

City of Carpinteria
Joint City Council and Planning Commission
Special Meeting
Wednesday, April 16, 2014 at 5:30 p.m.
Council Chamber, 5775 Carpinteria Avenue, Carpinteria, CA 93013
AGENDA

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

The City Council and the Planning Commission will meet for the following purpose:

1. Conceptual Review of a Request to Demolish the Existing Church of the Nazarene Located at 4110 Via Real and Construct Two Three-Story Hotels: a 70-Room Hotel and an 80-Room Hotel on the 2.62-Acre Parcel.

Recommendation: Receive public input and provide conceptual review and comments on the subject proposal.

Staff presenter: Steve Goggia, Senior Planner

- a. Staff Report
- b. Public Comment
- c. Discussion

ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk's Office at 684-5405, extension 403 or the California Relay Service at (866) 735-2929. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on Wednesday, April 9, 2011, in the City Clerk's Office, on the City Hall Public Notices Board, and on the Internet.

STAFF REPORT
SPECIAL CITY COUNCIL/PLANNING COMMISSION JOINT MEETING
April 16, 2014

ITEM FOR CONSIDERATION

13-1665-CON: VIA REAL HOTELS

Conceptual review of a request to demolish the existing Church of the Nazarene located at 4110 Via Real and construct two three-story hotels: a 60-room hotel and an 80-room hotel on the 2.62-acre parcel.

Report prepared by: Steve Goggia, Senior Planner
Community Development Department


Signature

Reviewed by: Jackie Campbell, Director
Community Development Department


Signature

Reviewed by: Dave Durflinger, City Manager


Signature



Applicant: Mina Patel

Agent: Nikhil Kamat, AIA, nKLOSURES, Inc.

Project Location: 4110 Via Real

APN: 004-017-022

Zoning: Commercial Planned Development
with a Residential Overlay (CPD/R)

GP/CP Designation: General Commercial (GC)

I. RECOMMENDATION

Receive public input and provide conceptual review and comments on the subject proposal.

II. PROPOSED PROJECT DESCRIPTION

This is the second conceptual review of a request to demolish the existing Church of the Nazarene and construct two new hotels on a 2.62-acre parcel located at 4110 Via Real.

The revised proposal includes the development of a 60-room and an 80-room hotel on the project site. Each hotel would feature amenities that include a large lobby, business center, breakfast area, meeting rooms, fitness center, second and third floor viewing terraces and a shared resort style pool. The project applicants' intent is that the hotels would be a Fairfield Inn and Suites by Marriott and a Hampton Inn by Hilton.

The two hotel buildings would be oriented in a north-south direction and curved inwards to capture the panoramic views of the ocean and the foothills. The curved structures provide additional separation from buildings on neighboring properties. Both buildings have a maximum height of thirty feet, although the second and third floor landscaped terraces provide relief from a full three stories of building mass. These terraces being accessible to the hotel guests provide views into and out of the site and also provide additional setback from the neighboring buildings.

A resort style outdoor pool and deck would be provided between the two buildings. Similar to the adjacent Casas de las Flores apartment project currently under construction, a vegetated basin for stormwater management is proposed along the Via Real frontage. A six-foot high masonry wall would be constructed along the western, northern and southern property lines.

Access would be provided off Via Real at the eastern and western ends of the site. The driveway forms a loop around the property and takes advantage of an existing 20-foot access easement along the western property boundary benefitting a property to the north as well as a 30-foot easement along the eastern property boundary for the Water District. There is also a 10-foot access easement that extends along a portion of the northern property boundary.

The project would provide 157 parking spaces for the 140 rooms and up to 17 employees. The majority of the parking (127 spaces) would be provided in the subterranean garage which will be common to both hotels. The project would include van service for the hotels providing transportation between the Amtrak platform, Downtown Carpinteria and area beaches.

Plans are included as Attachment A; the letter requesting conceptual review is included as Attachment B.

III. BACKGROUND

Purpose of Concept Review

The purpose of the conceptual review process is to allow an applicant to submit tentative plans in order to receive advisory comments and suggestions from the City's decisionmaking bodies. These advisory comments constitute a conceptual review only. A conceptual review and recommendation are not binding upon the Planning Commission or City Council as to any further determinations to be made with respect to

the project. The City decisionmakers shall be wholly free to render a different determination and/or decision upon the formal review of the project. Since only limited information regarding the project is provided at this time, the analysis in this report is preliminary and tentative.

Upon completion of the conceptual review process, the next step for the applicant would be to submit a formal application for the project. Once the City has deemed the application complete, environmental review pursuant to the California Environmental Quality Act (CEQA) would be conducted, followed by formal review by the Architectural Review Board, Planning Commission and the City Council if necessary.

Project Setting

The 2.62-acre site is developed with an existing church, play area for children, a parking lot and a vegetable garden. The site slopes gently to the southeast and is slightly raised above Via Real. There is a drainage channel on the western side of the site which conveys stormwater from the property to the north to a culvert that goes under Via Real and U.S. Highway 101 and ultimately to the salt marsh. The on-site vegetation includes: non-native grasses and a non-native hedge along the eastern property boundary, four mature non-native trees and a coast live oak tree.

The project site is located within Community Design Subarea 3: the Santa Monica, Canalino and El Carro Neighborhoods. The surrounding uses include single family residences and farmland to the north, Via Real and U. S. Highway 101 to the south, apartments to the east, and to the west is the 43-unit Casas de las Flores affordable apartments which has just begun construction.

Several road access and utility easements traverse the property including three that encumber 30-foot strips along the east and west property lines and a 10-foot strip along the northwest rear property boundary.

Previous Concept Review

This is the second concept review from the applicant's team which attempts to respond to comments made at the first review that occurred on July 8th of last year. Minutes from that meeting are provided in Attachment C.

Comments made at the first meeting generally supported the concept of hotel use on the property, but the proposed size and bulk of the structures, lack of landscaping, potential traffic impacts and insufficient parking concerns were voiced by many of the reviewers.

IV. ENVIRONMENTAL

The conceptual review application is not subject to review under the California Environmental Quality Act (CEQA). Review of the project's potential environmental effects would occur with a formal project application submittal.

V. ANALYSIS

Title 14 Zoning

Hotels are a permitted use in the Commercial Planned Development (CPD) District pursuant to Chapter 14.20 of the City's Zoning Code which requires a Development Plan in addition to a Coastal Development Permit. A comparison of the proposed hotel project with existing hotels/motels in Carpinteria is included as Attachment D. The following table shows basic zoning standards required in this zone and how the conceptual hotels plan does or does not meet these standards.

Development Standards:

Zone Code	Required/Allowed	Proposed	Meets Standard?
Front Building Setback	No structure shall be located less than thirty-five (35) feet from the centerline of any street or five (5) feet from the property line, whichever is greater.	70 feet from the centerline of Via Real and 40 feet from the front property line	Yes
Side and Rear Building Setback	Side and rear setbacks shall not be required except that no structure shall be located less than ten (10) feet of any boundary line of a parcel zoned for residential use; however, when the structure exceeds twenty (20) feet in height, it shall be located not less than twenty (20) feet from residentially zoned property lines.	North: 54 feet from the rear property line; East: 55 feet six inches from the side property line zoned for residential use (Trieste Lane)	Yes
Masonry Wall	Where a commercial use abuts property in any residential zone, a masonry wall six (6) feet in height shall be erected and maintained between such uses and the residential zone.	A six-foot high masonry wall is shown adjacent to side and rear property lines.	Yes
Building Height	No building or structure shall exceed a height of thirty (30) feet.	30 feet	Yes
Parking	One space per guest room (140) and one space per employee (17): 157 total spaces required	157 spaces	Yes
Landscape	Not less than twenty (20) percent of the net area shall be landscaped, where feasible; in no case shall less than ten (10) percent of the net area be landscaped.	31% (excluding the landscaping provided on the buildings' terraces)	Yes
Off-street loading facilities	The Planning Commission determines the number of loading spaces which are to be not less than 10 x 30 feet.	Two loading spaces (one for each hotel)	Likely

General Plan/Coastal Land Use Plan

The General/Coastal Plan designation for the parcel is General Commercial (GC), which is characterized by a mixture of retail, wholesale, service and office uses, usually located along major transportation corridors. This category includes a variety of commercial intensities. It is recognized that there is demand for hotel rooms in Carpinteria, especially in the mid-price range room rate.

The application indicates that the 60-room hotel would be a Fairfield Inn and Suites by Marriot and the 80-room hotel would be a Hampton Inn by Hilton (Attachment B), although there is no guarantee that these would be the hotel brands ultimately developed onsite.

The following is a partial list of key policies contained in the City's General Plan/Coastal Plan that pertain to the conceptual proposal. A comprehensive list and full analysis of the applicable policies would occur with the review of a formal application for development.

Hotel Use of the Commercial Property

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

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.*

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

Hotels are a permitted use in the CPD Zone District; the policies cited above support the development of additional visitor-serving development. This location, zoned for commercial uses, situated between two sizeable apartment developments and a short distance from two motels, appears to be compatible with the neighborhood setting.

As acknowledged at the first review, hotel use of the property could work, although the number of rooms proposed and corresponding scale of the structures would need to be taken into consideration given the adjacent single family neighborhood to the north. Staff notes that the residence located directly north of the project site is also owned by the Church of the Nazarene. The Planning Commission and City Council should consider whether this is the right location for hotels, given the type, style and amenities proposed.

The policies below further address the proposal's compatibility within the neighborhood setting.

Size, Bulk and Scale

Land Use Element 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.*

Community Design Element 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.*

Community Design Element 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).*

Community Design Element Objective CDS3-3: *Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.*

CDS3-Implementation Policy 45: *Commercial buildings located adjacent to residential parcels should be designed with the same scale of the residential buildings. This does not mean that they should look like residential buildings, but that the height and the increments of the building masses should be in scale with the residential buildings*

While the structures are proposed to be a maximum of 30 feet in height, only portions of the buildings are a full three stories. Large landscaped terraces on the second and third floors help to break up the building mass and provide additional setbacks from the adjacent residential properties.

The two-story apartment buildings to the east are approximately 26 feet in height while the Casas de las Flores Apartments will range from approximately 26 to 28 feet in height, roughly the same scale with the proposed hotel structures. Staff notes that the finished floor elevations of the adjacent Casas de las Flores buildings will be approximately a foot above the existing grade to keep the residences out of the 100-year flood level. It is assumed that the floor level of the hotels would need to be likewise raised.

Architectural Design

Community Design Element 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 building materials, details and colors have yet to be fully explored however the proposed architectural design can best be described as modern (contemporary cubistic). The unique crescent shape of the structures is in part a response to maximizing views from the hotel rooms to the ocean and foothills. The building forms also provide additional separation from the adjacent residential properties as they curve in towards the center of the property. The flat rooflines are necessary to keep the three-story structures at, or below the 30-foot maximum building height.

Streetscape Design

Community Design Element 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.*

As with the Casas de las Flores Apartments, the Via Real frontage will benefit from the increased landscaping areas in and around the stormwater management basin.

Parking

Policy C-3I: *Provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation*

This revised proposal provides the required number of parking spaces by placing 124 of the required 157 parking spaces in a shared subterranean garage. Each hotel would be provided its own loading space.

Transportation and Circulation

Circulation Element Objective C-3: *Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community.*

Policy LU-3h: *Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation.*

Policy C-3h: *Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.*

Circulation Element Objective C-9: *Promote the use of public transit systems that provide mobility to all city residents, and reduce automobile congestion within the capabilities of the community.*

Policy C-9n: *Require new development plans to include significant attention to alternative modes of transportation.*

Project traffic would be expected to impact the Santa Monica/Via Real intersection. A Traffic, Circulation and Parking Study will be submitted with the formal application addressing the operational impacts to local roadways and intersections. Should significant traffic impacts to the Santa Monica/Via Real intersection be identified in the review process, improvements to the intersection may be required in order to make a finding of consistency with the policies above.

The Traffic, Circulation and Parking Study will also address the number of parking spaces provided onsite and adequacy of the proposed loading spaces. The applicants have indicated that the project would include van service for the hotels, providing transportation to downtown Carpinteria and the Amtrak platform supporting the "Car Free Carpinteria" campaign.

Storm Water Management

OSC-10-Implementation Policy 54: *The City shall adopt and implement a Storm Water Management Plan (SWMP) to minimize the water quality impacts of runoff from development in the City. The City's SWMP shall satisfy the requirements established by EPA's Final Phase II National Pollutant Discharge Elimination System (NPDES) regulations, which will be implemented by the Phase II general permit administered by the Central Coast Regional Water Quality Control Board.*

S-4-Implementation Policy 15: *Development applications submitted to the city shall include information adequate to determine compliance with applicable flood and stormwater management programs, policies and regulations.*

The proposal must meet all standards in the City's Storm Water Management Plan. In addition to peak flow volume reductions, storm water quality requirements must be achieved. As currently shown on the proposed plans, a number of stormwater quality Best Management Practices (BMPs) would be used including the use of detention basins, permeable paving, bioswales and catch basin filter inserts to effectively retain and filter storm water before it leaves the site. These aspects of the project would be reviewed by Public Works staff to ensure consistency with the Storm Water Management Plan.

Impacts to Adjacent Agricultural Operations

Policy LU-3n: *Setbacks shall be created between agricultural and urban uses. The responsibility of providing the buffer shall rest with the property intensifying its use. The buffer shall be adequate to prevent impacts to adjacent agricultural production. Such impacts include increased limitations on the use of chemicals and fertilizers and increased conflicts between the urban use and the adjacent agricultural operation.*

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

A portion of the northern and northwest property boundary is shared with a parcel located within the County of Santa Barbara that is zoned for agriculture and is currently in open field agricultural production. While setbacks between agricultural and urban uses are required, specific distances are not called out. The adjacent Casas de las Flores Apartments provide an 80-foot setback from the closest apartment to the agricultural parcel.

Setbacks for non-residential uses are typically less given that there are no long term residents who could be disturbed by daily agricultural operations. The conceptual site plan for the hotel project shows a 40-foot setback from the property line to the 60-room hotel and a 50-foot setback from the property line to the 80-room hotel. This issue would be further evaluated in the environmental review phase to determine an appropriate buffer.

Noise

N-3-Implementation Policy 1: *The City will use the land use/noise compatibility matrix shown on Figure N-3 to determine the appropriateness of land uses relative to roadway noise.*

N-3-Implementation Policy 2: *An acoustical study showing the ability to meet state noise insulation standards will be required for any development proposed in an area where noise exceeds the "normally acceptable" level shown on Figure N-3.*

The project site is located within an area shown to have the highest existing and future noise contours in the City (65 - 70 dBA) due to its location adjacent to U. S. Highway 101. An on-site acoustic study prepared for the adjacent Casas de las Flores Apartments measured noise levels at the proposed apartments to be 69.4 dB at ground level and 67.8 dB at the second floor level. Future noise levels (20 years out) were estimated to increase 2 dB over existing.

As with the Casas de las Flores Apartments, use of additional construction methods such as sealing the exposed façades, heavier construction materials and forced air ventilation should reduce traffic noise to acceptable levels without the need for a soundwall adjacent to the highway.

Utilities

The conceptual plans were presented to the Inter-Departmental Agency Group (IDAG) for preliminary comments. The Carpinteria Sanitary District indicates that as the site does not have an adequate sewer line fronting the property, an Engineering Study will need to be prepared to evaluate options for connection to the District's wastewater collection system. All costs and expenses associated with the planning, design, permitting and construction of the sewer facilities will be the sole responsibility of the developer.

The Carpinteria Valley Water District indicates that the existing 30-foot wide easement that parallels the east parcel line is for an existing six-inch water main and will need to be free and clear of structures, trees or any facilities that would limit the District's access to the easement. As such, the conceptual plans show moveable pots planted with small evergreen trees along this parcel boundary.

Development Impact Fees

A series of ordinances and resolutions adopted by the City Council require the payment of various development impact fees. If the project were approved as submitted, it would be subject to the fees as shown in the following table. **The amounts shown are estimates only. The actual amounts will be calculated in accordance with the fee resolutions in effect when the fees are paid.** The Fees are updated annually in July.

Estimated Development Impact Fees 140-room Hotel project

Fee Type	Fee Per Room Unless noted otherwise	Total Fee
Streets and Thoroughfares	\$264.44	\$37,022.00
Highway Interchanges & Bridges	\$5,981.88*	\$837,463.00
Traffic Control Facilities	\$423.95	\$59,353.00
General Facilities & Equipment	\$71.27	\$9,978.00
Storm Drainage Facilities	\$11,432.69 / acre	\$29,954.00
Parkland Acquisition Fees	\$206.87	\$28,962.00
TOTAL		\$1,002,732.00

* Per Resolution 5483 the Highway Interchanges and Bridges fee has been discounted by 50% for commercial, industrial and resort/hotel uses until April 30, 2015.

VI. SUMMARY OF ISSUES

In providing conceptual guidance to the applicant, the following list of topics should frame the discussion:

- Developing two hotels on the project site;
- Type of hotels and location appropriateness;
- Building height, size, bulk and scale;
- Articulation of the buildings' façades; and
- Relationship of the development to the adjacent residential and agricultural uses.

VII. ATTACHMENTS

Attachment A	Reduced Plan Sheet Set
Attachment B	Applicant's Request for Conceptual Review
Attachment C	Minutes of the 7/8/13 Concept Review
Attachment D	Hotel/Motel Comparison Table

SHEET INDEX

SHEET	DRAWING TITLE
01	PROJECT DATA, VICINITY MAP AND SITE PLAN
02	SITE INFORMATION: AERIAL MAP AND SITE PHOTOS
03	PROJECT SITE SURVEY
04	PROPOSED CONCEPTUAL LANDSCAPE PLAN
05	PROPOSED CONCEPTUAL LEVEL 01 PLAN
06	PROPOSED CONCEPTUAL BASEMENT LEVEL PLAN
07	PROPOSED CONCEPTUAL LEVEL 02 PLAN
08	PROPOSED CONCEPTUAL LEVEL 03 PLAN
09	PROPOSED CONCEPTUAL ELEVATION (HOTEL 1)
10	PROPOSED CONCEPTUAL ELEVATION (HOTEL 2)
11	PROPOSED CONCEPTUAL SITE SECTION
12	AERIAL VIEW PERSPECTIVE
13	CENTRAL PLAZA VIEW
14	POOL VIEW
15	MAIN ENTRANCE VIEW

PROJECT PROGRAM

PROPOSED USE:	2 HOTELS (HOTEL IS A PERMITTED USE WITH A DEVELOPMENT PERMIT APPROVAL)
GUESTROOMS:	140 GUEST ROOMS TOTAL (HOTEL 1 = 80 ROOMS, HOTEL 2 = 60 ROOMS)
PARKING REQUIRED:	156 SPACES (140 FOR GUESTROOMS + 16 EMPLOYEE)
PARKING PROVIDED:	157 STANDARD SPACES (INCLUDES 8 ACCESSIBLE) 124 IN BASEMENT + 33 ON GRADE LEVEL 2 LOADING AREAS PROVIDED AT GRADE LEVEL
NUMBER OF STORIES:	TOTAL 3 (3RD FLOOR IS PARTIAL WITH TERRACES)
BUILDING HEIGHT:	30 FEET MAXIMUM



VICINITY MAP

PROJECT DATA

PROJECT ADDRESS: 4110 VIA REAL, CARPINTERIA, CA 93013
 ASSESSOR PARCEL NUMBER: 004-017-022
 GROSS PARCEL AREA: ± 114,127 SQ. FT. (2.82 ACRES)
 LEGAL DESCRIPTION: PARCEL C OF PARCEL MAP NO. 25114 IN THE CITY OF CARPINTERIA, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA, AS SHOWN ON MAP FILED IN BOOK 39, PAGES 15 THROUGH 16 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

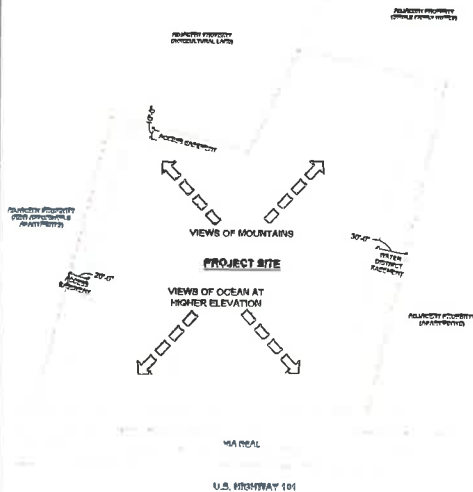
GENERAL PLAN LAND USE: GENERAL COMMERCIAL (GC)
 ZONING: COMMERCIAL PLANNED DEVELOPMENT DISTRICT/ RESIDENTIAL OVERLAY (CPO/R)

BUILDING HEIGHT: 30 FEET MAXIMUM

SITE COVERAGE:		
BUILDING FOOTPRINT	34,750 SQ. FT.	(30.50 %)
AREA PAVED (INCLUDES PARKING, WALKWAYS)	44,405 SQ. FT.	(39.00 %)
LANDSCAPE *	34,972 SQ. FT.	(30.50 %)
TOTAL:	114,127 SQ. FT.	(100 %)

* LANDSCAPE PROVIDED ON TERRACES ON BUILDING IS NOT COUNTED WHICH ACCOUNTS TO APPROXIMATELY 12,200 SQ. FT. (AN ADDITION OF 10.5 %)

BUILDING AREA:		
HOTEL 1 (MARRIOTT)	80 ROOMS	(37,300 SQ. FT.)
HOTEL 2 (HILTON)	80 ROOMS	(50,250 SQ. FT.)
TOTAL:	160 ROOMS	(87,550 SQ. FT.)
COMMON BASEMENT:	± 47,500 SQ. FT.	



EASEMENTS



SITE PLAN (PROPOSED)



SCALE: 1" = 30'-0"



ARCHITECT:
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Email: info@nKLOSURES.com

RAM HOTELS

P.O. BOX 52098
AMARILLO, TX 79159

VIA REAL HOTELS

4110 VIA REAL, CARPINTERIA



RECEIVED

MAR 12 2014

PROJECT INFORMATION

COMMUNITY DEVELOPMENT
DEPARTMENT

01



EXISTING STREET FRONT- VIEW FROM VIA REAL



EXISTING SITE- VIEW LOOKING SOUTH



EXISTING SITE- VIEW LOOKING NORTH



AERIAL MAP- SITE SURROUNDING



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VIA REAL HOTELS

4110 VIA REAL, CARPINTERIA



SCALE: 1" = 20'-0"

PROPOSED CONCEPTUAL-
LANDSCAPE PLAN

04



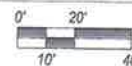
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VIA REAL HOTELS

4110 VIA REAL, CARPINTERIA



SCALE: 1" = 20'-0"

**PROPOSED CONCEPTUAL
LEVEL 01 PLAN**

05



90

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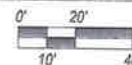
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VIA REAL HOTELS

4110 VIA REAL, CARPINTERIA



SCALE: 1" = 20'-0"

PROPOSED CONCEPTUAL
LEVEL 02 PLAN

07




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VIA REAL HOTELS
 4110 VIA REAL, CARRINTERIA



 SCALE: 1" = 20'-0"

PROPOSED CONCEPTUAL
LEVEL 03 PLAN



ELEVATION- FROM POOL



ELEVATION- FROM DRIVEWAY



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VIA REAL HOTELS

4110 VIA REAL, CARPINTERIA
MARCH 05, 2014



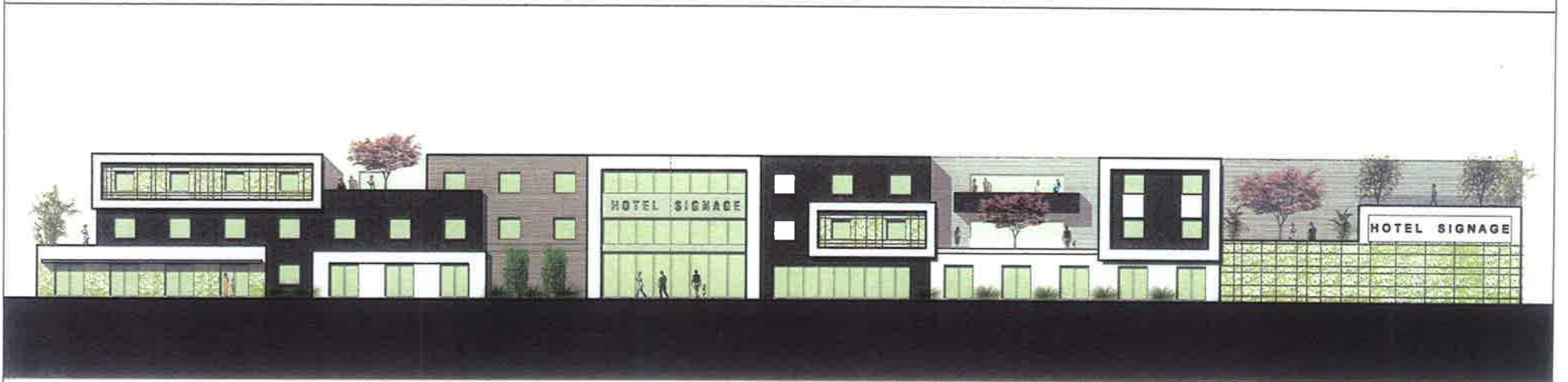
SCALE 1" = 20'-0"

PROPOSED CONCEPTUAL
ELEVATION (HOTEL 1)

09



ELEVATION- FROM DRIVEWAY



ELEVATION- FROM POOL



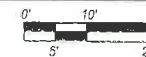
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RAM HOTELS

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VIA REAL HOTELS

4110 VIA REAL, CARPINTERIA
MARCH 05, 2014



SCALE: 1" = 20'-0"

PROPOSED CONCEPTUAL
ELEVATION (HOTEL 2)

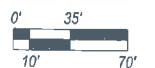
10



SITE SECTION



SITE SURROUNDING



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VIA REAL HOTELS
 4110 VIA REAL, CARPINTERIA



**PROPOSED CONCEPTUAL
 SITE SECTION**



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RAM HOTELS

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VIA REAL HOTELS

4110 VIA REAL,
CARPINTERIA, CALIFORNIA

AERIAL VIEW PERSPECTIVE



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RAM HOTELS

P.O. BOX 52098,
AMARILLO, TX 79159

VIA REAL HOTELS

4110 VIA REAL,
CARPINTERIA, CALIFORNIA

CENTRAL PLAZA VIEW



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VIA REAL HOTELS

4110 VIA REAL,
CARPINTERIA, CALIFORNIA

POOL VIEW



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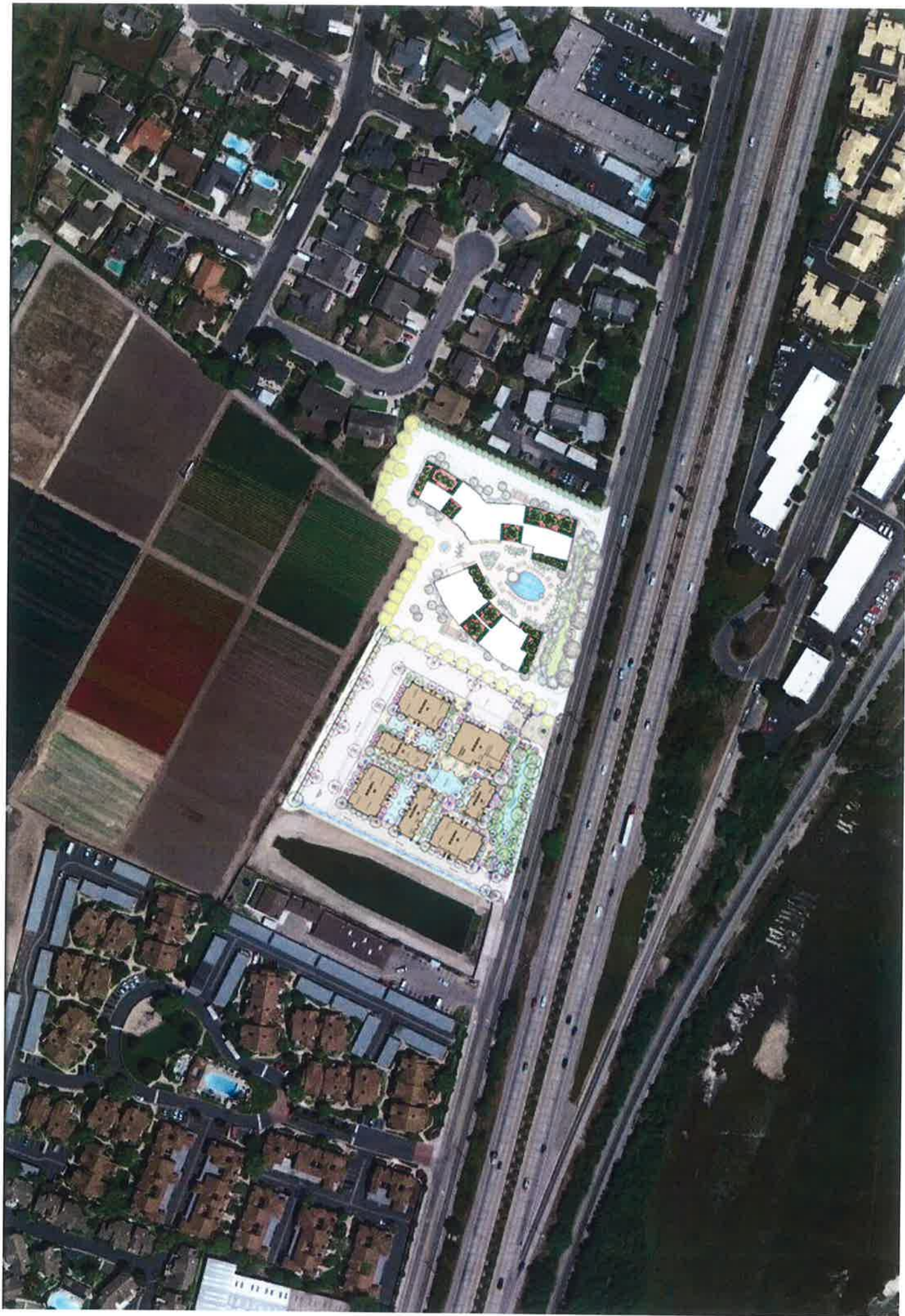
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VIA REAL HOTELS

4110 VIA REAL,
CARPINTERIA, CALIFORNIA

MAIN ENTRANCE VIEW



Attachment B



March 12, 2014

Ms. Jackie Campbell
Community Development Director
City of Carpinteria
5775 Carpinteria Avenue,
Carpinteria, CA 93013

Subject: Conceptual Review for 2 New Hotels at 4110 Via Real (Via Real Hotels)

Dear Ms. Campbell,

On behalf of the Patel family, nKLOSURES, Inc. is pleased to submit this application requesting a joint Planning Commission/ Design Review Board and the City Council conceptual review for two new hotels located at 4110 Via Real. The development includes two upscale hotels; a 60 room hotel by Marriott and an 80 room hotel by Hilton with sophisticated modern amenities designed for both business and vacation.

The following is a brief description of the existing conditions and proposed project. We look forward to receiving feedback from staff, the Design Review Board, the Planning Commission as well as the City Council on the proposed design prior to moving forward with the Development Plan and Parcel Map.

1. Existing Conditions

The project site is located at 4110 Via Real in City of Carpinteria. The Subject Property consists of a single lot consisting of approximately 114,127 square feet (2.62 acres), having a frontage of approximately 350 feet along Via Real. The Subject Property is legally described as Parcel C of Parcel Map no. 25114 in the City of Carpinteria, County of Santa Barbara, State of California, as shown on map filed in Book 39, Pages 15 through 16 of parcel maps, in the office of the County Recorder of Said County. The General Plan Land Use designation for the Subject Property is General Commercial and the Zoning designation is CPD/R (Commercial Planned Development with Residential Overlay).

The site slopes gently to the southeast and is slightly raised above Via Real. There is a drainage channel on the western side of the site which conveys stormwater from the property to the north to a culvert that goes under Via Real and ultimately U.S. Highway 101. The site is developed with a one story church, a play area for children, a parking lot and a vegetable garden. The on-site vegetation includes: non-native grasses and a non-native hedge along the eastern property boundary, four mature non-native trees and a coast live oak tree.

The surrounding uses include single family residences and farmland to the north, Via Real and U.S. Highway 101 to the south, apartments to the east, and an existing Carpinteria camper park to the west that has been approved for development of the 43-unit Casas de las Flores affordable apartment project.



Several road access and utility easements traverse the property including two that encumber 30-foot strips along the east and west property lines and a 10-foot strip along the northwest rear property boundary.

2. Proposed Project

The proposed project includes the development of two upscale hotels on the site; a 60 room Fairfield Inn and Suites by Marriott and an 80 room Hampton Inn by Hilton. Each hotel will feature sophisticated and modern amenities that include a grand lobby, business center, breakfast area, meeting rooms, a state of the art fitness center, viewing terraces offering views of the foothills and ocean, and a common resort style pool designed for business travelers as well as tourist and vacationers. Carpinteria does not currently have any upscale flag hotels and are losing potential customers and the associated tax revenue to neighboring cities like Santa Barbara and Goleta. The applicant is seeking to capture these business travelers and vacationers that are loyal to specific hotel flags while also providing luxurious modern accommodations to members of the local community for any local events, family reunions and graduation. In addition, the proposed project will provide enhanced safety and walkability by developing an underused and vacant lot to improve overall attractiveness of the area. The proposed project will also help in improving the economic vitality of the area by creating more jobs and attracting more businesses and also boosting tourism for the City of Carpinteria.

The shape of the two hotel buildings on the site are oriented mainly in a north-south direction and curved inwards to capture the panoramic views of the ocean and the foothills. The curvature of the building form also helps in providing more separation from buildings on neighboring properties. Both structures have a maximum height of thirty feet and are designed with the same scale of the surrounding buildings on neighboring properties and are compatible with the scale of the adjacent and nearby properties. It should be noted that although the two buildings are three stories in height, the third story only covers partial footprint providing additional open space in the form of terraces along the massing of the building creating staggered heights. These terraces being accessible to the hotel guests provide views into and out of the site and also provide additional setback from the neighboring buildings.

A resort style outdoor pool is provided between the two buildings and is an ideal location as the building form acts as a visual and sound barrier for neighboring buildings. In addition, six foot high masonry wall will be constructed along the western, northern and southern property lines.

3. Access, Traffic and Circulation

Access to the site is provided off Via Real at the eastern and western end of the site. The driveway forms a loop around the property and takes advantage of an existing 20 foot access easement along western property boundary benefitting a property to the north as well as a 30 foot easement along the eastern property boundary for the Water District. There is also a 10 foot access easement that extends along a portion of the northern property boundary.

The project provides 157 parking spaces for the 140 rooms. Majority of the parking will be provided in an underground basement which will be common to both hotels. Some parking spaces are provided at grade level integrated with the landscape. **The proposed parking meets the City's Zoning Ordinance requirement of one space per room and one space for employee.** The total number of employees for both hotels will be approximately 16-17. Associated Transportation Engineers (ATE) had prepared a parking demand analysis that found that the parking demand for a hotel is lower than the City's requirements. ATE has prepared a traffic study (dated July 10, 2013) for the previously submitted Concept design (dated June 11, 2013) and includes traffic counts at nearby intersections and assesses the potential for the project to result in any traffic impacts. The impact analysis found that the Hotel project will generate a project specific impact at the U.S 101 Northbound Ramps- Santa Monica Road/ Via Real intersection during the A.M. peak hour period; and contribute to cumulative impacts at the intersection during the A.M. and P.M. peak hour periods. The study also recommends that the westbound approach be restriped to include 1 left-turn lane and 1 thru + right-turn lane. The existing lane geometry provides 1 left-turn lane and 1 right-turn lane. These mitigation measures would improve operations to LOS C under Existing + Project and Cumulative+ Project conditions, which meet the City's LOS C standard.

The proposed basement takes advantage of the topography of the site. Based on discussions with City Engineers, the Base Flood Plain Elevation (BFE) is assumed to be 13.04' (NAVD88) and should be noted that with formal Development Plan application submittal, a Flood Elevation Determination Letter prepared by Santa Barbara County Flood Control will be required. The building floor levels are located above the base flood plain elevation and the basement floor level will be located approximately 5-6 feet below the BFE. The building will be constructed in accordance with the local agencies floodplain ordinance.

It should be noted that the project will include a van service for the hotel guests. The purpose of the service is to provide transportation between Amtrak station and downtown Carpinteria. This type of service will enable and encourage hotel guests to move around Carpinteria without a vehicle.

4. Landscaping

A preliminary conceptual landscape plan is provided to show the design intent of the landscape design for the planting at the Subject Property. The building mass is broken to create staggered heights and landscaped terraces are integrated into the design to soften the mass while creating open spaces with green roof.

Swimming Pool Area:

A common resort style outdoor pool is provided between the two buildings as part of the hotel amenities. Paving around the pool will be permeable pavers to help with the storm water management. Raised planters within the paved area around the pool will have internal drains which will divert the water to the detention basin at the front of the property. The Palm trees will be all drought tolerant, desert-type palms such as Triangle Palm and Rhapis Palms. The shrubs will all be drought tolerant and flowering drought tolerant plants such as Aeonium, Echeveria, and Salvia species.

Perimeter Tree Planting:

The trees at the north property line will be broad-leaved evergreen, drought tolerant species such as *Tristania conferta* or *Cinnamom camphora*. At the east property line, which fall within the Water Department easement, lightweight plant pots will be planted with small, broad-leaved evergreen trees such as *Pittosporum Silver Sheen*. These will be movable in case of a need to do so for any maintenance from the Water Department. Based on preliminary discussions with Water District staff, this will be an acceptable approach to provide perimeter landscape without any conflicts with the easement.

Planting around the hotel buildings:

All trees, shrubs and ground covers in these areas will be either native plants or well-adapted non-natives, which will be consistent with the drought tolerant theme. Shade trees will be used to help cool the building, shrubs and ground covers will cover the soil and keep it cool and the grounds beautiful.

Water detention basin and surrounding:

All trees will be either deciduous or evergreen and will provide soil-retaining properties; all shrubs, ground covers and grasses will be drought tolerant as well as being able to withstand occasional flooding within the basin itself.

5. Storm Water Management

The proposed project will comply with the standards set out in the City of Carpinteria Storm Water Management Plan to minimize the water quality impacts of runoff from the development. The proposed project implements numerous Best Management Practices (BMPs) such as detention basins, permeable pavers, tree box filters, vegetated roofs, and green parking design to effectively retain and filter storm water before it leaves the site. The proposed project also provides a substantial vegetated detention basin along Via Real to effectively meet the City's Storm Water Management requirements while providing enhanced landscaping along Via Real streetscape.

6. Agricultural Setback

General Plan Policy LU-3n calls for buffers between urban uses and agricultural uses in order to minimize land use conflicts and prevent impacts to existing agricultural operations. Traditionally, the largest buffers are required between residential and agricultural uses due to the potential conflicts arising from dust generation, noise, and possible pesticide use associated with the agricultural uses.

Setbacks for non-residential uses are typically less given that there are no long term residents who could be disturbed by daily agricultural operations. The proposed project provides driveways, parking and landscape planting along the perimeter of the property to create a buffer between the hotel uses and the agricultural operation. A setback of over 40 foot from the property line to the 60 room hotel is provided and a setback of over 50 foot from the property line to the 80 room hotel is provided. The setbacks to the edge of the agricultural field are even greater (approximately 20 additional feet) as the property to the north includes maintenance/ operation road along the property boundary.



In addition, the project includes a 6 foot high masonry wall with landscape planting along the property boundaries to provide additional buffer. In addition, if required, the hotel will provide fixed windows for few guestrooms in close proximity to the agricultural fields to provide added protection against dust, noise and pesticide use associated with the agricultural uses.

7. Conclusion

We believe that the proposed project will help in revitalizing the area by developing an underused lot and improving the overall attractiveness and image of the area. The proposed project will also help in improving the economic vitality of the area by creating more jobs. The project's size, height and other significant features are compatible with the surrounding uses and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. The proposed project is unique and provides two upscale brand hotels which can provide needed lodging for tourists who otherwise look for lodging in Santa Barbara and Goleta. In addition, these hotels have the potential to generate significant revenues (bed tax, sales tax etc.) for the City as well as attract new visitors to the City of Carpinteria which can only benefit the local businesses.

nKLOSURES is very excited about the opportunity to work with the City staff and decision makers on this project. We look forward to receiving any suggestions and comments from the City staff, the Design Review Board, and the Planning Commission.

If you have any questions or require any additional information concerning the Conceptual Design, please feel free to contact me directly at (323) 309-7334 or email me at nikhil@nKLOSURES.com.

Sincerely,

Nikhil Kamat, AIA

Architect

nKLOSURES, Inc.

15560-C Rockfield Blvd., Suite 200

Irvine, CA 92618

www.nKLOSURES.com

Attachment C

City of Carpinteria Special Joint Meeting City Council and Planning Commission Minutes Council Chambers Monday, July 8, 2013

CALL TO ORDER

The meeting was called to order by Mayor Stein at 4:45 p.m.

ROLL CALL

Councilmember Wade Nomura, Councilmember Fred Shaw, Councilmember Al Clark, Vice Mayor Gregg Carty, and Mayor J. Bradley Stein were present. Arlene Balmadrid, Human Resource Manager, was also present.

CLOSED SESSION

Mayor Stein announced that the City Council would temporarily adjourn to a Closed Session for the purpose of the following items:

- a. Public Employee Performance Evaluation – Government Code Section 54957

Title: City Manager Dave Durflinger

PUBLIC COMMENT ON CLOSED SESSION MATTERS: NONE

TEMPORARY ADJOURNMENT TO CLOSED SESSION

The City Council recessed to Closed Session at 4:45 p.m. Closed Session was concluded at 5:20 p.m.

CALL BACK TO ORDER

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

CLOSED SESSION REPORT

Mayor Stein reported no reportable action from the Closed Session item.

ROLL CALL

Councilmembers present:

Councilmember Wade Nomura
Councilmember Fred Shaw
Councilmember Al Clark
Vice Mayor Gregg Carty
Mayor J. Bradley Stein

Planning Commissioners Present:

Commissioner Jane Benefield
Commissioner Glenn La Fevers
Vice Chair John Callender

Commissioners David Allen and John Moyer were absent.

Staff members present:

Dave Durflinger, City Manager
Fidela Garcia, City Clerk
John Thornberry, Administrative Services Director
Steve Goggia, Senior Planner
Jackie Campbell, Community Development Director

PLEDGE OF ALLEGIANCE

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

INTRODUCTIONS, PROCLAMATIONS, PRESENTATIONS

1. Lt. Kelley Moore, Sheriff's Office, to introduce his replacement Lt. Brad McVay.

Mayor Stein thanked Lt. Moore for his service to the City of Carpinteria. Lt. Moore thanked the City Council and City staff for the opportunity of working with them the past several years. He stated that he would now be heading Criminal Investigations at the South County Bureau, and he introduced Lt. Brad McVay who would be taking over his duties.

Lt. McVay stated that he was excited and looking forward to serving the City of Carpinteria.

2. Recognition and presentation to John Thornberry, Administrative Services Director and Terry Krieg, CPA for their achievement and recognition by the Government Finance Officers Association for Excellence in Financial Reporting.

Mayor Stein acknowledged Administrative Service Director John Thornberry and CPA Terry Krieg on their achieving the Government Finance Officers Association for Excellence in Financial Reporting 15 years in a row. He presented the Excellence in Financial Reporting award to Mr. Thornberry and Mr. Krieg. Mr. Krieg thanked the City Council and acknowledged City staff for their efforts.

PUBLIC COMMENT - None

The City Council/Planning Commission will meet for the following purpose:

3. Conceptual Review of a Request to Demolish the Existing Church of the Nazarene Located at 4110 Via Real and Construct Two Three-Story Hotels: a 0-Room Hotel and an 80-Room Hotel on the 2.62-Acre Parcel.

Recommendation: Receive public input and provide conceptual review and comments on the subject proposal.

Steve Goggia, Senior Planner, presented the staff report and PowerPoint presentation.

Detty Peikert from Peikert RRM Design group, architect for the project, introduced Mina Patel and her family, the owners of the project. He also introduced Lisa Ploughman, Planning Manager, and Craig Stewart from Penfield & Smith.

Mina Patel spoke regarding the construction of a business-class hotel in Carpinteria and the revenue potential.

Mr. Peikert continued the presentation of the project site and surroundings, site plan, parking, and existing easements. He addressed staff comments regarding size, bulk and scale; transportation/circulation; stormwater management; and agricultural setback. He spoke regarding the potential benefits for construction of the Patel Business Hotel.

Steve Bunting stated that he was a neighbor with an easement over the property of the proposed project. He expressed concern with the lack of parking for the project, parking impacts on Via Real, flood zone, and flooding issues.

Art Willner, President of Villas of Carpinteria Homeowners Association, expressed concern with traffic impacts, increased traffic on Via Real, and "motel row." He noted that the site already has two hotels and police activity. He stated that four hotels appeared to be excessive.

Michael Mann expressed concerns with the project. He stated that the current hotels were under capacity and people would rather stay in Santa Barbara. He noted that the site currently housed a community garden. He expressed concern that business people would not want to take the train and shuttle to get to other side of City.

Ruth Bardini, representing her landlord, stated that her rental property is adjacent to the proposed project. She expressed concern with the close proximity of the project that would block the view from her house to the gardens, flower fields, and mountains.

Commissioner Benefield stated that it was her job to care about land use, compatibility, attractiveness, building height, size, and community worthiness of the project. She expressed concern that the proposed hotel was too bulky, unattractive, and lacked character. She stated that she could envision a combination of a three-story and a two-story hotel with the lower elevation near the existing neighbors. She also stated that as a Planning Commissioner she wanted to see something that would be compatible with the community and she did not believe this project fit those criteria. She expressed concern with the need for modification for this new development. She noted that the applicant was requesting compact and reduced parking, and she stated that she would support one or the other but not both. She suggested that the applicant consider using the Best Western property as an example. She expressed concern with the plan to pump in air for the clientele and with freeway noise. She also expressed concern with the request for reduced landscaping and stated that she would not support reduced landscaping.

Commissioner La Fevers stated that he believed the project was inappropriate land use for this location. He expressed concern with the concept of two separate hotels on one parcel and suggested one larger hotel with business amenities. He stated that he was not opposed categorically to a three-story hotel; however, he was concerned with the look and feel, overall mass and scale, how it blends, landscaping, and working with all constraints. He also stated that a three-story hotel concept could be a potential for this site, but not in the proposed configuration. He spoke regarding the adjacent agricultural use and appropriate buffers and stated that he believed these concerns could be addressed. He also spoke regarding the type of hotel and price point and stated that he wanted assurance that a business class hotel would remain and not decline to something else. He asked the applicant to bring back additional studies and significant supporting information to address the request for parking modification. He stated that he wanted assurance there will be adequate parking for hotel use, enhanced landscaping, and site amenities. He also stated that he believed issues with stormwater management could be resolved. He expressed an interest in further discussion of minimum flood plain height and impacts to adjacent parcels, and maintenance of current easements.

Vice Chair Callender expressed concern with traffic impacts with this project. He stated that it was important to not only consider traffic impacts, but to foresee the project's impacts into the future. He noted that three significant projects have been approved that are in some state of development, and he expressed concern with traffic impacts from these projects and the proposed project as described. He expressed an interest in receiving data from traffic studies and what could be done to address parking impacts. He stated that he was supportive of a project idea such as this in that part of the City

and that he could be convinced that a more upscale business oriented development would be a benefit to that area. He suggested that the applicant find ways to improve traffic circulation at the intersections of Santa Monica and Via Real, Santa Ynez and Via Real, and Cravens and Via Real.

Vice Mayor Carty thanked the Planning Commission for expressing their concerns and stated that he agreed with nearly everything they said. He commented that Carpinteria was the last great beach town on the south coast and his goal was to preserve this designation. He expressed concern with the size, bulk, and scale of the proposed project and he stated that he did not agree that this project was comparable to other hotels in the City. He stated that in his opinion the Motel 6 on Via Real was a mistake because it is out of scale and too bulky. He also stated that the Best Western Plus had relief to it, the multi-stories worked at that location, and it is a nice hotel with nice landscaping. He indicated that the easements did not appear to be problematic; however, he expressed concern that the water company will not allow anything on their easements.

Councilmember Shaw stated that the City has a need for an upscale, business-oriented hotel and he believed the proposed site would be a good location. He expressed concern with the proposed size and the fact that there are two hotels in close proximity to the proposed site. He indicated that he agreed with Commissioner Benefield that the applicant consider modeling the project after the Best Western. He stated that he would prefer a smaller hotel with staggered heights and more landscaping along Via Real. He expressed concern with traffic and suggested that the applicant address impacts to the Santa Monica interchange. He also suggested that the applicant explore whether a scaled down hotel would be economically viable.

Councilmember Clark thanked the applicant, Planning Commissioners, and staff for their comments. He addressed traffic concerns and the General Plan objectives and policies and stated that the project appeared to be too big for this location. He also stated that he did not know how to mitigate traffic issues at Via Real without making it larger. He expressed concern with cumulative traffic impacts and that the project does not have the small town feel for the City, especially in terms of landscaping. He stated that he wanted to see one two-story hotel.

Councilmember Nomura commended the applicant for coming forward for conceptual review. He asked for additional detail regarding sidewalks, plans for the current bus stop, easement mitigation, flood control easement, business center, and parking modification. He addressed the agricultural setback and stated that he was not certain whether it was completely mitigated with air conditioning or the creation of buffer area and landscaping. He stated that he did not believe 10 feet of landscaping on the Via Real side would be sufficient. He also stated that traffic impacts would not only affect this specific site, but would also affect the intersection of Santa Monica and Santa Ynez. He further stated that should the project move forward he would like to see a study

knowing that clients would be coming and going during off hours. He expressed concern that a three-story hotel would be a bit much at this location and he would prefer to see something smaller, lower, and more articulated. He indicated that he favored the Hilton and the Marriott marquees because of generosity of space and area. He spoke regarding density specific to the development and stated that in his opinion it would be better to create an upscale hotel atmosphere that would include landscaping rather than having three stories of walls and vertical trees. He suggested that the applicant include some depth and internal landscaping to create serenity.

Mayor Stein indicated that the Planning Commission and the City Council were charged with looking after Carpinteria. He stated that bed and sales tax are great; however, along with these come impacts. He also stated that he agreed the Motel 6 on Via Real was a mistake for its location and the Best Western was better situated because of its site, setbacks, and variations. He indicated that another example of what works was the Holiday Inn Express because it does not feel cramped and crowded, and it has a lower profile. He spoke in support of a two-story hotel. He expressed concern with current traffic and stated that parking would need to be sufficient for an upscale business hotel. He also stated that the City Council needed to consider the long-term impacts for Carpinteria.

Mr. Peikert thanked the City Council and Planning Commission for their feedback and concept review. He stated that he and the applicant would go back to address comments and concerns.

ADJOURNMENT

The meeting was adjourned at 7:00 p.m. by Mayor Stein.

J. Bradley Stein, Mayor

ATTEST:

Fidela Garcia, CMC, City Clerk

Attachment D

Carpinteria Hotel Comparison

NAME	NUMBER OF STORIES	NUMBER OF ROOMS	PROPERTY SIZE	DENSITY	PARKING SPACES
Motel 6 Via Real	Three	124	2.21 acres	56 rooms/acre	134 +10
Best Western	Three	152	2.13 acres	71 rooms/acre	160 +8
Holiday Inn Express	Two	108	2.98 acres	36 rooms/acre	114 +6
Motel 6 Carpinteria Ave.	Two	139	4.06 acres	34 rooms/acre	148 +9
Sandyland Reef Motel	Two	52	0.71 acre	73 rooms/acre	52 +0
Proposed Via Real Hotels	Three (partial)	140	2.62 acres	53 Rooms/acre	157 +17

Note: The Casa del Sol motel is not included in this table as the property includes a 12-unit apartment structure in addition to the 19-room motel.

**CORRESPONDENCE RECEIVED AFTER
THE DISTRIBUTION OF AGENDA AND STAFF REPORT**

April 8, 2014

APR 10 2014

City Council
Attn.: Steve Goggia
5775 Carpinteria Ave.
Carpinteria, CA 93013

We are writing in regard to the public meeting scheduled for April 16 to consider case No. 13-1665-CON. I had hoped by now, that the project manager for this new hotel would contact and engage us about our concerns for access to our garage. While that hasn't happened, we have looked over their new plan and in fairness to them; it is good to see that many of the comments from the last meeting were incorporated into the new design. It is clearly a much better fit for the property and Carpinteria.

For our family, and perhaps for the others that we share access with, the new design introduces an enlarged set of concerns. The underground garage is a great addition, however the location of the lobby and the garage entrance on the trailer park side of the lot pose a direct conflict with our driving pattern. And the easement we have takes the back 10 feet of their property, adjacent to the farm, however we also hold a 10 foot easement on the farm and it is our intent to move the existing road out of the mud next to the field onto the real easement, which is on higher ground. This will conflict with the lobby location, as we will be driving right in to the confluence of cars that always congregate at a busy hotel lobby. Had they contacted us they would have known this.

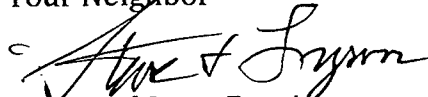
The garage entrance is also a problem, the road is narrow, about 20' on their plan with a loading area of an extra 5 feet! This means that people delivering food or catering, picking up equipment, chairs and tables, etc. (think big trucks) will be parking in my driveway. At the same time people will be coming out of the garage and circling from the lobby; and we will all be trying to turn out onto one of the busiest streets in the area. What an amazing change for my little driveway.

Honestly, I'm not sure how this can work for us. It seems doubtful that any thinking person would be willing to have others block or clog the drive to their house. Traffic on Via Real is going to be a problem for everyone, but for us, this is a game changer.

In its present form, we are opposed to this project. We hope our concerns can be dealt with, but I am not encouraged by the lack of attention or consideration by the developer. We cannot attend the meeting on April 16, but we look forward to hearing about what our friends and neighbors think about this new hotel.

Thanks for your consideration.

Your Neighbor


Steve and Lynn Bunting

April 16, 2014

City Clerk
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, Ca 93013

APR 16 2014

FIDELA GARCIA
CITY CLERK

FOR INCLUSION CASE FILE: 13-1665-CON
VIA REAL HOTELS

I regret that I cannot be with you tonight as I am in the nation's Capitol on vacation.

Regarding the hotels on Via Real and after careful review, I would like to offer the following comments, as a Planning Commission. Remember I am looking at this project from the point of view of the community....appearance, traffic, parking, landscaping and over all fit. While occupancy taxes and other community revenues are to be considered, my view is of appropriate land use, location and impacts.

Naturally the project is a vast improvement from the one first presented. I assume the applicant knew that would be the case. If some form of this hotel project is approved, it will be a beacon of sorts, highly visible and can attract or detract immensely to our city ambience.

Negative comments:

- The building I fear is still too large for this community. It is after all a transitional building from the adjacent agricultural, and heavily landscaped and set back apartments.
- The building is too high. With the probable addition of the flood plain considerations the building will exceed 30 feet.
- The building's artist rendering are busy and chaotic. So many colors, shapes, sizes, create a busy appearance. I strongly suggest that cubism is past its prime.
- I envision a more elegant, sophisticated facade. Or more compatible mission style look.
- A very careful, subtle set of colors should be considered
- Why are the tree planting along the property walls in pots and not the ground?
- Is there enough parking for non-hotel related meetings? And enough for employees?
- Access/egress will cause serious implications to the Via Real traffic.
- Only on-site loading should be permitted.
- Noise must be contained from the pool (hours, lighting, buffering) and viewing platforms for the sake of the neighbors

Positive comments:

- We need a hotel as the ones we do have fill up quickly during the year.
- Amenities are attractive
- Capturing the views is important
- A hotel use is a good use ultimately.
- Underground parking is excellent (what about the water table?)
- With the immense pressure Casa de las Flores and this development would place upon Via Real, the shuttle must be maintained and frequent. Anticipation of future transition lane(s) should be a requirement.

Thank you for considering my comments in my absence.

Sincerely,

Jane L. Benefield, Planning Commission