

San Luis Obispo
Airport Hotel
Hotel Project Statement



Prepared for:
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San Luis Obispo

Airport Hotel

Hotel Project Statement



Site Description

The site is comprised of two parcels approximately 2.5 acres each totaling 5.04 acres located at the corner of Aero Drive and Broad Street (Hwy 227). The San Luis Obispo County Regional Airport borders the property to the south and west. The property is zoned Business Park, within the Airport Area Specific Plan, and within the Airport Land Use Planning Area zones 4 and 5. The property is vacant but Airport Management leased a portion of the site for parking during construction of the new terminal.

Project Description

The proposed project consists of developing a three-story dual branded hotel with on-site parking. The hotel will have 204 guest rooms and guest amenities that include outdoor patio/dining areas, meeting space, fitness room, breakfast area and bar. These amenities will be for hotel guest only; they will not be open to the public. The hotel is anticipated to be a trademark hotel although at this time a trademark has not been selected. The project is setback from the state jurisdictional wetlands a minimum of 35 feet to avoid impacts to the wetland area.

Project Architecture

Contemporary materials, architectural reliefs, and distinguishing color combinations create a high-tech hotel with a warm, inviting impression. The architectural style of the hotel combines the “airport architecture” with hotel architecture harmoniously.

Metal awnings, metal trellises and low planter walls create appealing dining and meeting places. An artistic palette of trees, bushes and groundcovers varying in textures, colors, form and height enhance the development and add a lushness to the patio and outdoor areas

The entry point for the project site is located off of Aero Drive creating easy access to the hotel. The hotel has a porte cochere allowing easy traffic flow within the parking area for guest registration and parking.

Building Intensity and Coverage Standards (Table 4.5)

Criteria	Allowed/Required	Proposed
Gross Floor Area	Maximum allowed 0.60	0.58% 127,200 / 219,570
Lot Coverage for hardscape	Maximum allowed 80%	70%
Lot coverage for landscaping	Minimum allowed 20%	30%
Height limit	45 feet in height for occupied space	45 feet
	52 feet for non-occupied space	52 feet non-occupied space (towers)
Loading Spaces	3 spaces	1 spaces (exception request)

Setback Requirements (Table 4.7)

Setback Distance	Required	Proposed
Buildings and property lines along streets	16	Hotel is greater than 100 feet from Aero Drive ROW
		Hotel averages more than 70 feet from ROW of Broad Street
Parking lots and property lines along streets	10	Parking lot is 10 feet from Broad Street
Buildings and property lines between adjacent parcels	None	Minimum of 40 feet widening to a greater distance
Parking lots and property lines between adjacent parcels	5	Not applicable – refer to note below

Note: We are requesting that the parcels be merged.

Employee and Customer Concentrations (Table 4.6)

Airport Safety Area	Maximum number of Employees, Clients or Customers with Long-term Stays On Each Site	Proposed
Aviation Safety Area S-1c	120 per acre	370.8 (1.8 X 206 guest rooms)
Amenities		0 For hotel guest only
Total	5.04 acres x 120 per acre equals 604.8	370.8

Parking Requirements

Parking for this site is based on one space per room. Based on these calculations the required number of parking spaces is:

Type	Required	Proposed
Vehicular parking (1 space per room)	204	214
Accessible parking	7	8
Clean air/van pool	18	18
EV parking	14	14
Motorcycle	11	12
Bicycle (1 per 10 guest rooms- 50% short term and 50% long term)	21	22
Loading	3	1 (exception requested)

Exception Requests

This hotel project proposes one loading space. Due to the nature of the hotel business, loading spaces are not critical. An exception to reduce the required 3 loading spaces to 1 spaces is being requested.

The signage proposed on the hotel is placed above the architectural reliefs at the entry and in strategic locations. Placing the signage at these locations will require the signage to exceed the 25 foot height limit. The signage is attached to the building, not free standing. An exception to the height limit is being requested for this project.

Inclusionary Housing Requirement

The inclusionary housing requirement will be fulfilled through the alternative in-lieu payment.

Public Art Proposal

The developers will include public art in the project valued at one-half of one percent (.5%) of the cost of construction over \$100,000 or contribute an amount equal to the value of the required art to the City's art-in-lieu account or donate a comparably valued piece of art to the City.

The estimate public art fee will be \$115,00

Architectural Review Committee

This project was presented to the Architectural Review Committee (ARC) on March 18, 2019. ARC supported the phased project, the site design of the project with a few suggestions and the request for the exception to the signage height limit.

Since the ARC meeting. The project has been redesigned to avoid all impacts to the adjacent wetland area. Please refer to report prepared by Terr-Verde.

San Luis Obispo

Airport Hotels

Airport Specific Plan Requirements



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Airport Specific Plan Requirements

Project Description

This project consists of developing a three-story hotel on with on-site parking. The hotel is anticipated to be a trademark hotel although at this time a trademark has not been selected. Please refer to the hotel project statement for a detailed project description.

Airport Specific Plan Requirements

The following standards are applicable per the Airport Specific Plan. The project's conformity to the design standards follows each standard in italics.

4.2.1 Business Park Areas designated Business Park are primarily for research and development, light manufacturing, and business services that are compatible with each other and with airport operations. Activities that are supportive of, or accessory to, the primary activities may be allowed as well.

The hotel is a good fit for the Business Park zone since it is a complimentary and supportive use to the airport. Its location is convenient for tourists and business visitors. The hotel is located off of Broad Street which provides access to future transit routes and direct access to downtown. The hotel will provide shuttle service to San Luis Obispo's downtown. The San Luis Obispo Regional Airport partnered with SLO Transit to provide airport customers and employees access to the airport via public transit. The Architectural Review Committee found this use to be appropriate for the site.

5.1.1 Principal buildings shall be oriented parallel to the street.

The project is located at the corner of Broad and Aero Street. The hotel is oriented parallel to Broad Street - the public domain. Orienting the hotel parallel to Broad Street is compatible with the neighborhood, positively influences the aesthetic character of the street scape and enhances the entrance to the airport.

5.1.2 No more than one double-loaded parking bay will be allowed between the street and the front of the building.

The project proposes one double-loaded parking bay between the hotel and Broad Street. Fire and emergency services require access to all sides of the building and the front parking lot is necessary to accomplish this safety feature. The hotel's architectural reliefs and landscaping enhance the presence of the hotel and diminish the parking area.

5.1.3 Direct pedestrian access shall be provided from the street serving the project to the main entrance.

Direct pedestrian access is provided from Broad Street to the entrance via a path delineated by pavers, framed by landscaping and accented by a metal canopy at the entrance to the hotel.

Pedestrian access from Aero Drive is delineated by pavers from the public sidewalk to the hotels' entries and exterior patio areas.

5.1.4 Buildings shall have architecturally articulated entry features facing the street.

The hotel provides an entry and lobby area that face Broad Street. The building is articulated with various materials, colors, off-set façade relief and a prominent covered entrance. Entrance to the hotel is from Aero Drive. The front of the hotel has a porte-cochere facing Aero Street with direct access to the hotel's lobby.

5.4.1 Parking lots shall be located at the rear or side of buildings, rather than between the front facade of the building and the street. Side parking shall not exceed 40% of the frontage of the lot on the primary street.

The parking areas are screened with landscaping and setback from Broad Street and Aero Road. Parking is wrapped around the building and avoids encroaching into the wetland's jurisdictional limits. Standard 5.1.2 allows one double-loaded parking bay between the front of the building and the street. Fire and emergency services require access to all sides of the building and the front parking lot is necessary to accomplish this safety feature.

5.4.2 Where parking layout exceeds two rows in depth (i.e., one double-loaded parking bay), parking lot aisles shall be oriented perpendicular to the building(s) (i.e., aligned in direction of pedestrian movement) to increase pedestrian safety.

The parking area in front of the hotel (facing Aero Street) is oriented perpendicular to the buildings. The parking areas are landscaped and a pedestrian path is delineated with pavers to provide safe pedestrian travel between parking spaces and the hotels.

5.4.4 Parking lots shall be planted with shade trees in a pattern and number that can be reasonably expected to shade at least 50% of the lot surface within ten (10) years of planting, and provide a nearly continuous canopy at maturity

The landscaping plan for the parking area show cases a variety of trees, shrubs groundcovers in various textures and seasonal colors. At maturity the landscaping will meet or exceed the 50% shade requirement.

5.4.5 A 10% reduction in the required number of parking spaces may be granted by the Director for development within one-quarter mile of a regularly scheduled transit stop.

The San Luis Obispo Regional Airport partnered with SLO Transit to provide airport customers and employees access to the airport via public transit. The project qualifies for a 10% reduction in the required number of parking spaces.

The project as proposed does not incorporate the 10% reduction allowance.

5.6.1 Loading docks and refuse collection areas are not permitted in the area between the building and the street.

No loading docks are proposed.

The trash receptacles are not visible from the street, are enclosed, and located to the side and rear property lines.

5.6.2 Each commercial or industrial loading or outdoor recycling or waste collection area shall be located on the side of a building opposite from parcel lines or street frontages of any land designated for residential use.

The property does not border a residential use.

5.6.3 Storage, service, trash and recycling collection areas shall be located either within an enclosure or behind a visual barrier.

All storage, service, trash, and recycling collection areas are within a stucco enclosure with metal doors. The enclosures will incorporate the materials and colors of the buildings.

5.6.4 Loading dock areas shall be set back, recessed, and screened from view by walls, berms, or plantings.

No loading docks are proposed.

5.6.5 Exterior on-site utilities (including drainage systems, sewers, gas lines, water lines, electrical, telephone, and communications wires and equipment) shall be installed underground except, where required to be above ground by government agencies

The project is in compliance with this standard.

5.6.6 Rooftop mechanical equipment shall be screened by parts of the roof, or architecturally compatible screening features, so the equipment is not visible from the ground outside the site or open space areas to the public. On sites designated Business Park, such screening shall make rooftop equipment not visible from a viewpoint outside the site and at the same height as the equipment.

The mechanical equipment is screened from view by parapets at the edge of the roof.

5.10.1 Building facades visible from streets shall vary in modules of 20 meters (66 feet) or less. On any building facade, continuous wall planes longer than 30 meters (100 feet) should be avoided. Where interior functions require longer continuous spaces, exterior walls should have architectural features such as columns or pilasters at least every 20 meters. Such architectural features shall have a depth of at least 3 percent of the length of the facade, and shall extend at least 20 percent of the length of the facade.

The project is consistent with this standard

5.10.2 Facades that face public streets shall use elements such as arcades, awnings, entry features, windows, or other such animating features along at least 60 percent of their horizontal length.

The façades facing both Broad Street and Aero Drive have metal awnings, canopies over their entry, and metal vine trellises. The various finishes include painted stucco in four complimentary colors, metal siding, and fiber cement siding. This combination of materials spans 100% of the horizontal length and visually reduces the overall building mass, creates interesting shadows and provides visual interest while maintaining a pedestrian scale.

A.11.1 Table 4.9 shows building height standards for the planning area.

This Business Park Land Use category height limit for occupied space is 45 feet. The height limit for non-occupied space is 52 feet. The project is in compliance with both these height limits.

Goal 5.17.1: Development in the Airport Area is subject to the requirements of the City's Public Art ordinance.

The developers will include public art in the project valued at one-half of one percent (.5%) of the cost of construction over \$100,000 or contribute an amount equal to the value of the required art to the City's art-in-lieu account or donate a comparably valued piece of art to the City. The estimated public art fee is \$115,000

Goal 5.18.1: Building identity signs shall be limited to major site entries from public roadways. Corporate and business identity signs can be placed on the buildings themselves, as long as they are located near the building entrance and are for identification within the site (i.e., not from public roadways).

Hotel Signage is located on the facade of the building above the entries facing Broad Street, the interior entry and on the building side fronting Aero Drive. One monument sign is located at the entry to the site from Aero Drive.

We are requesting an exception to the sign height limit so that the signs are placed in a logical and visually noticeable place on the buildings. The Architectural Review Committee supported this exception request.

Goal 5.18.2: Signs on poles or other raised structures are not allowed in the planning area.

This project is consistent with this goal.

Goal 5.18.3: All signs shall be located on private property.

The signs are located on the buildings or on the monument sign; all signs are on private property.

Goal 5.18.4: Entry signs shall be externally illuminated. The light source shall be fully shielded from view from roadways and pedestrian walkways. Lighting levels shall be as low as possible while providing adequate illumination for signs to be seen by motorists.

All signs are eternally illuminated and the light source is shielded from view.