



MEMORANDUM

Date: June 21, 2017

To: Chair Cisco and Members of the Planning Commission

From: Patrick Streeter, Senior Planner, Planning and Economic Development

CC: Clare Hartman, Deputy Director - Planning
Sue Gallagher, City Attorney

Subject: AC Hotel by Marriott – Off-site Parking Conditional Use Permit

The purpose of this memorandum is to provide the Planning Commission (Commission) with Planning staff's response to a letter written by Ty Hudson for UNITE HERE Local 2850, received June 19, 2017 (Opposition Letter), to respond to questions raised by a member of the Commission, and to provide the Commission with additional materials to be considered at the June 22, 2017, public hearing.

Opposition Letter

The June 19, 2017, Opposition Letter challenges the off-site parking proposal for the Santa Rosa AC Hotel by Marriott on the basis of inconsistency with the Santa Rosa Zoning Code, the Downtown Station Area Specific Plan, the Santa Rosa General Plan, and the California Environmental Quality Act (CEQA). The potential issues outlined in the Opposition Letter are important considerations as they relate to the overall hotel project and development of the City's downtown in general. Many of the statements presented in the letter were also identified as potential issues by City staff during its review of the proposal. Ultimately, Planning staff, in consultation with the appropriate City departments and divisions, made the determination that all the necessary findings to approve a Conditional Use Permit could be made for the hotel project and the off-site parking proposal.

The Opposition Letter cites several sections of the Zoning Code and General and Specific Plans that its author considers to conflict with the surface lot proposed to accommodate the AC Hotel's valet parking program. The letter first argues that the proposed lot falls under the Zoning Code definition of *Commercial Parking Facility* and goes on to state that neither *Hotel* nor *Commercial Parking Facility* are permitted uses within the TV-R-SA (Transit Village – Residential; Station Area overlay) district. Planning staff considered this potential conflict during its review of the proposed project. Section 20-70.020 of the Zoning Code explicitly defines

[REDACTED]

Parking Facility as, “a parking lot or structure, operated by the City, or a private entity providing parking for a fee.” Division 2 of the Zoning Code, Zoning Districts and Allowable Land Uses, categorizes *Parking Facility, Public or Commercial* as a Transportation, Communications, and Infrastructure land use. Staff’s position is that the *Parking Facility* definition is restricted to a stand-alone, primary land use; the definition does not extend to include any or all ancillary off-street parking spaces that might be associated with a development project. Table 2-2 in the Zoning Code identifies allowable land uses within the TV-R district. While it is true that *Lodging - Hotel and Parking Facility, Commercial* are absent from this land use table, staff’s determination is that off-site parking, as is proposed for 201 6th Street, is not a primary land use (*Parking Facility*) or accessory land use (*Hotel*), subject to the requirements of Table 2-2, but is in fact a component of site planning and general development regulations as outlined in Division 3 of the Zoning Code. Indeed, none of the other types of development that appear in Division 3, which include driveways, signs, fences, walls, hillside development, and landscaping areas, are present in the land use tables of Division 2.

It is not uncommon for development projects to be proposed across district boundaries or over several parcels, sometimes even parcels that are not contiguous. Staff’s recommendation of approval is based on an analysis of the mixed-use hotel project in its entirety, with the valet parking program representing a component of the project. Just as driveways and landscaped areas associated with a proposed development are not independently assessed for consistency with the General Plan or a specific plan, the off-site parking component was included in a holistic review of the AC Hotel development proposal. The Staff Report for the June 22nd public hearing outlines in greater detail the ways in which the hotel project, including its off-site parking program, implements many of the goals and policies of the General Plan and the Downtown Station Area Specific Plan (DSASP). It is not clear whether these goals would be achievable if all required off-street parking were to be provided on-site at 210 5th Street.

The Opposition Letter considers the valet parking lot in isolation and states that CEQA Guidelines sections 15183 and 15332 are not applicable to the project. When the off-site parking program is included as a component of the mixed-use hotel project, staff considers the project consistent with the General Plan, the DSASP, and the Zoning Code and therefore exempt from further environmental review pursuant to the CEQA Guidelines sections identified above. The Opposition Letter also states that implementation of the valet parking program would preclude future residential development on the site and therefore environmental factors typically included in an Initial Study should be assessed. There are no exceptions or codified policies in the CEQA Guidelines that state that an exempt project should be reviewed for impacts based on potential alternative land use development. Additionally, the parking lot is being proposed to address a present need; should the off-site parking spaces cease to be needed in the future, the use permit can be amended to free the 201 6th Street parcel for some other form of development.

As is often the case with downtown development, the Planning Commission is in a position of weighing (often conflicting) policies and guidelines. Staff’s recommendation of approval is based on the determination that the General Plan and DSASP goals achieved through

construction and operation of the proposed hotel with ground-floor service and retail, in an underutilized, more centrally-located lot, justify the relocation of parking to a parcel that would be much more challenging to develop to the highest and best use envisioned in the DSASP.

Response to Questions from the Planning Commission

Staff is in receipt of several questions posed by a member of the Planning Commission. The questions and staff's response are presented below:

1. Is the UNITE HERE group representing the views of any other group, individual or organization previously identified in the agenda item documents?

Staff Response:

Staff is not aware of an association between UNITE HERE Local 2850 and any parties identified in the agenda materials.

2. Do we yet know whether there will be any replacement of public parking spaces lost within the RRSQ area?

Staff Response:

While there is no public parking associated with the requested Conditional Use Permit, the applicant has indicated a willingness to work with the Santa Rosa Parking division to utilize surplus spaces.

3. In relation to the SMART Station, has any shuttle based program of connecting the Santa Rosa Plaza parking spaces been established in order to mitigate the loss public parking and to encourage more SMART commuter options?

Staff Response:

The Parking division has plans to fund a Parking Shuttle from the SMART Downtown station in Railroad Square to the City parking facilities on 7th Street, to Court House Square, and to the 1st Street parking garage. The Shuttle will meet south- and north-bound trains during the morning and evening commute.

4. Regarding the necessity to either preserve, replace or relocate trees at the existing site, should we utilize Tree Ordinance Section 17-24.050 (page 5) to (re)plant, replace or preserve trees scheduled to be impacted at the existing site in public areas or within the watershed to help alleviate known health impacted "hotspots" per County Health Department reports to the Commission and City Council?

Staff Response:

The project is subject to the City's Tree Preservation Ordinance, which includes restitution for tree removal either through on-site planting or payment into a City fund to facilitate planting of new trees in impacted areas. A condition memorializing this requirement has been added to the draft resolution.

5. For this and any proposed project coming under Commission purview, should we not want add Tree Ordinance Section 17-24.050 to DAC conditions where tree removal, relocation be required?

Staff Response:

Compliance with the Tree Preservation Ordinance is a standard condition for most development projects. In some circumstances the requirements are satisfied through the approved landscaping plans and in some circumstances the details of compliance are established at the Building/Grading Permit plan check stage.

Additional materials

Attached please find a lighting plan, prepared by Ohm Lighting and dated June 12, 2017, and a revised Draft Resolution that includes a condition requiring recordation of a parking covenant for the proposed lot at 201 6th Street and a condition requiring compliance with City's Tree Preservation Ordinance.

Attachments

- Opposition Letter written by Ty Hudson for UNITE HERE Local 2850, received June 19, 2017
- Lighting Plan prepared by Ohm Lighting and dated June 12, 2017
- Revised Draft Resolution approving a Conditional Use Permit for off-site parking for the AC Hotel by Marriott

UNITEHERE! Local 2850

1440 Broadway, Suite 208, Oakland, CA 94612 510/893-3181 Fax: 510/893-5362

June 19, 2017

Mr. Patrick Streeter, Senior Planner
Planning and Economic Development
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Dear Mr. Streeter:

I am writing to express UNITE HERE Local 2850's opposition to the parking reduction and Conditional Use Permit for off-site parking for the proposed AC Hotel (CUP17-031). Local 2850 is the union of hotel and food-service workers in the East Bay and North Bay. Local 2850 and its sister organization, UNITE HERE Local 49, together represent several hundred hospitality workers in Sonoma County. Throughout North America, UNITE HERE works diligently to promote responsible and sustainable hotel development. The success of these efforts depends in large part on local agencies' respect for zoning regulations, the California Environmental Quality Act (CEQA), and other regulations and processes that govern development. We oppose the recommended action on CUP17-031 for the simple reason that it plainly and brazenly violates the spirit and letter of the City of Santa Rosa's Zoning Code, the Downtown Station Area Specific Plan, the Santa Rosa General Plan 2035, and CEQA.

Zoning

According to Section 20-36.070 of the Zoning Code, the AC Hotel project requires a Conditional Use Permit (CUP) to provide the vast majority of its required parking off-site. According to the ratios provided by Table 3-4 of the Zoning Code, the hotel is required to provide 154 shared parking spaces. The project proposes to provide 26 on-site parking spaces and 102 off-site parking spaces at 201 Sixth Street. This proposal is inconsistent with the Zoning Code in multiple ways.

First, the proposed off-site parking lot is not an allowed use on the site where it is proposed, at 201 Sixth Street. The proposal for the off-site parking lot is clearly a commercial parking facility, as defined in the Zoning Code. The zoning designation at 201 Sixth Street is TV-R-SA, which is a residential zoning district in which commercial parking facility is not an allowed use. The Zoning Code is very clear on this point, and on this basis alone the CUP must be denied.

The memo from J. Kapolchok & Associates in support of the proposal makes a creative attempt to avoid this straightforward conclusion. The memo notes that the TV-R-SA zoning allows "health and fitness facilities, meeting rooms, general retail and

restaurants,” all of which are included in the hotel project. The implication is that the proposed parking facility is merely an accessory use to the project a block away which it is intended to serve, and that the uses in that project—not the parking facility itself—are the uses that should be evaluated for compliance with the TV-R-SA zoning regulations. This argument doesn’t pass the laugh test, as any person walking down the street would look at the proposed parking facility and see a parking facility. All of the relevant impacts would be the same as those of any other commercial parking facility. Furthermore, according to the Zoning Code, a use can only be considered an accessory to a primary use if it is on the same parcel. Finally, the argument fails even on its own terms, because the primary use included in the hotel project – *hotel* – is not allowed in the TV-R-SA zoning district.

The second way in which the proposed parking facility is inconsistent with the Zoning Code is that it is not a residential use. According to Zoning Code Section 20-22.020(D), “residential uses are required” in any new development of the site. As such, development of the site as a parking facility with no residential units is clearly not allowed. The Kapolchok memo attempts to avoid this conclusion by pointing out other parking lots that exist in residential zoning districts elsewhere in Santa Rosa. However, the fact that legal nonconforming uses exist elsewhere, perhaps because they predate the current zoning regulations, does not mean that a new nonconforming use may be allowed. The requirement is restated in Section 20-22.050(D)(1): “Each new development shall be a residential project.”

The third reason the proposed parking facility is not allowed is that it is inconsistent with the development regulations of the “-SA” combining district. According to Section 20-28.060(D), this section of Sixth Street is designated “Shop Front” street type. According to Table 2-15, which governs the “Shop Front” street type, development must include residential or “Activity Generating” use on the ground floor. Furthermore, Section 20-28.060(E)(2)(b), “no parking shall be permitted within 20 feet of the street frontage or back of sidewalk, whichever is greater.” The proposed site plan shows parking spaces located within 15 feet of the back of the sidewalk.

Specific Plan and General Plan

In addition to the specific regulations of the Zoning Code, the proposal is inconsistent with three major goals of the Downtown Station Area Specific Plan: to encourage residential development near transit, to encourage a pedestrian-friendly streetscape in the Station Area, and to preserve an adequate supply of public parking spaces.

Goal SP-LU-1 of the Specific Plan is to “ensure land uses that promote use of transit.” Accordingly, Policy SP-LU-1.1 is to “establish appropriate land use designations and development standards which will result in a substantial number of new housing units within walking distance of the Downtown SMART Station site.” The Transit Village Medium land-use designation implements this policy by encouraging medium-density housing development within a half mile of a transit facility. Development in the

Transit Village Medium classification is *required* by both the Specific Plan and the General Plan to include residential units. (See Specific Plan page 4-10 and General Plan page 2-11.) Such residential development is supposed to be in the range of 25 to 40 units per acre. The proposed parking facility is located in the Transit Village Medium land-use classification, and according to the City's GIS system, the two parcels occupy a combined 0.57 acres. As such, the site should accommodate 14 to 22 residential units, which represent 4 to 6 percent of the development capacity of the Railroad Square sub-area, not an insignificant amount. In order to encourage transit-oriented residential development, the General Plan, Specific Plan, and Zoning Code explicitly require new development on this site to provide these units. Development of this site as a parking facility would hinder the accomplishment of Specific Plan Goal SP-LU-1 and violate Policy SP-LU-1.1.

The proposed surface parking lot also runs counter to the Specific Plan's goals regarding pedestrian-friendly development. Specific Plan Policy SP-LU-1.2 is to "improve pedestrian, bicycle and bus transit connections from surrounding areas to the Downtown SMART Station site as well as between neighborhoods surrounding the SMART Station site." Policy SP-LU-1.3 is to "create pedestrian friendly environments and provide convenient connections to the transit facility for all modes of transportation." Policy SP-LU-4.1 is to "maintain and extend the positive qualities of the downtown area's traditional development pattern by requiring activity-generating uses such as retail at street level throughout the Courthouse Square and the Railroad Square Sub-Areas," and Policy SP-LU-4.2 is to "Require new development to include activity generating uses such as retail at the street level along Sixth Street, A Street and Seventh Street." To these ends, Sixth Street is designated a Shop Front Street Type, which is intended to encourage ground-floor retail and other pedestrian-friendly uses. In order to encourage a pedestrian-friendly environment, new development is to be a minimum of two stories and buildings are to be built to the property line. The Zoning Code's prohibition of parking within 20 feet of the sidewalk flows from this Specific Plan guideline. (See Specific Plan page 5-10.) Furthermore, the Specific Plan singles out the point at which Sixth Street crosses under Highway 101 for special treatment to improve the pedestrian environment (page 5-11). To develop this site as a surface parking lot would worsen the pedestrian experience of Sixth Street at Highway 101 and undermine all of these goals and policies.

Parking supply

Not only do the General Plan, Specific Plan and Zoning Code clearly prohibit the development of the parking facility at 201 Sixth Street, the Specific Plan also argues against the proposed parking reduction for the hotel, regardless of where the parking spaces are located. The hotel site, 210 Fifth Street, is currently operated as City parking lot #15 and provides approximately 60 metered public parking spaces. Goal SP-T-4 of the Specific Plan is to "ensure appropriate levels of parking are provided in association with new development," and Policy SP-T-4.7 provides that "future development of City-owned parking facilities should result in no net loss of public parking spaces and should increase the supply of public parking spaces."

The parking analysis that was prepared by W-Trans for the Downtown Station Area Specific Plan acknowledged that the public parking facility at 210 Fifth Street, which the City operates pursuant to a lease with the private landowner, was always intended to be temporary, but it forecast a deficit in the parking supply in the Railroad Square Sub-Area largely due to the expected loss of these 60 parking spaces. The strategy that W-Trans identifies for mitigating this shortfall is a shared parking approach that involves large developments providing parking spaces that would be shared with smaller developments on more constrained sites that are not able to provide their own parking: “Ideally, the largest mixed-use projects would provide paid parking garages with a pool of shared parking spaces” (Parking Analysis, page 14); and “larger mixed-use projects in Railroad Square that provide shared parking may, with approval from the City, be able to enter into agreements with smaller developments to provide a parking supply that meets the combined requirements for both projects.” To this end, the Zoning Code Section 20-36(C)(4)(e) provides for alternative methods of providing required parking in the Station Area, including: “Projects that are unable to provide the total number of required on-site parking spaces may consider paying for the use of shared spaces within other parking facilities, in-lieu of applying for a parking reduction or variance. A parking study shall be submitted verifying that use of shared spaces in another parking facility shall not create a parking shortage for the business associated with that facility.” This is the concept behind the parking requirements for the Courthouse Square subarea in Table 3-4 of the Zoning Code, which, as previously stated, require 154 *shared* parking spaces for the proposed project. Contrary to this expectation, the project proposes 128 valet-only parking spaces exclusively for the guests of the hotel. This is reserved parking, not shared parking. As such, the proposed parking satisfies neither the numerical requirement of Table 3-4, nor the requirement that such parking be shared with other businesses in the Railroad Square area. (The Zoning Code defines “shared parking spaces” as “those spaces that are available to the public, and not reserved for one specific use.”)

The Zoning Code allows for the approval of reduced parking requirements in the Station Area pursuant to a parking study. (It is not clear that the requirement of shared rather than reserved spaces may be waved.) However, the parking study prepared for the project to support this reduction errs by only taking into account the parking demand generated by the hotel and the small associated restaurant and retail uses on the site. Because the site of the proposed hotel is one of the largest potential development sites in the Railroad Square sub-area, it provides one of the best opportunities for the shared parking strategy identified by the Specific Plan parking analysis. As such, the parking study should have taken into account the parking demand that will be generated by smaller projects incapable of providing on-site parking—i.e., other retail and restaurant businesses nearby—as well as the reduced supply of public parking spaces available for the customers of such businesses due to the removal of City parking lot #15.

In summary, by removing 60 public parking spaces and providing only the bare minimum number of parking spaces to accommodate the project itself, the project would exacerbate the parking shortfall in the Railroad Square area. For this reason, even if the site were rezoned to accommodate a parking facility, or an alternative site for the parking facility were identified, the requested parking reduction should not be approved.

CEQA

The project claims to be exempt from CEQA analysis pursuant to CEQA Guidelines Section 15183 for projects consistent with a community plan, general plan, or zoning. The project is not eligible for this exemption because it is very clearly inconsistent with the Santa Rosa Zoning Code, the Santa Rosa General Plan 2035, and the Downtown Station Area Specific Plan, as discussed above.

The project also claims a categorical exemption from CEQA for infill projects, pursuant to CEQA Guidelines Section 15332. However, one of the conditions of this categorical exemption is that the project be “consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.” As discussed above, the project does not meet this condition, and therefore does not qualify for this exemption either.

The project’s ineligibility for these two CEQA exemptions is not a mere technicality. The project site is reserved by the General Plan, Specific Plan, and Zoning Code for medium-density, transit-oriented residential development. The development of this site as a surface parking lot, which will need to be maintained in perpetuity to accommodate the operation of the hotel, and therefore precludes future residential development on the site, has potential impacts on various environmental factors that should be considered under CEQA, including Land Use/Planning, Population/Housing, Transportation/Traffic, Air Quality, Greenhouse Gas Emissions, and Aesthetics. As such, amendments to the General Plan, Specific Plan, and Zoning Code necessary for the project may not be approved prior to the preparation of an Initial Study and the completion of the appropriate level of CEQA analysis.

Conclusion

Local 2850 is obviously not opposed to hotel development *per se*. Responsible development in the hospitality industry can be an important source of good jobs. However, responsible and sustainable development depends on respect for applicable planning documents, zoning regulations, and environmental review requirements. We trust that Santa Rosa City staff, Planning Commissioners, and members of the City Council are equally committed to respect for these important policies and the rule of law. We urge you to deny CUP17-031 for this reason.

Sincerely,



Ty Hudson
Senior Research Analyst

PROJECT
AC HOTEL

REVISIONS

06/12/2017 DESIGN REVIEW

TITLE

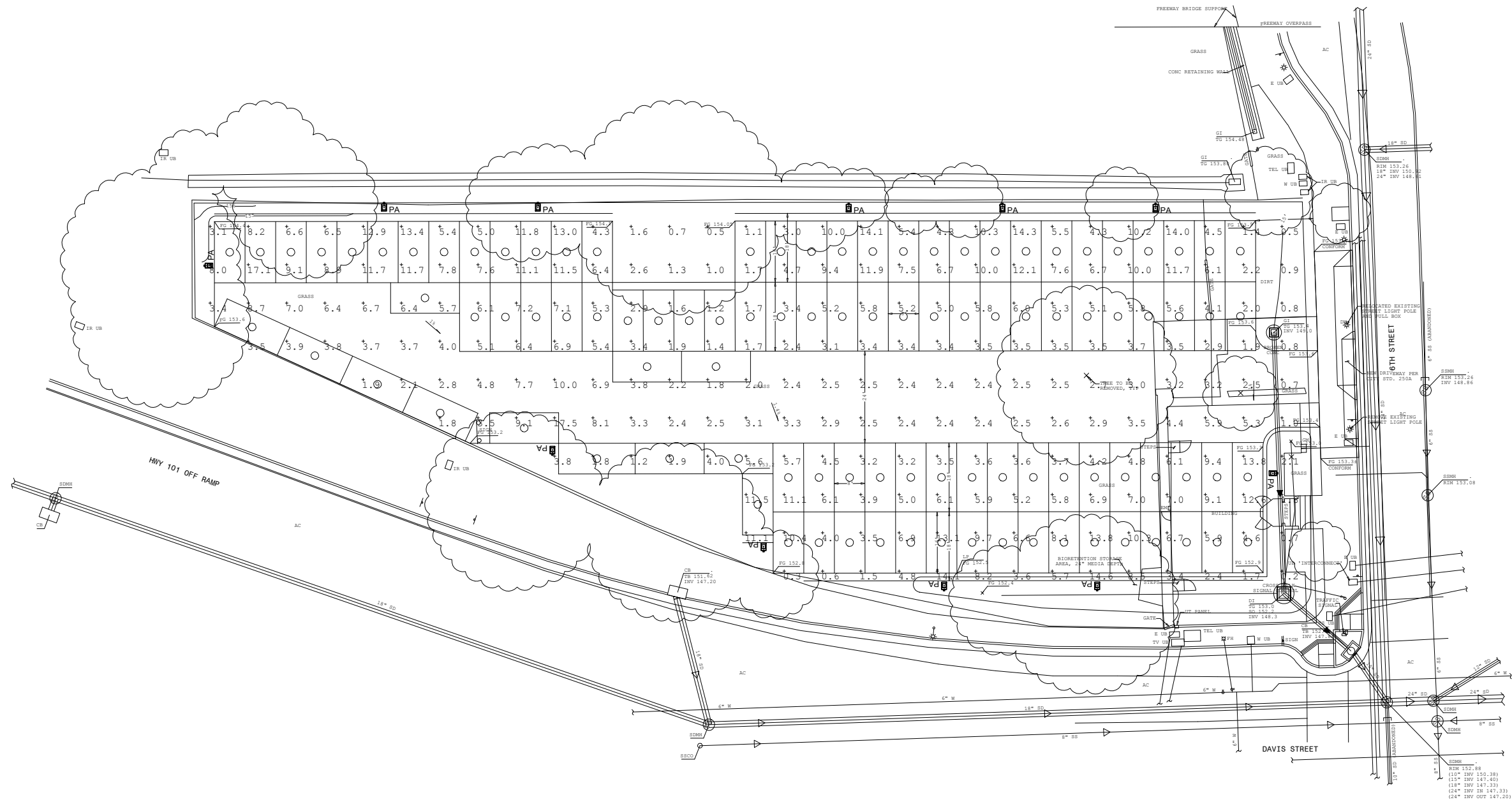
**PARKING LOT
LIGHTING
CALCULATION**

SHEET

AL-100

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

Ohm Lighting is a consultant and is not licensed to produce or provide architectural or engineering construction documents or services. These documents have been submitted for the sole purpose of communicating design intent.




AC HOTEL PARKING LOT FIXTURE SCHEDULE

ID	QTY	MODEL	DESCRIPTION	LOAD	WATTS/VOLTS	NOTES	LAMP
PA	11	RAB LIGHTING# ALED-4T-105-Y/ D10/WS2 (FIXTURE)/ PS4-11-15D2 (POLE)/ WSREM (PROGRAMMING DEVICE)	15"width, pole mounted LED parking lot fixture	NON-DIM	105w/ 120-277V	Fixture located at parking lot.	Integral warm white LED 3000K

General Notes:

1. All lighting equipment must be UL or ETL listed and labeled.
2. Contractor to confirm all lighting fixtures and lamp compatibility.
3. Interior design to verify height of chandeliers, pendants, and wall sconces.
4. Contractor to confirm all recessed housings and trim kits for ceiling and wall compatibility, verify obstructions prior to ordering.
5. Interior of coves to be painted with matte white paint, free of joint compound or other obstructions that may cause any lack of lighting uniformity.
6. Contractor responsible for ordering all power supplies, dimming interfaces, leader cables, connector cables and termination ends if required.
7. Contractor responsible for ordering all parts necessary for a complete and fully functional system.
8. Fixture that requires remote toroidal low voltage transformer should be located in a well-ventilated, accessible and concealed location, contractor to coordinate.
9. Remote power supplies per contractor, coordinate wire lengths and gauge to prevent voltage drop.
10. Equipment with 0-10V dimmable power supplies requires 4 wire rough in. Refer to specification and installation sheets for additional information.

SYMBOL LEGEND

○	← LIGHTING FIXTURE TYPE
TYPE: ZONE:	← LIGHTING CONTROL ZONE
TYPE	SYMBOL
PA	 PA

PROJECT AC HOTEL

REVISIONS

06/12/2017 DESIGN REVIEW

TITLE

FIXTURE SCHEDULE

SHEET

AL-001p

ALED4T105Y/D10/WS2

ALED-4T-105-Y/D10/WS2 (fixture)
PS4-11-15D2 (pole)
WSREM (programming device)

TYPE PA



Specification grade area lights with multi-level motion sensor available in IES Type IV distribution. Suited for mounting on the sides of buildings and walls, and for illuminating the perimeter of parking areas. Patent pending management system. 5 Year Warranty.

Color: Bronze

Weight: 32.0 lbs

Project:

Type:

Prepared By:

Date:

Driver Info

Type:	Constant Current
120V:	0.89A
208V:	0.58A
240V:	0.50A
277V:	0.44A
Input Watts:	108W
Efficiency:	97%

LED Info

Watts:	105W
Color Temp:	3000K
Color Accuracy:	71 CRI
L70 Lifespan:	100000
Lumens:	12971
Efficacy:	120 LPW

Technical Specifications

Listings

UL Listing:

Suitable for wet locations.

DLC Listed:

This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities.

DLC Product Code: PG8QSKJX

IESNA LM-79 & LM-80 Testing:

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80, and have been received the Department of Energy "Lighting Facts" label.

Dark Sky Approved:

The International Dark Sky Association has approved this product as a full cutoff, fully shielded luminaire.

LED Characteristics

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

LEDs:

Multi-chip, high-output, long-life LEDs

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Color Uniformity:

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2015.

Construction

IES Classification:

The Type IV distribution (also known as a Forward Throw) is especially suited for mounting on the sides of buildings and walls, and for illuminating the perimeter of parking areas. It produces a semiCircular distribution with essentially the same candlepower at lateral angles from 90° to 270°.

Effective Projected Area:

EPA = 0.75

Maximum Ambient Temperature:

Suitable for use in 104° F (40°C) ambient temperatures

Cold Weather Starting:

Minimum starting temperature is -40° F (-40° C)

Thermal Management:

Superior thermal management with external Air-Flow fins.

Housing:

Die-cast aluminum housing, lens frame and mounting arm.

Mounting:

Heavy-duty mounting arm with "O" ring seal & stainless steel screws

Reflector:

Specular vacuum-metallized polycarbonate

Gaskets:

High-temperature silicone gaskets

IP Rating:

Ingress Protection rating of IP66 for dust and water

Finish:

Formulated for high-durability and long lasting color.

Green Technology:

Mercury and UV free. RoHS compliant components. Polyester powder coat finish formulated without the use of VOC or toxic heavy metals.

For use on LEED Buildings:

IDA Dark Sky Approval means that this fixture can be used to achieve LEED Credits for Light Pollution Reduction.

Electrical

Drivers:

Two Drivers, Constant Current, Class 2, 1400mA, 100-277V, 50/60Hz, 0.8A, Power Factor 99%

THD:

7.6% at 120V, 16.2% at 277V

Surge Protection:

4kV

Dimming Driver:

Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims as low as 10%.

Other

California Title 24:

See ALED4T105/BL, ALED4T105/PCS, ALED4T105/PCS2, or ALED4T105/PCT for a 2013 California Title 24 compliant product. Any additional component requirements will be listed in the Title 24 section under technical specifications on the product page.

Technical Specifications (continued)

Other

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods-- Buy American Act-- Construction Materials (October 2010).

GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.

Optical

BUG Rating:

B1 U0 G2

Sensor Specifications

Operating Voltage:

120V or 277V

Power Consumption:

1W

0-10V Sinking Current:

50mA

Adjustable High and Low Modes:

High: 0-10V; Low: off, 0-9.8V

Adjustable Time Delay:

Amount of time in high mode with no motion before switching to low mode: 5 min., 1 -30 min.

Adjustable Cut Off Delay:

Time in which the fixture will remain on low mode with no motion before turning off and waiting for new motion to turn on: None, 1 -60 min., 1 -5 hrs.

Adjustable Sensitivity:

None, low, medium, maximum

Adjustable Setpoint:

None, 1 to 250 fc, auto

Operating Temperature:

-40°F to 167°F (-40°C to +75°C)

Operating Humidity:

20% to 90% noncondensing

Relay Life Rating:

200,000 cycles (120/277VAC), 50,000 cycles (230VAC)

IP Rating:

Ingress Protection rating of IP66 for dust and water

UL Listing:

Suitable for Wet Locations as factory installed.

Handheld Wireless Configuration Tool:

Adjust settings using handheld wireless configuration tool. Only available with 0-10V dimming driver options.

Multi Level Motion Sensor:

40 ft. diameter coverage from 20 ft. height.

Dimensions

Features

- Includes integrated motion sensor/photocell for multi-level control
- 66% energy cost savings vs. HID
- 100,000-hour LED lifespan
- Type IV distribution
- 5-year warranty

Ordering Matrix

Family	Distribution	Watts	Color Temp	Finish	Dimming	Sensor
ALED						
	2T = Type II	360 = 360W	Blank = 5000K (Cool)	Blank = Bronze	Blank = No Dimming	/WS2 = Multi-Level Motion Sensor - only available for 120-277V with /D10 for 105W
	3T = Type III	260 = 260W	Y = 3000K (Warm)	W = White	/D10 = Dimmable	/WS4 = Multi-Level Motion Sensor - only available for 120-277V with /D10 for 260W, 125W & 150W
	4T = Type IV	150 = 150W	N = 4000K (Neutral)	RG = Gray		/WS10 = Multi-Level Motion Sensor - only available for 120-277V with /D10 for 360W
		125 = 125W				
		105 = 105W				
		78 = 78W				

Square steel poles drilled for 2 Area Lights at 180°. Designed for ground mounting. Poles are stocked nationwide for quick shipment. Protective packaging ensures poles arrive at the job site good as new.

Color: Bronze Weight: 106.0 lbs

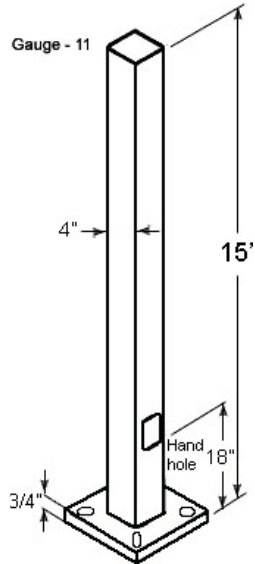
Project:	Type:
Prepared By:	Date:

Lamp Info		Ballast Info	
Type:	N/A	Type:	N/A
Watts:	0W	120V:	N/A
Shape/Size:	N/A	208V:	N/A
Base:	N/A	240V:	N/A
ANSI:	N/A	277V:	N/A
Hours:	N/A	Input Watts:	0W
Lamp Lumens:	N/A		
Efficacy:	N/A		

Technical Specifications

<p>Listings</p> <p>CSA Listed: Suitable for wet locations.</p> <p>Construction</p> <p>Shaft: 46,000 p.s.i. minimum yield.</p> <p>Hand Holes: Reinforced with grounding lug and removable cover.</p> <p>Base Plates: Slotted base plates 36,000 p.s.i.</p> <p>Shipping Protection: All poles are shipped in individual corrugated cartons to prevent finish damage.</p> <p>Color: Bronze powder coating.</p> <p>Height: 15 FT.</p>	<p>Weight: 106 lbs.</p> <p>Gauge: 11</p> <p>Wall Thickness: 1/8".</p> <p>Shaft Size: 4".</p> <p>Hand Hole Dimensions: 3" x 5".</p> <p>Bolt Circle: 8 1/2".</p> <p>Base Dimension: 8".</p>	<p>Anchor Bolt: Galvanized anchor bolts and galvanized hardware and anchor bolt template. All bolts have a 3" hook.</p> <p>Anchor Bolt Templates: WARNING Template must be printed on 11" x 17" sheet for actual size. CHECK SCALE BEFORE USING. Templates shipped with anchor bolts and available .</p> <p>Pre-Shipped Anchor Bolts: Bolts can be pre-shipped upon request for additional freight charge.</p> <p>MaxEPA's/Max Weights: 70MPH 14.0 ft_/400 lb 80MPH 10.2 ft_/295 lb 90MPH 7.6 ft_/220 lb 100MPH 5.6 ft_/165 lb 110MPH 4.2 ft_/125 lb 120MPH 3.0 ft_/95 lb 130MPH 2.1 ft_/70 lb 140MPH 1.4 ft_/50 lb 150MPH 0.8 ft_/35 lb.</p> <p>Other</p> <p>Terms of Sale: Pole Terms of Sale is available .</p>
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Dimensions



Features

- Designed for ground mounting
- Heavy duty TGIC polyester coating
- Reinforced hand holes with grounding lug and removable cover for easy wiring access
- Anchor Bolt Kit includes pole cap and base cover (sold separately)
- Custom manufactured for each application



Handheld wireless configuration tool enables contractors and end-users to customize sensor control settings for PORTO fixtures with the simple click of a button - no ladders required.

Color: Black

Weight: 0.0 lbs

Project:	Type:
Prepared By:	Date:

Technical Specifications

Sensor Specifications

Power Consumption:

1W

0-10V Sinking Current:

50mA

Adjustable High and Low Modes:

High: 0-10V; Low: off, 0-9.8V

Adjustable Time Delay:

Amount of time in high mode with no motion before switching to low mode: 5 min., 1 -30 min.

Adjustable Cut Off Delay:

Time in which the fixture will remain on low mode with no motion before turning off and waiting for new motion to turn on: None, 1 -60 min., 1 -5 hrs.

Adjustable Sensitivity:

None, low, medium, maximum

Adjustable Setpoint:

None, 1 to 250 fc, auto

Operating Temperature:

-40°F to 167°F (-40°C to +75°C)

Operating Humidity:

20% to 90% noncondensing

Relay Life Rating:

200,000 cycles (120/277VAC), 50,000 cycles (230VAC)

IP Rating:

Ingress Protection rating of IP66 for dust and water

UL Listing:

Suitable for Wet Locations as factory installed.

Other

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods-- Buy American Act-- Construction Materials (October 2010).

GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.

Dimensions



Features

High/low modes fully adjustable from 0 to 10V

Time delay dims light 30 seconds to 30 minutes after detecting motion

Optional cutoff delay turns fixture off after a preset period of vacancy

Configure control settings to react to ambient light levels

Ramp up and fade down times can be customized

Save up to six profiles for custom control settings

RESOLUTION NO.

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA MAKING FINDINGS AND DETERMINATIONS AND APPROVING A CONDITIONAL USE PERMIT FOR OFF-SITE PARKING WITH A PARKING REDUCTION FOR THE SANTA ROSA AC HOTEL BY MARRIOTT - LOCATED AT 210 5TH STREET; APN: 010-071-012 AND 201 6TH STREET; APN: 010-086-008 AND 010-086-014 - FILE NUMBER CUP17-031

WHEREAS, an application was submitted requesting the approval of a Conditional Use Permit for off-site parking for the proposed AC Hotel, to be located 210 5th Street with a valet parking lot at 201 6th Street, also identified as Sonoma County Assessor's Parcel Number(s) 010-071-012, 010-086-008 and 010-086-014; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the application at which all those wishing to be heard were allowed to speak or present written comments and other materials; and

WHEREAS, the Planning Commission has considered the application, the staff reports, oral and written, the General Plan and zoning on the subject property, the testimony, written comments, and other materials presented at the public hearing; and

NOW, THEREFORE, BE IT RESOLVED, that after consideration of the reports, documents, testimony, and other materials presented, and pursuant to City Code Section 20-52.050 (Conditional Use Permit), the Planning Commission of the City of Santa Rosa finds and determines:

- A. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the City Code in that the Zoning Code allows off-site parking facilities in any zoning district provided that a Conditional Use Permit is approved, that the off-site parking is within the vicinity of the parcel being served, and that the parking is guaranteed through recordation of a covenant;
- B. The proposed use is consistent with the General Plan and any applicable specific plan in that the off-site parking program proposed will accommodate development that is consistent with the vision presented in the General Plan and allow design of the development to not be encumbered by the space needed for on-site parking;
- C. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity in that the proposed off-site parking lot is primarily surrounded by regional highway right-of-way to the north, east, and west, and parking facilities to the south and the proposed hotel development being served is specifically identified as a desired use in the Railroad Square plan area;
- D. The site is physically suitable for the type, density, and intensity of use being proposed,

including access, utilities, and the absence of physical constraints;

- E. Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located in that the off-site parking lot will include security fencing, lighting, and landscaping and will be subject to Design Review;
- F. The Zoning Code sets a base parking requirement for new development in Railroad Square at 1 parking space per 500 square feet of floor area. The proposed hotel would create 77,000 square feet of floor area and therefore be prescribed to provide 154 off-street parking spaces. Pursuant to Zoning Code Section 20-36.050(C)(2), the review authority may grant a parking reduction as a condition of project approval. As supported by the Focused Evaluation of the AC Hotel Off-site Parking Lot, prepared by W-Trans and dated February 13, 2017, the number of parking spaces approved, a minimum of 124 off-street spaces, will be sufficient for its safe, convenient, and efficient operation of the use and will be compatible with neighboring properties; and
- G. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) in that the project in its entirety is statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15183, in that the project is consistent with existing zoning and the Santa Rosa General Plan 2035, for which an environmental impact report (EIR) was certified and there are no project-specific impacts which are peculiar to the project or its site. The project is also consistent with the Downtown Station Area Specific Plan, for which an EIR was certified. Additionally, the project qualifies for a Class 32 exemption, per Section 15332, as it involves an infill development on a site of less than five acres, within City limits, substantially surrounded by urban uses, with no value as habitat for endangered, rare or threatened species, adequately served by necessary utilities and public services, and the project has no foreseeable significant adverse impacts. This finding is supported for the off-site parking program, in particular, by an arborist report, a biological assessment, a historic resources study, and traffic impact studies prepared for the hotel and the off-site parking facility.

BE IT FURTHER RESOLVED, that this Conditional Use Permit is subject to all applicable provisions of the Zoning Code, including Section 20-54.100 (Permit Revocation or Modification).

BE IT FURTHER RESOLVED that a Conditional Use Permit for off-site parking, is approved subject to each of the following conditions:

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

GENERAL:

1. Compliance with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval. All fees must be paid prior to issuance of a building permit.
2. Compliance with Design Review Board/Cultural Heritage Board Resolution No. 17-946.
3. All work shall be done according to the final approved plans dated received April 24, 2017.
4. Design Review is required for the off-site parking lot proposed at 201 6th Street.

EXPIRATION AND EXTENSION:

5. This Conditional Use Permit shall be valid for a two-year period. If construction has not begun or if an approved use has not commenced within two (2) years from date of approval, this approval shall automatically expire and shall be invalid unless an application for extension is filed prior to expiration.
6. If implemented within the initial approval period in accordance with all conditions of approval, this Conditional Use Permit shall be valid for the duration of use.

BUILDING DIVISION:

7. Obtain a City demolition permit for the structures to be removed.
8. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.
9. Obtain a building permit for the proposed project.

ENGINEERING DIVISION:

10. Designer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements as related to this application unless specifically waived or altered by written variance by the City Engineer.
11. An Encroachment Permit must be obtained from Engineering Development Services of the Planning and Economic Development Department prior to

Resolution No. _____

beginning any work within the public Right-of-Way or for any work on utilities located within public easements.

12. Public Right of Way shall be dedicated to the City at the intersection of Davis Street and 6th Street to provide a 4-foot diagonal setback to the property corner. A 7.5-foot Public Utility Easement is required along the 6th Street and Davis Street frontages and shall be dedicated to the City prior to issuance of an Encroachment Permit. Legal description accompanied with plate shall be submitted with City Dedication Form for review and approval by the City Engineer with the Encroachment permit application.
13. The existing street light pole to be removed is to be relocated easterly of the new driveway location to provide a minimum 5-foot setback to the driveway apron.
14. The Developer's Engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Building Permit Application and Site Improvement Plans shall incorporate all SUSMP Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan. The Final Storm Water Mitigation Plan shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the SUSMP BMP's with maintenance schedule. All BMP details and improvements shall be privately owned and maintained by property owners.
15. Drainage flows and routes from offsite properties shall not be blocked by site improvements at the project boundary. Any off-site storm water drainage onto project shall be conveyed across the site in a separate bypass storm drain system, or shall be fully treated. Collection points along the boundary of the project shall convey storm water to the bypass system to separate treated and untreated storm water.
16. Private Storm drain system is to be connected to the public inlet from a private field inlet behind the sidewalk through a private storm drain pipe. Private storm drains through public right of way shall be minimum 15-inch diameter pipe.
17. The existing driveway curb cut shall be removed and replaced with new City Standard curb gutter and contiguous sidewalk conforming to existing line and grade. New parking lot access to 6th Street shall be through a City Standard 250A Commercial Curb Cut, 26 feet wide conforming to line and grade of existing improvements.
18. Driveway Security gate on 6th Street shall be provided with an electronic opener. Fence and Gates on 6th Street shall be located outside of the Public Utility Easement.

19. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on October 27, 2015. Plans shall be submitted with the Building Permit application. Submit the following with the above-mentioned plans: Maximum Applied Water Allowance form and Hydrozone Table form.
20. Any existing water or sewer services that will not be used must be abandoned at the main per City Standards under an encroachment permit. The existing meter must be collected by the City Meter Shop. Contractor is to coordinate through the City's Encroachment Officer for water meter removal and pick up by the City.

PLANNING DIVISION:

21. This approval includes a parking reduction for the Santa Rosa AC Hotel by Marriott proposed at 210 5th Street, APN 010-071-009. The hotel project in its entirety must provide a minimum of 124 off-street parking spaces.
22. This approval is contingent upon a recorded covenant, running with the land, guaranteeing that the 102 parking spaces will be maintained at the proposed parking lot at 201 6th Street exclusively for the use or activity of the proposed hotel development at 210 5th Street for the duration of the hotel development use.
23. The building materials, elevations, and appearance of this project, as presented for issuance of a building permit, shall be the same as that approved by the Planning Commission. Any future additions, expansions, remodeling, etc., will be subject to review and approval of the Planning Division.
24. Compliance with City Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080),
25. **PROJECT DETAILS:**
 - A. All project details shall be in accordance with the restrictions and limitations of the City Zoning and California Building Codes, as well as the City's Design Review Guidelines.
 - B. All outdoor storage of materials or refuse bins/cans shall be maintained within a completely screened structure or area. The design of the screened structure or area shall be approved by the Planning Division prior to issuance of a building permit.
26. **TREE PRESERVATION:**
 - A. Comply with all procedures and requirements of the City of Santa Rosa Tree Preservation Ordinance as codified through Chapter 17-24 of the City Code.

- B. Comply with the recommendations provided in the Arborist Report prepared by Horticultural Associates and dated April 16, 2017, attached hereto and incorporated here as Exhibit A.
- C. Tree Preservation notes and protection during construction notes shall be shown on the improvement plans and building plans. The tree driplines shall also be shown on each drawing with the attendant protection instructions.
- D. Prior to issuance of a grading or building permit for any clearing, excavation, construction, or other work on the site, a protection zone shall be established to protect natural vegetation and trees from construction activities. The following conditions and restrictions shall apply:
- i. The zone shall encompass the "protected perimeter" which shall be either the root zone or other limit as established in this approval.
 - ii. The zone shall be delineated with a brightly colored construction fence. Such fences shall remain continuously in place for the duration of all work undertaken on the site.
 - iii. No storage or construction activities (including trenching, grading or filling) shall be permitted within the protected zone.
 - iv. No burning or use of equipment with an open flame shall occur near or within the protected perimeter.
 - v. All brush, earth, and other debris shall be removed in a manner which prevents injury to the protected trees and/or shrubs.
 - vi. No oil, gas, chemicals, or other substances that may be harmful to trees shall be stored or dumped within the protected perimeter or any other location from which substances might enter the perimeter of a protected tree.
- E. The contractor(s) shall be notified in writing by the developer of the "Protection Zone." Copies of the letter shall be provided to the Planning and Building Divisions prior to issuance of a building or grading permit for any site work.
- F. The protection zone delineated with the brightly colored construction fence shall be posted with signs which state "Tree/Vegetation Protection Zone -- No Construction or Storage Permitted."
- G. Irrigation systems and plant varieties which require regular watering shall not be permitted within the dripline of an Oak tree which is to be preserved.

- H. No concrete or asphalt paving or compaction of soil shall be permitted within the root zones of protected trees.
- I. Any special work, including mitigation, within the "Protection Zone" must be done under the supervision of a City approved certified arborist.

27. LANDSCAPING:

- A. All required landscaping and irrigation must be installed prior to occupancy per the approved final plans.
- B. Construction drawings submitted for issuance of a building permit shall include final landscape and irrigation plans, except where not required.
- C. All landscaping must be continuously maintained in a healthy and attractive condition, free of weeds and debris, in accordance with the approved plans. Dead and dying plant materials shall be replaced with healthy specimens as necessary.

28. SIGNING:

- A. No exterior signs, banners, or the like are approved with this permit. A planning sign permit application is required for all signs.
- B. Sign permit approval shall be obtained prior to application for a building permit.

29. NATURAL RESOURCES:

- A. Advisement. The applicant, its successors, heirs, assigns or transferees are advised in writing that this approval or permit prior to the start of any construction may be subject to certain other clearances, approvals, permits, or authorizations by state and/or federal agencies. The applicant shall acknowledge in writing receipt of the above advisement.
- B. Mitigation requirement. The City's approval or permit is valid only if the applicant, its successors, heirs, assigns or transferees, comply with the terms, conditions and mitigations set forth in any clearance, permit or approval except that any permit condition or mitigation that requires project redesign shall trigger a review by the City of Santa Rosa Director of Planning and Economic Development to determine if the project as redesigned is consistent with the original approval. A project that the City determines is not consistent with the City approval shall not be granted subsequent entitlements, such as approval of improvement plans and final maps, but excluding grading or building permits of any type. Such a project would have to be resubmitted to the City and reviewed by the City as a new project, including the submittal of a new application and fees.

- C. Power to stop work if violation occurs. Nothing in this approval shall prevent the City of Santa Rosa from exercising its power to stop work in instances where a violation of state or federal law is brought to the City's attention.
- D. No building or grading permit of any type shall be issued by the City until a required federal or state, as applicable, clearance or authorization, with or without conditions, has been filed with the City.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds and determines this entitlement to use would not be granted but for the applicability and validity of each and every one of the above conditions and that if any one or more of the above said conditions are invalid, this entitlement to use would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on the 22nd day of June, 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED: _____
Chair

ATTEST: _____
Executive Secretary

Attachment:

Exhibit A – Tree Preservation and Mitigation Report, prepared by Horticultural Associates and dated April 16, 2017