



Architectural Review Board Meeting Agenda

Thursday, December 12, 2024 at 5:30 p.m.

City of Carpinteria, Council Chamber
5775 Carpinteria Avenue, Carpinteria, CA 93013

In-Person Meeting and Virtual Participation Options

Attendance:

- Attend the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.)
- View the meeting live through the City's website (<https://carpinteriaca.gov/city-hall/agendas-meetings>) on your computer, tablet or smartphone.
- View the meeting on Government Access Television Channel 21 (broadcast live)
- Call 669-900-9128 (and enter Webinar ID 847 8623 3577) to listen to the meeting on your phone.
- Join the City's Zoom webinar from your computer, tablet, or smartphone by [CLICKING HERE](#). Alternatively, you can join the Zoom webinar by logging on to zoom.us, downloading the application, selecting "Join Meeting", and entering Webinar ID 847 8623 3577.

Public Comments:

- Provide a live public comment during the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave). Please note the City has the discretion to limit the speaker's time for any meeting or agenda matter. Typically, the practice has been three minutes per speaker on each item.
- Submit a written comment (as either a general public comment or on a specific agenda item) to be distributed to the Architectural Review Board by **12:00 P.M. on the day of the meeting** by either submitting your comment via (1) email to PublicComment@carpinteriaca.gov, or (2) the **eComment** link on the City's agenda website (<https://carpinteriaca.gov/city-hall/agendas-meetings>). Please reference the agenda item to which your comment pertains. Note that written comments will not be read into the record during the meeting.

- Provide a live comment through the City's Zoom webinar platform (through the link provided above). To make public comments through this platform please use the "raise your hand" feature to notify staff that you would like to make a public comment during designated public comment times. Once it is your turn to provide a public comment, staff will unmute your microphone and you will be given a designated amount of time to provide your comment (typically, the practice has been up to 3 minutes per speaker on each item). At the end of your comment, staff will once again mute your microphone.

Architectural Review Boardmembers:

Brad Stein, Chair

Amy Blakemore, Vice Chair

Richard E. Johnson

Richard Little

Patrick O'Connor

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT

This is a time for public comments on matters not otherwise on the agenda but within the subject matter jurisdiction of the Architectural Review Board. Comments shall be limited to 15 minutes, divided among those persons desiring to speak, but no person shall speak longer than five minutes. Persons wishing to speak on a specific item will be recognized at the time the agenda item is considered.

The City is not responsible for the content of statements made during the public comment period, or the factual accuracy of any such statements.

PROJECT REVIEW

If you have questions regarding any project listed below, please contact the Community Development Department at (805) 755-4410.

Review Procedure:

- Disclosure of ex parte communications
- Staff presentation
- Applicant presentation
- Public comment
- Review by ARB
- Recommendation by ARB

1. Project: Surfliner Inn, Project 23-2254-DP/CUP/CDP/ARB
Address: 399 & 499 Linden Avenue
Applicants: R. W. Hollis, Jr., Manager, 499 Linden Managers, LLC
Planner: Brian Banks

Request of R. W. Hollis, Jr., Manager, 499 Linden Managers, LLC, to consider Project 23-2254-DP/CUP/CDP/ARB for preliminary review of a proposal to construct a new 36-room hotel with a manager's unit, restaurant, and visitor center at 499 Linden Avenue (City Parking Lot #3), and construction of a new surface public parking lot on the vacant City-owned lot between the Union Pacific Railroad (UPRR) corridor and Amtrak Carpinteria Train Station to the north and The Spot restaurant and unpaved parking area to the south ("Parking Lot #4"). The proposed hotel would be located nearest the Linden Avenue/Fifth Street intersection with the remainder of the parcel consisting of 46 parking spaces. The new 93 space public parking lot (Parking Lot #4) would include public restrooms and coastal trail improvements, and would be accessed from Linden Avenue with emergency access provided from Elm Avenue. The project also includes new landscaping and stormwater improvements.

OTHER BUSINESS

CONSENT CALENDAR

2. Action Minutes of the Architectural Review Board Meeting of November 14, 2024.

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL

MATTERS PRESENTED BY STAFF

MATTERS PRESENTED BY BOARDMEMBERS

ATTENDANCE OF BOARDMEMBERS FOR THE NEXT MEETING

ADJOURNMENT

The next regular Architectural Review Board meeting will be held on Thursday, January 16, 2025.

NOTES

For those projects that do not require Planning Commission approval, recommendations for preliminary approval by the Architectural Review Board will be forwarded to the Community Development Director for a decision. Those Community Development Director decisions that are appealable pursuant to CMC §14.12.020(2) may be appealed

to the Planning Commission. Appeals must be filed with the City Clerk within 10 calendar days of the Director's action.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Lorena Esparza in the Community Development Department at (805) 755-4410 (LorenaE@carpinteriaca.gov) or the California Relay Service at (866) 735-2929. Notification 2 business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on Thursday, December 5, 2024 in the Community Development Department, on the City Hall Public Notices Board, and on the City Website.

ACTION MINUTES

The meeting was called to order at 5:30 p.m. by Chair Stein

ROLL CALL

Boardmembers present: Chair Brad Stein
Amy Blakemore, Vice Chair
Richard Johnson
Richard Little
Patrick O'Connor

Boardmembers absent: None

OTHERS PRESENT: Approximately 8 members of the public; Principal Planner Brian Banks.

PUBLIC COMMENT: A comment email from Chad Moore was read into the record. The comments are summarized as follows: projects should include solar panels, Level 2 EV chargers, no natural gas, net reductions in water use, and if natural gas is used, should include natural gas generator to produce power and charge onsite battery.

PROJECT REVIEW

- 1) Project: Ubaldo Diaz for Bernardo Cruz, Project 15-1781-DP/CDP/ARB
Address: 4675 Carpinteria Avenue
Applicants: Bernardo Cruz, property owner
Planner: Brian Banks

Request of Ubaldo Diaz, agent for Bernardo Cruz to consider Project 15-1784-DP/CDP/ARB for final review of a proposal to construct a two-story 2,784 square foot mixed use building. The building would be comprised of a 494 square foot ground floor commercial space and two upstairs one-bedroom apartment units (880 square feet each). Two single-car residential garage spaces and two additional covered commercial parking spaces would be provided onsite. The property is a 4,846 square foot lot zoned Commercial Planned Development (CPD) with a Flood Hazard (FH) Overlay and shown as APN 003-242-007 addressed as 4675 Carpinteria Avenue.

Ex Parte Communications Disclosure:

Staff Comments:

Brian Banks provided a presentation and described the project and described the plan updates in response to the ARB's previous comments provided at the June 29, 2023 in-progress review meeting including: ensuring that the plan elevations, floor plans and sections are internally consistent; and provide an attractive paint/finish for the perimeter block walls. Brian displayed the final plans noting how each of the Board's previous comments were addressed, and asked for the Board's comments on the following issue areas:

- Architectural Details;
- Design and details for shared property line walls;
- Building colors and materials;
- Landscape plans; and

- Proposed exterior light fixture and “night-sky” compliance.

Applicant Comments:

Ubaldo Diaz, architectural designer, was present at the meeting and indicated that he had no additional comments beyond what Brian had presented but was available to answer any questions and expressed the owner’s desire to resolve any issues with the wall. Ubaldo answered questions from Chair Stein regarding the fence pickets vs. additional CMU blocks on the perimeter wall.

Public Comments:

Karen Aragaki, a neighbor at Arbor Trailer Park provided comments related to the project’s drainage impacts and wall height. Ms. Aragaki would prefer the wall to be all CMU rather than having the 2 ft. of fencing on top. Ms. Aragaki had additional questions regarding the landscape plantings along inside of the wall, which were clarified by Vice-Chair Blakemore. Finally, Ms. Aragaki had questions about flooding impacts which were clarified by Staff and the ARB by explaining the project’s drainage plan and the fact that the project site was raised to comply with the Base Flood Elevation and positive drainage was designed into the project such that stormwater catch basins are included and water will be directed to Carpinteria Avenue.

Boardmember Discussion:

Boardmember Johnson commented that the perimeter CMU is tall enough and would prefer fence pickets instead of additional CMU courses.

Boardmember Little commented that he prefers CMU courses instead of fencing on top of the wall.

Boardmember O’Connor was very supportive of the project and indicated that the architectural features, roof lines and stairway are all well done. Boardmember O’Connor commented that additional safety lighting along the driveway and Carpinteria frontage would be a good idea since the existing area along the frontage is very dark.

Vice Chair Blakemore commented that the project is great and expressed overall support. She indicated that the arbutus plantings (Strawberry Trees) along the Carpinteria Avenue frontage may be too large at maturity and encouraged the applicant to consider a small tree but that is only a suggestion. Vice Chair Blakemore also commented that the hedge plantings along the wall are spaced-out enough to let the hedges grow vigorously, and another type of gravel that is less bright (such as Del Rio or pea gravel) might be better. Vice Chair Blakemore commented to Staff that while the landscape plan includes water use calculations, a full WELO documentation package will be required as part of the Building Plan check process.

Chair Stein commented that the project is great, and the applicant has done something with the site that has always been in need of improvement. Chair Stein would prefer CMU rather than fence pickets on top of the perimeter wall.

ACTION: Motion by Chair Stein, seconded by Vice Chair Blakemore to recommend final approval to the Director with the condition that the 2 ft. of picket fencing depicted on the plans be replaced with two additional feet of CMU courses instead.

VOTE: 5-0

OTHER BUSINESS: None

CONSENT CALENDAR:

2) Action Minutes of the Architectural Review Board Meeting of October 17, 2024.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Little, to approve the minutes as drafted.

VOTE: 4-0 (Chair Stein abstained)

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF: Chair Stein asked Staff to determine who is responsible for the camera installation at Parking Lot 3. Staff indicated that they would follow up.

911 Walnut - Carpinteria-Summerland Fire District Addition/Remodel:

The following addition/remodel project was reviewed by the Board. Brian Banks provided a brief presentation of the proposed project and explained the permit process for a Development Plan Revision and Coastal Development Permit approval by the Director. Shawn Godkin, Architect, explained the details of the project to the ARB members:

- Extend second floor at rear of building to occupy majority of the existing second floor balcony (246 sq ft), and associated interior remodel (605 sq ft).
- Roof change from hip to gable at rear of second floor to accommodate the new addition.
- Colors and materials to match existing.

The ARB provided the following comments:

- Chair Stein commented that the proposed roof form would look better.
- The Board unanimously indicated that the project should proceed with the Development Plan Revision without the need to return for further ARB review.

ADJOURNMENT

Vice Chair Blakemore adjourned the meeting at 6:24 p.m. to the next scheduled meeting to be held at 5:30 pm on Thursday, December 12, 2024. All Boardmembers present expect to attend.

Chair, Architectural Review Board

ATTEST:

Secretary, Architectural Review Board

**CITY OF CARPINTERIA
ARCHITECTURAL REVIEW BOARD
Meeting of December 12, 2024**

Agenda Item #1

**COMMUNITY DEVELOPMENT DEPARTMENT
PROJECT REVIEW**

Project: Surfliner Inn; 23-2254-DP/CUP/CDP/ARB **Planner:** Brian Banks
Address: 399 & 499 Linden Avenue
APN: 004-105-011 & 004-105-026
Zoning: Commercial Planned Development (CPD) and Open Space/Recreation (OSR)
Applicant: R. W. Hollis, Jr., Manager, 499 Linden Managers, LLC

Project Review: ☒ Preliminary

PROJECT DESCRIPTION

Project Description Summary

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

- A 36-room hotel
- Café/restaurant, back of house, office and break room areas
- Rooftop lounge(s), bar, event space, pool, and spa
- Visitor center
- Manager's unit
- Bicycle storage
- 46 space public parking lot
- New 93-space public surface parking lot with public restrooms and coastal trail improvements
- New landscaping

Detailed Project Description

Surfliner Inn

The proposed hotel would be a two-story contemporary cottage-style hotel with rooftop deck and would have a building footprint of approximately 15,500 square feet, not including patios, walkways, terraces, and landscaping. The interior floor space is proposed to be 28,290 square feet in

size and contain 36 guest rooms, a manager's unit, café, visitor center, and a roof-top bar/lounge/event and swimming pool areas.

The hotel would be located on the eastern portion of existing City Parking Lot #3 (commonly known as the Amtrak Lot), which currently contains a total of 113 parking spaces and a public restroom. The area designated for the hotel would encompass the easternmost 30,000 square feet of the approximately 50,094 square foot site which is currently developed with 67 parking spaces and a public restroom building. The building's height would range from 25 – 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. The main hotel entrance would be located at a porte cochère on the western side of the hotel facing the remainder of Parking Lot #3. Vehicular access to the hotel would be through City Parking Lot #3, via Fifth Street. Required parking for the hotel is proposed to be accommodated by a shared use parking arrangement (described in more detail within the parking description below).

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

The second floor of the hotel would be 13,180 square feet in size and would contain 19 guest rooms, 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 roof terrace consisting of an outdoor rooftop bar and seating area of 1,280 square feet, an event area of 2,000 square feet, guest lounge of 310 square feet, a swimming pool area of 1,865 square feet, pool equipment room of 122 square feet, landscape planter areas of 1,292 square feet, and stairways and elevator shafts.

Staffing

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

Parking

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

City Parking Lot #3 Reconfiguration

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

New City Parking Lot #4

The proposed new public parking lot on the south side of the Union Pacific railroad tracks ("Lot 4") would be 55,321 square feet in area and provide 93 parking spaces, with vehicular access from Linden Avenue. Seventeen electric vehicle charging spaces would be provided. The proposed Lot 4, including the public restroom relocation, would be constructed by the City with funds provided by the developer of the proposed hotel project. The existing public restrooms that are presently at the corner of Linden Avenue and Fifth Street would be relocated to this new parking lot facing Linden Avenue. Additional public bicycle racks accommodating six bicycles would be provided adjacent to the restroom. A locked secondary emergency access gate is proposed at the end of Elm Avenue to provide emergency vehicle access and an emergency ingress/egress route to the public parking lot and adjacent neighborhood. This parcel was acquired from the UPPR in 2013 and currently includes an informal public trail from Holly Ave. to Linden Ave. This proposed parking lot would be constructed prior to commencement of construction for the hotel and reconfigured Lot 3 to ensure no loss of public parking during construction of the project. A new 5-foot-wide decomposed granite public pathway is proposed along the northern boundary of the parking lot, terminating to the east at the sidewalk along Linden Avenue to replace the existing interim Linden to Holly Trail segment.

Landscaping

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

Parking Lot 3 and Hotel Site Landscape Areas:

Onsite: 11,023 square feet (22%)

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

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

Parking Lot 4 Landscape Area:

6,665 square feet (12%)

Storm Water Improvements

The proposed project includes a "Tier 4" storm water plan (projects with 22,500 square feet or more of impervious surfaces) which incorporates Low Impact Development (LID) measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the

installation of underground retention chambers to treat and limit storm water discharge from the site.

Grading

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

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

Preliminary plans are included as Attachment A.

PROJECT SETTING

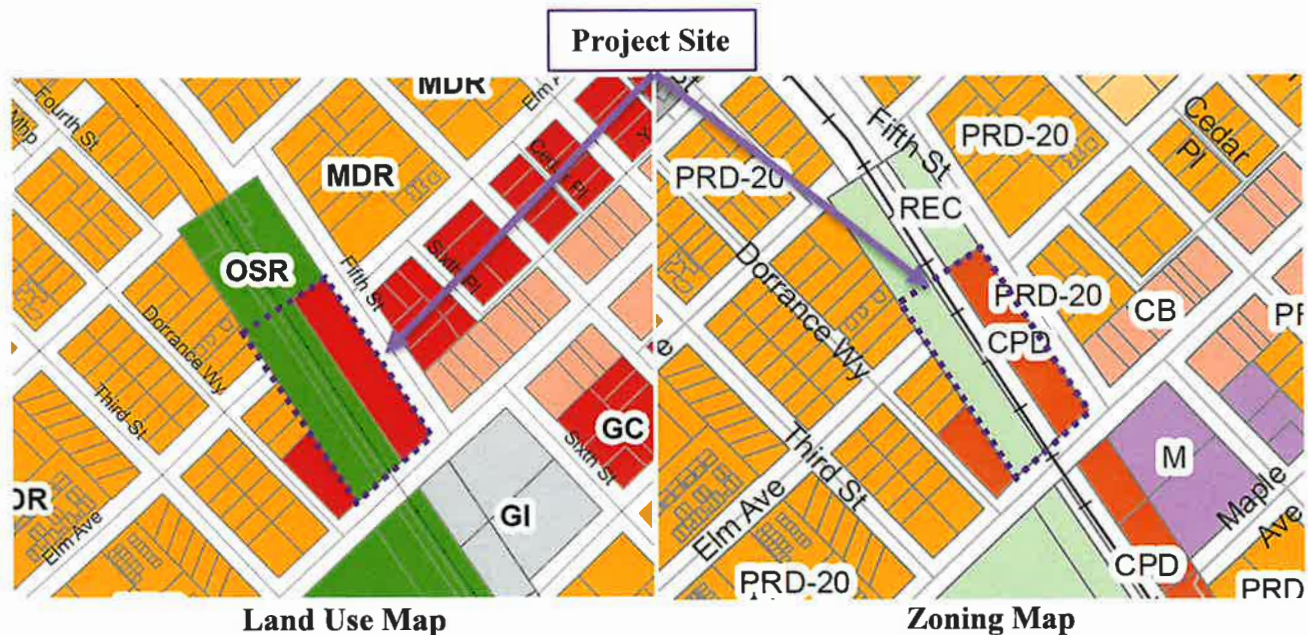
The site of the proposed hotel is currently a City public parking lot (“Lot 3”) with 113 parking spaces and a public restroom located along the Linden Avenue corridor. The hotel site is bounded by Fifth Street to the north, Linden Avenue to the east, the Union Pacific Rail Road (“UPRR”) corridor and Amtrak platform to the south, and the Carpinteria Community Garden Park to the west. The proposed new City public parking lot site (“Lot 4”) is currently a vacant parcel and is bounded by the UPRR tracks to the north; Linden Avenue and Tomol Interpretive Play Area to the east; The Spot restaurant and residences to the south; and the remainder of the City-owned vacant parcel to the west.

The area contains a mix of building types and land uses that reflect the historically varied development of the City's downtown and beach neighborhood areas over the decades. The structures in the area are equally varied in their size, scale, mass, and appearance, and range from one-story to three-stories with a multitude of architectural styles. The immediate area surrounding the proposed project site contains a market, retail shops, restaurants, a brewery, offices, apartment buildings, single-family residences, and the variety of uses within the historic packing warehouses. The Carpinteria Community Garden Park, the Tomol Interpretive Play Area, Linden Field open space, and the interim Linden to Holly Trail represent surrounding public open space amenities that add to the variety of land uses in the area.

The proposed hotel site within Lot 3 is designated General Commercial (GC) on the City's General Plan/Coastal Plan Land Use Plan (GP/CLUP) Map and is located within Community Design Subarea 2: Downtown/Old Town District by the Community Design Element of the GP/CLUP and immediately abuts Community Design Subarea 2a, the Downtown Core District along Linden Avenue. The hotel site is zoned Commercial Planned Development (CPD), and is not subject to any Overlay Districts. The City acquired the parcel in 1989, with the zoning designation of CPD.

The proposed new Lot 4 site is designated Open Space/Recreation (OSR) on the City's General Plan/Coastal Plan Land Use Plan Map and is located within Community Design Subarea 1:

Downtown Beach Neighborhood District of the Community Design Element of the City's General Plan/Coastal Land Use Plan. The proposed new 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.



PROJECT HISTORY

Joint City Council / Planning Commission / Architectural Review Board Meeting

Prior to the formal Development Plan application submittal on September 13, 2023, the project was presented at a special Joint City Council / Planning Commission / Architectural Review Board Meeting on November 20, 2020 (Project 20-2034-CON). The purpose of the conceptual review process was to allow the applicant to submit tentative plans, prior to the submittal of a formal project application, in order to receive early feedback from the public, and advisory comments and suggestions from the City's decision makers. The Staff Report presented by Community Development Department (CDD) Staff found that the proposed Surfliner Inn project was potentially consistent with the City's General Plan/Coastal Plan Land Use Plan policies and associated development standards. Meeting Minutes from November 30, 2020 Joint City Council / Planning Commission / ARB Conceptual Review Meeting are included as Attachment C.

City Council Acceptance of Project Plans and Authorization to Proceed with Development Plan Application

After the Joint Conceptual Review meeting, the City and the applicant entered into a Lease Disposition and Development Agreement (LDDA), which authorized the City to enter into a ground lease to build private and public improvements on City-owned property provided certain conditions are met, including the receipt of permits through the City Development Review process at the Developer's expense. The LDDA specifically required the Developer to obtain authorization from the City Council of the Site Plan, Basic Concept Drawings and Proposed

improvement Plans to be used in an application for the Surfliner Inn project. On November 29, 2021, the City Council reviewed updates to the project plans in response to the comments received at the Joint City Council / Planning Commission / ARB Conceptual Review Meeting, accepted them for use in the Developer's application, and authorized the City Manager to sign the Surfliner Inn project application on behalf of the City.

Project Application Submittal

The formal Development Plan, Conditional Use Permit and Coastal Development Permit application was submitted to CDD on September 13, 2023. CDD staff commenced review of the application materials to determine if the application submittal included all necessary information to accurately assess the proposed project's environmental impacts and consistency with applicable State and City regulations. The initial application submittal was deemed incomplete by CDD staff on October 13, 2023. In their letter determining that the application was incomplete, Staff requested several revisions and clarifications to the project plans, in addition to requesting several reports/studies including an arborist report, soils report, traffic and parking study, noise study, air quality and greenhouse gas emissions study, and a cultural resources study. The applicant resubmitted the project application with the requested information on May 9, 2024. Staff reviewed the resubmitted information and again deemed the application incomplete on June 6, 2024, noting several minor revisions/clarifications that still needed to be resolved before processing of the project application could begin. In response, the applicant resubmitted the project application with the requested information on July 18, 2024. Staff ultimately determined that the applicant had provided sufficient information to begin processing the project application and deemed the application complete on August 15, 2024.

The submitted project application requests approval of a Development Plan (DP), Conditional Use Permit (CUP) and Coastal Development Permit (CDP). The Development Plan is the discretionary permit by which the proposed physical development would be reviewed and acted upon pursuant to the City's development standards and permitting procedures as described in Carpinteria Municipal Code (CMC) chapter 14.68, Development Plan. The requested CUP is to allow for consideration of a conjunctive use parking arrangement as described elsewhere in this report, pursuant to CMC chapter 14.54.060, Conjunctive use of parking spaces. The CDP is to allow proposed development within the Coastal Zone, subject to the requirements of the City's certified Local Coastal Program (LCP).

Project Review- Next Steps

This proposed preliminary ARB review represents a first step in the discretionary project review process. The proposed project may require more than one preliminary review hearing by the ARB to address and resolve any identified site design, aesthetic or architectural concerns identified with the project. Ultimately, the ARB is tasked with making a recommendation to the Planning Commission with their comments included.

Following preliminary review by the ARB, preparation of an Environmental Impact Report (EIR) will commence pursuant to the California Environmental Quality Act (CEQA). As part of the EIR process, an initial Notice of Preparation (NOP) will be circulated and a scoping hearing held to solicit input on potential environmental effects that should be considered and evaluated as part of the EIR. Once completed, a Draft EIR will be circulated for public review and comment

for up to 60 days, during which at least one public meeting will be held before the City's Environmental Review Committee (ERC) to consider the Draft EIR and provide feedback and recommendations to staff and the Planning Commission. A Proposed Final EIR will be prepared following the end of the public review period for the Draft EIR. The Proposed Final EIR will incorporate any necessary changes to respond to comments received during the public draft review period.

The City's Planning Commission is the authorized decision maker for the proposed project. The Planning Commission will be responsible for considering input received from CDD staff, the ARB, the ERC, the project applicant and the public, and rendering a decision as to whether to accept and certify the EIR, and whether to approve, modify or deny the proposed project. Like for the ARB review process, the Planning Commission's review of the project may require more than one hearing to consider and resolve any identified zoning or policy consistency issues before the Commission renders their decision on the project.

Any action by the Planning Commission is subject to appeal to the City Council pursuant to CMC chapter 14.78, Appeals. If the City Council takes up the project on appeal, the Council would consider the project anew and may affirm, modify, or reverse the Planning Commission's decision. If the project is appealed to the City Council, the City Council's decision would be the City's final action on the project. If the project is not appealed to the City Council, then the Planning Commission's decision would be the final City action on the project. This project is not appealable to the California Coastal Commission.

Project Updates since the Joint City Council / Planning Commission / Architectural Review Board Meeting

In response to the advisory comments and suggestions from the City's decision makers provided at the November 20, 2020 Joint Conceptual Review Meeting, the project plans submitted with the DP/CUP/CDP application include several revisions to the architectural design in addition to the applicant submitting preliminary-level grading plans, drainage plans, landscape plans and various technical studies. The revisions and additional submittals are summarized as follows:

- The total number of hotel rooms has been reduced from the previously proposed 40 rooms to 36 rooms;
- The café has been relocated from the northeast corner of the project site and incorporated into the southeast portion of the hotel building and reduced in size by approximately 400 square feet, resulting in the elimination of the previously proposed café entrance tower from the design;
- With the redesign/relocation of the café portion of the project, all previously proposed setback encroachments have been eliminated and the revised hotel building would conform to all setback requirements;
- The previously proposed elevator and stair tower element at the west side of the hotel (facing the parking lot) has been substantially reduced in size/massing and now only includes an elevator tower;

- The previously proposed gable roof element reaching 30 feet in height on the south portion of the hotel has been redesigned to feature a hip roof and reduced in height to approximately 25 feet;
- A small visitor center is now incorporated into the project along the Linden Avenue portion of the project site;
- Preliminary Grading and “Tier 4” Drainage plans are provided for both the hotel site at Lot 3 and the new Lot 4, incorporating Low Impact Development (LID) measures including the use of permeable surfaces for portions of the new and reconfigured parking areas and the installation underground retention chambers to treat and limit storm water discharge from the site;
- Preliminary landscape plans are provided which incorporate a new 5-foot-wide decomposed granite public pathway along the northern boundary of the parking lot to replace the existing interim Linden to Holly Trail segment, and the addition of trees and screening plantings along the southern boundary of Lot 4;
- Exterior lighting details are provided, including a photometric study of proposed lighting for the hotel site and proposed Lot 4;
- An arborist report is provided which inventories the health of all existing trees on the project site, analysis of the project’s impact to existing trees, and recommends mitigation tree plantings and tree protection measures; and
- Additional technical studies were provided including a Noise and Vibration study, Traffic and Parking Study, Geotechnical Study, Cultural Resource Study, Air Quality and Greenhouse Gas Study, and Phase I Environmental Site Assessment.

A copy of the previously reviewed conceptual plans is included as Attachment D.

PROJECT ANALYSIS

Standard of Review

The ARB’s role in the review of the proposed project is that of an advisory body to the Planning Commission (and City Council on appeal), as it relates to site design, aesthetics, architecture, lighting, signage and landscape review. The ARB is responsible for making a recommendation as to whether the proposed project is consistent with the City’s design criteria as spelled out in Title 14, Zoning, of the CMC and applicable design-related policies of the City’s General Plan/Coastal Land Use Plan. Pertinent standards and policies that fall within the purview of the ARB are discussed in the sections below.

Carpinteria Municipal Code, Title 14, Zoning

The proposed hotel and reconfigured Lot 3 would be located on property zoned CPD. Permissible uses in the CPD zone district, subject to approval of a Development Plan and Coastal Development Permit, include hotels, motels, restaurants, and public or semi-public uses (which may include public parking lots) (CMC § 14.20.030).

The proposed new parking lot (Lot 4) would be located on property zoned REC. Parking lots and public restrooms are permissible uses in the REC zone subject to approval of a Development Plan and Coastal Development Permit (CMC §14.38.040.4), where required to support recreational activities. The proposed parking area and public restroom relocation can be found consistent with the intentions of the REC zone district. The proposal would facilitate additional public parking near the beach, the City's downtown visitor-serving commercial core, the Tomol Interpretive Play Area and the Linden Field, to provide better public coastal and recreational access to visitors and residents. Public parking lots are a permissible and typical improvement on REC zoned property. For example, the Carpinteria Bluffs Open Space, Viola Fields, El Carro Park, and Carpinteria State Park are all on property zoned REC and have public parking lots.

The relocation of the Public Restrooms from their current location at the corner of Linden Avenue and Fifth Street (on the north side of the railroad tracks) to the new City Parking Lot #4 would better serve the recreational amenities listed above as they would be closer and more convenient to the new lot which will be primarily intended to serve these uses. Public restrooms are a permissible and typical improvement on REC zoned property. For example, Viola Fields, El Carro Park, and Carpinteria State Park are all on property zoned REC and have public restrooms adjacent to their parking lots.

As the proposed project site contains parcels under two different zone districts, the tables below describe the proposed project's compliance with each separate zone district. The following table describes the proposed hotel's compliance with the applicable CPD zone district (CMC §14.20) development standards.

City Parking Lot #3 Site

Standard	Requirement/Allowance	Proposal
Setbacks		
Front (East/Linden Ave)	35 feet from centerline of street or 5 feet from property line, <u>whichever is greater</u> (5 feet from property line).	51.5 feet from centerline of street; 11.5 feet to property line.
Street Side (North/Fifth St)	35 feet from centerline of street or 5 feet from property line, <u>whichever is greater</u> (5 feet from property line).	55.5 feet from centerline of street; 15.5 feet to property line.
Side (South/Railroad)	0 feet	3.5 feet from property line.
Rear (West/Comm. Garden)	0 feet	200 feet from property line.
Height	30 feet max.	30 feet; 37 feet 1 inches max. (to top of highest stair/elevator tower)*

Landscaping	10%-20% minimum net lot area (3,000-6,000 square feet for hotel site)	22% (11,023 square feet)
Parking	<u>Hotel:</u> 1 space per room and one space per employee (47) <u>Mgr. Unit:</u> 1 space (1) <u>Restaurant:</u> 1 space per 250 sq ft + 1 space per 50 sq ft of seating area (38) <u>Rooftop Bar:</u> 1 space per 250 sq ft + 1 space per 50 sq ft of seating area (28) <u>Events Area:</u> 1 space per 300 sq ft of assembly area or 1 space per 28 sq ft of seating area (6-63) <u>Visitor Center:</u> (1) <u>Total:</u> 121-178 spaces required	46 spaces on CPD portion of project site**

* See height discussion below

** See parking discussion below

The following table describes the proposed project's compliance with the applicable REC zone district (CMC §14.38) development standards. Development standards for the REC zone district only apply to buildings or structures, and not flat work such as parking spaces. Therefore, the setback, height, and building coverage figures included below are specifically for the relocated restroom building to be constructed as part of the proposed development of City Parking Lot #4.

City Parking Lot #4 Site

Standard	Requirement/Allowance	Proposal
Setbacks		
Front (East/Linden Avenue)	10 feet from property line	10 feet
Side (North/Railroad)	10 feet from property line	56 feet
Side (South/Developed Lots & Elm Avenue)	10 feet from property line	10 feet
Rear (West/Vacant)	10 feet from property line	773 feet
Height	16 feet max.	10 feet (relocated public restroom)
Building Coverage	10% max. of net lot area (5,532 square feet)	0.002% (134 square feet) (relocated public restroom)

Parking	None	New City Parking Lot #4: 93 spaces**
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*** See parking discussion below*

Height

The main portions of the proposed hotel building would have heights of 25-feet and 29-feet, respectively, with a maximum building height of 30-feet to the top of the rooftop bar trellis, which complies with the 30-foot height limit in the CPD zone. Two portions of the proposal would exceed the height limit: the eastern elevator shaft and stairwell would have a maximum height of 33 feet 1 inch, and the western elevator shaft and stairwell would have a maximum height of 37 feet 1 inch. Elevator and stair housings can exceed the building height limit in all districts pursuant to CMC §14.50.090, which grants height exceptions for architectural projections. For building height reference, the historical packing warehouses on Linden Avenue across the street from the project site have a maximum height of 35-feet to the top of the roof monitor. Likewise, the historic train depot that was previously on the subject hotel site also reached a maximum height of 35 feet.

Parking

Carpinteria Municipal Code Parking Calculations

The existing City Parking Lot #3 ("Lot 3") contains 113 parking spaces, of which 46 are proposed to remain upon completion of the project. Carpinteria Municipal Code §14.54.040 - Parking spaces required, 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. The rooftop bar and cafe are required to have one space per every 50 square feet of seating area and one space per 250 square feet of gross floor area. The event area is required to have one space per 28 square feet of seating area or one space per 300 square feet of assembly area, depending on the type of event. Based on these parking standards, the proposed project would require 47 spaces for the hotel, based on 36 guest rooms and up to 11 employees per shift. The café, including the proposed dining patio would require 38 spaces. The rooftop bar area would require an additional 28 spaces. The rooftop events area would require a range of 6-63 spaces. Finally, the managers unit and visitor center would each require one parking space. Based upon the above calculations, a total of 121 – 178 parking spaces would be required for the project. The CMC parking requirements, as they apply to this project, provide a "worst-case scenario" for the variety of proposed uses for the hotel. For example, the parking calculations assume that hotel guests will not also dine at the cafe or attend an event, which may not be the case for all patrons.

The proposed layout for the new public City Parking Lot #4 ("Lot 4") would provide 93 new public parking spaces. Combined with the 46 public parking spaces that would remain in Lot 3, the project would result in a total of 139 parking spaces provided between the two parking lots. If the City were to require the hotel's required parking to be provided independent and separate from the 113 public parking spaces currently provided in Lot 3, the overall proposal would then require a total of 234-291 parking spaces: 121 – 178 for the hotel and 113 public parking spaces to match the existing number of spaces in Lot 3. Therefore, the proposed project would fall 95-

184 spaces below the amount needed to achieve this stand-alone parking scenario per the CMC specific parking requirements.

Separate from the above zoning-code based parking analysis, and based in part on the conclusions of the Downtown Carpinteria Parking Study prepared for the City by Walker Consultants (discussed in greater detail below), a project specific Traffic and Parking Study (“ATE Study”) was prepared for the proposed project by Associated Transportation Engineers, and is included as Attachment E.

Downtown Carpinteria Parking Study

In 2019, the City commissioned Walker Consultants to prepare the Downtown Carpinteria Parking Study¹ (“Walker Study”). The Walker Study includes a comprehensive analysis of the downtown public parking system, including all on- and off-street public parking within the “Downtown T,” as well as parking within a few blocks east and west of Linden Avenue.

The Walker Study summarizes existing parking conditions in the Downtown, including parking supply, parking occupancy (how many cars are parked), and existing rules and requirements that influence parking (e.g., timed parking restrictions). It also makes recommendations that, implemented over time, could allow the City to ensure that its public parking resources are maximized to the benefit of businesses and visitors to the downtown area. The Walker Study conducted weekday and weekend parking occupancy surveys within the downtown parking lots (including Lot 3) and surface streets. The surveys found that Lot 3 had a peak occupancy of 55 spaces (49% occupied) on weekdays and 67 spaces (59%) on weekends. Additional parking surveys were conducted in Lot 3 by the applicant to confirm the Walker Study data. The additional parking data indicates that the Walker Study results generally represent current peak weekday and weekend conditions within Lot 3. The Walker Study notes that when parking facilities are more than 85% occupied, users begin to perceive parking as “full” and are likely to spend more time circling to find a space. Therefore, Walker notes that 85% is typically used as a target for optimal parking occupancy.

The Walker Study also included an analysis of parking needs for potential new commercial development in the Downtown proposed at the time of the Study, including the nearly completed 700 Linden Adaptive Reuse project, the subject proposed hotel project at Lot 3, and the potential expansion of rail service at the Carpinteria Amtrak station. The projected parking demand for the Surfliner Inn project analyzed in the Walker Study is based on data presented by the Urban Land Institute (“ULI”) Shared Parking Report. The Walker Study applied several different factors to develop the parking demand estimates pursuant to the ULI methodologies. The ULI analysis included driving ratio adjustments based on the Project’s proximity to the rail station as well as the general walkability of the downtown. “Non-captive” ratios were also applied to account for the likelihood that a portion of café, visitor center, and rooftop bar patronage would be hotel guests.

¹ https://carpinteriaca.gov/wp-content/uploads/2024/10/Downtown-Carpinteria-Parking-Study_Final-Draft_10-30-2020.pdf

Importantly, the Walker Study determined that when counting the existing downtown parking occupancy, the 700 Linden project nearing completion, the subject hotel project at Lot 3, and the potential expansion of rail service at the Carpinteria Amtrak station, the downtown area would experience an overall utilization of 84% during the peak weekday parking demands at noon, assuming that no new spaces were constructed by the City. This indicates that the existing downtown parking supply could support the 700 Linden project nearing completion, the subject hotel project at Lot 3, and the potential expansion of rail service at the Carpinteria Amtrak station, without new parking spaces being constructed, as projected peak utilization would be below the targeted threshold of 85%.

Conjunctive Use of Parking Spaces

Based in part on the conclusions of the Walker Study, the applicant is proposing a "conjunctive" (shared) parking arrangement for the project, whereby the general public, and hotel guests and employees would share the remaining 46 parking spaces in Lot 3 and the new parking spaces that would result from the construction of Lot 4. In the ideal scenario, the spaces in these lots would be mostly available to the general public for use during the day when hotel guests are out exploring the area and visiting nearby amenities; the same spaces would then be primarily used by hotel guests in the evening for overnight parking.

CMC §14.54.060 - Conjunctive use of parking spaces, 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.*”

A conjunctive use parking arrangement is typically arranged between complementary uses relying upon the same shared private parking resources. In this case, the conjunctive use arrangement would instead be based on the shared public/private use of public parking spaces. This shared parking methodology was developed in the 1980's and is a widely accepted industry standard for calculating parking facilities. Shared parking calculations start with the base land use and run it through a series of calculations and specific variables to arrive at a realistic parking supply number. Using a shared parking methodology, the Walker Study concluded that approximately 58 parking spaces would be required to satisfy the hotel project's peak parking demand which would occur at 6:00 pm, both on weekdays and weekends.

The project-specific ATE Study updated the Walker Study calculations based on the Surfliner Inn project's proposed uses and related floor area calculations (i.e., hotel, café, and rooftop bar and event areas). As requested by City staff, the parking demand estimates included in the project-specific ATE Study were developed based on the same shared parking methodology as the Walker Study, and data from additional parking surveys were conducted in Lot 3 by the applicant team to confirm the Walker Study data. The additional parking data included in the project-specific ATE Study confirms that the Walker Study results continue to generally represent peak weekday and weekend conditions within Lot 3.

In summary, the project-specific ATE Study, based upon the conclusions of the Walker Study, concludes that the future weekday parking demand in Lots 3 and 4 is 139 spaces, and the future weekend parking demand forecast is 127 spaces. This future demand projection includes the 700 Linden project nearing completion and the potential expansion of rail service at the Carpinteria Amtrak station. The 139 spaces provided by the proposed project would therefore satisfy the projected shared parking demand.

Design Review

The proposed hotel's design is modeled after the Cottage style of architecture of the former rail depot station. This vernacular style features a simple architectural design with a limited mix of colors and materials. The exterior siding of the building features wood board and batten siding with vertical seams, natural finish stacked stone accents, and painted wood trellises. Roofing would be standing seam metal, with wood fascia boards and exposed rafter tails and beams. The windows/doors would be metal framed with divided lites. Finally, painted horizontal wood railings would be used for the second-floor balconies, and a metal framed glass railing system would surround the rooftop bar, event, and pool areas.

The Board should provide comments on the proposed architectural style, massing, and detailing of the hotel building.

The proposed landscape plan features a plant palette of low water use and low maintenance plantings that are suitable to the regional climate. Especially notable is the proposed inclusion of relatively large specimen trees ranging from 15-gallon container size up to 72" box size, which when installed, would provide some immediate visual screening of the hotel building and provide a more "mature" feel to the landscape installation. Also notable is the proposed installation of screening trees on the proposed hotel site along the Fifth Street frontage and abutting the existing Amtrak platform (24" Box Brisbane Box trees), and along the southern border of the proposed new parking lot (36" box Coast Live Oak trees).

The landscape layout of the hotel site features an organic alignment of King Palm trees along the Linden Avenue frontage (10-foot bare trunk height), ornamental grasses, and accent Blue Palms at the corner of Linden Avenue and Fifth Street (15 gallon). Along the Fifth Street frontage, the layout features the previously mentioned screening trees (24" Box Brisbane Box trees), native and ornamental shrub massings, a large specimen tree nearest the Linden Avenue and Fifth Street intersection (72" Torrey Pine tree) and several Sycamore trees adjacent to the remaining portion of Lot 3 (24" box). On the west portion of the hotel site (adjacent to the remaining portion of Lot 3), the plan features additional King Palm trees (10-foot bare trunk height). Within the Lot 3 parking area itself, the plan includes several Coast Live Oak canopy trees (36" box).

The landscape layout for the proposed new parking Lot 4 features the same canopy trees as in the parking area of the hotel site (36" box Coast Live Oak), along with a large multi-trunk Monterey Cypress adjacent to the relocated restroom building at the southeast corner of the lot. As previously described, the proposed plan also includes screening vegetation along the parking lot's southern boundary.

The hardscape plan features linear “boardwalk” style pavers and a mixture of smaller flagstone gathering areas surrounding the hotel site. Hardscaping for the proposed new parking Lot 4 consists primarily of permeable pavers for the parking stalls, asphalt paving for the drive aisles, and decomposed granite for the relocated public trail along the northern boundary of the site (adjacent to the railroad corridor).

The Board should provide comments on the proposed landscape and hardscape plans, and tree/plant selections.

The proposed lighting plan for the hotel site features a mixture of shielded “night sky friendly” fixtures mounted to the building, recessed path light fixtures, bollards with shielded lamps, and decorative pole lights with fully shielded fixtures for the parking areas to match the remaining parking lot pole lights. The proposed new parking Lot 4 lighting would feature the same pole lights as the hotel site, with the lights located along the northern portion of the parking lot to prevent light trespass upon the adjacent properties to the south.

The Board should provide comments on the proposed lighting plan and compliance with the City’s night sky-friendly lighting policies to minimize light pollution and light spillover.

General Plan/Coastal Plan Policies

The City’s Community Design Element of the General Plan contains both general over-arching policies and specific subarea policies. The proposed hotel site within Lot 3 has a General Plan/Coastal Plan designation of Commercial (GC) and is located within Community Design Subarea 2: Downtown/Old Town District, as identified in the Community Design Element.

The proposed new Lot 4 site has a General Plan/Coastal Plan designation of Open Space/Recreation (OSR) and is located within Community Design Subarea 1: Downtown Beach Neighborhood, as identified in the Community Design Element.

The following is a list of relevant design-related policies contained in the City’s General Plan/Coastal Land Use Plan that pertain to the proposed 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-1a: *The policies of the Coastal Act (Public Resources Code Section 30210 through 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.*

The proposed project includes coastal priority uses as defined by the City's Coastal Land Use Plan and the California Coastal Act (Coastal Act). The hotel and related accessory uses (e.g., restaurant, parking, etc.) support visitor-serving uses by providing additional overnight transient

occupancy and coastal access opportunities to the beach. Development of City Parking Lot #4 would provide supplemental public parking south of the UPRR corridor to enhance public coastal access. A hotel located in the downtown core adjacent to the UPRR corridor, the Amtrak Carpinteria Train Station, and Linden Avenue would be consistent with the types of land uses anticipated in the Commercial Planned Development (CPD) zoning district and within the City's General Commercial (GC) land use category. Such a hotel would be centrally located to several of the City's public beaches and parks, the Carpinteria State Park, the City's downtown commercial core, and existing transit facilities including the Amtrak station, and City Public Parking Lot #3 (and proposed City Parking Lot #4).

Public parking lots and restrooms are compatible uses in the Recreation (REC) zoning district and under the Open Space/Recreation (OSR) land use designation, as they provide amenities and support coastal public access. Proposed City Parking Lot #4 would be located on a portion of a mostly vacant site that has been improved with an interim multi-use path connecting Linden Avenue to Holly Avenue.

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.*

As previously described, the proposed project includes a hotel on a portion of Lot 3, which has a General Plan/Coastal Plan designation of General Commercial (GC), and a new 93 space public parking lot on the south side of the Union Pacific railroad tracks ("Lot 4") on an undeveloped City-owned lot with a General Plan/Coastal Plan designation of Open Space/Recreation (OSR). Nearby and adjacent properties owned by the City of Carpinteria and California State Parks are designated for open space/recreational uses, and include but are not limited to the Tomol Park Interpretive Play Area, Carpinteria State Park, and the Carpinteria Community Garden Park, which is located immediately to the west of City Parking Lot #3.

The hotel site, located on the eastern portion of Lot 3, would be immediately adjacent to commercial warehouse uses to the east (across Linden Avenue), a mixture of commercial and residential uses to the north (across Fifth Street), the Carpinteria Community Garden Park to the west (across the remaining parking area of Lot 3), and the UPRR corridor immediately to the south. Further south, across the railroad corridor, would be the proposed new City Parking Lot #4 which would provide parking for both the proposed hotel project and the general public. The Community Garden Park would not be impacted by the proposed project as the remaining area of Lot 3 would continue to be used for public parking without any change in intensity of use immediately adjacent to it. Similarly, the proposed new Lot 4 (across the railroad corridor) would not extend westward to an extent that it would be adjacent Garden Park and therefore, no land use conflicts are anticipated.

The proposed construction of the Lot 4 parking area on approximately the eastern two-thirds of the City's vacant former railroad right-of-way land (with its Open Space/Recreation designation) would result in an intensification of use of the lot, and therefore this new parking use must be compatible with the adjacent Tomol Park Interpretive Play Area and Carpinteria State Park open space/recreation uses across Linden Avenue. As these adjacent areas are used for recreation and

do not host sensitive coastal resources where a new parking or visitor-serving commercial use could pose land use conflicts, the intensified uses resulting from the proposed hotel, and the provision of public parking by construction of the new Lot 4 parking area, would be compatible uses. In fact, the conversion of a portion of the City's vacant former railroad right-of-way land to provide additional public parking in this area of the City would provide more public access to these nearby recreational amenities and the beach than the existing condition.

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-3d: *Establish a commercial sector that balances the retail and service needs of citizens and tourists.*

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

Development of the proposed 36-room hotel in the City's downtown core would be consistent with the above Objective and Policies as the hotel would be located in the heart of the City's visitor-serving commercial sector and near popular tourist amenities, including City beaches, parks and Carpinteria State Park, thereby further concentrating visitor activity in the downtown and beach areas. With the expanded public parking resources to serve the downtown and nearby recreational amenities, such a use (along with the associated restaurant and visitor center uses) would further enhance the vitality, revenue, employment and tourist activity in the downtown.

In January 2014, the City Council adopted Resolution No. 5500 establishing a Sustainable Community Policy. The Economic Vitality section of the Policy includes numerous references to promoting a diversified and resilient local economy such as a desire to attract and retain downtown retailers and hotels that can be successful in and complimentary to the community and improve off-season visitorship and tourism. The proposed hotel would further these goals.

With respect to preserving the City's small beach town character, the Linden Avenue corridor is already developed with an assortment of building types of different sizes, and architectural styles from different eras. While there are a number of smaller one-story buildings along Linden Avenue, there are scattered larger two-story buildings throughout the downtown that have, over time, added to the downtown's established character and eclectic architectural variety. Likewise, two-story residential development is present along Fifth Street, and along lower Linden Avenue and throughout the Beach Neighborhood, south of the railroad tracks.

As requested previously by City decision makers during the conceptual review of the project, the applicant has made design revisions to the project to reduce the overall scale and height of the project. These revisions include: a reduction in the number of hotel rooms from the previously proposed 40 rooms to 36 rooms; the café component has been relocated and reduced in size by approximately 400 square feet; all previously proposed setback encroachments have been eliminated; the previously proposed elevator and stair tower element at the west side of the hotel (facing the parking lot) has been substantially reduced in size/massing and now only includes an elevator tower; and the previously proposed gable roof element reaching 30 feet in height on the south portion of the hotel has been redesigned and reduced in height to approximately 25 feet.

The proposed project would introduce a new two-story building (with rooftop amenities) on what is currently a surface parking lot at the southern "gateway" into the downtown core. The proposed hotel would provide Linden Avenue, and the greater downtown, additional visitor-serving uses with an overall design that references the historical train station previously onsite.

The selected architecture, which is modeled after the cottage style of architecture of the former rail depot station and found in other examples throughout the downtown and beach neighborhood, would be generally consistent with the types of buildings found in the downtown.

Objective LU-5: *Maintain availability of agriculture, coastal -dependent industry and visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses.*

Policy LU-Sa: *The City shall continue to give priority to agriculture, coastal-dependent industry and visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over residential, general industrial, or general commercial development.*

Policy LU-Sc: *The City shall prohibit the removal or conversion of visitor-serving development unless it will be replaced by development offering comparable visitor- serving opportunities.*

Implementation Policy 1: *A visitor serving zone district shall be maintained as a part of the city zoning regulations with the purpose of providing adequate opportunity for commercial development that will serve visitors to the city. The visitor serving zone district shall apply to all visitor-serving commercial designated parcels.*

The proposed hotel location is not presently designated for visitor- serving commercial uses; nevertheless, the development and operation of a visitor- serving commercial use on a portion of the Lot 3 property would be consistent with the intent of the above Objective and Policies. A hotel and the associated accessory restaurant and visitor center uses are in keeping with the type of visitor-serving commercial uses desired within the City's downtown. The introduction of (limited) short- term overnight transient occupancy accommodations provided by a hotel in the downtown would further enhance visitor-serving commercial activity, public coastal access, and economic activity in the City's downtown. Presently, aside from nearby vacation rentals (primarily located) in the Beach Neighborhood, no such visitor accommodations are provided in the downtown core.

Community Design Element

Citywide Community Design Objectives

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.*

The proposed hotel's design, modeled after the cottage style of architecture of the former rail depot station, would be consistent with the intent of the above objective. The proposed building is designed with an attractive frontage/facade on all sides given its highly visible location within a public parking lot adjacent to the UPRR corridor, and at the intersection of Fifth Street and Linden Avenue.

The overall height of the hotel, at 25-29 feet for the main roof line and up to 30 feet to the top of the rooftop bar trellis, is comparable to other two-story development along Linden Avenue, including but not limited to the former packing warehouses across the street from the project site. The design of the building includes variations in the footprint, wall planes, and roof forms in an effort to reduce the apparent massing, and provide architectural and visual interest.

The Linden Avenue frontage of the project presents a strong pedestrian presence, and the café and visitor center elements are oriented along the existing Linden Avenue sidewalk, compatible with nearby commercial developments along Linden Avenue and the dominant pattern of development in the downtown area.

In terms of compatibility with the size, scale and form of nearby properties, the downtown core is comprised of a variety of building heights and styles, including the 35-foot-tall warehouses across Linden Avenue, residences ranging from one- to three-stories, apartments buildings, and multiple shop facades. As such, the overall the scale, form and placement of the proposed hotel would be consistent with the above Community Design objective when considered in the context of the greater Downtown/Old Town District. On the other hand, the project site's location on an open street corner and near the UPRR rail corridor and Community Garden Park leads to a prominently exposed site where any new development would be visually conspicuous.

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

The proposed architectural style based upon the beach cottage-style prevalent in the area, and broadly reminiscent of the former train depot, would be consistent in style and character with surrounding development in the downtown core and beach neighborhood, and with a desire to preserve styles of architecture that help to preserve Carpinteria's unique small beach town charm.

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).*

The project site is situated with its primary frontage along Linden Avenue and a secondary frontage on Fifth Street, with the primary public mountain and ocean views available directly up and down the Linden Avenue corridor. The proposed design complies with the required front setbacks along Linden Avenue and Fifth Street to ensure that public views of the mountains and coast are preserved along this corridor. Unobstructed public ocean views are not available from this location (other than directly down the Linden Ave corridor) and thus would not be impacted by the proposed hotel building. Public mountain views are available from the proposed hotel site looking to the north and northwest and therefore construction of the hotel building would impact these public views as observed immediately south and southeast of the building location, especially along the interim Linden to Holly Trail segment which would be relocated slightly north of its existing location, immediately adjacent to the railroad corridor. However, as evidenced by the photographs of the story pole installation included as Attachment B, views of the mountains would be immediately restored as trail users transit the portion of the trail adjacent to the hotel building, and appreciably increase as viewed further to the south along Linden Avenue (towards the ocean), and from the majority of proposed new Lot 4, where the mountain views would continue to be expansive.

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.*

As discussed above, the hotel use and associated restaurant and visitor center use, would be generally consistent with the City's desire to enhance the Linden Avenue downtown core. The proposed architectural plans for the hotel incorporate design features that would support a lively, inviting street presence on the Linden Avenue frontage such as outdoor seating areas, primary entrances oriented toward the street, large landscape areas and public gathering areas, etc.

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.*

The existing sidewalk at the corner of Linden Avenue and Fifth Street varies from approximately 12 to 30 feet in width. The proposed site plan would narrow the existing sidewalk corner considerably to accommodate large specimen trees at the corner to help visually screen the hotel building's mass as part of the proposed landscape plan. However, this existing and relatively expansive sidewalk corner is frequently used by pedestrians, especially during summer months,

and allows for efficient pedestrian traffic at this street intersection. Revising this portion of the project design to provide a widened sidewalk intersection, or expanding the immediately adjacent flagstone gathering area with the public sidewalk corner would be more consistent with this policy.

Other amenities included in the design create an attractive, lively and inviting street presence such as the outdoor dining patio and flagstone patio gathering spaces along the Linden Avenue sidewalk, and primary building entrances to the café and visitor center oriented toward the street.

Objective CD-11: *Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design.*

Policy CD-11b: *Public spaces should be located and designed to encourage their use during the day and in the evening. The time and type of use for each space should be planned to be compatible with adjacent land uses, and with any existing flora and fauna that are to be preserved.*

Policy CD-11c: *All public spaces and facilities should reflect quality design.*

The proposed project would create new uses available to the public in the City's downtown district. The proposed restaurant ("café") with large patio doors and a trellised outdoor dining patio fronting the Linden Avenue sidewalk, provides an attractive and inviting public space. The similarly situated visitor center, and the two immediately adjacent flagstone patio gathering spaces along the Linden Avenue sidewalk, further help to blend and transition the public space along Linden Avenue with the hotel, café and visitor center uses.

The landscape plan for the hotel site is designed to preserve an open transition from Linden Avenue to the hotel building by utilizing an arrangement of King Palm trees with 10-foot bare trunk heights, while utilizing larger specimen trees at the Linden Avenue and Fifth Street corner to help visually screen the hotel building's mass at this important corner, which functions as the transition from the downtown core to the beach neighborhood. As discussed above, revising this portion of the project design to provide a widened sidewalk intersection, or expanding the immediately adjacent flagstone gathering area with the public sidewalk corner would be more consistent with this policy.

Within the Lot 3 parking area itself, the plan includes several native Coast Live Oak canopy trees. The landscape arrangement for the proposed new parking Lot 4 features the same canopy trees as in the parking area of the hotel site (36" box Coast Live Oaks), along with a large multi-trunk Monterey Cypress adjacent to the relocated restroom building at the southeast corner of the lot. These landscape elements would be compatible with adjacent land uses and existing vegetation, and result in a high-quality design.

Objective CD-13: *Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photopollution to the maximum extent feasible.*

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.*

CD-13-Implementation Policy 6: *Exterior lighting on commercial development shall be designed to complement the building and shall be at the minimum height and intensity required to ensure public safety.*

The proposed plans incorporate lighting details including a lighting layout, fixture specifications, photometric lighting study for the hotel site and adjacent Lot 3 parking lot, and proposed new Lot 4 parking lot. The proposed lighting plan for the hotel site features a mixture of shielded "night sky friendly" fixtures mounted to the building, recessed path light fixtures, bollards with shielded lamps, and decorative pole lights with fully shielded fixtures for the parking areas to match the remaining parking lot pole lights. The proposed new parking Lot 4 lighting would feature the same pole lights as the hotel site, with the lights located along the northern portion of the parking lot to prevent light trespass upon the adjacent properties to the south. The photometric study indicates that the proposed project lighting would not result in spillover onto adjacent developed lots.

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

CD-14-Implementation Policy 7: *Building orientation shall be designed to maximize natural lighting and passive solar heating and cooling.*

CD-14-Implementation Policy 8: *Landscaping shall be designed to maximize the use of native drought-tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter.*

CD-14-Implementation Policy 9: *Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat.*

The proposed project is designed to be consistent with the above Objective and Policies. The hotel building is sited to take advantage of natural light through its southerly exposure, and would include roof-mounted solar panels. The proposed landscape plan features a plant palette of low water use and low maintenance plantings that are suitable to the regional climate. The proposed lighting plan would provide site lighting for public safety within the parking lot areas while minimizing light spillover to adjacent lots.

CD-14-Implementation Policy 10: *Design of parking facilities shall take into consideration in addition to intended use, the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.*

The existing City Parking Lot 3 and proposed new Lot 4 would serve the public and hotel visitors. The existing Lot 3 would continue to have access from an entrance/exit on Fifth Street. The proposed Lot 4 would have access from Linden Avenue, with a locked gate at the end of Elm Avenue for emergency ingress/egress only. The ATE Traffic and Parking Study (Attachment E) provided an analysis of existing traffic volumes, patterns, and parking demands

in the vicinity of the project site. The ATE Study also included projected traffic volumes, patterns and parking demands which would result from the project. The study was revised several times in response to comments from the Public Works Department and peer reviews by the City's contract traffic engineer to ensure that all traffic and parking aspects of the proposed project have been analyzed.

The study found that the existing Lot 3 generates 0.18 trips per space during the peak hour (11:30 AM – 12:30 PM). Based on this rate, the new Lot 4 with 93 spaces would generate approximately 15 peak hour trips. It is anticipated that most traffic accessing 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. Given the current level of traffic on Linden Avenue south of the UPRR tracks (approximately 300 peak hour trips), the Lot 4 driveway would operate in the level of service (LOS) A range, with very little delay and queuing for vehicles entering and exiting the parking lot driveway. The Study also concluded that there is sufficient storage space for two vehicles between the stop bar at the rail crossing arm and the driveway for Lot 4. This storage area would be sufficient given the level of traffic that would be generated by Lot 4. Other than during peak periods or special events (either at the hotel or within the community), an excessive concentration of vehicles is not anticipated to cause excessive idling or traffic in the area.

Subarea 2. The Downtown/Old Town District

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.*

Construction of the proposed hotel along the Linden Avenue frontage would physically extend the commercial character of the Linden Avenue corridor further south toward the beach. Presently, visitor-serving commercial activity south of Sixth Street fronting on Linden Avenue is limited to a handful of restaurants (Siam Elephant, Esau's Cafe and the Spot) and a small neighborhood market (City Market). The addition of a visitor-serving commercial use, such as the proposed hotel, cafe and visitor center would fill in a visual and physical gap where the existing parking lot is located and introduce additional activity and vitality to the downtown. The new cafe and rooftop deck amenities may also create an opportunity in the downtown for a gathering experience with ocean views. On the other hand, and as noted previously, the open nature of the project site and its immediate surroundings at a prominent intersection in the downtown renders any redevelopment of the site likely to be visually significant.

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.*

As discussed elsewhere, the development of the proposed hotel in the City's downtown core would likely generate increased commercial activity in the downtown area. The proposed accessory café and visitor center uses may further enhance the vitality of lower Linden Avenue, particularly because the café and visitor center are oriented toward Linden Avenue. Consistent with the above objectives and policies, the proposed project is designed in a manner that is in

keeping with the desired scale and character for new development in the City's downtown and would be complimentary with other nearby buildings such as the former packing warehouses across Linden Avenue from the project site.

Open Space, Recreation & Conservation Element

OSC-4-Implementation Policy 20: *Provide adequate parking to maximize public access to coastal recreation areas, including Salt Marsh Nature Park, City Beach, Carpinteria State Park, Tar Pits Park, Harbor Seal Overlook, and the Carpinteria Bluffs. Consider using revenues from the Tidelands Trust Fund to finance such improvements. Parking facilities shall be distributed, as feasible, to prevent overcrowding and to protect sensitive environmental resources.*

As previously discussed, the Walker Study determined that when counting the existing downtown parking occupancy, the 700 Linden project nearing completion, the subject hotel project at Lot 3, and the potential expansion of rail service at the Carpinteria Amtrak station, the downtown area, as a whole, would experience an overall utilization of 84% during the peak weekday parking demands at noon, assuming that no new spaces were constructed by the City. However, the project, with the proposed construction of the new City Parking Lot #4, is designed to accommodate all projected future parking demand that would result from the hotel's construction using the proposed conjunctive parking arrangement (with both hotel parking and public parking sharing the remaining parking spaces in Lot 3 and the new spaces proposed in Lot 4) without reliance on existing parking capacity in the downtown area. Given the project's location near the coast, it is appropriate to not rely upon existing excess parking in the downtown area to ensure that adequate public parking is provided to maximize public access to the beach and nearby public recreation areas. The project-specific ATE Study concludes that the future weekday parking demand in Lots 3 and 4 is 139 spaces, and the future weekend parking demand forecast is 127 spaces. The 139 spaces provided by the proposed project would therefore satisfy the projected shared parking demand.

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.*

OSC-10-Implementation Policy 50: *Require that proposals for development include information necessary to determine that an adequate water source exists for the project and that water will be provided without jeopardizing the availability of water to other parts of the community, i.e., a can or will-serve letter from CVWD. Should adequate water to serve all development contemplated in the Land Use Element not be available, the City shall ensure that priority uses identified under the Coastal Act are protected.*

The subject property is presently located within, and served by, the Carpinteria Valley Water District. The District has provided an Intent to Serve letter indicating that sufficient water capacity is available to serve the proposed project. In the event that adequate water is no longer available for all new development in the future, a transient lodging use such as a hotel that promotes and encourages visitor-serving commercial activity and public coastal access could be considered a priority land use under the Coastal Act. If approved, the project would be required

to be consistent with both the “Green” Building Code and the City's Water Efficient Landscape Ordinance to ensure low water use fixtures and landscaping is utilized throughout the project.

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. In addition to the bluff setback required for safety, additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach. Blufftop structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall not be greater in height than adjacent structures and shall not encroach seaward beyond a plane created by extending a straight line ("stringline") between the nearest building corners of the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest corners closest to the beach from the existing balconies, porches or similar appurtenances on either side of the proposed development. If the stringline is grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible.*
- c. Special landscaping requirements to mitigate visual impacts.*

The project site is situated with its primary frontage along Linden Avenue and a secondary frontage on Fifth Street, with the primary public ocean views available directly down the Linden Avenue corridor which the proposed hotel building would not restrict. Due to its location, the proposed hotel would not obstruct public ocean views from any priority public viewing areas such as the Tomol Park Interpretive Play Area, Carpinteria Community Garden Park, or Carpinteria State Park. Likewise, given its location on the ocean side of the hotel building, public ocean views from the Linden to Holly trail segment would not be impacted by the project.

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.*

As previously discussed, the applicant has made design revisions in response to comments received during the conceptual review of the project, resulting in an overall reduction in the scale and height of the project. These revisions include: a reduction in the number of hotel rooms from the previously proposed 40 rooms to 36 rooms; the café component has been relocated and

reduced in size by approximately 400 square feet; all previously proposed setback encroachments have been eliminated; the previously proposed elevator and stair tower element at the west side of the hotel (facing the parking lot) has been substantially reduced in size/massing and now only includes an elevator tower; and the previously proposed gable roof element reaching 30 feet in height on the south portion of the hotel has been redesigned and reduced in height to approximately 25 feet. As a result, the proposed hotel conforms to the scale and character of development desired for the City's downtown core and would be of a height, scale, and mass similar to other two-story buildings on Linden Avenue. Further, as discussed elsewhere, the proposed project's siting, setbacks, and frontage design would promote the pedestrian-oriented and lively street environment that the City envisions for downtown, especially with the proposed café and visitor center uses oriented towards Linden Avenue.

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.*

Policy OSC-13h: *Plans for development shall minimize cut and fill operations. Plans that do not minimize cut and fill shall be denied.*

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.*

The existing project sites are developed as a public parking lot and a mostly vacant lot with an interim multi-use path, respectively. Both sites are generally flat and comparably level to the adjacent Linden Avenue sidewalk such that minimal alteration of the existing topography is required for development of the proposed hotel and new parking Lot 4. Similarly, the project is presently located outside of any defined flood hazard area or tsunami inundation zone which would require the hotel site to be built up to provide an elevated finished floor height (relative to the public sidewalk). The project application included a site-specific geotechnical analysis conforming that both sites would be suited for development. Preliminary Grading and "Tier 4" Drainage plans are provided for both the hotel site at Lot 3 and the new Lot 4, incorporating 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 site in compliance with City grading and drainage requirements.

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 segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.*

Presently, there are no hotel/motel uses located within the City's downtown core; visitor accommodations are limited to vacation rentals in the Beach Neighborhood and a few additional short-term rentals scattered throughout the downtown neighborhoods. The proposed hotel, café, visitor center, and new parking Lot 4 visitor-serving uses would promote and improve public access to nearby public parks and beaches by providing additional short-term visitor accommodations in close proximity to these resources. As discussed elsewhere, the project is designed to accommodate all projected future demand that would result from the hotel's construction and use without reliance on existing parking capacity in the downtown area, and without impacting any sensitive habitat or coastal resources. Given the project's location near the coast, it is appropriate to not rely upon existing excess parking in the downtown area to ensure that adequate public parking is provided to maximize public access to the beach and nearby public recreation areas. Additionally, the project includes a total of ten accessible parking spaces, including 6 newly available accessible spaces in the proposed new City Parking Lot #4 which would otherwise not be provided in the downtown beach area.

SUMMARY OF ISSUES

- Consistency with applicable City development regulations;
- Building architecture and design;
- Landscape and hardscape design;
- Exterior lighting; and
- Compatibility with Community Design Policies & overall "small beach town" character.

RECOMMENDATION

The Board should receive public comment and provide feedback on the issue areas identified. If the Board finds the project to be consistent with all applicable criteria, the Board should recommend preliminary approval with their comments attached to the Planning Commission.

ATTACHMENTS

Attachment A Preliminary Architectural Plans

Attachment B Story Pole Photographs

Attachment C Meeting Minutes from November 30, 2020 Joint City Council / Planning Commission / ARB Conceptual Review Meeting

Attachment D Conceptual Plans reviewed at the November 30, 2020 Joint City Council / Planning Commission / ARB Conceptual Review Meeting

Attachment E ATE Traffic and Parking Study

Attachment A

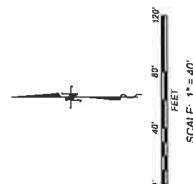
Preliminary Architectural and Landscape Plans

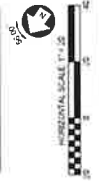
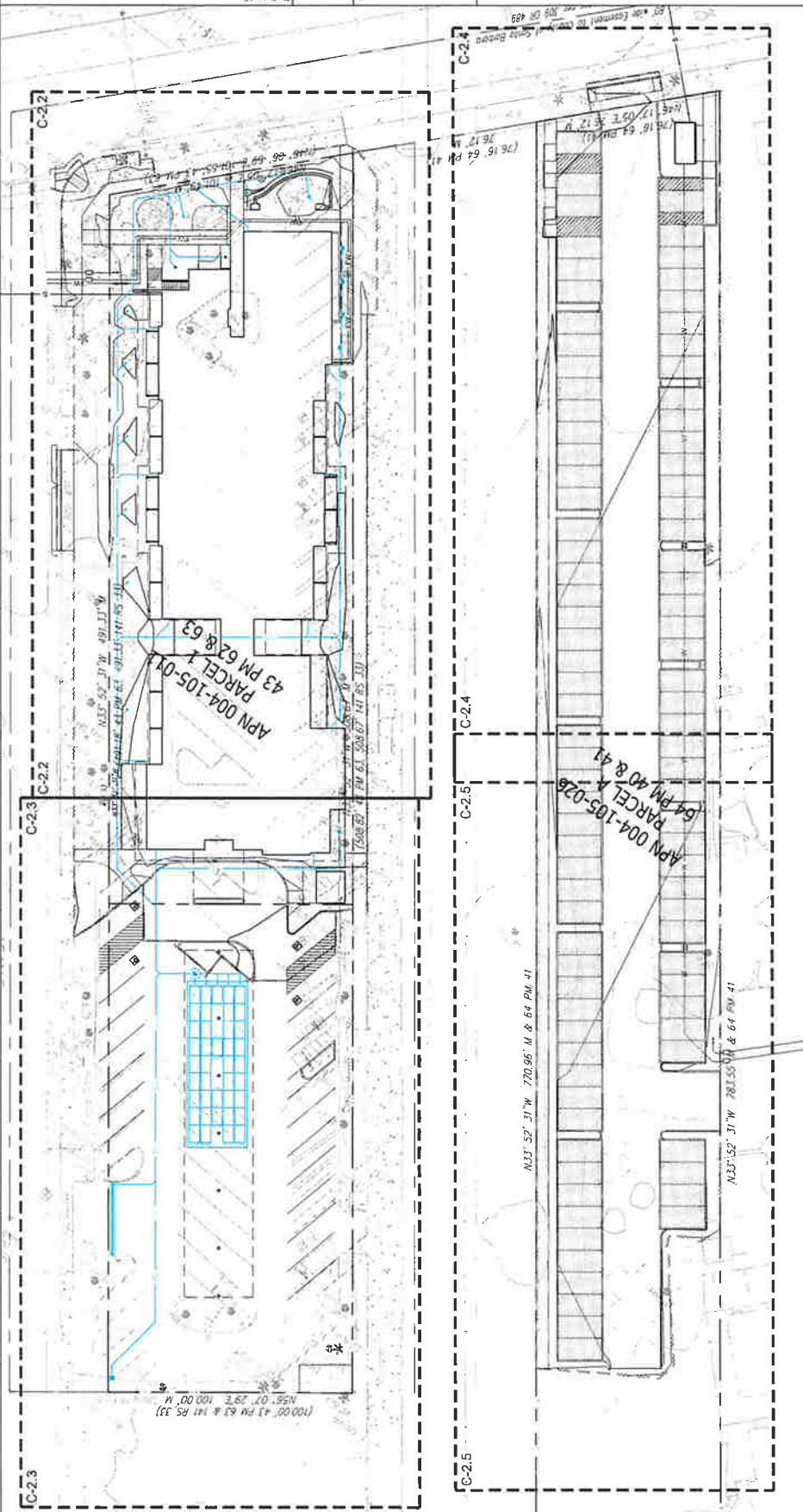
Surfliner Inn
Project 23-2254-DP/CUP/CDP/ARB
Preliminary ARB Review
December 12, 2024

LEGEND:

- Electrical Box
- Fire Hydrant
- Gas Valve
- Day Tank
- Manhole
- Light Standard
- Power Pole
- Sewer Manhole
- Storm Drain Manhole
- Water Meter
- Water Valve
- Easement Line
- Centreline of Road
- Adjacent Property Line
- Property Line
- Building
- Sewer Line
- Electrical Line
- Gas Line
- Overhead Line
- Sewer Line
- Storm Drain Line
- Waterline Line

Assessor's Parcel No. : 004-103-026





GRADING INDEX C-2.1

PRELIMINARY PLANS - NOT FOR CONSTRUCTION

Project No.	21154	Sheet No.	21154
Project Name	THE SURLINER INN	Project Location	499 LINDEN AVENUE CARPINTERIA, CA 93013
Project Engineer	ASHLEY VANCE	Project Manager	ASHLEY VANCE
Date	06/07/2024	Scale	AS SHOWN
Drawn By	ASHLEY VANCE	Check By	ASHLEY VANCE

THE SURLINER INN
 499 LINDEN AVENUE
 CARPINTERIA, CA 93013



Ashley Vance
 ENGINEERING, INC.
 CIVIL & STRUCTURAL
 210 East Oak Street
 Santa Barbara, CA 93101
 (805) 963-0000
 www.ashleyvance.com

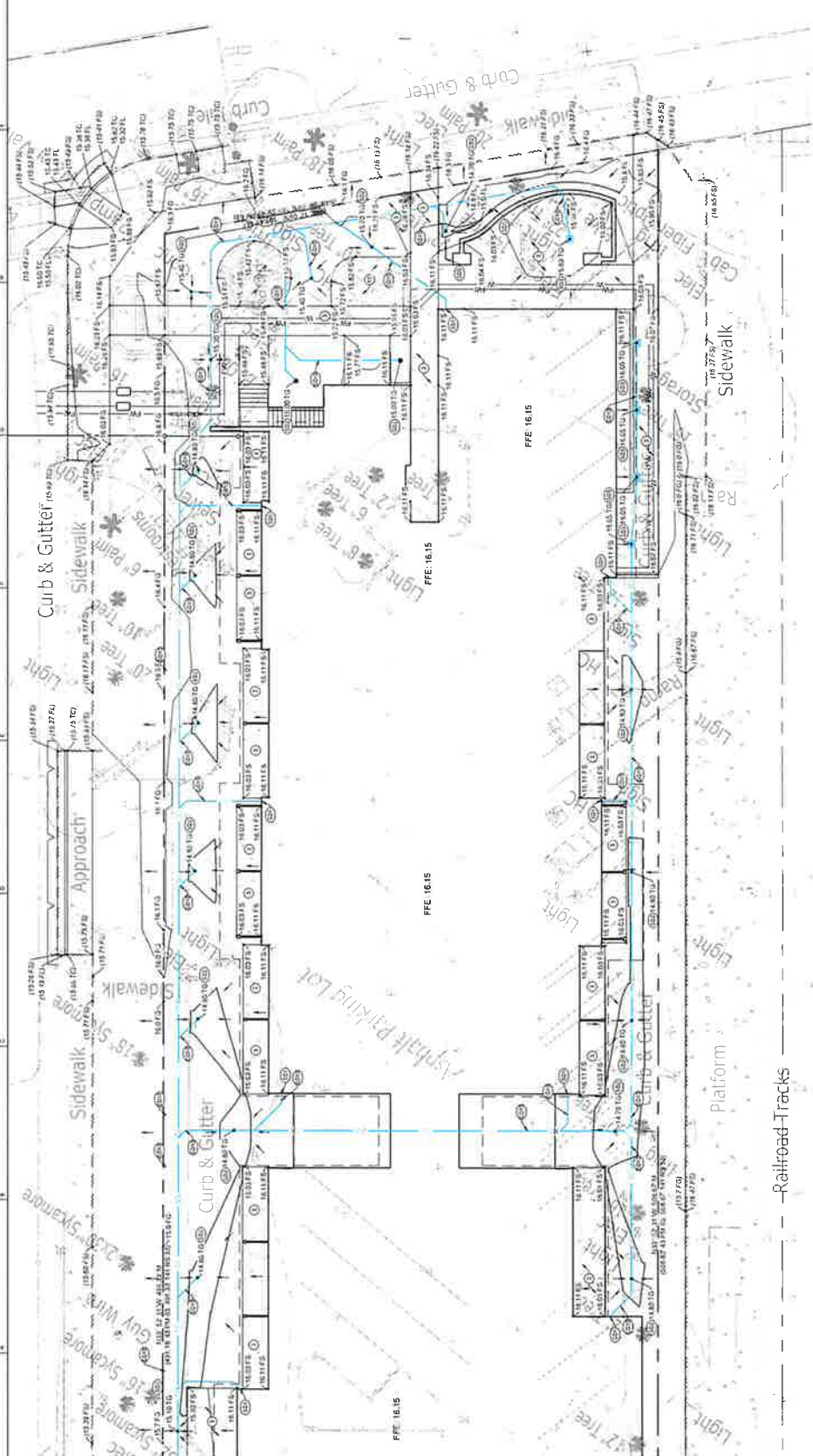
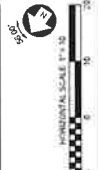
These drawings and specifications shall be read in conjunction with the project description, general notes, and all applicable codes and standards. The engineer shall be responsible for the accuracy of the information provided and for the proper interpretation of the drawings and specifications. The contractor shall be responsible for the proper construction and installation of the project.



THE SURFLINER INN
499 LINDELL AVENUE
CARPINTERIA, CA 93013

PRELIMINARY PLANS - NOT FOR CONSTRUCTION

GRADING AND DRAINAGE PLAN C-2.2

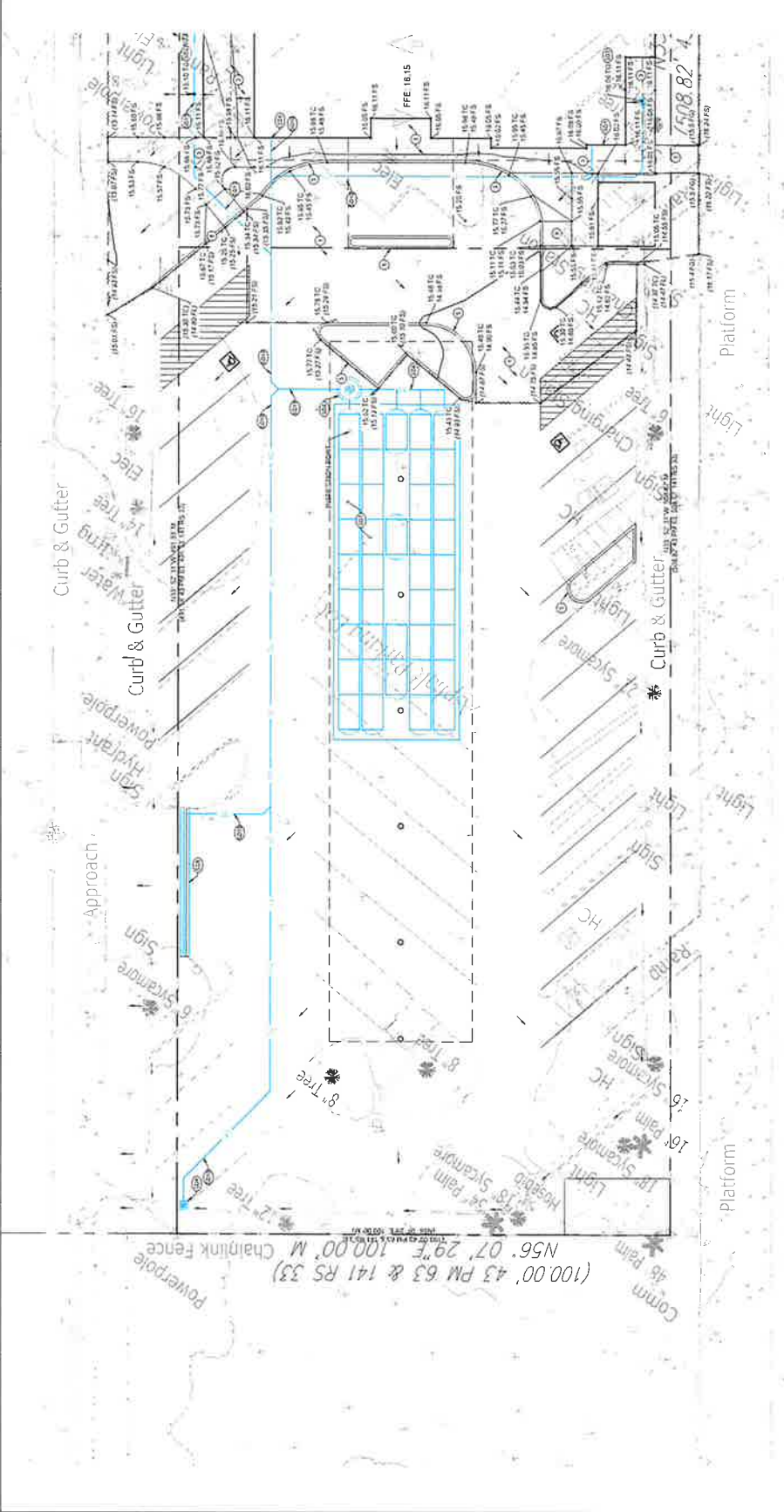


GENERAL NOTES:
ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IDENTIFIED BY CONTRACTOR. IF THERE ARE ANY DIFFERENCES BETWEEN THESE ITEMS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESOLVING THEM PRIOR TO CONSTRUCTION.

GRADING INFORMATION:
FILL QUANTITY: 345 CUBIC YARDS
CUT QUANTITY: 10 CUBIC YARDS
TOTAL QUANTITY: 355 CUBIC YARDS
FILL QUANTITY: 30 CUBIC YARDS
CUT QUANTITY: 10 CUBIC YARDS
TOTAL QUANTITY: 40 CUBIC YARDS
FILL QUANTITY: 30 CUBIC YARDS
CUT QUANTITY: 10 CUBIC YARDS
TOTAL QUANTITY: 40 CUBIC YARDS
FILL QUANTITY: 30 CUBIC YARDS
CUT QUANTITY: 10 CUBIC YARDS
TOTAL QUANTITY: 40 CUBIC YARDS

- SITE CONSTRUCTION NOTES:**
- CONSTRUCT ASPHALT DRIVEWAY SECTION
 - CONSTRUCT CONCRETE DRIVEWAY SECTION
 - CONSTRUCT CONCRETE WALKWAY SECTION
 - CONSTRUCT PERMEABLE PAVED DRIVEWAY SECTION PER DETAIL 2, SHEET C-1
 - CONSTRUCT BULKHEAD CONCRETE USB
 - CONSTRUCT ADA PARKING STALL
 - CONSTRUCT PARKING STALL
 - CONSTRUCT ADA CURB RAMP
 - CONSTRUCT DECOMPOSED GRANITE PATH PER LANDSCAPE ARCHITECT PLANS
 - CONSTRUCT FLASSTOKE PAVING PER LANDSCAPE ARCHITECT PLANS

- STORM DRAIN CONSTRUCTION NOTES:**
- INSTALL ROOT DRAIN CONNECTION
 - INSTALL REGISTRATION RATED ATRUM GRATE DRAIN
 - INSTALL REGISTRATION RATED FLAT GRATE DRAIN
 - INSTALL TRAFFIC RATED FLAT GRATE DRAIN
 - INSTALL STORM DRAINAGE EARTHEN SWALE
 - INSTALL 4" DIAMETER CONCRETE STORM MANHOLE
 - CONSTRUCT UNDERGROUND RETENTION CHAMBER WITH STORMTECH 60-700 DIAMETERS PER DETAIL 1, SHEET C-1
 - INSTALL 12" FRENCH DRAIN WITH 1/2" IN-LINE CATCH BASIN AT OUTLET PER DETAIL 1, SHEET C-1
 - INSTALL 12" DIA. MANHOLE WITH STORM DRAIN LINE PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS
 - INSTALL 12" DIA. MANHOLE WITH STORM DRAIN LINE PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS



- STORM DRAIN CONSTRUCTION NOTES:**
- (1) INSTALL ROOT DRAIN CONNECTION
 - (2) INSTALL PEDESTAL RATED ATRIUM GRATE DRAIN
 - (3) INSTALL PEDESTAL RATED LAT GRATE DRAIN
 - (4) INSTALL TRAFFIC RATED PLAT GRATE DRAIN
 - (5) CONSTRUCT STORM DRAIN ALONG EARTH SWALE
 - (6) INSTALL 18" DIAMETER CONCRETE STORM MANHOLE
 - (7) CONSTRUCT UNDERGROUND RETENTION CHAMBER WITH STORMTECH 60x70x60 GRATES PER MANHOLE SPECIFICATIONS AND DETAIL 1, SHEET C-1.1. INSTALL INSPECTION PORT AT LOCATION SHOWN ON PLAN.
 - (8) INSTALL 60x60x60 INVERT 18" TRENCH DRAIN WITH 60x60 INVERT GRATE AT OUTLET PER MANUFACTURER SPECIFICATIONS AND RECOMMENDATIONS.
 - (9) INSTALL 60x60x60 INVERT 18" TRENCH DRAIN WITH 60x60 INVERT GRATE AT OUTLET PER MANUFACTURER SPECIFICATIONS AND RECOMMENDATIONS.
 - (10) INSTALL 60x60x60 INVERT 18" TRENCH DRAIN WITH 60x60 INVERT GRATE AT OUTLET PER MANUFACTURER SPECIFICATIONS AND RECOMMENDATIONS.

- SITE CONSTRUCTION NOTES:**
- (1) CONSTRUCT ASPHALT DRIVEWAY SECTION
 - (2) CONSTRUCT CONCRETE DRIVEWAY SECTION
 - (3) CONSTRUCT CONCRETE WALKWAY SECTION
 - (4) CONSTRUCT PERIMETER PAVED DRIVEWAY SECTION PER DETAIL 2, SHEET C-1.1
 - (5) CONSTRUCT 6" THICK CONCRETE CURB
 - (6) CONSTRUCT ADA PARKING STALL
 - (7) CONSTRUCT PARKING STALL
 - (8) CONSTRUCT ADA CURB RAMP
 - (9) CONSTRUCT DECOMPOSED GRANITE PATH PER LANDSCAPE ARCHITECT PLANS
 - (10) CONSTRUCT FLAGSTONE PAVEMENT PER LANDSCAPE ARCHITECT PLANS

- GENERAL NOTES:**
- ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST AVAILABLE INFORMATION. CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. ANY CHANGES TO THE LOCATION OR DEPTH OF UTILITIES SHALL BE IDENTIFIED BY THE CONTRACTOR AT THE TIME ANY MATERIAL IS PLACED AND LOCATION SHALL BE IDENTIFIED BY THE CONTRACTOR AT THE TIME ANY MATERIAL IS PLACED. ANY CHANGES TO THE LOCATION OR DEPTH OF UTILITIES SHALL BE IDENTIFIED BY THE CONTRACTOR AT THE TIME ANY MATERIAL IS PLACED.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES PRIOR TO CONSTRUCTION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES PRIOR TO CONSTRUCTION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES PRIOR TO CONSTRUCTION.

- GRADING INFORMATION:**
- | ITEM | QUANTITY | UNIT |
|--------------------------|----------|-------------|
| ASPHALT DRIVEWAY | 340 | SQ. YARDS |
| CONCRETE DRIVEWAY | 330 | SQ. YARDS |
| CONCRETE WALKWAY | 100 | SQ. YARDS |
| PERIMETER PAVED DRIVEWAY | 100 | SQ. YARDS |
| 6" THICK CONCRETE CURB | 100 | LINEAL FEET |
| ADA PARKING STALL | 100 | SQ. YARDS |
| PARKING STALL | 100 | SQ. YARDS |
| ADA CURB RAMP | 100 | SQ. YARDS |
| DECOMPOSED GRANITE PATH | 100 | SQ. YARDS |
| FLAGSTONE PAVEMENT | 100 | SQ. YARDS |

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Fax: 626-255-1112
www.digiart.com

GRADING AND DRAINAGE PLAN
C-2.3

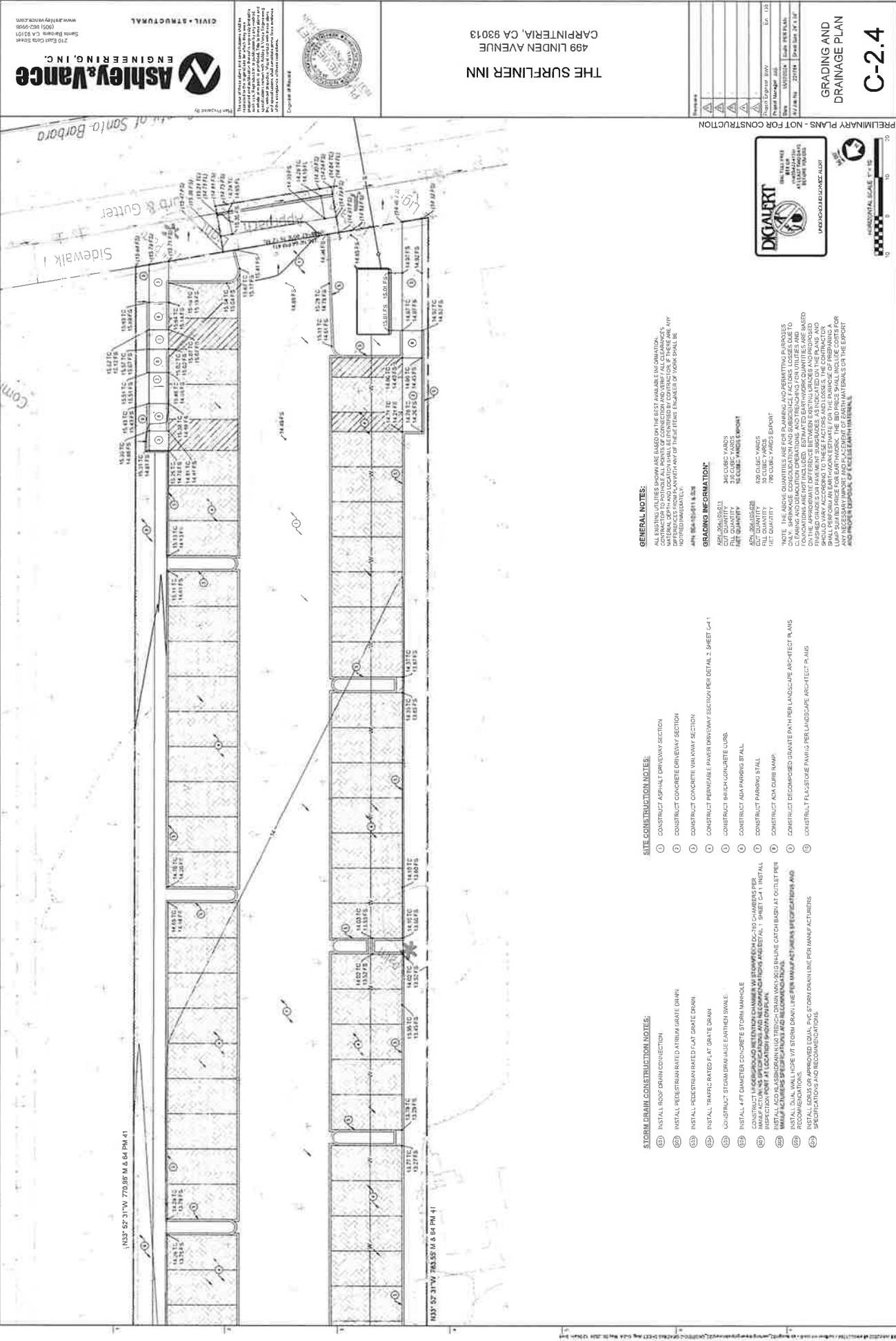
PRELIMINARY PLANS - NOT FOR CONSTRUCTION

THE SURLINER INN
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CARPINTERIA, CA 93013

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www.ashleyvance.com

CIVIL & STRUCTURAL

Engineer of Record



THE SURFLINER INN
499 LINDERA AVENUE
CARPINTERIA, CA 93013

Engine of Record

Engine Seal

Engine of Record

Engine Seal

Engine of Record

Engine Seal

Project Engineer BOW
BOW
BOW

Project Manager BOW
BOW
BOW

Scale 1/8" = 1'-0"
1/4" = 1'-0"
1/2" = 1'-0"
3/4" = 1'-0"
1" = 1'-0"

Sheet 20714
Project 20714
Drawn 20714
Check 20714
Scale 1/8" = 1'-0"
1/4" = 1'-0"
1/2" = 1'-0"
3/4" = 1'-0"
1" = 1'-0"

Grading and Drainage Plan

C-2.4

PRELIMINARY PLANS - NOT FOR CONSTRUCTION

GENERAL NOTES:

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GRADING INFORMATION:

EXISTING GRADE: 14.875
PROPOSED GRADE: 14.875
CUT: 0.000
FILL: 0.000
TOTAL: 0.000

STORM DRAIN CONSTRUCTION NOTES:

1. CONSTRUCT ASPHALT DRIVEWAY SECTION
2. CONSTRUCT CONCRETE DRIVEWAY SECTION
3. CONSTRUCT CONCRETE SIDEWALK SECTION
4. CONSTRUCT PERMEABLE PAVEMENT DRIVEWAY SECTION PER DETAIL 2 SHEET C-4.1
5. CONSTRUCT 8" RICH CONCRETE CURB
6. CONSTRUCT ADA PARKING STALL
7. CONSTRUCT PARKING STALL
8. CONSTRUCT ADA CURB RAMP
9. CONSTRUCT DECOMPOSED GRANITE PATH PER LANDSCAPE ARCHITECT PLANS
10. CONSTRUCT FLAGSTONE PAVING PER LANDSCAPE ARCHITECT PLANS
11. CONSTRUCT 18" STORM DRAIN PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS

SITE CONSTRUCTION NOTES:

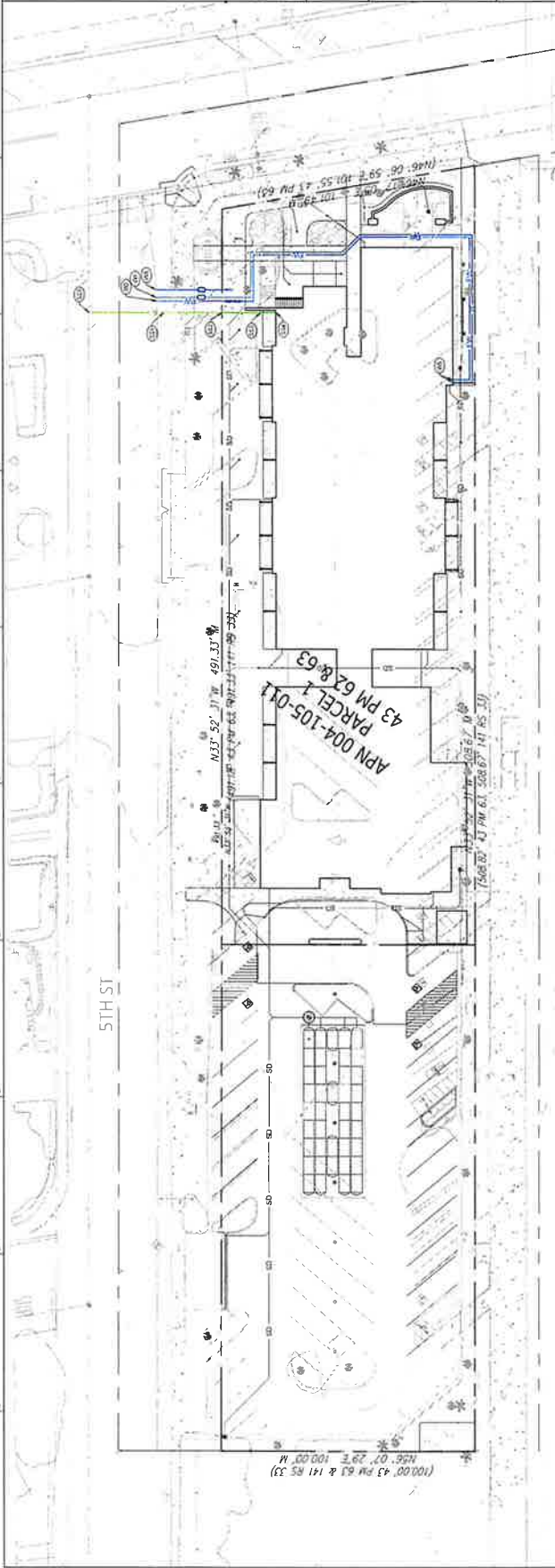
1. CONSTRUCT ASPHALT DRIVEWAY SECTION
2. CONSTRUCT CONCRETE DRIVEWAY SECTION
3. CONSTRUCT CONCRETE SIDEWALK SECTION
4. CONSTRUCT PERMEABLE PAVEMENT DRIVEWAY SECTION PER DETAIL 2 SHEET C-4.1
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ASHLEY & VANCE ENGINEERING, INC. CIVIL & STRUCTURAL

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- GENERAL NOTES:**
- ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST AVAILABLE INFORMATION.
 - CONNECTIONS TO EXISTING UTILITIES SHALL BE IDENTIFIED BY CONTRACTOR. IF THERE ARE ANY DIFFERENCES FROM PLAN WITH ANY OF THESE ITEMS, ENGINEER OF WORK SHALL BE NOTIFIED IMMEDIATELY.
- SANITARY SEWER CONSTRUCTION NOTES:**
- (1) INSTALL 30" SANITARY SEWER LATERAL FOR CARPINTERIA SEWER DISTRICT PLATE 104.4
 - (2) INSTALL 30" SANITARY SEWER LATERAL FOR CARPINTERIA SEWER DISTRICT PLATE 104.4
 - (3) INSTALL 30" SANITARY SEWER LATERAL FOR CARPINTERIA SEWER DISTRICT PLATE 104.4
 - (4) INSTALL 30" SANITARY SEWER LATERAL FOR CARPINTERIA SEWER DISTRICT PLATE 104.4
 - (5) SEWER POINT OF CONNECTION AT BUILDING. SEE MECHANICAL PLANS.
- WATER CONSTRUCTION NOTES:**
- (6) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (7) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (8) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (9) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (10) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (11) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (12) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (13) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (14) INSTALL 12" WATER MAIN FOR CARPINTERIA VALLEY WATER DISTRICT STANDARDS.
 - (15) WATER POINT OF CONNECTION AT BUILDING. SEE PLUMBING PLANS.

Ashley & Vance
ENGINEERING, INC.
210 East 5th Street
Santa Barbara, CA 93101
(805) 962-8888
www.ashleyandvance.com

CIVIL - STRUCTURAL

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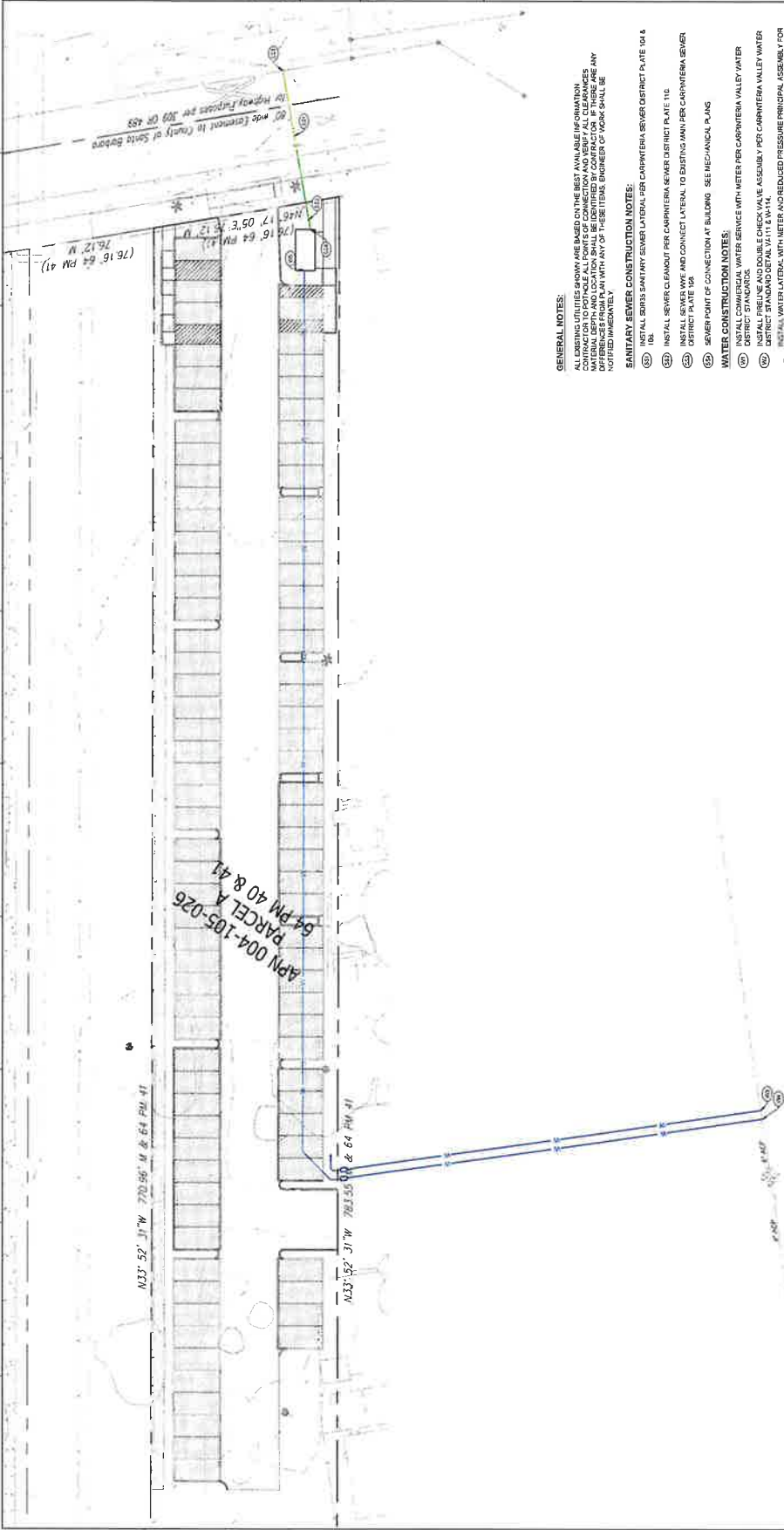
THE SURFLINER INN
499 LINDEN AVENUE
CARPINTERIA, CA 93013

Project Name	THE SURFLINER INN
Project Engineer	BOB
Project Manager	ASH
Date	01/01/2024
Scale	AS SHOWN
Sheet No.	20110
Sheet Size	24" x 36"

UTILITY PLAN
C-3.1

DIGAULT
DIGAULT & ASSOCIATES
10101 E. 1st Ave.
Suite 100
Denver, CO 80231
303.755.1100
www.digault.com

PRELIMINARY PLANS - NOT FOR CONSTRUCTION



- GENERAL NOTES:**
ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST AVAILABLE INFORMATION.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DEPTH, AND MATERIAL OF ALL UTILITIES PRIOR TO CONSTRUCTION. IF THERE ARE ANY DIFFERENCES FROM PLANS WITH ANY OF THESE ITEMS, ENGINEER OF WORK SHALL BE NOTIFIED IMMEDIATELY.
- SANITARY SEWER CONSTRUCTION NOTES:**
(1) INSTALL 30\"
- WATER CONSTRUCTION NOTES:**
(1) INSTALL 30\"

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(805) 962-0900
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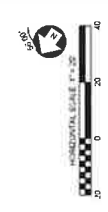
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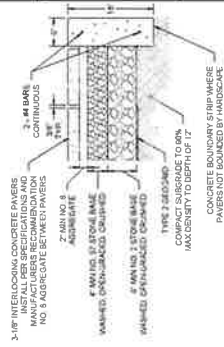
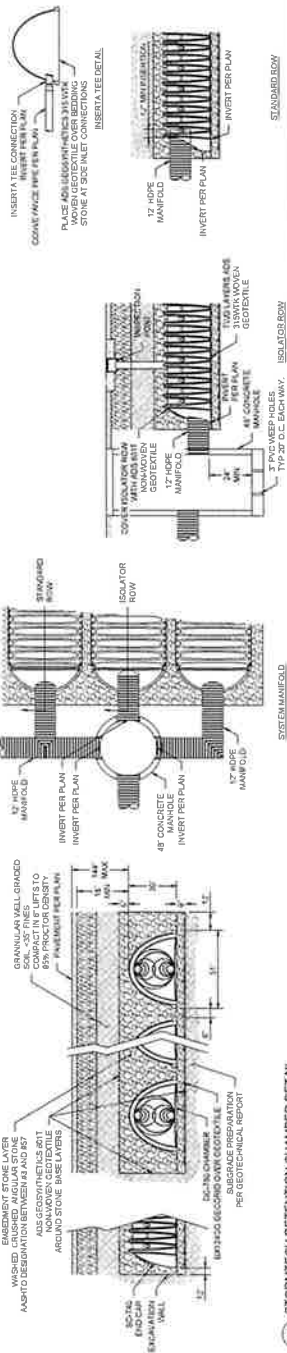
THE SURLINER INN
499 LINDEN AVENUE
CARPINTERIA, CA 93013

Project Name	THE SURLINER INN
Project Manager	ASH
Date	10/01/2024
Scale	AS SHOWN
Sheet No.	221740
Sheet Count	24 of 30

UTILITY SHEET
C-3.2

PRELIMINARY PLANS - NOT FOR CONSTRUCTION





2 PERMEABLE PAVER DRIVEWAY SECTION

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THE SURFLINER INN

1. EXISTING TREES LOCATED ON SITE SHALL BE PROTECTED TO THE MAXIMUM EXTENT FEASIBLE.
2. NO GRADING OR DEVELOPMENT SHALL OCCUR WITHIN THE DIBLINES OF TREES WHICH OCCUR IN THE CONSTRUCTION AREA. THIS INCLUDES TREE CANOPIES WHICH OVERHANG INTO THE LIMIT OF WORK FROM ADJACENT PROPERTIES.
3. ALL TREES WITHIN 25 FEET OF PROPOSED GRADING OR UNPAVED AREAS SHALL BE TEMPORARILY FENCED WITH CHAIN LINK OR OTHER MATERIALS CAPABLE OF WITHSTANDING THE WEIGHT OF A BACKHOE. THE FENCING SHALL BE MAINTAINED AT ALL TIMES. FENCING SHALL BE MAINTAINED AT ALL TIMES. FENCING SHALL BE MAINTAINED AT ALL TIMES.
4. NO CONSTRUCTION EQUIPMENT SHALL BE PARKED, STORED OR OPERATED WITHIN 25 FEET OF TREE DIBLINES OR WITHIN THE LIMITS OF THE TREE PROTECTION ZONE.
5. PROTECTION FENCING, OR CONSTRUCTION MATERIALS SHALL BE STORED OR PLACED WITHIN 50 FEET OF TREE DIBLINES OR WITHIN THE LIMITS OF THE TREE PROTECTION ZONE.
6. TREES LOCATED WITHIN 25 FEET OF PROPOSED GRADING OR UNPAVED AREAS SHALL BE TEMPORARILY FENCED WITH CHAIN LINK OR OTHER MATERIALS CAPABLE OF WITHSTANDING THE WEIGHT OF A BACKHOE. THE FENCING SHALL BE MAINTAINED AT ALL TIMES. FENCING SHALL BE MAINTAINED AT ALL TIMES.
7. TREES LOCATED WITHIN 25 FEET OF PROPOSED GRADING OR UNPAVED AREAS SHALL BE TEMPORARILY FENCED WITH CHAIN LINK OR OTHER MATERIALS CAPABLE OF WITHSTANDING THE WEIGHT OF A BACKHOE. THE FENCING SHALL BE MAINTAINED AT ALL TIMES. FENCING SHALL BE MAINTAINED AT ALL TIMES.
8. REFER TO THE ARBORIST REPORT FOR COMPLETE TREE PROTECTION MEASURES. SEE SHEETS 02.1.0.3 AND 0.4. WHEN THE ARBORIST REPORT REQUIRES ALTERNATIVE TREE PROTECTION ZONES OR FENCING REQUIREMENTS THAN THE ABOVE NOTES, THE WORK STOPPAGE REQUIREMENTS SHALL BE MET.

THE SURFLINER INN PRELIMINARY LANDSCAPE PLANS

499 LINDEN AVE.
CARPINTERIA, CA 93013

PROJECT CONTACTS

APPLICANT
The Surfliner Inn
1072 Casapass Rd #172
Carpinteria, CA 93013

LANDSCAPE ARCHITECT
COURTNEY JANE MILLER
CJMLA
1072 Casapass Rd #172
Carpinteria, CA 93013

ARBOREST
ARBOREST, INC.
800 383 3100
800 383 3100

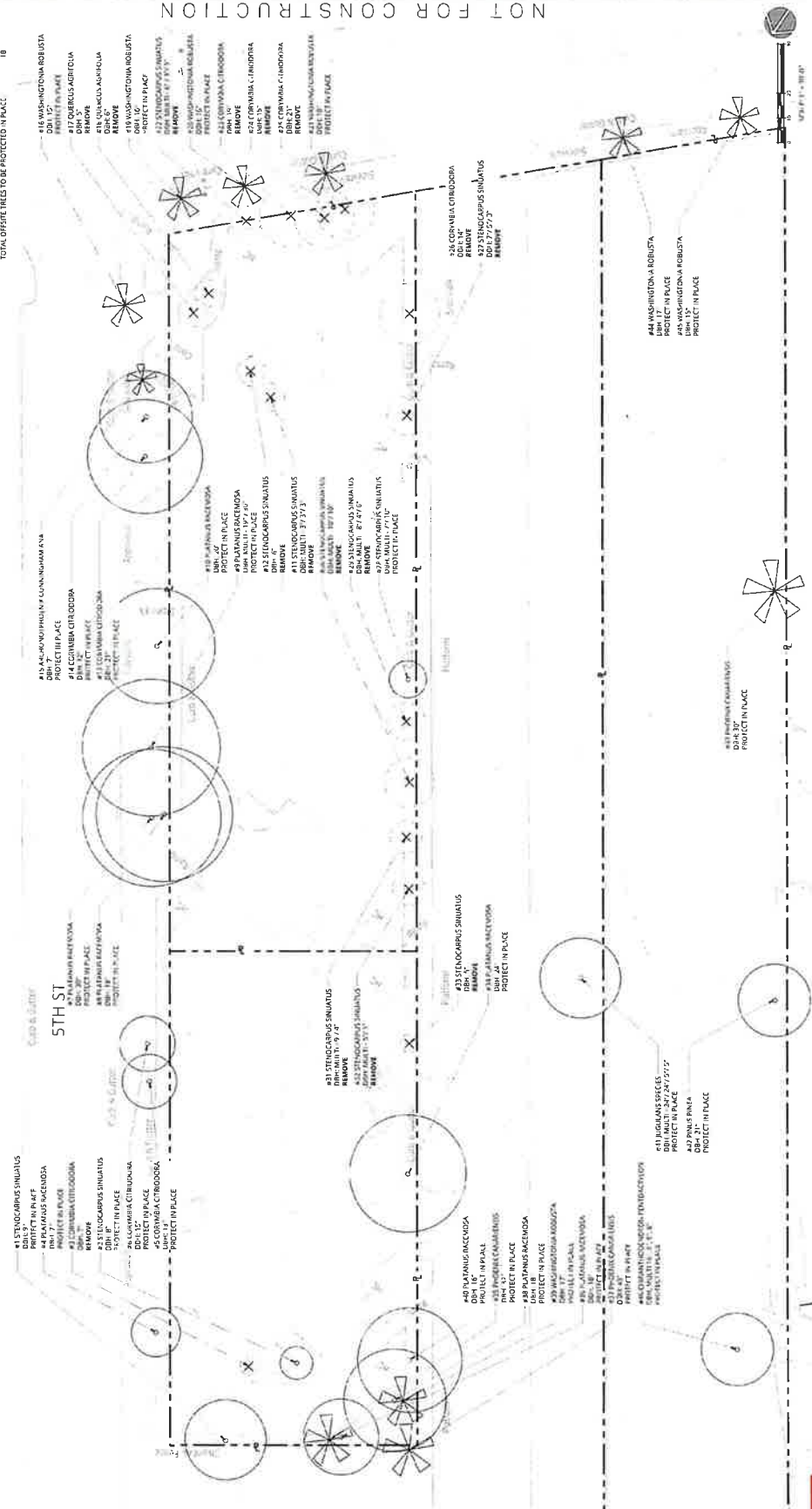
LINE ENGINEER
COURTNEY JANE MILLER
CJMLA
1072 Casapass Rd #172
Carpinteria, CA 93013

SHEET INDEX

SHEET	DESCRIPTION
0.1	PRELIMINARY LANDSCAPE PLAN
0.2	PRELIMINARY LANDSCAPE PLAN
0.3	PRELIMINARY LANDSCAPE PLAN
0.4	PRELIMINARY LANDSCAPE PLAN
0.5	PRELIMINARY LANDSCAPE PLAN
0.6	PRELIMINARY LANDSCAPE PLAN
0.7	PRELIMINARY LANDSCAPE PLAN
0.8	PRELIMINARY LANDSCAPE PLAN
0.9	PRELIMINARY LANDSCAPE PLAN
1.0	PRELIMINARY LANDSCAPE PLAN
1.1	PRELIMINARY LANDSCAPE PLAN
1.2	PRELIMINARY LANDSCAPE PLAN
1.3	PRELIMINARY LANDSCAPE PLAN
1.4	PRELIMINARY LANDSCAPE PLAN
1.5	PRELIMINARY LANDSCAPE PLAN
1.6	PRELIMINARY LANDSCAPE PLAN
1.7	PRELIMINARY LANDSCAPE PLAN
1.8	PRELIMINARY LANDSCAPE PLAN
1.9	PRELIMINARY LANDSCAPE PLAN
2.0	PRELIMINARY LANDSCAPE PLAN

THE SURFLINER INN PRELIMINARY TREE DISPOSITION PLAN

499 Linden Ave.
Carpinteria, CA 93013



THE SURFLINER INN
499 Linden Ave.
Carpinteria, CA 93013

PRELIMINARY TREE DISPOSITION PLAN

DATE: 7/1/2024

PROJECT: THE SURFLINER INN

LOCATION: 499 LINDEN AVE, CARPINTERIA, CA 93013

CLIENT: THE SURFLINER INN

DESIGNER: COURTNEY JANE MILLER

ARCHITECT: THE SURFLINER INN

ENGINEER: THE SURFLINER INN

LANDSCAPE ARCHITECT: COURTNEY JANE MILLER

ARBOREST: ARBOREST, INC.

LINE ENGINEER: COURTNEY JANE MILLER

DATE: 7/1/2024

PROJECT: THE SURFLINER INN

LOCATION: 499 LINDEN AVE, CARPINTERIA, CA 93013

CLIENT: THE SURFLINER INN

DESIGNER: COURTNEY JANE MILLER

ARCHITECT: THE SURFLINER INN

ENGINEER: THE SURFLINER INN

LANDSCAPE ARCHITECT: COURTNEY JANE MILLER

ARBOREST: ARBOREST, INC.

LINE ENGINEER: COURTNEY JANE MILLER

THE SURLINER INN
 499 Linden Ave.
 Carpinteria, CA, 93013
PRELIMINARY
ARBORIST REPORT



PROJECT NUMBER
 01/06/20 Concept Plan
 11/02/21 Draft Coord
 11/03/21 Draft Coord
 07/22/22 Concept Plan
 08/13/23 P-NI
 05/08/24 P-NI
 07/16/24 N-12
 PROJECT NUMBER
 01/06/20 Concept Plan
 11/02/21 Draft Coord
 11/03/21 Draft Coord
 07/22/22 Concept Plan
 08/13/23 P-NI
 05/08/24 P-NI
 07/16/24 N-12
 SCALE: 1/8"=1'-0"
 DATE: 05/08/24
 BY: CJM
 CHECKED: CJM
 SCALE: 1/8"=1'-0"
 DATE: 05/08/24

S H E E T
L-03

NOT FOR CONSTRUCTION

May 13, 2024

Surfacer Photos Tree Inventory & Assessment

PHOTOS
 (Tree numbers in this list correspond to the worksheets)



May 13, 2024

Surfacer Photos Tree Inventory & Assessment



Page 4 of 17

May 13, 2024

Surfacer Photos Tree Inventory & Assessment



May 13, 2024

Surfacer Photos Tree Inventory & Assessment



Page 10 of 17

May 13, 2024

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May 13, 2024

Surfacer Photos Tree Inventory & Assessment



Page 12 of 17

May 13, 2024

Surfacer Photos Tree Inventory & Assessment



Page 12 of 17

THE SURFLINER INN
ARBORIST REPORT
PRELIMINARY

499 Linden Ave.
Carlsbad, CA, 92008



REVISIONS
03/05/2020 Concept Plan
10/02/21 Draft Concept
11/02/21 Draft Concept
11/02/21 Concept Plan
07/22/22 Concept Plan
09/13/23 F.N.I.
06/06/24 F.N.I.
07/16/24 F.N.I.

PROJECT NUMBER
1442

DRAWN BY
CJM

DATC DRAWN
06/06/2020

SCALE
N.T.S.

PRINTED AT
7/16/24

SHEET NUMBER
L-0.4

NOT FOR CONSTRUCTION



Surfliner Inn Property & Surroundings

May 15, 2024



May 15, 2024



Surfliner Inn Property & Surroundings



May 15, 2024

Surfliner Inn Property & Surroundings



Surfliner Inn Property & Surroundings

May 15, 2024



May 15, 2024



Surfliner Inn Property & Surroundings

May 15, 2024



May 15, 2024

Surfliner Inn Property & Surroundings



Surfliner Inn Property & Surroundings

May 15, 2024



May 15, 2024

Surfliner Inn Property & Surroundings

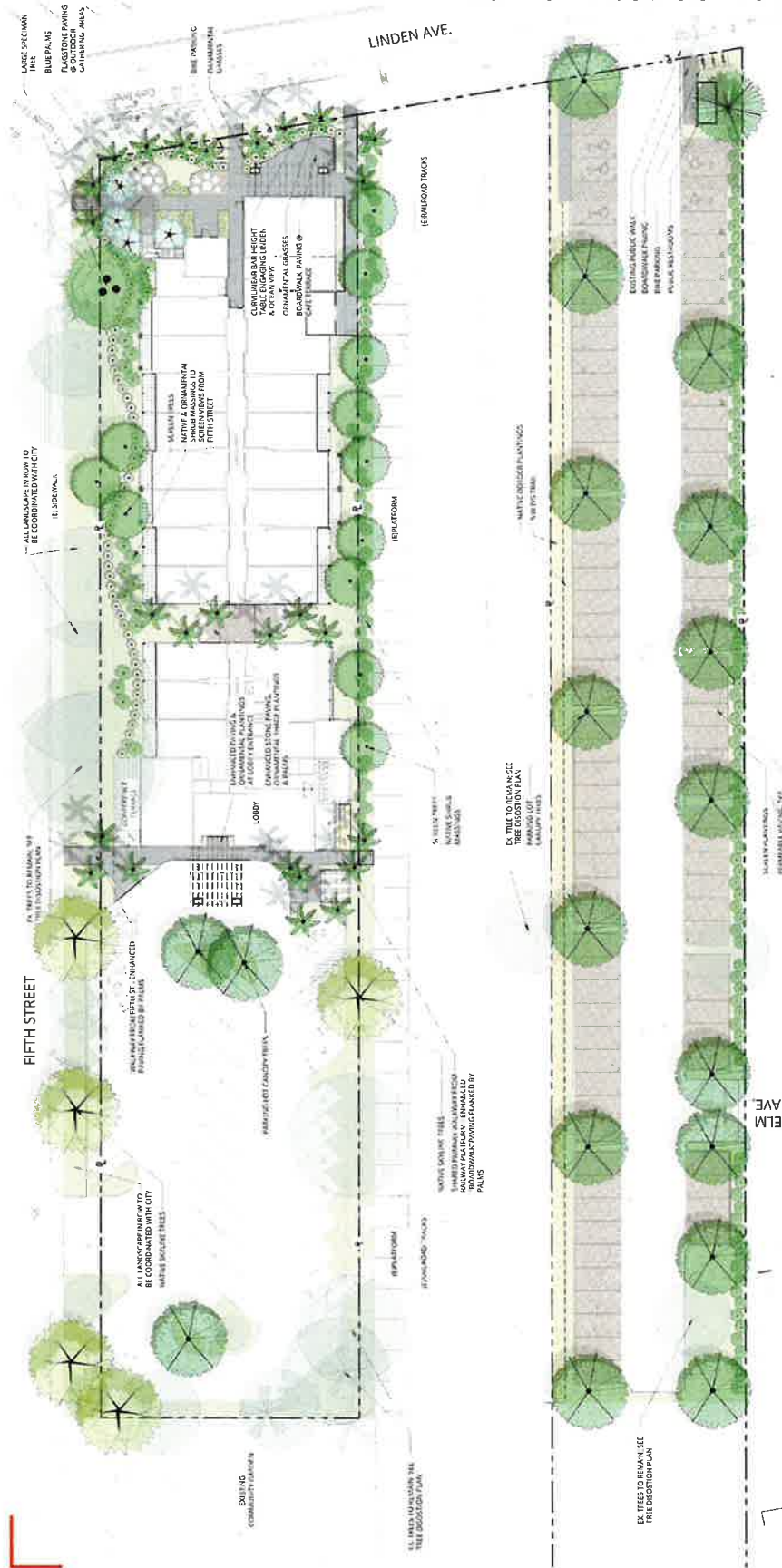


REVISIONS	02/05/20	Concept Plan
	10/29/21	Draft Coord
	11/02/21	Draft Coord
	11/05/21	Concept Plan
	07/22/22	Concept Plan
	09/17/23	P.N.1
	05/08/24	P.N.2
	07/16/24	P.N.3

DRAWN BY
 CH
 DATE DRAWN
 02/06/20
 SCALE
 1"=20'-0"
 PRINT DATE
 7/10/24

1-17
 JULY 1968

NOT FOR CONSTRUCTION



ROSEMARY OR SHIRAZ - PLANTING AND DESIGN

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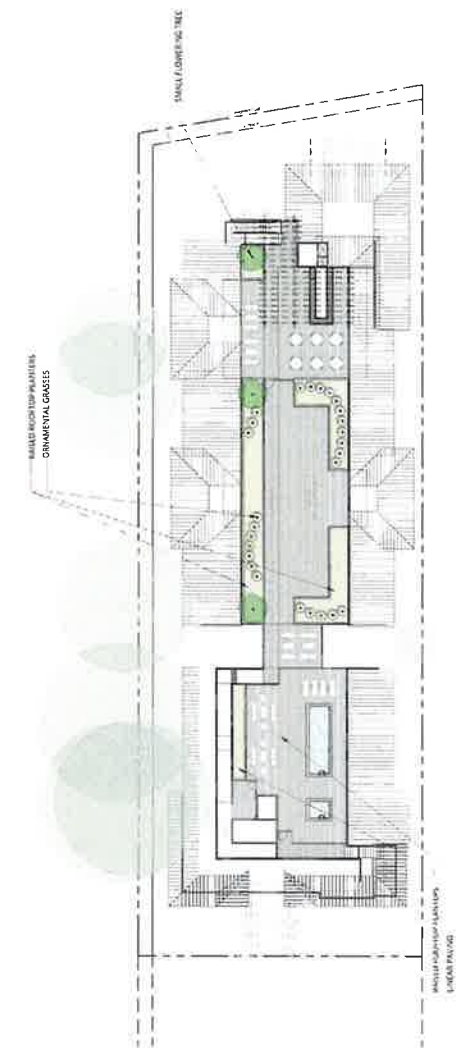
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CONSERVATION HISTORIC WASHINGTON TOREY BINE

ELM
AVE.

1

NOT FOR CONSTRUCTION



REGISTRATION
CATHETERIZATION



REGISTRATION:
CALL TOLL FREE 1-800-451-1000

INSPIRATION
BOARDWALK PAVING

INSPIRATION:
FLAGSTONE PAVING

INSPIRATION:
PERMEABLE PAVERS



INFLUENZA VIRUS, RESPIRATORY DISTRESS



NOT FOR CONSTRUCTION

PRELIMINARY PLANT SCHEDULE		COMMON NAME	CONT.	WATER USE	REMARKS
SUMED.	CODE	NOTATION NAME			
TREES					
	ACR 17N	ACACIANTHUS PINE CUNINGHAMIANA	10. 17N	MED/LM	
	BIM 16N	BIMBIA ANATA	15 CAL	LOW	
	CEB 15F	CECROPS ALTERNATA	15 CAL	MED/LM	
	CEP 16AC	CEPHEUS MACROCARPA	46TBOX	LOW	MULTI
	CEP 16N	CEPHEUS MACROCARPA	72TBOX	LOW	MULTI
	CEA 16AC	CALYPTUS RACEMOSA	24TBOX	MED/LM	MULTI
	CEP 16N	CEPHEUS MACROCARPA	25TBOX	LOW	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
SHRUBS					
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	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
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	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	
GRASS AND COVERS					
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	CEB 16N	CEPHEUS MACROCARPA	24TBOX	MED/LM	

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CONCEPTUAL IRRIGATION PLAN,
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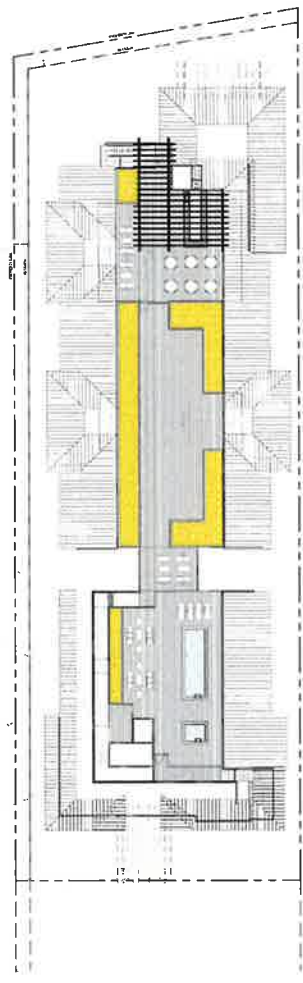
THE SURFLINER INN
 499 Linden Ave.
 Carpinteria, CA, 93013



REVISIONS
 05/06/20 CONCEPT PLAN
 11/02/21 DRAFT CONCEPT
 11/02/21 CONCEPT PLAN
 05/06/24 PLAN
 07/16/24 PLAN
 PROJECT NUMBER
 110021
 05/06/24
 07/16/24
 11/02/21
 11/02/21
 05/06/24
 07/16/24
 11/02/21

SHEET NUMBER
 L-2.2

NOT FOR CONSTRUCTION



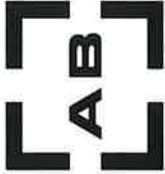
CONCEPTUAL IRRIGATION LEGEND - HYDRIZONES

HYDRIZONE A - LOT 3 BINS SUN, LOW WATER USE, MED DENSITY
HYDRIZONE B - LOT 2 BINS SUN, LOW WATER USE
HYDRIZONE C - LOT 4 BINS, MED DENSITY, MED WATER USE
HYDRIZONE D - LOT 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION
	CONCEPTUAL IRRIGATION





AB design studio, inc.
ARCHITECTURAL PHOTOGRAPHY
4000 SANTA LUCIA
SUITE 100
SAN ANTONIO, TEXAS 78249
TEL: 214.520.1234
WWW.ABDESIGNSTUDIO.COM

ASHLEY L. VANCE, OWNER
701 EAST COTTA STREET
SANTA BARBARA, CA 93101
TEL: 805.966.2726
WWW.ASHLEYL.VANCE.COM

ASSOCIATED TRANSPORTATION
SANTA BARBARA, CA 93101
TEL: 805.966.2726

NAVIGATOR SALES
LIGHTING SOLUTIONS
1435 13TH AVE. CA 93103
TEL: 805.966.2726

THE SURFLINER INN
4000 SANTA LUCIA
SUITE 100
SAN ANTONIO, TEXAS 78249
TEL: 214.520.1234
WWW.ABDESIGNSTUDIO.COM

PRINT DATE: 7/17/2024

PLA SUBMITTAL 1

PLA SUBMITTAL 2

PLA SUBMITTAL 3

PLA SUBMITTAL 4

PLA SUBMITTAL 5

PLA SUBMITTAL 6

PLA SUBMITTAL 7

PLA SUBMITTAL 8

PLA SUBMITTAL 9

PLA SUBMITTAL 10

PLA SUBMITTAL 11

PLA SUBMITTAL 12

PLA SUBMITTAL 13

PLA SUBMITTAL 14

PLA SUBMITTAL 15

PLA SUBMITTAL 16

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PLA SUBMITTAL 18

PLA SUBMITTAL 19

PLA SUBMITTAL 20

PLA SUBMITTAL 21

PLA SUBMITTAL 22

PLA SUBMITTAL 23

PLA SUBMITTAL 24

PLA SUBMITTAL 25

PLA SUBMITTAL 26

PLA SUBMITTAL 27

PLA SUBMITTAL 28

PLA SUBMITTAL 29

PLA SUBMITTAL 30



VIEW FROM SITE (1)



VIEW FROM SITE (2)



VIEW FROM SITE (3)



VIEW FROM SITE (4)

VIEW FROM SITE (5)

VIEW FROM SITE (6)

VIEW FROM SITE (7)

VIEW FROM SITE (8)

VIEW FROM SITE (9)



VIEW LOOKING NORTHWEST (10)



VIEW LOOKING NORTHWEST (11)



VIEW LOOKING NORTHWEST (12)



VIEW LOOKING NORTHWEST (13)

VIEW LOOKING NORTHWEST (14)

VIEW LOOKING NORTHWEST (15)

VIEW LOOKING NORTHWEST (16)

VIEW LOOKING NORTHWEST (17)

VIEW LOOKING NORTHWEST (18)



VIEW LOOKING SOUTH (19)



VIEW LOOKING SOUTH (20)



VIEW LOOKING SOUTH (21)



VIEW LOOKING SOUTH (22)

VIEW LOOKING SOUTH (23)

VIEW LOOKING SOUTH (24)

VIEW LOOKING SOUTH (25)

VIEW LOOKING SOUTH (26)

VIEW LOOKING SOUTH (27)



VIEW LOOKING SOUTH (28)



VIEW LOOKING SOUTH (29)



VIEW LOOKING SOUTH (30)



VIEW LOOKING SOUTH (31)

VIEW LOOKING SOUTH (32)

VIEW LOOKING SOUTH (33)

VIEW LOOKING SOUTH (34)

VIEW LOOKING SOUTH (35)

VIEW LOOKING SOUTH (36)



VIEW LOOKING SOUTH (37)



VIEW LOOKING SOUTH (38)



VIEW LOOKING SOUTH (39)



VIEW LOOKING SOUTH (40)

VIEW LOOKING SOUTH (41)

VIEW LOOKING SOUTH (42)

VIEW LOOKING SOUTH (43)

VIEW LOOKING SOUTH (44)

VIEW LOOKING SOUTH (45)



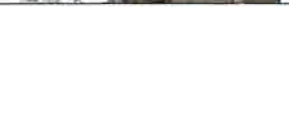
VIEW LOOKING SOUTH (46)



VIEW LOOKING SOUTH (47)



VIEW LOOKING SOUTH (48)



VIEW LOOKING SOUTH (49)

VIEW LOOKING SOUTH (50)

VIEW LOOKING SOUTH (51)

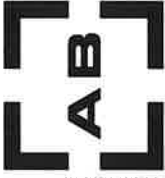
VIEW LOOKING SOUTH (52)

VIEW LOOKING SOUTH (53)

VIEW LOOKING SOUTH (54)

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

SCALE 1/32" = 1'-0"



AB design studio, inc.

ARCHITECTS • INTERIORS • LANDSCAPE ARCHITECTS
1000 AVENUE 100, SUITE 100
SAN ANTONIO, TEXAS 78205-1000
TEL: (214) 521-1000 FAX: (214) 521-1001
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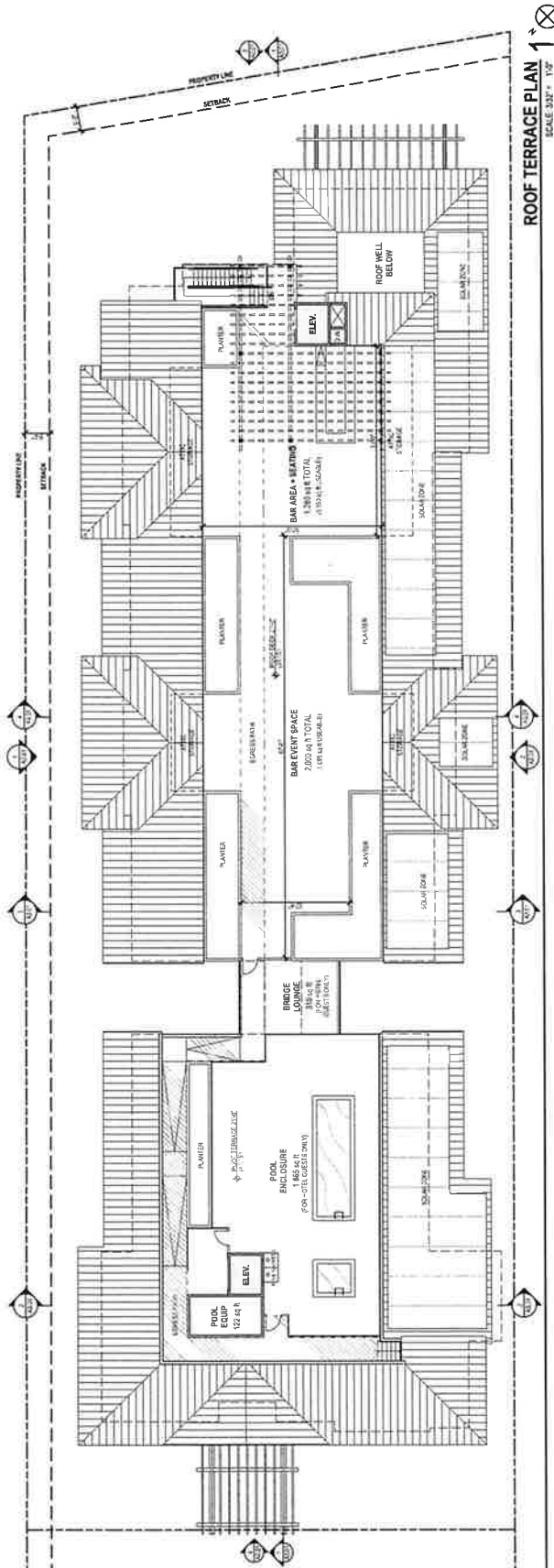
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ROOF AREA CHART	
POOL AREA	1100 SF
POOL DECK	1200 SF
BRIDGE LOUNGE	700 SF
BAR SEATING SPACE	2000 SF
BAR AREA • SEATING	1200 SF



ROOF TERRACE PLAN 1' = 10'

PRINT DATE: 7/17/2024

PLANNING APP. 10/10/2024

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WWW.ABDESIGNSTUDIO.COM

HEAVY LAND SURVEYING
518 CRENSHAW DR.
SAN FRANCISCO, CA 94103
TEL: (415) 774-1111

CON. ASHLEY L. WARD, LICENSED ARCHITECT
SANTA BARBARA, CA 93101
TEL: (805) 965-1111

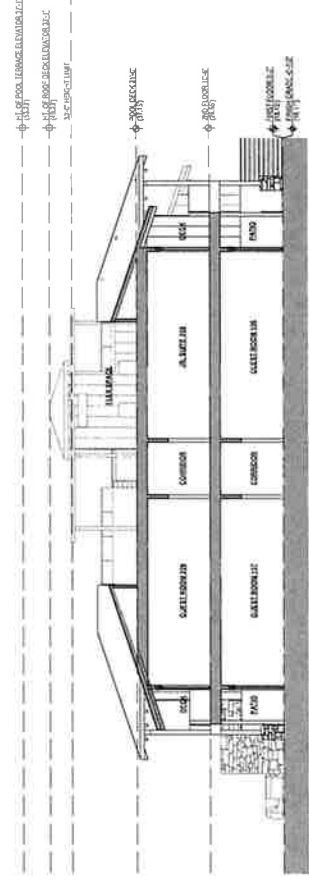
9221 STATE STREET, SUITE 100
SANTA BARBARA, CA 93101
TEL: (805) 965-1111

ASSOCIATED TRANSPORTATION
100 HOPE AVENUE, SUITE 100
SANTA BARBARA, CA 93101
TEL: (805) 965-1111

MARKET & SALES
LIGHTING SOLUTIONS
1000 10TH STREET, SUITE 100
SAN FRANCISCO, CA 94103
TEL: (415) 774-1111

CROSS SECTION B 3

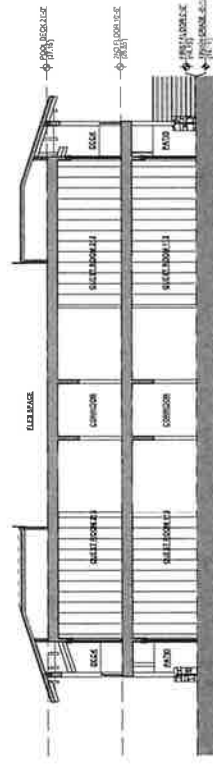
SCALE 1/8" = 1'-0"



1/8" = 1'-0" SCALE
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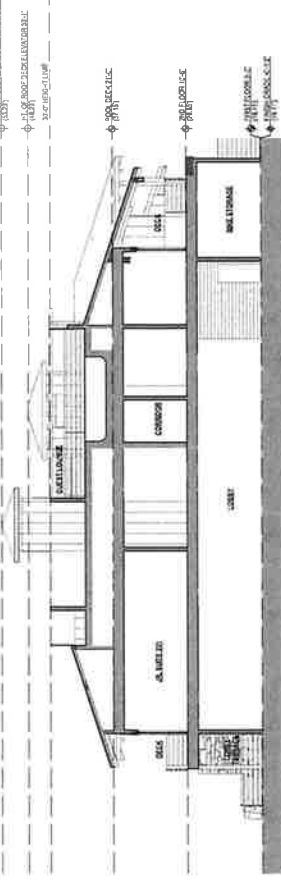
CROSS SECTION C 4

SCALE 1/8" = 1'-0"

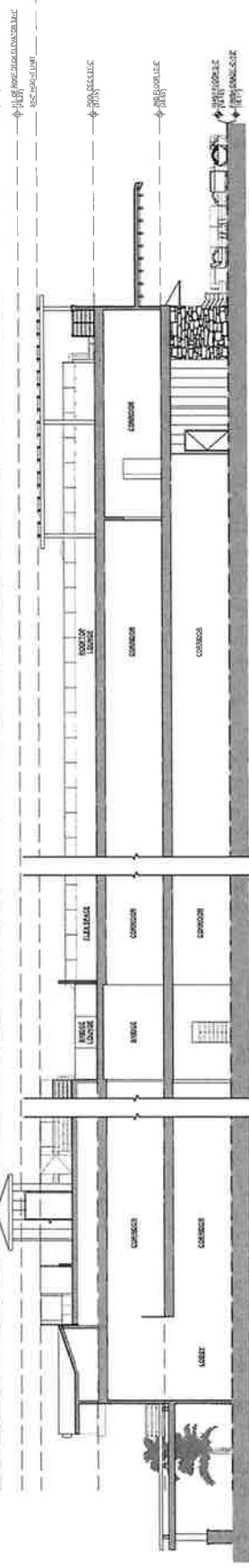


CROSS SECTION A 2

SCALE 1/8" = 1'-0"



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



LONGITUDINAL SECTION 1

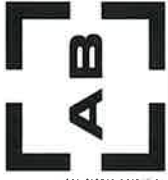
SCALE 1/8" = 1'-0"

THE SUPPLINER INN
1000 10TH STREET, SUITE 100
SAN FRANCISCO, CA 94103
TEL: (415) 774-1111

400 BAY AVENUE
CARMELITE, CA 93923
TEL: (831) 923-1111

400 BAY AVENUE
CARMELITE, CA 93923
TEL: (831) 923-1111

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BUILDING SECTIONS



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FAX: 310.412.5101

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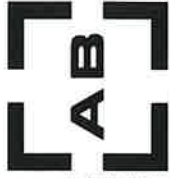
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3000 S. DOWNEY AVE. SUITE 100
DOWNEY, CA 90241

PHONE: (562) 291-1111
FAX: (562) 291-1112
WWW.ABDESIGNSTUDIO.COM

PROJECT: THE SURFLINER INN
LOCATION: 1000 S. DOWNEY AVE.
DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.
ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241



PRINT DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

LOCATION: 1000 S. DOWNEY AVE.

DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

LANDSCAPE ARCHITECT: AB DESIGN STUDIO, INC.

DATE: 7/17/2024

PROJECT: THE SURFLINER INN

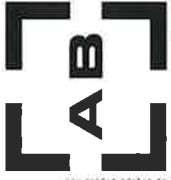
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DOWNEY, CA 90241

DESIGNER: AB DESIGN STUDIO, INC.

ARCHITECT: AB DESIGN STUDIO, INC.

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SURFLINER INN



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ARCHITECTURAL DESIGN, INTERIOR DESIGN, LANDSCAPE ARCHITECTURE

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SUITE 100
SANTA MONICA, CA 90405

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FAX: 310.318.1112
WWW.ABDESIGNSTUDIO.COM

HEAVY LAND SUBDIVISION

410 CLEVELAND DR.
SANTA MONICA, CA 90405

TEL: 310.318.1111
FAX: 310.318.1112
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ASSOCIATED TRANSPORTATION

10000 WILSON BLVD.
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SANTA MONICA, CA 90405



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ISSN 0950-0804

PRODUCED BY CALIFORNIA STONY POLES
SCALE 3/32" = 1'-0"



SURFLINER HOTEL
CARPINTERIA, CA
LIGHTING PHOTOMETRIC

PROJECT NO: 18-001
PROJECT NAME: SURFLINER HOTEL
PROJECT LOCATION: CARPINTERIA, CA
PROJECT DATE: 10/15/18
SCALE: 1/8" = 1'-0"
DESIGNED BY: J. B. BAKER
CHECKED BY: J. B. BAKER

LIGHTING SCHEDULE									
Symbol	Code	Qty	Manufacturer	Model Number	Description	Wattage	Beam Angle	Height	Notes
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10

STATISTICS									
Symbol	Code	Qty	Manufacturer	Model Number	Description	Wattage	Beam Angle	Height	Notes
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10

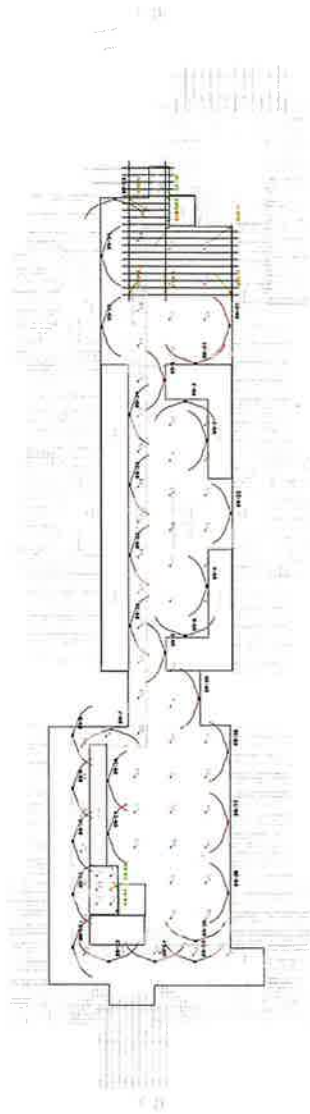


1ST LEVEL LIGHTING

NOTES:
1. The photometric calculations are provided as a service for evaluating lighting levels and the results are based on the data entered by the user. The user is responsible for the accuracy of the data entered and the results are not guaranteed. The user is responsible for the accuracy of the data entered and the results are not guaranteed. The user is responsible for the accuracy of the data entered and the results are not guaranteed.

LIGHTING SCHEDULE									
Symbol	Code	Description	Quantity	Unit	Notes	Remarks	Remarks	Remarks	Remarks
●	01	100W	10	100W					
●	02	200W	20	200W					
●	03	300W	30	300W					
●	04	400W	40	400W					
●	05	500W	50	500W					
●	06	600W	60	600W					
●	07	700W	70	700W					
●	08	800W	80	800W					
●	09	900W	90	900W					
●	10	1000W	100	1000W					

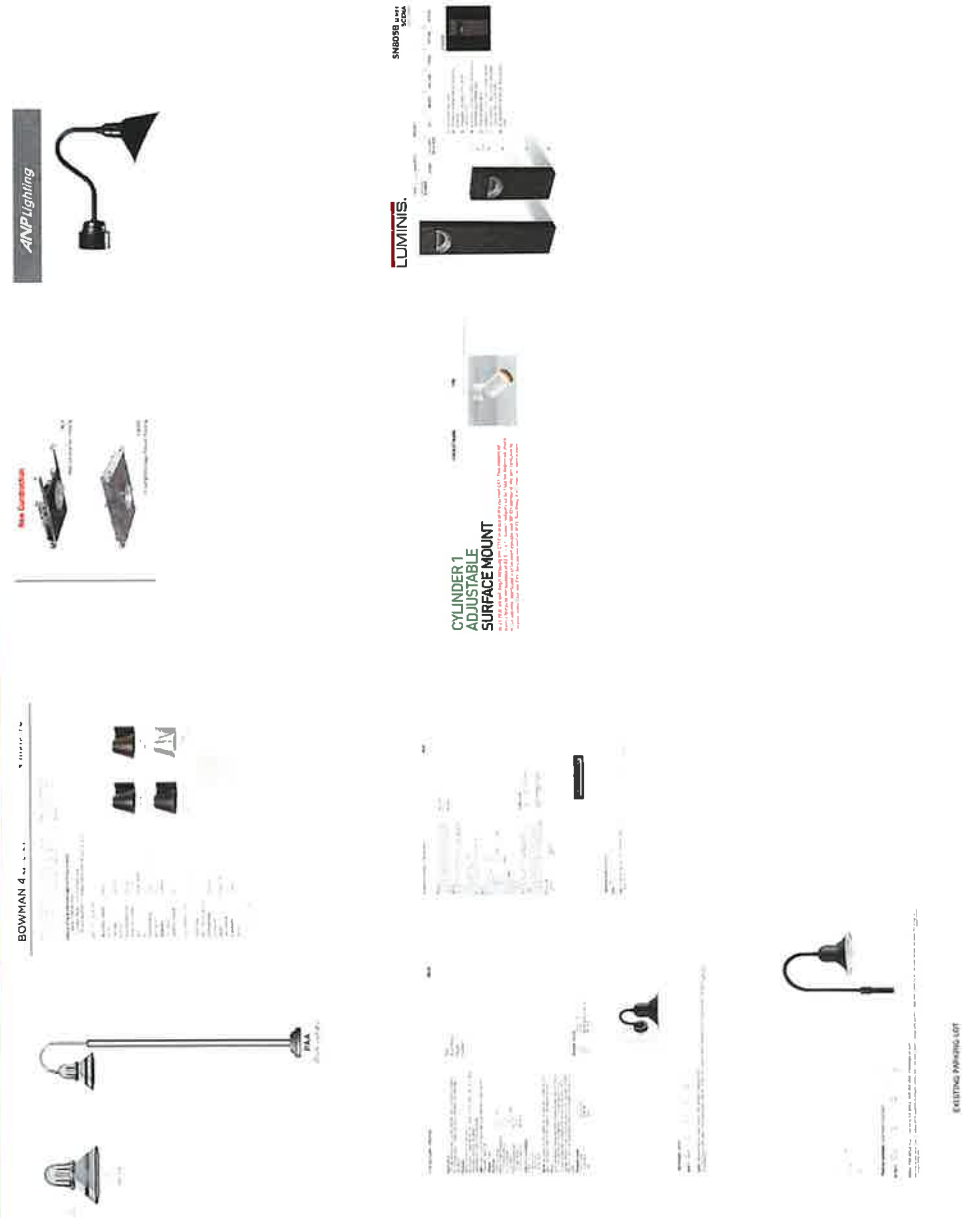
STATISTICS									
Item	Code	Description	Quantity	Unit	Notes	Remarks	Remarks	Remarks	Remarks
1	01	100W	10	100W					
2	02	200W	20	200W					
3	03	300W	30	300W					
4	04	400W	40	400W					
5	05	500W	50	500W					
6	06	600W	60	600W					
7	07	700W	70	700W					
8	08	800W	80	800W					
9	09	900W	90	900W					
10	10	1000W	100	1000W					



ROOF LEVEL LIGHTING

DISCLAIMER: The calculations are provided as a service for evaluating lighting levels and the results are based upon the data entered by the designer and the criteria provided by the customer. The calculations are not a guarantee of performance and the designer is responsible for the final design and the results. The calculations are not a substitute for a professional lighting design and the designer should consult with a professional lighting designer for more information.

Symbol	Unit	Material	Category	Item	Quantity	Unit Price	Total Price	Notes
1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1	1
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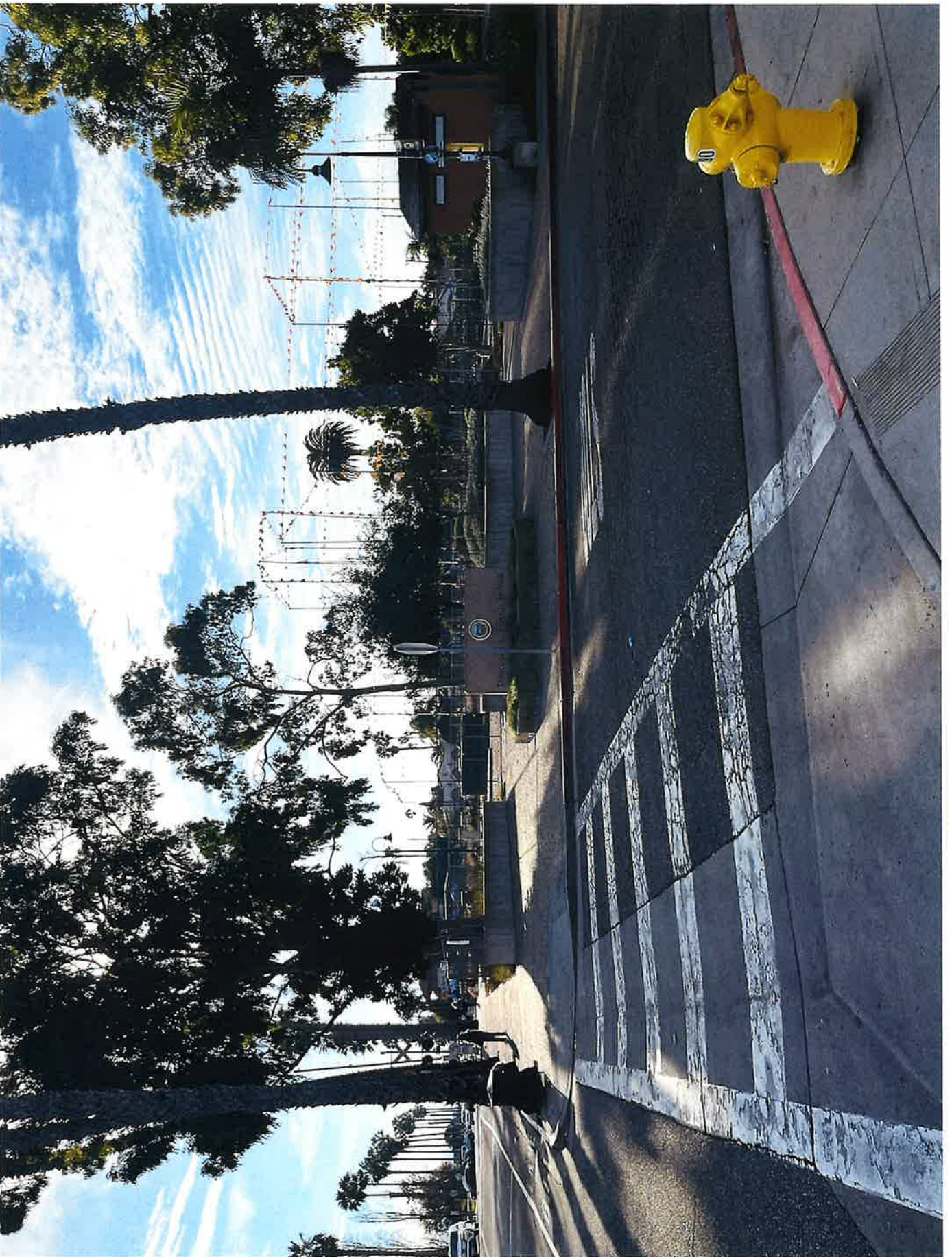
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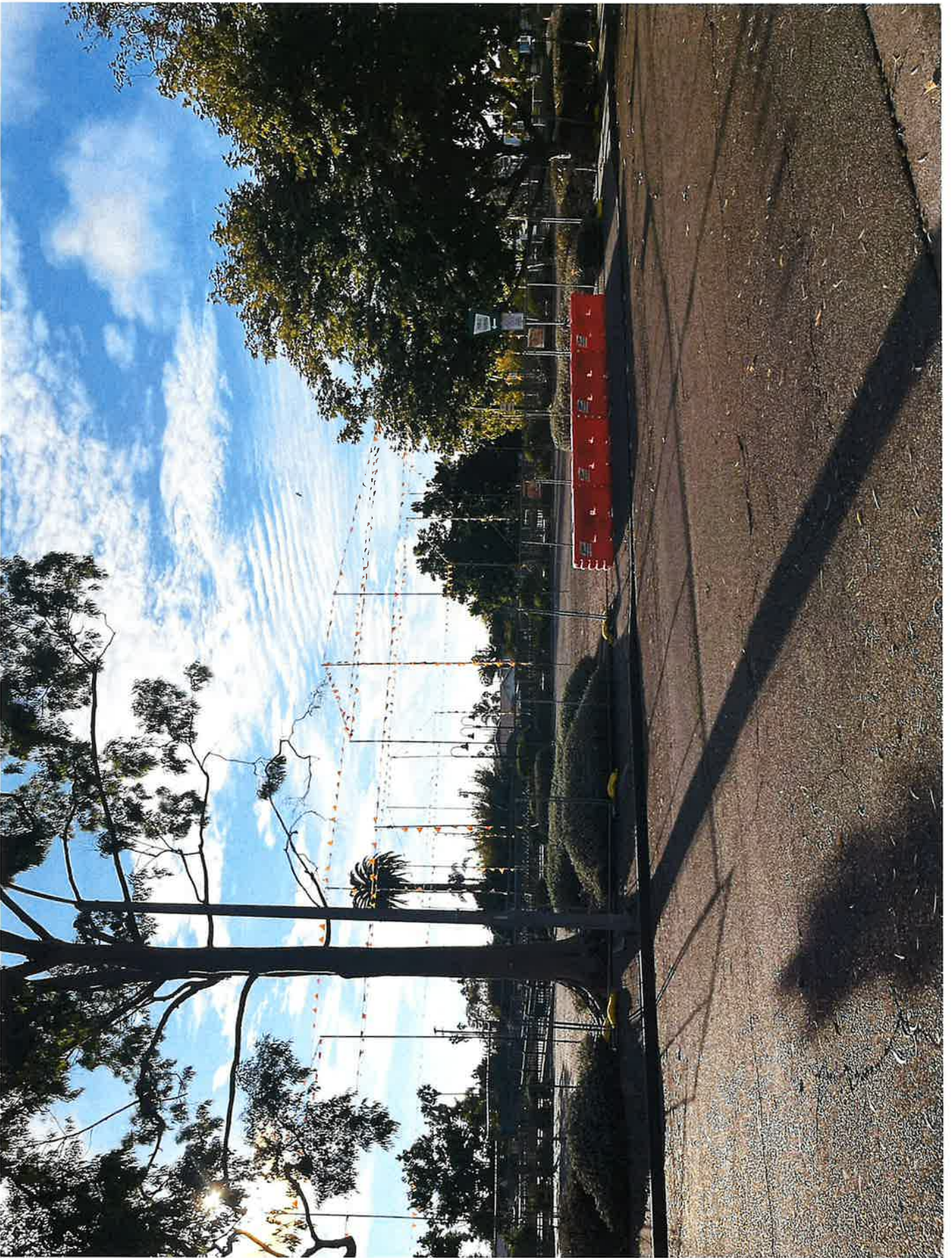
DISCLAIMER
The statistical calculations provided as service for predicting liquidity levels and the liquidity related valuation data entered by the depositor and the criteria generated by the consumer, are not intended for, or warranted by, any party. All of the data and future selections shall be reviewed and accepted by the depositor, individually. Future recommendations shall be approved through additional process prior to product being ordered.

Attachment B

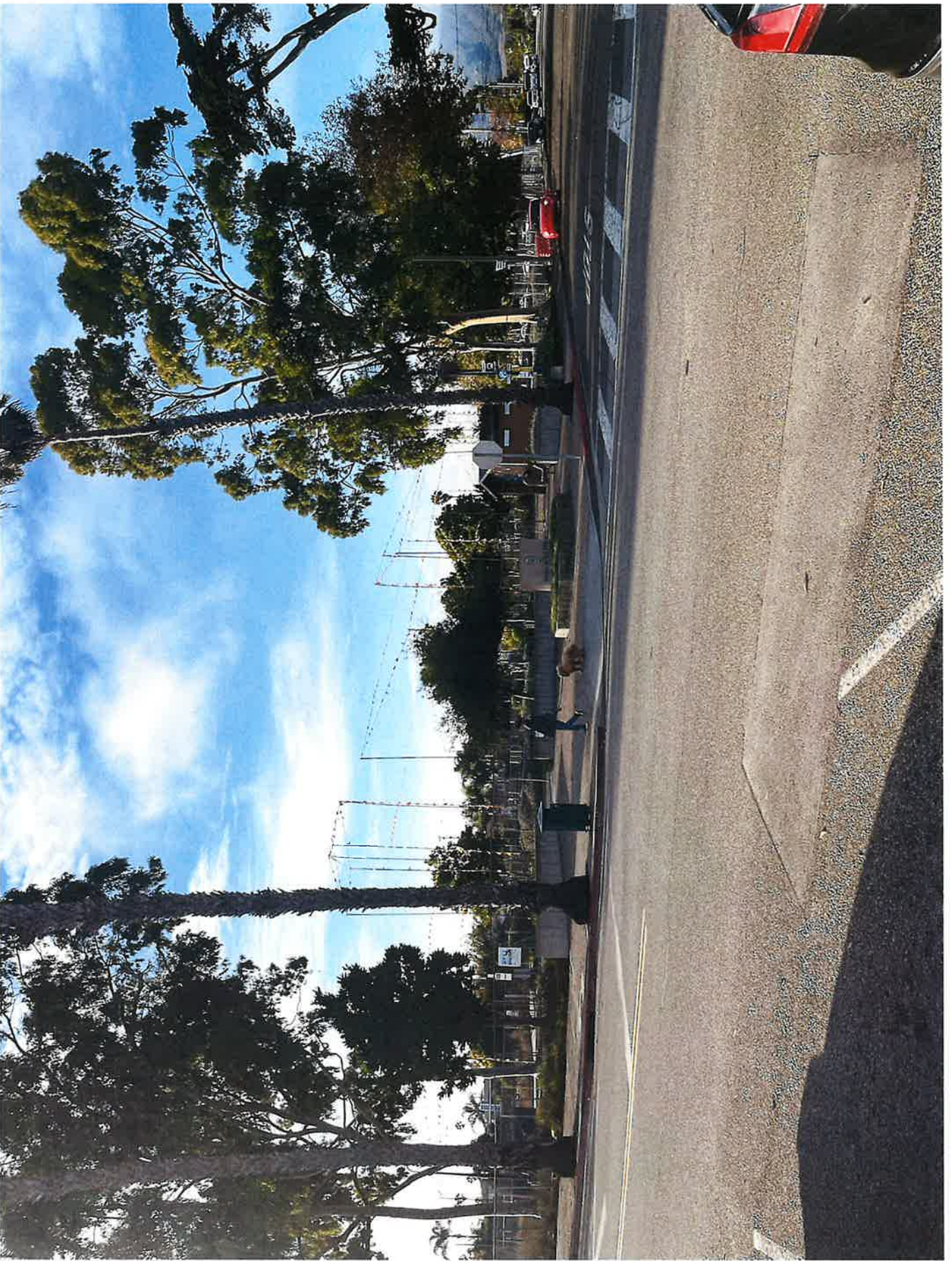
Story Pole Photographs

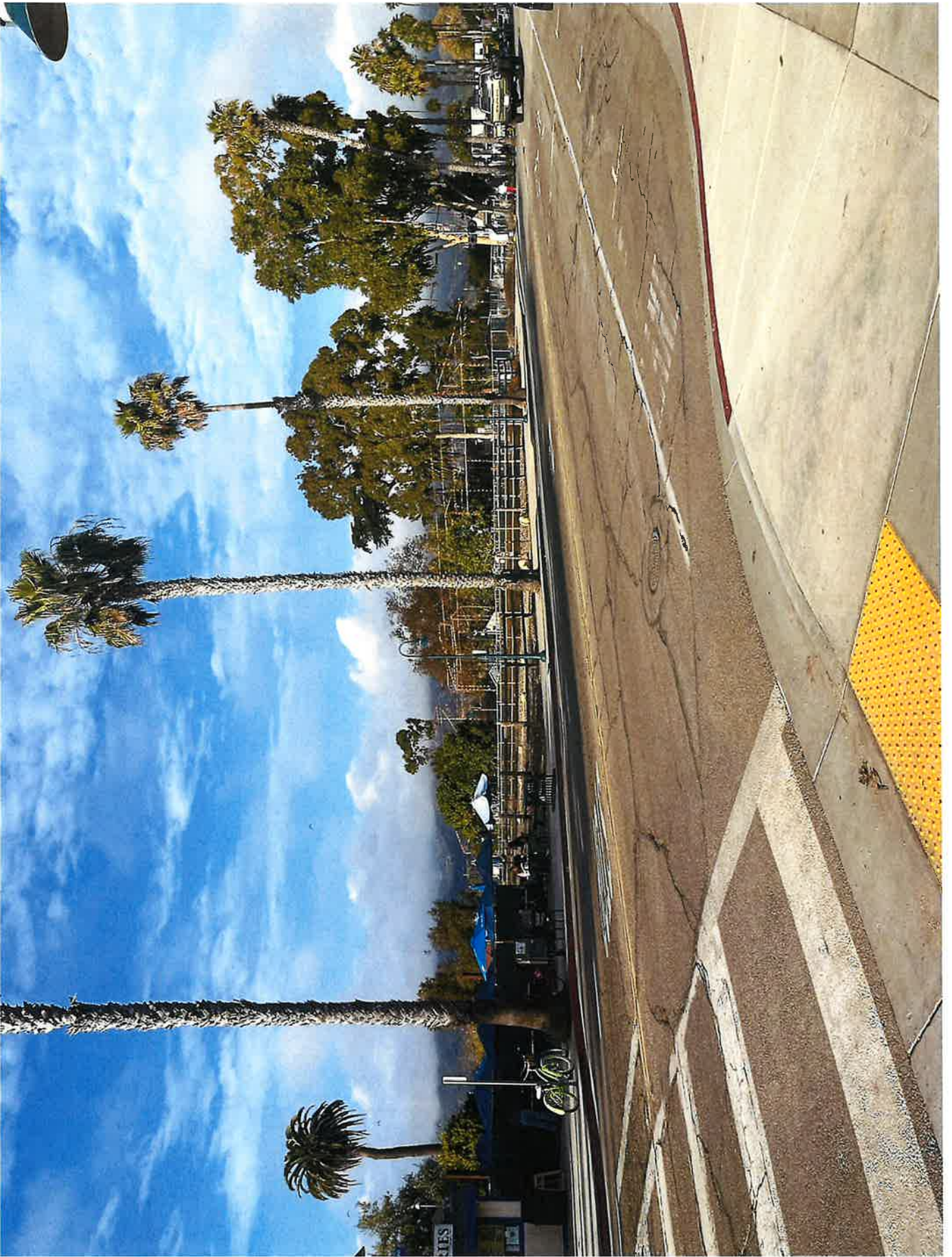
Surfliner Inn
Project 23-2254-DP/CUP/CDP/ARB
Preliminary ARB Review
December 12, 2024

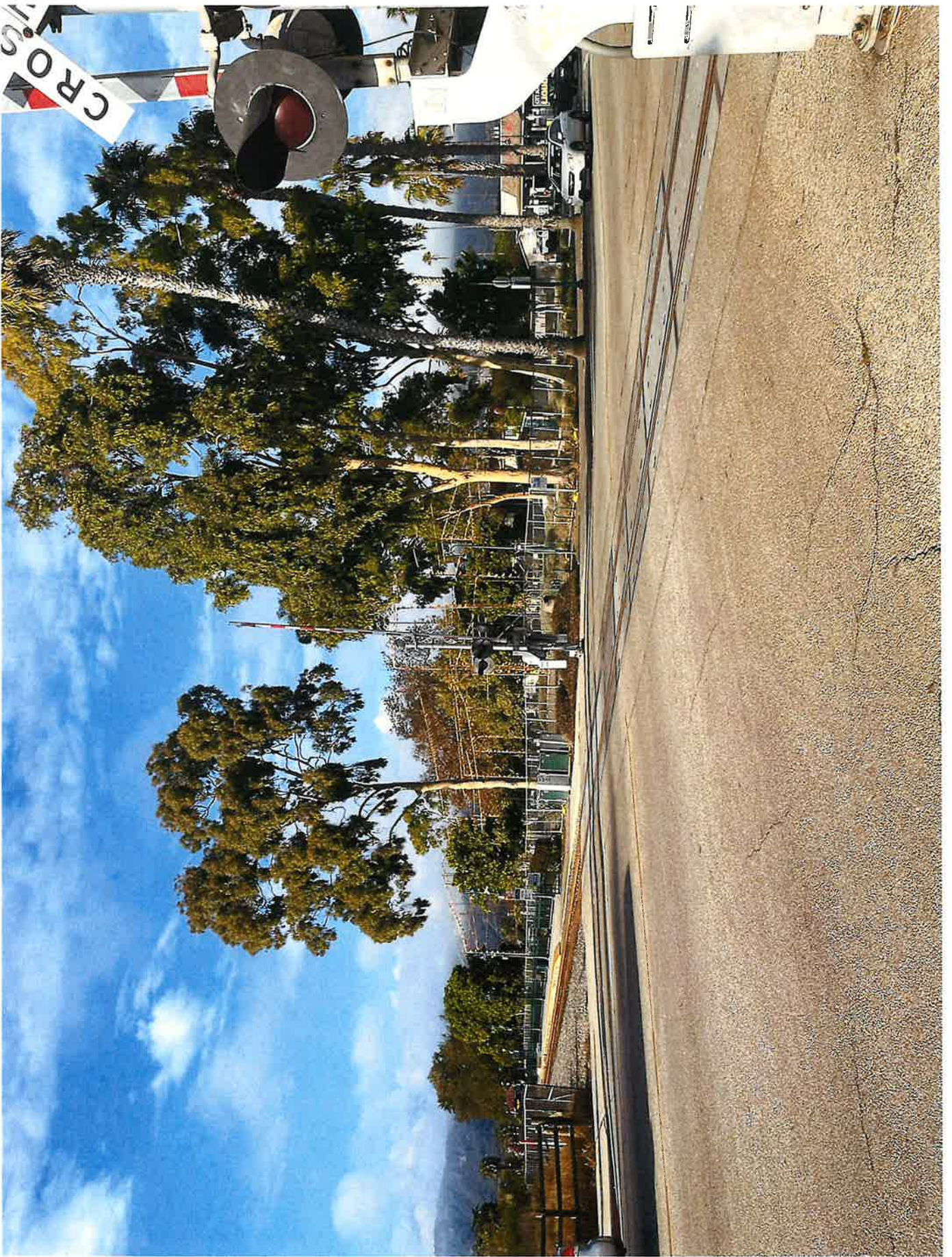


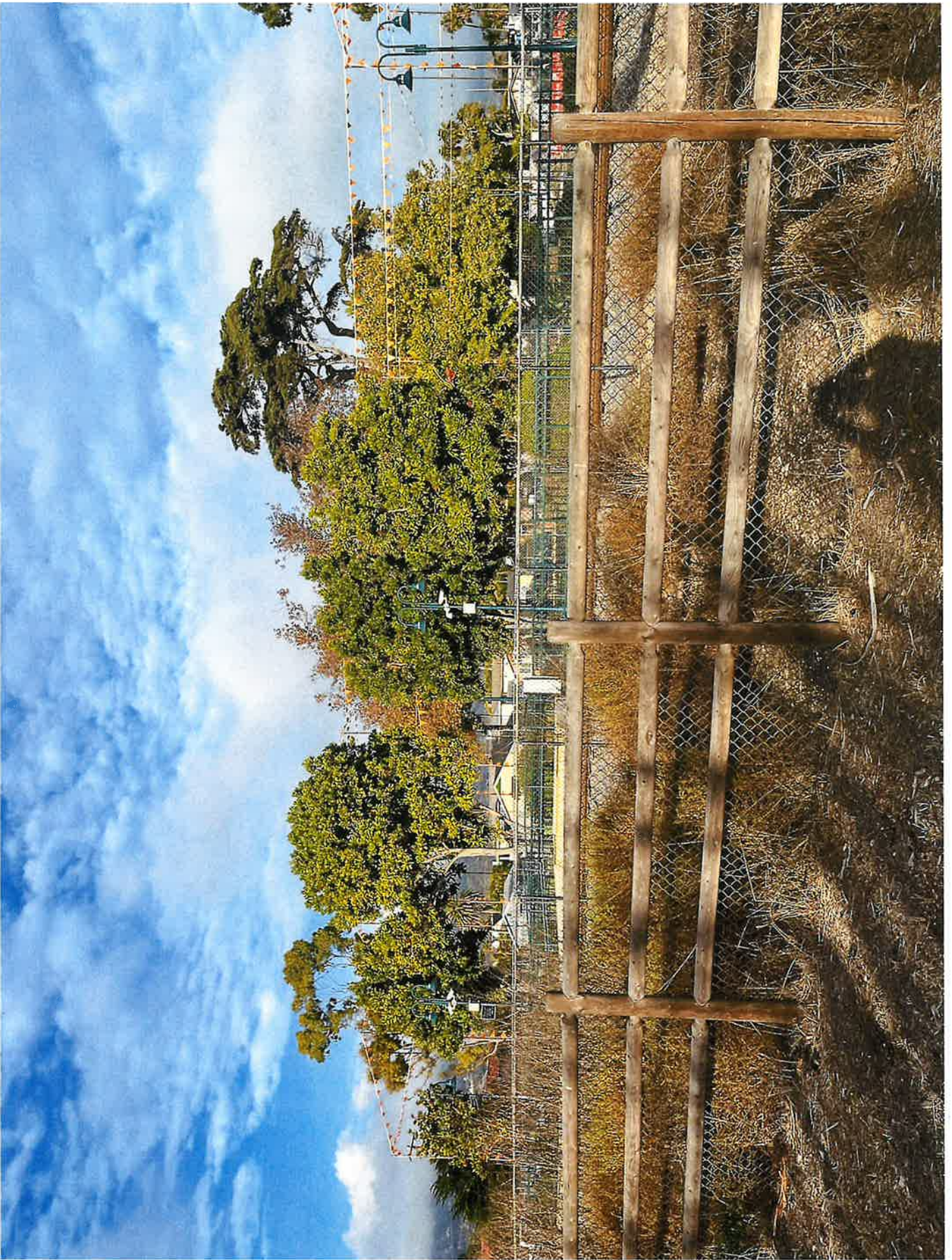


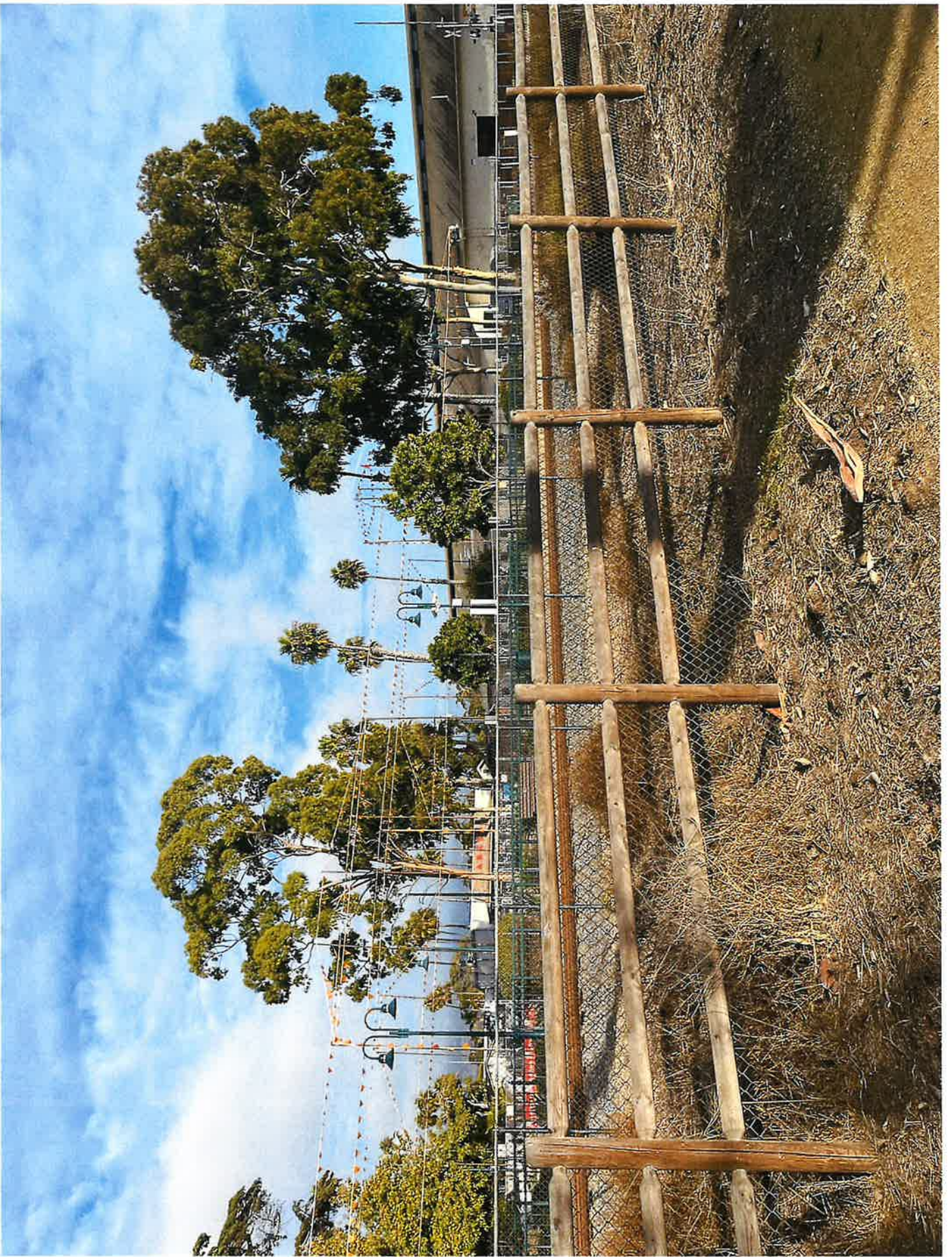




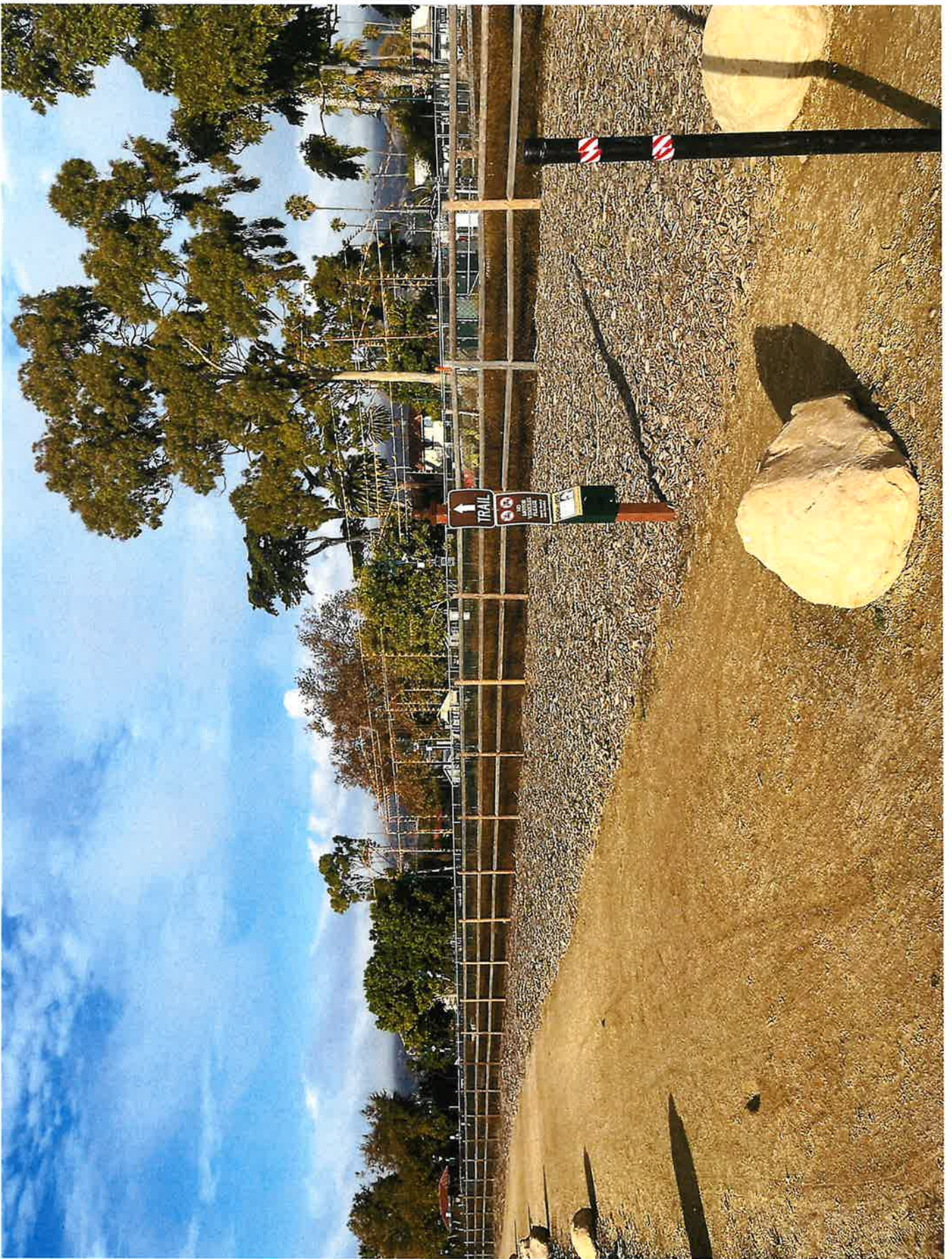




















Attachment C

Meeting Minutes from November 30, 2020 Joint City Council /
Planning Commission / ARB Conceptual Review Meeting

Surfliner Inn
Project 23-2254-DP/CUP/CDP/ARB
Preliminary ARB Review
December 12, 2024

**City of Carpinteria
Special Joint City Council, Planning Commission and
Architectural Review Board Meeting Minutes
November 30, 2020 at 5:30 p.m.**

Virtual Meeting

City Clerk Fidela Garcia noted for the record that this meeting would be conducted pursuant to the provisions of the Governor's Executive Orders N-29-20 and Santa Barbara County Health Officer's Order as it relates to temporarily suspending a physical location from which members of the public can observe and orders to stay at home in response to the spread of the COVID-19 virus, and additionally noted the protocols by which the public would be participating and stated that members of the Council, staff and any presenters would be participating by video conference.

CALL TO ORDER

Mayor Nomura called the meeting to order at 5:32 p.m.

ROLL CALL

City Council

Councilmembers present:

- Councilmember Gregg A. Carty
- Councilmember Fred Shaw
- Councilmember Roy Lee
- Vice Mayor Al Clark
- Mayor Wade T. Nomura

Planning Commissioners present:

- Commissioner John Callender
- Commissioner Glenn LaFevers
- Commissioner John Moyer
- Vice Chair Jane L. Benefield
- Chair David Allen

Architectural Review Boardmembers present:

- Boardmember Richard Johnson
- Boardmember Amy Blakemore
- Boardmember Jim Reginato
- Vice Chair Jason Rodriguez
- Chair Brad Stein

Vice Chair Rodriguez recused himself due to a potential conflict of interest during the roll call because there is a cafe proposed as part of the project and he owns The Food Liaison restaurant in the City. He left the meeting at 5:33 p.m. and did not participate in the discussions.

PLEDGE OF ALLEGIANCE

All present were led in the salute to the flag by Mayor Nomura.

CITY COUNCIL BUSINESS

The City Council, Planning Commission and Architectural Review Board met to discuss the following subject matter:

CONCEPTUAL REVIEW SURFLINER INN, 499 LINDEN AVENUE Project No. 20-2034-CON.

A conceptual review of a proposed project on City-owned property of a new 40-room hotel on 1.29 acres on the north side of the railroad tracks along the Linden Avenue Corridor at 499 Linden Avenue (APN 004-105-011), a reconfiguration of City Parking Lot #3 to occupy a portion of 4855 Fifth St (APN 004-105-016), and construction of a new 83-space public parking lot located on the adjacent south side of the railroad tracks over 0.74 acres of APN 004-105-026 proposed by 499 Linden Managers, LLC (formerly, The Theimer Group, LLC).

Recommendation: Receive public comment, and provide conceptual review and comments on the subject hotel and public parking lot proposal.

Presenters: Steve Goggia, Community Development Director, Syndi Souter, Associate Planner, Matt Roberts, Parks, Recreation and Facilities Director, and John Ilasin, Public Works Director.

At 6:38 p.m. Councilmember Carty disclosed he met with Judy Mulford and Marla Daily from the Coalition Against the Railroad Hotel on October 9, 2020.

Applicant: Jeff Theimer and Whitt Hollis, representing The Theimer Group, LLC and Clay Aurel, representing AB Design Studio.

PUBLIC COMMENT WILL BE HEARD CONCERNING ONLY THE AGENDIZED ITEM FOR THIS SPECIAL JOINT MEETING

Speakers in Person: Marla Daily, Kirk Connally, Amrita Salm, Dana Rosenberg, and Todd Jared

Mayor Nomura recessed the meeting at 7:59 pm and reconvened the meeting at 8:10 pm.

Speakers via Zoom: Rafael Hernandez and Julia Mayer,

Emails read into the record: Alan and Carol Koch, Connie Thompson, Brad and Barbara Smith, Michael Sipiora, Martha Restivo, Charles Restivo, Kathleen Lord, Ann Smith, Alison Hensen, Devra Brewer, Lennon Wiser, Catherine Overman, Christine Frontado, Beth Cox, Jack Sega, Winfred Van Wingerden, Sandra Moreno, Luisa Hyatt, Ingrid Saint Gal de Pons, Erica Delaney, Lorraine McIntire, Heather Slade, Sara Killem, Benjamin Anderson, Suzan Cluderay, Hanna Brand, Christie Boyd, Susan Mailheau, Jessie Koach, Rachel Nobles, Brittney Falletta, Karen Clark, Lisa Moschini, Susan Williams, Louise Hansen, Leslie Gascoigne, Al Carter, and Peggy Griffiths.

Mayor Nomura opened up comment from the Architectural Review Board Members.

Boardmember Johnson observed that the project is in scale with the community. He expressed concern on the hotel rooms' frequency of use, potential flooding, breaking up the long roof line, and that the café tower was too large.

Boardmember Reginato noted that the architecture is fine; however, the hotel isn't consistent with City policy and is too large and should not be three stories. He was not in favor of rooftop bars and detailed traffic issues with the proposed Parking Lot No. 4 and its proximity to residential homes.

Boardmember Blakemore commented that the hotel's elements can be reduced. She mentioned that the train warning lights would be a concern for hotel guests, the proposed Parking Lot No. 4 would be a dead-end parking lot, the hotel needs to incorporate trash facilities, the restroom location needs to be brought back, and the paving materials should be permeable since the project is near sea level.

Chair Stein appreciated the hotel's architecture and location; however, he noted that the hotel is too large for the project site.

Mayor Nomura opened up comment from the Planning Commissioners.

Commissioner Calendar reported that the applicant addressed the concerns raised and the project is consistent with the General Plan. He encouraged that the project move forward.

Commissioner Moyer appreciated the project and believed it would be a socio-economic icon for Carpinteria.

Commissioner LaFevers remarked that the project is consistent with the General Plan and compatible with the Downtown. He noted that parking is a concern and more analysis should be done to determine how the parking situation can be improved by this project. He recommended the applicant move forward with the project.

Vice Chair Benefield recounted that the project is consistent with the General Plan, will benefit the Downtown, and appreciated the inclusion of bars, a restaurant, and café in the project. She observed that the hotel had too many rooms and recommended the number of rooms be reduced by 10 or more. She also suggested that the proposed Parking Lot No. 4 needs to be coordinated, the trash enclosures and restrooms need to be as far away as possible from residents, and heavy-duty landscaping should be considered to provide a separation from the parking lot and adjacent housing.

Chair Allen recognized that the hotel is consistent with General Plan policies and will support Downtown businesses. He addressed that parking will be a significant issue and recommended more visualizations from different viewpoints showing the height and scale be created, as well as more comparisons to the surrounding structures to inform the community. He suggested that the City Council move forward with this project.

Mayor Nomura opened up comment from the Councilmembers.

Vice Mayor Clark commented that parking was a key issue on this project. He said the hotel was too large, would block views, and doesn't conform to the sustainable community policy. He believed the potential revenue from the project would come at too high a cost to the community.

Councilmember Lee noted the good design of the project.

Councilmember Carty stated the architecture was pleasing though parking was a concern and suggested a privacy separation and sound buffer between the parking lot and adjacent residences.

Councilmember Shaw appreciated the ability for the community to use the hotel's amenities though he noted that the hotel was too big and could be scaled down. He reported that parking would pose a problem for this project. He related that a hedge should be installed between the residential lots along Dorrance Way and the proposed Parking Lot No. 4 to block sound.

Mayor Nomura appreciated the hotel's architecture though he preferred it resemble the architecture of the original train station. He commented that the hotel lends to a pedestrian and bike friendly environment in the Downtown and improves the appearance of what visitors by train see of Carpinteria. He also expressed appreciation of the hotel amenities that the community could use. He observed that the elements of the hotel are too large, parking is a concern, and that a landscape buffer should be installed between the new parking lot and residences.

Councilmember Carty added that the revenue generated from this project could be set aside specifically for Downtown improvements.

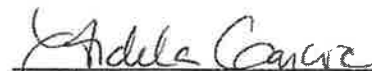
ADJOURNMENT

Mayor Nomura adjourned the meeting at 10:21 pm.



Wade T. Nomura, Mayor

ATTEST:



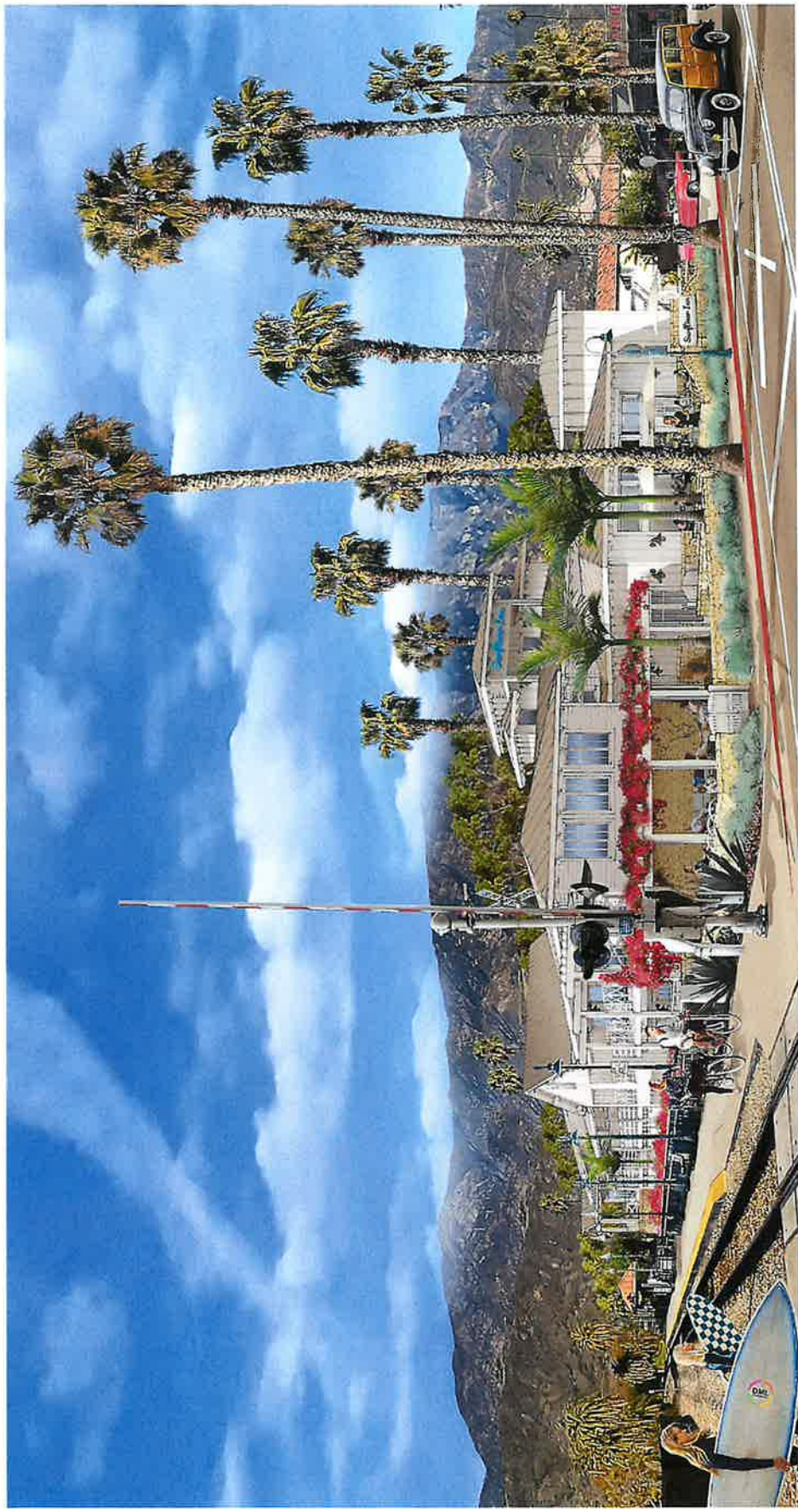
Fidela Garcia, City Clerk

Attachment D

Conceptual Plans reviewed at the November 30, 2020 Joint City
Council / Planning Commission / ARB Conceptual Review
Meeting

Surfliner Inn
Project 23-2254-DP/CUP/CDP/ARB
Preliminary ARB Review
December 12, 2024

The Surfliner Inn
November 2020









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4/29/20

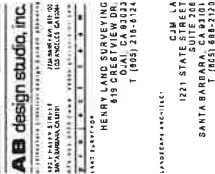
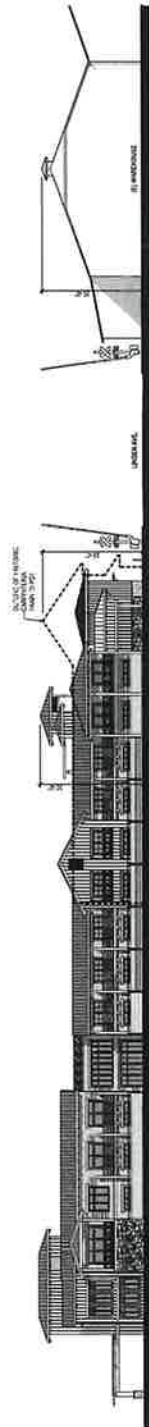
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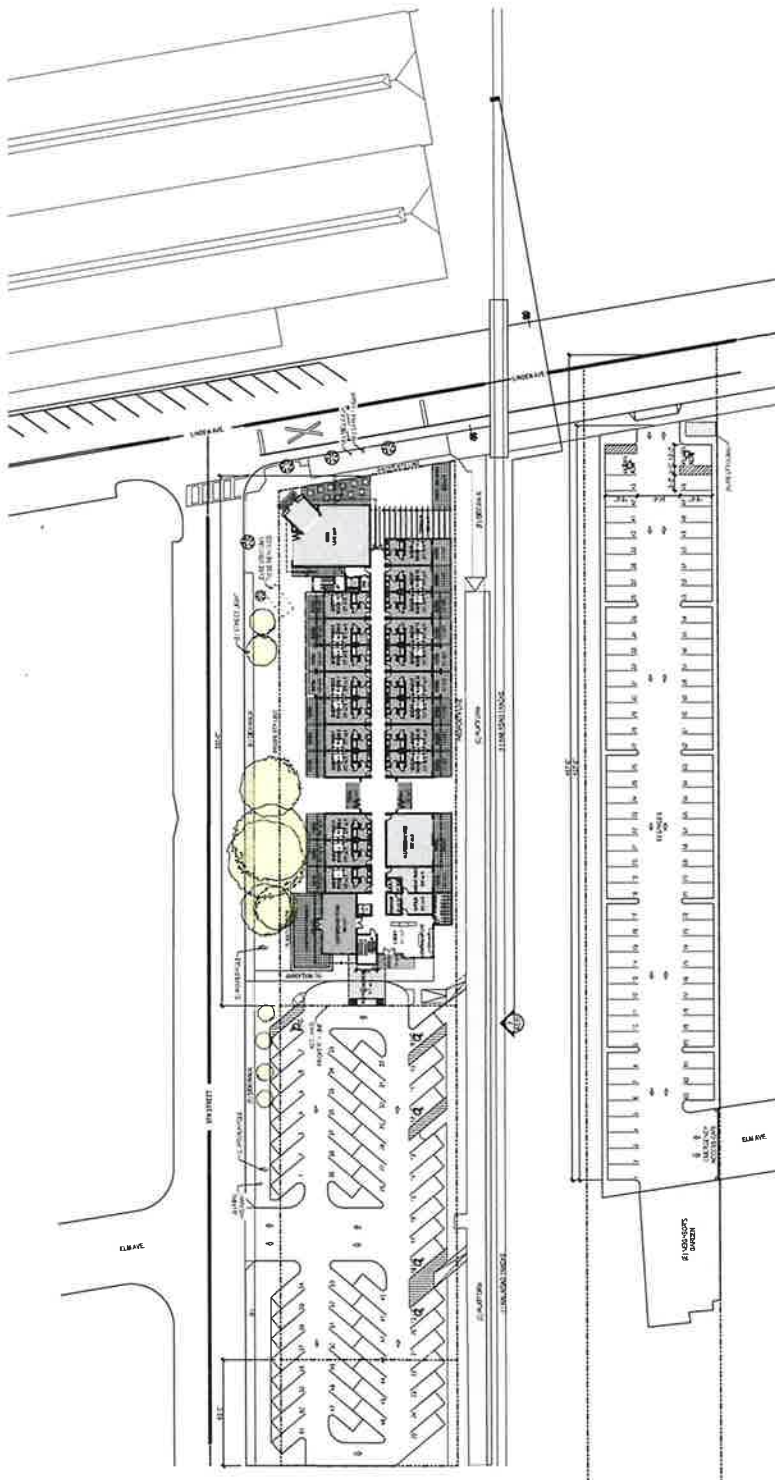
JOURNAL OF DOCUMENTATION, vol. 58, no. 1, 2003, pp. 1-10.

APPLICATION - OCCUPATIONAL SAFETY AND HEALTH ACT

[illegible]

[illegible]

SITE SECTION 2
SCALE 1" = 20'





CONCEPT 26

PROBLEM 26-1

SOLUTION 26-1

PROBLEM 26-2

SOLUTION 26-2

PROBLEM 26-3

SOLUTION 26-3

PROBLEM 26-4

SOLUTION 26-4

PROBLEM 26-5

SOLUTION 26-5

PROBLEM 26-6

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PROBLEM 26-100

SOLUTION

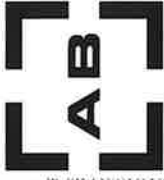
THE SURFLINER INN

433 LINDEY AVE
CARPENTERSIA CA

433 LINDEY MANAGERS, LLC
201 W MONTECITO STREET
SANTA BARBARA, CA 93107

A2.01





AB design studio, inc.
1221 STATE STREET, SUITE 200
SAN FRANCISCO, CA 94101
TEL: 415.774.1111 FAX: 415.774.1112
WWW.ABDESIGNSTUDIO.COM

HENRY AND SUSAN
OJAL, CA 94003
TEL: (415) 218-7114

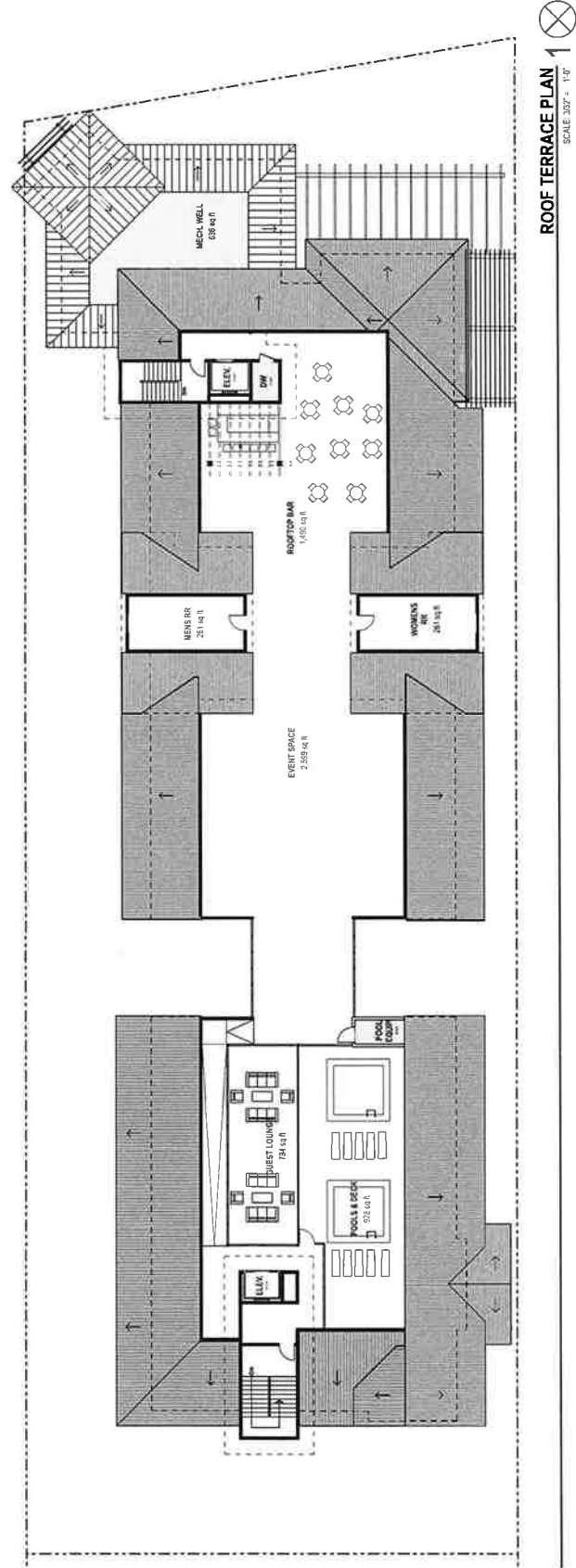
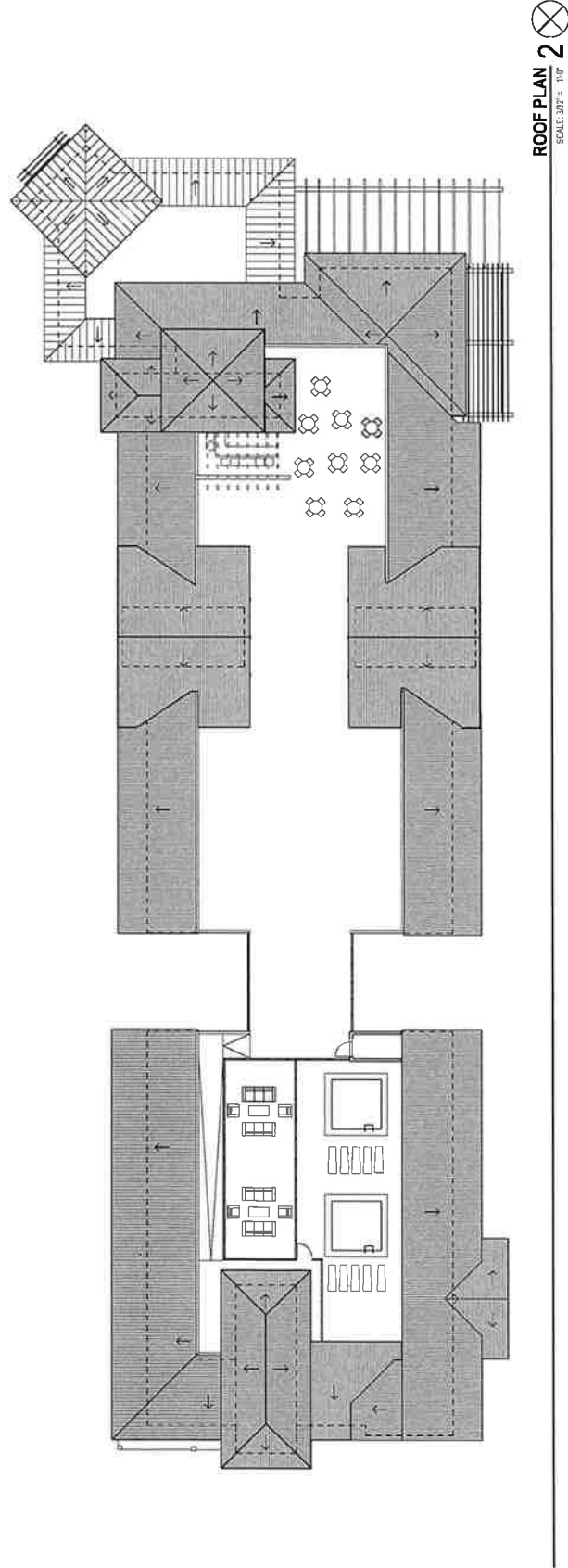
CJM, LA
1221 STATE STREET, SUITE 200
SAN FRANCISCO, CA 94101
TEL: (415) 585-1125

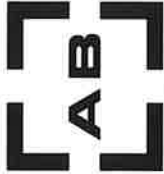
PRINT DATE: 11/12/20

CONCEPT 1 C
PRELIMINARY DESIGN

THE SURLINER INN
438 JENEN AVE
OAKLAND, CA 94612
AB DESIGN MANAGES LLC
2000 BAYVIEW BLVD, SUITE 100
SAN FRANCISCO, CA 94134

A2.02
PROPOSED ROOF PLAN





AB design studio, inc.
ARCHITECTURAL DESIGN & INTERIOR DESIGN
1221 STATE ST. SUITE 204
SANTA BARBARA, CA 93101
TEL: (805) 964-3125
WWW.ABDESIGNSTUDIO.COM

RESERVING SURVEYING
819 4th Ave. Suite 204
Oakland, CA 94612
TEL: (415) 778-5174

1221 STATE ST. SUITE 204
SANTA BARBARA, CA 93101
TEL: (805) 964-3125

PRINT DATE: 11/12/20

CONCEPT 3 C

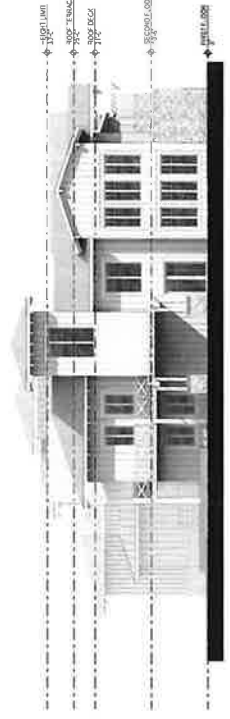
PRECEDENT SURVEYING

THE SURFLINER INN

430 N. BAY AVE.
CARPENTERS LA
SANTA BARBARA, CA 93101
TEL: (805) 964-3125

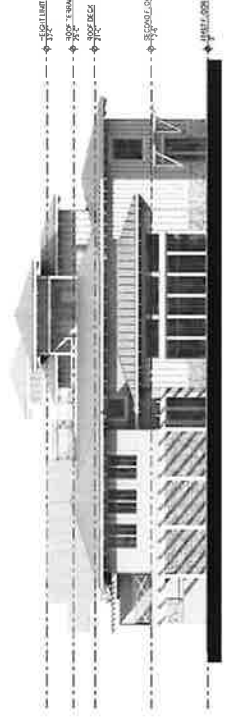
A4.01

PHOTOMONTAGE ELEVATIONS



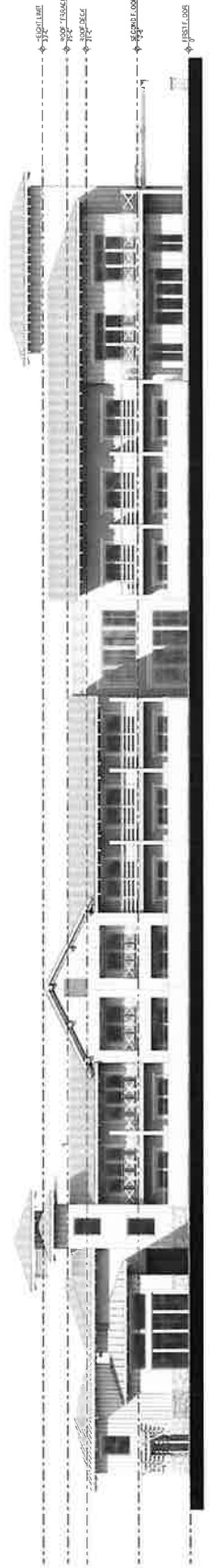
WEST ELEVATION 3

SCALE 3/32" = 1'-0"



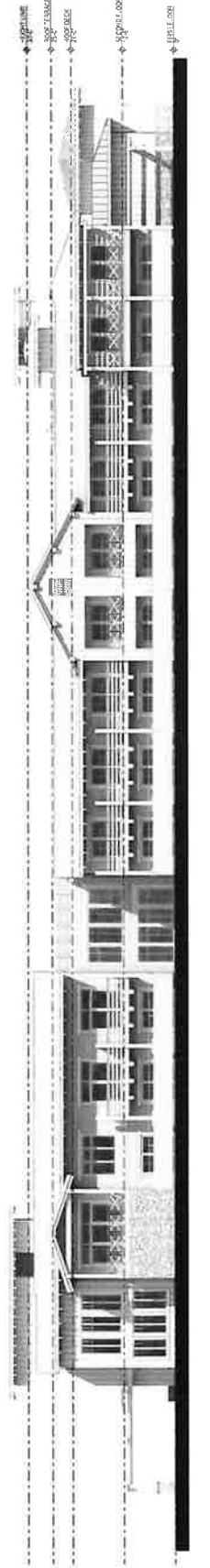
EAST ELEVATION 4

SCALE 3/32" = 1'-0"



NORTH ELEVATION 2

SCALE 3/32" = 1'-0"



SOUTH ELEVATION 1

SCALE 3/32" = 1'-0"



SURFLINER INN

CONCEPTUAL IMAGES

Architecture Update 2020
AB Design Studio/Carawan Architecture

PROPOSED SURFLINER INN CONCEPTUAL IMAGES



THEN: The existing train station, constructed in 1887, was demolished in 1967



Linden Avenue Elevation

NOW: A proposed 40 room inn would provide transit friendly lodging in the center of downtown and a community gathering spot for drinks and small bites.



PROPOSED SURFLINER INN
CONCEPTUAL IMAGES



casual, beachy, polished...

PROPOSED SURFLINER INN
CONCEPTUAL IMAGES



comfortable
timeless
relaxed

PROPOSED SURFLINER INN
CONCEPTUAL IMAGES



fun
serene
effortless



PROPOSED SURFLINER INN CONCEPTUAL IMAGES



gathering
celebrating
resting

Attachment E

ATE Traffic and Parking Study

Surfliner Inn
Project 23-2254-DP/CUP/CDP/ARB
Preliminary ARB Review
December 12, 2024



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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June 6, 2024

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UPDATED TRAFFIC AND PARKING STUDY FOR THE SURFLINER INN PROJECT - CITY OF CARPINTERIA

Associated Transportation Engineers (ATE) has prepared the following updated traffic and parking study for the proposed Surfliner Inn Project (the "Project") in the City of Carpinteria. The study evaluates the Project's parking demands, reviews the existing and future supply parking demands in the Downtown Carpinteria area, and evaluates the traffic operations for the new Lot 4. The updated study addresses the comments provided by City staff on the ATE traffic and parking studies dated October 13, 2023, February 12, 2024, and May 6, 2024.

PROJECT DESCRIPTION

The Project is proposing to construct a 37-room (36 rooms and 1 managers unit) boutique hotel on the eastern portion of the City's Public Parking Lot 3 located adjacent on the west side of Linden Avenue north of the Union Pacific Railroad (UPRR) tracks. The hotel facility would include a 2,252 SF cafe, a 245 SF visitor center, a 1,150 SF rooftop bar area, and a 1,695 SF bar event space on the rooftop. The Project site plan is illustrated in Figure 1 (attached). Table 1 presents the statistics for the Project.

Parking Lot 3 currently contains 113 spaces. With the construction of the Project, the total parking supply in Lot 3 would be reduced to 46 spaces. The net loss of parking in Lot 3 resulting from the Project would be 67 spaces. The Project is also proposing to construct a new City parking lot (Lot 4) south of the UPRR tracks, which would contain 93 spaces as shown in Figure 1. The total number of parking spaces provided in both Lots 3 and 4 would be 139 spaces, which would provide an additional 26 spaces than what is currently available in Lot 3.

Table 1
Surfliner Inn Project Statistics

Land Use	Size
Hotel	36 Rooms 1 Managers Unit
Cafe (a)	2,252 SF (b)
Rooftop Bar	1,150 SF (b)
Visitor Center	245 SF
Bar Event Space	1,695 SF (b)
Parking Lot 3 (c)	46 Spaces
Parking Lot 4	<u>93 Spaces</u>
Total	139 Spaces

(a) Includes both indoor and outdoor square footage proposed.

(b) Square footage consists of usable space which does not include accessible aisles.

(c) New supply in reconfigured Lot 3.

SURFLINER INN SHARED PARKING DEMAND ANALYSIS

Walker Consultants, commissioned by the City of Carpinteria, completed the Downtown Carpinteria Parking Study ("Walker Study") in 2020.¹ The Walker Study contains a parking demand analysis for the Surfliner Inn Project based on data presented the Urban Land Institute (ULI) Shared Parking Report (3rd edition).² The Walker Study applied several different factors to develop the parking demand estimates pursuant to the ULI methodologies. The ULI analysis included driving ratio adjustments based on the Project's proximity to the rail as well as the general walkability of downtown. "Non-captive" ratios were also applied to account for the likelihood that a portion of cafe, visitor center, and rooftop bar patronage would be hotel guests. The Walker Study calculations are attached for reference.

ATE updated the Walker Study calculations based on the current Project land use statistics shown in Table 1. As requested by City staff, the new parking demand estimates were developed based on the same methodology as the Walker Study. Table 2 shows the updated weekday and weekend parking demand estimates for the current Project based on the ULI rates. It is noted that the visitor center does not generate parking demand due to the relatively small size. It is noted by City staff that on-street parking on 5th Street can be used for the visitor center. City staff also indicated that a 24-foot minimum green zone space could be utilized for the visitor center.

¹ Downtown Carpinteria Parking Study, Walker Consultants, October 30, 2020.

² Shared Parking, Urban Land Institute, 3rd Edition, 2020.

Table 2
Surfliner Inn Peak Shared Parking Demand - ULI

Land Use	Weekday (7:00 PM)	Weekend (7:00 PM)
Hotel	19 Spaces	22 Spaces
Manager's Unit	1 Space	1 Space
Cafe	15 Spaces	15 Spaces
Rooftop Bar	5 Spaces	5 Spaces
Visitor Center	0 Spaces	0 Spaces
Bar Event Space	16 Spaces	11 Spaces
Total Shared Parking Demand	56 Spaces	54 Spaces

The data presented in Table 2 show that the peak shared parking demands forecasts for the Project are 56 spaces on the weekdays and 54 spaces on the weekends using ULI rates.

FUTURE PARKING DEMANDS – LOTS 3 AND 4

The Walker Study analyzed all public parking within the “Downtown T”, which includes Carpinteria Avenue and Linden Avenue, as well as parking within a few blocks east and west of Linden Avenue. The study also contained a focused evaluation on the existing and future parking demands forecast for Lots 3 and 4. The Walker Study provided a summary of existing parking conditions, documented weekday and weekend occupancy rates, and analyzed the future parking demands related to three proposed downtown projects. The following section reviews and updates this analysis.

Parking Supply – Lots 3 and 4

As noted previously, the parking supply in Lot 3 will be reduced from 113 spaces to 46 spaces. The Project proposes to construct Lot 4 with 93 spaces just south of the UPRR tracks. Lot 4 would be accessed from the existing driveway on Linden Avenue and would extend west from Linden Avenue to Elm Avenue. A total of 139 parking spaces would be provided between Lots 3 and 4.

Existing Conditions – Lot 3

The Walker Study conducted weekday and weekend parking occupancy surveys within the downtown parking lots (including Lot 3) and surface streets. The surveys found that Lot 3 had a peak occupancy of 55 spaces (49% occupied) on weekdays and 67 spaces (59%) on weekends.

Additional parking surveys were conducted in Lot 3 by the applicant team to confirm the Walker Study data (survey data attached). The additional parking data indicates that the Walker Study results generally represent peak weekday and weekend conditions within Lot 3.

Future Conditions

There are two additional development projects currently proposed in the downtown area in addition to the Surfliner Inn Project that could affect parking in Lots 3 and 4. The 700 Linden Project is an approved mixed-use retail, office, and restaurant development located on the east side of Linden Avenue between 7th Street and 8th Street. The 700 Linden Project would provide 20 parking spaces onsite and will be allocated up to 28 spaces in Lots 3 and 4. The other development is the expanded rail service at the existing Carpinteria Amtrak Station. The rail service expansion includes the construction of a second track and platform at the existing station that would increase service from five to seven trains in each direction. The expanded rail service is expected to increase parking occupancy in Lots 3 and 4 by up to 7 spaces on weekdays and up to 9 spaces on weekends.

Tables 3 and 4 show the Future weekday and weekend parking demand estimates for Lots 3 and 4, respectively. The tables assume development of the Surfliner Inn and the two additional downtown projects (parking calculations attached).

Table 3
Future Weekday Parking Demands – Lot 3 and 4

Parking Demand Component	Time									
	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
Existing Lot 3	55	55	55	55	39	39	28	28	31	31
Surfliner Inn	47	49	49	49	43	42	49	56	56	53
700 Linden	12	28	26	17	12	9	14	17	16	6
Amtrak	7	7	7	7	5	5	4	4	4	4
Total	121	139	137	128	99	95	95	105	107	94
Parking Supply	139	139	139	139	139	139	139	139	139	139
Extra Spaces	18	0	2	11	40	44	44	34	32	45

Table 4
Future Weekend Parking Demands – Lot 3 and 4

Parking Demand Component	Time									
	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
Existing Lot 3	48	48	50	50	67	67	54	54	49	49
Surfliner Inn	46	47	47	48	42	41	46	54	54	52
700 Linden	4	12	15	14	7	2	6	12	9	8
Amtrak	6	6	6	6	9	9	7	7	6	6
Total	104	113	118	118	125	119	113	127	118	115
Parking Supply	139	139	139	139	139	139	139	139	139	139
Extra Spaces	35	26	21	21	14	20	26	12	21	24

The data presented in Tables 3 and 4 show that the future weekday parking demand in Lots 3 and 4 is 139 spaces and the future weekend parking demand forecast is 127 spaces. The 99 spaces provided would satisfy these parking demand and provide no extra spaces on weekdays and 12 extra spaces on the weekends.

It is noted that the Walker Study indicated that the downtown area would experience an overall utilization of 84% during the peak weekday parking demands at noon, assuming that new spaces were constructed by the City. This indicates that the existing downtown parking supply could support the three proposed projects, as peak utilization is below the targeted threshold of 85%. The Walker Study also indicated that parking management strategies could be implemented to reduce parking constraints and alleviate impacts on residential areas resulting from higher parking demand if needed.

PARKING PHASING

As noted previously, Lot 3 currently contains 113 spaces and experiences peak parking demands of 55 spaces on weekdays and 67 spaces on weekends. To ensure that adequate parking is provided during the construction phase of the Project Lot 3, Lot 4 will be constructed prior to the commencement of Project construction to provide an additional 93 spaces. The parking supply would therefore be adequate throughout the construction and operational phases of the Project.

TRAFFIC OPERATIONS

Traffic counts were conducted at the existing Lot 3 to determine peak hour flows in and out of the lot. The peak one-hour volumes observed at the lot were divided by the number of spaces provided to determine a traffic generation rate per space. The study found that the existing Lot 3 generates 0.18 trips per space during the peak hour (11:30 AM – 12:30 PM). Based on this rate, the new Lot 4 with 93 spaces would generate approximately 15 peak hour trips. It is anticipated that most traffic accessing 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. Given the current level of traffic on Linden Avenue south of the UPRR tracks (approximately 300 peak hour trips), the Lot 4 driveway would operate in the level of service (LOS) A range, with very little delay and queuing for vehicles entering and exiting the parking lot driveway.

It is noted that there is a UPRR rail crossing gate arm located north of the Linden Avenue driveway. There is sufficient storage space for two vehicles between the stop bar at the rail crossing arm and the driveway for Lot 4. This storage area would be sufficient given the level of traffic that would be generated by Lot 4.

This concludes ATE's updated traffic and parking study for the Surfliner Inn Project.

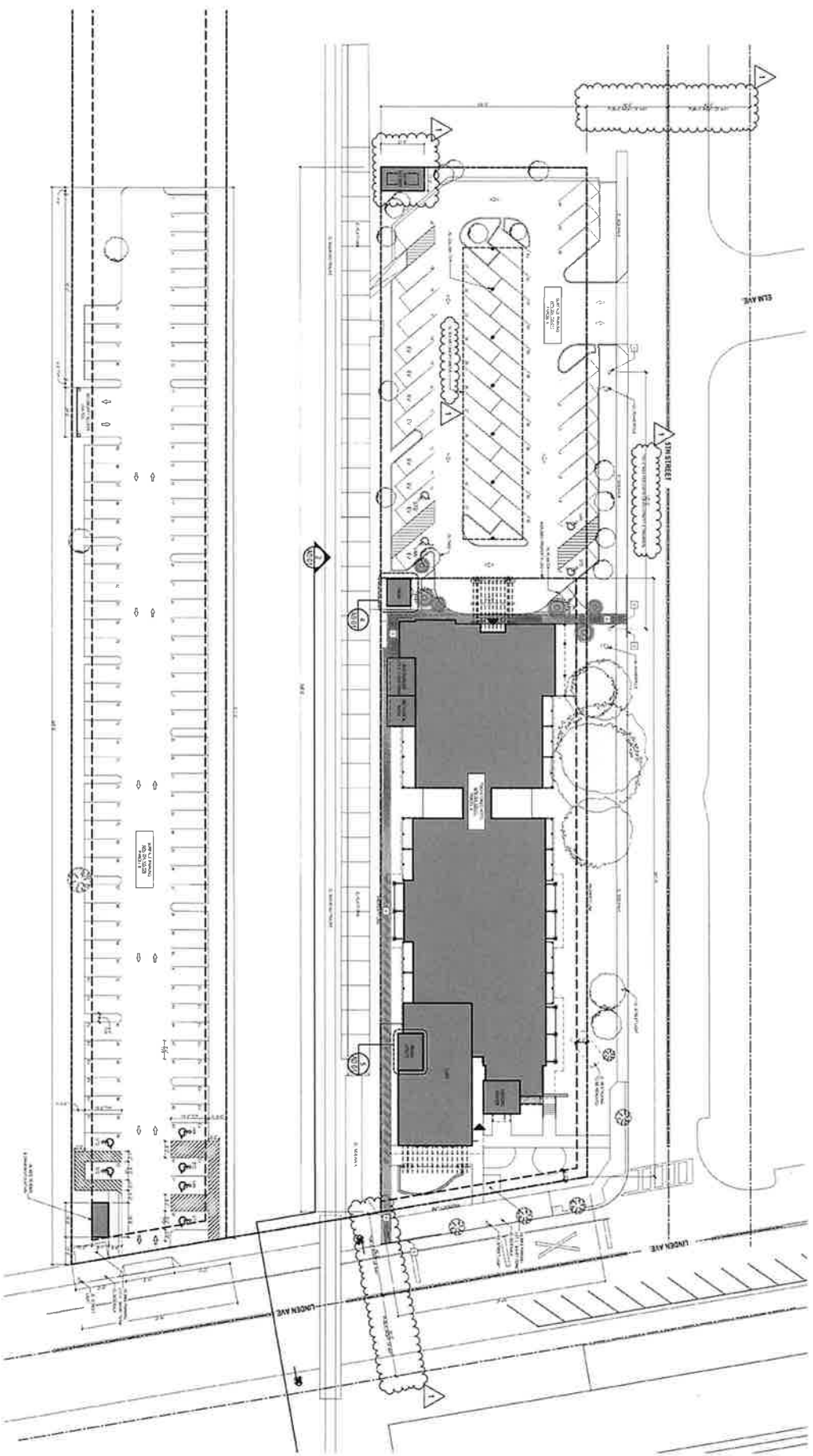
Associated Transportation Engineers

Aut & Al

Scott A. Schell
Principal Transportation Planner

SAS/GOM

Attachments: Figure 1 – Project Site Plan
Walker Study Calculations
Parking Occupancy Data
Shared Parking Demand Calculations



NOT TO SCALE

PROJECT SITE PLAN

FIGURE 1



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CN-ATE#21059.01

Table 11: Linden Inn Recommended Parking Supply – Weekday (Project Period of Peak Demand)

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj GPM	Peak Mo Adj July	Recommended Supply
Hotel Guests	40	keys	1.00	59%	100%	0.59	keys	85%	100%	20
Employees	40	keys	0.15	79%	100%	0.12	keys	40%	90%	2
Rooftop Bar	1,490	sf GLA	6.67	63%	70%	2.94	ksf GLA	55%	95%	2
Meeting Space	3,938	sf GLA	10.31	68%	60%	4.21	ksf GLA	100%	100%	17
Bar/Meeting Employees	5,428	sf GLA	1.07	79%	100%	0.84	ksf GLA	60%	100%	3
Café Customers	2,050	sf GLA	12.40	70%	70%	6.08	ksf GLA	85%	97%	10
Employees			2.00	79%	100%	1.58		90%	100%	4
Total Guests/Customers										50
Total Employees										8
Total										58
Shared Parking Reduction										57%

Source: Walker Consultants, 2020

Table 12: Linden Inn Recommended Parking Supply – Weekend (Project Period of Peak Demand)

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 6PM	Peak Mo Adj July	Recommended Supply
Hotel Guests	40	keys	1.00	69%	100%	0.69	keys	85%	100%	23
Employees	40	keys	0.15	79%	100%	0.12	keys	40%	90%	2
Rooftop Bar	1,490	sf GLA	7.67	54%	70%	2.90	ksf GLA	55%	95%	2
Meeting Space	3,938	sf GLA	5.64	68%	70%	2.68	ksf GLA	100%	100%	11
Bar/Meeting Employees	5,428	sf GLA	1.10	79%	100%	0.87	ksf GLA	100%	100%	5
Café Customers	2,050	sf GLA	12.70	70%	70%	6.22	ksf GLA	85%	97%	11
Employees			2.00	79%	100%	1.58		90%	100%	4
Total Guests/Customers										48
Total Employees										10
Total										58
Shared Parking Reduction										52%

Source: Walker Consultants, 2020

Carpinteria Parking Lot No. 3
Occupancy Counts

Existing / Proposed Spaces: 113 138
Café per reg: 15 -18
Hotel per reg (1/key + 1/emp): 45
Net New Spaces: -38

Date	Time	Public				Blum	Total Occupied (%)		% w/o Blum	Open Spaces
		AM	PM	HC	EV					
Monday, October 14, 2019	12PM	35	-	-	1	7	42	37.2%	31.0%	71
	6:30PM	-	18	-	-	11	29	25.7%	15.9%	84
Tuesday, October 15, 2019	8:40AM	32	-	-	-	8	40	35.4%	28.3%	73
	12PM	-	42	-	1	8	50	44.2%	37.2%	63
Wednesday, October 16, 2019	8:25AM	35	-	-	-	8	43	38.1%	31.0%	70
	12PM		47	1	1	8	55	48.7%	41.6%	58
	5PM		31	2	2	9	40	35.4%	27.4%	73
Thursday, October 17, 2019	8:40AM	37		1	1	8	45	39.8%	32.7%	68
	12:25PM		43	2	-	8	51	45.1%	38.1%	62
	5PM	-	16	1	-	9	25	22.1%	14.2%	88
Friday, October 18, 2019	8AM	37	-	1	1	9	46	40.7%	32.7%	67
	12PM		50	1	1	10	60	53.1%	44.2%	53
	5PM	-	35	1	-	10	45	39.8%	31.0%	68
Saturday, October 19, 2019	8AM	23	-	-	-	10	33	29.2%	20.4%	80
	12PM	-	38	1	1	15	53	46.9%	33.6%	60
	5PM		23			10	33	29.2%	20.4%	80
Sunday, October 20, 2019	8AM	19	-	-	1	11	30	26.5%	16.8%	83
	2PM	-	44	-	-	11	55	48.7%	38.9%	58
	5PM	-	21	-	-	10	31	27.4%	18.6%	82
Monday, October 21, 2019	8AM	32	-	-	1	7	39	34.5%	28.3%	74
	12PM	-	42	-	-	7	49	43.4%	37.2%	64
	6PM		21		2	10	31	27.4%	18.6%	82
Tuesday, October 22, 2019	8AM	29	-	-	-	9	38	33.6%	25.7%	75
	12PM		46			7	53	46.9%	40.7%	60
	5PM	-	21	-	-	10	31	27.4%	18.6%	82
Wednesday, October 23, 2019	8AM	32	-	-	-	7	39	34.5%	28.3%	74
	12PM	-	31	-	-	7	38	33.6%	27.4%	75
	5PM	-	57	3	2	9	66	58.4%	50.4%	47
Thursday, October 24, 2019	8AM	34	-	-	-	12	46	40.7%	30.1%	67
	12PM	-	51	1	-	4	55	48.7%	45.1%	58
	5:30PM	-	26	-	1	6	32	28.3%	23.0%	81
Friday, October 25, 2019	8AM	28	-	-	1	4	32	28.3%	24.8%	81
	12PM	-	33	-	-	3	36	31.9%	29.2%	77
	5PM	-	38	1	-	2	40	35.4%	33.6%	73
Saturday, October 26, 2019	8AM	18	-	-	1	2	20	17.7%	15.9%	93
	12PM	-	30	-	-	2	32	28.3%	0.0%	81
	5PM	-	24	-	-	2	26	23.0%	21.2%	87
Sunday, October 27, 2019	8AM	21	-	-	1	2	23	20.4%	18.6%	90
	1PM	-	27	-	-	2	29	25.7%	23.9%	84
	5PM	-	17	-	-	2	19	16.8%	15.0%	94
Avg AM/%		29	26.0%				AVG#:	36		
Avg PM/%		34	29.7%				AVG%:	31.8%		

1st Week - Oct 14th -20th	Avg AM/%	31	27.4%
	Avg PM/%	34	30.1%

Daily	AVG#:	42
Daily	AVG%:	37.5%

2nd Week - Oct 21st -27th	Avg AM/%	34	30.0%
	Avg PM/%	38	33.9%

Daily	AVG#:	37
Daily	AVG%:	32.6%

SHARED PARKING CALCULATIONS - UU DEMAND RATES

[illegible]

WEEKDAY PARKING DEMAND CALCULATIONS BY USE

- [illegible]

HOURLY PARKING DEMANDS BY USE

[illegible]

FUTURE PROJECTS

[illegible]

- (a) All time-of-day factors for all employees (100% of sample).
 (b) All time-of-day factors for all manufacturing employees (100% of sample).
 (c) All time-of-day factors for all retail employees (100% of sample).
 (d) All time-of-day factors for all health-care employees (100% of sample).
 (e) All time-of-day factors for all education employees (100% of sample).
 (f) All time-of-day factors for all government employees (100% of sample).
 (g) All time-of-day factors for all other employees (100% of sample).
 (h) All time-of-day factors for all women employees (100% of sample).
 (i) All time-of-day factors for all men employees (100% of sample).
 (j) All time-of-day factors for all white employees (100% of sample).
 (k) All time-of-day factors for all nonwhite employees (100% of sample).
 (l) All time-of-day factors for all married employees (100% of sample).
 (m) All time-of-day factors for all unmarried employees (100% of sample).
 (n) All time-of-day factors for all parents (100% of sample).
 (o) All time-of-day factors for all nonparents (100% of sample).
 (p) All time-of-day factors for all homeowners (100% of sample).
 (q) All time-of-day factors for all nonhomeowners (100% of sample).
 (r) All time-of-day factors for all employed employees (100% of sample).
 (s) All time-of-day factors for all unemployed employees (100% of sample).
 (t) All time-of-day factors for all employed employees (100% of sample).
 (u) All time-of-day factors for all unemployed employees (100% of sample).
 (v) All time-of-day factors for all employed employees (100% of sample).
 (w) All time-of-day factors for all unemployed employees (100% of sample).
 (x) All time-of-day factors for all employed employees (100% of sample).
 (y) All time-of-day factors for all unemployed employees (100% of sample).
 (z) All time-of-day factors for all employed employees (100% of sample).

**SURFLINER (NIN PROJECT) (#21059) - WEEKEND PEAK PARKING DEMAND FORECASTS WITH FUTURE PROJECTS
SHARED PARKING CALCULATIONS - ALL DEMAND RATES/TIME-OF-DAY FACTORS**

WEEKEND PARKING DEMAND CALCULATIONS BY USE

Unit	Staff	Students	Academic Year	Enrollment	Peak Enrollment
1st Year	1,000	10,000	2005-2006	100%	5
2nd Year	1,000	10,000	2006-2007	100%	5
3rd Year	1,000	10,000	2007-2008	100%	5
4th Year	1,000	10,000	2008-2009	100%	5
5th Year	1,000	10,000	2009-2010	100%	5
6th Year	1,000	10,000	2010-2011	100%	5
7th Year	1,000	10,000	2011-2012	100%	5
8th Year	1,000	10,000	2012-2013	100%	5
9th Year	1,000	10,000	2013-2014	100%	5
10th Year	1,000	10,000	2014-2015	100%	5
11th Year	1,000	10,000	2015-2016	100%	5
12th Year	1,000	10,000	2016-2017	100%	5
13th Year	1,000	10,000	2017-2018	100%	5
14th Year	1,000	10,000	2018-2019	100%	5
15th Year	1,000	10,000	2019-2020	100%	5
16th Year	1,000	10,000	2020-2021	100%	5
17th Year	1,000	10,000	2021-2022	100%	5
18th Year	1,000	10,000	2022-2023	100%	5
19th Year	1,000	10,000	2023-2024	100%	5
20th Year	1,000	10,000	2024-2025	100%	5
21st Year	1,000	10,000	2025-2026	100%	5
22nd Year	1,000	10,000	2026-2027	100%	5
23rd Year	1,000	10,000	2027-2028	100%	5
24th Year	1,000	10,000	2028-2029	100%	5
25th Year	1,000	10,000	2029-2030	100%	5
26th Year	1,000	10,000	2030-2031	100%	5
27th Year	1,000	10,000	2031-2032	100%	5
28th Year	1,000	10,000	2032-2033	100%	5
29th Year	1,000	10,000	2033-2034	100%	5
30th Year	1,000	10,000	2034-2035	100%	5
31st Year	1,000	10,000	2035-2036	100%	5
32nd Year	1,000	10,000	2036-2037	100%	5
33rd Year	1,000	10,000	2037-2038	100%	5
34th Year	1,000	10,000	2038-2039	100%	5
35th Year	1,000	10,000	2039-2040	100%	5
36th Year	1,000	10,000	2040-2041	100%	5
37th Year	1,000	10,000	2041-2042	100%	5
38th Year	1,000	10,000	2042-2043	100%	5
39th Year	1,000	10,000	2043-2044	100%	5
40th Year	1,000	10,000	2044-2045	100%	5
41st Year	1,000	10,000	2045-2046	100%	5
42nd Year	1,000	10,000	2046-2047	100%	5
43rd Year	1,000	10,000	2047-2048	100%	5
44th Year	1,000	10,000	2048-2049	100%	5
45th Year	1,000	10,000	2049-2050	100%	5
46th Year	1,000	10,000	2050-2051	100%	5
47th Year	1,000	10,000	2051-2052	100%	5
48th Year	1,000	10,000	2052-2053	100%	5
49th Year	1,000	10,000	2053-2054	100%	5
50th Year	1,000	10,000	2054-2055	100%	5
51st Year	1,000	10,000	2055-2056	100%	5
52nd Year	1,000	10,000	2056-2057	100%	5
53rd Year	1,000	10,000	2057-2058	100%	5
54th Year	1,000	10,000	2058-2059	100%	5
55th Year	1,000	10,000	2059-2060	100%	5
56th Year	1,000	10,000	2060-2061	100%	5
57th Year	1,000	10,000	2061-2062	100%	5
58th Year	1,000	10,000	2062-2063	100%	5
59th Year	1,000	10,000	2063-2064	100%	5
60th Year	1,000	10,000	2064-2065	100%	5
61st Year	1,000	10,000	2065-2066	100%	5
62nd Year	1,000	10,000	2066-2067	100%	5
63rd Year	1,000	10,000	2067-2068	100%	5
64th Year	1,000	10,000	2068-2069	100%	5
65th Year	1,000	10,000	2069-2070	100%	5
66th Year	1,000	10,000	2070-2071	100%	5
67th Year	1,000	10,000	2071-2072	100%	5
68th Year	1,000	10,000	2072-2073	100%	5
69th Year	1,000	10,000	2073-2074	100%	5
70th Year	1,000	10,000	2074-2075	100%	5
71st Year	1,000	10,000	2075-2076	100%	5
72nd Year	1,000	10,000	2076-2077	100%	5
73rd Year	1,000	10,000	2077-2078	100%	5
74th Year	1,000	10,000	2078-2079	100%	5
75th Year	1,000	10,000	2079-2080	100%	5
76th Year	1,000	10,000	2080-2081	100%	5
77th Year	1,000	10,000	2081-2082	100%	5
78th Year	1,000	10,000	2082-2083	100%	5
79th Year	1,000	10,000	2083-2084	100%	5
80th Year	1,000	10,000	2084-2085	100%	5
81st Year	1,000	10,000	2085-2086	100%	5
82nd Year	1,000	10,000	2086-2087	100%	5
83rd Year	1,000	10,000	2087-2088	100%	5
84th Year	1,000	10,000	2088-2089	100%	5
85th Year	1,000	10,000	2089-2090	100%	5
86th Year	1,000	10,000	2090-2091	100%	5
87th Year	1,000	10,000	2091-2092	100%	5
88th Year	1,000	10,000	2092-2093	100%	5
89th Year	1,000	10,000	2093-2094	100%	5
90th Year	1,000	10,000	2094-2095	100%	5
91st Year	1,000	10,000	2095-2096	100%	5
92nd Year	1,000	10,000	2096-2097	100%	5
93rd Year	1,000	10,000	2097-2098	100%	5
94th Year	1,000	10,000	2098-2099	100%	5
95th Year	1,000	10,000	2099-2100	100%	5
96th Year	1,000	10,000	2100-2101	100%	5
97th Year	1,000	10,000	2101-2102	100%	5
98th Year	1,000	10,000	2102-2103	100%	5
99th Year	1,000	10,000	2103-2104	100%	5
100th Year	1,000	10,000	2104-2105	100%	5

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(b) *ULI Parking Ratio for Meeting/Banquet Space - Weekend Employers*

(g) **ULI Parking Ratio for Fast Casual/Fast Food - Weekend Employees**

(f) **Ull Parking Ratio for Bar/Lounge - Weekend Employees**

(m) **U/L Parking Ratio for Retail - Weekend Employees**

- 19) **Ull Parking Ratio for Hotel Leisure** - Weekend visitors increases manager time
- 20) **Ull Parking Ratio for Hotel Leisure** - Weekend Employees. Includes manager

(f) Factors obtained from Downtown Capitola Parking Study prepared by Walker &

[illegible]

HOURLY PARKING DEMANDS BY USER

[illegible]

FUTURE PROJECTS

Existing Contract	Amount (\$)	75% (\$)	Total Contract Revenue (\$)	Existing Revenue (\$)	Revenue Increase (\$)
0	0	0	28	130	111
0	0	0	28	130	102
0	0	0	48	130	82
0	0	0	130	130	0
40	6	4	164	130	35
40	6	4	113	130	26
50	6	4	113	130	26
50	6	4	113	130	26
50	6	4	113	130	26
67	9	7	125	130	24
67	9	7	119	130	20
54	7	6	119	130	20
54	7	6	119	130	20
49	6	5	118	130	21
49	6	5	118	130	24
0	0	0	45	130	84
0	0	0	130	130	0
0	0	0	37	130	102
0	0	0	130	130	0