



City of Carpinteria

SPECIAL JOINT CITY COUNCIL / PLANNING COMMISSION / ARCHITECTURAL REVIEW BOARD AGENDA STAFF REPORT NOVEMBER 30, 2020

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

ITEM FOR COUNCIL/COMMISSION CONSIDERATION

Conceptual review of a proposed new 40-room hotel project on a 1.29 City-owned parcel located on the north side of the railroad 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).

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

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

PROJECT DESCRIPTION

This is a conceptual review of a proposal for a new 40-room hotel at 499 Linden Avenue, a reconfiguration of the City Parking Lot #3 that would extend further west onto adjacent City-owned property at 4855 Fifth Street, and construction of a new surface public parking lot on the vacant City-owned lot between the UPRR corridor and Amtrak Carpinteria Train Station to the north and The Spot restaurant and unpaved parking area to the south. The contemplated hotel would be located nearest the Linden Avenue/Fifth Street intersection; the reconfiguration of City Parking Lot #3 would fill in the undeveloped land between City Parking Lot #3 and the adjacent Carpinteria Community Garden Park. The new public parking lot would be accessed from Linden Avenue.

Surfliner Inn

The conceptualized two-story structure proposes an architectural style that references the train station that previously occupied the site prior to its demolition in 1967. This contemporary cottage-style hotel with rooftop deck would have a building footprint of 15,608 square feet, not including patios, walkways, terraces, and landscaping. The interior floor space is proposed to be 30,083 square feet in size and contain 36 guest rooms, four suites, a manager's unit, a 1,546 square foot café, two swimming pools, and a roof-top bar/lounge/event area.

The site for the hotel would be situated 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. The area designated for the hotel would encompass the easternmost 30,000 square feet, or 66 parking spaces in the lot. The maximum height of the hotel would be 36.5 feet to the top of the highest of two stair/elevator towers, with the majority of the building's height at 25 feet and 29 feet. The main entrance would be located at a porte cochère on the western side of the hotel. Vehicular access to the hotel would be through City Parking Lot #3, via Fifth Street. Required parking for the hotel is proposed to be provided through shared use of the remaining/new parking spaces in City Parking Lot #3 (described below).

The first floor of the hotel would be 15,608 square feet in size and would include a lobby, conference room, café, 19 guest rooms, administrative areas, and a manager's unit. Each guest room on the first floor and the manager's unit would have a private outdoor patio. The café is proposed to be located at the corner of Linden Avenue and Fifth Street with both indoor and outdoor terrace (patio) seating, and would be open to the public. The second floor of the conceptualized hotel would be 13,081 square feet in size and would contain 17 guest rooms and four suites. Each guest room and suite on the second floor would have a private balcony. The roof of the hotel would feature an open 6,085 square roof terrace with an outdoor rooftop bar, guest lounge, an event area, and two small swimming pools with 1,344 square feet of enclosed areas for restrooms, stairways, and elevator shafts.

The hotel is expected to require staff around the clock with 3 to 9 employees per shift, and a total of three shifts per day. The proposal 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.

City Parking Lot #3 Reconfiguration

The remaining portion of City Parking Lot #3 not occupied by the hotel would be reconfigured and contain 47 parking spaces. City Parking Lot #3 would also be extended 60 feet to the west, immediately adjacent to the Carpinteria Community

Garden, to include 14 additional parking spaces. The resultant total would be 61 public parking spaces in City Parking Lot #3. The parking lot would continue to be accessed from the existing westernmost entrance from Fifth Street.

New City Parking Lot #4

The contemplated public parking lot (City Parking Lot #4) on the south side of the Union Pacific railroad tracks would contain 83 parking spaces, with vehicular access from Linden Avenue. The proposed City Parking Lot #4, including the public restroom relocation, would be constructed by the City with funds provided by the developer of the concept 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. 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 is encumbered by a month-to-month lease for a private garden over the western 350 feet.

A copy of the proposed concept plans and renderings are provided as Attachment A. The provided concept plans include the reconfiguration of City Parking Lot #3 and the above-described layout for new City Parking Lot #4.

BACKGROUND

Purpose of Concept Review

The purpose of the conceptual review process is to allow an 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. These advisory comments shall constitute a conceptual review only. A conceptual review and recommendation are not binding upon the Architectural Review Board, Planning Commission or City Council as to any further determinations to be made with respect to the project. No action will be taken by any government body on the Project at the Conceptual Review hearing. Input received at this meeting will be considered at future Architectural Review Board, Planning Commission or City Council meetings. The City decision makers shall be wholly free to render a different determination and/or decision upon 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.

Following the Conceptual Review meeting, Staff will return to the City Council at a regular meeting and ask for direction. Should the City Council wish to proceed with the Project, then the City Council will direct Staff to negotiate a Ground Lease and Development Agreement (DA) with the Developers and brought back to the City Council for approval.

This Ground Lease and Development Agreement is the successor agreement to the Exclusive Negotiation Agreement (ENA) between the City and the Developer. The DA serves to define terms and conditions of the development transaction between the City and the Developer, including project elements, business agreement points, financial obligations for the hotel and both parking lots, project schedule and other lease terms.

Should the City enter into a DA with the Developers, the Developers will be required to pursue all required land use approvals, and environmental clearances and permits to complete and operate the Project. The City, reciprocally will be required to lease the land to the developers for the Project if the Developers obtain all required land use approvals, and environmental clearances and permits. As with any development project in the City, the Developers would submit a formal application for the project. Once the City has deemed the application complete, environmental review would be conducted pursuant to the California Environmental Quality Act (CEQA), followed by formal review by the Architectural Review Board and Planning Commission, unless appealed to the City Council.

Project Setting

The site of the conceptualized hotel is currently a public parking lot 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 UPRR corridor to the south, and the Carpinteria Community Garden Park to the west. The conceptual public City Parking Lot #4 site is currently a vacant parcel and is bound by the Union Pacific railroad tracks to the north; Linden Avenue and Tomol Interpretive Play Area to the east; The Spot restaurant and residences to the south; and a private garden on public property and City-owned vacant land 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 concept proposal 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, and Linden Field open space represent surrounding public open space amenities, that add to the variety of land uses in the area.

The conceptual hotel site 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 1989, with the zoning designation of CPD.

The conceptual City Parking Lot #3 expansion area 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 2: Downtown/Old Town District of the Community Design Element of the City's General Plan/Coastal Land Use Plan. The expansion area for City Parking Lot #3 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.

The conceptualized new public City Parking Lot #4 site is also 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 according to the Community Design Element of the City's General Plan/Coastal Land Use Plan. This parking lot site is zoned Recreation (REC), and is not subject to any overlay requirements. This parcel was also rezoned from CPD to REC in 2016.

DISCUSSION

The following discussion provides an overview analysis of how the concept proposal conforms to applicable Carpinteria Municipal Code ("CMC"), and General Plan/Coastal Land Use Plan regulations and policies.



Carpinteria Municipal Code, Title 14. Zoning

The conceptual project site contains parcels under two different zone districts. The tables below describe the proposal's compliance with each separate zone district, as the districts apply to portions of the overall proposal.

The following table describes the concept hotel's compliance with the applicable CPD zone district (CMC §14.20) development standards.

Standard	Requirement/Allowance	Proposal
Setbacks		
Front (East/Linden Ave)	35 feet from centerline of street or 5 feet from property line, whichever is greater. (5 feet from PL)	44 to 67 feet from centerline of street; 4 to 27 feet from property line.*
Street Side (North/Fifth St)	35 feet from centerline of street or 5 feet from property line, whichever is greater. (5 feet from PL)	41.5 to 55 feet from centerline of street; 1.5 to 15 feet from property line*
Side (South/Railroad)	0 feet	2 feet from property line
Rear (East/Comm. Garden)	0 feet	200 feet from property line
Height	30 feet max.	25 – 29 feet; 36.5 feet max. (to top of highest stair/elevator tower)**
Landscaping	10%-20% minimum net lot area (3,000-6,000 square feet for hotel site)	6,093 square feet
Parking (CMC 14.54.040)	Hotel: 1 space per room and one space per employee (49) Restaurant: 1 space per 250 sq ft + 1 space per 50 sq ft of seating area (38) Rooftop Bar: 1 space per 250 sq ft + 1 space per 50 sq ft of seating area (35) Events Area: 1 space per 300 sq ft of assembly area or 1 space per 28 sq ft of seating area (9-93) Total: 131-215 spaces required	47 spaces proposed on CPD portion of project site***

*See setback discussion below.

**See height discussion below.

***See parking discussion below.

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

City Parking Lot #3 Expansion

Standard	Requirement/Allowance	Proposal
Setbacks		
Front (North/Fifth Street)	10 feet from property line	n/a (no proposed structures)
Side (East)	10 feet from property line	n/a (no proposed structures)
Side (West)	10 feet from property line	n/a (no proposed structures)
Rear (South/RR)	10 feet from property line	n/a (no proposed structures)
Height	16 feet max.	n/a (no proposed structures)
Building Coverage	10% max. of net lot area (5,223 sq. ft.)	n/a (no proposed structures)
Parking	None (113 spaces existing)	Remaining Lot #3: 47 spaces Lot 3 Expansion: 14 spaces Total: 61 spaces*

*See parking discussion below.

Concept City Parking Lot #4

Standard	Requirement/Allowance	Proposal
Setbacks*		
Front (East/Linden Ave)	10 feet from property line	40.5 feet from property line (relocated public restroom)
Side (North)	10 feet from property line	58 feet from property line (relocated public restroom)
Side (South)	10 feet from property line	0 feet from property line (relocated public restroom)
Rear (West)	10 feet from property line	731 feet from property line (relocated public restroom)
Height	16 feet max.	10 feet (relocated public restroom)

Building Coverage	10% max. of net lot area (5,223 sq. ft.)	.003% (144 sq. ft.) (relocated public restroom)
Parking	None	New Lot #4: 83 spaces

**See setback discussion below.*

***See parking discussion below.*

The hotel 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, and restaurants (CMC § 14.20.030).

The parking expansion area and the new parking lot would be located on properties 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 areas 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 Linden Field 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 Linden Field are all on property zoned REC and have public restrooms adjacent to their parking lots.

Setbacks

In general, the concept proposal complies with most of the setback requirements. The proposed hotel's café entrance tower encroaches 1 to 3.5 feet into the front and street side setbacks, respectively, and the proposed café tower's roof and trellis partially encroach into the public right-of way on Fifth Street near the street corner. The existing parking spaces on the northern side of City Parking Lot #3 encroach approximately six-feet into the undeveloped public right-of way on Fifth Street. The proposed parking lot reconfiguration and expansion would continue the existing encroachment pattern.

Additionally, the relocated public restroom to proposed City Parking Lot #4 location would encroach into the required side yard setback by 10-feet. The Planning Commission, and City Council on appeal, have the authority to approve such alternative

setbacks as modifications during their review of a Development Plan pursuant to the provisions of CMC §14.50.120, Development Plan Modifications. The encroachment of parking spaces into the public right-of-way would require approval of an Encroachment Permit from the City Public Works Department.

Height

The main portions of the hotel would have heights of 25-feet and 29-feet, respectively, with a maximum ridge height of 30-feet, 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 36 feet, and the western elevator shaft and stairwell would have a maximum height of 36.5 feet. The maximum height of the hotel would be 36.5 feet to the top of the highest of two stair/elevator towers, with the majority of the building's height at 25 feet (approximately 55% of the building footprint) and 29 feet (approximately 30% of the building footprint).

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 concept site have a maximum height of 35-feet to the top of the roof monitor. Likewise, the historic train depot that used to sit on the subject hotel site also reached a maximum height of 35 feet.

Parking

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 roof-top bar and café 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 concept proposal would require 49 spaces for the hotel, based on 40 guest rooms and up to 9 employees per shift. The café and roof-top bar would require an additional 73 spaces, provided that the kitchen is 500-square feet in size. The events area would require a range of 9-93 spaces. The total number of parking spaces required by the concept, as proposed, is 131-215 parking spaces. The CMC parking requirements, as they apply to this proposal, provide a "worst-case scenario" for the many uses within the concept hotel. For example, the parking calculations assume that hotel guests will not also dine at the café or attend an event, which may not be the case for all patrons.

The existing City Parking Lot #3 contains 113 parking spaces, of which 47 are proposed to remain. An additional 14 parking spaces are proposed to be added at the west end of the parking lot, for a total of 61 parking spaces in the reconfigured City Parking Lot #3.

The conceptual layout for the new public City Parking Lot #4 would contain 83 new public parking spaces. Combined, the concept proposal would result in a total of 144 parking spaces 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 spaces currently provided in City Parking Lot #3, the overall proposal would then require a total of 244-328 parking spaces: 131-215 for the concept hotel and 113 public parking spaces to match the existing number of spaces in Lot #3. The proposal provides a total of 144 spaces, which is 100-184 spaces below the amount needed to achieve this stand-alone parking scenario per the CMC specific parking requirements.

The applicants are contemplating a "conjunctive" parking arrangement for the project, whereby the general public and hotel guests would share the same parking supply provided in the reconfigured and expanded City Parking Lot #3. In the ideal scenario, the spaces in the lot 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.

The use of a conjunctive parking arrangement should be carefully considered by City decision-makers in this circumstance, both because it relies upon hotel guests using their cars during the day rather than leaving their cars in the lot and visiting the downtown or local beaches by foot or bike; and also because a conjunctive use parking arrangement is typically arranged between complementary uses relying upon the same private parking resources. In this case, the conjunctive use arrangement would instead be based on the shared public/private use of public parking spaces. Additional information about the circumstances for when a conjunctive use of parking spaces can be considered and the requirements for allowing such, are specified in CMC §14.54.060, Conjunctive use of parking spaces.

Separate from the above zoning-code based parking analysis, and as part of the recently released DRAFT Downtown Carpinteria Parking Study prepared for the City by Walker Consultants, a project specific parking demand analysis was prepared for the subject hotel concept, inclusive of the associated cafe (The Linden Inn Draft Parking Study is included as Attachment B).

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. 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.

Shared parking methodology is similar to the conjunctive use arrangement specified in the CMC; however, shared parking methodology uses historical data, peak-time calculations, and statistics to formulate more precise parking demands. For the concept hotel, the calculations include the following assumptions: most hotel guests would arrive by automobile, 70% of the restaurant and bar patrons would not be hotel guests, and 79% of the employees would drive to work.

The City currently owns the vacant parcel on the south side of the railroad tracks, part of which is being considered for development into a public surface parking lot (APN 004-105-026), referred to here as City Parking Lot# 4. As part of the possible future conditions analysis, the Walker DRAFT Downtown Parking Study developed several conceptual plans for potential new public parking lot layouts on this property to determine how many spaces could potentially be provided.

The alternatives range from 37 spaces to 187 spaces, depending upon the layout of the parking stalls, the circulation pattern through the lot, and how far to the west the lot extends (The Potential New Public Lot Draft Parking Study is included as Attachment C). Depending upon anticipated parking demands for the hotel, additional future downtown redevelopment, and public coastal access needs, there are a number of parking strategies available for City Parking Lot #4 that can provide different amounts of parking spaces.

With 61 spaces planned to be maintained in City Parking Lot #3, the entirety of the weekday parking demand for the Linden Inn could likely be accommodated within these 61 spaces, with the peak parking demand not exceeding 58 spaces throughout the day. This would leave the entirety of the potential new City Parking Lot #4 south of the train tracks for general public parking which could accommodate existing demand and provide a surplus of new public spaces.

Under existing conditions, on the weekend, while the overall downtown peak parking demand occurred during lunchtime, peak demand for City Parking Lot #3 occurred at 3:00 p.m. with 67 spaces occupied and a utilization rate of 59%. With the addition of the Linden Inn development, this lot is anticipated to continue to peak at 3:00 p.m. with a peak parking occupancy of 113+spaces. Similarly, to the weekday projections, based on concept plans for City Parking Lot #3 and a potential new City Parking Lot #4, parking demand could be adequately accommodated with a surplus available in the potential new City Parking Lot #4 and the Inn entirely accommodated with the remaining spaces in City Parking Lot #3.

Ultimately, City decision makers should provide direction to staff and the applicant concerning how to calculate required parking for the proposal, including a clarification if the land uses in the area would qualify as, "conjunctive use of parking spaces," pursuant to CMC §14.54.060. Upon submission of a formal development application, the proposed project's parking plan would be subject to a parking study and peer review to determine if the proposal would provide adequate parking for the area.

General Plan/Coastal Plan

The following is a partial list of key policies contained in the City's General Plan/Coastal Land Use Plan that pertain to the conceptual proposal, grouped by Element, to help facilitate the conceptual review discussion. The analysis below is intended to foster discussion of potential policy issues involving the conceptual design and uses, but does not represent the City's final determination of environmental effects or planning policy inconsistencies at this stage of project discussion. A comprehensive list and full analysis of the applicable policies would occur with the review of a formal application for development.

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.*

Potentially Consistent. The conceptual plan proposes coastal priority uses as defined by the City's Coastal Land Use Plan and the State of 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 opportunities and coastal access 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, Seaside Shuttle bus stop 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 Lot #4 would be located on a vacant site that is used for informal or temporary parking (e.g., lifeguard events). As part of permit review, the proposed hotel development, reconfiguration of City Lot #3, and construction of City Lot #4 would be evaluated for potential project effects upon existing resources and/or constraints onsite, in accordance to the California Environmental Quality Act (CEQA). Based on the technical findings, the project may be determined to support the intent of this Objective LU-1 and Policy LU-1a based on provided uses consistent with this objective and policy.

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.*

Potentially Consistent. 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 recently developed Carpinteria Community Garden Park. The project site is also located within walking distance of City beaches. Provided that the new hotel does not significantly impact available public parking resources serving these recreational areas, it does not appear such a use would be detrimental to any surrounding open space/recreational resources.

A visitor-serving commercial use, such as a hotel, may in fact promote increased public access to, and use of, these nearby recreational amenities. The conversion of a portion of the City's vacant former railroad right-of-way land to provide additional public parking in this area would also allow more public access to these recreational amenities and the beach. It is not anticipated that the proposed City Parking Lot #4 would impact the activities of the existing private garden via lease over a portion of the remaining City property, nor is the proposal anticipated to impact any biological resources. Nonetheless, these potential impacts would be considered and analyzed during the land use and environmental review of a formal application.

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 III sub-area, and commercial uses of a character, size and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips.*

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

Potentially Consistent. Development of a 40-room hotel in the City's downtown core could be found consistent with the above Objective and Policies. Such a 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 any associated ancillary uses like a restaurant) 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 (Attachment D). 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 could further these goals.

In terms of 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 lower Linden Avenue, south of the railroad tracks.

The conceptualized inn 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 concept hotel would provide Linden Avenue frontage with additional visitor-serving uses with an overall design that intends to reference 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, appears to be generally consistent with the types of buildings found in the downtown, but can also be further adjusted and refined, if needed to ensure compatibility with the established small beach town character.

The overall height of the hotel 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. Building scale, mass, and compatibility with the surrounding neighborhood would be further evaluated through the planning and design review process, which may consider a reduction in height or mass of segments of the hotel (e.g., taller architectural features). Such analysis would also consider the concept project's public benefits to provide increased public use and access to the coast.

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-5a: *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-5c: *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.*

Potentially Consistent. The concept 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 City Public Parking Lot #3 property would be consistent with the intent of the above Objective and Policies. A hotel and any attached accessory use such as a restaurant 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 into 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 in the Beach and Downtown Neighborhoods, no such visitor accommodations are provided immediately 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.*

Potentially Consistent. A two-story hotel (with rooftop amenities) designed in a manner consistent with Carpinteria's cottage style of architecture could likely be found consistent with the intent of the above objective. The building should be designed with an attractive frontage/façade on all sides given its highly visible location within a public parking lot and at the intersection of Fifth Street and Linden Avenue.

The Linden Avenue frontage in particular should be of a scale and character similar to other successful and vibrant commercial uses in the downtown with a strong pedestrian presence and amenities at the site's frontage. Landscaping can be carefully used to further enhance the hotel's street presence and appeal. 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, residences ranging from one- to three-stories, apartments buildings, and multiple shop facades.

Generally, it appears the size, scale and form of the proposed hotel could be found consistent with this intent.

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

Potentially Consistent. An architectural style based upon the beach cottage-style prevalent in the area and broadly reminiscent of the former train depot would generally 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).*

Potentially Consistent. Primary public mountain and ocean views are available directly up and down the Linden Avenue corridor. The proposed design projects out at the corner of Linden Avenue and Fifth Street, which may cause a partial impact to public views from within close proximity to the hotel. Viewed from farther away up or down Linden Avenue, however, the hotel does not appear to significantly encroach upon existing view corridors any more so than the existing packing warehouses. To the extent that any future hotel building would be no more than 30 feet in height (excepting minor architectural projections), it is not anticipated such a development would have a detrimental impact on any existing public vistas. Additionally, story poles would be required to be erected during the review of a formal application submittal.

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.*

Potentially Consistent. As discussed above, hotel uses, including associated ancillary uses such as a restaurant, could be found generally consistent with the City's desire to enhance the Linden Avenue downtown core. Architectural plans for the concept hotel incorporate design features that could 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, 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.*

Potentially Consistent. A hotel use at this location should be designed in a manner consistent with the intent of the above objective and policy, however the concept design proposes a café entrance that architecturally crowds the corner of Linden Avenue and Fifth Street, and narrows the existing sidewalk in an area that is frequently used by pedestrians, especially during summer months. A design with a scaled back café entrance tower would be more consistent with this policy.

The existing sidewalk at the corner of Linden Avenue and Fifth Street varies from approximately 12 to 30 feet in width. The proposed café entrance plan would narrow the sidewalk to approximately 11 feet in width, with the tower structure extending into the setbacks 1.5 to 4 feet, and the entry trellis and roof overhanging the sidewalk by up to 2 feet. Under a formal application review, story poles would be required to be erected as part of the project review to analyze the impacts of the proposed structure for design and neighborhood compatibility.

Other amenities included in the design create an attractive, lively and inviting street presence such as the outdoor seating/dining areas and primary building entrance 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.*

Potentially Consistent. The concept hotel would create new land uses to available to the public in the City's downtown district. The concept café entrance has been designed to incorporate features that allow for and promote attractive and inviting public spaces, particularly such spaces accessible directly from the public sidewalk on Linden Avenue.

The concept plans suggest the street frontages would be buffered with decorative landscaping, including preserving some of the trees along the Fifth Street frontage, and a decorative low stone wall around the café's outdoor seating area. As described in the above Policy CD-10c discussion, the concept design currently reduces the width of the

existing public sidewalk. Opportunities to further blend the public-hotel realm should be considered, including avoidance of barriers such as structural walls or planters along Linden Avenue.

The reconfigured Parking Lot #3 and new Parking Lot #4 would have an opportunity to be landscaped and designed in an attractive manner. A formal project submittal would be reviewed by CDD staff and the Architectural Review Board to ensure it reflects 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.*

Potentially Consistent. All new building and project lighting, including but not limited to any lighting associated with the rooftop deck amenities and the reconfigured/new public parking lots, would be reviewed by CDD staff and the Architectural Review Board for its appropriateness to the chosen architectural style and for consistency with the City's night sky-friendly lighting policies. These requirements would be incorporated into the conditions of approval during the review of a formal application.

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.*

Potentially Consistent. The design of the concept hotel at this point appears to be designed in a manner to be consistent with the above Objective and Policies. The largely open site within the remaining and expanded City Public Parking Lot #3 and adjacent to the railroad tracks lends itself to a design that can take advantage of natural

light through its southerly exposure. Landscape and lighting improvements would likely make use of native and/or locally adapted drought tolerant plantings and night-sky friendly LED lighting, in keeping with other recent City projects.

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.*

Potentially Consistent. The existing City Parking Lot #3 and conceptual new City Parking Lot #4 would serve the public and hotel visitors. If necessary, the circulation layout and/or access points into the parking lots could be reconfigured as part of the project. The existing City Public Parking Lot #3 would continue to have access from the existing entrance/exit on Fifth Street. The proposed City Parking Lot #4 would have access from Linden Avenue, with a locked gate at the end of Elm Avenue for emergency ingress/egress only. The Walker DRAFT Downtown Parking Study (Attachment C) includes several options for the new City Parking Lot #4 that include ingress/egress from Linden Avenue, Elm Avenue, and/or Holly Avenue. 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.*

Potentially Consistent. Construction of a 40-room hotel along the Linden Avenue frontage of the existing City Public Parking Lot #3 would help to 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 Café and the Spot) and a small neighborhood market (City Market). The addition of a visitor-serving commercial use, such as a 40-room hotel and café 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 café and rooftop deck amenities may also create a rare opportunity in the downtown for a dining experience with ocean views.

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.*

Potentially Consistent. As discussed elsewhere, the development of a 40-room hotel in the City's downtown core would likely generate increased commercial activity in the downtown. Contemplated accessory uses to the hotel, such as the café, may further

enhance the vitality of lower Linden Avenue, particularly if such uses are oriented toward the street and public sidewalk, and/or provide ocean views from dining areas. In general, the concept of a two- and partial three-story structure designed in a manner that is in keeping with the desired scale and character for new development in the City's downtown and may complement other nearby buildings such as the former packing warehouses (across Linden Avenue) could be found consistent with the above objectives and policies.

Circulation Element

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

Potentially Consistent. Streets in the general project area tend to operate at acceptable levels of service, such that a 40-room hotel, which generally has its associated daily trip generation spread throughout the day, would not be expected to have a detrimental effect on traffic movements and/or intersection operations in the project area.

The new City Parking Lot #4 accessed off of Linden Avenue between the railroad tracks and Dorrance Way may create traffic safety concerns, given its proximity to the railroad crossing, The Spot restaurant, and the Dorrance Way intersection, as well as the typically high volume of pedestrians in the area, particularly on summer weekends.

Additionally, the proposed location of the relocated public restroom could interfere with vision clearance/line of sight for ingress and egress from the parking lot. The proposed public restroom location and parking lot layout could be modified to reduce or eliminate these concerns. A formal project application would warrant a project-specific traffic and parking study to provide a more objective quantification of the project's traffic generation impacts, safety considerations and parking demands.

Policy C-3i: *Develop and implement programs that improve the circulation and parking systems of the downtown area.*

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

Potentially Consistent. City Public Parking Lot #3, which has been partially paid for through the annual assessment of downtown businesses located within the City's Parking and Business Improvement Area (PBIA) district, presently helps to meet the parking demands for the downtown commercial businesses and nearby public recreational areas. The parking lot also serves individuals traveling by rail on Amtrak trains. The construction of a hotel on a portion of the City's public parking lot would thus reduce available capacity for public parking spaces and would also increase demand on remaining available spaces, as the lot would also serve guests and employees of the

new hotel (and any associated accessory uses, such as the café). The proposed new City Parking Lot #4 would add additional public parking capacity in the area.

The Walker DRAFT Downtown Parking Study (Attachment B) analyzed the existing downtown parking capacity and found that the downtown area presently has a surplus of parking. The report went on to conclude that the hotel would need 58 parking spaces during the peak demand and that sufficient capacity is available to safely accommodate this increased demand while still preserving a surplus of downtown parking supply.

Nevertheless, a project-specific parking demand study is necessary to accurately assess the current levels of use of the subject parking lot and surrounding public on-street parking, the impact of the new parking areas, and to quantify the expected increase in demand for parking spaces resulting from the proposed project. To approve the project, it must be demonstrated that adequate capacity exists or can be created.

Objective C-6: *Provide adequate safe railroad crossings and to effectuate community design of buffers that will attenuate rail-related noise.*

Policy C-6b: *Encourage well-designed barriers, buffers and acoustically designed construction for noise attenuation in new developments.*

Potentially Consistent. The project location is immediately adjacent to the Union Pacific railroad tracks in the City's downtown. According to the City's Existing Noise Contours Map (Figure N-1) in the City's General Plan/Coastal Plan, the project area is in one of the most noise impacted areas of the City, where noise levels are measured at 70 CNEL dBA. Transient lodging uses such as a hotel and general commercial uses (including a restaurant) are considered conditionally acceptable in areas with these noise levels. Conditionally acceptable land uses require completion of a project-specific acoustical study to measure the existing noise levels in the project area and identify necessary noise reduction requirements and attenuation features to meet applicable interior noise requirements. In the event that a future rail siding is added through downtown Carpinteria as currently being studied by LOSSAN, the addition of a new public parking lot south of the railroad tracks could help to support safe pedestrian access to trains on the southern (ocean-side) rail alignment.

Policy C-6c: *Encourage development of available railroad rights-of-way for alternative transportation, bicycle, recreation, trail, parking related, and other appropriate uses.*

Potentially Consistent. This Policy encourages railroad rights-of-way acquired by the City to be used for beneficial public uses, including but not limited to, alternative transportation, recreation, trails, and public parking. A 40-room hotel (and café) may benefit the general public by providing a new transient lodging opportunity in the City's downtown and near City beaches, which may further enhance commercial activity in the downtown. On the other hand, development of the site for a semi-private use such as a

hotel would limit its availability for the types of more traditional public uses generally anticipated, and encouraged by, this Policy.

The new public City Parking Lot #4 south of the UPRR corridor appears consistent with this Policy, as public parking lots are encouraged uses. Most of the parking lot layouts contemplated for City Parking Lot #4 preserve space for a small future park and/or trail to continue west through the rest of the City-owned parcel to Holly Avenue.

Objective C-7: *Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.*

Potentially Consistent. The project location is well situated to take advantage of, and promote use of, alternative transportation for hotel visitors, guests and employees. The project site is adjacent to a public parking lot, is served by existing bicycle lanes, is located on the City's Seaside Shuttle route (temporarily suspended due to COVID), and is immediately adjacent to the City's Amtrak rail station. City and hotel operator efforts to promote visitors to arrive by rail and tour the City by foot or on bike should be encouraged.

Policy C-8g: *Consider rerouting the Pacific Coast Bikeway to another location parallel to the coastline, such as adjacent to the railroad right of way throughout the city.*

Policy C-9h: *Encourage MTD to promote use of Parking Lot 3 as a park and ride lot, and encourage Caltrans to establish and promote its parcel southwest of the Bailard/Highway 101 interchange for a park and ride lot.*

Potentially Consistent. To the extent that the concept hotel use would remove existing parking capacity and/or increase demand on remaining parking resources, it would further impact the availability of parking spaces in City Public Parking Lot #3 for use as a "park and ride" lot. However, a new pedestrian/bicycle trail is contemplated parallel to the railroad tracks for the length of the proposed City Parking Lot #4, with future intentions to expand the new trail from Linden Avenue to Holly Avenue. This new trail would provide efficient access from the beach neighborhood to the public parking lots, the Amtrack station, and downtown.

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.*

Potentially Consistent. As discussed previously, the City Public Parking Lot #3 is used by the public to access the downtown commercial core and nearby public recreational areas. Placing additional demands on the finite public parking resources resulting from new commercial development in the downtown that does not provide its own onsite parking may limit public access to some of these amenities.

The proposed new public City Parking Lot #4 would off-set the demand, but a project-specific parking study is warranted to analyze the realistic supply and demand for the area. The Walker DRAFT Downtown Parking Study found that downtown Carpinteria, as a whole, has a surplus of available parking during normal conditions, and that surplus is expected to remain regardless of the fate of this proposal. The new proposed City Parking Lot #4 would provide more parking for coastal access in the area.

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.*

Potentially Consistent. The subject property is presently located within, and served by, the Carpinteria Valley Water District. To date, the District has indicated that sufficient water capacity is available to continue to serve new development and re-development projects. In the event that adequate water is no longer available for all new development, 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. In the event that such a hotel is built, it 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.*

Potentially Consistent. The concept hotel is located immediately adjacent to Linden Avenue, Fifth Street, and the railroad tracks. The immediate surroundings are generally open allowing views toward the ocean down Linden Avenue and across Linden Field. Views of the mountains are also readily available from the project area looking up Linden Avenue and down the Fifth Street/railroad right-of-way.

The concept Café entrance somewhat crowds the corner of Linden Avenue and Fifth Street and may slightly impact existing view corridors in the immediate proximity of the hotel. Appropriately large setbacks from the street/sidewalk and sensitive building massing/height should be incorporated into any formal project application to mitigate and minimize impacts to these existing view corridors.

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.*

Potentially Consistent. The concept hotel has been designed to be in keeping with the scale and character of development desired for the City's downtown core. While any new building on the subject property would be a noticeable change when compared to the existing open parking lot, the proposed hotel building has been designed to be of a height, scale, and mass similar to other two-story buildings on Linden Avenue. Further, and as discussed elsewhere, appropriate building massing, height, setbacks, and frontage design will be important in fostering the kind of pedestrian-oriented, lively street environment the City envisions for 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.*

Potentially Consistent. The existing project sites are developed as a public parking lot and a vacant field, respectively. Both sites are generally flat and comparably level to the adjacent Linden Avenue sidewalk such that minimal grading is expected to be necessary. Similarly, the project is presently located outside of any defined flood hazard area or tsunami inundation zone such that it is not anticipated that the sites would need to be built up to provide an elevated finished floor height (relative to the public sidewalk). Any future development on the property would need to address current City drainage requirements, including new Low Impact Development strategies, which promote onsite filtration and retention/impoundment of storm water flows.

Objective OSC-14: *Provide for adequate park and recreation facilities to meet the needs of the community and visitors.*

Policy OSC-14a: *Increase coastal and recreational access for all segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.*

Potentially Consistent. Provided such a use does not adversely impact the availability of public parking resources for nearby public recreational facilities, a modestly-sized, visitor-serving use such as the concept hotel and new public City Parking Lot #4 could promote and improve public access to nearby public parks and beaches by providing additional short-term visitor accommodations within close proximity to such resources. 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 Walker DRAFT Downtown Parking Study concludes that the proposed concept project, including the new City Parking Lot #4, would continue to provide ample parking for the concept hotel, downtown commercial uses, and increase coastal access opportunities. Additional review would occur as part of planning and design reviews.

Safety Element

Objective S-1: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault surface rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically-induced liquefaction in the planning area, and from seismically-induced tsunamis.*

Policy S-1a: *Seismic design criteria for habitable building structures, including critical facilities, should utilize the maximum credible earthquake calculated for each of the faults mentioned above, as well as the distance from the building site to each fault, to calculate or determine maximum ground acceleration.*

Policy S-1c: *Development in areas identified as having high seismically-induced liquefaction potential shall follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through an independent structural engineering study.*

S-1-Implementation Policy 2: *Site specific geotechnical studies are required to more accurately determine the potential for liquefaction. These studies shall be performed prior to new construction and for the retrofit of critical facilities. The studies should include site-specific depth to groundwater and soil composition. Areas having liquefiable sediments should be identified, and structures should be designed to withstand liquefaction.*

Potentially Consistent. According to Figure S-2, Seismic and Slope Stability Hazards, in the City's General Plan/Coastal Plan, the proposal is located within an area known to have high liquefaction potential. As such, a geotechnical investigation is warranted to ascertain the site-specific soil and geologic conditions, and to provide any pertinent recommendations concerning the necessary foundation design and construction specifications to adequately address these concerns.

Objective S-3: *Minimize the potential risks and reduce the loss of property and the economic and social dislocations resulting from expansive soils, soil settlement, subsidence, and hydrocompaction.*

Policy S-3b: *All new development will comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations related to construction in areas identified as having a high potential for expansive soils or soil settlement.*

S-3-Implementation Policy 7: *Geotechnical investigations shall be performed on properties proposed to be developed in areas identified as having high potential for expansive soils or soil settlement.*

Potentially Consistent. According to Figure S-3, Soil Hazards, in the City's General Plan/Coastal Plan, the proposal is located within an area known to have potentially high amounts of soil settlement. As such, a geotechnical investigation is warranted to ascertain the site-specific soil and geologic conditions, and to provide any pertinent recommendations concerning the necessary foundation design and construction specifications to adequately address these concerns.

Objective S-4: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.*

Potentially Consistent. According to the most recent maps available, the proposal site is not located within a known flood zone or an area susceptible to tsunami hazards. The City Sea Level Rise Vulnerability Assessment and Adaptation Plan (2019) indicates a small area in the western portion of proposed Parking Lot #4 may be subject to coastal flooding under the future scenario modeled at 5 feet of sea level rise by 2100. The site also is located outside of the City's recently adopted Interim Sea Level Rise Guidance Policy. No proposed buildings or development north of the UPRR corridor is subject to known coastal hazards.

S-5-Implementation Policy 16: *Applicants for new development projects in Carpinteria must verify that the water purveyor can provide the required volume of water to satisfy the peakload water requirements for the project.*

Potentially Consistent. As discussed elsewhere, sufficient capacity and water availability remains at this time to accommodate new development such as the concept hotel and any associated accessory uses. The concept hotel site is presently connected to, and served by, the Carpinteria Valley Water District. The proposed new public City Parking Lot #4 would likely require a new meter connection for the public restrooms and irrigation, and can also be adequately served by existing availability and infrastructure in the area.

Objective S-6: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors.*

Policy S-6c: *The City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning.*

S-6-Implementation Policy 22: *Development of parcels that include the Rincon crude oil pipeline, the Gas Company's natural gas pipeline, a railroad right-of-way, or any other corridor or easement that contain similar uses that have the potential for hazardous materials leaks and/or catastrophic events, shall avoid the placement of*

habitable structures in such close proximity to the lines that public health and safety is put at risk.

Potentially Consistent. The concept hotel site is located immediately adjacent to an active railroad line regularly used by freight trains to carry (sometimes) flammable and/or hazardous materials up and down the coastline. While the potential for an accident involving hazardous materials at the project site exists, the likely occurrence is extremely remote. Staff notes the Palm Avenue Lofts, a 43-unit live/work project with a similar location immediately adjacent to the railroad tracks was found to be consistent with similar Policies and approved in 1999.

Additionally, within the greater region of the South Coast of the Santa Barbara region, many visitor-serving and residential developments have recently occurred (e.g., within the past 10 years) in similar proximity to the UPRR corridor. The city of Santa Barbara recently redeveloped many vacant and under-developed lands along the UPRR corridor and State Street including Hotel Indigo and MOXI - The Wolf Museum of Exploration + Innovation. The new Miramar Hotel in the community of Montecito re-opened in 2019 and provides 161 rooms and suites. The UPRR corridor runs through the hotel grounds, requiring a gatekeeper to ensure visitor and employee safety at the rail crossing. The referenced projects have been approved within the past 6 years with feasible mitigation measures implemented to ensure public safety.

Lower intensity, non-habitable land uses such as a public parking lot or a public recreational facility are arguably lower risk. In the event of an accident involving hazardous materials, the risk to human life and safety and impacts from a possible spill would be less in a parking lot than in an occupied structure.

Noise Element

Objective N-2: *The City will minimize the noise impacts of the railroad on residential and other sensitive land uses.*

Policy N-2a: *The City will plan noise-compatible land uses near the Union Pacific Railroad.*

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.*

Potentially Consistent. According to the City’s Existing Noise Contours Map (Figure N-1 in the General Plan/Coastal Plan), the railroad corridor and immediately surrounding land uses can experience noise levels up to 70 CNEL dBA. The Land Use Compatibility Matrix (Figure N-3 of the General Plan/Coastal Plan) notes that transient lodging uses (such as a hotel) and general commercial uses are conditionally acceptable in areas with these levels of noise exposure.

Conditionally acceptable land uses require a detailed site-specific acoustical analysis to determine pre-construction ambient noise levels and identify necessary building design and construction measures to comply with City and State indoor noise attenuation standards. If sufficient attenuation cannot be achieved, then such uses may not be appropriate for this site.

Objective N-5: *The City will minimize the effects of nuisance noise effects on sensitive land uses.*

Policy N-5b: *The City will require that construction activities adjacent to sensitive noise receptors be limited as necessary to prevent adverse noise impacts.*

Policy N-5c: *The City will require that construction activities employ techniques that minimize the noise impacts on adjacent uses.*

Potentially Consistent. As typical for larger construction projects, any approvals granted for a future hotel project would be conditioned to limit construction hours. Additional measures, if necessary, such as use of sound dampening techniques for stationary equipment and/or noise buffering materials can also be applied to further mitigate construction activities for nearby sensitive receptors, such as residences. The City may require, as part of an acoustical study, an analysis of construction noise impacts associated with the project for those adjacent sensitive receptors.

Public Facilities & Services Element

Policy PF-3e: *The City will require that proposed major projects demonstrate adequate fire and police response times and that the stations serving the proposed project have adequate staff and equipment available to serve increased demand.*

Potentially Consistent. Agencies affected by the concept project have had an opportunity to review the concept proposal and provide comments on said project. There are no known service capacity issues with respect to fire or police services that are expected to impact this concept project. The addition of the Elm Avenue emergency access gate to the proposed new public City Parking Lot #4 would help to reduce potential traffic congestion on Linden Avenue in the event of an emergency response in that location.

Objective PF-5: *To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.*

Policy PF-5c: *The City will ensure that new development will not adversely impact services and facilities provided to existing development.*

Policy PF-5k: *The City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the project site.*

Potentially Consistent. Agencies affected by the concept project have had an opportunity to review the concept proposal and provide comments/conditions on said project. There are no known service capacity issues with respect to any of the typical public services that are expected to impact the proposal at this time.

Objective PF-6: *To ensure that new development is adequately served by utilities and does not impact existing service areas in the community.*

Policy PF-6a: *The ultimate responsibility to ensure that the facilities (including system-wide improvements) needed to support the project are available at the time that they are needed shall be that of the sponsor of development projects.*

Policy PF-6b: *Development projects shall not result in a quantifiable reduction in the level of public services provided to existing development, nor shall new development increase the cost of public services provided to existing development.*

Potentially Consistent. It is not anticipated that the concept hotel and public parking areas would result in any impacts to utility services for existing surrounding development. The project site is located within a developed area and presently served by typical utilities (gas, electricity, etc.); upgrades or extensions of service are available. Service providers will have an opportunity to comment on the project during the formal project review process.

DEVELOPMENT IMPACT FEES

A series of ordinances and resolutions adopted by the City Council require the payment of various Development Impact Fees ("DIFs") for projects resulting in a net increase in the number of dwelling units, an increase in commercial or industrial square footage, or projects resulting in a change of use (e.g., from "commercial" to "residential"). Based on the concept plans provided, the conceptual proposal would be subject to City DIFs due to the new construction of the hotel, as shown in the table below based on the 2020-2021 fee schedule.

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SUMMARY OF ISSUES

The City Council, Planning Commission, and Architectural Review Board should comment on the following issue areas:

- Consistency with applicable City regulations;
- Appropriateness of the use of City property for the concept hotel and public parking;
- Compatibility with Downtown Core & "small beach town" character;
- Building architecture and design; and
- Adequacy of proposed parking areas.

PRINCIPAL PARTIES EXPECTED AT MEETING

Matt Roberts, Director, Parks and Recreation Department, City of Carpinteria
R. W. ("Whitt") Hollis, Jr., 499 Linden Managers, LLC, Applicant
Andy Norris, 499 Linden Managers, LLC, Applicant
Mathew Taylor, 499 Linden Managers, LLC, Applicant
Jim Taylor, 499 Linden Managers, LLC, Applicant
Jack Theimer, 499 Linden Managers, LLC, Applicant
Jeff Theimer, 499 Linden Managers, LLC, Applicant
Interested citizens

ATTACHMENTS

Attachment A: Conceptual Plans and Renderings

Attachment B: Walker Linden Inn Draft Parking Study

Attachment C: Walker Potential New Public Lot Draft Parking Study

Attachment D: Resolution No. 5500 Establishing a Sustainable Community Policy

Staff contact: Syndi Souter, Associate Planner
805-755-4405 / syndis@ci.carpinteria.ca.us


Signature

Reviewed by: Steve Goggia, Director
Community Development Department


Signature