaces, picking up and carrying potential pollutants downgradient into local stormwater systems. Potential pollutants that may be generated by the uses of the Project include household-type cleaning products, maintenance products (e.g., paints, solvents, cleaning products), fuels and other petroleum products, and refrigerants associated with building mechanical heating, ventilation, and air conditioning (HVAC) systems. Landscape maintenance for the open space areas could also use a variety of commercial products formulated with hazardous materials, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and pesticides/herbicides. If these pollutants come into contact with stormwater runoff, the runoff would have the potential to adversely affect water quality.

The Project would incorporate LID measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the installation of underground retention chambers to treat and limit storm water discharge from the Project Site. The City has the legal authority to ensure implementation of all Stormwater Management Plan provisions through the comprehensive land use policy and development review process. As a regulated small MS4, the City is subject to NPDES Phase II requirements for storm water pollution control. Project flows will outlet mainly into the gutter of 5th Street through a system of parkway culverts. Onsite runoff will sheet flow from roof drains into an underground storm drain system that collects flow and then routes to a diversion manhole that divides water quality flows from high flows. In addition, the parking lot proposed for City Parking Lot #4 would use permeable pavers that would reduce the runoff rate from existing conditions (Ashley & Vance, 2025). As calculated in the Drainage Study, the post-construction runoff from the proposed Hotel Site and proposed City Parking Lot #4 Site would be less than existing conditions (Ashley & Vance, 2025). Compliance with applicable laws and regulations would ensure that operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Operation impacts to water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality would be **less than significant (Class III)** with compliance with relevant laws, regulations, and LID measures.

Compliance with applicable laws and regulations such as the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs pertaining to water quality standards and waste discharge requirements would ensure that operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hydrology and water quality could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the cumulative projects. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hydrology and water quality. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. In particular, cumulative projects would also be required to include project design features that ensure that stormwater is captured, treated, infiltrated, and discharged such the rate and volume is equal to or less than existing conditions. With conformance to such regulations, cumulative impacts related to water quality would be **less than significant (Class III)**.

Groundwater Supplies

Impact 3.9-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Project Impact Analysis

Construction

The Project Site is located in an urbanized area and is developed with a parking lot and a public restroom in one parcel (the proposed Hotel Site), in addition to undeveloped land with a decomposed granite pathway running through the other parcel (the proposed City Parking Lot #4 Site). Project construction would not require the use of on-site groundwater supplies; dust suppression water during grading and site preparation work would come from the existing municipal water supply that services the surrounding residential land uses. The Project Site is located within the Carpinteria Groundwater Basin (CGB), which is managed by the Carpinteria Groundwater Sustainability Agency and was formed in 2020 between the CVWD, City of Carpinteria, Santa Barbara County Water Agency, and County of Ventura (Carpinteria GSA, 2025). The Project Site would be serviced by CVWD, whose water supply portfolio includes pumped water from the Basin as one of its three sources. Although the long-term sustainable annual yield of the Basin is 4,000 AF, the CVWD pumps an average of 1,460 AF per year (AFY) (CVWD, 2025). According to the CVWD 2020 Urban Water Management Plan (UWMP), it is not anticipated that the District and the private well owners would operate above the Basin sustainable-yield on a long-term basis without implementing efforts to replenish the Basin (CVWD, 2020).

Construction activities would be intermittent, with demand for water consumption variable but generally temporary in nature. Compared to existing water use at the Project Site, water use during construction will be nominal. Sufficient water supplies exist to meet the Project's projected operational water demand, in addition to the existing and planned future demands for normal, single-dry, and multiple-dry years on CVWD water supplies. As Project construction would require a nominal amount of water compared to existing conditions, the Project's intermittent construction-related water demand would be met by CVWD's available water supplies. For these reasons, adequate water supplies would be available from existing entitlements and resources for Project construction activities, and the use of CVWD's available water supplies would not impede sustainable groundwater management of the CGB. Therefore, Project impacts on groundwater supplies would be **less than significant (Class III)**.

Operation

The anticipated water demand for the Project during operation would be within CVWD's 2020 UWMP and water supply is analyzed further in Section 3.16, *Utilities and Service Systems,* of this EIR, which concluded the operation impacts on water supplies would be less than significant. The CVWD forecasts that the groundwater supplies to augment the District's availability of water supplies to serve the Project and reasonably foreseeable future development would remain unchanged while other water sources such as the imminent completion and operation of the Carpinteria Advanced Purification Project would increase water supplies within CVWD service area. Because the future CVWD's future withdrawal of groundwater would not exceed the groundwater sustainability of the CGB, the Project would not substantially decrease groundwater supplies. The proposed Hotel Site is currently paved with an impermeable surface; the Project would replace some of the impervious area with permeable pavers. The proposed use of permeable pavers for proposed City Parking Lot #4 (south of the railroad tracks) would maintain groundwater recharge. The Project would not impede sustainable groundwater management of the CGB, and impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hydrology and water quality could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the cumulative projects. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hydrology and water quality. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to groundwater supplies would be **less than significant (Class III)**.

Drainage Patterns

Impact 3.9-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on- or off-site;

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows?

Project Impact Analysis

Construction

Project construction would involve grading, construction of the proposed Hotel, proposed City Parking Lot #4, associated infrastructure, and landscaping that could alter existing drainage patterns and flows within the Project Site that could affect erosion or siltation on- or off-site. Construction of the Project would have the potential to result in local soil erosion during excavation, grading, trenching, and soil stockpiling. Erosion could result in sediment and other pollutants entering surface water bodies and adversely affecting water quality.

As previously discussed in Impact 3.9-1, the Project would be required to comply with the CGP requiring preparation and implementation of a SWPPP to control runoff from construction work sites. Implementation of applicable BMPs including physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of infiltration swales, protection of stockpiled materials, and a variety of other measures would substantially reduce the potential for impacts to surface and groundwater water quality from occurring during construction. A **less than significant impact (Class III)** would occur in this regard.

Operation

As previously discussed in Impact 3.9-1, the Project would incorporate LID measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the installation of underground retention chamber on the proposed Hotel Site on City Parking Lot #3 to treat and limit storm water discharge from the Project Site. As calculated in the Drainage Study, the post-construction runoff from the proposed Hotel Site and proposed City Parking Lot #4 Site would be less than existing conditions (Ashley & Vance 2025). There are no nearby streams or rivers within the immediate vicinity that would be affected and the Project would not impede or redirect flood flows. The Project's required compliance with the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs pertaining to water quality standards would ensure that impacts to drainage patterns, erosion or siltation, stormwater drainage systems, polluted runoff, or flood flows would be **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hydrology and water quality could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the cumulative projects. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hydrology and water quality. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to drainage patterns would be **less than significant (Class III)**.

Flood Hazard, Tsunami, Seiche Zones

Impact 3.9-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Project Impact Analysis

As discussed in Section 3.9.1, *Environmental Setting*, the Project Site is within an area mapped as Zone X, representing an area of minimal flood hazard (unshaded) and an area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. The Project Site is also located at the farthest inland reach of a tsunami hazard area and not located within an area susceptible to a seiche.

As discussed in Section 3.9.1, *Environmental Setting,* the Project Site is mapped within the northern inland extent of a flood hazard zone and is located at the farthest inland estimated reach of a tsunami hazard area. Consequently, in the event of flooding or a tsunami, the anticipated depth of inundation is anticipated to be small, on the order of inches at most. As discussed in Impact 3.9-1, the Project would incorporate LID measures including the use of permeable surfaces for portions of the new and

reconfigured parking areas and the installation of underground retention chambers to treat and limit storm water discharge from the Project Site. These measures are expected to capture and treat waters introduced by flooding or a tsunami. In addition, and as discussed in Section 3.8, *Hazards and Hazardous Materials,* of this EIR, it is anticipated that any potentially hazardous materials used during Project operation would be stored in small volumes (i.e., less than 5 gallons) and stored in compliance with existing regulations. Compliance with relevant regulations, primarily the Hazardous Materials Release Response Plans and Inventory Law and the hazardous materials business plans implemented to comply with this Law, would reduce the potential for the release of hazardous materials in the event of flooding or a tsunami, and impacts related to the release of pollutants due to Project inundation would be **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hydrology and water quality could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the cumulative projects. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hydrology and water quality. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to risking release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones would be **less than significant (Class III)**.

Water Quality Control Plan or Sustainable Groundwater Management Plan

Impact 3.9-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Project Impact Analysis

As discussed in Section 3.9.1, *Environmental Setting*, the Project Site is located within the CGB. According to the CVWD 2020 UWMP, it is not anticipated that the CVWD and the private well owners would operate above the CGB sustainable-yield on a long-term basis without implementing efforts to replenish the CGB. The anticipated water demand for the Project during operation would be within CVWD's 2020 UWMP, and the Project would not conflict with or obstruct implementation of the CGB Groundwater Sustainability Plan. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

Significant cumulative impacts related to hydrology and water quality could occur if the incremental impacts of the Project combined with the incremental impacts of one or more of the cumulative projects. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to hydrology and water quality. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan would be **less than significant (Class III)**.

3.9.6 References

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Federal Emergency Management Agency (FEMA), 2018. Flood Map Service Center. Available: https://msc.fema.gov/portal/search?AddressQuery=499%20linden%20ave%20carpinteria, accessed May 27, 2025.

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3.10 Land Use and Planning

This section evaluates potential impacts related to land uses in the vicinity of the Project area and applicable land use regulations that could result from implementation of the Project. This section also considers the consistency of the Project with governing land use plans and policies, in particular those policies adopted to avoid or reduce an environmental effect.

Comments received in response to the Notice of Preparation for the EIR regarding land use and planning can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to land use and planning as a result of implementation of the Project are analyzed within this section.

This section presents the land use and planning regulatory framework applicable to the Project and discusses the Project's consistency with pertinent CEQA thresholds of significance. In particular, the impact analysis analyzes potential conflicts with applicable plans, policies, or regulations that may cause a significant environmental impact.

3.10.1 Environmental Setting

Existing Conditions

Regional and City

The City of Carpinteria (City) is a coastal community located in the Carpinteria Valley, within the South Coast region of Santa Barbara County. The South Coast is characterized by its coastal access, which makes it a popular tourist destination. The region is also home to several technological and financial employment centers, as well as residential and agricultural uses. Carpinteria is approximately 12 miles southeast of the City of Santa Barbara, and approximately 3 miles north of the Ventura County border.

The City covers a land area of 2.6 square miles and an ocean area of 4.7 square miles, for a total of 7.3 square miles. Although Carpinteria is generally considered a primarily residential community with approximately 14,000 inhabitants, it has a variety of land uses within its boundaries. According to the 2003 General Plan/Local Coastal Land Use Plan (GP/CLUP), about 50 percent of the City's area is dedicated to residential uses. The remainder consists of commercial and industrial uses (26 percent), public facilities (9 percent), parks and open space (8 percent), and planned future development (7 percent).

Residential uses, including single and multi-family residences, and mobile home parks, are distributed throughout the City. These residences are concentrated in several locations, primarily west of Carpinteria Creek and inland of U.S. Highway 101 (U.S. 101); however, several portions of the City are located south of U.S. Highway 101, east of Carpinteria Creek.

Commercial uses are generally located along Linden and Carpinteria Avenues, as well as along U.S. 101. Industrial park uses are generally dispersed throughout the City along both sides of U.S. 101 in the eastern portion of the City. Parks and open space areas are located throughout the City. Although agriculture is sparse within the City boundaries, much of the surrounding unincorporated land in the Carpinteria Valley is involved in agricultural production.

The City's population is projected to grow by approximately 8 percent by 2050, but its employment is expected to grow by 26 percent (SBCAG, 2025).

Existing Project Site Land Uses

The Project Site would be located at 399 and 499 Linden Avenue in Carpinteria. Both parcels are owned by the City. The site at 499 Linden Avenue (Assessor's Parcel Number [APN] 004-105-011) is approximately 1.5 acres in size and contains existing City Parking Lot #3. It is commonly known as the Amtrak Lot and contains a total of 113 parking spaces and a public restroom. It is zoned Commercial Planned Development District (CPD) and has a GP/CLUP land use designation of General Commercial. The site was the original location of the Carpinteria Train Depot, which was constructed in 1887, closed in 1958, and demolished in 1967. The site is now used for parking and amenities associated with the existing Amtrak platform, which was constructed in 1997.

The site at 399 Linden Avenue (APN 004-105-026) is approximately 5.93 acres in size and is vacant except for a decomposed granite public pathway. It is zoned Recreation (REC) and has a GP/CLUP land use designation of Open Space/Recreation (OSR). The site has historically been undeveloped. The California Coastal Commission (CCC) approved a Development Plan and Coastal Development Permit in 2022 to construct the public pathway.

Surrounding Land Uses

The Union Pacific Railroad tracks bisect the Project Site. Two-lane City roads, 5th Street and Linden Avenue, border the north and east of the Project Site. The surrounding land uses are as follows:

- North: Residential (multi- and single-family) and commercial (retail) uses are on the north side of 5th Street, adjacent to 499 Linden Avenue.
- East: Directly adjacent to the Project Site on the east, along Linden Avenue, is a commercial warehouse-type building containing several local businesses, and a portion of Carpinteria State Beach, the Tomol Interpretive Play Area.
- South: Adjacent to 399 Linden Avenue is a restaurant at the corner of Linden Avenue and Dorrance Way, and single- and small multi-family residential development on Dorrance.
- West: To the west of the Project Site is the Carpinteria Community Garden Park on 5th Street, and more residential development on Dorrance Way and Elm Avenue.

3.10.2 Regulatory Framework

Federal

The Federal Coastal Zone Management Act (CZMA) of 1972, as administered by the State of California, applies to this Project. The CZMA is an Act of Congress passed to encourage coastal states to develop and implement coastal zone management plans. CZMA intends to preserve, protect, develop, and, where possible, restore or enhance the nation's coastal zone resources. California implements the CZMA through the California Coastal Act and other state legislation.

State

California Coastal Act

The California Coastal Act (CCA) (California Public Resources Code sections 30000 et seq.) was enacted by the State Legislature in 1976 to provide long-term protection of California's 1,100-mile coastline. Section 30001.5 states that the goals of the CCA are to:

> *a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources;*
>
> *b) Assure orderly, balanced utilization and conservation of coastal zone resources, taking into account the social and economic needs of the people of the state;*
>
> *c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners;*
>
> *d) Assure priority for coastal-dependent and coastal-related development over other development on the coast; and*
>
> *e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.*

The CCA applies to local governments located wholly or in part within the coastal zone. It encourages the preparation of a local coastal program (LCP) to carry out the policies of the Coastal Act within each local government. An LCP consists of a city or county's coastal land use plan and implementing ordinances and maps. The CCC uses the Coastal Act policies to determine the adequacy of LCPs and the permissibility of proposed development. Once an LCP is certified by the CCC, it is implemented and enforced by the city or county. The City of Carpinteria is entirely within the coastal zone.

Regional

Santa Barbara County Association of Governments

The Santa Barbara County Association of Governments (SBCAG) serves as the Metropolitan Planning Organization for the Santa Barbara region, which includes the City of Carpinteria. As such, SBCAG coordinates with local cities to prepare regional land use, housing, and transportation plans and strategies for the area. The following regional plans are pertinent to the Project or the surrounding community.

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan (RTP) outlines investments in transportation over two decades, based on regional goals, transportation needs, and funding estimates. It includes a Sustainable Communities Strategy (SCS), required by Senate Bill 375, which aims to reduce greenhouse gas emissions from vehicles by integrating development patterns with the regional transportation network. In August 2021, the SBCAG Board adopted Connected 2050, the current RTP/SCS. Regional priorities in Connected 2050 for the City included the Carpinteria Avenue Bridge Replacement and the multiuse Rincon Trail (SBCAG, 2021a). Connected 2050 contains goals, objectives, and policies to guide the region's

development and plan implementation. The plan's five goals are repeated in the 2025 Draft Connected 2050 Update and are as follows:

1. Environment: Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.
2. Mobility & System Reliability: Ensure the reliability of travel by all modes.
3. Equity: Ensure that the transportation and housing needs of all socio-economic groups are adequately served.
4. Health & Safety: Improve public health and ensure the safety of the regional transportation system.
5. A Prosperous Economy: Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

SBCAG is updating its RTP/SCS and released a public draft in April 2025. The goal of the 2025 update is to focus on transportation projects of regional significance, update financial projections, adjust the urban area designations, and update the plan to reflect changed travel patterns after the COVID-19 pandemic (SBCAG, 2025).

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is a key tool for SBCAG and its member governments to plan for growth in the region. In July 2021, SBCAG approved its sixth cycle RHNA Plan (SBCAG, 2021b). The RHNA Plan allocated approximately 3.6 percent (901 housing units) of the county's total 24,856 housing units to the City, to be accommodated within the City boundaries by 2029.

Local

City of Carpinteria General Plan/Coastal Land Use Plan (GP/CLUP)

The City's GP/CLUP is the primary planning document for the City (City of Carpinteria, 2003). The City is entirely located within the Coastal Zone, and the City's CLUP has been certified in accordance with, and enacts the regulations set forth by the CCA. In support of the Project, an application for a Coastal Development Permit is being filed with the City (in addition to other required permits). Applicable policies pertaining to the Project from the CCA and City's GP/CLUP are presented in Section 3.10.5, *Impact Analysis*.

The GP/CLUP Land Use Element delineates the types and intensities of permissible land uses, directs growth through land use policies and programs, and forecasts physical development within the city in alignment with community values and needs. The Land Use Element serves as the strategic foundation for the GP/CLUP under the City's LCP, as defined by Public Resources Code Section 30108.5.

The proposed Hotel within existing City Parking Lot #3 (499 Linden Avenue) is designated General Commercial on the City's GP/CLUP Map. It is located within Community Design Subarea 2: Downtown/Old Town District, as designated by the GP/CLUP Community Design Element, and immediately abuts Community Design Subarea 2a, the Downtown Core District along Linden Avenue. The Downtown Core is planned to be the City's center of civic and commercial life, an area that offers a wide range of activities, drawing both residents and visitors into the community.

The proposed City Parking Lot #4 Site (399 Linden Avenue) is designated OSR on the City's GP/CLUP Map. The proposed City Parking Lot #4 would be located within the Community Design Subarea 1: Downtown Beach Neighborhood District of the GP/CLUP Community Design Element.

City of Carpinteria Municipal Code

Title 14, *Zoning*, of the City's Municipal Code implements the GP/CLUP policies for the Project Site and within the City as a whole (City of Carpinteria, 2025b). The proposed Hotel within existing City Parking Lot #3 is zoned CPD and is not subject to any overlay districts. The City acquired the parcel in 1989, with the zoning designation of CPD. Municipal Code Chapter 14.20, *CPD Commercial Planned Development District*, states that the CPD district provides "appropriately located areas" for office and commercial developments with "high standards of site planning, architecture, and landscape design." Uses permitted by a development plan include hotels, cocktail lounges and bars, restaurants, parking facilities, recreation facilities, variety stores, and other commercial uses. Other commercial uses may be conditionally permitted.

The proposed City Parking Lot #4 Site is zoned Recreation (REC) and is not subject to any overlay requirements. This parcel was rezoned from CPD to REC in 2016 as part of a city-wide consistency rezoning effort. Municipal Code Chapter 14.38, *REC Recreation District*, provides that the purpose and intent of the REC district is to provide for and ensure recreation areas and open spaces within the City, including protective development standards. Permitted uses include parks, trails, recreational facilities, and structures and facilities required to support recreational activities. Some more intensive recreational uses (e.g., swimming or tennis clubs) and some support facilities (e.g., restaurants) may be conditionally permitted within the REC district.

Title 14 provides development standards pertinent to the proposed uses within the CPD and REC districts, such as parking, landscaping, noise limits, building height limits, and structure setback requirements. For example, building height limits are 30 feet in the CPD district and 16 feet in the REC district. Additionally, in the CPD district, noise resulting from any commercial operations shall not exceed five decibels above the ambient noise levels.

Other Policies and Implementing Regulations

The City has adopted resolutions and programs that, in addition to the Municipal Code, implement the CLUP/LCP goals and policies. Selected policy documents and draft implementing programs are discussed below. There are no Habitat Conservation Plans applicable to the Project Site.

Carpinteria Sustainable Community Policy (Resolution 5500)

The Carpinteria Sustainable Community Policy, adopted in 2014, served as the City's initial commitment to planning for community resiliency and achieving sustainable outcomes (City of Carpinteria, 2014). Goals of the Policy are geared toward economic vitality, environmental stewardship, and community health, safety, and wellness. Policy actions include: Attract and retain downtown retailers, hotels, corporate headquarters and Research and Development uses that can be successful in and complementary to the community; Maintain and enhance the unique identity of the community and built environment to sustain a strong sense of place and community; Improve off-season visitor ship and tourism; and Establish expanded local hiking trails, biking trails, public transit and other alternative transportation modes that are attractive and convenient to residents, employees and visitors.

Downtown Design Overlay

The City is developing a Downtown Design Overlay Program, which will encompass the Project Site (City of Carpinteria, 2025c). The Overlay Program will provide objective design standards for future developments, covering site planning, building design, utility features, and landscaping on private property. Once finalized, the Overlay will be incorporated into the Municipal Code.

3.10.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to land use and planning would be considered significant if the Project would:

a) Physically divide an established community?

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The City's Environmental Review Guidelines (City of Carpinteria, 1994) do not contain additional significance thresholds relating to land use.

With respect to threshold (b), conflicts with applicable plans, policies, or regulations do not inherently result in a significant effect on the environment under CEQA. As stated in Section 15358(b) of the CEQA Guidelines, "[e]ffects analyzed under CEQA must be related to a physical change." Appendix G of the Guidelines asks whether the Project conflicts with any land use plan or policy aimed at reducing environmental impacts. An affirmative answer alone does not mean the Project has a significant effect unless it leads to a physical change.

3.10.4 Methodology

The analysis provides a preliminary evaluation of the consistency of the Project with the City's GP/CLUP and other applicable plans, policies, and regulations. The location of the Project Site relative to established communities and the nature of the proposed uses were evaluated, including for consistency with applicable land use and planning documents and requirements, to determine whether the Project would result in a significant physical change.

Pursuant to the GP/CLUP and the Municipal Code, projects must conform to the applicable policies and development standards, and decision-makers must make findings of consistency in order to approve the land use entitlements required for a project. Further, CEQA Guidelines Section 15125(d) requires that an EIR "…shall discuss any inconsistencies between the project and applicable general plans and regional plans." While a preliminary determination of inconsistency with these plans or policies in itself would not constitute an impact to the physical environment, an inconsistency with an adopted plan or policy might suggest that the Project would be conducted in such a way that it could result in an impact to the physical environment that is subject to CEQA review. Should the City Council determine that the Project is inconsistent with an existing GP/CLUP or other applicable policy, the Project could not be approved unless measures are identified to eliminate this inconsistency.

3.10.5 Impact Analysis

Divide an Established Community

Impact 3.10-1: The Project would not physically divide an established community.

Project Impact Analysis

The Project Site is located within the City boundaries, on lands designated and zoned for commercial and OSR uses. The northern parcel located 499 Linden Avenue (the proposed Hotel Site contains some existing development, and the southern parcel located at 399 Linden Avenue (the proposed City Parking Lot #4 Site is vacant except for a temporary trail. The existing Union Pacific Railroad creates a type of physical division within the community and the Project Site.

The Project would develop portions of both parcels, but all development would be contained within the existing parcel boundaries. The proposed development would not create any new physical divisions. Thus, the Project would have **no impact (Class III)** related to dividing an established community.

Cumulative Impact Analysis

Because the Project would not have any impact related to physically dividing an established community, the Project could not cause or contribute to any cumulative impact. Therefore, the Project would not be cumulatively considerable. **No impact (Class III)** would occur in this regard.

Conflict with Applicable Plans, Policies, or Regulations

Impact 3.10-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Project Impact Analysis

Below is a discussion of the Project's consistency with applicable land use plans and policies. Applicable policies pertaining to the Project from the CCA, regional plans, and the City's GP/CLUP, as well as a determination of the Project's consistency with these policies, are presented in **Table 3.10-1**, *Policy Consistency Analysis*. The Project's potential to conflict with other applicable plans and regulations adopted to avoid or mitigate an environmental effect is also discussed in detail in other resource sections of this EIR. A summary of the Project's consistency with pertinent policies follows the table.

Coastal Act

The Project would be consistent with applicable CAA policies, including the protection and provision of public access and recreation areas, as well as environmentally sensitive habitat areas. It would also be consistent with CAA land development and hazard policies, as summarized in Table 3.10-1. The Project would not conflict with any CAA policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

TABLE 3.10-1
POLICY CONSISTENCY ANALYSIS

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
California Coastal Act				
Article 2, Public Access	30212.5	Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.	Consistent	The Project would provide public parking south of the Union Pacific Railroad tracks and would relocate the public restroom facilities near the Train Depot. The public facilities proposed as part of the Project would not lead to overcrowding or overuse by the public.
Article 2, Public Access	30213	Lower-cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.	Consistent	The Project includes visitor facilities such as a hotel, restaurant, and commercial/visitor center. Public parking for access to recreational amenities (parks and trails) would be provided, as well. Some of the visitor and recreational amenities would be accessible to lower-cost price points.
Article 3, Recreation	30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.	Consistent	The provision of public parking within proposed City Parking Lot #4 supports coastal recreational uses south of the Union Pacific Railroad tracks.
Article 5, Land Resources	30240	(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	Consistent	As discussed in Section 3.3, *Biological* Resources, of this EIR, no riparian habitat or other sensitive communities, including ESHA, are known to occur within or surrounding the Project Site.
Article 5, Land Resources	30244	Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	Consistent	As discussed in Section 3.6, *Geology and Soils*, of the EIR, geologic mapping indicates that the surface of the Project Site is underlain by several feet of artificial fill, which has no potential for preserving scientifically-significant paleontological resources. Therefore, the Project would not likely directly or indirectly destroy unique paleontological resources.

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
Article 6, Development	30250	(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	Consistent	The Project would be located within the Downtown Core area and would replace parking and vacant land with a visitor-serving commercial use. It would be located within an existing developed area that is able to accommodate the development.
Article 6, Development	30251	The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	Consistent	As discussed in Section 3.1, *Aesthetics*, of this EIR, the Project would not significantly impact public views to the ocean or other scenic coastal areas, would minimize the alteration of natural land forms, and would be visually compatible with the surrounding area.
Article 6, Development	30252	The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.	Consistent	The Project would retain existing transit service and would provide commercial facilities adjacent to a regionally important railroad stop and near residentially developed areas. It would also provide adequate parking facilities, provide bicycle parking facilities, and provide public parking for coastal access and recreation.

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
Article 6, Development	30253	New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.	Consistent	As discussed within pertinent sections of this EIR, the Project would avoid or minimize risks to life and property in areas of high geologic, flood, and wildland fire hazard. The Project would not substantially alter natura landforms or require the construction of protective devices along bluffs or cliffs. It would be consistent with air quality requirements, and would minimize energy consumption and vehicle miles traveled. Finally, it would protect popular visitor destination points for recreational uses.
SBCAG Connected 2025 (Adopted August 2021) and Draft Connected 2050 Update (April 2025)				
	Policy 1.1	The planning, construction, and operation of transportation facilities shall be coordinated with local land use planning and should encourage local agencies to: 1. Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS. 2. Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies. 3. Plan for transit-oriented development consistent with the RTP-SCS by: a. Concentrating residences and commercial centers in urban areas near rail stations, transit centers and along transit development corridors. b. Designing and building “complete streets” serving all transportation modes that connect high-usage origins and destinations.	Consistent	The Project location would be in an established downtown commercial area, adjacent to an existing rail station. The Project development includes and bicycle parking facilities. Project employees and visitors can use alternative transportation methods to access the proposed development and surrounding recreational and commercial areas.

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
		4. Preserve open space, agricultural land and sensitive biological areas. 5. Identify, minimize and mitigate adverse environmental impacts and, in particular require mitigation of traffic impacts of new land development through onsite and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes. 6. Dissuade siting of new development in high-fire risk areas by means such as ensuring insurability and redundancy of ingress and egress.		
	Policy 5.2	The RTP-SCS shall: 1. Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism. 2. Support investment by businesses in local communities. 3. Encourage the creation of high-paying jobs, especially in areas with an imbalance of housing relative to jobs.	Consistent	The Project would be consistent with the RTP-SCE since it would provide a mix of uses, facilities a range of alternative transportation methods, support local business and communities, and provide local jobs.
City of Carpinteria General Plan/Coastal Land Use Plan (GP/CLUP) (Adopted 2003)				
Land Use Element	Policy LU-1d	Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on Figure LU-1) are compatible with these public resources and will not be detrimental to the resource.	Consistent	The southern parcel located at 399 Linden Avenue (the proposed City Parking Lot #4 Site) is currently designated for Open Space/Recreation. The proposed City Parking Lot #4 would be compatible with and supportive of the adjacent Carpinteria State Beach and the coastal public access on Linden Avenue. The proposed Hotel on 499 Linden Avenue (existing City Parking Lot #3) would be compatible with the proposed uses of 399 Linden Avenue.
Land Use Element	Policy LU-2b	Regulate all development, including agriculture, to avoid adverse impacts on habitat resources. Standards for habitat protection are established in the Open Space, Recreation & Conservation Element policies.	Consistent with Mitigation	As discussed in Section 3.3, *Biological Resources*, of this EIR, no riparian or aquatic habitat or other sensitive communities, including ESHA, are known to occur within or surrounding the Project Site. The Project design requires the removal of two small coast live oak trees, and there are other protected native and non-native trees within or adjacent to the Project Site. Mitigation Measure MM-BIO-2 would require tree protective measures and replacement plantings to reduce potentially significant impacts; refer to Section 3.3, *Biological Resources*, Impact 3.3-5, of this EIR.

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
Land Use Element	Policy LU-3a	New development shall occur contiguous to existing developed areas of the City. Higher density in certain residential neighborhoods and for residential uses in commercial districts shall be provided as a means to concentrate development in the urban core consistent with zoning designations, particularly where redevelopment of existing structures is proposed.	Consistent	The Project would be located within the Downtown Core area and would replace parking and vacant land with a visitor-serving commercial use. It would be located within an existing developed area that is able to accommodate the development.
Land Use Element	Policy LU-3e	Direct commercial development toward the center of town and in established commercial nodes. Exceptions include visitor-serving commercial uses in the Bluffs II sub-area, and commercial uses of a character, size and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips.	Consistent	The Project would be located within the Downtown Core area, along Linden Avenue. The City's GP/CLUP considers Linden Avenue to be one of the three major corridors within the City. It would provide multiple uses and would be consistent with commercial and mixed-use development along Linden Avenue.
Land Use Element	Policy LU-3g	Provide for a range of business activities that bring vitality, revenue, and employment to Carpinteria and are compatible with its small-town character.	Consistent	The Project would provide business activities to serve both local Carpinteria residents and out-of-area visitors.
Land Use Element	Policy LU-3i	Ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.	Consistent	The Project would retain existing transit service and would provide commercial facilities adjacent to a regionally important railroad stop and near residentially developed areas. It would also provide adequate parking facilities, provide bicycle parking facilities, and provide public parking for coastal access and recreation.
Community Design Element	Policy CD-8b	To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets.	Consistent	The Project would retain existing automobile lanes and pedestrian ways into the Downtown District and adjacent neighborhoods.
Community Design Element	Policy CD-10c	Commercial and mixed-use frontages should generally have wide sidewalks adequate to encourage customers and residents to walk, shop and linger in the public right-of-way. Commercial buildings should have large windows and entries on the street at the ground level. Residential ground floor uses should be set up or back from the street enough to afford privacy within the dwelling.	Consistent	Existing sidewalks will be retained along Linden Avenue and 5th Street. New landscaping, pedestrian paths, bicycle racks, large windows, and building entranceways would be placed directly next to the existing sidewalks to encourage pedestrians and shoppers.
Community Design Element	Policy CD-10e	Frontages with existing uses such as the parking, loading or storage of vehicles should be screened with walls and plantings that are consistent with the neighborhood character. These elements should be in scale with pedestrians.	Consistent	New landscaping and screening elements are proposed along the street frontages, including relatively large specimen trees which, when installed, would provide some immediate visual screening of the proposed Hotel.

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
Community Design Element	Policy CD-11f	Landscape design guidelines should emphasize the use of native drought-tolerant plant materials, and the importance of trees as the primary elements of the town landscape. All landscaping shall utilize only non-invasive type plants.	Consistent	The proposed landscape plan features a plant palette of low water use and low maintenance plantings that are suitable to the regional climate.
Community Design Element	Policy CD-13b	Lighting shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers and to minimize halo and spillover effects.	Consistent	The proposed lighting plan features a mixture of shielded fixtures and recessed path light fixtures.
Community Design Element	Policy CD-14a	To ensure the effective utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to comply with and exceed the minimum energy requirements of the City's Uniform Codes.	Consistent	The Project would be designed and constructed to achieve net-zero energy readiness standards. In addition, it would provide 25 electric vehicle car charging stations that would be available to the hotel users or coastal visitors.
Community Design Element	Policy CDS2A-b	Ensure that intensified land uses within the subarea support a lively place to visit, live, work and shop, and that the scale and character of the District remain consistent with the City's "small beach town" image.	Consistent	The Project includes a mixture of uses to support both visitor-serving and local resident interests, and the design integrates components relating to the site's history and local context.
Circulation Element	Policy C-6b	Encourage well-designed barriers, buffers and acoustically designed construction for noise attenuation in new developments.	Consistent	As discussed in Section 3.11, *Noise*, of this EIR, the Project would be designed to not result in an increase in the ambient noise level at the nearest noise sensitive receptors.
Circulation Element	Policy C-8c	Provide or require safe and adequate bicycle parking at transportation centers, public parks, recreation areas and other nonresidential locations.	Consistent	The Project would provide 30 bicycle storage and parking spaces, available to hotel users or coastal visitors.
Open Space, Recreation, and Conservation Element	Policy OSC-6a	New development shall be sited and designed to avoid impacts on native vegetation and to avoid removal and/or encroachment into the root zone of both native and non-native, non-invasive specimen trees, including oak, walnut, and sycamore trees and the Wardholme Torrey Pine, Linden Avenue Palm Trees, and Portola Sycamore Tree, to the maximum extent feasible. If there is no feasible alternative that can avoid impacts to native vegetation or individual specimen trees, then the alternative that would result in the least adverse impacts and that does not result in additional adverse impacts to other coastal resources shall be required. Adverse impacts to native vegetation and individual specimen trees shall be fully mitigated, with priority given to on-site mitigation. Mitigation shall not substitute for implementation of the feasible project alternative that would avoid impacts.	Consistent with Mitigation	The Project design requires the removal of two small coast live oak trees, and there are other protected native and non-native trees within or adjacent to the Project Site. Mitigation Measure MM-BIO-2 would require tree protective measures and replacement plantings to reduce potentially significant impacts; refer to Section 3.3, *Biological Resources*, Impact 3.3-5, of this EIR).

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
Open Space, Recreation, and Conservation Element	Policy OSC-11b	Promote the reduction of mobile source emissions related to vehicular traffic (e.g., promote alternative transportation, vanshare, buses).	Consistent	The Project would provide incentives for guests to travel to/from the site by train or bicycle.
Open Space, Recreation, and Conservation Element	Policy OSC-13a.	Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. 101.	Consistent	The Project would not block or obstruct public views to the ocean down Linden Avenue.
Open Space, Recreation, and Conservation Element	Policy OSC-13b	Require new development or redevelopment in the downtown section of Carpinteria to conform with the scale and character of the existing community and consistent with the City's theme of a small beach-oriented community.	Consistent	Development of the Project would maintain the compatibility, character, and visual quality of the Downtown area and the Linden Avenue corridor through compliance with design guidelines for the Downtown and Old Town subarea, through the policies of the Community Design Element, and through design collaboration with the City architectural review board per the City's Municipal Code, Section 2.36.100 - Architectural review process.
Open Space, Recreation, and Conservation Element	Policy OSC-13g	Require new development to protect scenic resources by utilizing natural landforms and native vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.	Consistent	As discussed in Section 3.1, *Aesthetics*, of this EIR, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and impacts would be less than significant.
Open Space, Recreation, and Conservation Element	Policy OSC-13i	Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms, natural drainage systems, and native vegetation. Require all areas on the site not suited to development, as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.	Consistent	As discussed in Sections 3.6, *Geology and Soils* and 3.9, *Hydrology and Water Quality*, of this EIR, the Project would not substantially alter the existing drainage pattern of the site or area and it would be designed to fit the existing topography, soils, and geology.
Open Space, Recreation, and Conservation Element	Policy OSC-16a	Carefully review any development that may disturb important archaeological or historically valuable sites.	Consistent	As discussed in Section 3.4, *Cultural Resources*, of this EIR, the Project has been carefully reviewed for any potential disturbances to important archaeological or historically valuable sites.
Noise Element	Policy N-2a	The City will plan noise-compatible land uses near the Union Pacific Railroad.	Consistent	As discussed in Section 3.11, *Noise*, of this EIR, the Project's exterior guest areas would not exceed noise thresholds from the adjacent railroad operations, and interior noise levels can be maintained to below acceptable levels.

Source	Item	Plan, Ordinance, or Regulation	Consistency Determination	Analysis
Public Facilities and Services Element	Policy PF-5c	The City will ensure that new development will not adversely impact services and facilities provided to existing development.	Consistent	As discussed in Section 3.15, *Utilities and Service Systems*, of this EIR, the Project would not adversely affect the provision of services and facilities provided to existing development.
Public Facilities and Services Element	Policy PF-5k	The City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the Project Site.	Consistent	As discussed in Section 3.15, *Utilities and Service Systems*, of this EIR, the Project would be required to demonstrate that adequate water and wastewater services are available.
Public Facilities and Services Element	Policy PF-6b	Development projects shall not result in a quantifiable reduction in the level of public services provided to existing development, nor shall new development increase the cost of public services provided to existing development.	Consistent	As discussed in Section 3.12, *Public Services*, the Project would not result in a quantifiable reduction in the level of public services provided to the surrounding existing development.

Source: ESA, 2025.

Santa Barbara County Association of Governments

The Connected 2050 plan's policies primarily direct SBCAG to take certain actions toward implementing the RTP/SCS and generally apply to transportation-related projects. However, policies under Goal Area 1 (Environment) and 5 (Prosperous Economy) generally relate to the Project and are presented in Table 3.10-1. For reference purposes only, the policies from the April 2025 Draft Connected 2050 Update are presented as well. The Project would be consistent with applicable RTP/SCS policies.

City of Carpinteria General Plan/Coastal Land Use Plan (GP/CLUP)

The Project would be consistent with applicable land use-related policies for the Downtown/Old Town and Beach Neighborhood areas, as shown in Table 3.10-1. With Mitigation Measure MM-BIO-2 as proposed, the Project would be consistent with GP/CLUP policies protecting native and non-native trees. It would be consistent with all other biological, cultural, public safety and hazard, and visual resource policies described in Table 3.10-1. The Project would not conflict with any GP/CLUP policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

In summary, the Project implementation would not be inconsistent with or obstruct the implementation of any applicable land use plan or regulation adopted for the purposes of avoiding or mitigating an environmental effect. The Project would have a **less than significant impact (Class III)** with respect to land use and planning.

Cumulative Impact Analysis

As described in Chapter 3.0, *Environmental Impact Analysis*, the cumulative setting for the Project involves a variety of projects in the region. The cumulative setting for land use and planning considers the effects of the Project together with the cumulative development projects in the vicinity of the Project Site. As indicated above, the Project would be consistent with applicable policies and regulations related to site redevelopment and land use compatibility. Therefore, the Project, in combination with other projects within the region, would be consistent with land use plans, policies, or regulations. There would be a **less than significant (Class III)** cumulative impact with respect to land use or planning due to the Project implementation. Therefore, the Project's impacts would be less than cumulatively considerable.

3.10.6 References

City of Carpinteria. 1994. "Resolution No. 4082, Exhibit A, Environmental Review Guidelines." January. Available at: https://carpinteriaca.gov/wp-content/uploads/2020/03/cd_Environmental-Review-Guidelines.pdf. Accessed June 13, 2025.

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Santa Barbara County Association of Governments, 2021a. *Connected 2050: Regional Transportation Plan/Sustainable Communities Strategy*. Available at: https://www.sbcag.org/planning-programming/long-range-planning/. Accessed June 11, 2025.

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3.11 Noise

This section evaluates potential impacts to noise and vibration impacts that could result from implementation of the Project. Noise impacts are addressed for construction, operation, and vibration. This section describes the physical environment and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

Comments received in response to the Notice of Preparation for the EIR regarding noise can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to noise as a result of implementation of the Project are analyzed within this section.

This section is based, in part, on a review of the Noise and Vibration Technical Memorandum for the Surfliner Inn Project - Revised (Noise and Vibration Technical Memo), prepared by Dudek, dated June 12, 2025 (Dudek, 2025) for the Project, which is included by reference; refer to **Appendix H**, of this EIR.

3.11.1 Environmental Setting

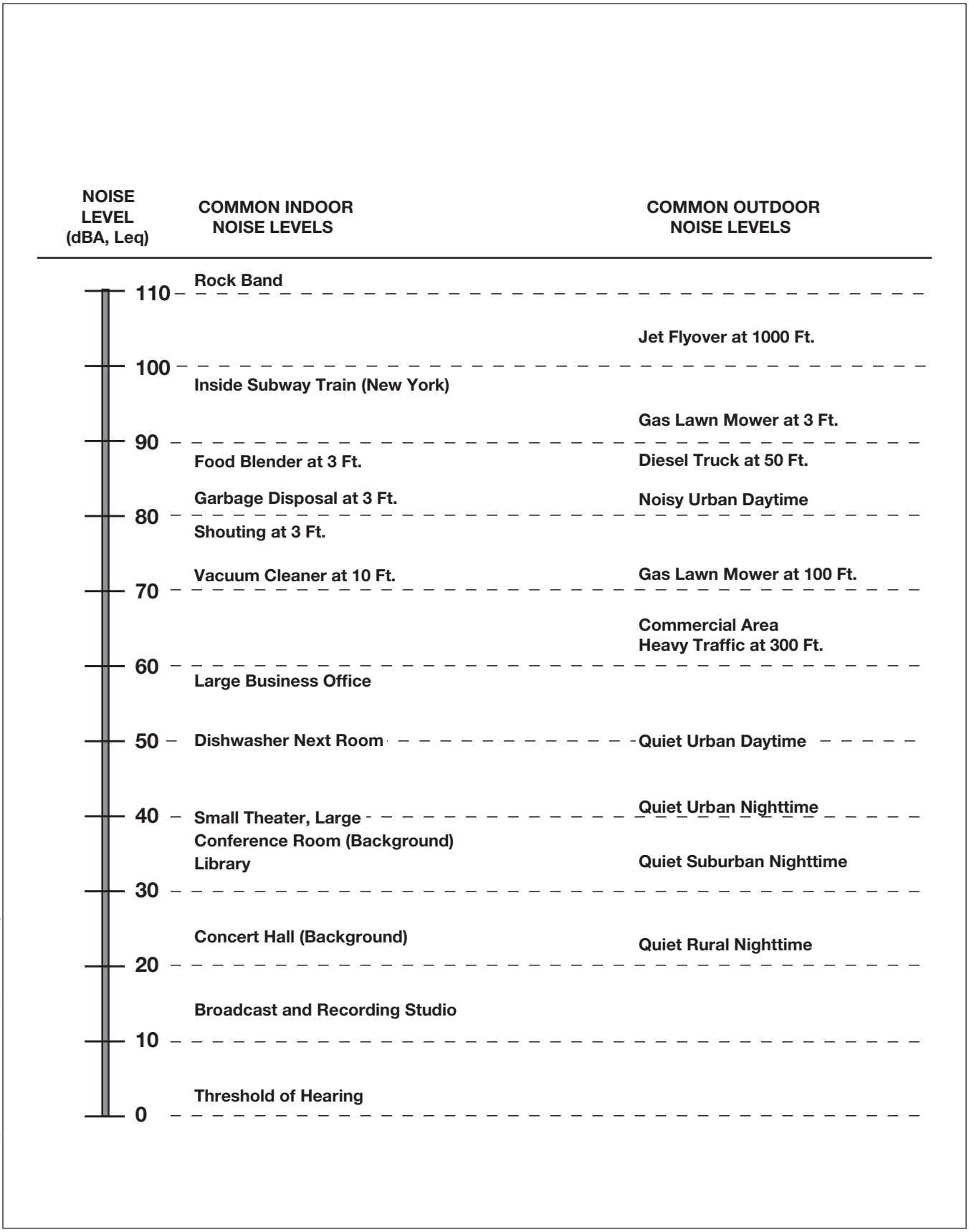
Overview of Noise and Vibration

The following discussion describes the characteristics of noise and vibration. These characteristics are used to assess potential impacts on sensitive land uses. Noise- and vibration-sensitive land uses include locations where people reside or where the presence of unwanted sound and vibration could adversely affect the use of the land. Residences, senior facilities, schools, hospitals, guest lodging, libraries, and some passive recreation areas are examples of typical noise- and vibration-sensitive land uses.

Noise

Vibrations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Sound pressure level (referred to as sound level) is measured on a logarithmic scale in decibel (dB) that represents the fluctuation of air pressure above and below atmospheric pressure. Frequency, or pitch, is a physical characteristic of sound and is expressed in units of cycles per second or hertz. The normal frequency range of hearing for most people extends from about 20 to 20,000 hertz. The human ear is more sensitive to middle and high frequencies, especially when the noise levels are quieter. As noise levels get louder, the human ear starts to hear the frequency spectrum more evenly. To accommodate for this phenomenon, a weighting system to evaluate how loud a noise level is to a human was developed. The frequency weighting, called "A" weighting, is typically used for quieter noise levels, which de-emphasizes the low-frequency components of the sound in a manner similar to the response of a human ear. This A-weighted sound level is called the "noise level" and is referenced in units of A-weighted decibel (dBA). Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure 3.11-1**, *Decibel Scale and Common Noise Sources*.

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as contained in fluctuating levels of sound over a period of time. Typically, Leq is summed over a one-hour period.



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SOURCE: State of California, Department of Transportation (Caltrans), Technical Noise Supplement (TeNS). October 1998. Available: http://www.dot.ca.gov/hq/env/noise/pub/Technical Noise Supplement.pdf

Surfliner Inn Project

Figure 3.11-1
Decibel Scale and Common Noise Sources

ESA

Sound pressure is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Since sound is measured on a logarithmic scale, a doubling of sound energy results in a 3-dBA increase in the noise level. Changes in a community noise level of less than 3 dBA are not typically noticed by the human ear (Caltrans, 2020a). Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5-dBA increase is readily noticeable (EPA, 1974). The human ear perceives a 10-dBA increase in sound level as a doubling of the sound level (i.e., 65 dBA sounds twice as loud as 55 dBA to a human ear). Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while noise levels along arterial streets are generally in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range and ambient noise levels greater than that can interrupt conversations.

An individual's noise exposure occurs over time; however, noise level is a measure of noise at a given instant in time. Community noise sources vary continuously, being the product of many noise sources at various distances, all of which constitute a relatively stable background or ambient noise environment. The background, or ambient, noise level gradually changes throughout a typical day, corresponding to distant noise sources such as traffic volume and changes in atmospheric conditions. The time-varying character of environmental noise is often described with use of statistical or percentile noise descriptors including L10, L50, and L90. These are the noise levels equaled or exceeded during 10, 50, and 90 percent of the measured time interval. Sound levels associated with L10 typically describe transient or short-term events, such as the noise from distinct passing cars and trucks. L50 represents the median sound level during the measurement. Levels will be above and below this value exactly one-half of the accumulated measurement time. L90 is the sound level exceeded 90 percent of the time and often is used to describe background noise conditions or sources that are continuous or "steady-state" in character.

Noise levels are generally higher during the daytime and early evening when traffic (including airplanes), commercial, and industrial activity is the greatest. However, noise sources experienced during nighttime hours when background levels are generally lower can be potentially more conspicuous and irritating to the receiver. To evaluate noise in a way that considers periodic fluctuations experienced throughout the day and night, a concept termed "community noise equivalent level" (CNEL) was developed, wherein noise measurements are weighted, added, and averaged over a 24-hour period to reflect magnitude, duration, frequency, and time of occurrence.

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the Leq, the minimum and maximum sound levels (Lmin and Lmax, respectively), percentile-exceeded sound level (Lxx), the day-night sound level (Ldn), and the CNEL. The following list provides brief definitions of noise terminology used in this report:

- Decibel (dB) is a unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micropascals.
- A-weighted decibel (dBA) is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- Equivalent sound level (Leq) is the constant level that, over a given time period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the Ldn and CNEL scales.

- Maximum sound level (Lmax) is the maximum sound level measured during the measurement period.
- Minimum sound level (Lmin) is the minimum sound level measured during the measurement period.
- Percentile-exceeded sound level (Lxx) is the sound level exceeded X% of a specific time period. L10 is the sound level exceeded 10% of the time.
- Day-Night Average Sound Level (Ldn) is a 24-hour average A-weighted sound level with a 10 dB penalty added each of the hourly average noise levels occurring in the nighttime hours from 10:00 p.m. to 7:00 a.m. The 10 dB penalty is applied to account for increased noise sensitivity during the nighttime hours.
- Community Noise Equivalent Level (CNEL) is the average equivalent A-weighted sound level during a 24-hour day. CNEL accounts for the increased noise sensitivity during the evening hours (7:00 p.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.) by adding 5 dB to the recorded hourly average sound levels in the evening and 10 dB to the hourly average sound levels at night.

Exterior Noise Distance Attenuation

Noise sources are classified in two forms: (1) point sources, such as stationary equipment or a group of construction vehicles and equipment working within a spatially limited area at a given time; and (2) line sources, such as a roadway with a large number of pass-by sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dBA for each doubling of distance from the source to the receptor at acoustically "hard" sites and at a rate of 7.5 dBA for each doubling of distance from source to receptor at acoustically "soft" sites (Caltrans, 2020a). Sound generated by a line source (i.e., a roadway) typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling distance, for hard and soft sites, respectively (Caltrans, 2020a). Sound levels can also be attenuated by human-made or natural barriers. For the purpose of a sound attenuation discussion, a hard or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt or concrete ground surfaces, as well as very hard-packed soils. An acoustically soft or absorptive site is characteristic of unpaved loose soil or vegetated ground.

With respect to examples of this distance-attenuation relationship for exterior noise, a 60-dBA noise level measured at 50 feet from a tractor installing fenceposts within a packed earth feedlot site would diminish to 54 dBA at 100 feet from the source, and to 48 dBA at 200 feet from the source. This scenario is addressed by the point source attenuation for a hard site (6 dBA with each doubling of the distance). For the scenario where soft-site conditions exist between the point source and receptor, represented by natural vegetation, planted row crop, or plowed furrows adjacent to the work area, an attenuation rate of 7.5 dBA per doubling of distance would apply; the tractor noise measured as 60 dBA at 50 feet would diminish to 52.5 dBA at 100 feet from the source and to 45 dBA at 200 feet from the source, where soft ground exists between the sound source and the receptor location.

Structural Noise Attenuation

Sound levels can also be attenuated by human-made or natural barriers. Solid walls, berms, or elevation differences typically reduce noise levels in the range of approximately 5 to 15 dBA (Caltrans, 2020a). Structures can also provide noise reduction by insulating interior spaces from outdoor noise. The outside-to-inside noise attenuation provided by typical structures in California ranges between 17 to 30 dBA with

open and closed windows. Refer to **Appendix H**, of this EIR, for the variation in noise reduction between different noise-sensitive structures.

Vibration

Vibration is an oscillatory motion that can be described in terms of displacement, velocity, or acceleration. Heavy equipment operation, including stationary equipment that produces substantial oscillation or construction equipment that causes percussive action against the ground surface, may be experienced by building occupants as perceptible vibration. It is also common for groundborne vibration to cause windows, pictures on walls, or items on shelves to rattle. Although the perceived vibration from such equipment operation can be intrusive to building occupants, the vibration is seldom of sufficient magnitude to cause even minor cosmetic damage to buildings. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass, expressed as inches/second or in/sec) is generally employed for the discussion of vibration impacts on people and structures. Groundborne vibration generated by construction Projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving and soil compacting, grading activity has the greatest potential for vibration impacts when earthwork involves large bulldozers, large trucks, or other heavy equipment. The PPV is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of groundborne vibration can damage fragile buildings or interfere with equipment that is highly sensitive to groundborne vibration (e.g., electron microscopes).

In contrast to noise, groundborne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 RMS or lower, which is well below the threshold of perception for humans (human perception is around 65 RMS). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Health Effects of Noise

Excessively noisy conditions can affect an individual’s quality of life, health, and well-being. Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. An individual’s reaction to noise and its level of disturbance depends on many factors such as the source of the noise, its loudness relative to the background noise

level, time of day, whether the noise is temporary or permanent, and subjective sensitivity. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startled response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep (WHO, 1999).

The World Health Organization's Guidelines for Community Noise details the adverse health effects of high noise levels, which include hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g., hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g., feelings of helplessness, aggressive behavior), and annoyance (WHO, 1999).

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur (Caltrans, 2013):

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a change of 3 dBA in ambient noise levels is considered to be a barely perceivable difference;
- A change of 5 dBA in ambient noise levels is considered to be a readily perceivable difference; and
- A change of 10 dBA in ambient noise levels is subjectively heard as doubling of the perceived loudness.

These relationships between change in noise level and human hearing response occur in part because of the logarithmic nature of sound and the dB scale. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but, rather, logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each

producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and 10 sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source (Caltrans, 2013).

3.11.2 Existing Conditions

Existing Noise Measurements

Sound-pressure level measurements of short duration (i.e., less than an hour apiece) and long duration (i.e., 24 hours) were conducted in the vicinity of the Project Site on January 24 and 25, 2023 to quantify and characterize the existing outdoor noise levels.

The long-term measurements were performed along the northern edge of the Union Pacific Railroad (UPRR) right- of-way, at the southern boundary of the proposed Hotel (illustrated as LT1 on **Figure 3.11-2**, *Ambient Noise Measurement Locations*). The long-term measurements were intended to characterize the on-site noise levels from rail operations. **Table 3.11-1**, *Measured Baseline Outdoor Noise Levels*, provides the location and date at which the long-term baseline noise level measurements were taken. The unattended long-term sound- pressure level measurements were performed using a SoftdB Piccolo model sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier (ANSI Type 2). The accuracy of the sound level meter was verified using a field calibrator before and after the measurements.

TABLE 3.11-1
MEASURED BASELINE OUTDOOR NOISE LEVELS

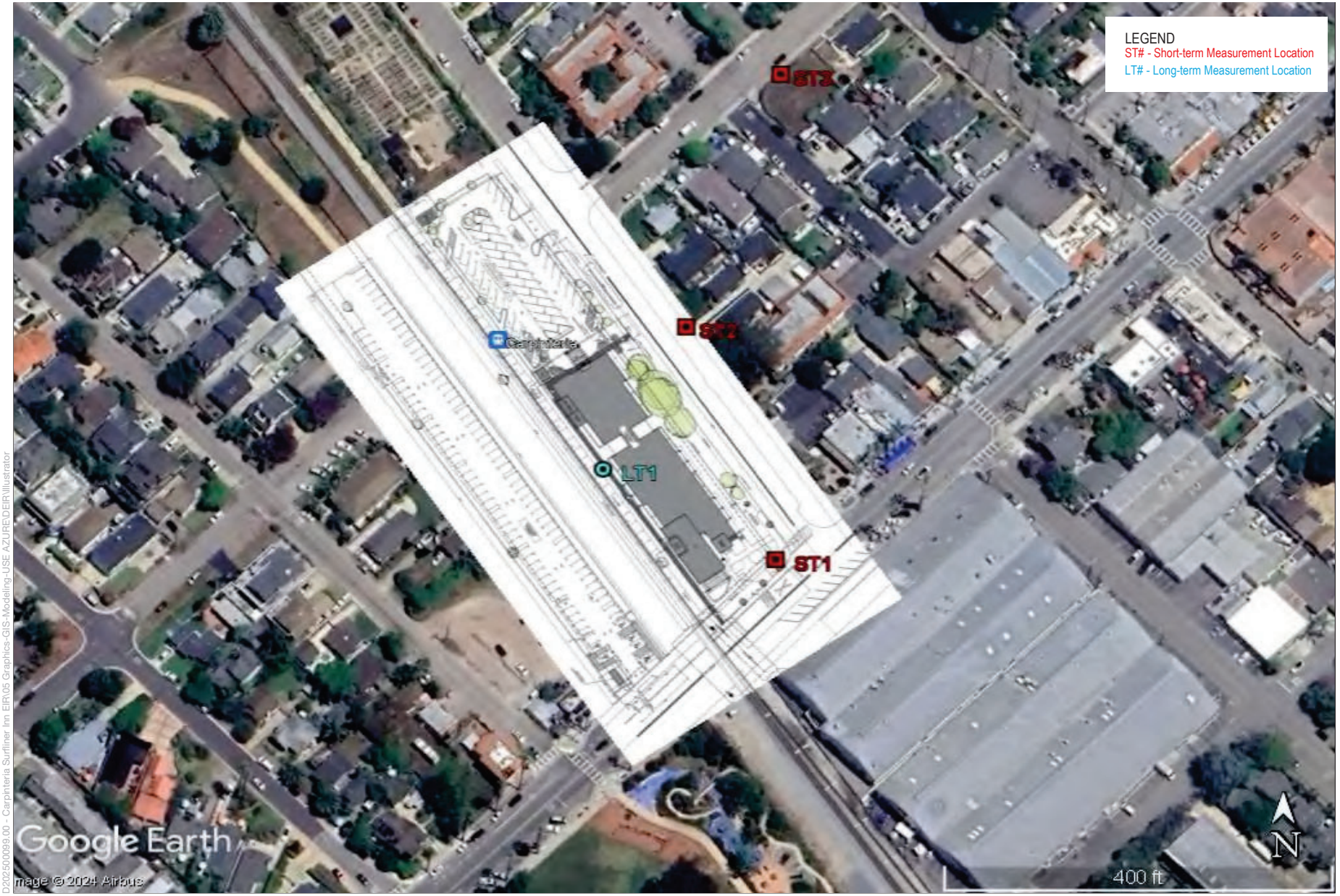
Receptor	Location/Address	Date	Daytime Leq (dBA)	Evening Leq (dBA)	Nighttime Leq dBA	CNEL (dBA)
Long Term						
LT1	Adjacent to northern edge of UPRR right-of-way	1/24/23 – 1/25/23	65	68	61	69

Receptor	Location/Address	Date and Time	Leq (dBA)	Lmax (dBA)
Short Term				
ST1	Easterly Project Site Boundary, westerly side of Linden Avenue	1/24/23-11:59 AM to 12:14 PM	66	81
ST2	Northerly Project Site Boundary southerly side of 5th Street	1/24/23-12:22 PM to 12:53 PM	54	68
ST3	Easterly side of Elm Avenue, north of 5th Street	1/24/23-12:54 PM to 1:24 PM	50	67

Source: Dudek, 2025

Notes:

Leq = equivalent continuous sound level (time-averaged sound level); Lmax = maximum sound level during the measurement interval; dBA = A-weighted decibels; ST = short-term noise measurement locations.



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SOURCE: Dudek, 2024

Surfliner Inn Project

Figure 3.11-2
Ambient Noise Measurement Locations

ESA

The Leq over daytime, evening, and nighttime periods, as well as the calculated CNEL for the 24-hour measurements are provided in Table 3.11-1. The primary noise source affecting the LT1 measurements (and the southern boundary of the proposed Hotel Site) were rail operations along the UPRR corridor. As shown in Table 3.11-1, the measured existing daytime ambient sound level at LT1 was 65 dBA Leq, 68 dBA Leq during the evening, and 61 dBA Leq overnight.

Short-term measurements were performed along the Project Site boundary on Linden Avenue and 5th Street (illustrated as ST1 and ST2, respectively on Figure 3.11-2), at locations that afforded direct exposure to traffic noise from these roadways. These measurements were intended to characterize on-site ambient noise levels from these major roadways, as well as to collect data for calibrating the traffic noise model. Short-term measurement ST3 (see Figure 3.11-2) was located along Elm Avenue north of 5th Street, primarily to collect data for calibrating the noise model. Manual traffic counts were conducted for vehicles passing the short-term measurement points for the duration of the measurements, for the traffic model calibration.

The Leq and Lmax noise levels measured at ST1 – ST3 are provided in Table 3.11-1. As mentioned previously, the primary noise source affecting the ST1 measurements (and the easterly boundary of the Project Site) was traffic along Linden Avenue. As shown in Table 3.11-1, the average sound level over the measurement period was 66 dBA Leq at ST1. Along the northerly Project boundary, 5th Street is the main noise source, and the average sound level over the measurement period was 54 dBA Leq (ST2). Along Elm Avenue, the average sound level over the measurement period was 50 dBA Leq (ST3). Noise measurement data summarized in Table 3.11-1 is also included in **Appendix H**, of this EIR.

Existing Roadway Noise Levels

Associated Transportation Engineers (ATE) identified the existing average daily trips (ADT) on Linden Avenue, 5th Street, and Elm Avenue in the vicinity of the Project Site (ATE, 2024). Using this ADT data, the existing traffic noise level along Linden Avenue at the Project Site and nearby residences in the vicinity of Sawyer Avenue were modeled. The ADT data was also used to model the existing traffic noise along 5th Street (adjacent to the closest noise-sensitive receptors to the Project Site) and along Elm Avenue north of 5th Street (where residences are also located). Federal Highway Administration (FHWA) Traffic Noise Model (TNM 2.5) was used for the modeling of existing traffic noise described above. The methodology for traffic noise assessment is explained in further detail in 3.11.4 of this section. The traffic noise levels in **Table 3.11-2**, *Existing Traffic Noise Levels* are based upon reported existing ADTs, and not on the manual traffic counts conducted during the short-term ambient noise measurements.

TABLE 3.11-2
EXISTING TRAFFIC NOISE LEVELS

Receiver Location	Noise Measurement Designation	CNEL (dBA)
Linden Avenue – Adjacent to Easterly Project Site Boundary	ST1	69
Linden Avenue – Vicinity of Sawyer Avenue	N/A	72
5th Street – Between Linden Avenue and Elm Avenue	ST2	55
Elm Avenue – North of 5th Street	St3	52

Notes:
ST# = Short Term Measurement Location (Figure 3.11-2) ; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level; N/A = Not Applicable
Source: Dudek, 2025.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound or vibration could adversely affect the use of the land. Residences, hospitals, nursing care or assisted living facilities, guest lodging, and churches would be considered noise- and vibration-sensitive. In addition, vibration-sensitive land uses also include institutional uses such as laboratories where the activities within the building are particularly sensitive to vibration. Noise and vibration-sensitive receptors in the Project vicinity are represented by residential units, including apartments and single-family homes. The closest off-site sensitive receptors to the proposed Hotel Site are located on the north side of 5th Street and include an apartment building (approximately 110 feet from the future hotel construction zone boundary, identified as R1 on Figure 3.11-2) and a single-family home (approximately 100 feet from the future hotel construction zone boundary, identified as R2 on Figure 3.11-2). Other apartment buildings and residences are also located along the north side of 5th Street at slightly greater distances from the Project Site. The closest off-site sensitive receptors to the proposed City Parking Lot #4 are a single-family home (located approximately 20 feet from the future parking lot construction boundary, identified as R3 in Figure 3.11-2) and an apartment building (located approximately 25 feet from the future parking lot construction boundary, identified as R4 in Figure 3.11-2). There are also other residences on Elm Avenue and Dorrance Way in this vicinity, but at greater distances from the Project Site.

3.11.3 Regulatory Framework

Federal

Noise Control Act of 1972

Under the authority of the Noise Control Act of 1972, the U.S. Environmental Protection Agency established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, U.S. Environmental Protection Agency issued guidance levels for the protection of public health and welfare in residential areas of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA (USEPA, 1974). These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation activities from future solar energy Projects that would be enabled under the Project. As such, for purposes of determining acceptable sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes local standards, discussed further below.

Federal Aviation Administration

Aircraft operated in the U.S. are subject to federal requirements regarding noise emissions levels. These requirements are set forth in Title 14 Code of Federal Regulations, Part 36. Part 36 establishes maximum acceptable noise levels for specific aircraft types, taking into account the model year, aircraft weight, and number of engines.

Federal Transit Administration

The Federal Transit Administration (FTA) has developed guidance to evaluate noise impacts from the operation of surface transportation modes (i.e., passenger cars, trucks, buses, and rail) in the FTA Transit Noise Impact and Vibration Assessment. All mass transit Projects receiving federal funding must use

these guidelines to predict and assess potential noise and vibration impacts. As ambient levels increase, smaller increments of change are allowed to minimize community annoyance related to transit operations.

The criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. **Table 3.11-3**, *Construction Vibration Damage Criteria*, lists the potential vibration damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA, 2018).

TABLE 3.11-3
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (inch/sec)	Approximate LV[a]
Reinforced-concrete, steel or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Notes:
PPV = peak particle velocity; LV = velocity in decibels; inch/sec = inches per second
a. Root-mean-square velocity in decibels (VdB) re 1 microinch per second.
Source: FTA 2018, *Table 7-5*

The FTA guidelines show that a vibration level of up to 102 VdB [equivalent to 0.5 inch/sec in RMS] (FTA, 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec in RMS).

Based on Table 8-3 in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA, 2018), interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours. During nighttime hours, the vibration criterion is 72 VdB. For office and office buildings, the FTA guidelines suggest that a vibration level of 84 VdB should be used for detailed analysis.

In its Transit Noise and Vibration Impact Assessment guidance manual, the FTA recommends a daytime construction noise level threshold of 80 dBA Leq over an eight-hour period when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a Project (FTA, 2018). Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

State

California Department of Transportation Vibration Standards

The California Department of Transportation (Caltrans) conducted extensive research on human annoyance and damage to structures caused by vibration from short term construction activities and from long term highway operations and has published criteria for vibration management (Transportation and Construction Vibration Guidance Manual 2020). These criteria established by Caltrans are commonly used to assess vibration impacts from all types of Projects and activities. Caltrans uses a threshold of 0.2 in/sec (ips) PPV for annoyance to persons, where a continuous vibration source is involved; for transient

sources (represented by construction activities), Caltrans uses a threshold of 0.24 ips PPV (which equates to a distinctly perceptible level). For commercial buildings constructed of concrete and steel, Caltrans identifies a damage threshold of 0.5 ips PPV. For residential structures employing concrete foundation and wood frame construction, Caltrans identifies a conservative damage threshold vibration level standard of 0.3 ips PPV (Caltrans, 2020b).

California Noise Control Act of 1973

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, declares that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also identifies a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards (CCR Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for hotels, motels, dormitories, and multifamily residential buildings (California Code of Regulations [CCR] Title 24, Part 2). Title 24 sets standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multifamily residential building or structure is proposed in an area with CNEL (or Ldn) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of at least 45 dBA (California's Title 24 Noise Standards, Chap. 2-35).

California Aeronautics Act

The State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires the establishment of Airport Land Use Commissions (ALUCs), which are responsible for developing airport land use compatibility plans (ALUCPs) for noise-compatible land uses in the immediate proximity of a commercial or public airport (Section 21675). ALUCs have two major roles: preparation and adoption of ALUCPs, which address policies for both noise and safety, and review of certain local government land use actions and airport plans for consistency with the land use compatibility plan.

The Aeronautics Division of the California Department of Transportation has published the *California Airport Land Use Planning Handbook* (Caltrans, 2011). The purpose of the *California Airport Land Use Planning Handbook* is to provide guidance for conducting airport land use compatibility planning. This handbook includes a section related to noise and states, "The basic strategy for achieving noise compatibility in the vicinity of an airport is to prevent or limit development of land uses that are particularly sensitive to noise. Common land use strategies are ones that either involve few people (especially people engaged in noise-sensitive activities) or generate significant noise levels themselves (such as other transportation facilities or some industrial uses)."

Within the Santa Barbara County Association of Governments (SBCAG) region, SBCAG serves as the ALUC and is responsible for protecting public health, safety and welfare by ensuring that vacant lands in the vicinity of airports are planned and zoned for uses compatible with airport operations. The Santa Barbara County Airport Land Use Plan was adopted in 2023 (SBCAG, 2023).

Local

Santa Barbara Airport Land Use Compatibility Plans

The Santa Barbara County ALUCP were adopted in January 2023 by SBCAG, serving as the ALUC for the county. These plans provide updated land use compatibility policies for the county's public-use airports, including Santa Barbara Municipal, Santa Maria Public, Lompoc, and Santa Ynez Airports. The ALUCP includes detailed noise contour maps, safety zones, and compatibility criteria to guide local agencies in planning and development decisions within designated Airport Influence Areas. The plan replaces the previous ALUCP adopted in 1993 and aims to promote the orderly growth of airports while safeguarding the welfare of residents in surrounding communities. Most 65 dB CNEL contours are contained within airport property boundaries, indicating minimal off-site noise exposure.

City of Carpinteria General Plan/Coastal Land Use Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. Figure N-3 of the GP/CLUP Noise Element provides a "Land Use Compatibility Matrix" developed to reduce high levels of noise exposure created by roadway traffic, industrial, and commercial activities. The guidelines indicate the compatibility of noise-sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or Ldn. Residential uses and transient lodging facilities are normally unacceptable in areas exceeding 70 dB CNEL; and conditionally acceptable between 60 - 70 dB CNEL. Schools, libraries, hospitals, and nursing homes are also treated as noise-sensitive land uses, with normally acceptable levels up 60 dB CNEL, and conditionally acceptable levels up to 70 dB CNEL. Commercial/professional office buildings and recreational uses such as golf courses and water recreation have normally acceptable levels up 75 dB CNEL The upper range of the normally acceptable noise levels and the lower range of the conditionally acceptable noise levels are shown in in Figure N-3 of the GP/CLUP are summarized in **Table 3.11-4**, *Community Noise Exposure Guidelines*. The compatibility matrix limits noise levels in terms of L_{dn} or CNEL for operational impacts (construction impacts are discussed below). The CNEL limits will be used for this Project for a more conservative assessment as it provides an additional penalty for evening activities.

TABLE 3.11-4
COMMUNITY NOISE EXPOSURE GUIDELINES

Land Use Category	Normally Acceptable Community Noise Exposure, dBA CNEL
Residential – Low Density Single Family, Duplex, Mobile Homes	55
Residential – Multi-Family	60
Transient Lodging – Motels, Hotels	60–65
Schools, Libraries, Churches, Hospitals, Nursing Homes	60–70
Playgrounds, Neighborhood Parks, open space/walking	67.5–70
Golf Courses, Riding Stables, Water	70–75
Office Buildings, Business Commercial and Professional	67.5–70
Industrial, Manufacturing, Utilities, Agriculture	70–75

Source: City of Carpinteria General Plan, Noise Element Figure N-3, 2003

The following objectives and policies from the Noise Element of the GP/CLUP would be applicable to the Project:

Objective N-5: The City will minimize the effects of nuisance noise effects on sensitive land uses;

Policy N-5a. The City will address nuisance on a case-by-case basis and develop appropriate mitigation measures such as scheduling of events or activities during hours when effects would be minimal.

Policy N-5b: The City will require that construction activities adjacent to sensitive noise receptors be limited as necessary to prevent adverse noise impacts; and

Policy N-5c: The City will require that construction activities employ techniques that minimize the noise impacts on adjacent uses.

City Zoning Ordinance

The following excerpts from the municipal code are applicable to the Project (City of Carpinteria, 2020):

- **12.04.410 - Noise, dust, and debris requirements.** Each permittee shall conduct and carry out work permitted under this chapter in such manner as to avoid unnecessary inconvenience and annoyance to the general public and occupants of neighboring property. The permittee shall take appropriate measures to reduce to the fullest extent practicable in the performance of the work, noise, dust, and unsightly debris. During the hours of ten p.m. to seven a.m. the permittee shall not use, except with the express written permission of the engineer, or in case of an emergency as otherwise provided in this chapter, any tool, appliance or equipment producing noise of sufficient volume to disturb the sleep or repose of occupants of the neighboring property.
- **14.20.110 – Noise.** The noise level emanating from any commercial use or operation shall not exceed five (5) decibels above the ambient level of the area.
- **15.16.170 - Hours during which construction may occur.** Any person conducting construction work for which a permit is required pursuant to Titles 14 and 15 shall comply with the following:
  A. Construction activities shall be allowed Mondays through Fridays from 7:00 a.m. to 8:00 p.m.;
  B. Construction activities shall be allowed on Saturdays from 8:00 a.m. to 8:00 p.m.;
  C. Construction activities shall be allowed on Sundays from 10:00 a.m. to 8:00 p.m. Local Vibration Standards
- **15.16.180 - Exemption; after-hours or emergency permits.**
  A. The community development director or designee may issue an after-hours construction permit authorizing work, if the director determines that the public interest will be served by such a permit or in the case of an emergency. An after-hours construction permit may be revoked or suspended by the director, or his designee, if it is determined that the activity detrimentally affects the public health, safety, and welfare.
  B. The planning commission, or community development director, may impose more restrictive hours of construction as a condition of approval in its action on permits issued pursuant to Titles 14 and 15 hereof.

Local Vibration Standards

Carpinteria has not adopted standards regulating vibration levels from construction activities. As such, guidance from Caltrans is used for the assessment of Project-related vibration impacts. Caltrans uses a threshold of 0.2 in/sec PPV for annoyance to persons, where a continuous vibration source is involved; for transient sources (represented by construction activities), Caltrans uses a threshold of 0.24 in/sec PPV (which equates to a distinctly perceptible level). For residential structures employing concrete foundation and wood frame construction, Caltrans identifies a conservative damage threshold vibration level standard of 0.3 in/sec PPV (Caltrans, 2020b).

3.11.4 Thresholds of Significance

Appendix G of the CEQA Guidelines contains analysis guidelines related to noise and vibration impacts. These guidelines have been used as thresholds of significance for this analysis. A Project would create a significant environmental impact if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; and
- For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

3.11.5 Methodology

Construction Noise

One of the most extensive and widely used databases for sound levels from motorized or powered equipment is the FHWA Roadway Construction Noise Model (RCNM). While the focus of data compilation was for equipment that would typically be employed for the construction of transportation facilities, the list is comprehensive enough to be useful in assessing sound levels for nearly every construction activity for which powered equipment is used. **Table 3.11-5**, *Selected Powered Equipment Noise Emission Levels from RCNM,* provides an excerpt from RCNM of the sound levels generated by various powered equipment that could be associated with construction of the Project. Note that the equipment noise levels presented in Table 3.11-5 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

TABLE 3.11-5
SELECTED POWERED EQUIPMENT NOISE EMISSION LEVELS FROM RCNM

Equipment	Maximum Noise Level at 50 feet from Equipment, dBA (Lmax)
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Loader	85
Paver	89
Pneumatic Tool	85
Pump	76
Roller	74
Saw	76
Scraper	89
Truck	88

Source: FHWA Roadway Construction Noise Model User's Guide, 2006.

Noise emissions from the construction phase of the Project were estimated based upon construction scenario information provided by the Project applicant, including phasing, equipment mix, and vehicle trips, and California Emissions Estimator Model (CalEEMod) default values when Project specifics were not known. The construction equipment mixes used for estimating the Project-generated construction noise emissions are found in **Appendix H**, of this EIR.

A noise prediction model based on reference data from the FHWA RCNM was used to estimate construction noise levels at the nearest noise-sensitive land use (i.e., residence), based upon the distance between the closest Project construction boundary and this residence. Aggregate noise emission from Project construction activities, broken down by sequential phase of construction activity, was predicted for the worst-case construction activity occurring along the closest construction boundary to the off-site closest residence. Construction noise levels were compared to the recommended FTA construction noise exposure standard and to measured ambient noise levels.

Off-Site Roadway Noise

ATE identified the existing ADT on Linden Avenue, 5th Street and Elm Avenue in the Project vicinity (Surfliner Inn Project Traffic Volumes, ATE 2024), which were used to model existing traffic noise exposure levels for noise-sensitive land uses adjacent to each of these roadways. ATE also provided predicted ADT volumes for these roadways under several future scenarios. Project-related contributions to traffic noise level increases were modeled for these same roadway segments, based upon ADT predictions in the ATE memo. Acoustical calculations using standard noise modeling equations adapted

from the FHWA noise prediction model were performed for the following scenarios: Existing, Existing Plus Project, Cumulative Traffic, and Cumulative Traffic Plus Project.

The modeling calculations take into account the posted vehicle speed, average daily traffic volumes for each scenario, and the estimated vehicle mix (i.e., automobiles, medium and heavy trucks). The model assumed hard-site propagation conditions, for a conservative analysis. The distance from roadway centerline to the short-term noise measurement location used to calibrate the noise model was used for the traffic noise analysis, traffic noise levels at existing residences further from the roadway centerline than the short-term noise measurement location would be lower due to attenuation provided by increased distance from the noise source. Generally, noise from heavily traveled roadways would experience a decrease of approximately 3 dBA for every doubling of distance from the roadway. The noise model does not take into account the sound-attenuating effect of intervening structures, barriers, vegetation, or topography. Therefore, the noise levels predicted by the model are conservative with respect to traffic noise exposure levels along these roadways.

Operational Noise

Stationary Point-Source Reference Noise Levels

Long-term operational Project noise was assessed based upon the Project's Site Plan indicating locations for each of the major components. For a commercial Project, the most important noise sources tend to be equipment for heating, ventilation, or air conditioning (HVAC). This equipment is typically located outdoors and may run continuously or almost continuously in order to provide comfortable temperature conditions for indoor spaces of the development. The Project architects provided specifications for the outdoor components of the HVAC systems for the proposed Hotel. The outdoor equipment would consist of three Mitsubishi model PURY-P120TMJU-A units. The manufacturer sound rating for these units is 60 dBA at 1 meter. This equipment would be located in a mechanical equipment space on the southern face of the proposed Hotel.

The Project would include photo-voltaic (PV) solar panels to generate electricity to offset some of the electric consumption of the Project. The PV solar panels would be provided on the roof of a carport structure that would cover the electric vehicle charging spaces. An energy storage system would be provided, proposed to be a Motive Energy Watt.io model. According to the manufacturer, the sound level for this equipment is approximately 72 dBA Leq at 1 meter (3.28 feet).

The proposed Hotel also includes roof-top amenities for guests, including pool, large open deck (identified as Flex Space in the Roof Terrace Plan sheet), and smaller deck area with built in seating and pergola cover (identified as Bar Area in the Roof Terrace Plan sheet). Inputs for guest activity noise in the roof-top area were based upon an applicable research paper presented at the 2011 Institute of Noise Control Engineers national conference (Hayne, et.al. 2011). The research paper examined noise from various size gatherings, at outdoor spaces configured for dining, cocktail bar, or informal recreation. The Hayne paper identifies an estimated noise level based upon the number of participants. For the assessment of the rooftop amenity area under routine circumstances, the model evaluated a total of 15 guests in the pool area, 25 guests in the Flex Space, and 10 guests in the Bar Area. To address a larger gathering, such as a wedding reception, the model evaluated a total of 90 guests in the Flex Space, and 10 guests in the covered Bar Area.

The noise prediction model included an audio system with permanent speakers (i.e., integrated into the perimeter walls) to deliver low-level background/ambient music to the three separate areas. The pool area was modeled with 3 speakers distributed around the area perimeter; the Flex Area and Bar area were modeled with 6 speakers each. The sound level for each speaker in each area was modeled as approximately 5 dBA Leq greater than the guest activity noise level for that area (refer to the above paragraph for discussion of guest activity noise levels). As modeled, noise levels associated with the roof terrace for typical operating conditions include guest activity (for 50 assumed guests) and background music from the speakers in each area. This scenario is identified as "50 Guests – No Live Music" for the operational noise modeling (refer to **Appendix H**, of this EIR for additional details). The proposed Hotel could potentially offer occasional live music performances for guests within the roof terrace space, in the Flex Area or in the Bar Area. Two scenarios were evaluated to address noise impacts from live music. The first scenario includes a duo, consisting of one acoustic guitar and one vocalist (sound level of 78 dBA Leq at 1 meter for guitar (DPA Microphones, 2025) and 80 dBA Leq at 1 meter for vocalist (Boren et al, 2013)), and 15 guests in the pool area, 25 guests in the flex area, and 10 guests in the bar area. To ensure absolute control over noise levels from the duo performance, no independent sound amplification equipment would be permitted. Instead, the performers would use microphones supplied by the Hotel that connect to the audio system. Speakers in each area of the roof terrace would project the live performance music at a maximum of 5 dBA Leq greater than the modeled guest activity noise level in that area. This scenario is identified as "50 Guests – With Live Music Duo" for the operational noise modeling (refer to **Appendix H**, of this EIR, for additional details).

The other live music scenario evaluated is a three-piece band with two vocalists that could be associated with a large event such as a wedding reception. In this scenario, the pool area would be closed, and the speakers for the pool area would be tuned off. The band was modeled to include an acoustic guitar (sound level of 78 dBA Leq at 1 meter (DPA Microphones, 2025)), a string bass (sound level of 95 dBA Leq at 1 meter (DPA Microphones, 2025)), an electronic keyboard (which only produces sound through a cable connection to the audio system), a male vocalist (sound level of 80 dBA Leq at 1 meter (Boren et al, 2013)and a female vocalist (sound level of 80 dBA Leq at 1 meter (Boren et al, 2013)). The large event attendance is modeled to include 90 guests in the flex area and 10 guests in the bar area. To ensure consistent noise levels, the Applicant proposes not permitting independent sound amplification equipment. Instead, the performers would use microphones supplied by the Hotel that connect to the audio system. Speakers in each area of the roof terrace would project the live performance music at a maximum of 5 dBA Leq greater than the modeled guest activity noise level in that area. This scenario is identified as "100 Guests – With Live 3 Piece Band" for the operational noise modeling (refer to **Appendix H**, of this EIR, for additional details).

Stationary Source Operational Sound Level Modeling

Prediction of operation noise for the Project involved creation of a unique model space under CadnaA, a commercially available noise prediction software. CadnaA is used for calculation, presentation, assessment, and prediction of environmental noise. Estimated sound emission from the HVAC equipment, solar energy battery, and guest activities, and audio system (without and with live music performance) in the roof-top amenity areas (described above) were entered into the CadnaA model (refer to **Appendix H**, of this EIR, for additional details). The outdoor noise propagation formulas in CadnaA follow the International Organization of Standardization (ISO) Standard 9613-2, "Attenuation of Sound During Propagation Outdoors, Part 2: "Engineering Method of Calculation" (ISO 2024)

Calculation parameters that establish how the CadnaA model predicts combined noise level from the above-listed Project sources include as follows:

- Sound propagation per International Organization of Standardization (ISO) 9613-2 (ISO 2024);
- Barrier attenuation per International Organization of Standardization (ISO) 9613-2 (ISO 2024);
- Default ground acoustical absorption coefficient = 0.5 (on a scale of 0 = reflective, 1 = absorptive); and;
- One order of reflection.

Modeling Assumptions for Audio System Control

Noise prediction modeling of the rooftop amenity area operations is based on the following administrative controls and system design functions proposed for the Project.

- Portable/temporary sound amplification systems are prohibited within all areas of the rooftop amenity space; live music performers must use microphones and instrument pick-ups connected to the permanent audio system for the rooftop amenity space.
- Portable/temporary sound amplification systems are prohibited within all areas of the rooftop amenity space; live music performers must use microphones and instrument pick-ups connected to the permanent audio system for the rooftop amenity space.
- Live performances and use of the audio system in the rooftop amenities space shall not be permitted between the hours of 10:00 P.M. and 8:00 A.M.

Groundborne Vibration and Noise

Caltrans has been assembling data for vibration levels generated by heavy construction equipment operation during the building of transportation Projects for many years. The vibration levels from use of such equipment are representative for other types of construction efforts, not just transportation Projects, and are therefore widely employed to assess vibration levels from heavy equipment use for any effort. According to Caltrans (2020b) the most important equipment relative to generation of vibration, and the vibration levels produced by such equipment, is illustrated in **Table 3.11-6**, *Vibration Velocities for Typical Construction Equipment*.

TABLE 3.11-6
VIBRATION VELOCITIES FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 Feet (Inches Per Second [ips])
Vibratory Roller	0.210
Large Bulldozer	0.089
Loaded Trucks	0.076
Drill Rig / Auger	0.089
Jackhammer	0.035
Small Bulldozer	0.003
Vibratory Pile Driver	0.650

Source: Caltrans 2020b.

Caltrans has adopted a human annoyance threshold of 0.2 ips PPV for continuous sources of vibration and 0.24 ips PPV for transient sources (including construction) and a residential structure damage threshold of 0.3 ips PPV. Employing the more stringent 0.24 ips PPV value for assessment of vibration impacts captures human annoyance potential and provides a small margin of safety for residential structure damage (compared to the adopted standard of 3.0 ips PPV). Using the vibration level value for each of the equipment listed in Table 3.11-6, the distance to the more stringent vibration level of 0.24 in/sec PPV was determined, using the following formula:

Peak particle velocity at distance (d) = peak particle velocity(dref) * (dref/d)1.5

In the above equation, "d" is the distance between the receiver and a vibration source, "dref" is the reference distance that applies for the indicated vibration magnitude. The calculated distance to a vibration level of 0.24 ips PPV represents the radius from each equipment type within which potentially significant vibration impacts from Project construction could occur. **Table 3.11-7**, *Distance Radius From Construction Equipment to Vibration Level of 0.2 in/sec PPV*, presents the results of applying the above equation to the equipment in Table 3.11-6.

TABLE 3.11-7
DISTANCE RADIUS FROM CONSTRUCTION EQUIPMENT TO VIBRATION LEVEL OF 0.2 IN/SEC PPV

Equipment	Distance From Equipment Where Vibration Level is Reduced to 0.24 ips PPV (Feet)
Vibratory Roller	23
Large Bulldozer	13
Loaded Trucks	12
Drill Rig / Auger	13
Jackhammer	7
Small Bulldozer	2
Vibratory Pile Driver	245

Source: Caltrans 2020b.

As illustrated in Table 3.11-7, ground borne vibration levels for most construction equipment would attenuate to less than 0.24 in/sec PPV within approximately 23 feet from the equipment. For a vibratory pile driver, the distance at which ground borne vibration levels would attenuate to 0.24 in/sec PPV would be approximately 245 feet.

3.11.6 Impact Analysis

Impact 3.11-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Project Impact Analysis

Construction Noise

As described under Section 3.11.4, *Construction Noise Methodology*, construction noise modeling was performed to predict worst-case construction noise levels at the closest noise-sensitive uses to the site, including an apartment building and residence at distances of 110 feet (R1) and 100 feet (R2) north of future construction zone boundary for the proposed Hotel, and an apartment building and residence located at distances of 20 feet (R3) to 25 feet (R4) south of the future construction zone boundary for the proposed City Parking Lot #4. The prediction is worst-case because it assumes all the equipment in a given phase is operating along the Project boundary that is closest to the identified off-site receptor. Off-site receptor locations are illustrated in **Figure 3.11-3**, *Vicinity Noise-Sensitive Receptors Used for Noise Modeling*.

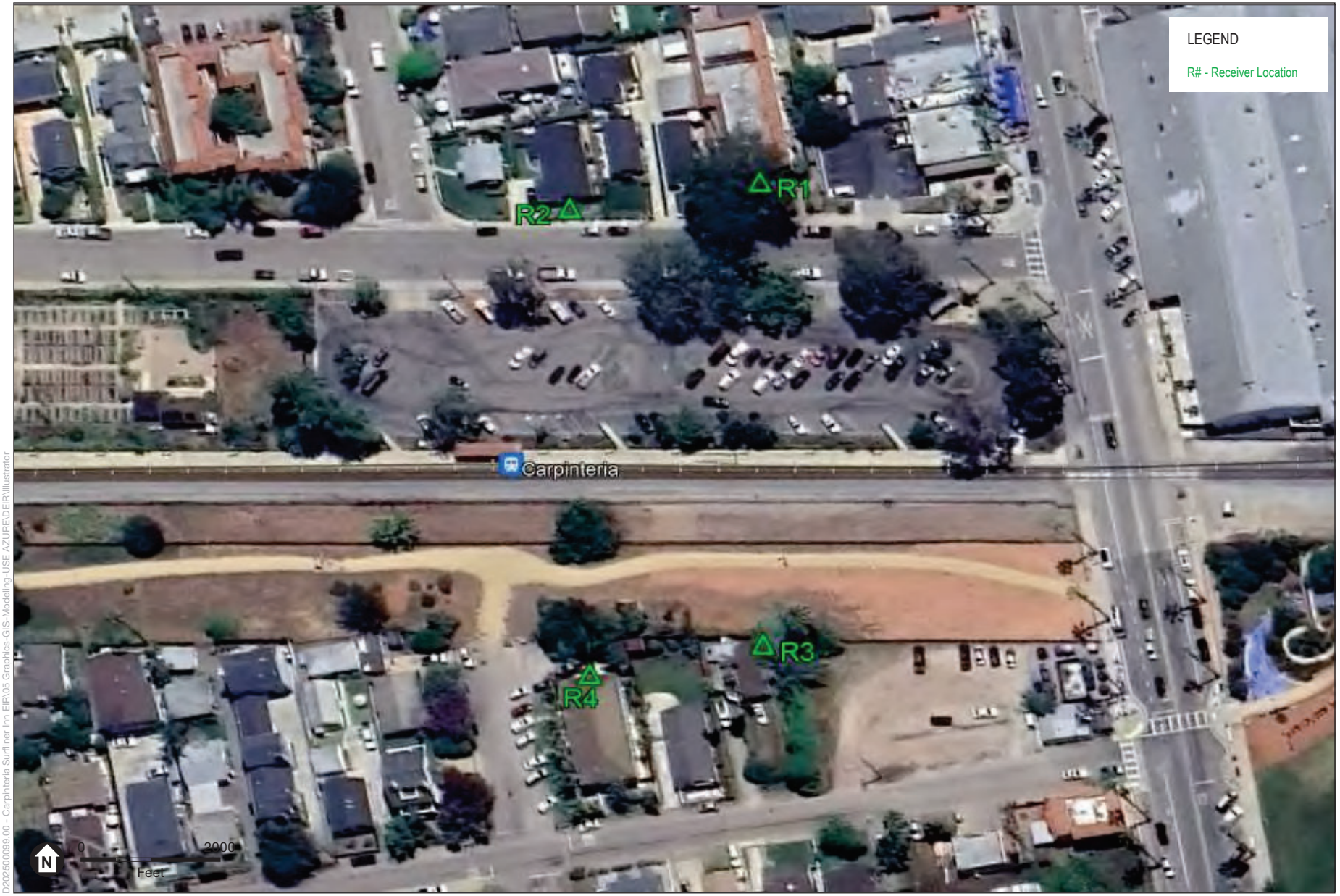
The above minimum distance separation assumption would not be representative of more typical construction noise, because in general the construction activities would not take place either at the nearest or at the farthest portions of the Project Site, but somewhere in between. Thus, the construction noise analysis provides conservative, worst-case results in terms of construction noise exposure for the modeled off-site receptors.

Table 3.11-8, *Construction Noise Levels at Nearest Off-Site Receptors by Phase,* provides a summary of the construction noise modeling; detailed information is provided in **Appendix** H, of this EIR.

TABLE 3.11-8
CONSTRUCTION NOISE LEVELS AT NEAREST OFF-SITE RECEPTORS BY PHASE

	Construction Noise Level Leq 8hr/1hr (dBA)			
Phase	**R1**	**R2**	**R3**	**R4**
Demolition	75	77	68	70
Site Preparation	74	75	67	69
Grading	75	76	67	69
Hotel Construction	74	76	67	69
City Parking Lot #4 Construction	64	65	92	90
Architectural Coating	65	66	57	59
Paving – City Parking Lot #4	65	66	92	90
Highest Noise Level Across All Phases	75	77	92	90

Source: Dudek, 2025.



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SOURCE: Dudek, 2024

Surfliner Inn Project

Figure 3.11-3
Vicinity Noise-Sensitve Receptors Used for Noise Modeling

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Section 15.16.170 of the Carpinteria Municipal Code allows construction activities Mondays through Fridays from 7:00 a.m. to 8:00 p.m.; Saturdays from 8:00 a.m. to 8:00 .; and Sundays from 10:00 a.m. to 8:00 p.m. As such, night-time Project construction activities should be prohibited.

The FTA has adopted a guideline for daytime construction noise exposure at residential land uses. The FTA guideline is a maximum of 80 dBA Leq which is averaged over a typical 8-hour construction day. Assuming construction activity intensity is similar across the 8-hour construction day, the Leq value for the FTA 8- hour averaging period would be equal to the Leq 1hr value for any given hour within the 8-hour construction window (hence the labeling of Leq 8-hr /1 hr in the right-hand column heading of Table 3.11-8). As reported in Table 3.11-8, construction noise levels are predicted to exceed the recommended FTA maximum of 80 dBA Leq 8-hr at receptors R3 and R4 during the construction and paving of the proposed City Parking Lot #4. Thus, under the FTA guideline, proposed City Parking Lot #4 construction and paving could result in a potentially significant short-term noise impact at R3 and R4 and **would require Mitigation Measure MM-NOI-1 (Class II).**

Roadway noise would be generated from worker and haul truck trips traveling to and from the Project Site. As shown in in **Appendix B**, of this EIR, the addition of 28 haul truck and vendor truck trips, and 10 worker trips per day (approximately 4 truck trips and 5 worker trips per peak hour) from the phase with the greatest amount of haul trips and overlap which is during demolition. According to Caltrans, changes in a community noise level of less than 3 dBA are not typically noticed by the human ear, and therefore a significance threshold of 3 dBA CNEL is used to assess Project-related traffic noise increases (Caltrans, 2020a). A doubling of traffic volumes on a roadway is required to increase traffic noise levels by 3 dBA. The worker and haul trips would generally occur along roadways surrounded by industrial land uses that are not considered sensitive to noise. The relatively small number of trips would not cause a doubling of traffic volumes, the off-site traffic noise impacts during demolition would be **less than significant (Class III)**.

Traffic Noise

ATE quantified ADT on Linden Avenue, 5th Street, and Elm Avenue to which the Project would principally contribute trips, including scenarios for Existing, Existing Plus Project, Cumulative Traffic, and Cumulative Traffic Plus Project (Surfliner Inn Project Traffic Volumes, ATE 2024). Linden Avenue adjacent to the Project Site currently carries approximately 4,447 ADT, while the segment above Sawyer Avenue currently carries approximately 7,767 ADT. 5th Street adjacent to the Project Site currently carries approximately 713 ADT, while Elm Avenue north of 5th Street carries approximately 228 ADT. These ADT volumes were used to model existing traffic noise levels.

The Project is expected to generate 346 new ADTs, which would be distributed to Linden Avenue, 5th Street, and Elm Avenue. The ATD traffic memo identifies the resulting ADT volumes per segment of Linden Avenue, 5th Street and Elm Avenue, with and without Project contributions.

As described in Section 3.11.5, *Off-Site Roadway Noise*, acoustical calculations using standard noise modeling equations adapted from the FHWA noise prediction model were performed using the above ADT values for Existing Plus Project, Cumulative Traffic, and Cumulative Traffic Plus Project. **Table 3.11-9**, *Project Operational Traffic Noise Levels Compared to Opening Year and Horizon Year,* presents the results of the traffic noise modeling, detailed information is provided in **Appendix H**, of this EIR.

TABLE 3.11-9
PROJECT OPERATIONAL TRAFFIC NOISE LEVELS COMPARED TO OPENING YEAR AND HORIZON YEAR

Roadway Segment	Existing dBA CNEL	Existing + Project dBA CNEL	Increase Over Existing (dBA CNEL)	Cumulative Traffic (dBA CNEL)	Cumulative Traffic Plus Project (dBA CNEL)	Project Increase Compared to Cumulative (dBA CNEL)	Noticeable Increase?
Linden Avenue Adjacent to Project Site (5th Street)	69.4	69.6	0.2	69.5	69.7	0.2	No
Linden Avenue at Sawyer Avenue	71.8	71.9	0.1	72.0	72.1	0.1	No
5th Street Adjacent to Project Site	54.9	56.5	1.6	55.1	56.6	1.5	No
Elm Avenue North of 5th Street	51.8	52.6	0.8	51.9	52.7	0.8	No

Source: Dudek, 2025.

According to Caltrans changes in a community noise level of less than 3 dBA are not typically noticed by the human ear, and therefore a significance threshold of 3 dBA CNEL is used to assess Project-related traffic noise increases (Caltrans, 2020a). As indicated in Table 3.11-9, operation of the Project would involve trip generation that would result in traffic noise level increases on area roadways of no greater than 1.6 dBA CNEL, which would not exceed the significance threshold of 3 dBA. Consequently, operational traffic noise impacts would be **less than significant (Class III).**

Operational Noise

As described under Section 3.11.5, *Operational Noise Methodology*, operational noise was modeled in the CadnaA model space (refer to **Appendix H**, of this EIR, for additional details). Mechanical Noise sources included HVAC units and a battery energy storge system. With regard to HVAC, three Mitsubishi model PURY-P120TMJU-A units are proposed to be located in a mechanical equipment space on the south façade of the ground floor (refer to Figure 2 Site Plan and Attachment A Floor Plans within **Appendix H**, of this EIR. The mechanical equipment space was modeled with a 6-foot-high wall on the west, east, and south sides, the full building height wall on the north side, and no roof or ceiling (open at the top for outdoor air exchange).

The proposed battery energy storage system is a Motive Energy model Watt.Io. This battery system is provided in a weather-proof container. The battery energy system was included in CadnaA as a ground-level source with no surrounding barriers.

For the roof-top amenity space, a separate noise source was entered to represent a routine population of 15 guests in the pool area, 25 guests in the Flex Space, and 10 guests in the Bar Area covered by a pergola. To represent a larger, less frequent scenario, a separate run included 90 guests in the central area, and 10 guests in the Bar Area covered by a pergola. The noise source for grouping of hotel guests was derived from a research paper presented at the 2011 Institute of Noise Control Engineers national conference (Hayne, et.al. 2011). With regards to the Hayne paper, the researchers conclude by providing an equation for predicting the sound power (LWAeq) associated with a crowd size of "N" participants. The equation is:

$$LWAeq = 15 \text{ Log } +64dB(A)$$

A receiver was placed in the CadnaA Model to represent each of the four closest off-site receptors (R1 – R4), the same receptors that were employed for the construction noise modeling.

Operations Noise with Routine Use of Rooftop Amenities (50 Guests/Participants)

Table 3.11-10, *Project Operational Noise Levels (50 Guests on Rooftop – No Live Music) Compared to Ambient,* and **Table 3.11-11**, *Project Operational Noise Levels (50 Guests on Rooftop – No Live Music) Compared to General Plan Limits,* present the results of the operational noise modeling based on a routine level of roof-top amenity use (50 participants) at R1 through R4 and compare these modeled operational noise levels to measured ambient noise levels (Table 3.13-1) and to limits contained in the GP/CLUP Noise Element (Table 3.13-3). With regards to Table 3.11-10, given the similarity of Dorrance Way to 5th Street in the Project vicinity, the measured ambient noise levels at ST2 (on 5th Street) are considered representative for not only R1 and R2 (on 5th Street) but also for R3 and R4 (on Dorrance Way). Detailed information for the operational noise modeling is provided in **Appendix** H, of this EIR.

TABLE 3.11-10
PROJECT OPERATIONAL NOISE LEVELS (50 GUESTS ON ROOFTOP – NO LIVE MUSIC) COMPARED TO AMBIENT

Receiver	Measured Existing Ambient (dBA Leq)	Predicted Operational Noise Level Only (dBA Leq)	Existing + Project (dBA Leq)	Increase (dBA Leq)
R1	54	38	54	0
R2	54	37	54	0
R3	54	37	54	0
R4	54	36	54	0

Source: Dudek, 2025.

As indicated in Table 3.11-10, the Project would not result in an increase in the ambient noise level at the noise sensitive receptors closest to the Project Site.

TABLE 3.11-11
PROJECT OPERATIONAL NOISE LEVELS (50 GUESTS ON ROOFTOP – NO LIVE MUSIC) COMPARED TO GP/CLUP LIMITS

Receiver	Predicted Operational Noise Level (dBA Leq)	Predicted Operational Noise Level (dBA CNEL)	Noise Element Policy Limit (dBA CNEL)	Limit Exceeded?
R1	38	45	60	No
R2	37	44	60	No
R3	37	44	60	No
R4	36	43	60	No

Source: Dudek, 2025.

As indicated in Table 3.11-11, even if all of the HVAC equipment and battery energy storage system throughout the Project operated continuously over a 24-hour period, and 50 guests were using the roof-top amenity areas 24 hours per day with background music supplied to all rooftop areas via the audio system, the predicted operational sound level at the noise-sensitive receptors closest to the Project Site would fall well below the GP/CLUP guidance of 60 dBA CNEL. Consequently, the operational noise impacts of the Project with routine levels of rooftop amenity use would be **less than significant (Class III).**

CadnaA calculates the noise level across the entire grid that encompasses the Project Site and adjacent areas. **Figure 3.11-4**, *On-Site Source Modeled Noise Levels – 50 Rooftop Guests, No Live Music,* graphically represents the noise model results, providing noise contours extending outward from the Project to illustrate the hourly noise level from operation of the Project (with 50 guests using the rooftop amenities, with no live music). As illustrated on Figure 3.11-4, the 50-55 dBA Leq contour is essentially contained within the Project Site, and the Project would therefore not create any noise incompatibilities for nearby land uses.

Operations Noise with Routine Use of Rooftop Amenities with Live Music Duo (50 Guests & Music Duo)

Table 3.11-12, *Project Operational Noise Levels (50 Guests on Rooftop with Live Music Duo) Compared to Ambient,* and **Table 3.11-13**, *Project Operational Noise Levels (50 Guests on Rooftop with Live Music Duo) Compared to General Plan Limits,* present the results of the operational noise modeling based on a routine level of roof-top amenity use (50 guests) and also including a live music performance by a duo with guitarist and singer, at R1 through R4 and compare these modeled operational noise levels to measured ambient noise levels (Table 3.13-11) and to limits contained in the GP/CLUP Noise Element (Table 3.13-12). With regards to Table 3.11-12, given the similarity of Dorrance Way to 5th Street in the Project vicinity, the measured ambient noise levels at ST2 (on 5th Street) are considered representative for not only R1 and R2 (on 5th Street) but also for R3 and R4 (on Dorrance Way). Detailed information for the operational noise modeling is provided in **Appendix H**, of this EIR.

TABLE 3.11-12
PROJECT OPERATIONAL NOISE LEVELS (50 GUESTS ON ROOFTOP WITH LIVE MUSIC DUO) COMPARED TO AMBIENT

Receiver	Measured Existing Ambient (dBA Leq)	Predicted Operational Noise Level (dBA Leq)	Existing + Project (dBA Leq)	Increase (dBA Leq)
R1	54	42	54	0
R2	54	40	54	0
R3	54	41	54	0
R4	54	39	54	0

Source: Dudek, 2025.

As indicated in Table 3.11-12, the Project would not result in an increase in the ambient noise level at the noise sensitive receptors closest to the Project Site.

TABLE 3.11-13
PROJECT OPERATIONAL NOISE LEVELS (50 GUESTS ON ROOFTOP WITH LIVE MUSIC DUO) COMPARED TO GP/CLUP LIMITS

Receiver	Predicted Operational Noise Level (dBA Leq)	Predicted Operational Noise Level (dBA CNEL)	Noise Element Policy Limit (dBA CNEL)	Limit Exceeded?
R1	42	49	60	No
R2	40	47	60	No
R3	41	48	60	No
R4	39	46	60	No

Source: Dudek, 2025.



SOURCE: Dudek, 2025

Surfliner Inn Project

Figure 3.11-4
On-Site Source Modeled Noise Levels - 50 Rooftop Guests, No Live Music

ESA

As indicated in Table 3.11-13, even if all of the HVAC equipment and battery energy storage system throughout the Project operated continuously over a 24-hour period, and 50 guests were using the roof-top amenity areas 24 hours per day with sound from a live performance by a music duo present in all rooftop areas via the audio system, the predicted operational sound level at the noise-sensitive receptors closest to the Project site would fall well below the GP/CLUP guidance of 60 dBA CNEL. Consequently, operational noise impacts of the Project with routine levels of rooftop amenity use and a live musical duo performance would be **less than significant (Class III)**.

CadnaA calculates the noise level across the entire grid that encompasses the Project site and adjacent areas. **Figure 3.11-5**, *On-Site Source Modeled Noise Levels – 50 Rooftop Guests with Live Music, Acoustic Duo,* graphically represents the noise model results, providing noise contours extending outward from the proposed Project to illustrate the hourly noise level from operation of the Project (with 50 guests using the rooftop amenities, and music duo live performance). As illustrated on Figure 3.11-5, the 50-55 dBA Leq contour is again essentially contained within the Project site, and the Project would therefore not create noise incompatibility for nearby land uses.

Operations Noise with Large Event at Rooftop Amenities with Live 3-Piece Band (100 Guests/Participants & 3-Piece Band)

Table 3.11-14, *Project Operational Noise Levels (100 Guests on Rooftop with Live 3-Piece Band) Compared to Ambient,* and **Table 3.11-15**, *Project Operational Noise Levels (100 Guests on Rooftop and Live 3-Piece Band) Compared to General Plan Limits,* present the results of the operational noise modeling based on a maximum capacity level of roof- top amenity use (100 participants) including live music performed by a 3-piece band at R1 through R4 and compare these modeled operational noise levels to measured ambient noise levels (Table 3.11-14) and to limits contained in the GP/CLUP Noise Element (Table 3.11-15). With regard to Table 3.11-14, given the similarity of Dorrance Way to 5th Street in the Project vicinity, the measured ambient noise levels at ST2 (on 5th Street) are considered representative for not only R1 and R2 (on 5th Street) but also for R3 and R4 (on Dorrance Way). Detailed information for the operational noise modeling is provided in **Appendix H**, of this EIR.

TABLE 3.11-14
PROJECT OPERATIONAL NOISE LEVELS (100 GUESTS ON ROOFTOP WITH LIVE 3-PIECE BAND) COMPARED TO AMBIENT

Receiver	Measured Existing Ambient (dBA Leq)	Predicted Operational Noise Level (dBA Leq)	Existing + Project (dBA Leq)	Increase (dBA Leq)
R1	54	52	56	2
R2	54	50	55	1
R3	54	50	55	1
R4	54	48	55	1

Source: Dudek, 2025.

As indicated in Table 3.11-14, under a large gathering scenario which includes live music from a 3-piece band, the Project would not result in a maximum increase of 2 dBA Leq in the ambient noise level at the noise sensitive receptors closest to the Project site. Since a 3 dBA increase in outdoor noise levels is the threshold for a noticeable change, the Project would not result in a noticeable increase to ambient noise levels at the closest residences, even during a large gathering in the rooftop area.

TABLE 3.11-15
PROJECT OPERATIONAL NOISE LEVELS (100 GUESTS ON ROOFTOP WITH LIVE 3-PIECE BAND) COMPARED TO GP/CLUP LIMITS

Receiver	Measured Operational Noise Level (dBA Leq)	Predicted Operational Noise Level (dBA CNEL)	Noise Element Policy Limit (dBA CNEL)	Limit Exceeded?
R1	52	59	60	No
R2	50	57	60	No
R3	50	57	60	No
R4	48	55	60	No

Source: Dudek, 2025.

As indicated in Table 3.11-15, even if all of the HVAC equipment and battery energy storage systems throughout the Project operated continuously over a 24-hour period, and 100 guests were using the roof-top amenity areas 24 hours per day entertained by a 3-piece band, the predicted operational sound level at the noise-sensitive receptors closest to the Project Site would fall well below the GP/CLUP guidance of 60 dBA CNEL. Consequently, operational noise impacts of the Project with maximum capacity levels of rooftop amenity use (including live music performance by 3-piece band) would be **less than significant (Class III)**.

CadnaA calculates the noise level across the entire grid that encompasses the Project Site and adjacent areas. **Figure 3.11-6**, *On-Site Source Modeled Noise Levels – 100 Rooftop Guests, 3-Piece Band,* graphically represents the noise model results, providing noise contours extending outward from the Project to illustrate the hourly noise level from operation of the Project (with 100 guests using the rooftop amenities entertained by a 3-piece band). As illustrated on Figure 3.11-6, the 50-55 dBA Leq contour (even with 100 guests using rooftop amenities and 3-piece band playing) is essentially contained within the Project Site and adjacent transportation right-of-ways, and the Project would therefore not create any noise incompatibilities for nearby land uses.



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SOURCE: Dudek, 2025

Surfliner Inn Project

Figure 3.11-5
On-Site Source Modeled Noise Levels - 50 Rooftop Guests, Acoustic Duo

ESA



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SOURCE: Dudek, 2024

Surfliner Inn Project

Figure 3.11-6
On-Site Source Modeled Noise Levels - 100 Rooftop Guests, 3-Piece Band

ESA

Loading operations and parking activity may potentially cause an exceedance of noise levels at surrounding sensitive receptors. Based on a noise survey that was conducted at a loading area and trash collection facilities by ESA, loading area activity (namely idling semi-trucks and backup alarm beeps) and trash compactors could generate noise levels of approximately 70 dBA L_{eq} and 66 dBA L_{eq}, respectively, at a reference distance of 50 feet.[1] Delivery truck idling is restricted to no more than five consecutive minutes in the loading area pursuant to State regulation (Title 13 CCR, Section 2485). Pursuant to Title 13 CCR, Section 2485, signs would be posted in delivery loading areas specifying this idling restriction. Based on the engine idling limitation of five minutes, the hourly average noise level would be 59.2 dBA L_{eq} at 50 feet from the loudest truck noise level measured. Given that the nearest sensitive receptor is approximately 80 feet to the north, noise levels would be reduced to 55.1 dBA Leq. Loading operations and waste collection would be temporary events throughout the day/week and would not be likely to result in a significant increase to CNEL or to the local ambient environment for a significant period of time. Impacts would be **less than significant (Class III)**.

The Project is proposed on an existing parking lot (City Parking Lot #3) to develop the Surfliner Inn and would replace that parking lot with a new parking area (proposed City Parking Lot #4) located on the opposite side of the railroad tracks (south). The existing site is within a noise environment influenced by regular train operations. As a result, existing ambient noise levels in the Project vicinity are already elevated due to rail activity.

Noise generated within the proposed parking facility would primarily consist of short-duration sources such as vehicle movements, engine noise, and vehicle doors opening and closing. These noise events would be intermittent and brief in nature and, while audible at times, would not persist for extended periods or rise to levels that would cause disturbance to nearby residential receptors.

The Project would not result in a substantial increase in parking capacity compared to existing conditions, as the proposed Surfliner Inn building would be constructed partially over the existing Amtrak Carpinteria Station parking area (City Parking Lot #3). The Project would include new parking which would be provided in proposed City Parking Lot #4 to the southwest, on the opposite side of the railroad tracks along Linden Avenue and Dorrance Way (refer to Figure 2 Site Plan and Attachment A Floor Plans within **Appendix H**, of this EIR). Under existing conditions, parking is predominantly located north of the tracks. Under the proposed Project, parking would be more evenly distributed between the northeast and southwest sides of the tracks. This redistribution would reduce parking-related noise exposure for residences to the northeast while partially shifting noise toward residences to the southwest. However, this shift represents a displacement of existing noise sources rather than the introduction of new or substantially greater noise.

Overall, parking operations associated with the Project would not result in a substantial increase in CNEL or the local ambient noise environment. Therefore, parking-related noise impacts would be **less than significant (Class III)**.

[1] The loading dock facility noise measurements were conducted at a loading dock facility at a Wal-Mart store using the Larson-Davis 820 Precision Integrated Sound Level Meter ("SLM") in May 2003. The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade.

Mitigation Measures

MM-NOI-1. Prior to the commencement of construction activities on the proposed City Parking Lot #4, a temporary noise barrier of a minimum ten feet in height shall be erected along the southern boundary of the proposed City Parking Lot #4 (Refer to **Figure 3.11-7**, *Location and Extent of Temporary Construction Noise Barrier Required Under MM-NOI-1,* for the location and extent of the required noise barrier). The barrier may be constructed of solid plywood with minimum thickness of 3/4 inch or acoustic barrier material having a standard transmission class rating not less than 25 (STC 25). The barrier shall be maintained at least for the duration of the proposed City Parking Lot #4 construction and paving activities.

Impacts Remaining After Mitigation

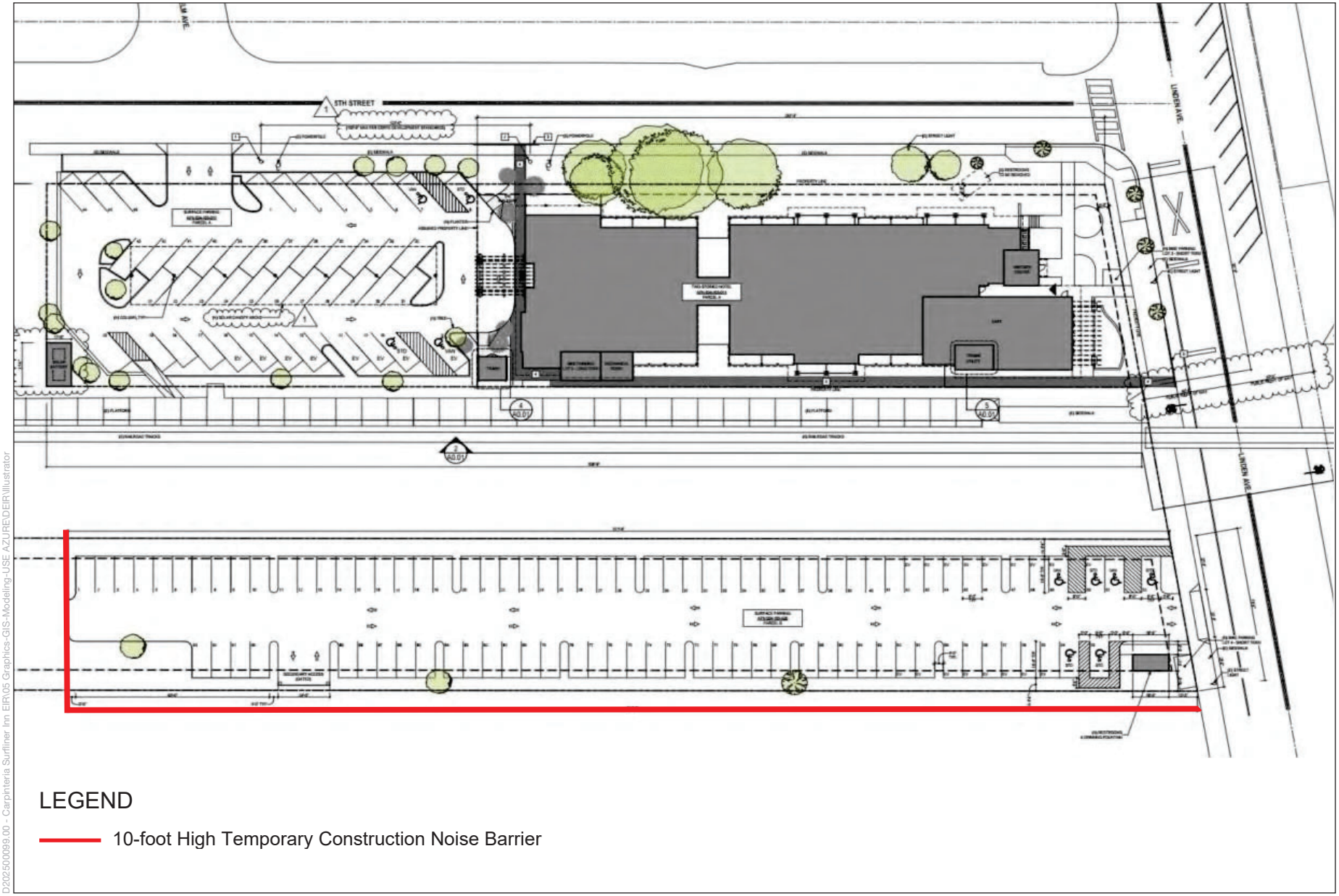
To address construction noise impacts at R3 and R4, a temporary construction noise barrier shall be erected along the southern boundary of the proposed City Parking Lot #4 prior to the commencement of construction activities on proposed City Parking Lot #4 and maintained throughout the construction and paving of proposed City Parking Lot #4.

Refer to Figure 3.11-7 which illustrates the location and extent of the temporary construction noise barrier required by Mitigation Measure MM-Noise-1. With the required 10-foot-high barrier installed during parking lot construction, the construction noise was modeled again with results reported in **Table 3.11-16**, *Construction Noise Levels at Nearest Off-Site Receptors by Phase With 10-Foot-High Barrier Along Proposed City Parking Lot #4 Southern Boundary Installed/Maintained Only During Proposed City Parking Lot #4 Construction*.

TABLE 3.11-16
CONSTRUCTION NOISE LEVELS AT NEAREST OFF-SITE RECEPTORS BY PHASE WITH 10-FOOT-HIGH BARRIER ALONG PROPOSED CITY PARKING LOT #4 SOUTHERN BOUNDARY INSTALLED/MAINTAINED ONLY DURING PROPOSED CITY PARKING LOT #4 CONSTRUCTION

	Construction Noise Level Leq 8hr/1hr (dBA)			
Phase	**R1**	**R2**	**R3**	**R4**
Demolition	75	77	68	70
Site Preparation	74	75	67	69
Grading	75	76	67	69
Hotel Construction	74	76	67	69
City Parking Lot #4 Construction	64	65	76	74
Architectural Coating	65	66	57	59
Paving – City Parking Lot #4	65	66	77	75
Highest Noise Level Across All Phases	75	77	77	75

Source: Dudek, 2025.



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SOURCE: ESA, 2025

Surfliner Inn Project

Figure 3.11-7
Location and Extent of Temporary Construction Noise Barrier Required Under MM-Noise-1

ESA

As reported in Table 3.11-16, mitigated construction noise levels for all construction phases would remain below the FTA recommended maximum of 80 dBA Leq 8-hr at all nearby receptors. Thus, a temporary noise barrier 10-feet in height along the southern property boundary for the proposed City Parking Lot #4 (as required by Mitigation Measure MM-Noise-1) would successfully reduce potentially significant construction noise impacts to **less than significant with mitigation (Class II)**.

While the 10-foot-high temporary noise barrier would only be required during the proposed City Parking Lot #4 construction and paving, maintaining the barrier for the duration of all Project construction phases would also reduce noise levels at R3 and R4 during all Project construction. Additional construction modeling was completed to address voluntary installation and maintenance of the temporary construction noise barrier for the duration of all construction phases, rather than simply during proposed City Parking Lot #4 construction and paving. **Table 3.11-17**, *Construction Noise Levels at Nearest Off-Site Receptors by Phase With 10-Foot-High Barrier Along Southern Boundary of Proposed City Parking Lot #4 Installed/Maintained for Entire Construction*, reports construction noise levels at all receptors if the 10-foot-high temporary noise barrier along the southern boundary of proposed City Parking Lot #4 was erected prior to construction commencement and maintained through all Project construction phases.

As seen in Table 3.11-17, installing and maintaining a 10-foot-high temporary barrier along the southern boundary of proposed City Parking Lot #4 (refer to Figure 3.11-7 for location and extent of the barrier) for the entire construction duration would result in Project construction phases noise levels at R3 ranging from 44 to 77 dBA Leq 8-hr. and at R4 ranging from 47 to 75 dBA Leq 8-hr. It should be noted Mitigation Measure MM-Noise-1 only requires the wall to be installed/maintained during Phase 5 (proposed City Parking Lot #4 Construction) and Phase 7 (proposed City Parking Lot #4 Paving), and therefore installation and maintenance of the temporary construction noise barrier for the remaining Project construction phases would be voluntary on the part of the Project sponsor. Refer to **Appendix H**, of this EIR, for additional information.

TABLE 3.11-17
CONSTRUCTION NOISE LEVELS AT NEAREST OFF-SITE RECEPTORS BY PHASE WITH 10-FOOT-HIGH BARRIER ALONG SOUTHERN BOUNDARY OF PROPOSED CITY PARKING LOT #4 INSTALLED/MAINTAINED FOR ENTIRE CONSTRUCTION

	Construction Noise Level Leq 8hr/1hr (dBA)			
Phase	**R1**	**R2**	**R3**	**R4**
Demolition	75	77	55	57
Site Preparation	74	75	54	56
Grading	75	76	54	57
Hotel Construction	74	76	54	56
City Parking Lot #4 Construction	64	65	76	74
Architectural Coating	65	66	44	47
Paving – City Parking Lot #4	65	66	77	75
Highest Noise Level Across All Phases	75	77	77	75

Source: Dudek, 2025.

With regard to daytime construction noise levels, comparing the predicted highest average (Leq) construction noise level at the closest residence (R2) from Table 3.11-17 (77 dBA Leq) to the measured daytime ambient noise level at LT1 from Table 3.11-1 (65 dBA Leq), we see the construction noise level would reach up to 12 dBA Leq over ambient, and would therefore be clearly noticeable and at times could result in annoyance. However, for residents that may be outside during construction, noise levels of 77 dBA Leq are not considered hazardous or harmful (hearing protection for construction workers is required for noise levels greater than 80 dBA Leq). Also, the construction noise would occur only during the day (avoiding sleep disturbance), and would be temporary, lasting only until construction is completed. Finally, with windows closed for the area residential receptors, outdoor to indoor noise level attenuation would be approximately 25 dBA; therefore, indoor noise levels from Project construction activity would not be anticipated to exceed approximately 52 dBA Leq which should not interfere with conversation or other daytime household activities.

Cumulative Impact Analysis

The geographic context for the analysis of cumulative noise impacts depends on the impact being analyzed. According to CEQA Guidelines Section 15300.2(b), cumulative impacts may occur if the impact of successive projects of the same type in the same place, over time is significant. Noise is by definition a localized phenomenon and significantly reduces in magnitude as the distance from the source increases. Noise would normally affect the areas immediately adjacent to the source, specifically areas that are less than 500 feet. On-site cumulative noise impacts could occur at receptor locations that are within 500 feet from two different sources. Therefore, based on a 500-foot screening distance, the on-site cumulative noise impacts analysis is limited to cumulative projects within 1,000 feet of the Project Site. The 1,000-foot distance assumes that a noise-sensitive receptor would be located halfway between the Project Site and the cumulative project.

A list of cumulative projects is provided in Table 3-1 of Chapter 3, *Environmental Setting*. The cumulative projects within approximately 1,000 feet of the Project Site are listed in **Table 3.11-18,** *Cumulative Projects within 1,000 feet of the Project Site*.

TABLE 3.11-18
CUMULATIVE PROJECTS WITHIN 1,000 FEET OF THE PROJECT SITE

No.	Project Name	Location	Land Use	Net New Residential Units/Size (sf)
1	Surf Cottage Condos	4716 Seventh Street	Remodel SFD, convert to condo, construct 2 (N) condos	2 Units
2	Zins Triplex	4905 Eighth Street	Demolish SFD; construct 3 residences	2 Units
3	700 Linden Adaptive Reuse	700 block of Linden Avenue	Remodel/Change of Use & office & rooftop bar/deck	508 sf
4	Howard SFD	4818 Dorrance Way	Construct 1 SFD	1 Unit
5	Scerni SFD	4610 Fourth Street	Construct 1 SFD	1 Unit
6	Heimberg ADU	4854 Eight Street	Convert garage to ADU	1 Unit
7	Franken ADU	4745 Dorrance Way	Convert second unit to ADU	1 Unit
8	Burlison ADU #2	5035 Seventh Street	Construct ADU	1 Unit/480 sf
9	Little Dom's Parklet	686 Linden Avenue	Convert driveway/parking area to outdoor dining area	NA

No.	Project Name	Location	Land Use	Net New Residential Units/Size (sf)
10	The Palms Renovation	701 Linden Avenue	Interior/exterior renovation to re-open restaurant w/rooftop bar	-1,662 sf
11	Jaimes ADU	588 Elm Avenue	Construct ADU	527 sf
12	Krumm ADU Ash #17	126 Ash Avenue #17	Convert storage room to ADU	297 sf
13	Krumm ADU Ash #18	126 Ash Avenue #18	Convert storage room to ADU	297 sf
14	AT&T Small Cell Facility	Right-of-way near 850 Linden Avenue	Replace utility pole with utility pole & small cell facility	
15	AT&T Small Cell Facility	Right-of-way near 323 Elm Avenue	Replace utility pole with utility pole & small cell facility	
16	Burlison ADU	5035 Seventh Street	Construct 1 ADU	1 Unit
17	Coeler Duplex #2	4934 Dorrance Way	Demo SFD, Construct Duplex	2 Unit
18	Coeler Duplex #3	4949 Dorrance Way	Demo SFD, Construct Duplex	2 Unit
19	Coeler Duplex #1	333 Linden Ave	Construct Duplex	2 Unit

Notes:
sf = square feet DU = dwelling units
Source: City of Carpinteria, 2025

As shown in Table 3.11-18, 19 of the listed cumulative projects are located within approximately 1,000 feet of the Project Site and could contribute to cumulative construction noise impacts from on-site construction activities to off-site sensitive receptors if they would undergo construction at the same time as the Project. As discussed above, the Project would result in a less than significant impact for construction with Mitigation Measure MM-NOISE-1. Information available and known to the City indicates that construction of listed cumulative projects No. 3, 4, 6, 7, 9-16 have either been completed or have already begun and is expected to be completed before construction of the Project would commence. Cumulative projects No. 3, 4, 6, 7, 9-16 are required to comply with the noise standards and ordinances of the City and FTA as applicable. In addition, information available and known to the City indicates that none of the listed future cumulative projects No. 1, 2, 5, 8, 17-19, would be constructed at the same time as the Project. As such, no cumulative projects would contribute to an ambient noise level increase at surrounding sensitive receptors to the Project during construction, and the Project and cumulative projects would not result in a cumulatively considerable impact. A **less than significant impact (Class III)** would occur.

As with the Project, noise from other stationary and operational sources, including parking structures and loading areas, and outdoor amenity uses would be limited to areas in the immediate vicinity of each cumulative project. With the noise attenuation of 6 dBA per doubling of distance from the noise source, receivers outside of a distance of 200 feet from any noise source would receive a 12 dBA noise reduction compared to the noise level received at 50 feet from that noise source. The only cumulative projects within approximately 200 feet of the Project Site are listed cumulative projects No. 4, 11, 17-19, which are single-family use, accessory dwelling unit or duplex projects and would not be expected to generate any meaningful sources of long-term operational noise. As for all other cumulative projects, although each cumulative project could potentially impact an adjacent sensitive use in its own vicinity, that potential impact would be localized to that specific area and would not contribute to cumulative noise conditions at or adjacent to the Project Site, which is more than 200 feet from all other cumulative

projects besides listed cumulative projects No. 4, 11, 17-19. As the Project's composite on-site amenity and stationary-source impacts would be less than significant, the Project's cumulative on-site amenity and stationary-source noise impacts would be **less than significant (Class III).**

Off-site cumulative noise impacts would occur as a result of increased traffic on local roadways due to operation of the Project and cumulative projects. Cumulative traffic-generated noise impacts were assessed based on a comparison of the future cumulative base traffic volumes with the Project to the future base traffic volumes without the Project. The noise levels associated with future base traffic volumes without the Project, and future year base traffic volumes with the Project are provided in Table 3.11-9, above.

Table 3.11-9 shows the Project's contribution to the cumulative noise levels during the buildout year. The maximum cumulative noise increase from the Project plus cumulative project traffic would be 1.5 dBA, which would occur along 5th Street Adjacent to Project Site. This increase in sound level would not exceed the significance threshold of 3 dBA and the increase in sound level would be lower at the remaining roadway segments analyzed. Furthermore, as previously presented in Section 3.11.2, *Existing Noise Measurements*, above, long-term noise measurements were conducted along the northern edge of the UPRR right-of-way, at the southern boundary of the proposed Hotel. These measurements were intended to assess existing noise levels from ongoing rail operations. Results showed that ambient sound levels at monitoring location LT1 were 65 dBA Leq during the day, 68 dBA Leq in the evening, and 61 dBA Leq overnight, with a calculated CNEL of 69 dBA. These findings confirm that existing rail operations are the dominant noise source in the area. Given this context, the projected cumulative noise increase of 1.5 dBA from the Project and related traffic would be minimal and indiscernible relative to the existing noise environment. As such, the contribution remains less than significant, and no mitigation measures are necessary. A **less than significant impact (Class III)** would occur.

Impact 3.11-2: Generation of excessive groundborne vibration or groundborne noise levels?

Project Impact Analysis

Construction Vibration

As discussed in Section 3.11.5, *Groundborne Vibration and Noise*, with the exception of a vibratory pile driver or vibratory roller, groundborne vibration generated from construction equipment would be attenuated to 0.24 ips PPV at a distance of no greater than 13 feet from construction activity. The significance threshold of 0.24 ips PPV applies to potential human annoyance, while the threshold for damage to residential structures is 0.3 ips PPV; using the 0.24 in/sec PPV threshold to address both types of vibration effects is therefore conservative with regard to potential residential structure damage. The closest existing structures to the future Project construction boundaries are located approximately 20 feet from the southern property boundary of proposed City Parking Lot #4. Consequently, for construction activities not involving a vibratory pile driver or vibratory roller, construction-related vibration levels would remain below the significance threshold (i.e., 0.24 in/sec PPV) avoiding both human annoyance and residential structure damage impacts.

For a vibratory roller, groundborne vibration generated from operation would be attenuated to 0.24 ips PPV at a distance of no greater than 23 feet from construction activity. Within 23 feet of the southern boundary of the future construction zone boundary for the proposed City Parking Lot #4, there is one

single family residential structure (R3) and one apartment building (R4). To avoid potentially significant vibration annoyance impacts for the occupants of these residential structures, the use of a vibratory roller should be restricted to a distance of 23 feet or greater. This minimum separation distance between existing residential structures and use of a vibratory roller is required under Mitigation Measure MM-NOI-2. Given the threshold for damage to residential structures is only slightly higher than the annoyance threshold, Mitigation Measure MM-NOI-2 would also effectively avoid the potential for damage to residential structures associated with the potential use of a vibratory roller for Project construction.

For a vibratory pile driver, groundborne vibration generated from operation would be attenuated to 0.24 in/sec PPV at a distance of no greater than 250 feet from construction activity. Residential structures along the north side of 5th Street and the north side of Dorrance Way are each less than 250 feet from the future Project construction zone boundaries. Consequently, the use of a vibratory pile driver for Project construction could result in potentially significant human annoyance and residential structure damage at neighboring structures. To mitigate this impact, any foundation piles that could be necessary for foundational support of the Project shall be installed using pre- drilled cast-in-place methods. This prohibition against the use of a pile driver in Project construction is contained in Mitigation Measure MM-NOI-3 to reduce vibration impacts. A **less than significant impact with mitigation (Class II)** would occur in this regard.

Operational Vibration

Vibration impacts associated with industrial and commercial facility operations are limited to large scale equipment with rotational components or involving repeated impact or “striking” movements (e.g., industrial grade compressors, stamping machines, printing presses), or with the maneuvering of heavy trucks or similar large-scale materials-transport equipment. The ongoing operation of the Project would not involve rotational equipment, or impact equipment. Large trucks delivering supplies to the Project could occur, but potentially significant vibration impacts from a loaded truck operation would be limited to a distance of 18 feet, which would not extend beyond the road right-of-way for roads used by future trucks to access the site. Consequently, long-term operation of the Project would not be anticipated to generated perceptible vibration levels; operational vibration levels are therefore considered less than significant.

Operation of live music on the rooftop of the proposed Hotel would not result in a substantial vibration impact at nearby sensitive receptors. Vibration generated by amplified music is generally limited in magnitude and attenuates rapidly with distance, particularly when transmitted through air rather than through the ground. Unlike vibration from heavy rail or construction equipment, music-related vibration does not typically produce groundborne vibration levels that approach thresholds associated with human annoyance or structural damage. Additionally, the rooftop location and intervening proposed Hotel would further reduce vibration transmission to surrounding properties. Any vibration associated with live music events would be well below applicable CEQA significance thresholds for vibration. Therefore, rooftop live music would result in a **less than significant impact (Class II)**.

Mitigation Measures

Mitigation: MM-NOI-2: The use of a vibratory roller shall be prohibited closer than 23 feet from any existing off-site residence (residential structures represented by R3 and R4 have portions that are at a distance of less than 23 feet from the potential future construction zone for the Project).

Mitigation: **MM-NOI-3:** Any required foundation pile installation for the Project shall be limited to pre-drilled and cast-in- place methods (no impact or vibratory pile driving methods shall be employed.)

Impacts Remaining After Mitigation

With the implementation of Mitigation Measures MM-NOI-2 and MM-NOI-3, impacts would be less **than significant with mitigation (Class II).**

Cumulative Impact Analysis

Due to rapid attenuation characteristics of groundborne vibration, only cumulative projects located adjacent to the same sensitive receptors would result in cumulatively considerable vibration impacts. Vibration attenuates at high rates with distance. Therefore, construction vibration would only affect sensitive uses located directly adjacent to the Project and cumulative projects. The only cumulative projects located adjacent to the same sensitive receptors are listed cumulative project Nos. 4 and 18. As discussed above and based on information available and known to the City, construction of listed cumulative project No. 4 has already begun and would be completed before the Project and construction of listed cumulative project No. 18 would not be constructed at the same time as the Project. Furthermore, based on information available and known to the City indicates that all other future cumulative projects would either be completed or would not be constructed at the same time as the Project. Therefore, construction of the Project, when considered together with the cumulative projects, would not result in a cumulatively considerable contribution and would have a less-than-significant cumulative impact with regard to on-site groundborne vibration (structural damage and human annoyance). Due to the rapid attenuation characteristics of groundborne vibration and distance from each of the cumulative projects to the Project Site, there is no potential for cumulative operational impacts with respect to groundborne vibration as the only cumulative projects within 200 feet of the Project Site are listed cumulative projects No. 4, 11, 17-19, which are single-family use, accessory dwelling unit or duplex projects and would not be expected to generate any meaningful sources of long-term operational vibrations. As such, the Project's contribution to impacts related to groundborne vibration during operation would not be cumulatively considerable. Therefore, cumulative impacts would be **less than significant (Class II)**.

Impact 3.11-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Project Impact Analysis

The Project Site is not located within an airport land use plan area or within two miles of a public airport or public use airport. The Project Site is not located within the vicinity of a private airstrip, or heliport or helistop. Airport and airfields in proximity to the Project Site include Santa Barbara Airport

approximately 18 miles to the northwest. Therefore, the Project would not expose people to excessive noise levels from such uses and **no impact (Class III)** would occur.

3.11.7 Policy Compliance (Non-CEQA)

On-Site Transportation Noise Exposure

CEQA no longer includes the impacts of the environment on a Project, including exposure of hotel guests and employees to elevated community noise levels from transportation and other sources. However, the following discussion is provided regarding the Project compliance with maximum exterior noise exposure limits from the GP/CLUP.

Methodology

The future traffic noise exposure levels were modeled from Linden Avenue (along the easterly boundary of the Project Site) and from 5th Street (along the northerly boundary of the Project Site) using excel-based worksheets incorporating the distance attenuation calculations from the FHWA Transportation Noise Model (TNM 2.5). Based on the Site Plan (AB Design Studio, Inc., March 2024), For the modeling, a distance of 95 feet from the centerline of Linden Avenue to the closest guest room deck, and a distance of 40 feet from the centerline of 5th Street to the closest guest room deck was used. For the traffic noise exposure modeling at the Project Site, traffic volume data for Linden Avenue and 5th Street was used from the ATE traffic memo (ATE, 2024) under the Cumulative Traffic Plus Project scenario.

The noise levels from UPRR rail operations via a 24-hour measurement were conducted along the northern UPRR right-of-way along the southern boundary of the proposed Hotel Site. Based upon the distance from the centerline of the rails to the measurement location, (LT1) the analysis used standard outdoor attenuation equations for a line source to calculate the train noise exposure at the closest proposed exterior use areas (i.e., guest room decks) and along the southern building façade. Based on the Site Plan (AB Design Studio, Inc., March 2024), a distance of 32 feet from the centerline of the railroad tracks to the closest guest room deck, a distance of 37 feet to the next closest guest room decks, and a distance of 42 feet to the southerly façade of the proposed Hotel was used for analysis.

Results

Linden Avenue / 5th Street Traffic Noise

The modeled traffic noise exposure from Linden Avenue and 5th Street at the closest guest room decks to these roadways is presented in **Table 3.11-19**, *Modeled Future Traffic Noise Levels Exposure in Guest Room Deck Areas*.

TABLE 3.11-19
MODELED FUTURE TRAFFIC NOISE LEVELS EXPOSURE IN GUEST ROOM DECK AREAS

Receiver Location	CNEL (dBA)	GP/CLUP Maximum Limit
Closest Guest Room Deck to Linden Avenue (Guest Room 121 / Jr Suite 221)	62	70
Closest Guest Room Deck to 5th Street (Lobby Terrace/ Jr Suite 201)	52	

Source: Dudek, 2025.

As reported in Table 3.11-19, the maximum predicted traffic noise exposure from Linden Avenue at the closest guest room deck/patio areas would be approximately 62 dBA CNEL, which would be compatible with the 70 dBA CNEL maximum conditionally acceptable limit for exterior use areas for hotels. The maximum predicted traffic noise levels from 5th Street at the closest guest room deck/patio areas would be approximately 52 dBA CNEL, which would be well below the applicable limit. Based upon standard construction techniques and materials (which typically provide up to 17 dBA attenuation from exterior to interior space even with windows open), interior noise in rooms that have windows in the westerly, northerly, and easterly façade of the proposed Hotel would not be anticipated to exceed 45 dBA CNEL with exterior noise exposure at or below the predicted maximum of 62 dBA CNEL. Thus, the proposed exterior patio and deck areas would comply with GP/CLUP noise policy limits, as would the interior areas of proposed guest rooms.

UPRR Rail Operations Noise Levels

The modeled UPRR rail operations noise exposure at the closest guest room patios/decks to the UPRR tracks is presented in Table 3.11-20, Modeled UPRR Operations Noise Levels Exposure in Guest Room Deck Areas. The predicted noise exposure level at the proposed Hotel southern façade (which faces the UPRR tracks) is also presented in Table 3.11-20.

TABLE 3.11-20
MODELED UPRR OPERATIONS NOISE LEVELS EXPOSURE IN GUEST ROOM DECK AREAS

Receiver Location	CNEL (dBA)	GP/CLUP Maximum Limit
Closest Guest Room Deck to Linden Avenue (Guest Rooms 110,112,210,212)	67	70
2ND Closest Guest Room Decks to UPRR Tracks (All Other Guest Rooms with Southern Façade Decks)	66	
Southern Façade of Hotel	66	

Source: Dudek, 2025.

Based on noise exposure values reported in Table 3.11-20, guest room patios/decks on the southern façade of the proposed Hotel, as well as the southern facade itself, would not be exposed to UPRR operations noise that exceeds the conditionally acceptable maximum limit exterior limit for hotels. However, with exterior noise exposure at the southern building façade marginally exceeding 65 dBA CNEL, the interior areas of rooms that include windows and doors on the southern building façade could marginally exceed the interior noise standard of 45 dBA CNEL, under a “windows open” condition. Recommendations are provided below to address the potential for marginally elevated interior noise levels for these guest rooms.

The buildout of the Project would not result in a significant increase in noise levels from existing rail operations at residential receptors located south of the proposed Hotel. Although the structure could reflect a portion of train noise, reflected sound does not constitute a new noise source and would be substantially lower in magnitude than the direct noise from train operations due to energy loss over distance and partial absorption by building surfaces. In acoustical terms, sound reflections may result in minor localized increases in sound pressure; however, such increases are typically limited to a few decibels and do not equate to a doubling of perceived loudness due to the logarithmic nature of the decibel scale and would not result in a substantial change in the existing noise environment. Therefore,

potential noise reflections from the proposed Hotel would not cause a significant noise impact to nearby residential uses. (FHWA, 2011; Caltrans, 2013; U.S. Department of Transportation, 2008).

Recommendations – On-site UPRR Operations Noise Exposure

Interior noise levels in guest rooms that contain a window/door in the proposed Hotel southern façade could experience interior noise levels greater than 45 dBA CNEL if care is not taken with selection of exterior door and window assemblies. The following recommendation is provided for these guest rooms.

- Exterior door and window assemblies on the southern building façade (facing the UPRR tracks) should have a minimum sound transmission class (STC) rating of 30.
- Because doors and windows would need to be in the closed position to achieve compliance with the interior noise level of 45 dBA CNEL, each guest room containing a window/door in the proposed Hotel southern façade should be equipped with air conditioning or mechanical ventilation to maintain comfortable interior temperatures when the doors and windows are closed.

3.11.8 References

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3.12 Public Services

This section evaluates potential impacts related to public services that could result from implementation of the Project. The section provides context regarding the public services (fire, police, school, parks, library) to the City and the Project Site. This section also discusses relevant federal, State, regional and local regulations and programs that are applicable to future development that could occur under the Project. The existing conditions section was sourced from such documents as the City of Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP), correspondence from public agencies and the City (City of Carpinteria staff, 2025) which can be found in **Appendix I**, of this EIR, and other publicly accessible documents and websites.

Comments received in response to the Notice of Preparation for the EIR regarding public services can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to public services as a result of implementation of the Project are analyzed within this section.

3.12.1 Environmental Setting

Existing Conditions

Fire Protection

Fire protection services in the City is provided by the Carpinteria-Summerland Fire Protection District (CSFPD) with automatic aid agreements with the Montecito Fire Protection District, Ventura County Fire Department, , and the Santa Barbara County Fire Department. The CSFPD is an all-risk agency serving approximately 20,000 people in the City and 40 square miles of unincorporated County land, including the community of Summerland. CSFPD is staffed with 28 safety members and 5 non-safety administrative and civilian fire prevention bureau employees. An all-risk fire department operates with a broad mission to respond to any type of emergency—not just fires. Calls for service are initiated through the 911 system and the response is based on the call type. The new Countywide dispatch center is open to dispatch the nearest engine to the incident to improve response times. In addition to fire suppression, CSFPD offers advanced life support paramedic services, surf rescue services, and hazardous materials response, as well as fire and life safety inspections, code compliance, building inspections, and public education. All CSFPD apparatuses are staffed with a minimum of one licensed paramedic who provides advanced life support services as the Emergency Medical Services first responder. All firefighters are trained in Emergency Medical Technician (EMT)-1 and fire suppression (City of Carpinteria staff, 2025).

The CSFPD maintains two fire stations, located at 911 Walnut Avenue in Carpinteria (Station #1) and 2375 Lillie Avenue in Summerland (Station #2). Both stations provide response services to the City, though Station #1 responds to most of the City's calls for service. The nearest station, Station #1, located at 911 Walnut Avenue, Carpinteria, CA 93013, is approximately 0.3 miles northeast of the Project Site (City of Carpinteria staff, 2025).

CSFPD maintains a range of equipment, including two fire engines, one squad, one all-terrain vehicles, two water rescue wave-runners, and three command vehicles. Response times for fire services range from three (3) minutes (inner City) to five (5) minutes (City periphery). Most calls for service include rescue and emergency medical calls (approximately 61 percent), followed by good intent calls and false alarms (approximately 27 percent), and then fires (both vegetation and structure), service calls, hazardous

conditions, severe weather, and pressure rupture/explosion/overheating calls (approximately 12 percent combined)(City of Carpinteria staff, 2025).

Police Protection

Police protection services in the City are provided via contract with the County Sheriff's Office. Sheriff's deputies respond to calls for service, conduct investigations, and provide crime prevention, community patrol, and public information services (City of Carpinteria staff, 2025).

The Santa Barbara County Sheriff's Office has one (1) substation: Carpinteria Sheriff's Substation, located at 5775 Carpinteria Avenue, Carpinteria, CA 93013, approximately 1.3 miles from the Project Site. In a 12-hour shift there are two cars and two officers shared within the County. During the day there is also the Chief and the front desk personnel. The Sheriff's Office is contracted to support the City with at least two on-duty deputies on a 24/7 basis, in addition to one supervising deputy and administrative support, offering a ratio of approximately one deputy per 4,500 City residents (City of Carpinteria staff, 2025).

Crime statistics from 2023 to 2024 reveal a significant decrease in overall crime. Overall, reported Part 1 crimes decreased from 218 incidents in 2023 to 200 in 2024, representing a decrease of approximately 8 percent. Violent crimes saw a slight increase, from 21 incidents in 2023 to 24 in 2024, representing an increase of approximately 14 percent. This does, however, include a reduction in rape incidents, which fell from 3 in 2023 to 0 in 2024. Property crimes showed a decreasing trend, with totals dropping from 197 incidents in 2023 to 176 in 2024, a decrease of approximately 11 percent. This category includes a significant decline in larceny-theft, which went from 160 incidents in 2023 to 131 in 2024, representing a decrease of approximately 18 percent. Motor vehicle thefts saw no change, remaining at 18 in both 2023 and 2024. Burglary incidents also saw an increase, from 19 in 2023 to 25 in 2024, representing an increase of approximately 32 percent (City of Carpinteria staff, 2025).

Schools

The Carpinteria Unified School District (CUSD) provides public education to students in the Carpinteria Valley, with district boundaries reaching south to the Ventura County line and west to Summerland. The CUSD serves approximately 2,200 students from transitional kindergarten through grade 12. The CUSD also provides early childhood programs to children 3 months to 4 years old. The CUSD has eight schools: one Carpinteria High School, two small alternative high schools (Foothill Alternative High School, Rincon Continuation High School), one middle school (Carpinteria Middle School), and three elementary schools (Aliso Elementary School, Canalino Elementary School, Summerland Elementary School)(California Department of Education, 2022). Carpinteria Family School includes the Canalino Early Childhood Learning Center and Special Education Center. Seven of the eight school sites are located within the City limits; Summerland Elementary School is in Summerland, west of the City. While Main Elementary School closed in 2007 due to declining enrollment, the site is now used by the Carpinteria Children's Project, which provides direct services in early childhood education and family support (Carpinteria Children's Project, 2020).

To account for potential increases in student enrollment, the City imposes school impact fees on new development to help fund new or expanded school facilities. Each year, the City establishes a Development Impact Mitigation Fee schedule in coordination with CUSD.

Parks

Section 3.13, *Recreation*, of this EIR, includes a further detail regarding the existing conditions of park and recreation resources in the City. To summarize, the City owns approximately 125 acres of public parks providing recreation facilities, trails, and open space. The National Recreation and Parks Association provides agency performance reviews and suggested recreation facility design guidelines, including park standards and suggested ratios for park space to population. According to the National Recreation and Parks Association, park and recreation agencies serving fewer than 20,000 residents typically have 13 acres of parkland per 1,000 residents, or one park for every 1,225 residents (City of Carpinteria staff, 2025). With a population of approximately 12,711 residents in 2023 and approximately 125 total acres of parks and open space, the City has a ratio of approximately 10 acres of recreational space per 1,000 residents. This ratio does not include recreation areas within the City boundaries that are managed by other agencies or organizations, including Carpinteria State Beach and CUSD. The inclusion of these facilities increases this ratio to approximately 15 acres of recreational area per 1,000 residents (City of Carpinteria staff, 2025).

Other Public Services

Located at 5141 Carpinteria Avenue, the Carpinteria Community Library is operated by the City's Parks, Recreation, and Community Services Department and serves the City and surrounding unincorporated communities. Services available at the library include free access to informational resources, a multipurpose room with a seating capacity of 60, a community multipurpose room, literacy and citizenship tutoring, adult education for career preparation, and art exhibits. Funding for operations of the Carpinteria Community Library is received from the City, the County, and the State of California, as well as private donations, Friends of the Library financial assistance, grants, and in-kind goods and services.

3.12.2 Regulatory Framework

Federal

Occupational Safety and Health Administration

The Federal Occupational Safety and Health Administrations (OSHA as well as California OSHA (Cal/OSHA) enforce the provisions of the federal and state Occupational Safety and Health Acts, respectively, which collectively require safety and health regulations for construction under Part 1926 of Title 29 Code of Federal Regulations. The fire-related requirements of the Federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

State

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," Cal/OSHA has established minimum standards for fire suppression and emergency medical services. The standards include but are not limited to guidelines on the handling

of highly combustible materials; fire hose sizing requirements; restrictions on the use of compressed air; access roads; and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Fire Code

The California Fire Code, which is contained in Title 24, Part 9 of the California Code of Regulations, contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The California Fire Code contains specialized technical regulations related to fire and life safety and those have been incorporated into the City Building Code.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code Section 13000, et seq., which includes regulations for building standards (as set forth in the California Building Code); fire protection and notification systems; fire protection devices such as extinguishers and smoke alarms; high-rise building and childcare facility standards; and fire suppression training. Per the California Health and Safety Code, the Fire Code Official is both authorized to perform life safety inspections, and responsible for the enforcement of and life safety regulations adopted by the California State Fire Marshal in the California Buildings Standards. The Fire Prevention Bureau performs plan reviews and provides comments and field inspection on all construction projects within the jurisdiction. The Fire Inspectors also inspect occupancies and hazardous operations as required by the California Health and Safety Code.

Regional

There are no regional regulations, plans, or policies applicable to public services relevant to the Project.

Local

City of Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The Public Facilities and Services Element and Open Space, Recreation and Conservation Element includes the following objectives and policies relevant to the Project:

Public Facilities and Services Element

Objective PF-3: The City shall strive to maintain the best possible police and fire safety services for the community.

Policy PF-3a: The City shall endeavor to monitor relevant statistics and enforcement criteria to assure adequate police service.

Objective PF-3: The City shall strive to maintain the best possible police and fire safety services for the community.

Policy PF-3a: The City shall endeavor to monitor relevant statistics and enforcement criteria to assure adequate police service.

Policy PF-3e*:* The City will require that proposed major projects demonstrate adequate fire and police response times and that the stations serving the proposed project have adequate staff and equipment available to serve increased demand.

Policy PF4c*:* The City will cooperate with the Carpinteria Unified School District to ensure sufficient capacity for increases in student population caused by future development projects.

Objective PF-5: To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.

Policy PF-5a*:* The City will strive to maintain adequate library service for the community of Carpinteria.

Policy PF-5b*:* The City will require proposed new developments to pay a fair share of the cost of needed public facilities and services. Further, in areas of the city designated for non-residential use but where residential use may be permitted, the City shall monitor total residential development and report annually to the School, Fire, Water and Sanitary districts to permit proper facilities planning by these special districts.

Policy PF-5c*:* The City will ensure that new development will not adversely impact services and facilities provided to existing development.

Open Space, Recreation and Conservation Element

Objective OSC-14: Provide for adequate park and recreation facilities to meet the needs of the community and visitors.

OSC-14-Implementation Policy 61*:* Support development of new or expanded park and recreation facilities as demand/need dictates. When latent demand for parks and recreation facilities is identified, adequate parkland and facilities shall be identified and pursued.

OSC-14-Implementation Policy 62*:* Continue to update and collect parkland in-lieu, Quimby, and development impact fees to assist the City in acquisition of new parkland to maintain the desired level of service. The minimum level of service shall be 3 acres per 1000 population. Park impact fees shall apply to both commercial/industrial and residential development.

City of Carpinteria Municipal Code

Section 15.80.030 Development Impact Fees

A. The following development impact fees are established and imposed on the issuance of all development permits for development within the city to finance the cost of the following categories of public facilities and improvements required by new development.

1. General Government Facilities. A development impact fee is established for general government facilities.
2. Highways and Bridges. A development impact fee is established for highways and bridges.
3. Storm Drain Facilities. A development impact fee is established for storm drain facilities.

4. Traffic Control Facilities. A development impact fee is established for traffic control facilities.
5. Streets and Thoroughfares. A development impact fee is established for streets and thoroughfares.

D. The following development impact fee is established and imposed on the issuance of all commercial, retail, and industrial development permits for development within the city to finance the cost of the following categories of public facilities and improvements required by new commercial, retail, and industrial development.

1. Open Space. A development impact fee is established for open space land acquisition.

Public Agency Development Impact Fees

Other Carpinteria public agencies also charge development impact fees (DIFs). These agencies include the CUSD and the CSFPD. As with the fees collected to offset the cost of improvements in the City, the School, and Fire District DIFs pay for the increment of capital costs associated with new development that impacts school and fire protection needs in the community. The CSFPD's DIF was created by the City on behalf of the District.

3.12.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to public services would be considered significant if the Project would:

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:
  - Fire protection?
  - Police protection?
  - Schools?
  - Parks?
  - Other public facilities?

3.12.4 Methodology

As the Project is comprised of a proposed Hotel, proposed City Parking Lot #4, relocation of a public restroom building, replacement of the existing Interim Linden to Holly Trail, and associated infrastructure, it would not propose the provision of new or physically altered governmental facilities. Therefore, the following analysis assesses whether the Project would result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. To do this, the analysis utilizes service provider will-serve letters and current service ratios and response times to determine whether implementation of the Project would impact response times, performance objectives, or acceptable service ratios. All existing response times, performance objectives, or acceptable service ratios is sourced from communications with the service providers, publicly available online, or has been provided by the City.

3.12.5 Impact Analysis

New or Physically Altered Governmental Facilities

Impact 3.12-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

i. Fire protection?

ii. Police protection?

iii. Schools?

iv. Parks?

v. Other public facilities?

Project Impact Analysis

Fire Protection

According to correspondence from CSFPD , the most recent data on associated response times for each fire station/facility serving the Project Site is three (3) minutes from Station #1 and ten (10) minutes from Station #2 (City of Carpinteria staff, 2025). CSFPD has a goal response time under five (5) minutes and currently has an anticipated response time under five (5) minutes with and without the Project (City of Carpinteria staff, 2025). As this data has been provided by CSFPD, it can be concluded that the Project would not impact response times or other performance objectives and therefore would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. In addition, the Project would be subject to the payment of DIFs to the CSFPD which would fund future expansion and maintenance of fire protection facilities. As such, impacts would be **less than significant (Class III)**.

Police Protection

According to correspondence with the Sheriff's office , the response time for a high priority call to the Station is approximately five (5) minutes. The Project would provide approximately 36 rooms, which would generate approximately 72 additional temporary residents at full capacity[1], not including employees on site. This would be a negligible increase in the population served by the Sheriff department. Though the Project would result in more people onsite due to the construction of the proposed Hotel and proposed City Parking Lot #4 and therefore marginally more service calls, service would remain within the acceptable response times without the need for additional stations. As access to the Project Site would be adequately maintained (see Section 3.14*, Transportation,* of this EIR), the Project would also not impact response times or performance objectives. Therefore, the Project would not result in the need for new or physically altered governmental facilities, the construction of which would result in environmental impacts. As such, impacts would be **less than significant (Class III)**.

[1] Utilizing a standard occupancy room rate of 2 persons per room.

Schools

The proposed 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 café/bar is anticipated to have two shifts with 7-8 employees per shift. The potential exists that some of the employees generated from the Project may relocate to the City, thereby generating a small student population increase. However, the Project does not propose new residences and therefore would not increase the number of residents in the City that would substantially impact existing school capacity. Therefore, the Project would not result in the need for new or physically altered governmental facilities, the construction of which would result in environmental impacts. To account for potential increases in student enrollment from growth in the City, the City imposes school impact fees on new development to help fund new or expanded school facilities. Each year, the City establishes a DIF schedule in coordination with CUSD. The Project would be subject to payment of these DIFs. Therefore, impacts from implementation of the Project would be **less than significant (Class III)**.

Parks

As detailed above under Existing Conditions, the City has a ratio of approximately 10 acres of recreational space per 1,000 residents. Although the Project is comprised of proposed Hotel, proposed City Parking Lot #4, relocation of a public restroom building, replacement of the existing trail, and associated infrastructure and visitors generated from the Project may utilize these resources, it would not increase the number of residents in the City that would impact this ratio. Please refer to Section 3.13 *Recreation*, of this EIR, for an analysis of the Project's physical impacts on recreational resources and payment of DIFs. Therefore, it can be concluded that the Project would not impact service ratios and therefore would not result in the need for new or physically altered governmental facilities, the construction of which would result in environmental impacts. Impacts from implementation of the Project would be **less than significant (Class III)**.

Other Public Services

Other public services in the City include the Carpinteria Community Library, the existing local roadways and pedestrian sidewalks, and City services such as public parking. Although the Project is comprised of proposed Hotel, proposed City Parking Lot #4, relocation of a public restroom building, replacement of the existing trail, and associated infrastructure and visitors may utilize these resources, it would not substantially impact service ratios or performance objectives related to these resources. The Project would provide on-site parking within reconfigured City Parking Lot #3 and proposed City Parking Lot #4 to serve the development, in addition to any necessary roadway or pedestrian improvements, of which the construction impacts has been covered in their respective sections throughout this EIR. Although visitors may utilize the local library, it can be reasonably assumed that it would not be a number significant enough to necessitate new or physically altered governmental facilities, the construction of which would result in environmental impacts. Impacts from implementation of the Project would be **less than significant (Class III)**.

Cumulative Impact Analysis

As growth increases in the City, increased demand will be placed on public service providers and resources. However, cumulative contributions to increased demand and ultimately the need for new facilities are addressed through required payment of applicable DIFs prior to operation. This would reduce cumulative impacts over the long-term by addressing resource availability and continued operations at a level that would meet performance objectives. As the Project would also be subject to

payment of the DIFs, and would not substantially increase the service population, the Project would have a **less than significant (Class III)** cumulative impact. Therefore, the Project's impacts would be less than cumulatively considerable.

3.12.6 References

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3.13 Recreation

This section evaluates potential impacts related to recreation that could result from implementation of the Project. The section provides context regarding the recreational resources that are in the surrounding area that serve the community and that would serve the Project Site. This section also discusses relevant State, and local regulations and programs that are applicable to future development that could occur under the Project. The existing conditions section was sourced from documents such as the adopted Carpinteria General Plan/Coastal Land Use Plan (GP/CLUP), the City's Parks and Recreation website, and other publicly accessible documents and websites.

Comments received in response to the Notice of Preparation for the EIR regarding recreation can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to recreation as a result of implementation of the Project are analyzed within this section.

3.13.1 Environmental Setting

Existing Conditions

The City owns approximately 125 acres of public parks providing recreation facilities, trails, and open space. These facilities require maintenance of park equipment, trails and pathways, landscaping, and associated water supply and wastewater infrastructure, staffing, roadway repair, and management by the City. City-owned parks, trails, and open spaces are maintained by the City's Public Works Department, including park landscaping and facilities, coordinating necessary repairs, and overseeing graffiti abatement. The City's Parks, Recreation, and Community Services Department is responsible for several activities including oversight of the City's recreation programs and operations of the City's parks, library, community pool, and Veteran's Memorial Building. Programs operated by the Parks, Recreation, and Community Services Department include AgeWell, Junior Lifeguards, adult coed softball, ocean recreation facilities such as the boathouse on Ash Avenue, and operation of the Community Garden Park near the downtown Amtrak train station. Privately sponsored sports leagues commonly use City parks for youth and adult sports such as baseball, football, and soccer (City of Carpinteria staff, 2025).

The parcel located at 399 Linden Avenue (proposed City Parking Lot #4 Site) on the south side of the Union Pacific railroad (UPRR) tracks, was acquired from the UPRR in 2013 and currently includes the interim Linden to Holly Trail. The parcel located at 499 Linden Avenue (proposed Hotel Site) on the northside of the UPRR tracks currently serves as a parking lot for the downtown area and beach and a park and ride for the Amtrack station. The City manages public parking on streets and in lots in the downtown and beach area and as a part of most City parks.

The Carpinteria Community Garden Park is also located adjacent to existing City Parking Lot #3 to the northwest along 5th Avenue. Carpinteria State Beach is located approximately 0.3 miles southwest from the Project Site, while the Carpinteria Salt Marsh Nature Park is located approximately 0.4 miles west of the Project Site. Directly across Linden Avenue to the southeast is the Tomol Interpretive Play Area, which includes a walking trail, a children's playground, and connections to a walking trail along the stretch of Carpinteria State Beach parcel adjacent to the UPRR tracks. Additionally, it is adjacent to the open space area of Linden Field and vehicle camp ground area that is part of the Carpinteria State Beach. The City supports the maintenance of these state-owned facilities (Linden Field and Tomol Park and

Interpretive Play Area). Parks within the Project vicinity are included in **Table 3.13-1**, *Parks in the Vicinity of the Project Site*, below.

TABLE 3.13-1
PARKS IN THE VICINITY OF THE PROJECT SITE

Park Name	Address	Distance from Project Site (miles)	Amenities
Tar Pits Park	5669 Carpinteria Avenue	1.5	Hiking and biking trails and a few benches, but no other park amenities.
Carpinteria Creek Park	Via Real and Carpinteria Creek Drive	1.4	Approximately 1 acre and is located along the Carpinteria Creek adjacent to a bike path. The park features two natural climbing structures, five picnic tables, a passive recreation turf area, and a sculpture of steelhead trout with interpretive signage.
El Carro Park	5300 El Carro Lane	1.2	The park offers two large turf areas. The area on the south consists of two baseball ball fields. The north portion is a soccer field. Other Park amenities include a children's playground, two restroom buildings, and three barbecue sites.
Franklin Creek Park	Sterling Avenue	1.1	The park has an old fashioned swing set and a long turf area.
Heath Ranch Park	Between Eucalyptus Lane and Chaparral Drive,	1.1	None.
Memorial Park	North of the 101 Freeway on the corner of Santa Ynez and Aragon Streets	0.8	A playground, two barbecue sites and a large turf area.
Carpinteria Salt Marsh	101 Ash Avenue	0.5	The park includes walking trails and interpretive signage that provides for casual self-guided tours of the preserve.
Tomol Interpretive Play Area	390 Linden Avenue	0.2	Walking trail, a children's playground, and connections to a walking trail.

Source: City of Carpinteria staff, 2025.

3.13.2 Regulatory Framework

Federal

There are no federal regulations, plans, or policies applicable to recreation relevant to the Project.

State

Quimby Act

The Quimby Act (California Government Code Section 66477) states that the legislative body of a city or county may, by ordinance, require the dedication of land or impose a fee payment requirement in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map, provided certain requirements are met. This section further states that "the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three (3.0) acres of park area per 1,000 persons residing within a subdivision subject to this section." Revenues generated through the Quimby Act can only be used for developing new or rehabilitating existing park or recreational facilities to serve the relevant subdivision. The Quimby Act

was amended in 1982 (Assembly Bill 1600) to require agencies to clearly show a reasonable relationship between the public need for the recreation facility or parkland and the type of development project upon which the fee is imposed.

Regional

There are no regional regulations, plans, or policies applicable to recreation relevant to the Project.

Local

City of Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. The Land Use Element and Open Space, Recreation, and Conservation Element include the following objective and policy relevant to the Project:

Land Use Element

Objective LU-1: Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.

Policy LU-3i: Ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.

Open Space, Recreation, and Conservation Element

Objective OSC-14: Provide for adequate park and recreation facilities to meet the needs of the community and visitors.

Policy OSC-14a: Increase coastal and recreational access for all segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.

Policy OSC-14b: Provide for passive recreation uses of natural open space areas, such as along creeks and the Bluffs 1 areas, where such uses would not damage the resources being protected.

Policy OSC-14d: In a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and support facilities. However, camping facilities should be set back from the beach and bluffs and near-shore areas reserved for day use activities. Recreational activities that are not coastal dependent may be located within the 250-foot zone if the less desirable coastal dependent support facilities (parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e., lifeguard towers, volleyball nets, etc.) be located directly on the sandy beach.

Policy OSC-14f: No unrelated development shall be permitted in publicly owned recreational areas except pipelines to serve coastal development industrial uses when no alternative route is feasible.

Policy OSC-14h: Support habitat preservation by establishing habitat preserves and open space for passive and active recreation by development programs including, but not limited to: transfer of development rights; conservation easements; land acquisition grants; partnership agreements between private developers, the City, school districts, State Park, and the National Forest; overlay

performance zoning; development impact fees for recreational resources and services; and use fees and fines.

Policy OSC-14k: In those areas where it is established that the public acquired a right of access through use, custom or legislative authorization, new development shall not interfere with or diminish such access. This policy shall be interpreted to allow flexibility in accommodating both new development and continuation of historic public parking and access.

Policy OSC-14l: The City shall accept all offers to dedicate public access ways, including those already recorded, and shall open them to the public as soon as possible. If after five years the OTD has not been opened, the City shall make the OTD available to another governmental agency or non-profit organization who is willing to open it.

Objective OSC-15: Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system.

Policy OSC-15a: The City's trail system shall be maintained and expanded based upon Figure C-3, the Trails Map, and, if approved by the Coastal Commission in an amendment to its Local Coastal Plan, the Trails Master Plan or similar implementing document.

Policy OSC-15b: Support enhancement of access trails along creekways designated as open space up to the foothills of the Santa Ynez mountain range. This should include exploring trail development for public use along the Edison easement behind Carpinteria High School, ending on the first ridge above the City. This should be linked to the old Franklin trail, leading to the ridge up to East Camino Cielo. Trail restoration and enhancement of easement areas should be pursued to restore the natural beauty along these trails by negotiating with property owners, the school district, and the National Forest, to redesign trails and adopt protective fencing methods.

Policy OSC-15d: Creek trails shall be designed and located to prevent any significant direct or indirect adverse impacts on the riparian habitats of the creeks or the Carpinteria Salt Marsh.

City of Carpinteria Code of Ordinances

Section 15.80.030 Development Impact Fees

D. The following development impact fee is established and imposed on the issuance of all commercial, retail, and industrial development permits for development within the City to finance the cost of the following categories of public facilities and improvements required by new commercial, retail, and industrial development.

   1. Open Space. A development impact fee is established for open space land acquisition.

3.13.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to recreation would be considered significant if the Project would:

- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

3.13.4 Methodology

The analysis of the Project's impact on recreational facilities would rely upon the existing context of the City's recreational facilities, including service ratios, proximity of the Project Site to recreational facilities, and the existing users of the recreational facilities.

3.13.5 Impact Analysis

Impact 3.13-1: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Project Impact Analysis

Construction of the Project's proposed City Parking Lot #4 would require the temporary removal of the existing Linden to Holly Trail. This would result in temporary interruption of public access to the entirety of the trail during construction. However, as the Linden to Holly Trail does not serve as the singular access point to the nearby parks, this temporary closure would not result in increased use of existing segments of trails nearby such that substantial physical deterioration of the facility would occur or be accelerated.

Increased demand for existing neighborhood and regional parks or other recreational facilities is typically driven by increases in population. The proposed Hotel is not intended to serve as a permanent residence and would result in temporary residents (hotel guests) in the City; therefore, permanent residents that routinely use recreational facilities are not anticipated to reside at the proposed Hotel. The proposed Hotel also includes on-site amenities for guests, including a pool. It is noted that the proposed Hotel would bring guests to the City who may utilize nearby recreational facilities as well. Utilizing a standard occupancy room rate of two (2) persons per room, the Project would generate approximately 72 additional temporary residents at full capacity. Therefore, future hotel guests would negligibly increase use of existing parks in the City and would not change the existing ratio of 10 acres of parkland per 1,000 residents. In addition, the Amtrak Carpinteria Train Station directly adjacent to the south of the Project Site would bring in both guests to the proposed Hotel as well as commuters and visitors to the area.. Further, all development in the City is subject to the payment of DIFs per Section 15.80.030 Development Impact Fees which would fund future open space land acquisition. As such, impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

Development generating additional population growth, such as residential land uses, would occur as buildout of the GP/CLUP takes place. The increase in population will result in an increased use of existing neighborhood and regional parks or other recreational facilities, which may lead to their deterioration. However, per the City's Municipal Code, Section 16.24.020, , every person who subdivides land for residential purposes shall dedicate a portion of such land, pay a fee in lieu thereof or a combination of both, at the option of the City, for park and recreational purposes according to the standards and criteria contained in this chapter. These funds would be utilized for the maintenance and expansion of recreational facilities such that residents continue to be served by quality recreational facilities despite population growth and increased utilization of these facilities. Per GP/CLUP Policy LU-

3i, the City would ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.

The timing of new development is unknown at this time and construction has the potential to occur simultaneously before necessary expansions or maintenance may be completed, which may strain the existing infrastructure. Therefore, cumulative development could result in significant cumulative impacts. However, because the Project would not result in significant impacts associated with increased use of the recreational facilities within the Project area such that substantial deterioration would occur, the Project's contribution to cumulative impacts would be less than cumulatively considerable. As such, a **less than significant impact (Class III)** would occur in this regard.

Impact 3.13-2: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Project Impact Analysis

The Project would not involve the provision of new parks or public recreational facilities. Construction of the Project's proposed City Parking Lot #4 would require the temporary removal of the interim Linden to Holly Trail. A new 5-foot-wide decomposed granite public pathway is proposed along the northern boundary of the proposed City Parking Lot #4, terminating to the east at the sidewalk along Linden Avenue to replace the existing trail. Analysis of the impacts of the construction of this trail are included within the analysis throughout this EIR, as the trail is within the footprint of the proposed City Parking Lot #4. Any necessary mitigation is included within those resource topic chapters of this EIR. Therefore, impacts are **less than significant (Class III)**.

Cumulative Impact Analysis

Continued increases in the development of residential uses in the City, combined with the resulting increase in population of the City, has created a need for updating the planning, acquisition, improvement and expansion of public parks, playgrounds and recreation facilities to serve the population of the City and the means of providing for the improvements. Per Section 16.24.020 of the City Code of Ordinances, every person who subdivides land for residential purposes shall dedicate a portion of such land, pay a fee in lieu thereof or a combination of both, at the option of the City, for park and recreational purposes according to the standards and criteria contained in this chapter. Per GP/CLUP Policy LU-3i, the City would ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development. The timing of new development is unknown at this time and construction has the potential to occur simultaneously which may result in cumulative physical environmental impacts. However, each proposed development would be required to undergo plan review check and be conditioned, or will undergo subsequent environmental review and mitigate for potential impacts. Since timing, location, and details regarding these developments is unknown at this time, cumulative development could result in significant cumulative impacts. However, because the Project would not result in significant impacts associated with increased use of the recreational facilities within the Project area such that substantial deterioration would occur, the Project's contribution to cumulative impacts would be less than cumulatively considerable. As such, a **less than significant impact (Class III)** would occur in this regard.

3.13.6 References

City of Carpinteria, 2003. General Plan/Local Coastal Land Use Plan. Available: https://carpinteriaca.gov/wp-content/uploads/2024/11/Full-GP-Amended-11.12.24-final.pdf, accessed May 27, 2025.

City of Carpinteria staff, 2025. Verbal communication with City staff, 2025.

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3.14 Transportation

This section evaluates potential impacts related to transportation that could result from implementation of the Project. The section provides context regarding the transportation network to the City and the Project Site. This section also discusses relevant federal, State, regional and local regulations and programs that are applicable to future development that could occur under the Project. The existing conditions section was sourced from such documents as the adopted General Plan and Coastal Land Use Plan (GP/CLUP) and other publicly accessible documents and websites. The analysis utilizes the Updated Traffic and Parking Study for the Surfliner Inn Project (Updated Traffic and Parking Study), prepared by Associated Transportation Engineers (**Appendix J**, of this EIR) and information referenced in that study from the Downtown Carpinteria Parking Study ("Walker Study") prepared in 2020 by Walker Consultants. The analysis below notes where conditions or assumptions have changed since preparation of this study.

3.14.1 Environmental Setting

Existing Conditions

Key regional transportation routes for automobiles, buses, rail, and bicycles serve the City, including U.S. 101 and the Union Pacific Railroad (UPRR). Longer-distance mobility to regional destinations in Santa Barbara, Ventura, and beyond is often constrained by congestion along U.S. Highway 101 (U.S. 101), relatively infrequent rail and bus service, and an incomplete regional bike network.

The City also includes important multi-modal transportation facilities. The City is traversed by UPRR which supports operations by Amtrak, with approximately 10 passenger trains per day in 2024 stopping at the City's Downtown station, as well as several freight trains. Passenger service along the railroad is governed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor agency that oversees this 351-mile-long corridor that travels through a six-county coastal region and is the second busiest intercity passenger rail corridor in the United States. In addition, the City is served by two major regional bus lines operated by the Santa Barbara Metropolitan Transit District and the Ventura County Transportation Commission Coastal Express. The City also lies along two regional bikeways, including the main Coast Route.

In addition to efficient and improved automobile circulation within and through the City, connections between the Carpinteria Amtrak Station, bus stops, rideshare, and other shared mobility alternatives (e.g., walking and biking networks) must also be aligned to serve all community areas. Primary roadway connections include Linden Avenue and Carpinteria Avenue, Via Real, State Route 150 (SR 150) and State Route 192 (SR 192), and north-south connections across U.S. 101 and UPRR. The eastern SR 150 and Bailard Avenue overpasses either lack or have limited pedestrian improvements. The three western overpasses are more improved and the Casitas Pass and Linden Avenue overpasses have full sidewalks on both sides and Class II bike paths while the Santa Ynez overpass has sidewalks but no bike paths. The Linden Avenue and Palm Avenue railroad crossings provide vehicle and pedestrian crossings.

Linden Avenue is a two-lane main street south of Carpinteria Avenue and a local connector street north of Carpinteria Avenue, running from the beach through the center of the City, across U.S. 101 to SR 192. Linden Avenue provides access to Canalino Elementary School and Carpinteria Family School. Linden Avenue supports sidewalks on both sides throughout its length and Class II stripped bike lanes with

extensive on-street parking through much of the Downtown and Beach Neighborhood, across the U.S. 101 overpass and north of the freeway to SR 192.

3.14.2 Regulatory Framework

Federal

There are no federal plans, policies, regulations, or laws related to traffic and transportation that apply to the Project.

State

Senate Bill 743 (SB 743)

Senate Bill 743 (Steinberg, 2013) required changes to the State CEQA Guidelines regarding the analysis of transportation impacts. Currently, the CEQA Guidelines identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. Project-related generation of VMT results in greenhouse gas emissions, and other adverse effects to the public and natural environment.

Regional

Santa Barbara County Association of Governments Connected 2050: Regional Transportation Plan and Sustainable Communities Strategy

Regional transportation planning encompassing incorporated and unincorporated communities across Santa Barbara County is the responsibility of the Santa Barbara County Association of Governments (SBCAG). The most recent regional transportation plan adopted by SBCAG is Connected 2050: Regional Transportation Plan and Sustainable Communities Strategy, or simply the RTP (SBCAG, 2021). The RTP is a long-range planning document that defines the investment and implementation program in regional transportation systems over a 20-year period based on regional goals, multimodal transportation needs for people and goods, and estimates of available funding to provide a balanced approach to addressing long-term regional needs. The RTP includes a Sustainable Communities Strategy, as required by SB 375, which sets forth a forecasted development pattern for the region and is integrated with the transportation network and other transportation measures and policies to reduce greenhouse gas emissions from passenger vehicles and light trucks to achieve the greenhouse gas reduction targets set by the California Air Resources Board.

County of Santa Barbara Vehicle Miles Travelled Guidance

The County of Santa Barbara Planning and Development Department prepared an amendment to the *Environmental Thresholds and Guidelines Manual* to shift from level of service to VMT-based metrics, consistent with SB 743 and CEQA Guidelines Section 15064.3 which was adopted by the Board of Supervisors in 2020. The amendment included the proposed amendment (Exhibit 1 to Attachment 2), Planning Commission staff report (Attachment 6), and VMT report, titled *Transportation Analysis Updates in Santa Barbara County* (Attachment 4). The amendment contains a step-by-step guide for analyzing transportation impacts under CEQA. The *Transportation Analysis Updates in Santa Barbara County* contains background and technical information regarding the proposed VMT methodologies, thresholds of significance, and mitigation measures (County of Santa Barbara, 2020).

Local

City of Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated (City of Carpinteria, 2025a). Objectives and policies within the Land Use Element, Community Design Element, and Circulation Element relevant to traffic and transportation applicable to the Project are listed below.

Land Use Element

Policy LU-3h: Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation.

Policy LU-3i: Ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.

Community Design Element

Policy CD-6b: Parking lots should be beside or behind the buildings, not in front. On-street customer parking for small neighborhood-serving shops, restaurants, offices and service businesses is encouraged. Such on-street parking should be managed as short-term convenience parking, and should not conflict with parking for coastal access or for nearby residences.

Objective CD-8: To encourage and facilitate pedestrian and bicycle pathways.

Policy CD-8a: All streets should be designed with safe and pleasant pedestrian ways at their edge. Pedestrian ways shall be spatially separated from vehicular traffic by elements such as trees, other plantings, streetlights, and/or parked cars.

CDS2 Implementation Policy 20: Driveways should be as narrow as practical to make pedestrian use of the sidewalks safer and more pleasant. Parking of vehicles across the sidewalk should be prohibited and enforced.

CDS2 Implementation Policy 22: Frontages with parking lots for commercial buildings should be designed with walls or hedges approximately 3 to 4 feet in height to shield views of the parking lot from the street.

CDS6-Implementation Policy 63: Parking lots should not be the dominant visual element on a site. Large expansive paved areas located between the street and the buildings are to be avoided in favor of smaller multiple lots separated by buildings and landscaping.

Circulation Element

Policy C-3h: Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.

Policy C-3l: Provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation.

Objective C-6: Provide adequate safe railroad crossings and to effectuate community design of buffers that will attenuate rail-related noise.

Objective C-7: Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.

Policy C-9h: Encourage MTD to promote use of Parking Lot 3 as a park and ride lot, and encourage Caltrans to establish and promote its parcel southwest of the Bailard/Highway 101 interchange for a park and ride lot.

Policy C-9n: Require new development plans to include significant attention to alternative modes of transportation.

City of Carpinteria Municipal Code

Section 14.54.040 Parking Spaces Required

The City of Carpinteria Municipal Code (CMC) Section14.54.040 provides required parking rates for various types of land uses. Hotels are required to have one parking space per guest room, plus one space per employee.

Section 14.54.060 - Conjunctive use of parking spaces

Section 14.54.060 specifies that "…conjunctive use shall be defined as the joint use of parking spaces for two or more land uses where the hours of operation and demand for parking are such that the parking spaces can be used by the individual uses at different times of the day or week and, therefore, can serve more than one use. The intent is to provide a special provision of possible reduction in the number of parking spaces ordinarily required for two or more land uses and the sharing of parking spaces under a set of unique circumstances including the compatibility of the land uses, adjacency of properties, and lack of need for separate parking facilities."

3.14.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to transportation would be considered significant if the Project would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?

3.14.4 Methodology

The following analysis assesses the Project's impacts via the State CEQA Statues and Guidelines Appendix G thresholds utilizing the project designs, service provider review letters, and technical study prepared for the Project. The analysis utilizes local regulations and policies as thresholds to assess impact significance.

3.14.5 Impact Analysis

Conflict with a Program Plan, Ordinance, or Policy

Impact 3.14-1: Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Project Impact Analysis

Transit

The Carpinteria Amtrak Station is located on the Union Pacific Railroad (UPPR) tracks between the existing City Parking Lot #3 and the proposed City Parking Lot #4 Site. The Project includes a hotel and parking lot that would encourage the continued use of rail as a means of transportation to and from the Project Site, which is consistent with GP/CLUP Objective C-7**,** Policy C-9h*,* and Policy C-9n. The Project would not interrupt service or reduce access to this transit stop, and therefore would not conflict with a program plan, ordinance or policy addressing the transit system. **No impact (Class III)** would occur.

Roadway

According to the Updated Traffic and Parking Study (**Appendix J**, of this EIR), although the Project would increase vehicular volumes entering and exiting the Project Site compared to existing conditions, there would be a less than significant impact on the local roadways. Given the current level of traffic on Linden Avenue south of the UPRR tracks (approximately 300 peak hour trips), the proposed City Parking Lot #4 driveway would operate in the level of service. A range with very little delay and queuing for vehicles entering and exiting the parking lot driveway and thus less than significant traffic circulation impact on Linden Avenue would occur. The Project would, therefore, be consistent with GP/CLUP Policy C-3h which requires all new projects to demonstrate safe traffic and GP/CLUP Policy C-3l which requires new development to provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation. The Project would not conflict with a program plan, ordinance or policy addressing the roadway network, and impacts would be **less than significant (Class III)**.

Bicycle and Pedestrian

From the proposed City Parking Lot #4 Site, pedestrians and guests would travel on the existing sidewalk on the west side of Linden Avenue to the proposed Hotel. The Project would not propose roadway improvements that would impact bicycling lanes or shared travelled lanes. A bicycle storage room attached to the proposed Hotel 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. A new 5-foot-wide decomposed granite public pathway is proposed along the northern boundary of the proposed City Parking Lot #4 Site, terminating to the east at the sidewalk along Linden Avenue to replace the existing Interim Linden to Holly Trail. Therefore, the Project would not conflict with a program plan, ordinance or policy addressing the bicyclist or pedestrian network, and impacts would be **less than significant (Class III)**.

Parking

Per the CMC Section 14.54.040, Parking Spaces Required, hotels are required to have one parking space per guest room, plus one space per employee. Under existing conditions, there are 113 parking spaces within City Parking Lot #3. With implementation of the Project, the total parking supply within the

reconfigured City Parking Lot #3 would be reduced to 46 parking spaces. However, the Project is proposing to construct the proposed City Parking Lot #4 south of the UPRR tracks, which would contain 93 parking spaces for a total of 139 parking spaces for the Project. The 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. The Project would provide sufficient parking meeting all City statutory requirements. Further, to ensure that adequate parking is provided during the construction phase of the Project, the proposed City Parking Lot #4 would be constructed prior to the commencement of construction of the proposed Hotel and reconfigured City Parking Lot #3.

Parking demand created by a project need not be considered a significant environmental impact under CEQA unless it would cause significant secondary effects. While not needed to address a significant environmental impact of the Project, the Updated Traffic and Parking Study (**Appendix J**, of this EIR) assessed two development projects currently proposed in the downtown area in addition to the Project that could affect parking in the reconfigured City Parking Lot #3 and proposed City Parking Lot #4 during Project operation. However, since preparation of this study, one of the two projects has been completed and the other involving the Amtrak track expansion has been shelved (City of Carpinteria, 2025b). Regardless, per CMC Section 14.54.060, conjunctive use of parking spaces is encouraged, which allows for the joint use of parking spaces for two or more land uses where the hours of operation and demand for parking are such that the parking spaces can be used by the individual uses at different times of the day or week and, therefore, can serve more than one use (City of Carpinteria, 2025c). The newly-constructed 700 Linden Project (now called Linden Square) is a mixed-use retail, office, and restaurant development located on the east side of Linden Avenue between 7th Street and 8th Street. The Linden Square Project provided 20 parking spaces onsite and has been allocated up to 28 spaces in Parking Lots #3 and #4 for its patrons' use.

Based on the parking demand estimates, the Updated Traffic and Parking Study (**Appendix J**, of this EIR) concluded that the future weekday parking demand in the reconfigured City Parking Lot #3 and proposed City Parking Lot #4 is 139 spaces and the future weekend parking demand forecast is 127 spaces. The 139 spaces provided would satisfy parking demand during both Project construction and operation. Based on the demand study, the proposed spaces would provide no extra spaces on the weekdays and 12 extra spaces on the weekends (**Appendix J**, of this EIR). It is noted that the parking surveys were conducted in August in 2019 on days that accurately reflect busy summer parking conditions in the City. A **less than significant (Class III)** would occur.

Cumulative Impact Analysis

The Project does not conflict with programs, plans, ordinances, and policies addressing the circulation system –either on the project-level or cumulatively. Conflict with programs, plans, ordinances, and policies are a possible indicator of an adverse physical impact, but not an environmental impact. Implementation of the Project would not cumulatively impact the environment provided all policies, rules and regulations of all relevant governing bodies are adhered to. All cumulative projects in the City would be required to undergo consistency review with these policies prior to approval. Therefore, the Project's impact would be less than cumulatively considerable and a **less than significant impact (Class III)** would occur.

Vehicle Miles Travelled

Impact 3.14-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Project Impact Analysis

The City does not have adopted analysis methodologies or impact thresholds for evaluating VMT. Therefore, per the Updated Traffic and Parking Study (**Appendix** J, of this EIR), the Santa Barbara County VMT analysis procedures and impact thresholds were utilized for the Project (County of Santa Barbara, 2020). The County's VMT analysis procedures include VMT screening criteria for Projects that would likely reduce VMT in the County or generate a low amount of VMT in comparison to the County VMT. The Project is located adjacent to the existing Carpinteria Amtrak Station; thus, the Project would meet the Transit Proximity screening criteria (located within ½ mile of a major transit stop). The Project would therefore have a **less than significant impact (Class III)** based on County thresholds.

Cumulative Impact Analysis

The Project's location downtown can be characterized as infill development, and given the land use context, visitors, employees, and residents would be able to access destinations throughout the downtown area using non-vehicular modes of transportation. The proposed Hotel would redistribute existing visitor trips to Santa Barbara County by providing additional lodging options in a location where complementary uses and destinations are nearby. Implementation of the Project would result in VMT impacts that are not cumulatively considerable. Applicable cumulative projects in the City would be required to undergo VMT impact assessments and implement mitigation as necessary prior to approval. As such, a **less than significant (Class III)** would occur.

Increase in Hazards

Impact 3.14-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Project Impact Analysis

It is anticipated that most traffic accessing proposed City Parking Lot #4 would be oriented to and from the downtown area north of the UPRR tracks, with very little traffic oriented to the south. Most of the traffic flows at the driveway would, therefore, be right-turns in and left-turns out (i.e., two cars can fit prior to the railroad crossing). There is a UPRR rail crossing gate arm located north of the proposed Linden Avenue driveway. There is sufficient storage space for two vehicles between the stop bar at the rail crossing arm and the driveway for proposed City Parking Lot #4 that would ensure that a geometric design hazard would not be introduced.

In addition, it is noted that pedestrians walking to and from the proposed Hotel and proposed City Parking Lot #4 would utilize the approximately 10-foot wide sidewalk along the western side of Linden Avenue would need to cross over the railroad tracks This presents an existing safety risk to pedestrians, however, because railroad crossing arms are located on both the west and east sides of Linden Avenue and are activated when on-coming trains arrive at the Linden Avenue crossing, the pedestrians traveling on either the west or east sides of Linden Avenue would be alerted of on-coming train activity. Therefore, the

existing railroad crossing arms currently provide an adequate safety feature for automobile traffic as well as existing and future pedestrians traveling along the sidewalk.

The construction and operation of a proposed Hotel on the Project Site in the downtown area would not result in an incompatible use. Vehicle access to the proposed Hotel on reconfigured City Parking Lot #3 would continue via the existing western access at 5th Street and Elm Avenue. Overall, the Project's traffic hazard impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

The Project does not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections), incompatible uses (e.g., farm equipment), or adding pedestrian or bicycle travel – either at the project level or at the cumulative level. Individual projects are reviewed and conditioned for consistency with City standards, which are designed to avoid such impacts. Therefore, Project traffic hazard impacts would be less than cumulatively considerable. As such, a **less than significant (Class III)** would occur in this regard.

Inadequate Emergency Access

Impact 3.14-4: Result in inadequate emergency access?

Project Impact Analysis

Vehicle access to the proposed Hotel on reconfigured City Parking Lot #3 would continue via the existing western access at 5th Street and Elm Avenue. Access to proposed City Parking Lot #4 would be accessed from Linden Avenue with emergency access only to Elm Avenue. 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 proposed public parking lot and adjacent neighborhood. In addition, the Project has undergone preliminary review by the Carpinteria Summerland Fire Protection District (CSFPD) to ensure that conditions involving emergency access are implemented in the design prior to approval (**Appendix I**, of this EIR). Conditions include, but are not limited to, the requirement for all access ways (public or private) to be installed and made serviceable prior to vertical construction or storage of combustible materials and the requirement that the fire lane is adequately labeled compliant with the CSFPD Development Standards. With the Project design features and the implementation of the Fire Protection District's conditions, potential impacts related to emergency access would be **less than significant (Class III)**.

Cumulative Impact Analysis

As discussed above, the Project design features and the implementation of the Fire Protection District's conditions would reduce potential emergency access impacts to less than significant. The Project does not contribute cumulatively to inadequate emergency access in the City. Cumulative projects in the City would be required to undergo design review and implement design modifications to ensure adequate emergency access so that impacts are less than significant. Because the Project as well as individual projects would result in less than significant emergency access impacts, the Project's impacts would be less than cumulatively considerable. As such, a **less than significant impact (Class III)** would occur in this regard.

3.14.6 References

City of Carpinteria. 2003. General Plan / Coastal Land Use Plan. https://carpinteriaca.gov/wp-content/uploads/2024/11/Full-GP-Amended-11.12.24-final.pdf. Accessed September 2025.

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City of Carpinteria. 2025c. Municipal Code. Available online: https://library.municode.com/ca/carpinteria/codes/code_of_ordinances. Accessed September 2025.

County of Santa Barbara. 2020. Vehicle Miles Traveled (VMT) Amendments. https://santabarbara.legistar.com/LegislationDetail.aspx?ID=4637420&GUID=E0D9FAF9-1F62-4DCF-9CB4-EBCF0E74E1FA

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3.15 Tribal Cultural Resources

This section evaluates potential impacts related to tribal cultural resources that could result from implementation of the Project. The sections is based on a Sacred Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC), consultations between the City and Native American tribes pursuant to Assembly Bill (AB) 52, as well as the Surf Liner Inn 399 & 499 Linden Avenue Project: Phase 1 Archaeological Resources Report (Archaeological Report), prepared by Stone Archaeological Consulting (Stone, 2024);. Under CEQA Guidelines Section 15120(d) and Government Code Section 6254, detailed archaeological information is exempt from public disclosure. Because the Archaeological Report contains sensitive cultural resource information, it is considered confidential and therefore cannot be included in a public appendix. A confidential version is on file at the City. Pursuant to AB 52 and CEQA Guidelines and Government Code Section 6254, tribal consultation correspondence and materials provided by California Native American tribes are confidential and exempt from public disclosure. In accordance with these requirements, tribal consultation documents are not included a public appendix. A confidential version is on file at the City. Native American consultation documentation that is available for public dissemination (i.e., tribal letters mailed) related to AB 52 consultations is provided in **Appendix K**, of this EIR.

Comments received in response to the Notice of Preparation for the EIR regarding tribal cultural resources can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to tribal cultural resources as a result of implementation of the Project are analyzed within this section.

3.15.1 Environmental Setting

Existing Setting

The Project Site consists of the property at 499 Linden Avenue (Assessor's Parcel Number [APN]: 004-105-011) and the property at 399 Linden Avenue (APN: 004-105-026). The Project Site is located on the Carpinteria coastal flood plain south of the Santa Ynez Mountain foothills and approximately 400 meters (1,300 feet) northeast of the Pacific Ocean. The topography throughout the Project Site is level. The property at 399 Linden Avenue is currently undeveloped with a decomposed granite pathway running through the parcel. The property at 499 Linden Avenue is currently developed as City Parking Lot #3 (commonly known as the Amtrak Lot) and a public restroom (Stone, 2024).

Soils within the Project Site are characterized as Camarillo fine sandy loam, fine substratum. The representative profile is an A topsoil Horizon of fine, sandy loam that generally extends to 7 inches transitioning to stratified loamy sand to clay loam, that extends to 35 inches. The underlying B Horizon clay generally extends to 72 inches below surface. Topsoil A Horizons are considered to have formed during the Holocene geologic time, extending over 10,000 years ago (Stone, 2024).

Archaeologists consider that evidence of prehistoric occupation within the Santa Barbara Channel is exclusively encountered within and on top of A Horizon soils. Underlying B Horizon soils were formed in the Pleistocene Age, predating prehistoric occupation in the New World. Evidence of prehistoric occupation within the Santa Barbara Channel is exclusively encountered within A Horizon topsoils,

except for post-depositional movement of artifacts caused by rodent burrowing, that can relocate cultural materials a minimum of 1.1 meters (3.6 feet) below the ground surface (Stone, 2024).

Prehistoric Setting

The local Santa Barbara County prehistoric chronology is divided into four major periods – Paleoindian, Early Period, Middle Period, and Late Period. It is generally accepted that humans entered the New World during the latter part of the Wisconsin glaciation between 40,000 and 20,000 years before present (B.P.). The earliest unquestioned evidence of human occupation in southern Santa Barbara County is dated to between 10,000 to 8,000 B.P. Paleoindian groups during this time focused on hunting Pleistocene megafauna, including mammoth and bison. Plants and smaller animals were undoubtedly part of the Paleoindian diet as well, and when the availability of large game was reduced by climatic shifts near the end of the Pleistocene, the subsistence strategy changed to a greater reliance on these resources (Stone, 2024).

Discussion of the Early, Middle, and Late periods is based on a fairly well-known chronological sequence developed by Chester King for the Santa Barbara Channel region. Post-Pleistocene changes in climate and environment are reflected in the local archaeological record by approximately 8,000 B.P., the beginning of the Early Period, as defined by Chester King. The Early Period of the Santa Barbara Channel mainland was originally defined by David Banks Rogers, who called it the "Oak Grove" Period. The diagnostic feature of this period is the mano and metate milling stones, which were used to grind hard seeds such as sage for consumption. Toward the end of the Early Period, sea mammal hunting appears to have supplemented subsistence strategies (Stone, 2024).

The Middle Period (3,350 to 800 B.P.) is characterized by larger and more permanent settlements, related to a generally wetter environment. Materials from Middle Period sites reflect a greater reliance on marine resources and include marine shells, fish remains, and fishhooks. A major shift in vegetable food exploitation occurred, as the mano and metate milling stones were replaced by stone mortars and pestles. This indicates a transition from seed gathering to oak tree acorn gathering and processing, a result of cooler temperatures and more expansive oak woodland habitats. Toward the end of this period, the plank canoe was developed, making ocean fishing and trade with the Channel Islands safer and more efficient. Terrestrial resources continued to be exploited as evidenced by the presence of contracting-stemmed and corner-notched projectile points from Middle Period sites (Stone, 2024).

The Late Period (800 to 150 B.P. or approximately A.D. 1150 to 1800) was a time of increased social and economic complexity. The increased number of permanent and semi-permanent villages clustered along the Santa Barbara Channel and on the Channel Islands, and the diversity of environmental site settings in which sites have been identified, indicates a substantial increase in prehistoric population. Intensification of terrestrial as well as marine resources occurred. Acorns continued to be processed, and land mammals were hunted with the bow and arrow, rather than exclusively by spear. Trade networks, probably controlled by village chiefs, expanded and played an important part in local Chumash culture, reinforcing status differences and encouraging craft specialization. Shell beads, found throughout the Early and Middle Periods, increased in number and variety, related to status and social value (Stone, 2024).

The protohistoric culture of the Chumash was terminated by the arrival of a Spanish expedition led by Gaspar de Portolá in 1769. Chumash culture changed dramatically with the establishment of the Missions of Santa Barbara, San Buenaventura, Santa Ynez, and La Purísima (Stone, 2024).

Existing Conditions

Central Coast Information Center Records Search

An archaeological site records and literature search of the California Historical Resources Information System Central Coast Information Center, Santa Barbara Museum of Natural History, was conducted on November 30, 2023. The records search identified all recorded archaeological sites and investigations within the Project Site and a 0.5-mile buffer. No archaeological sites are recorded within the Project Site; however, one archaeological site (CA-SBA-7, multicomponent, ethnohistoric Chumash village site of *Mishopshnow*) is located within the 0.5-mile radius. The site has been subject to numerous archaeological excavations.

Four archaeological investigations have previously been conducted within the Project Site, but these did not yield the identification of archaeological resources. A total of 29 additional archaeological investigations have also been conducted within the 0.5-mile radius.

Sacred Lands File Search

The NAHC maintains a confidential SLF which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was consulted on November 20, 2023. On December 1, 2023, the NAHC indicated that the results were positive and provided a list of tribes to contact for information.

Pedestrian Survey

A cultural resources pedestrian survey of the Project Site was conducted on December 2, 2023. All ground surfaces within the Project Site were intensively inspected by using 2-meter (6-foot) parallel transects. Shovel scrapes were used to expose the ground surface and improve the overall reliability of the surface survey. No prehistoric or historic-period cultural materials were identified during the pedestrian survey.

Assembly Bill 52 Tribal Consultation

The City submitted notification and request to consult letters to 11 individuals and organizations on May 23, 2025, pursuant to AB 52. In particular, AB 52 letters were sent by both e-mail and U.S. Postal Service to the following California Native American tribes and individuals:

- Barbara Lopez, Eleanor Fishburn, Amanda Dobrov, Barbareño Band of Chumash Indians
- Cultural Resource Committee, Barbareño/Ventureño Band of Mission Indians
- Julio Quair, Chumash Council of Bakersfield
- Gabe Frausto, Coastal Band of the Chumash Nation
- Violet Walker, Northern Chumash Tribal Council
- Nakia Zavalla, Wendy Teeter, Sam Cohen, Crystal Mendoza, Santa Ynez Band of Chumash Indians

On May 28, 2025, the Santa Ynez Band of Chumash Indians (Santa Ynez Band or Tribe) reached out to the City and requested a copy of the Archaeological Report, which the City provided on the same day. The Tribe formally requested consultation with the City on June 3, 2025. The Tribe indicated to the City that

the Project Site had the potential to retain buried resources given the presence of two archaeological sites (CA-SBA-7 and CA-SBA-6) that have been previously recorded in the vicinity of the Project Site. The Tribe stated that resource CA-SBA-7 had been recorded within a half-mile radius of the Project Site while CA-SBA-6 had been recorded outside the 0.5-mile radius and not included in the Archaeological Report. Given the presence of these two resources in the vicinity, the Tribe requested that a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology) and tribal representative be present to monitor ground disturbing activities at the Project Site.

The AB 52 Native American notification letters and documentation related to consultations between the City and the Santa Ynez Band are provided in **Appendix K,** of this EIR. The City has not received any other responses from the Native American community.

3.15.2 Regulatory Framework

Federal

There are no federal regulations, plans, or policies applicable to tribal cultural resources relevant to the Project.

State

Assembly Bill 52

AB 52 was approved on September 25, 2014. The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. The primary intent of AB 52 is to involve California Native American Tribes early in the environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. A tribal cultural resource is further defined by PRC Section 20174(b) as a cultural landscape that meets the criteria of subdivision (a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. PRC Section 20174(c) provides that a historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

PRC Section 21080.3.1 requires that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern.[1] Tribes interested in consultation must respond in writing within

[1] Public Resources Code, Section 21080.3.1(b) and (c).

30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.[2]

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[3]

In addition to other CEQA provisions, the lead agency may certify an EIR or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource, only if a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or requested a consultation but failed to engage in the consultation process, or the consultation process occurred and was concluded as described above, or if the California Native American tribe did not request consultation within 30 days.[4]

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Confidentiality does not apply to data or information that are, or become, publicly available, are already in lawful possession of the applicant before the provision of the information by the California Native American tribe, are independently developed by the applicant or the applicant's agents or are lawfully obtained by the applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.[5]

Regional

There are no regional regulations, plans, or policies applicable to tribal cultural resources relevant to the Project.

[2] Public Resources Code, Sections 21080.3.1(d) and 21080.3.1(e)
[3] Public Resources Code, Section 21080.3.2(b)
[4] Public Resources Code, Section 21082.3(d)(2) and (3)
[5] Public Resources Code, Section 21082.3(c)(2)(B).

Local

There are no local regulations, plans, or policies applicable to tribal cultural resources relevant to the Project.

3.15.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, impacts to tribal cultural resources would be considered significant if the Project would:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.15.4 Methodology

The analysis is based on a SLF search conducted by the NAHC, consultations between the City and Native American tribes pursuant to AB 52, as well as the Archaeological Report. Specifically, the City submitted notification and request to consult letters to Native American individuals and organizations and conducted follow-up Native American consultation.

3.15.5 Impact Analysis

Name of topic to be addressed

Impact 3.15-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Project Impact Analysis

As discussed in the Archaeological Report, no known prehistoric archaeological resources were identified within the Project Site. However, a village site (CA-SBA-7; a multicomponent ethnohistoric village site) is located within the 0.5-mile radius. The SLF search conducted through the NAHC indicated that the Project Site was positive for known resources in the SLF database. In accordance with AB 52, the City submitted notification and request to consult letters to 11 individuals and organizations on May 23, 2025. The Santa Ynez Band requested formal consultation with the City on June 3, 2025.

During consultations with the City, the Tribe indicated that the Project Site had the potential to retain buried resources given the presence of two archaeological sites (CA-SBA-7 and CA-SBA-6) that have been previously recorded in the vicinity of the Project Site. The Tribe stated that resource CA-SBA-7 had been recorded within a half-mile radius of the Project Site while CA-SBA-6 had been recorded outside the 0.5-mile radius and not included in the Archaeological Report. Given the presence of these two resources in the vicinity, the Tribe requested that a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology) and tribal representative be present to monitor ground disturbing activities at the Project Site.

No known tribal cultural resources, as defined in PRC Sections 21074(a)(1), or resources determined by the City in its discretion and supported by substantial evidence to be significant pursuant to PRC Section 5024.1, have been identified within the Project Site as a result of AB 52 consultations, or as a result of the SLF search through the NAHC and the SCCIC.

However, due to the Project Site being located in the vicinity of two archaeological sites, the Project Site appears to have a moderate to high potential for encountering previously unknown tribal cultural resources during construction. As a result, there is potential that the Project could cause a substantial adverse change in the significance of a tribal cultural resource as described in PRC Section 21084.2. Accordingly, impacts on tribal cultural resources are considered potentially significant, and mitigation measures are provided below.

Mitigation Measures

MM-TCR-1: Prior to any ground disturbing activities for the Project, the Applicant shall retain a Native American Monitor approved by the Santa Ynez Band of Chumash Indians (Santa Ynez Band or Tribe). The Native American Monitor shall be present during the following construction activities that have the potential for encountering tribal cultural resources: demolition, pavement removal, clearing/grubbing, drilling/augering, potholing, grading, trenching, excavation, tree removal, or other ground disturbing activity associated with the Project (collectively "ground disturbing activities"). Prior to commencement of ground disturbing activities, a Tribal Cultural Resources Sensitivity Training session shall be held for those construction personnel who will be directly involved in the ground disturbing activities. The training session shall be carried out by the Native American Monitor and shall focus on how to identify tribal cultural resources that may be encountered during ground disturbing activities and the procedures to be followed in such an event. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate by the Native American Monitor in the event there appears to be little to no potential for impacting tribal cultural resources. Native American monitoring shall conclude no later than conclusion of ground disturbing activities.

MM-TCR-2: The Native American Monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Santa Ynez Band. Monitor logs shall identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Applicant upon written request to the Tribes. The Applicant shall not be deemed to be out of compliance with this measure if the Native American Monitor fails to complete or submit any such monitoring logs.

MM-TCR-3: In the event of a discovery of potential tribal cultural resources at the Project Site, the Qualified Archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology) identified in Mitigation Measure MM-CUL-1 (after consultation with the Native American Monitor) shall have the authority to temporarily divert, redirect, or halt ground-disturbance activities to allow identification, evaluation, and potential recovery of such potential resources. After consulting with the Native American Monitor and the Applicant, the Qualified Archaeologist shall establish an appropriate buffer area in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where ground-disturbing activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area.

Within three (3) business days of such discovery, a meeting shall take place between the Qualified Archaeologist, the Santa Ynez Band, the Applicant, and the City to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074(a). If, as a result of the meeting and after consultation with the Tribe and the Qualified Archaeologist, the City determines, based on substantial evidence, that the resource is in fact a tribal cultural resource, the Qualified Archaeologist shall develop a reasonable and feasible treatment plan, with input from the Tribe as necessary, and with the concurrence of the City's Community Development Department Director. The treatment measures in the treatment plan shall be in compliance with any applicable federal, State, or local laws, rules, or regulations. The treatment plan shall also include measures regarding the curation of the recovered resources.

The Applicant may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in the above paragraphs. The recovered Native American resources may be placed in the custody of the Tribe, who may choose to use them for their educational purposes, or they may be curated at a public, non-profit institution with a research interest in the materials. If neither the Tribe nor an institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.

Impacts Remaining After Mitigation

With the implementation of Mitigation Measures MM-TCR-1 through MM-TCR-3, impacts to tribal cultural resources would be **less than significant with mitigation (Class II)**.

Cumulative Impact Analysis

As demonstrated above, prior to mitigation, the Project would have a potentially significant impact on tribal cultural resources even though there are no resources listed or determined eligible for listing, on the

national, State, or local register of historical resources, and the Lead Agency determined that no resources were identified during AB 52 tribal consultation that are eligible for listing under the criteria in PRC Section 5024.1(c). This significant impact finding is due to the potential to encounter tribal cultural resources at depth during construction. This potential exists due to the Project Site being located in the vicinity of two archaeological sites.

As with the Project, each related project would also be required to engage in AB 52 consultation with Native American tribes in order to identify any tribal cultural resources that could potentially be impacted by the related project and to address potentially significant impacts, if identified. The related projects may require mitigation similar to that applicable to the Project, especially if those related projects are in areas of heightened sensitivity similar to the Project Site.

Accordingly, in light of the Project's mitigation measures and similar anticipated mitigation requirements for Projects in areas of heightened sensitivity, the Project would not result in a cumulatively considerable contribution to tribal cultural resource impacts with the implementation of Mitigation Measures TCR-MM-1 through TCR-MM-3. A **less than significant impact with mitigation (Class II)** would occur in this regard.

3.15.6 References

Stone, David. 2024. Phase 1 Archaeological Resources Report, Surfliner Inn. 399 & 499 Linden Avenue, Carpinteria, California, APNs 004-105-011 and 004-105-026. Prepared for 499 Linden Managers, LLC. Prepared by Stone Archaeological Consulting, January 2024.

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3.16 Utilities and Service Systems

This section evaluates potential impacts related to utilities and service systems that could result from implementation of the Project. The section provides context regarding the utilities that are currently in place to provide water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications services to the Project Site and the City. This section also discusses relevant federal, State, regional and local regulations and programs that are applicable to the Project.

Comments received in response to the Notice of Preparation for the EIR regarding utilities and service systems can be found in **Appendix A**, of this EIR. Any applicable issues and concerns regarding potential impacts related to utilities and service systems as a result of implementation of the Project are analyzed within this section.

The existing conditions in this section are based, in part, from such documents as the 2020 Carpinteria Valley Urban Water Management Plan (2020 UWMP), CalRecycle, the Carpinteria General Plan/Coastal Land Use Plan (GP/CLUP), and other publicly accessible documents and websites.

3.16.1 Environmental Setting

Existing Conditions

Water

Water Supplies and Sources

The Carpinteria Valley Water District (CVWD) is the water purveyor for the entire Carpinteria Valley, including the City and the Project Site, and the service area encompasses approximately 8,912 acres. CVWD water supplies originate from Cachuma Lake, the State Water Project (SWP), and the Carpinteria Groundwater Basin (Basin). Per the 2020 UWMP, the CVWD provided its service area with a total of 4,105 acre-feet of water supplies in 2020, which sufficiently met the City service area total water demand (CVWD, 2021). Local groundwater, Cachuma Lake surface water, and SWP surface water, and recycled water for potable reuse are anticipated to be the primary water supplies through 2045.

Table 3.16-1, *Projected Normal Water Year Supply and Demand 2025-2045*, as included in the 2020 UWMP, indicates that total water supplies available in normal water-years is projected to be 4,586 acre-feet (AF) for 2025 and 5,586 AF for the period 2030 to 2045. Total water demands are projected to be 4,111 to 4,530 acre-feet per year (AFY) for the period 2025 to 2045. Table 3.16-1 indicates that CVWD will have an estimated net positive supply ranging from approximately 475 AFY in 2025 to approximately 1,416 AFY in 2030 and 1,056 in 2045. Thus, no deficit is expected during normal water-years.

Table 3.16-2, *Projected Single Dry Water Year Supply and Demand 2025-2045*, indicates that total water supplies available in single dry water-years is projected to be 4,280 AF for the period 2025 and 4,719 AF by 2045. CVWD is expected to have an estimated water supply equal to or greater than water demand from 2025 to 2045. A small surplus is seen in 2030, when potable reuse supplies (recycled water) become available.

Table 3.16-3, *Projected Multiple Dry Water Years Supply and Demand 2025-2045*, shows the projected supply totals, demands, and differences (surplus or shortages) under five consecutive dry years for the planning period. In the first dry year of the multiple dry water-year assessment, CVWD is projected to have between 4,280 and 4,719 AFY of water. In the second dry year, CVWD would have between 4,578 AFY and 5,047 AFY of supplies and would need to use supplemental water in all years. During the third dry year, CVWD would have between 4,274 to 4,712 AFY of supplies. Supplemental water would be used in the third dry year under the 2025 scenario but not used in any of the other planning years. Demand is expected to decrease in the third dry year because CVWD assumes drought messaging would be implemented and conservation would occur, consistent with the 2012-2016 reference period. In the fourth dry year, CVWD's supplies are projected to range from 3,905 AFY to 4,306 AFY, and supplemental water used in the 2025 and 2045 scenarios. Similarly, the fifth dry year, the CVWD's supplies are projected to range from 3,637 AFY to 4,010 AFY, and supplemental water used in the 2025 and 2045 scenarios.

TABLE 3.16-1
PROJECTED NORMAL WATER YEAR SUPPLY AND DEMAND 2025-2045

Water Supply Sources	2025	2030	2035	2040	2045
Groundwater[1]	1,200	1,200	1,200	1,200	1,200
Cachuma Project[2]	2,110	2,110	2,110	2,110	2,110
State Water Project[3]	876	876	876	876	876
Exchange[3]	400	400	400	400	400
Other[4,5]	0	0	0	0	0
Supply Total	**4,586**	**5,586**	**5,586**	**5,586**	**5,586**
Demand Total[6]	**4,111**	**4,170**	**4,381**	**4,452**	**4,530**
Difference[7]	**475**	**1,416**	**1,205**	**1,134**	**1,056**

Source: CVWD, 2021

1. Current conservative estimate of long term average for District pumping is approximately 1,200 AFY which is consistent with the Basin sustainable yield of around 4,000 AFY, annual average District groundwater pumping is approximately 1,500 AFY (2016-2020);
2. The District's current maximum allocation is 2,813 AFY. However, the District anticipates annual delivery may be reduced due to more competition for this supply, drought, and other factors. For planning purposes, the District is using of a maximum of 2,110 AFY (75 percent of the allocation; via anticipated reduction of 25 percent) from 2025 to 2045. In addition, the District could use Cachuma Project carryover water if available.
3. SWP delivery may be 1,256 AFY which represents the most current understanding of the normal water-year yield from the SWP (58% delivery of max allocation at 2,200 AFY). In addition, the District could use SWP carryover water. The projected SWP value of 876 AFY reflects the average delivery (1,276 AFY) minus the ID#1 exchange volume of 400 AF. District's current maximum SWP allocation is 2,200 AFY (includes 200 AFY drought buffer program). However, the District understands that future deliveries will be less than the maximum allocation.
4. The District is currently evaluating potential long-term use of recycled water However; the District understands that future deliveries will be less than the maximum allocation.
5. The District has banked and utilized 1,000 AFY of State Water Project water. The District anticipates utilizing banking programs in a normal year.
6. Demand total does not include potential additional reduction of demand of 10 percent for period 2025-2045 utilizing water enhanced demand management measures for urban and agricultural customers.
7. The difference represents the sum of supplies minus demands. The District desires to maintain a positive supply or contingency of a minimum of 200 to 400 AFY in order to account for unforeseen changes in supplies or demands. In years where supply exceed demand, the District will reduce groundwater pumping or diversions from Cachuma Project and State Water Project.

TABLE 3.16-2
PROJECTED SINGLE DRY WATER YEAR SUPPLY AND DEMAND 2025-2045 (AFY)

Water Supply Sources	2025	2030	2035	2040	2045
Groundwater[1]	2,017	1,200	1,307	1,385	1,455
Cachuma Project[2]	2,110	2,110	2,110	2,110	2,110
State Water Project[3]	154	154	154	154	154
Recycled Water[4]	0	1,000	1,000	1,000	1,000
Other[5]	0	0	0	0	0
Supply Total	**4,281**	**4,464**	**4,571**	**4,649**	**4,719**
Demand Total [6]	**4,281**	**4,345**	**4,571**	**4,649**	**4,719**
Difference [7]	**0**	**119**	**0**	**0**	**0**

Source: CVWD, 2021

Notes:

1. The District anticipates that pumping could be increased up to the operational yield of 2,800 AFY to offset demands in a shortage condition. Current conservative estimate of long-term average for District pumping is approximately 1,200 AFY which is consistent with the Basin sustainable-yield of 4,000 AFY; annual average District groundwater pumping is approximately 1,500 AFY (2016-2020, a dry period).
2. The District's current maximum allocation is 2,813 AFY. However, the District anticipates annual delivery may be reduced due to more competition for this supply, drought, and other factors. For planning purposes, the District is using of a maximum of 2,110 AFY (75 percent of the allocation; via anticipated reduction of 25 percent) from 2025 to 2045. In addition, the District could use Cachuma Project carryover water.
3. Projected SWP delivery is 154 AFY which represents the most current understanding of the single dry water- year yield from the SWP (7% delivery of maximum allocation at 2,200 AFY). In addition, the District could use SWP carryover water if available. District's current maximum SWP allocation is 2,200 AFY (includes 200 AFY drought buffer program). However, the District understands that future deliveries will be less than the maximum allocation. The District anticipates no exchange with the ID#1 in a single dry water-year.
4. The District is currently planning for the potential long-term use of recycled water. Conservative estimate assumes 1,000 AF of recycled water will be available annually for indirect potable reuse starting in 2026.
5. The District has banked and utilized 1,000 AFY of State Water Project water. However, the District anticipates that accessing water in banking programs between 2025 and 2045 will be considered as the final option before purchasing supplemental water.
6. Does not include potential additional reduction of demand of 10 percent for period 2020-2040 utilizing water enhanced demand management measures for urban and agricultural customers.
7. The difference represents the sum of supplies minus demands. The District desires to maintain a positive supply or contingency of a minimum of 200 to 400 AFY in order to account for unforeseen changes in supplies or demands.

TABLE 3.13.1-3
PROJECTED MULTIPLE DRY WATER YEARS SUPPLY AND DEMAND 2025-2045

Year		2025	2030	2035	2040	2045
1	Supply Total[1,2,3,4,5]	4,280	4,345	4,571	4,648	4,719
	Demand Total[6]	4,280	4,345	4,571	4,648	4,719
	Difference[7]	0	0	0	0	0
2	Supply Total[1,2,3,4,5]	4,578	4,647	4,888	4,972	5,047
	Demand Total[6]	4,578	4,647	4,888	4,972	5,047
	Difference[7]	0	0	0	0	0
3	Supply Total[1,2,3,4,5]	4,274	4,338	4,338	4,641	4,712
	Demand Total[6]	4,274	4,338	4,563	4,641	4,712
	Difference[7]	0	0	0	0	0
4	Supply Total[1,2,3,4,5]	3,905	3,964	4,170	4,241	4,306
	Demand Total[6]	3,905	3,964	4,170	4,241	4,306
	Difference[7]	0	0	0	0	0
5	Supply Total[1,2,3,4,5]	3,637	3,691	3,883	3,949	4,010
	Demand Total[6]	3,637	3,691	3,883	3,949	4,010
	Difference[7]	0	0	0	0	0

Year		2025	2030	2035	2040	2045

Note: CVWD, 2021. All values in AFY and rounded

1. Maximum groundwater production is 2,800 AFY. Current conservative estimate of long term average for District pumping is approximately 1,200 AFY which is consistent with the Basin sustainable-yield of 4,000 AFY; the District anticipates that pumping could be increased up to the operational yield of 2,800 AFY to offset demands and would be used more in the later dry years, when carry-over storage from surface water is depleted.
2. Projected Cachuma Project delivery is 0 to 2,110 AFY for future years. The District's current maximum allocation is 2,813 AFY. However, the District anticipates annual delivery may be reduced due to more competition for this supply, drought, and other factors. For planning purposes, the District is using of a maximum of 2,110 AFY (75 percent of the allocation; via anticipated reduction of 25 percent) from 2025 to 2045.
3. Projected SWP delivery ranges from 134 AFY to 317 AFY, which is based on a conservative estimate of both SWP availability and demands that cannot be met with District's local supplies. Current maximum SWP allocation is 2,200 AFY (includes 200 AFY drought buffer). However, the District understands that future deliveries will be less than the maximum allocation.
4. The District is currently planning for the potential long-term use of recycled water. Conservative estimate assumes 1,000 AF of recycled water will be available annually for indirect potable reuse starting by 2026.
5. The District has banked and utilized 1,000 AFY of State Water Project water. The District anticipates utilizing banking programs again between 2020 and 2045. Historically, the District has also been able to purchase supplemental water from CMWD and other State Water Contractors.
6. Does not include potential additional reduction of demand of 10 percent for period 2025-2045 utilizing water enhanced demand management measures for urban and agricultural customers but does assume some demand conservation in response to drought restrictions.
7. The difference represents the sum of supplies minus demands. The District desires to maintain a positive supply or contingency of a minimum of 200 to 400 AFY in order to account for unforeseen changes in supplies or demands.

Source: CVWD, 2020 Urban Water Management Plan.

The District currently participates in two "out of District storage programs". The first program includes a cooperative arrangement for groundwater banking called "Short-Term Water Storage Partnership" (Rosedale-Rio Bravo Water Storage District and Irvine Ranch Water District), which the District has participated in since 2008. This program involves storage of SWP water in the groundwater basins managed by the Rosedale-Rio Bravo Water Storage District. The second program involves the District temporarily storing SWP carryover water in San Luis Reservoir. The groundwater banking program and storage in San Luis Reservoir are two programs made available to increase overall SWP supply reliability. Currently, the District has approximately 560 AF of deliverable water stored in these two out of District storage programs. Implementation of a portion of these arrangements, or any future potential water storage or banking arrangements, can reasonably be expected to provide up to 1,000 AF of supply in future dry years, and the District anticipates increasing this out of District storage amount between 2021 and 2045.

In addition, in the event of a water supply shortage, CVWD has the ability to implement its Water Shortage Contingency Plan (WSCP), which requires water response actions to six water shortage stages, which correspond to progressively severe water shortage conditions (up to 10 percent, 20 percent, 30 percent, 40 percent, 50 percent, and greater than 50 percent shortage) as compared to the normal reliability condition. The following six (6) Stages list the shortage response actions:

- Stage 1 (Up to 10 percent) – Limit landscape irrigation, restrict water use for decorative features, repair leaks and malfunctions, prohibit water use for washing vehicles and hard surfaces.
- Stage 2 (Up to 20 percent) – Limit landscape irrigation to no more than three days per week, prohibit irrigation of turf or landscapes during and 24 hours following a measurable rainfall, implement water use efficiency devices for residential and CII, restrict water use for decorative features, repair leaks and malfunctions within 72 hours of notification, prohibit water use for washing vehicles and hard surfaces, restrict water use for recreational purposes.
- Stage 3 (Up to 30 percent) – Limit landscape irrigation to no more than two days per week, prohibit irrigation of turf or landscapes during and 48 hours following a measurable rainfall, implement water use efficiency devices for residential and CII, restrict water use for decorative features, repair

leaks and malfunctions within 72 hours of notification, and prohibit water use for washing vehicles and hard surfaces.

- Stage 4 (Up to 40 percent) – Prohibit all landscape irrigation to no more than one day per week, prohibit irrigation of turf or landscapes during and 48 hours following a measurable rainfall, prohibit watering of turf, implement water use efficiency devices for residential and CII, restrict water use for decorative features and recreational purposes, repair leaks and malfunctions within 48 hours of notification, prohibit water use for washing vehicles and hard surfaces, consider a moratorium of new meters.
- Stage 5 (Up to 50 percent) – Prohibit all landscape irrigation to no more than one day per week, prohibit irrigation of turf or landscapes during and 48 hours following a measurable rainfall, prohibit watering of turf, implement water use efficiency devices for residential and CII, restrict water use for decorative features and recreational purposes, repair leaks and malfunctions within 48 hours of notification, prohibit water use for washing vehicles and hard surfaces, consider a moratorium of new meters.
- Stage 6 (50 percent or greater shortage) – Prohibit all landscape irrigation to no more than one day per week, prohibit irrigation of turf or landscapes during and 48 hours following a measurable rainfall, prohibit watering of turf, implement water use efficiency devices for residential and CII, restrict water use for decorative features and recreational purposes, repair leaks and malfunctions within 48 hours of notification, prohibit water use for washing vehicles and hard surfaces, consider a moratorium of new meters, consider a water budget.

Groundwater

The CVWD serviced area overlays the Carpinteria Groundwater Basin (DWR Basin No. 3-018), a relatively large groundwater aquifer, that extends beyond the Ventura County line on the east, to Toro Canyon on the west, from the foothills of Santa Ynez Mountains to the north, and extending offshore to the southwest for over a mile. The Basin includes approximately 16.6 square miles of surface area and multiple water bearing zones (CVWD, 2021). Groundwater supplies from the Carpinteria Groundwater Basin are generally reliable and resilient to drought conditions, though groundwater levels must be managed to avoid seawater intrusion. In addition, CVWD currently participates in two "out of District storage programs", which includes a cooperative arrangement for groundwater banking called "Short-Term Water Storage Partnership" allowing CVWD to store SWP water in the groundwater basins managed by the Rosedale-Rio Bravo Water Storage District. The second program involves the District temporarily storing SWP carryover water in San Luis Reservoir. The groundwater banking program and storage in San Luis Reservoir are two programs made available to increase overall SWP supply reliability. Potential maximum short-term extraction of groundwater by CVWD is 3,000 AFY, while the long-term average (sustainable-yield) will be approximately 1,200 AFY, which is consistent with the Basin's sustainable-yield.

Recycled Water

Acceptable uses of recycled water include irrigating crops, parks, and golf courses, as well as water needed for groundwater recharge, industrial processes, power plants, firefighting, and other similar uses, depending on quality of the recycled water. CVWD does not currently produce or use recycled water. CVWD is in the process of implementing a potable reuse project to meet future water demands and is not currently considering development of non-potable recycled water supplies. Increased use of recycled water for non-potable uses could reduce the CVWD's reliance on SWP and Lake Cachuma supplies and

reduce use of local groundwater supplies. CVWD intends to maximize the volume of recycled water for potable reuse and therefore is not planning to produce non-potable recycled water in the future.

Water Infrastructure

CVWD currently provides potable water service to the Project Site. There is an existing water line in 5th Street and Linden Avenue. Additionally, a water meter is located along the sidewalk of 5th Street and a water valve along the sidewalk of Linden Avenue. There is a fire hydrant located across 5th Street across the Project Site, and another fire hydrant at the intersection of 5th Street and Elm Avenue, generally within the central portion of the Project Site.

Desalination

Use of desalinated water could aid in offsetting the District's reliance on their other available water supplies during drought periods and allow for their more efficient management. Seawater desalination options potentially available to the District include:

- Construct a new seawater desalination facility within or adjacent to the District's service area
- Participate in the City of Santa Barbara's desalination project
- Participate in a desalination facility outside of Santa Barbara County and receive water by exchange.

The City of Santa Barbara reactivated the Charles E. Meyer Desalination Plant in 2017 in response to the recent historic drought. The plant can provide a supply of up to 3,125 AFY. At present, the District does not plan to purchase water from the City of Santa Barbara ocean desalination facility because costs of the desalinated water exceed costs of the District's other water supplies. The District does not currently have plans to construct a desalination treatment plant nor purchase desalinated water from any agency.

Wastewater

Wastewater collection and treatment services are managed by the Carpinteria Sanitary District (CSD). This community-wide service agency has the obligation of operating and maintaining this system for the transmission, treatment and disposal of sewage generated within this area. CSD is also responsible for providing treatment to the level necessary to meet various discharge requirements set by the Regional Water Quality Control Board and other state and federal agencies. Currently, service is provided to areas both within and outside the corporate limits of the City. Sewage generated in this area is conveyed through district lines to the treatment facility located between Olive and Oak Avenues, south of 6th Street and adjacent to the Union Pacific Railroad.

The collection system includes 4 miles of force mains as well as gravity lines. The predominant pipe material is vitrified clay pipe, accounting for approximately 78 percent of the collection system's total length. The average age of the collection system is approximately 40-50 years. These facilities convey wastewater to the CSD's wastewater treatment plant located between Olive and Oak Avenues, south of 6th Street and adjacent to the Union Pacific Railroad, which has a throughput capacity of approximately 2.5 million gallons per day (MGD) (City of Carpinteria, 2025).

Stormwater Infrastructure

The existing storm drain is located along 5th Street and Linden Avenue. The Project would maintain existing drainage patterns and continue to run from south to north . The City and County have the legal authority to ensure implementation of all Stormwater Management Plan provisions through the comprehensive land use policy and development review process. As a regulated small MS4, the City and the County are subject to National Pollutant Discharge Elimination System (NPDES) Phase II requirements for stormwater pollution control. Project flows will outlet mainly into the gutter of 5th Street through a system of parkway culverts. Onsite runoff will sheet flow from roof drains into an underground storm drain system that collects flow and then routes to a diversion manhole that divides water quality flows from high flows (**Appendix G**, of this EIR).

Flooding in the Carpinteria planning area is generally produced by winter storms occurring between December and March. Several local streams that discharge into the Pacific Ocean cross through the planning area, including Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredo, and Toro Canyon Creek. The Carpinteria, Santa Monica, and Franklin Creeks have been channelized by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Army Corps of Engineers, and the U.S. Soil Conservation Service. The Santa Barbara County Flood Control Engineer has determined that lands above 250 feet elevation in the Carpinteria area would be free from flood hazard in the area of the channelized creeks.

The Federal Emergency Management Agency has established National Flood Insurance Rate Maps, which designate flood zones for the Carpinteria planning area. The maps were last updated for Carpinteria and adjacent areas in September of 1985. Areas within the 100-year flood zone include:

- areas adjacent to Santa Monica, Franklin, and Carpinteria Creeks;
- the northwest corner of the City; along Highway 101 between Franklin and Carpinteria Creeks;
- areas along the Pacific Ocean coastline; and
- the area east of the El Estero Marshland, west of Linden Avenue and south of the Union Pacific Railroad.

Winter storms also bring high ocean tides and waves that annually threaten structures adjacent to the City beach between Linden Avenue and Ash Avenue along Sandyland Avenue. The City has received a permit to annually build a sand berm during winter months to protect the structures and improvements on private property.

Solid Waste

Solid waste produced in the City is collected by E.J. Harrison and Sons, Inc., located in Ventura. E.J. Harrison and Sons, Inc. provides solid waste collection and disposal for all residential, commercial, and industrial areas in the City. Once collected, the solid waste is transported to the Gold Coast Material Recovery Facility and the residual is ultimately deposited in the Simi Valley Landfill or the Toland Road Landfill. Recyclable materials such as glass, cardboard, and plastics are separated from solid waste at the Gold Coast Material Recovery Facility. Collected green waste materials are transported to Agromin, an Oxnard-based company that recycles organic material for uses such as agriculture and landscaping. **Table 3.16-4,** *Solid Waste Facility,* describes permitted and active disposal facilities for the Project Site.

TABLE 3.16-4
SOLID WASTE FACILITY

Solid Waste Facility[1]	Distance from Project Site	Remaining Capacity (Million Cubic Yards)	Maximum Permitted Daily Capacity (Cubic Yards)	Final Operation Year
Simi Valley Landfill	42 miles southeast	79,783,835	119,600,000	2063
Toland Road Landfill	40 miles east	7,600,000	30,000,000	2033

Source: CalRecycle, Simi Valley Landfill, 2020; CalReycle, Toland Road Landfill, 2021.

Electric Power

Electrical service is provided to the City by Southern California Edison (SCE). As the City builds out, SCE will be able to provide additional services as needed. The City is heavily dependent on a few key transmission lines. The 220-kilovolt lines going through the Santa Ynez mountains provide most of the City's electricity, while 66-kilovolt lines along different routes provide the remainder.

Natural Gas

The Southern California Gas Company is the only supplier of natural gas to the City. A franchise fee is paid by the Gas Company to supply the City's gas needs. The Gas Company currently services the City and will service the outer areas as needed. The Southern California Gas Company can easily supply natural gas to the outer Planning Area for residential, commercial, and industrial use. In as much as the City is not expected to develop heavy industrial uses, new demand for more natural gas is not expected during the life of the GP/CLUP. The Project would be all electric. Therefore, no further discussion of natural gas is required.

Telecommunications

General Telephone Electric has historically provided local phone services and will continue to serve the City in the future. When the City and its needs expand, the engineering department within General Telephone Electric will make forecasts and supply the additional phone services. Underground cables are more dominant than overhead lines in the City and the California Public Utilities Commission has deemed that cables should be placed underground. There are existing overhead lines in the City that were put up 25 to 30 years ago. Many of these aerials are being replaced with underground cables if the cables are old and replacement is needed, or with new construction. All new development is required as a condition of approval to underground all utilities. The City is served by two cable internet providers, Cox Communications and Frontier Communications, as well as T-Mobile's 5G service, all of which offer residential internet access to most City residents. Cox Cable, DirecTV, and Dish are the only cable television franchise companies currently supplying the City with cable television services. When new development occurs, further cable television hookups are anticipated to be made available if requested.

[1] CalRecycle (California Department of Resources Recycling and Recovery). "Solid Waste Information System (SWIS) Home." https://www2.calrecycle.ca.gov/SolidWaste/Site/Search. Accessed May 2025.

3.16.2 Regulatory Framework

Federal

Water

There are no federal regulations, plans, or policies applicable to water relevant to the Project.

Wastewater

Federal Clean Water Act (33 USC Sections 1251, et seq.)

The Federal Clean Water Act (CWA) forms the national foundation for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, nonpoint-source discharge programs, and wetlands protection. U.S. Environmental Protection Agency has delegated the responsibility for administration of portions of the CWA to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

National Pollution Discharge Elimination System Permits

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

Stormwater

Clean Water Act (CWA)

The CWA was enacted by Congress in 1972 and amended several times since its inception. It is the primary federal law regulating water quality in the United States and forms the basis for several State and local laws throughout the country. Its objective is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA prescribed the basic federal laws for regulating discharges of pollutants as well as set minimum water quality standards for all waters of the United States. At the Federal level, the CWA is administered by the U.S. Environmental Protection Agency. At the State and regional level, the CWA is administered and enforced by the SWRCB and the RWQCBs. The State of California has developed a number of water quality laws, rules, and regulations to assist in the implementation of the CWA and related Federally mandated water quality requirements. In many cases, the Federal requirements set minimum standards, and the laws, rules, and regulations adopted by the State and Regional Boards are more restrictive, i.e. more protective of the environment.

Solid Waste

There are no federal regulations, plans, or policies applicable to solid waste relevant to the Project.

Electric Power

There are no federal regulations, plans, or policies applicable to electric power relevant to the Project.

Telecommunications

There are no federal regulations, plans, or policies applicable to telecommunications relevant to the Project.

State

Water

California Water Plan

The California Water Plan, last updated in 2013, provides a collaborative planning framework for elected officials, agencies, tribes, water and resource managers, businesses, academia, stakeholders, and the public to develop findings and recommendations and make informed decisions for California's water future. The plan, updated every five years, presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The California Water Plan also evaluates different combinations of regional and statewide resource management strategies to reduce water demand, increase water supply, reduce flood risk, improve water quality, and enhance environmental and resource stewardship. The evaluations and assessments performed for the plan help identify effective actions and policies for meeting California's resource management objectives in the near term and for several decades to come.

Urban Water Management Plan Act

The Urban Water Management Plan (UWMP) Act was passed in 1983 and codified as California Water Code Sections 10610 through 10657. The Act requires "every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AFY, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan." Urban water suppliers must file these plans with the California Department of Water Resources (DWR) every 5 years describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the Memorandum of Understanding Regarding Urban Water Conservation in California and Assembly Bill (AB) 11, the 2005 UWMP Act incorporated water conservation initiatives and a WSCP. The 2020 Urban Water Management Plans for each urban water supplier were due to DWR on July 1, 2021.

California Administrative Code Title 24

California Administrative Code Title 24 contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 addresses public utilities and energy and includes appliance efficiency standards that promote water conservation. In addition, a number of State laws, listed below, require water-efficient plumbing fixtures in structures:

- Title 20, California Administrative Code, Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- Title 20 California Administrative Code Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- Title 24, California Administrative Code, Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section17921.3 requires low-flush toilets and urinals in virtually all buildings.

Senate Bill 610, Senate Bill 221, and Senate Bill 7

Two of the State laws addressing the assessment of water supply necessary to serve large-scale development projects, Senate Bill (SB) 610 and SB 221, became effective January 1, 2002. SB 610, codified in Water Code Sections 10910–10915, specifies the requirements for Water Supply Assessments (WSAs) and their role in the CEQA process, and defines the role UWMPs play in the WSA process. SB 610 requires that, for projects subject to CEQA that meet specific size criteria, the water supplier prepare WSAs that determine whether the water supplier has sufficient water resources to serve the projected water demands associated with the projects. SB 610 provides specific guidance regarding how future supplies are to be calculated in the WSAs where an applicable UWMP has been prepared. Specifically, a WSA must identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' actual water deliveries received by the public water system. In addition, the WSA must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry year conditions. In accordance with SB 610, projects for which a WSA must be prepared are those subject to CEQA that meet any of the following criteria:

- Residential developments of more than 500 dwelling units;
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 sf of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 sf of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area
- Mixed-use projects that include one or more of the projects specified in this subdivision; or
- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling-unit project. (Water Code Section 912, CEQA Guidelines Section 15155(a)).

The Project does not meet the above criteria, and, therefore, a WSA is not required.

In addition, under SB 610, a water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past five years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier.

SB 221 also addresses water supply in the land use approval process for large residential subdivision projects. However, unlike SB 610 WSAs, which are prepared at the beginning of a planning process, SB 221-required Water Supply Verification is prepared at the end of the planning process for such projects. Under SB 221, a water supplier must prepare and adopt a Water Supply Verification indicating sufficient water supply is available to serve a proposed subdivision, or the local agency must make a specific finding that sufficient water supplies are or will be available prior to completion of a project, as part of the

conditions for the approval of a final subdivision map. SB 221 specifically applies to residential subdivisions of 500 units or more. However, Government Code Section 66473.7(i) exempts "…any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses; or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses; or housing projects that are exclusively for very low and low-income households."

SB 7, enacted on November 10, 2009, mandates new water conservation goals for UWMPs, requiring Urban Water Suppliers to achieve a 20 percent per capita water consumption reduction by the year 2020 statewide, as described in the "20 x 2020" State Water Conservation Plan (California State Water Resources Control Board 2010). As such, each updated UWMP must now incorporate a description of how each respective urban water supplier will quantitatively implement this water conservation mandate, which requirements in turn must be taken into consideration in preparing and adopting WSAs under SB 610.

Senate Bill X7-7 – Water Conservation Act

SB X7-7 (Water Conservation Act of 2009), codified in California Water Code Section 10608, requires all water suppliers to increase water use efficiency. Enacted in 2009, this legislation sets an overall goal of reducing per capita urban water use, compared to 2009 use, by 20 percent by December 31, 2020. The State of California was required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent on or before December 31, 2015. Monthly statewide potable water savings reached 25.1 percent in February 2017 as compared to that in February 2013 (State Water Resources Control Board, 2017a). Cumulative statewide savings from June 2015 through February 2017 were estimated at 22.5 percent (State Water Resources Control Board, 2017b). Following a multi-year drought and improvements to hydrologic conditions, statewide potable water savings reached 14.7 percent in August 2017 as compared to August 2013 potable water production (State Water Resources Control Board, 2017c). As provided in CVWD's 2020 UWMP, in accordance with SB X7-7, GSWC developed a final reported 2020 target of 117 gallons per capita per day (GPCD). CVWD's actual GPCD in 2020 was 112 GPCD, less than the 2020 target (Carpinteria Valley Water District, 2021).

CALGreen Building Code

The California Green Building Standards Code (CALGreen Code) (Title 24, Part 11 of the California Code of Regulations) was developed to enhance the design and construction of buildings, and the use of sustainable construction practices, through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. Recent energy efficiency improvements to the residential standards include improvements for attics, walls, water heating, and lighting and standards for residential plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) to reduce indoor demand for potable water.

Chapters 4 and 5 of the 2019 CALGreen Code require new development to comply with either a local water efficient landscape ordinance or DWR's current Model Water Efficient Landscape Ordinance, whichever is more stringent. Both chapters require all residential and nonresidential construction contractors to reduce construction waste and demolition debris by 65 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected

will be taken. The code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both. In addition, the CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

Wastewater

State Water Resources Control Board Statewide General Waste Discharge Requirements for Sanitary Sewer Systems

The Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (SWRCB Order No 2006-0003-DWQ) applies to sanitary sewer systems that are greater than one-mile-long and collect or convey untreated or partially treated wastewater to a publicly owned treatment facility. The goal of Order No. 2006-0003 is to provide a consistent statewide approach for reducing Sanitary Sewer Overflows (SSOs), accidental releases of untreated or partially treated wastewater from sanitary sewer systems, by requiring that:

1. In the event of an SSO, all feasible steps must be taken to control the released volume and prevent untreated wastewater from entering storm drains, creeks, etc.
2. If an SSO occurs, it must be reported to the SWRCB using an online reporting system developed by the SWRCB.
3. All publicly owned collection system agencies with more than one mile of sewer pipe in the State must develop a Sewer System Management Plan (SSMP), which must be updated every 5 years.

The RCWD Board of Directors adopted RCWD's first SSMP in March 2008. RCWD updated and adopted the SSMP in February 2013.

Stormwater

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act establishes the SWRCB and the RWQCB as the principal State agencies having primary responsibility for coordinating and controlling water quality in California. The Porter-Cologne Act establishes the responsibility of the RWQCBs for adopting, implementing, and enforcing water quality control plans (Basin Plans), which set forth the State's water quality standards (i.e. beneficial uses of surface waters and groundwater) and the objectives or criteria necessary to protect those beneficial uses.

Solid Waste

Solid Waste Management and Resource Recovery Act of 1972

The Solid Waste Management and Resource Recovery Act of 1972 is the legislation that addresses solid waste. The California Integrated Waste Management Board (CIWMB), which was created by this act, was given broad authority related to solid waste handling, disposal, and reclamation. Under this act, the CIWMB initially: (1) created a state-solid waste management and resource recovery policy; (2) developed minimum standards for solid waste handling and disposal; and (3) approved county Solid Waste Management Plans. The CIWMB was responsible for enforcing the legal provisions dealing with solid waste management and disposal for protecting the environment and public health and safety.

California Integrated Waste Management Act (AB 939)

In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939) to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. AB 939 establishes a waste management hierarchy as follows:

- Source Reduction
- Recycling
- Composting
- Transformation
- Disposal

The law also requires that each county prepare a new Integrated Waste Management Plan and each city prepare a Source Reduction and Recycling Element by July 1, 1991. The Source Reduction and Recycling Element is required to identify how each jurisdiction will meet the mandatory State waste diversion goal of 50 percent by the year 2000. AB 939 mandated that California's 450 jurisdictions (i.e., cities, counties, and regional waste management compacts) implement waste management programs aimed at a 25 percent diversion rate by 1995 and a 50 percent diversion rate by 2000. If the 50 percent goal was not met by the end of 2000, the jurisdiction was required to submit a petition for a goal extension to CalRecycle. Senate Bill 2202 made a number of changes to the municipal solid waste diversion requirements under AB 939. These changes included a revision to the statutory requirement for 50 percent diversion of solid waste to clarify that local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000. Title 14 of the California Code of Regulations, Division 7, Section 17200, et seq., *California Integrated Waste Management Board*, includes additional regulations to further implement standards for solid waste management.

California State Assembly Bill 341

With the passage of AB 341, the governor and the legislature established a policy goal for the State that a minimum of 75 percent of solid waste must be reduced, recycled, or composted by the year 2020. Since the passage of AB 939 in 1989, State diversion rates are now equivalent to 65 percent. The statewide recycling rate is 50 percent, and the beverage container recycling rate is 80 percent. The State provided strategies to achieve its new 75 percent goal, including moving organics out of the landfill and expanding recycling/ manufacturing infrastructure.

Electric Power

There are no State regulations, plans, or policies applicable to electric power relevant to the Project.

Telecommunications

There are no State regulations, plans, or policies applicable to telecommunications relevant to the Project.

Regional

Water

Central Coast Water Authority Urban Water Management Plan Update

As discussed in detail below, the Central Coast Water Authority (CCWA) is a wholesale supplier of urban water for thirteen water agencies in Santa Barbara County. Based on the water supply planning requirements imposed on its member agencies and ultimate customers, CCWA has adopted a series of official reports on the state of its water supplies. As described in further detail below, the CCWA has developed plans intended to provide solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, including the City.

CCWA's 2020 UWMP (CCWA UWMP) addresses the future of CCWA's water supplies and demand through the year 2045 (Central Coast, 2021). Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for five year drought conditions (i.e. under the most challenging weather conditions such as drought and service interruptions caused by natural disasters) is presented in Table 6-5 of the 2020 UWMP. The analysis in the 2020 UWMP concluded that reliable water resources would be available to continuously meet demand through 2045 (Central Coast, 2021).

CCWA has comprehensive plans for stages of actions it would undertake to address up to a 50-percent reduction in its water supplies and a catastrophic interruption in water supplies through its Water Surplus and Drought Management and Water Supply Allocation Plans. CCWA has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region and is working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of Santa Barbara County. CCWA is also working with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of SWP deliveries.

Wastewater

There are no regional regulations, plans, or policies applicable to wastewater relevant to the Project.

Stormwater

Santa Barbara County-Wide Integrated Stormwater Resource Plan

The Santa Barbara County-Wide Integrated Stormwater Resource Plan was developed to promote a watershed-based solution to stormwater and dry weather runoff management and implementation of treatment through projects that replicate natural hydrology and watershed processes, as well as provide multiple benefits. This framework for stormwater management provides water quality benefits by reducing the volume of runoff and associated pollutants entering receiving waters, in addition to maintaining a healthy watershed and providing other social, community, and environmental benefits.

Solid Waste

There are no regional regulations, plans, or policies applicable to solid waste relevant to the Project.

Electric Power

There are no regional regulations, plans, or policies applicable to electric power relevant to the Project.

Telecommunications

There are no regional regulations, plans, or policies applicable to telecommunications relevant to the Project.

Local

Water

Carpinteria Valley Water District 2020 Urban Water Management Plan

The CVWD owns and operates five (5) municipal wells with a combined capacity to produce approximately 3.98 MGD. These wells are located central to the suburban section of Carpinteria. The UWMP provides information on present and future water supplies and demands and provides an assessment of the District's water resource needs.

CVWD's 2020 UWMP (CVWD UWMP) addresses the future of CVWD's water supplies and demand through the year 2045 (CVWD, 2021). Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for five year drought conditions, i.e. under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 6 of the 2020 UWMP. The analysis in the 2020 UWMP concluded that reliable water resources would be available to continuously meet demand through 2045 (CVWD, 2021).

CVWD has a six-stage rationing plan to invoke during declared water shortages. Per the 2020 UWMP guidelines, suppliers are now required to include six standard shortage levels corresponding to progressive ranges of up to 10, 20, 30, 40, and 50 percent shortages, and greater than 50 percent shortage compared to the normal reliability condition in their WSCPs. The rationing plan includes voluntary and mandatory rationing, depending on the causes, severity, and anticipated duration of the water supply shortage. In 2025, the approximate amount of total potable water demand in the CVWD service area was 4,111 AF. **Table 3.13-5,** *Projected District Total Water Demands (2025-2045 (AFY)***,** illustrates the District's projected water demands for 2025 to 2045. Agriculture is projected to be the largest customer category by volume used (2,093 AF) through 2045. Residential accounts are projected to be the second largest customer category by volume used (1,257 to 1,567 AFY) through 2045.

City of Carpinteria General Plan/Local Coastal Plan

The Carpinteria General Plan and Coastal Land Use Plan (GP/CLUP) serves as the primary planning policy for the City. The GP/CLUP was adopted in April 1986 and last updated in 2003. It is currently in the process of being updated. Goals and policies within the Public Facilities and Services Element, the Open Space, Recreation and Conservation Element, and the Community Design Element relevant to utilities and service systems (i.e., water, wastewater, stormwater, solid waste, electric power, and telecommunications) which would be applicable to the Project are listed below.

TABLE 3.13-5
PROJECTED DISTRICT TOTAL WATER DEMANDS 2025-2045 (AFY)

Costumer Classification[1,2]	2025	2030	2035	2040	2045
Single Family Residential	793	788	857	855	856
Multi-Family Residential	415	412	448	448	448
Commercial	261	260	282	281	282
Industrial	61	61	61	61	61
Institutional/Governmental	121	121	121	121	121
Landscape	59	57	62	63	64
Agricultural irrigation	2,156	2,220	2,287	2,356	2,426
Water Losses[3]	245	251	263	267	272
Total Water Use	**4,111**	**4,170**	**4,381**	**4,452**	**4,530**

Notes:

1. CVWD, 2020. All values rounded. Some differences may occur due to rounding.
2. Projected total water use includes existing water use and projected water use from potential new development. New development based on Santa Barbara County Association of Governments forecast for 2025 to 2045 including 0.36 percent per year for 2021-2025, 0.2 percent per year for 2026-2040, and 0.08 percent per year for 2041-2045, and adjusted for RHNA housing projections. Source: SBCAG, 2019 and 2021.
3. Assumes water losses are 6 percent of total water use, based on average water losses for the last five years.

Source: CVWD, 2021

Public Facilities and Services Element

Objective PF-5: To provide a high quality and broad range of public services, facilities, and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.

Policy PF-5b: The City will require proposed new developments to pay a fair share of the cost of needed public facilities and services. Further, in areas of the City designated for non-residential use but where residential use may be permitted, the City shall monitor total residential development and report annually to the School, Fire, Water and Sanitary districts to permit proper facilities planning by these special districts.

Policy PF-5c: The City will ensure that new development will not adversely impact services and facilities provided to existing development.

Policy PF-5k: The City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the project site.

Objective PF-6: To ensure that new development is adequately served by utilities and does not impact existing service areas in the community.

Policy PF-6a: The ultimate responsibility to ensure that the facilities (including systemwide improvements) needed to support the project are available at the time that they are needed shall be that of the sponsor of development projects.

Policy PF-6b*:* Development projects shall not result in a quantifiable reduction in the level of public services provided to existing development, nor shall new development increase the cost of public services provided to existing development.

Policy PF-6c*:* Development projects within Carpinteria shall be required to:

1. Construct and/or pay for the new on-site capital improvements that are required to support the project;
2. Ensure that all new off-site capital improvements that are required by the project are available prior to certificate of occupancy;
3. Be phased so as to ensure that the capital facilities that will be used by the new development are available prior to certificates of occupancy;
4. Ensure that, in the event that public services or off-site capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development; and
5. Provide for the provision of public services, and shall not increase the cost of public services provided to existing development.

Open Space, Recreation and Conservation Element

Objective OSC-10: Conserve all water resources, and protect the quality of water.

Policy OSC-10a: Minimize the erosion and contamination of beaches. Minimize the sedimentation, channelization and contamination of surface water bodies.

Policy OSC-10b: Continue to support water conservation measures to provide an adequate supply of water to the community. Water conservation may measure as low-flow plumbing fixtures and drought tolerant landscape plans for new development.

Policy OSC-10c: Degradation of the water quality of groundwater basins, nearby streams or wetlands, or any other waterbody shall not result from development. Pollutants such as sediments, litter, metals, nutrients, chemicals, fuels or other petroleum hydrocarbons, lubricants, raw sewage, organic matter and other harmful waste shall not be discharged into or alongside any waterbody during or after construction.

Wastewater

City of Carpinteria General Plan/Local Coastal Plan

Please refer above to the objectives and policies under Water that are relevant to all utilities and service systems which would be applicable to the Project.

Sewer System Management Plan

The SSMP was prepared by the CSD in September 2017. The SSMP provides a plan and schedule to properly manage, operate, and maintain all components of the sewer sanitary system to help reduce and prevent SSOs and to mitigate impacts resulting from overflows that do occur.

Stormwater

City of Carpinteria General Plan/Local Coastal Plan

Please refer above to the objectives and policies under Water that are relevant to all utilities and service systems which would be applicable to the Project.

City of Carpinteria Watershed Management Ordinance

The City adopted the Stormwater and Urban Runoff Management and Discharge Controls Ordinance to protect and enhance the water quality of waters of the State and water bodies in a manner pursuant to and consistent with the Federal CWA:

- To regulate the contribution of pollutants to the municipal separate storm sewer system (MS4) by stormwater discharges by any user;
- To prohibit illicit connections and illegal discharges to the MS4;
- To eliminate, to the maximum extent practicable, the discharge of pollutants that would degrade the water quality of local creeks and streams;
- To reduce stormwater runoff rates and volumes and non-point source pollution whenever possible through stormwater management controls, and ensuring that these management controls are properly maintained and pose no threat to public safety; and
- To establish legal authority to impose stormwater management penalties and carry out all inspection, surveillance and monitoring procedures necessary to ensure compliance with this chapter.

New development and modifications to existing development would require any owner or person developing real property to identify appropriate Best Management Practices (BMPs) to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as may be appropriate to minimize the generation, transport, and discharge of pollutants. The owner and/or developer shall comply with the terms, provisions and conditions of such land use entitlements and building permits as required. These requirements may include a combination of structural and non-structural BMPs and shall include requirements to ensure the proper long-term operation and maintenance of these BMPs.

City of Carpinteria Municipal Code (CMC)

Section 15.80.030 Development Impact Fees

A. The following development impact fees are established and imposed on the issuance of all development permits for development within the city to finance the cost of the following categories of public facilities and improvements required by new development.

   1. General Government Facilities. A development impact fee is established for general government facilities.
   2. Highways and Bridges. A development impact fee is established for highways and bridges.
   3. Storm Drain Facilities. A development impact fee is established for storm drain facilities.
   4. Traffic Control Facilities. A development impact fee is established for traffic control facilities.
   5. Streets and Thoroughfares. A development impact fee is established for streets and thoroughfares.

Section 15.90.190

Section 15.90.190 of the CMC requires project applicants to refer to the City of Carpinteria and/or Regional Water Quality Control Board for information on any applicable stormwater ordinances and stormwater management plans.

Section 8.10.200

Section 8.10.200 of the CMC requires any owner or person developing real property to identify appropriate BMPs to control the volume, rate and potential pollutant load of stormwater runoff from new development and redevelopment projects as may be appropriate to minimize the generation, transport and discharge of pollutants. The city shall incorporate such requirements in any land use entitlement and construction or building-related permit to be issued relative to such development or redevelopment. The owner and/or developer shall comply with the terms, provisions and conditions of such land use entitlements and building permits as required. BMPs to reduce pollutants in any stormwater runoff shall be incorporated in any land use entitlement and construction or building-related permit. The owner and/or developer shall comply with the terms, provisions and conditions of such land use entitlements and building permits as required by the City.

Solid Waste

City of Carpinteria General Plan/Local Coastal Plan

Please refer above to the objectives and policies under Water that are relevant to all utilities and service systems which would be applicable to the Project.

City of Carpinteria Municipal Code (CMC)

Section 8.08.600

Section 8.08.600 of the City's CMC regulates that for all covered projects, it is required that at least sixty-five percent by weight of all construction and demolition waste generated by the project be diverted from disposal.

Section 8.08.620

Section 8.08.620 requires that all applicants for building or demolition permits involving any covered project shall complete and submit a Waste Management Plan on a form approved by the city for this purpose as part of the application for the building or demolition permit.

City of Carpinteria Municipal Code (CMC)

Section 15.30.80 of the City's CMC requires installation of electric vehicle charging stations and associated wiring, bonding, disconnecting means and overcurrent protective devices to meet the requirements of Article 625 and all applicable provisions of the California Electrical Code. Installation of electric vehicle charging stations shall be incorporated into the load calculations of all new or existing electrical services and shall meet the requirements of the California Electrical Code.

Telecommunications

City of Carpinteria General Plan/Local Coastal Plan

Please refer above to the objectives and policies under Water that are relevant to all utilities and service systems which would be applicable to the Project.

3.16.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the Project could have a potentially significant impact with respect to Utilities and Service Systems if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.16.4 Methodology

The potential for adverse impacts on utilities and service systems has been evaluated based on information concerning current service levels and the ability of the service providers to accommodate the increased demand on capacity as a result of the Project.

Water/Sewer, Storm Drains, and Other Public Utilities Capacity

The analysis of water and sewer infrastructure capacity focuses on the magnitude of the change in demand for water supplies and wastewater treatment from buildout of the Project, based on the projected increase in water demand and wastewater generation over Project planning horizon as compared to the existing planned land use. An analysis of whether any infrastructure improvements, beyond those proposed as part of the Project, would be necessary to provide service to the Project area over the life of the Project was determined through the assessment of the Project's estimated increase in water demand and wastewater generation. Impacts are considered significant if buildout of the Project would result in the need for construction of water facilities and wastewater facilities whose construction could result in a significant impact on the environment.

The Project's impact on stormwater drainage facilities is assessed by utilizing the general change in volume of stormwater runoff that is anticipated to be generated from the Project Site from buildout of the Project and identifying whether it exceeds the capacity of the existing stormwater infrastructure. Impacts would be considered significant if the Project would result in a substantial increase in stormwater that would result in the need to construct or expand drainage facilities that could cause a significant impact on the environment.

Water Supply

The analysis on water supply estimates the total water demand generated by the Project and compares that demand to the City's available water supply. The reliability of water supply is based on information in the City's 2020 UWMP which assesses water availability for the City from 2025 to 2045. The analysis is performed for normal, single dry, and multiple dry year scenarios, as summarized in Table 3.16-1, Table 3.16-2, and Table 3.16-3. It is noted that the City's 2020 UWMP presents conservative water supply volumes, as the City recently enacted water conservation strategies and planned water supply improvements to aid its efforts in achieving a goal of a 20 percent reduction in per capita water use statewide by the year 2020.

Landfill Capacity

The analysis of the Project's impact on landfill facilities capacity relies upon an estimate of the volume of solid waste anticipated to be generated during both construction and operation of the Project. The analysis calculates the anticipated volume of non-hazardous construction debris and operational solid waste that would be generated from implementation of the Project. To accurately assess the impacts this volume of generated waste would have on landfill capacity, the analysis considers the amount of waste that may be diverted from landfills after compliance with recycling/diversion requirements. To calculate the volume of solid waste to be generated by the Project, CalEEMod was utilized to calculate the maximum development potential of the zoning was multiplied by the rate of per capita solid waste generation for the land use. The remaining volume of solid waste to be disposed of at a landfill are then compared with the available capacity of the landfills serving the Project Site. The remaining capacity of the landfill was gathered from CalRecycle's database. For purposes of this analysis, the Simi Valley Landfill was selected for the analysis as it had a larger available capacity as of 2020 as compared to the Toland Road Infill. Impacts would be considered significant if the Project would result in a substantial increase in solid waste that would affect remaining landfill capacity, such that a new or expanded landfill facility would be required; the development of which could result in an impact on the environment.

3.16.5 Impact Analysis

New or Expanded Utilities

Impact 3.16-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Impact Analysis

Construction

Water

Water for construction would be required for activities such as dust control, cleaning of equipment, excavation/export, removal and re-compaction. Non-potable water could be used for soil compacting and dust control purposes, if required, and would represent most of the water used during construction. Standard construction practices employed to reduce fugitive dust emissions would include watering of the active dust areas two times per day with additional watering depending on weather conditions. Such practices are implemented by the contractor and use non-potable water trucked to a construction site. Project construction activities would create a demand for some potable water, such as drinking, cleaning

of brushes and other items, and portable restrooms. However, construction water usage is anticipated to be nominal for these activities and would not represent a substantial volume of water usage. The anticipated water demand for the Project during operation would be within CVWD's 2020 UWMP which identifies water supplies to meet projected water demands through 2045. As Project construction would require a nominal amount of water compared to existing conditions, the Project's intermittent construction-related water demand would be met by CVWD's available water supplies. For these reasons, adequate water supplies would be available from existing entitlements and resources for Project construction activities. As such, it is anticipated that the existing water infrastructure would meet the limited and temporary water demand associated with construction of the Project.

The Project would also require construction of new, on-site water distribution lines to serve the Project for commercial water use within the proposed Hotel, irrigation, and the relocated public restroom on the proposed City Parking Lot #4 Site. The Project would include the installation of new commercial water service lines and fire protection lines on site and install tie ins into the existing water main on 5th Avenue. Within the proposed City Parking Lot #4 Site, new commercial water service laterals would be installed that would service the relocated public restroom; this new lateral would connect offsite to existing mains. Construction impacts associated with the installation of water distribution lines would primarily involve trenching to place the water distribution lines below surface and would be limited to on-site water distribution, and minor off-site work associated with connections to the public main. No upgrades to existing water mains are anticipated at this time. Prior to ground disturbance, Project contractors would coordinate with CVWD to identify the locations and depth of all existing lines. Further, CVWD would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service and would be responsible for the installation of new meters and main connection, as well as work on water mains within the public right-of-way. Further, per GP/CLUP Objective PF-5, the City is required to provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area. This includes ensuring that proposed developments demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the Project Site, per GP/CLUP Policy PF-5k. Therefore, Project impacts on water associated with construction activities would be **less than significant (Class III).**

Wastewater

The Project would include the installation of new sewer lines within the proposed Hotel Site which would connect to the existing sewer main on 5th Avenue. Within the proposed City Parking Lot #4 Site, new sewer laterals would be installed onsite and would connect to an existing main in 5th Avenue. Construction impacts associated with the installation of sewer lines would primarily involve trenching to place the sewer lines below surface on-site, and minor off-site work associated with connections to the public main. The project-serving wastewater treatment provider would have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments and would not require expanded or new sewer mains. As such, Project impacts on wastewater associated with construction activities would be **less than significant (Class III).**

Stormwater

The Project would incorporate Low Impact Development (LID) measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the installation of underground retention chambers to treat and limit stormwater discharge from the Project Site. Onsite runoff will sheet

flow from roof drains into an underground storm drain system that collects flow and then routes to a diversion manhole that divides water quality flows from high flows. In addition, for the proposed City Parking Lot #4 would use permeable pavers that would reduce the runoff rate from existing conditions. Construction impacts associated with the installation of stormwater infrastructure would primarily involve trenching to place the stormwater lines and BMPs below surface on-site, and minor off-site work associated with connections to the public lines. No upgrades to existing stormwater mains are anticipated at this time, as noted below under the analysis of operational impacts on stormwater volume. Project impacts on stormwater associated with construction activities would be **less than significant (Class III).**

Electric Power

The Project would require connections to existing utilities within the roadways. Per GP/CLUP Public Services Element Policy PF-7d, all new development, substantial remodels, and subdivisions shall have underground electrical power lines. These new connections would primarily involve trenching to place electrical lines below surface on-site, and minor off-site work associated with connections to the existing electrical lines. No upgrades to existing electrical lines are anticipated at this time. Project impacts on electric power associated with construction activities would be **less than significant (Class III).**

Telecommunications

All telecommunications companies are subject to California Public Utility Code and requirements regarding telecommunications facilities. Although underground telecommunications cables would be installed throughout the Project Site to connect to main telecommunication lines in the adjacent roadways, there are no plans for installation of a cell tower or other large telecommunications infrastructure near or on the site. Project impacts on telecommunications associated with construction activities would be **less than significant (Class III).**

Operation

Water

Water service to the Project Site would be provided by CVWD. When analyzing the Project for infrastructure capacity, domestic water demand is the Project's main contributor to water consumption. The net water demand for the Project would be approximately 7 AFY as calculated via CalEEMod. Per the January 22, 2024, letter of service from CVWD, the Project would be adequately served utilizing connections to existing water mains on 5th Avenue (**Appendix L**, of this EIR). As such, Project operation would not require or result in the relocation or construction of new or expanded water facilities, the construction of which would cause significant environmental effects. Project operational impacts related to water infrastructure would be **less than significant (Class III)**.

Wastewater

The Project would include the installation of a building for which sewer and lateral sewer would serve the proposed Hotel. Per the regulations of the CSD, all sewer improvements shall conform to approved District construction standards for materials and methods and would be required to be approved under a sewer construction permit. This would ensure a reduction in risk of unanticipated environmental impacts from occurring during construction. The Project is anticipated to generate a total estimated wastewater flow of approximately 7 AFY, equal to the Project's estimated water consumption (refer to Table 3.16-6). Per the will-serve letter dated August 4, 2025, from CSD (**Appendix L**, of this EIR), there is adequate capacity in the District's collection and treatment facilities to serve the Project. Therefore, the Project

would not require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be **less than significant (Class III)**.

Stormwater

Per the Preliminary Drainage Plan prepared for the Project (**Appendix G**, of this EIR), the Project would result in an increase in 5,191 square feet (SF) of total impervious surface area and a 5,191 SF decrease in total pervious surface area.[2] The increase in impervious surface areas at the Project Site would have the effect of generating an overall increase in runoff generated from each parcel. However, the Project includes a "Tier 4" stormwater plan (projects with 22,500 square feet or more of impervious surfaces) which incorporates 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 stormwater discharge from the site. As the current existing land cover of the City Parking Lot #3 is 100 percent asphalt due to its use as a surface parking lot, the implementation of these LID measures and the Project's landscaping would only further reduce the potential for a substantial increase of stormwater runoff in such a volume that the capacity of existing stormwater infrastructure would not be exceeded.

In addition, per the Preliminary Drainage Plan prepared for the Project (**Appendix G**, of this EIR), with implementation of these LID design features, the peak runoff volume calculated for the post-Project condition shows an average decrease from existing conditions which is within the capacity of existing stormwater infrastructure serving the site. As such, Project operation would not require or result in the relocation or construction of new or expanded stormwater facilities, the construction of which would cause significant environmental effects. In addition, the Project would be subject to the payment of development impact fees, which would be utilized at a system scale to upgrade and maintain the storm drain network per the City's CMC Section 15.80.030. Project operational impacts related to stormwater infrastructure would be **less than significant (Class III)**.

Electric Power

Electricity usage for operation of the proposed Hotel would be primarily used for lighting, cooling, refrigeration, and ventilation. Electricity would also be utilized to operate the proposed electric vehicle chargers, and landscaping equipment would be all-electric. The Project is anticipated to consume approximately 505,388 kilowatt hours of electricity per year (mitigated) (**Appendix B**, of this EIR), which is modest in comparison to SCE's ability to supply electricity to the City. The Project also proposes 93kW of on-site solar and would procure the remaining electricity needs from a carbon free option. In addition, the Project would be required to comply with energy efficiency standards in Title 24 of the California Administrative Code and the Appliance Efficiency Regulations which would decrease electricity demand. The Project would also comply with CALGreen requirements related to energy and water conservation. These measures will decrease electricity consumption. Therefore, the Project would not require or result in the relocation or construction of new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be **less than significant (Class III)**.

[2] Impervious Surface Area: [Existing] 10,969 SF (Parking Lot) + 43,392 SF (Surfliner Inn) – [Proposed] 19,131 SF (Parking Lot) + 40,421 SF (Surfliner) = -5,191 SF
Pervious Surface Area: [Existing] 47,325 SF (Parking Lot) + 6,608 SF (Surfliner Inn) – [Proposed] 39,163 SF (Parking Lot) + 9,579 SF (Surfliner) = 5,191 SF

Telecommunications

As the Project would connect to existing lines, there would not be a need to relocate or expand telecommunications service. Impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

Cumulative water, wastewater, storm drain, electricity, and telecommunications infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned infrastructure from local responsible agencies. The cumulative system discussed below includes the Project area water and wastewater systems (CVWD and CSD), associated conveyance systems, City storm drains, and other public utility grids in the City.

The Project land uses are not projected to exceed the existing capacities of the water lines, trunk sewers, stormwater facilities, and other public utilities within the Project area. However, these local utilities and service systems could require upgrades or expansions as cumulative development occurs. As each new development project is require to pay the development impact fee to fund these upgrades. However, these improvements could result in significant environmental impacts associated with air quality and greenhouse gas emissions, noise and traffic safety during construction activities. The timing of new development is unknown at this time and construction has the potential to occur simultaneously before necessary upgrades may be completed, which may strain the existing infrastructure. Therefore, cumulative development could result in significant cumulative impacts. However, because the Project would not result in significant impacts associated with new or expanded facilities within the Project area, the Project's contribution to cumulative impacts would be less than cumulatively considerable. As such, **impacts would be less than significant (Class III)**.

Water Supplies

Impact 3.16-2: The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

Impact Analysis

Construction

Water would be required for Project construction activities, such as dust control, cleaning of equipment, excavation/export, removal and re-compaction, and other related activities. Construction activities would be intermittent, with demand for water consumption variable but generally temporary in nature. The anticipated water demand for the Project during operation would be within CVWD's 2020 UWMP which identified water supplies to meet projected water demands through 2045. As Project construction would require a nominal amount of water compared to existing conditions, the Project's intermittent construction-related water demand would be met by CVWD's available water supplies.

As analyzed below under Operational impacts, sufficient water supplies exist to meet the Project's projected operational water demand, in addition to the existing and planned future demands for normal, single-dry, and multiple-dry years on CVWD water supplies. Per GP/CLUP Policy PF-5k*,* the City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the Project Site.

As Project construction would require a nominal amount of water compared to Project operation, the Project's intermittent construction-related water demand would be met by CVWD's available water supplies. For these reasons, adequate water supplies would be available from existing entitlements and resources for Project construction activities.

Therefore, CVWD would have sufficient water supplies to serve the Project during construction and reasonably foreseeable future development during normal, dry, and multiple-dry years (as noted above under the discussion of Existing Conditions), and impacts on water supply during construction would be **less than significant (Class III)**.

Operation

Project Water Demand

Estimated domestic water demand for the Project is shown in **Table 3.16-6** *Project's Estimated Water Consumption,* which shows the net increase in potable water that would be required for the Project. As shown in Table 3.16-6, the net water demand for the Project would be approximately 7 AFY as calculated via CalEEMod. Demands for water from the proposed Hotel would include water utilized for potable uses (cafe, kitchens, etc.), and non-potable uses (pool, laundry, irrigation, sinks and restrooms, etc.).

TABLE 3.16-6
PROJECT'S ESTIMATED WATER CONSUMPTION

	Approximate Water Usage	
Proposed Use	**gpy**	**AFY**
Hotel	938,570	3
Irrigation	309,191	1
Parking Lot	0	0
Restaurant (Café)	1,109,719	3
Strip Mall (Visitor Center)	18,148	0.06
Total	**2,375,628**	**7**

Source: Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project, (Dudek, July 2024) (**Appendix B**, of this EIR)

The CVWD 2020 UWMP states that it will be able to serve 100 percent of projected service area demands in normal, single-dry and multiple-dry years. As discussed in Chapter 5 of the 2020 UWMP, the District anticipates that demands can be met with a combination of local supplies (groundwater and Cachuma Project water), imported water (SWP), advanced purified recycled water, and banked water and supplemental water from CMWD, other State water contractors, and other CCWA member units under all dry-year scenarios during the planning period (2020-2045). Because of this, CVWD expects that under all hydrologic conditions purchased water supplies will fully meet future purchased water demands. Therefore, consistent with the City service area 2020 UWMP, the available supplies to the City's service area are considered to be equal to demands under all conditions (i.e., current and projected, and for normal, single dry, and multiple dry years including a 5-year drought period). Table 3.16-1, Table 3.16-2, and Table 3.16-3 show sufficient water supplies in all hydrologic years; however, in the event of a water supply shortage as described in the CVWD 2020 UWMP, CVWD can implement its WSCP to reduce water usage to a sustainable rate to its remaining supply (CVWD, 2021).

Project Water Supply Availability

The water demand projections in CVWD's 2020 UWMP were developed based on Santa Barbara County Association of Government (SBCAG) and the Regional Housing Needs Assessment demographic projections. CVWD's 2020 UWMP identified water supplies to meet projected water demands through 2045. CVWD's water supply projections in their 2020 UWMP are sufficient to meet the water demand for projects that are determined by the CEQA lead agency to be consistent with the Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS) by SBCAG.

The analysis included in this EIR indicates that the Project would conform with the designated land use and intensity of development permitted by the City's GP/CLUP. The Project is also consistent with the demographic projections in the 2050 RTP/SCS. Thus, the anticipated water demand for the Project would be within CVWD's 2020 UWMP projected water supplies for normal, single-dry, and multiple-dry years through the year 2045 and is also within the CVWD 2020 UWMP's 25-year water demand growth projections. Table 3.16-1 to Table 3.16-3 shows sufficient water supplies to be provided by CVWD in all hydrologic years.

Therefore, given that (1) the 2020 CVWD UWMP projections are inclusive of the Project and do not identify supply shortfalls under any hydrologic conditions evaluated; (2) the CVWD has the ability to implement a WSCP in the case of supply shortages, and demonstrated its effectiveness during the historic 2013–2017 drought; and (3) the increasing efficiency and drought planning requirements from the State, sufficient water supply is estimated to be available to CVWD to meet all future demands within the CVWD service area and those associated with the Project. Additionally, CVWD provided a Will Serve Letter dated January 22, 2024 (**Appendix L**, of this EIR) stating that the Project Site would be serviced by CVWD and supplied with water from the existing municipal system. This is consistent with GP/CLUP Policy PF-5k*,* that the City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the Project Site.

In addition, the Project would incorporate water conservation measures consistent with the CALGreen Code (as amended by Title 15 of the City Municipal Code) to reduce water usage, and in some cases, exceed these requirements. All public restrooms will utilize waterless wall-mounted urinals, feature low-flow faucets, and water closets with a maximum of 1.28 gallons per flush. Guest rooms shall also feature these water closets, in addition to low flow showerheads and faucets. The relocated public restroom within the proposed City Parking Lot #4 Site will feature water efficient toilets, urinals and faucets improvements as compared to the existing restroom at the corner of Linden Avenue and 5th Street.

Consistent with Chapter 15.90 of the City Municipal Code, the proposed plant palette is composed primarily of very low and low water-use plants, including native plants that are adapted to the regional climate, thus requiring less water to maintain. To maintain these plants, a new, highly efficient irrigation system will be installed which would include a flow sensor to detect leaks and automatically shut off the system as necessary. It would also feature a weather-based automatic irrigation controller connected to an on-site weather sensor and automatic rain shut-off, low-flow drip emitters for all on-grade planters, and high-efficiency, matched precipitation rotator spray nozzles at all roof-level planters.

Based on the above, there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years and impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

Cumulative water supply impacts are considered on a purveyor service area basis and are associated with the adequacy of the primary sources of water that include groundwater, imported water, and recycled water. As described above, the CVWD provides projections for water supply and demand for the Carpinteria Valley service area through 2045 that includes imported water and recycled water sources. The 2020 UWMP shows that with anticipated growth per SCAG projections, CVWD would have a sufficient water supplies to support growth through 2045. Furthermore, all development is required to meet water conservation goals. As a result, cumulative development would result in less than significant cumulative impacts to water supply.

Because future development of the Project as well as cumulative projects would result in less than significant impacts, the implementation of the Project would result in less than cumulatively considerable impacts to water supply. As such, a **less than significant impact (Class III)** would occur in this regard.

Wastewater Treatment Capacity

Impact 3.16-3: The project would result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the provider's existing commitments.

Impact Analysis

The Project would develop a land use with a greater wastewater generation as compared to the existing condition and therefore, is being assessed to confirm that CSD has adequate capacity to serve the Project's increased demand on wastewater facilities. Per GP/CLUP Objective PF-5, the City is required to provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area. This includes ensuring that proposed developments demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the Project Site, per GP/CLUP Policy PF-5k.

The Project is anticipated to generate a total estimated wastewater flow of approximately 7 AFY, equal to the estimated rate of water consumption (refer to Table 3.16-6). This flow represents an increase over existing conditions, which currently has a nominal wastewater flow due to the existing public restroom on City Parking Lot#3. Project generated wastewater flows would be transported via a proposed network of onsite and offsite gravity pipes and interconnections with existing lift stations via force mains and gravity pipes, to the nearby wastewater treatment plant operated by CSD. CSD owns and operates the municipal wastewater treatment plant which is capable of treating up to 2.5 million gallons of wastewater per day, on average (Carpinteria Sanitary District, 2025). Per the will-serve letter dated August 4, 2025, from CSD (**Appendix L**, of this EIR), there is adequate capacity in the District's collection and treatment facilities to serve the Project.

According to CSD's Wastewater Master Plan, growth has proceeded at a measured pace in the City and CSD has not seen increases in wastewater flows across the system. Contrarily, water conservation has

fully offset increases in flows, except perhaps in very localized sections of the collection system. As a result, the future flow conditions projected in the 2005 Master Plan have not materialized and implementation of certain growth related capacity improvements has not been required (Carpinteria Sanitary District, 2025b). In addition, CSD's wastewater treatment plant, which is located between Olive and Oak Avenues, has a throughput capacity of approximately 2.5 MGD (City of Carpinteria, 2025). As the Project would generate a nominal amount of wastewater volume compared to this throughput capacity, the Project would not increase wastewater generation such that the existing capacity of CSD's system would be exceeded.

In addition, future development of the Project would be required to pay a sewer service charge to CSD to maintain and upgrade its system. Therefore, future development of the Project would result in determination by the CSD that it has adequate capacity to serve the Project projected demand in addition to the CSD's existing commitments and impacts would be **less than significant (Class III)**.

Cumulative Impact Analysis

Cumulative wastewater infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned infrastructure. The cumulative system includes the Project area sewer system and the conveyance system operated by CSD. As described above, CSD owns and operates the municipal wastewater treatment plant which is capable of treating up to 2.5 million gallons of wastewater per day, on average (Carpinteria Sanitary District, 2025a). Wastewater from the Project or cumulative development is not projected to exceed the existing capacities. Because future development of the Project would not result in significant impacts, the Project's contribution to cumulative impacts associated with wastewater treatment capacity would be less than cumulatively considerable. As such, a **less than significant (Class III)** would occur in this regard.

Solid Waste Generation

Impact 3.16-4: The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Project Impact Analysis

Construction

Site clearance would involve the demolition of parking spaces and other hardscape on the Project Site. Project construction would generate solid waste in the form of equipment and piping, concrete, asphalt, gravel, and contaminated soil. Equipment, piping, and related metal materials would be recycled at an appropriate facility. Total grading for the Project would include approximately 800 cubic yards of export, which would be hauled offsite for disposal. During demolition, the project would remove the existing pavement onsite which is estimated to be 870 tons (**Appendix B**, of this EIR). Concrete, asphalt, and gravel would be recycled at Gold Coast Recycling and Transfer Station. Construction and demolition debris generated would be required to be diverted in conformance with the Construction and Demolition Debris Recycling Program, which requires that sixty-five percent (65 percent) or more of all construction and demolition debris shall be diverted from the landfill. Solid waste generated during construction activities would be recycled to the maximum extent practicable and all remaining waste would be disposed of at the Simi Valley Landfill. As of 2020, the year for which the most recent information is available for the landfill from CalRecycle, the remaining capacity of the Simi Valley Landfill was

approximately 79.8 million cubic yards with an estimated cease operation date of 2063 (CalRecycle 2020). Considering the nominal volume of solid waste the Project would generate from site clearance compared to the total remaining capacity of the landfill, impacts related to generating solid waste in excess of the capacity of local infrastructure would be **less than significant (Class III)**.

Operation

The City contracts with E.J. Harrison and Sons, Inc. to provide solid waste collection services. E.J. Harrison and Sons, Inc., provides complete commercial trash and recycling services for businesses, including weekly collection and a variety of bin sizes. The Project would generate approximately 64 tons per year, or 45.7 cubic yards, of solid waste per calculations via CalEEMod for the Project (**Appendix B**, of this EIR) (refer to **Table 3.16-7**, *Solid Waste Generation Estimates for Operation*s). This is a conservative (i.e., worst case) estimate because it does not account for the comprehensive recycling plan for the Project or the implementation of additional recycling regulations. Over half of the volume of waste generated at the Project Site would be recycled or composted. As of 2020, the year for which the most recent information is available for the landfill from CalRecycle, the remaining capacity of the Simi Valley Landfill was approximately 79.8 million cubic yards with an estimated cease operation date of 2063 (CalRecycle 2020). Conservatively assuming that all of the Project's waste is landfilled, this would be less than 0.01 percent of the maximum disposal capacity per week and less than 0.00006 percent of the residual capacity. Therefore, there is sufficient capacity at the landfill for solid waste generated by the Project. These facilities have adequate capacity to receive Project-related solid waste and recycle these wastes to the extent feasible. Therefore, the Project would not impact the attainment of any state mandated solid waste reduction goals by the City. The Project would dispose of recovered materials at solid waste disposal facilities approved and permitted by the California Department of Resources Recycling and Recovery. Therefore, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or impair the attainment of solid waste reduction goals. **A less than significant impact (Class III)** would occur.

TABLE 3.16-7
SOLID WASTE GENERATION ESTIMATES FOR OPERATIONS

Development	Approximate Total Solid Waste Generation (tons/year)
Hotel	20
Parking Lot	0
Restaurant	44
Strip Mall	0.3
Total	**64**

Source: Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Surfliner Inn Project, (Dudek, July 2024) (**Appendix B**, of this EIR)

Cumulative Impact Analysis

The geographic scope of cumulative analysis for landfill capacity is the service area of the Simi Valley Landfill which serves the Project area. The projections of future landfill capacities are based on the projected waste stream going to the landfill. As described above, the Simi Valley Landfill is projected to

remain open until at least 2063. The lifespan of the landfill includes the existing and projected solid waste that is anticipated from the growth in the County. As a result, impacts from future growth on landfill capacity would be less than cumulatively significant. Although the Project would contribute solid waste to the landfill, the nominal additions of construction and operational solid waste per day would not substantially impact the permitted capacity of the landfill. Therefore, the increase in solid waste from implementation of the Project in combination with planned growth within the County would not require construction of a new landfill or expansion of the existing landfills to meet capacity needs. As a result, the Project's contribution to cumulative impacts on the capacities of the landfill facilities would be less than cumulatively considerable. A **less than significant (Class III)** would occur in this regard.

Comply with federal, State, and local management

Impact 3.16-5: The project would comply with federal, state, and local management and reduction statues and regulations related to solid waste.

Project Impact Analysis

The Project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. As all solid waste collection from the Project Site would be managed by E.J. Harrison and Sons, Inc. which is contracted by the City and is in compliance with federal, State, and local statutes and regulations. Therefore, impacts related to compliance with solid waste regulations would be **less than significant (Class III)**.

Cumulative Impact Analysis

As described above, solid waste from the Project Site and City would be managed by E.J. Harrison and Sons, who is contracted by the City. Similar to the Project, all cumulative development would be required to comply with federal, State, and local statutes and regulations related to solid waste. As a result, the Project's contribution to cumulative impacts on compliance with solid waste regulations would be less than cumulatively considerable. Impacts would be **less than significant (Class III)**.

3.16.6 References

2003. General Plan/Local Coastal Land Use Plan & EIR, dated April 2003.

2010. State Water Resources Control Board. 20 x 2020 Water Conservation Plan, February 2010.

2017a. Fact Sheet, February 2017 Statewide Conservation Data, February Conservation Summary, updated April 4, 2017.

2017b. Media Release, "Statewide Water Savings Exceed 25 Percent in February; Conservation to Remain a California Way of Life," April 4, 2017.

2017c. Fact Sheet, August 2017 Statewide Conservation Data, August Urban Water Production Summary, updated October 3, 2017.

2020. SWIS Facility/Site Summary: Simi Valley Landfill & Recycling Center (56-AA-0007) https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954

2021. Carpinteria Valley Water District. 2020 Urban Water Management Plan Final, prepared by Woodard & Curran, dated October 2021.

2021. Central Coast Water Authority Urban Water Management Plan, 2020 Update, prepared by Provost & Pritchard, dated June 2021.

2025 SGMA Groundwater Management, https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management. Accessed November 2025.

2025. California Renewable Portfolio Standards (RPS), https://www.cpuc.ca.gov/rps/. Accessed November 2025.

2025, Carpinteria Sanitary District, Will-Serve Letter, August 4, 2025.

2025a. Wastewater Treatment. https://carpsan.com/services/wastewater-treatment/. Accessed November 2025.

2025b. Sewer System Management Plan. August 2025. https://carpsan.com/wp-content/uploads/2025/07/SSMP_Final.pdf. Accessed November 2025.

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CHAPTER 4
Alternatives

The State California Environmental Quality Act Guidelines (CEQA Guidelines, 1970, as amended, Section 15126.6) require an EIR to include a discussion of a reasonable range of alternatives to the proposed project. The State CEQA Guidelines also require that the EIR explain why specific project alternatives considered at one time were rejected in favor of the proposed project. The selection of alternatives is to be guided by the provision of reasonable choices and the promotion of informed decision making and informed public participation. An EIR need not evaluate alternatives that would have effects that cannot be determined, or for which implementation would be remote and speculative.

The State CEQA Guidelines also require that the EIR specifically evaluate a "No Project" alternative within this discussion and that an "environmentally superior" alternative be identified (Section 15126.6 [e]).

The alternatives addressed in this EIR were selected based on the following factors:

1. The extent to which the alternative would accomplish most of the basic project objectives.
2. The extent to which the alternative would avoid or lessen any of the identified significant environmental effects of the Project (discussed in Sections 3.1 through 3.16).
3. The potential feasibility of the alternative (as discussed in this Chapter).
4. The extent to which the alternative contributes to a "reasonable range" of alternatives necessary to permit a reasoned choice.

The Project is fully described in Chapter 2, Project Description, of this EIR. The environmental consequences are addressed in Sections 3.1 through 3.16, of this EIR.

4.1 Project Objectives

As stated above, the range of potential alternatives must be able to feasibly attain most of the basic objectives of the Project. The objectives identified by the Project Applicant in coordination with the City, include:

- Provide a visitor-serving use in downtown Carpinteria,
- Provide sufficient public parking in downtown Carpinteria adjacent to existing commercial uses and the Carpinteria Amtrak train station,
- Encourage public transportation by offering discount hotel room rates for guests arriving by train,
- Provide an area for public gathering and local community events within the rooftop bar and event space of the Surfliner Inn,

- Net positive direct economic impact and annual revenue for the City , and
- Create full-time jobs for hotel operations and part-time jobs for construction.

4.2 Project Impacts

All of the potential environmental impacts associated with development of the Project were found to be either less than significant without mitigation or less than significant with mitigation. No significant and unavoidable impacts were identified as a result of construction and operation of the Project. A list of potential impacts is provided in Table ES-1, *Summary of Impacts and Mitigation Measures*, in the Executive Summary Chapter, of this EIR.

4.3 Alternatives

In accordance with the State CEQA Guidelines, four project alternatives and the comparative merits of the alternatives are discussed below. All of the potential environmental impacts associated with the Project were found to be either less than significant or less than significant with mitigation. The alternatives were selected because of their potential to further reduce potentially significant effects of the Project.

Table 4-1, *Alternative Feature Comparison*, provides a summary of key features distinguishing each alternative from the Project. **Table 4-2**, *Comparison of Project Alternative Impacts*, compares the impact of each alternative to impacts of the Project for each of the environmental topics analyzed in detail in Sections 3.1 through 3.16, of this EIR. The impacts of each alternative are classified as greater, lessened, or similar to the level of impacts associated with the Project.

4.3.1 Alternatives Considered but Rejected

Section 15126.6(c) of the State CEQA Guidelines states:

> *The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.*

According to the State CEQA Guidelines Section 15364, feasibility is defined as:

> *[The capability] of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.*

TABLE 4-1
ALTERNATIVE FEATURE COMPARISON

	Project Feature									
	Construct Hotel	Lot #3				Lot #4				
	--	No. Parking Stalls	No. EV Parking	No. Bicycle Parking	Retain Existing Public Restroom	No. Parking Stalls	No. EV Parking	No. Bicycle Parking	Relocate Public Restroom	Construct New Public Pathway
Project	X	46	8	12	--	93	17	6	X	X
No Project	--	113	0	12	X	0	0	0	--	--
Alternative 1 No New Parking on Lot #4	X	46	8	12	X	0	0	0	--	--
Alternative 2 Single Loaded City Parking Lot #4	X	46	8	12	--	93	17	6	X	X
Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden	X	139	23	12	--	11	0	6	X	X
Alternative 4 No Rooftop Uses	X*	46	8	12	--	93	17	6	X	X

* No rooftop uses: outdoor rooftop bar and seating area, an event area, guest lounge, a swimming pool area, pool equipment room, landscape planter areas, and stairways and elevator shafts.
Source: ESA, 2025.

TABLE 4-2
COMPARISON OF PROJECT ALTERNATIVE IMPACTS

Environmental Resource	Impacts Analysis					
	Project	No Project	Alternative 1 No New Parking on Lot #4	Alternative 2 Single Loaded City Parking Lot #4	Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden	Alternative 4 No Rooftop Uses
Aesthetics	Class III	<	<	>	=	<
Air Quality	Class III	<	<	>	>	=
Biological Resources	Class II	<	=	>	>	=
Cultural Resources	Class II	<	<	>	>	=
Energy	Class III	<	<	>	>	=
Geology and Soils	Class III	<	<	>	>	=
Greenhouse Gas Emissions	Class III	<	<	>	>	=
Hazards and Hazardous Materials	Class III	<	<	>	>	=
Hydrology and Water Quality	Class III	>	>	=	>	=
Land Use and Planning	Class III	<	<	>	=	=
Noise	Class II	<	<	>	>	<
Public Services	Class III	<	=	=	=	=
Recreation	Class III	<	=	>	=	=
Transportation	Class III	<	<	=	=	<
Tribal Cultural Resources	Class II	<	<	>	>	=
Utilities and Service Systems	Class III	<	<	>	>	<

Class I = Significant and Unavoidable; Class II = Less than Significant with Mitigation; Class III = Less than Significant; Class IV = Beneficial.
Symbols = < Reduced impact in comparison to the Project; = Similar impact in comparison to the Project.; > Greater impact in comparison to the Project
Source: ESA, 2025.

As described above, Section 15126.6(c) of the State CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. For the Project, the following alternatives were considered but rejected:

- Underground Parking Alternative
- Single-Story Hotel Alternative4
- Lot #4 Moved Towards Holly Avenue Alternative

The Underground Parking Alternative was raised at the Project Scoping Meeting in June of 2025. It would involve the construction of an underground parking structure within Lot #3 to accommodate the proposed 93 parking spaces. This Alternative was rejected due to significant environmental impacts, in addition to making the Project economically infeasible and temporarily removing public parking during construction (approximately a two-year period). Environmentally, this Alternative would require excavation to construct the underground parking structure which would generate approximately 750,000 cubic yards of export and a significant number of vehicle trips for hauling exported soils. Additionally, preliminary engineering has shown that the Project Site has a high-water table, which in addition to potential water quality impacts, would lead to associated liquefaction remediation and structural requirements due to the proximity to the Union Pacific Railroad (UPRR) railroad tracks. All of these factors would increase the cost of construction of the undergrounding parking structure and would increase the cost of maintaining the structure. Based on estimates obtained for the work, the cost of placing the new parking lot underground would be ten times greater than the cost to place the parking lot on the surface at 399 Linden Avenue as proposed in the Project. Lastly, the Lease Disposition and Development Agreement, dated July 19, 2021 (LDDA), would need to be amended by the City to allow for this change, should it be required. In summary, this Alternative would not be feasible when taking into account the economic, environmental, legal, and technological factors.

The Single-Story Hotel Alternative would propose the restriction of the height of the hotel structure to a single-story building. The reduction of the structure height to a single story would make the Project infeasible due to the loss of at least half of the proposed number of guest rooms. The ground level construction is proportionally more expensive than multi-level structures. As with the Underground Parking Alternative considered above, the Lease Disposition and Development Agreement, dated July 19, 2021 (LDDA), would need to be amended by the City to allow for this change, should it be required. Lastly, this Alternative would not meet the project objectives, including providing an area of public gathering and local community events within the rooftop bar and event space and resulting in an economic boost to the City. Thus, the Single-Story Hotel Alternative would fail to meet basic project objectives and would not be feasible when taking into account economic and legal factors.

The Lot #4 Moved Towards Holly Avenue Alternative was raised at the Project Scoping Meeting in June of 2025. It would propose that Lot #4 is relocated towards Holly Avenue, onto the linear parcel located northwest of the Carpinteria Community Garden Park. This Alternative was rejected due to space constraints (less than 9,000 square feet) which would reduce the number of available parking stalls that could be provided by the Project. In addition, the parcel is currently owned by UPRR, which would result in cost and timing implications for the Project for coordination of development rights and/or ownership or sale of the parcel. In summary, this Alternative would not meet the project objectives,

including providing sufficient public parking, in addition to potentially delaying the Project's development and cost feasibility.

4.3.2 Overview of Project Alternatives

The alternatives analysis is presented as a comparative analysis to the Project. A project may have the potential to generate significant impacts, but changes to certain features may also afford the opportunity to avoid or reduce such impacts. The following alternatives analysis compares the potential significant environmental impacts of the alternatives with those of the Project for each of the environmental topics analyzed in detail in Sections 3.1 through 3.16, of this EIR, and discusses feasibility of implementation, and ability to meet objectives; refer to Table 4-1.

No Project Alternative

Per State CEQA Guidelines Section 15126.6(e), the "No Project" analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. For purposes of this EIR, the No Project Alternative has a baseline condition of May 29, 2025, when the NOP was released for public review.

Under the No Project Alternative, the Project would not be constructed, and it is assumed that the Project Site would maintain the existing condition, which as described in Section 2.2 Existing Conditions. The Project Site is comprised of two lots: a paved surface parking lot (City Parking Lot #3, commonly known as the Amtrak Lot) with a total of 113 parking spaces, 12 bicycle spaces, and a public restroom and an unpaved parcel south of the UPRR tracks (Lot #4) that features from the Interim Linden to Holly Trail. Currently, the Project Site does not provide any electric vehicle (EV) parking or charging capabilities.

Alternative 1 No New Parking on Lot #4

Under Alternative 1, No New Parking on Lot #4 (or Alternative 1), the Project would be built as described under Chapter 2, Project Description, of this EIR, with the exception that the proposed parking lot on Lot #4 would not be built and this Alternative would only reconfigure the remaining area of Lot #3 to include 46 parking spaces, including 4 Americans with Disabilities Act (ADA) parking spaces and 8 EV parking spaces, and 12 bicycle spaces (City Parking Lot #3). The public restroom on Lot #3 would be retained. Lot #4 would be maintained as under existing conditions and the Interim Linden to Holly Trail would remain.

Alternative 2 Single Loaded City Parking Lot #4

Under Alternative 2, Single Loaded City Parking Lot #4 (or Alternative 2), the Project would be built as described under Chapter 2, Project Description, of this EIR, with the exception that Lot #4 would be reconfigured to a single-loaded parking lot (City Parking Lot #4) with 93 parking spaces, including 6 ADA parking spaces and 17 EV parking spaces, and 6 bicycle spaces, to be installed on the northern end of the lot nearest to the UPRR tracks. The reconfigured parking lot in Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of Lot #4 under the Project. Alternative 2 would include the same cubic yards of cut and fill grading quantities for the proposed

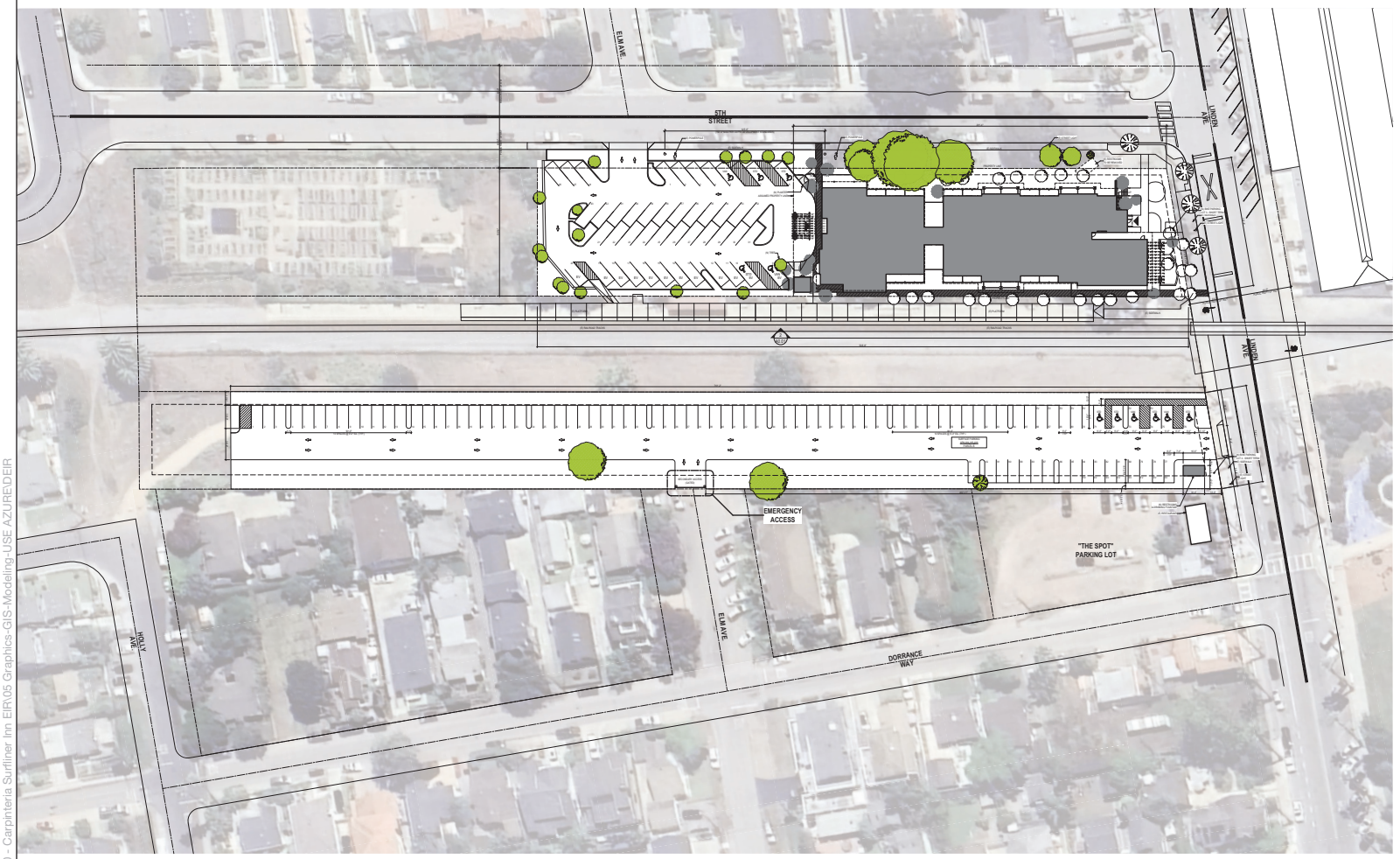
Hotel Site as under the Project but greater cubic yards of cut and fill for Lot #4 resulting in a larger grading footprint. The existing Interim Linden to Holly Trail would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. The public restroom on Lot #3 would be relocated to Lot #4 as under the Project. Refer to **Figure 4-1**, *Alternative 2 Single Loaded City Parking Lot #4*.

Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden

Under Alternative 3, Extended City Parking Lot #3 and Relocated Community Garden (or Alternative 3), the Project would be built as described under Chapter 2, Project Description, of this EIR, with the exception that the City's Community Garden located adjacent to the Project Site would be moved to 399 Linden Avenue (Lot #4) and the proposed parking for the Project on Lot #3 would be extended onto the parcel where the current Community Garden is located. With this extension of Lot #3 onto the adjacent parcel, Lot #3 would accommodate 139 parking spaces, including 8 ADA parking spaces and 23 EV parking spaces, and 12 bicycle spaces. Approximately 32,500 square feet of Lot #4 would be allocated to the relocated Community Garden, while the remaining portion of the lot nearest Linden Avenue would be reconfigured to accommodate 11 parking spaces, including 1 ADA parking space and no EV parking spaces, and 6 bicycle spaces, for use by the visitors to the Community Garden and open to the public. Alternative 3 would have greater cut and fill grading quantities for the proposed Hotel Site as under the Project but less cut and fill for Lot #4 resulting in an incrementally greater grading footprint. . The existing Interim Linden to Holly Trail would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. The public restroom on Lot #3 would still be relocated to Lot #4 as under the Project. Refer to **Figure 4-2**, *Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden*.

Alternative 4 No Rooftop Uses

Under Alternative 4, No Rooftop Uses (or Alternative 4), the Project would be built as described under Chapter 2 Project Description, of this EIR, with the exception that no rooftop uses on the proposed Hotel would be allowed. This area would not be publicly accessible and would not feature any community facing uses. This Alternative excludes the following rooftop features: an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, a swimming pool area, a pool equipment room, and landscape planter areas.



bicycle parking		
EXISTING	RACKS	SPACES
LOT 3	6	12
LOT 4	0	0
TOTAL EXISTING BIKE PARKING	6	12
REQUIRED (PER CALGREEN 2022 NON-RES)		
LOT 3 - SHORT TERM	5% OF NEW VISITOR SPACES	
(139-113) x 0.05 = 1.3 = 2 (CODE MIN)	1	2
LOT 3 - LONG TERM	5% OF TENANT SPACES	
6 x 0.05 = 0.3 = 0	0	0
LOT 4 - SHORT TERM	0	0
LOT 4 - LONG TERM	0	0
TOTAL REQUIRED BIKE PARKING	1	2
PROPOSED		
LOT 3 - SHORT TERM	2	4
LOT 3 - LONG TERM	4	8
LOT 4 - SHORT TERM	3	6
LOT 4 - LONG TERM	0	0
TOTAL PROPOSED BIKE PARKING	9	18

parking lot statistics	
EXISTING	
LOT 3	113
PROPOSED	
LOT 3 - STANDARD	36
LOT 3 - ACCESSIBLE	1
LOT 3 - ACCESSIBLE VAN	1
LOT 3 - STANDARD EV	8
LOT 3 - ACCESSIBLE EV	1
LOT 3 - ACCESSIBLE VAN EV	1
LOT 3 - SUB TOTAL	48
LOT 4 - STANDARD	72
LOT 4 - ACCESSIBLE	3
LOT 4 - ACCESSIBLE VAN	1
LOT 4 - STANDARD EV	15
LOT 4 - ACCESSIBLE EV	1
LOT 4 - ACCESSIBLE VAN EV	1
LOT 4 - SUB TOTAL	93
TOTAL PARKING PROVIDED	**139**

required parking	
HOTEL	1 / ROOM* + 1 / EMPLOYEE
37* + 6	43
* = INCLUDES GUESTROOMS AND MANAGER'S UNIT	
CAFE	1 / 50sf SEATING + 1 / 250sf GROSS AREA
1,111sf DINING AREA LESS 60% sf = 444sf	
(444sf / 50) + (2,041sf / 250) = 9 + 8	17
ROOFTOP BAR AND EVENT SPACE	1/50 sf SEATING
1,280sf (BAR AREA + SEATING) + 2,000sf (BAR EVENT SPACE) = 3,280sf	
3,280sf TOTAL BAR AREA LESS 60% sf = 1,312sf	
1,320sf / 50 = 26.24 = 27	27
VISITOR CENTER	1 / 250 GROSS AREA
245sf / 250 = 1	1
TOTAL HOTEL PARKING	**88**

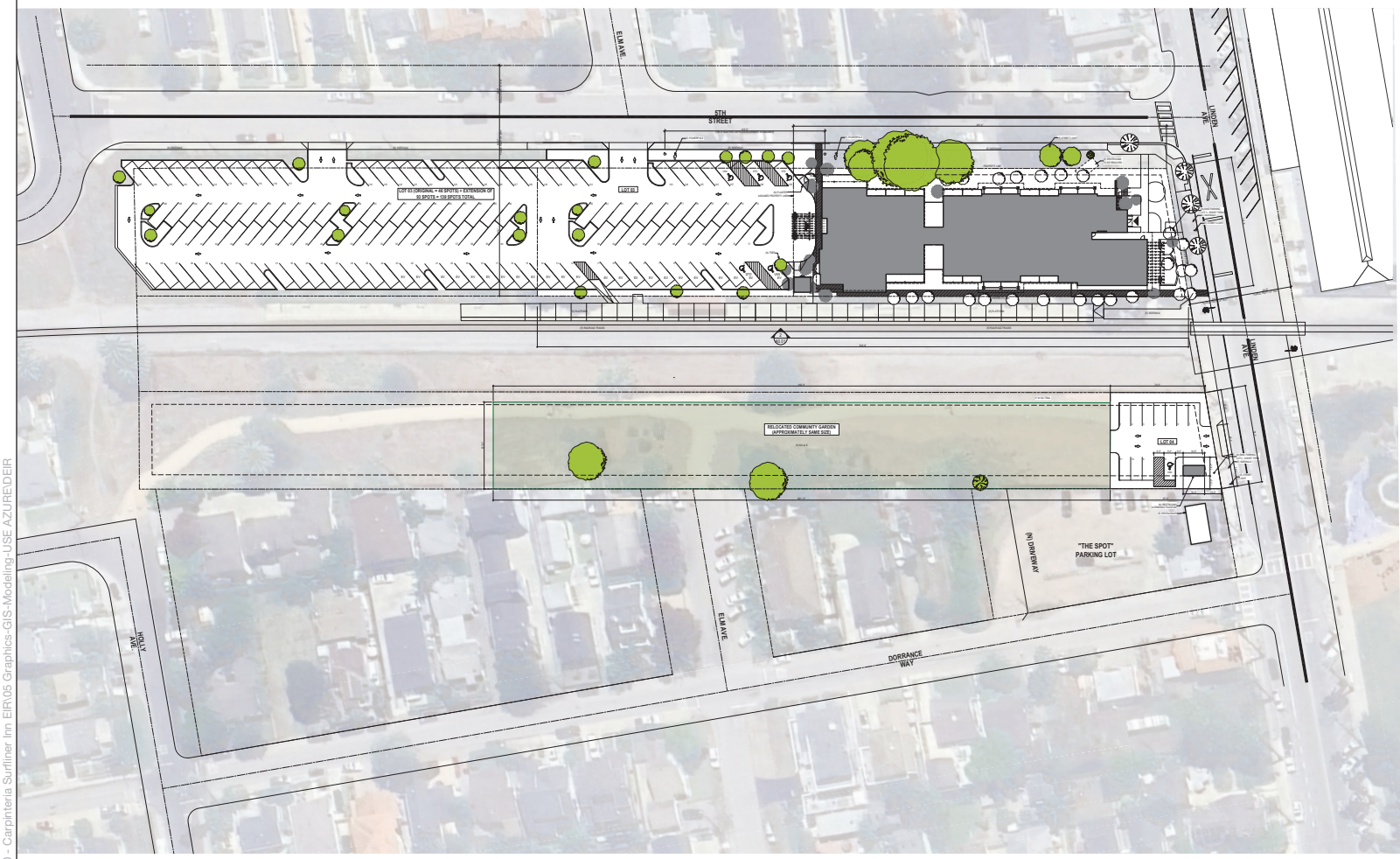
D2025000099.00 - Carpinteria Surfliner Inn EIR\05 Graphics-GIS-Modeling-USE AZURE\DEIR

SOURCE: AB Design Studio, Inc., 2025

Surfliner Inn Project

Figure 4-1
Alternative 2 Single Loaded City Parking Lot #4

ESA


5TH STREET
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4.4 Impact Assessment

4.4.1 No Project Alternative

Impact Discussion

Aesthetics

As noted in Section 3.1. *Aesthetics*, of this EIR, the Project would result in a less than significant impact on aesthetics, including on scenic vistas, state scenic highways, visual character and public views, and from light and glare.

As the No Project Alternative would not change the Project Site from existing conditions, there would be less impacts on aesthetics as compared to the Project.

Air Quality

As noted in Section 3.2, *Air Quality*, of this EIR, the Project would result in a less than significant impact on air quality, including conflict with an applicable air quality plan, expose sensitive receptors to substantial pollutant concentrations, result in a net increase of a criteria pollutant, or result in odors impacting a substantial number of people.

As the No Project Alternative would not result in construction or operation of the Project, there would be less impacts on air quality.

Biological Resources

As noted in Section 3.3, *Biological Resources*, of this EIR, the Project would result in a less than significant impact with mitigation on sensitive species, including construction resulting in direct and/or indirect impacts to Cooper's hawk through the potential removal of active nests from the removal of two trees which would be mitigated through pre-construction nesting bird surveys and the establishment of buffers as necessary (Mitigation Measure MM-BIO-1). The Project would result in a less than significant impact with mitigation from conflict with applicable policies or ordinances protecting biological resources. Incorporation of mitigation (Mitigation Measure MM-BIO-2) as presented in the Tree Assessment (Appendix C1) would ensure that impacts to local policies and ordinances would be less than significant.

As the No Project Alternative would not result in the construction and operation of the Project, there would be less impacts on biological resources as compared to the Project, as no trees would be removed, reducing the potential to impact potential nesting birds.

Cultural Resources

As noted in Section 3.4, *Cultural Resources*, of this EIR, the Project would result in a less than significant impact on causing a substantial adverse change in the significance of a historical resource. In addition, the Project would result in less than significant impact with mitigation on impacting an archaeological resource with implementation of Mitigation Measures MM-CUL-1 through MM-CUL-3, as the Project Site has a moderate to high potential for encountering buried archaeological resources during ground

disturbing activities. With implementation of Mitigation Measure MM-CUL-4, the Project would have a less than significant impact with mitigation on impacting unanticipated human remains.

As the No Project Alternative would not result in construction, there would be less impacts on cultural resources as compared to the Project as there would be no ground disturbance associated with this Alternative.

Energy

As noted in Section 3.5, *Energy*, of this EIR, the Project would result in a less than significant impact on wasteful, inefficient, or unnecessary consumption of energy resources and from conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

As the No Project Alternative would not result in construction or operation of the Project, there would be less impacts on energy as compared to the Project.

Geology and Soils

As noted in Section 3.6, *Geology and Soils*, of this EIR, the Project would result in a less than significant impact on geologic hazards and paleontological resources.

As the No Project Alternative would not result in construction or operation of the Project, there would be less impacts from geologic hazards as compared to the Project as no structures would be built that would expose people to geologic hazards, nor would there be ground disturbance which would have the potential to impact paleontological resources.

Greenhouse Gas Emissions

As noted in Section 3.7, *Greenhouse Gas Emissions*, of this EIR, the Project would result in a less than significant impact through conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project would also have a less than significant impact related to generating emissions that would have a significant impact on the environment. Construction of the Project would result in greenhouse gas (GHG) emissions, which are primarily associated with use of off-road construction equipment, on-road vendor and haul trucks, and worker vehicles. The analysis of Project emissions also considers the Project-generated operational GHG emissions from energy sources (electricity). The evaluation of significance is determined by adding the amortized construction emissions to the operational emissions and comparing them to the operational threshold, which was determined to not conflict with any City or Santa Barbara County Air Pollution Control District significance thresholds and thus, would result in a less than significant impact.

As the No Project Alternative would not result in construction or operation of the Project, the GHG emissions would be reduced as compared to the Project.

Hazards and Hazardous Materials

As noted in Section 3.8, *Hazards and Hazardous Materials*, of this EIR, the Project would result in a less than significant impact from hazards and hazardous materials, and no impacts related to wildland fires. As the No Project Alternative would not result in construction or operation of the Project, the risk related to exposure to hazards and hazardous materials, a safety hazard or noise hazard from proximity

to an airport, or the impairment of an adopted emergency response or evacuation plan would be less as compared to the Project.

As the Project Site is not located within a very high fire hazard severity zone, there would be no change in impacts as compared to the Project related to exposing people or structures to risks involving wildland fires.

Hydrology and Water Quality

As noted in Section 3.9, *Hydrology and Water Quality*, of this EIR, the Project would result in a less than significant impact on hydrology and water quality. Implementation of applicable best management practices (BMPs) including physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of infiltration swales, protection of stockpiled materials, and a variety of other measures would substantially reduce the potential for impacts to surface and groundwater quality from occurring during construction. The Project would increase the amount of impervious surfaces when compared to current conditions, which would increase stormwater flows. However, the Project would incorporate Low Impact Development (LID) measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the installation of underground retention chambers to treat and limit storm water discharge from the Project Site. As calculated in the Drainage Study (**Appendix H**) for the Project, the post-construction runoff from the Project Site would be less than existing conditions.

Although the No Project Alternative would result in no construction and therefore less impacts related to water quality and drainage in the construction phase as compared to the Project, it would result in incrementally greater impacts to water quality and drainage as compared to the Project since the existing conditions does not include BMP or LID measures to treat and limit storm water discharge from the Project Site.

Land Use and Planning

As noted in Section 3.10, *Land Use and Planning*, of this EIR, the Project would result in no impacts related to dividing an established community as an infill site and a less than significant impact conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The No Project Alternative would have less impacts as compared to the Project related to land use and planning as there would be no change to the Project Site being an established site within the community and maintaining the Project Site under existing conditions would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Noise

As noted in Section 3.11, *Noise*, of this EIR, the worst-case scenario modeling for construction of the Project would result in a potentially significant short-term noise impact at the nearest residence and apartment complex located south of the Project Site due to paving and grading of Lot #4. Implementation of Mitigation Measure MM-NOI-1, which requires the installation of a temporary noise barrier 10-feet in height along the southern property boundary of Lot #4 would reduce potentially significant construction noise impacts to less than significant. The Project's use of a vibratory pile driver for construction was also determined to potentially result in significant human annoyance and residential structure damage at

neighboring structures. To mitigate this impact, the use of a vibratory roller should be restricted to a distance of 23 feet or greater (Mitigation Measure MM-NOI-2) and any foundation piles that could be necessary for foundational support of the Project shall be installed using pre- drilled cast-in-place methods (Mitigation Measure MM-NOI-3) to reduce vibration impacts to less than significant. As noted in Section 3.11, *Noise*, of this EIR, potentially significant vibration annoyance impacts for the occupants of the residential structures located next to the southern boundary of the future construction zone boundary for the proposed Lot #4 exist. To avoid these significant impacts, the use of a vibratory roller should be restricted to a distance of 23 feet or greater from any existing off-site residence (residential structures have portions that are at a distance of less than 23 feet from the potential future construction zone for the Project) (Mitigation Measure MM-NOI-2) and any required foundation pile installation for the Project shall be limited to pre-drilled and cast-in- place methods (no impact or vibratory pile driving methods shall be employed) (Mitigation Measure MM-NOI-3).

Operational impacts were also determined to be less than significant for the Project as the analysis assessed various operational noise sources, such as delivery or trash trucks, parking lot noises, and operations of the Hotel's rooftop uses to the distance to sensitive receptors. The analysis conservatively assessed noise impacts from heating, ventilation, and air conditioning (HVAC) equipment and battery energy storge system (operated continuously over a 24-hour period) and 100 guests utilizing the rooftop amenity areas 24 hours per day and determined that operational sound level at the noise-sensitive receptors nearest to the Project Site would fall well below the 2003 General Plan/Local Coastal Land Use Plan (GP/CLUP) guidance of 60 dBA CNEL. Consequently, operational noise impacts of the Project with maximum capacity levels of rooftop amenity use would be less than significant. In addition, operation of the Project would involve trip generation that would result in traffic noise level increases on area roadways of no greater than 1.6 dBA CNEL, which would not exceed the significance threshold of 3 dBA. Consequently, operational traffic noise impacts would be less than significant.

The Project Site is not located within an airport land use plan area or within two miles of a public airport or public use airport and therefore, the Project would not expose people to excessive noise levels from such uses and no impact would occur.

As the No Project Alternative would not result in construction, there would be reduced impacts from noise impacts or vibration impacts on sensitive receptors or to structures as compared to the Project. In addition, the No Project Alternative would not construct the Project and therefore not introduce the noises associated with its operation to the area, impacts would be less than the Project.

Public Services

As noted in Section 3.12, *Public Services*, of this EIR, the Project would result in a less than significant impact related to public services. The Project would not impact response times or other performance objectives for fire or police services and therefore would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. The Project would also not result in an increase the number of residents in the City that would substantially impact existing school capacity or on recreational resources in a way that would result in the need for new or physically altered governmental facilities, the construction of which would result in environmental impacts.

The No Project Alternative would not change how fire and police services would travel to or access the Project Site and would therefore not impact response times or other performance objectives and environmental impacts from the need to expand or construct new facilities would be less as compared to the Project. Additionally, the No Project Alternative would not impact existing school capacity or on recreational resources as it would maintain its current use as a parking lot and therefore would have less impacts as compared to the Project.

Recreation

As noted in Section 3.1,3 *Recreation*, of this EIR, the Project would result in a less than significant impact on the deterioration of existing recreational facilities or result in the need for new or expanded recreational facilities whose construction could cause significant environmental impacts as it would not introduce substantial amounts of permanent residents that would utilize existing recreational resources in the area.

The No Project Alternative would have less impacts as compared to the Project as it would maintain the Project Site's use as an existing surface lot and Interim Linden to Holly Trail, neither of which would result in a substantial increase in the use of recreational facilities in the area through an increase in permanent residents.

Transportation

As noted in Section 3.14, *Transportation*, of this EIR, the Project would result in a less than significant impact from conflict with a program plan, ordinance or policy addressing the circulation system, vehicle miles traveled, an increase in hazards due to a geometric design feature, or result in inadequate emergency access.

The No Project Alternative would not change any existing infrastructure hazards, such as the UPRR arm crossing guards, or result in a change to the existing use as a surface parking lot and the Interim Linden to Holly Trail. The Project Site is located adjacent to the existing Carpinteria Amtrak Station; thus, the No Project Alternative would also meet the transit proximity screening criteria (located within ½ mile of a major transit stop) and not have vehicle miles traveled impacts. Therefore, the No Project Alternative would have less impacts compared to that of the Project.

Tribal Cultural Resources

As noted in Section 3.15, *Tribal Cultural Resources*, of this EIR, the Project would result in a less than significant impact with mitigation through causing a substantial adverse change in the significance of a tribal cultural resource. Implementation of Mitigation Measures TCR-MM-1 through TCR-MM-3 would reduce impacts to less than significant.

As the No Project Alternative would not result in construction, there would be reduced impacts to tribal cultural resources as compared to the Project as there would be no ground disturbance associated with this Alternative and therefore, a reduced potential to encounter subsurface unanticipated resources.

Utilities and Service Systems

As noted in Section 3.16, *Utilities and Service Systems*, of this EIR, the Project would result in a less than significant impact related to utilities and service systems.

As the No Project Alternative would not result in construction or operation of the Project, there would be reduced impacts on the environment from the lack of the need for expansion of service connections for utilities as compared to the Project.

Relationship of the Alternative to the Objectives

The No Project Alternative would meet one of the project objectives, but it would not meet the objectives specific to the project constructing and operating a hotel and parking lot. The No Project Alternative would maintain the existing condition of a public parking lot with public restroom which would continue to provide a visitor-serving use in downtown Carpinteria; however, this Alternative would not meet any of the other Project objectives. In addition, with implementation of the No Project Alternative, the project design features that would improve the Project Site's environmental conditions would not occur. These include project design features that ensure that stormwater is captured, treated, infiltrated, and discharged such the rate and volume is equal to or less than existing conditions, landscaping that would improve the Project Site's character, and construction of the improved Interim Linden to Holly Trail which would improve both the aesthetic and recreational value of the Project Site.

4.4.2 Alternative 1 No New Parking on Lot #4

Impact Discussion

Aesthetics

Alternative 1 would not construct a surface parking on Lot #4 and would therefore have incrementally less impacts on aesthetics as compared to the Project due to a reduction in construction vehicles grading and working on Lot #4 in addition to no vehicles parking at 399 Linden Avenue. In addition, as Lot #4 would not be constructed, it would incrementally reduce potential operational lighting impacts from vehicles parking in Lot #4 and from overhead lights at the Project Site as compared to the Project. It is noted that the Interim Linden to Holly Trail on Lot #4 would also not be reconstructed as proposed in the Project with pavement and landscaping. The informal trail that currently exists would remain for the foreseeable future.

Air Quality

As Alternative 1 would not result in the construction or operation of a parking lot on Lot #4, there would be incrementally less impacts on air quality as compared to the Project due to less emissions from equipment and construction activities in the construction phase for Lot #4. In addition, as this Alternative would reduce the number of parking spaces available during operations, it would incrementally reduce air quality impacts from trips generated by vehicles utilizing Lot #4.

Biological Resources

Although Alternative 1 would not result in the construction or operation of a parking lot on Lot #4 and the Interim Linden to Holly Trail on Lot #4 would remain, there would be similar impacts on biological resources as compared to the Project as trees would be removed on Lot #3. Therefore, the Alternative has the potential to impact nesting birds present at the time of construction.

Cultural Resources

As Alternative 1 would not result in the construction or operation of a parking lot on Lot #4 and the Interim Linden to Holly Trail would remain, there would be incrementally less impacts on cultural resources as compared to the Project as there would be a reduced footprint of ground disturbance associated with this Alternative and therefore a reduced potential of encountering subsurface unanticipated cultural resources.

Energy

As Alternative 1 would not result in the construction or operation of a parking lot on Lot #4 and the Interim Linden to Holly Trail would remain, there would be incrementally less impacts on energy as compared to the Project as there would be less electrical energy and fuel used during the construction phase associated with this Alternative. In addition, a reduction in parking would reduce the fuel usage of the operational phase as less vehicle trips would be generated by the Alternative.

Geology and Soils

As Alternative 1 would not result in the construction or operation of a parking lot on Lot #4 and the Interim Linden to Holly Trail would remain, there would be incrementally less impacts related to geologic hazards as compared to the Project. Further, with a reduced ground disturbance footprint on Lot #4 during the construction phase, there would be incrementally less impacts on paleontological resources as the potential to encounter unanticipated subsurface resources is reduced.

Greenhouse Gas Emissions

As Alternative 1 would not result in the construction or operation of a parking lot on Lot #4 and the Interim Linden to Holly Trail would remain, there would be incrementally less impacts related to GHG emissions from operation of parking on Lot #4 and from fuel use from construction vehicles.

Hazards and Hazardous Materials

As Alternative 1 would not result in the construction or operation of a parking lot on Lot #4 and the Interim Linden to Holly Trail would remain, there would be incrementally less impacts related to risks related to exposure of people to hazards and hazardous materials, a safety hazard or noise hazard from proximity to an airport, or the impairment of an adopted emergency response or evacuation plan as compared to the Project. As the Project Site is not located within a very high fire hazard severity zone, there would be no change in impacts as compared to the Project related to exposing people or structures to risks involving wildland fires.

Hydrology and Water Quality

As the Alternative 1 would be similar to the Project with the exception of the construction and operation of a parking lot on Lot #4, there would be incrementally greater impacts to water quality and drainage as compared to the Project since there would be a reduction in the amount of LID measures installed to treat and limit storm water discharge from the Project Site.

Land Use and Planning

Alternative 1 would have less impacts as the Project related to land use and planning as there would be no construction or operation of a parking lot on Lot #4 and the Interim Linden to Holly Trail would remain.

Noise

As noted in Section 3.11, *Noise*, of this EIR, the worst-case scenario modelling concluded that construction noise levels are predicted to exceed the recommended Federal Transit Administration maximum of 80 dBA Leq 8-hour at receptors sensitive receptors south of Lot #4 during the construction and paving of the proposed City Parking Lot #4 as part of the Project. Therefore, Alternative 1 would reduce impacts associated with construction noise.

The Project's use of a vibratory pile driver for construction was also determined to potentially result in significant human annoyance and residential structure damage at neighboring structures. To mitigate this impact, the use of a vibratory roller should be restricted to a distance of 23 feet or greater (Mitigation Measure MM-NOI-2) and any foundation piles that could be necessary for foundational support of the Project shall be installed using pre- drilled cast-in-place methods (Mitigation Measure MM-NOI-3) to reduce vibration impacts to less than significant.

Alternative 1 would have less impacts as the Project related to noise as there would be no operation of a parking lot on proposed City Parking Lot #4 and the Interim Linden to Holly Trail would remain.

Public Services

Alternative 1 would not change how fire and police services would get to or access the Project Site and would therefore not impact response times or other performance objectives and impacts would be the same as the Project. Additionally, the Alternative 1 would not impact existing school capacity or on recreational resources as it would not result in an increase in permanent residents in the area and therefore would have the same impacts as the Project.

Recreation

Alternative 1 would have similar impacts as the Project as it would be similar to the Project with the exception of the construction and operation of a parking lot on proposed City Parking Lot #4, which would not result in a substantial increase in the use of recreational facilities in the area by permanent residents.

Transportation

Alternative 1 would not include construction or operation of a parking lot on proposed City Parking Lot #4 and the Interim Linden to Holly Trail would remain. Alternative 1 would not change any existing geometric design hazards, such as the UPRR arm crossing guards, or result in a change on proposed City Parking Lot #4 that would increase any geometric design hazards or cause a conflict with a policy related to the transportation system. Therefore, Alternative 1 would have less transportation impacts to that of the Project.

Tribal Cultural Resources

Alternative 1 would be similar to the Project with the exception of the construction and operation of a parking lot on proposed City Parking Lot #4. As such, there would be incrementally less impacts on tribal cultural resources as compared to the Project as there would be reduced ground disturbance associated with this Alternative.

Utilities and Service Systems

Alternative 1 would be similar to the Project with the exception of the construction and operation of a parking lot on proposed City Parking Lot #4. As such, there would be incrementally less construction and operation impacts on utilities and service systems as compared to the Project.

Relationship of the Alternative to the Objectives

Alternative 1 would meet a majority of the project objectives, but it would not meet the objectives specific to providing sufficient public parking in downtown Carpinteria t. The Project would construct 139 total parking stalls, while Alternative 1 would construct 46 parking stalls.

4.4.3 Alternative 2 Single Loaded City Parking Lot #4

Impact Discussion

Aesthetics

Alternative 2 would construct 93 parking spaces in a single-loaded configuration, remove the Interim Linden to Holly Trail, and construct the proposed 5-foot-wide public pathway under the Project. Views from the Interim Linden to Holly Trail would be removed. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of proposed City Parking Lot #4 under the Project increasing the grading footprint and operational lighting impacts from vehicles parking in City Parking Lot #4 compared to the Project. Therefore, Alternative 2 would have incrementally greater aesthetic impacts as compared to the Project.

Air Quality

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint, emissions from construction equipment, and construction activities compared to Project. Therefore, Alternative 2 would have incrementally greater air quality impacts as compared to the Project.

Biological Resources

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint and potential removal of trees and vegetation as compared to Project. Therefore, Alternative 2 would have incrementally greater impacts to nesting birds as compared to the Project.

Cultural Resources

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would t construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint and ground

disturbance compared to Project. Therefore, Alternative 2 would have incrementally greater potential of encountering subsurface unanticipated cultural resources.

Energy

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint and increasing the electrical energy and fuel used during construction compared to Project. Therefore, Alternative 2 would have incrementally greater energy impacts as compared to the Project.

Geology and Soils

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint and potential impacts to geologic hazards compared to Project. Further, with an increased ground disturbance footprint on proposed City Parking Lot #4 during the construction phase, there would be incrementally greater impacts on paleontological resources as the potential to encounter unanticipated subsurface resources is greater.

Greenhouse Gas Emissions

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint and GHG emissions compared to Project. Therefore, Alternative 2 would have incrementally greater greenhouse gas impacts as compared to the Project.

Hazards and Hazardous Materials

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint compared to Project. This increased grading footprint would incrementally increase the impacts related to risks related to exposure of people to hazards and hazardous materials, a safety hazard or noise hazard from proximity to an airport, or the impairment of an adopted emergency response or evacuation plan as compared to the Project. As the Project Site is not located within a very high fire hazard severity zone, there would be no change in impacts as compared to the Project related to exposing people or structures to risks involving wildland fires.

Hydrology and Water Quality

As Alternative 2 would be similar to the Project, there would be less impacts to water quality and drainage as compared to the Project since there would be an increase in the amount of LID measures installed to treat and limit storm water discharge with the increased footprint of Lot #4.

Land Use and Planning

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint compared to Project. Therefore, Alternative 2 would have incrementally greater impacts as compared to the Project.

Noise

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint compared to Project. Therefore, Alternative 2 would have incrementally greater noise impacts as compared to the Project.

Public Services

Although Alternative 2 would construct 93 parking spaces in a single-loaded configuration of proposed City Parking Lot #4 that would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project, it would have similar public services impacts as compared to the Project.

Recreation

Alternative 2 would construct 93 parking spaces in a single-loaded configuration, would remove the Interim Linden to Holly Trail, and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint compared to Project. Therefore, Alternative 2 would have greater impact to recreation as compared to the Project.

Transportation

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint compared to Project. Alternative 2 would have similar transportation impacts as compared to the Project. There would continue to be similar impacts as compared to the Project related to emergency access as this Alternative's proposed reconfigured proposed City Parking Lot #4 would also be subject to emergency access review.

Tribal Cultural Resources

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot of proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint compared to Project. Therefore, Alternative 2 would have incrementally greater tribal cultural resources impacts as compared to the Project.

Utilities and Service Systems

Alternative 2 would construct 93 parking spaces in a single-loaded configuration and would construct the proposed 5-foot-wide public pathway under the Project. The reconfigured parking lot on proposed City Parking Lot #4 would be constructed closer to Holly Avenue beyond the current Project boundary/footprint of City Parking Lot #4 under the Project increasing the grading footprint and use of utilities and service systems during construction compared to Project. Therefore, Alternative 2 would have incrementally greater utilities and service impacts as compared to the Project.

Relationship of the Alternative to the Objectives

Alternative 2 would meet all of the project objectives, as it would be similar to the Project with the exception of the reconfiguring of the parking lot on proposed City Parking Lot #4 to a single-loaded lot and the exclusion of the reconstruction of the proposed 5-foot-wide public pathway on City Parking Lot #4.

4.4.4 Alternative 3 Extended City Parking Lot #3 and Relocated Community Garden

Impact Discussion

Aesthetics

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint is slightly greater as compared to the Project. The existing Interim Linden to Holly Trail would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. Therefore, Alternative 3 would have similar aesthetic impacts as compared to the Project.

Air Quality

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint is incrementally greater as compared to the Project resulting in an increase in emissions from construction equipment and construction activities. Therefore, Alternative 3 would have incrementally greater air quality impacts as compared to the Project.

Biological Resources

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. Alternative 3 would retain more trees as compared to the Project.. The grading footprint is incrementally greater as compared to the Project resulting in greater construction impacts. . The existing Interim Linden to Holly Trail would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. Therefore, Alternative 3 would have incrementally greater impacts as compared to the Project.

Cultural Resources

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint is incrementally greater as compared to the Project resulting in more ground disturbance compared to the Project. Therefore, Alternative 3 would have incrementally greater cultural resources impacts as compared to the Project.

Energy

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint and electrical energy and fuel used during construction are incrementally greater compared to the Project. Therefore, Alternative 3 would have incrementally greater energy impacts as compared to the Project.

Geology and Soils

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint and potential impacts to geologic hazards are incrementally greater as compared to the Project. Further, the potential for ground disturbance during the construction phase looks greater compared to the Project resulting in incrementally greater impacts on paleontological resources. Therefore, Alternative 3 would have incrementally greater geology and soil impacts as compared to the Project.

Greenhouse Gas Emissions

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint and GHG emissions created during construction incrementally greater as compared to the Project. Therefore, Alternative 3 would have incrementally greater greenhouse gas impacts as compared to the Project.

Hazards and Hazardous Materials

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint is incrementally greater as compared to the Project resulting in a slight increase of impacts to risks related to exposure of people to hazards and hazardous materials, a safety hazard or noise hazard from proximity to an airport, or the impairment of an adopted emergency response or evacuation plan as compared to the Project. The Project Site is not located within a very high fire hazard severity zone. Alternative 3 would have incrementally greater impacts as compared to the Project.

Hydrology and Water Quality

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint is incrementally greater as compared to the Project. Therefore, Alternative 3 would have incrementally greater hydrology and water quality impacts as compared to the Project

Land Use and Planning

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The existing Interim Linden to Holly Trail would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. Therefore, Alternative 3 would have similar land use and planning impacts as compared to the Project

Noise

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint looks incrementally greater as compared to the Project. Therefore, Alternative 3 would have incrementally greater noise impacts as compared to the Project.

Public Services

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The existing Interim Linden to Holly Trail would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. Therefore, Alternative 3 would have similar public service impacts as compared to the Project.

Recreation

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The existing Interim Linden to Holly Trail would be removed and the 5-foot-wide decomposed granite public pathway proposed under the Project would be constructed. Therefore, Alternative 3 would have similar recreation impacts as compared to the Project.

Transportation

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. Therefore, Alternative 3 would have similar transportation impacts as compared to the Project

Tribal Cultural Resources

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint is incrementally greater as compared to the Project. Therefore, Alternative 3 would have incrementally greater tribal cultural resources as compared to the Project.

Utilities and Service Systems

Alternative 3 would relocate the Community Garden to Lot #4 in addition to 32,500 square feet of parking comprised of 11 parking spaces for the Community Garden and the public. The proposed parking for the Project, comprised of 139 parking spaces, would be extended onto the parcel where the current Community Garden is located. The grading footprint and use of utilities and service systems during construction looks incrementally greater as compared to the Project. Therefore, Alternative 3 would have similar utilities and service impacts as compared to the Project

Relationship of the Alternative to the Objectives

Alternative 3 would meet all of the project objectives, as it would be similar to the Project with the exception of the reconfiguring of the parking lot on City Parking Lot #3 to extend the surface lot onto the adjacent parcel.

4.4.5 Alternative 4 No Rooftop Uses

Impact Discussion

Aesthetics

Alternative 4 would not include rooftop uses such as an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, a swimming pool area, a pool equipment room, and landscape planter areas on the proposed Hotel and would therefore have incrementally less impacts on

aesthetics as compared to the Project due to a reduction in lighting visible on the rooftop as compared to the Project.

Air Quality

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar air quality impacts as compared to the Project.

Biological Resources

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar biological impacts as compared to the Project.

Cultural Resources

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar cultural resources impacts as compared to the Project.

Energy

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar energy usage impacts as compared to the Project.

Geology and Soils

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar geologic hazard impacts and paleontological resource impacts as compared to the Project.

Greenhouse Gas Emissions

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar greenhouse gas emissions impacts as compared to the Project.

Hazards and Hazardous Materials

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar hazard and hazardous material exposure impacts as compared to the Project.

Hydrology and Water Quality

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar hydrology and water quality impacts as compared to the Project.

Land Use and Planning

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar land use impacts as compared to the Project.

Noise

As Alternative 4 would not include amplified music or rooftop uses such as an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, a swimming pool area, a pool equipment room, and landscape planter areas on the proposed Hotel, it would incrementally reduce operational noise impacts as compared to the Project as the rooftop would not be utilized as a public venue or hotel guests gathering spot.

Public Services

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar public service impacts as compared to the Project.

Recreation

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar air quality recreational impacts as compared to the Project.

Transportation

As Alternative 4 would not include rooftop uses such as an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, a swimming pool area, a pool equipment room, and landscape planter areas on the proposed Hotel, it would reduce the number of visitors to the Project Site incrementally as the rooftop would not include a public serving use. This would incrementally reduce the number of generated trips as compared to the Project; however, since the Project Site meets the Transit Proximity screening criteria (located within ½ mile of a major transit stop), the Alternative would therefore have a less impact based on County thresholds, similar to the Project.

Tribal Cultural Resources

Although Alternative 4 would not include rooftop uses, it would construct the Project as described in the Project Description and therefore would have similar tribal cultural resource impacts as compared to the Project.

Utilities and Service Systems

Although Alternative 4 would not include rooftop uses such as an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, a swimming pool area, a pool equipment room, and landscape planter areas on the proposed Hotel, it would construct the Project as described in the Project Description. However, with no swimming pool proposed under Alternative 4, this Alternative would have a less impact as compared to the Project.

Relationship of the Alternative to the Objectives

Alternative 4 would meet a majority of the project objectives, but it would not meet the objective specific providing an area for public gathering and local community events within the Hotel as it would remove rooftop uses such as an open roof terrace consisting of an outdoor rooftop bar and seating area, an event area, guest lounge, and a swimming pool area that were proposed to provide this community space.

4.5 Environmentally Superior Alternative

In addition to the discussion and comparison of impacts of the Project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection disclosed. In general, the Environmentally Superior Alternative (ESA) is the alternative that would be expected to generate the least amount of significant impacts. Identification of the ESA is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the City.

Per the impacts analysis above, the ESA is considered Alternative 1 No New Parking on Lot #4. As shown in Table 4-2 *Comparison of Project Alternative Impacts*, Alternative 1 has the most reduced environmental impacts as compared to the Project and would meet a majority of the project objectives. The Project would incrementally reduce impacts on aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, transportation, tribal cultural resources, and utilities as compared to the Project. However, it would also incrementally increase the environmental impacts associated with hydrology and water quality as BMPs and LIDs would not be implemented on Lot #4 as compared to the Project.

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CHAPTER 5
Other CEQA Consequences

This chapter presents the evaluation of other types of environmental impacts required by CEQA that are not covered within the other sections of this EIR. The other CEQA consequences include environmental effects not found to be significant, significant unavoidable impacts, irreversible environmental changes, and growth inducement.

5.1 Environmental Effects Not Found to Be Significant

Section 15128 of the CEQA Guidelines states:

> *An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.*

As part of the Notice of Preparation process, the City has determined that impacts would not be significant for the following resource topics: Agriculture and Forestry Resources, Mineral Resources, Population and Housing, and Wildfire. Therefore, these topics were excluded from further discussion in the EIR.

5.1.1 Agriculture and Forestry Resources

The Project Site at 499 Linden Avenue is zoned Commercial Planned Development District and has a 2003 General Plan/Local Coastal Land Use Plan (GP/CLUP) land use designation of General Commercial (GC). It is located within Community Design Subarea 2: Downtown/Old Town District, as designated by the GP/CLUP Community Design Element, and immediately abuts Community Design Subarea 2a, the Downtown Core District along Linden Avenue. The Project Site at 399 Linden Avenue is zoned Recreation (REC) and a 2003 GP/CLUP land use designation of Open Space/Recreation (OSR). It is located within the Community Design Subarea 1: Downtown Beach Neighborhood District of the GP/CLUP Community Design Element. The City's zoning map and 2003 GP/CLUP land use map do not identify any agriculture or forestry resources adjacent to or on the Project Site. In addition, the Farmland Mapping and Monitoring Program of the California Department of Conservation categorizes most land in the City as Urban and Built-Up Land (California Department of Conservation, 2025). The Project Site is not under a Williamson Act Contract, and there are no agricultural land uses adjoining the Site. Therefore, implementation of the Project would not conflict with lands under a Williamson Act contract. As such, there would be **no impacts (Class III)** to agricultural or forestry resources and no mitigation would be required.

5.1.2 Mineral Resources

As noted above, the Project Site at 499 Linden Avenue has a 2003 General Plan/Local Coastal Land Use Plan (GP/CLUP) land use designation of GC. The Project Site at 399 Linden Avenue has a 2003 GP/CLUP land use designation of OSR. No minerals are currently mined within the Project Site. The Project would not consume mineral resources or adversely affect access or the availability of any mineral resources. The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As such, there would be **no impacts (Class III)** to mineral resources and no mitigation would be required.

5.1.3 Population and Housing

The Project is consistent with the City's zoning code and the City's 2003 GP/CLUP; refer to Section 3.10, *Land Use and Planning,* of this EIR. The Project would not generate permanent residents or a substantial number of employees that would necessitate housing to be constructed. The proposed 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 café/bar is anticipated to have two shifts with 7 to 8 employees per shift. The Project does not require the installation of new infrastructure including roadways. Furthermore, the proposed Hotel would be constructed on the existing City Parking Lot #3 with the proposed City Parking Lot #4 to be constructed on currently undeveloped land with a decomposed granite public parkway (i.e., Interim Linden to Holly Trail) and would not displace people or housing. As such, there would be **no impacts (Class III)** to population and housing and no mitigation would be required.

5.1.4 Wildfire

The Project Site is not located in or near a state responsibility area, nor is it located within a very high fire-hazard severity zone as designated by the California Department of Forestry and Fire Protection (CAL FIRE). The Project would not impair an adopted emergency response plan or emergency evacuation plan. The Project does not involve any development of infrastructure that could increase the spread of wildfire. The Project Site does not include any steep slopes or major drainages that may cause downstream flooding, landslides, excessive run-off, or post-fire slope instability in the event the Project Site was affected by wildfire. Therefore, implementation of the Project would have **no impacts (Class III)** to wildland fires and no mitigation would be required.

5.2 Significant Unavoidable Environmental Impacts

Per the analysis in Chapter 3, of this EIR, no topics were found to have significant unavoidable environmental impacts.

5.3 Irreversible Environmental Changes

According to CEQA Guidelines, "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impact and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future

generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Construction of the Project would require the commitment of limited resources that include fuel and operational materials/resources and the transportation of goods and people to and from the Project Site. Operation of the proposed Hotel would lead to the consumption of limited, slowly renewable, and nonrenewable resources, committing such resources to uses that future generations would be unable to reverse. In terms of the Project's operations, the following limited, slowly renewable, or nonrenewable resources would be required: electricity, petroleum-based fuels, fossil fuels, and water. However, continued use of such resources is consistent with the anticipated planned events that occur within the City and within the general vicinity. Furthermore, impacts to the energy supply would be less than significant given the existing levels of development in the City and County.

5.4 Growth Inducement

Section 15162.2(e) of the State CEQA Guidelines requires the consideration and discussion of significant environmental effects, including how the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. This section requires discussion of the characteristics of a project which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project can induce growth directly, indirectly, or both. Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- substantial short-term employment opportunities (e.g., construction employment) that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; or
- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, increased demand for other community and public services and infrastructure capacity, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects.

The proposed Hotel would contain 36 guest rooms, a manager's unit, café, visitor center, and a roof-top bar/lounge/event with a swimming pool area. The Project would also include a portion of the Interim Linden to Holly Trail and additional vehicular parking. The Project is consistent with the City's zoning code and the City's 2003 GP/CLUP; refer to Section 3.10, *Land Use and Planning,* of this EIR. Construction would utilize local construction workers from the area. The proposed 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 café/bar is anticipated to have two shifts with 7 to 8 employees per shift. . The Project would not have direct growth inducement effects, as it would not generate permanent residents or a substantial number of employees that would necessitate housing to be constructed. Nor would the Project extend roads or other infrastructure that could indirectly induce growth. As such, the Project would not have substantial direct or indirect growth-inducing impacts

5.5 References

California Department of Conservation, 2022. California Important Farmland Finder. Available online at: https://maps.conservation.ca.gov/DLRP/CIFF/, accessed October 17, 2025.

City of Carpinteria, 2025. Zoning Districts 2025, June. Available online at: https://carpinteriaca.gov/wp-content/uploads/2025/06/CityofCarpinteria_Zoning__Final-2025-Zoning-Map.pdf, accessed October 17, 2025.

CHAPTER 6
List of EIR Preparers

6.1 City of Carpinteria

The following staff from the City of Carpinteria (City) were involved in the preparation of this Environmental Impact Report (EIR):

- Mindy Fogg, Principal Planner
- Nick Bobroff, Director of Community Development Department
- John Ilasin, City Engineer and Director of Public Works Department
- Jeanette Gant, Director of Parks, Recreation & Community Services Department
- Cody Sargeant, City Attorney's Office

6.2 EIR Preparers

The following staff were involved in the preparation of this EIR:

6.2.1 Environmental Science Associates (ESA)

- Brian J. Allee, Senior Managing Associate (Project Manager)
- Ruta K. Thomas, Senior Vice President/Southern CA Regional Director (Project Director)
- Selena Whitney, Project Manager (Land Use and Planning)
- Annie Cadiz, CEQA Project Manager (Executive Summary, Introduction, Project Description, Aesthetics, Public Services, Recreation, Transportation, Utilities and Service Systems, Alternatives, and Other CEQA Consequences)
- Alan Sako, Principal Consultant Air Quality, Climate & Acoustics (Air Quality, Greenhouse Gas Emissions, Energy, and Noise)
- Elbert Hsiung, Air Quality & Acoustics Analyst (Air Quality, Greenhouse Gas Emissions, Energy, and Noise)
- Abdul Khan, Air Quality & Acoustics Analyst (Air Quality, Greenhouse Gas Emissions, Energy, and Noise)
- Tim Witwer, Air Quality, Climate Change & Acoustics Analysts (Noise)
- Ryan Gilmore, Managing Biologist (Biological Resources)

- Amanda French, Managing Biologist (Biological Resources)
- Valerie Smith, Architectural Historian (Historical Resources)
- Allison Garcia Kellar, Senior Architectural Historian (Historical Resources)
- Fatima Clark, Cultural Resources Specialist (Cultural Resources and Tribal Cultural Resources)
- Michael G. Burns, PG, CEG, CHG, QSD, Principal Geologist (Geology and Soils, Hazards and Hazardous Materials, and Hydrology and Water Quality)
- Justin Nguyen, Environmental Planner (Geology and Soils, Hazards and Hazardous Materials, and Hydrology and Water Quality)

6.2.2 Technical Consultants

Dudek (Air Quality and Greenhouse Gas Emissions Technical Memorandum and Noise and Vibration Technical Memorandum)

- Adam Poll
- Jonathan V. Leech, INCE

Bill Spiewak Consulting Arborist (Preliminary Tree Assessment)

- Bill Spiewak

Stone Archaeological Consulting (Phase 1 Archaeological Resources Report)

- David Stone, M.A., RPA

Earth Systems Pacific (Engineering Geology and Geotechnical Engineering Report)

- Meng Wei Lu, Project Engineer
- Todd J. Tranby, Engineering Geologist

Cambell Geo, Inc (Review of Previous Environmental Site Assessment, Remediation, and Regulatory Closure)

- Steven H. Campbell, Professional Geologist

Ashley & Vance Engineering, Inc. (SWCP Tier Determination Letter and Preliminary Drainage Study)

- Brett Voyles, Project Engineer
- Jason J. Gotsis, P.E., Principal Engineer

Associated Transportation Engineers

- Scott A. Schell, Principal Transportation Planner

6.2.3 Persons Consulted

The following individuals were consulted during the preparation of this EIR:

- Tom Mericle, President/Principal Engineer, TKM Engineering
- Michael LoMonaco, Fire Marshall, Carpinteria Summerland Fire Protection District
- Rich Brittingham, Lieutenant, Santa Barbara County Sheriff

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