

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: PATRICK STREETER, SENIOR PLANNER
PLANNING AND ECONOMIC DEVELOPMENT
SUBJECT: APPEAL OF PLANNING COMMISSION APPROVAL OF A
CONDITIONAL USE PERMIT FOR THE SANTA ROSA AC HOTEL
OFF-SITE PARKING PROGRAM – LOCATED AT 210 5TH
STREET AND 201 6TH STREET

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Department of Planning and Economic Development and by the Planning Commission that the Council, by resolution, deny the appeal and approve a Conditional Use Permit for off-site parking for the Santa Rosa AC Hotel project.

EXECUTIVE SUMMARY

The item before the Council is an appeal of an action of the Planning Commission of the City of Santa Rosa (Commission) that approved a Conditional Use Permit (CUP) for off-site parking for the proposed Santa Rosa AC Hotel by Marriot (AC Hotel). The AC Hotel project includes a 5-story, 142-room hotel with a fitness facility, small meeting rooms, a public restaurant and lounge, and approximately 1,000 square feet of commercial retail space to be developed on a parcel located at 210 5th Street, which is presently operating as a parking facility. The hotel itself is permitted by right and received Preliminary Design Review approval at a joint meeting of the Design Review Board and Cultural Heritage Board on February 21, 2017. The hotel project will provide 26 on-site parking spaces and proposes a valet program to utilize approximately 100 spaces in a nearby lot located at 201 6th Street. On June 22, 2017, following a public hearing on the matter, the Commission approved (5-1, with five ayes, one no, and one vacancy) a CUP for the proposed off-site parking program. On June 29, 2017, an appeal to the City Council of the Commission's action was filed by Mr. Ty Hudson, representing UNITE HERE Local 2850 (Appellant). The grounds for appeal state that accommodating the off-site valet parking program at the location proposed, 201 6th Street, would be inconsistent with the Santa Rosa Zoning Code, General Plan, and Downtown Station Area Specific Plan and that the exemptions from the California Environmental Quality Act (CEQA) utilized by the Commission are not applicable to the project. This project

relates to Council Goal 1 – Create a Strong, Sustainable Economic Base, in that operation of the proposed hotel development is likely to implement downtown economic development initiatives and implement key components of the Economic Development Strategic Plan.

BACKGROUND

1. Project Description

Resolution No. 11832, adopted by the Planning Commission on June 22, 2017, approved a Conditional Use Permit for the off-site parking program for the Santa Rosa AC Hotel by Marriot. Development of the AC Hotel would include demolition of the existing surface parking lot at 210 5th Street and construction of a five-story, 142-key hotel. The 77,000 square foot hotel development would include 26 tandem valet parking spaces on site, a 1,800 square foot public restaurant, a 1,500 square foot lounge area, open to the public, and 1,000 square feet of commercial retail space. The hotel would include a library, small meeting rooms, a fitness facility, and a second-story outdoor garden/deck area.

The off-site parking program includes construction and operation of a surface parking lot at 201 6th Street to supplement the 26 valet parking spaces provided at 210 5th Street. The proposed lot would be surrounded by fencing and the access gate would be controlled by a card reader. In addition to approximately 100 parking spaces, the site would include new landscaping, a new curb cut onto 6th Street, and a stormwater bioretention area. Several of the existing trees on and adjacent to the site would be protected and preserved.

Guests arriving at the 210 5th Street hotel by car would leave the vehicle with a valet attendant. The car would then be relocated either to one of the 26 on-site spaces or to the proposed off-site parking lot at 201 6th Street. Because of the one-way street patterns in the area, all turns into or out of the off-site parking lot driveway are anticipated to be right-turns.

2. Surrounding Land Uses

North:	Highway 101 right-of-way
South:	Parking lot for a commercial building
East:	Highway 101 right-of-way
West:	Downtown Santa Rosa off-ramp; offices and single- and multi-family residential uses

The proposed parking site is located on the northern edge of the Railroad Square commercial district. Development south of the site is characterized by smaller scale retail and service establishments. The proposed lot is nested in a wedge between a raised portion of Highway 101 and the Downtown Santa Rosa off-ramp. To the west, across Davis Street is a mix of office and residential uses.

The proposed off-site parking lot is located approximately 350 feet north of the proposed hotel.

3. Existing Land Use – Project Site

The off-site parking project site is presently developed with a single-story duplex that records indicate was constructed in 1928. The vacant residential building fronts on 6th Street and the remainder of the property is largely graded, but unpaved and has been used for vehicle storage. Much of the site is vegetated with non-native shrubs, trees, and grasses, though native coast live oak trees can be found along the periphery of the property. Drainage of the site is by sheet flow into the City's municipal stormwater system.

The half-acre hotel parcel is developed as a surface parking lot with 63 metered parking spaces and an electric vehicle charging station. The lot is accessed via curb cuts on 5th Street and 4th Street. The parcel had previously operated as a service station, but structures associated with that use were razed in 2006.

4. Project History

On October 27, 2007, the Planning Commission approved a Conditional Use Permit and adopted a Mitigated Negative Declaration (MND) for a proposed five-story, mixed use retail and office building on the site of the proposed AC Hotel.

On November 15, 2007, the retail and office building project received Preliminary Design Review approval at a joint meeting of the Design Review Board and the Cultural Heritage Board (Boards). Subsequently, the Design Review Board granted Final Design Review approval at its December 6, 2007, meeting. Entitlements for the retail and office building have since expired.

On August 18, 2016, the AC Hotel by Marriot project was presented to a joint meeting of the Design Review Board and the Cultural Heritage Board as a concept item.

On October 12, 2016, a pre-application neighborhood meeting was held to introduce the hotel project to members of the neighborhood and gather feedback.

On October 13, 2016, an application for Design Review for the hotel building was submitted to Planning and Economic Development.

On February 21, 2017, the Cultural Heritage Board and the Design Review Board held a joint meeting to consider Preliminary Design Review for the AC Hotel project. Following a public hearing, the Boards voted unanimously (two

abstaining) to adopt Resolution No. 17-946, approving Preliminary Design Review for the hotel project.

On April 14, 2017, a Conditional Use Permit application and supporting materials for the proposed off-site parking were submitted to Planning and Economic Development.

On June 22, 2017, following a public hearing on the matter, the Commission approved (5-1, with five ayes, one no, and one vacancy) a CUP for the proposed off-site parking program, via Resolution No. 11832.

On June 29, 2017, an appeal of the Commission's action to the City Council was filed with the City Clerk's Office.

PRIOR CITY COUNCIL REVIEW

In October of 2007, the Council adopted the Downtown Station Area Specific Plan (Specific Plan), which envisions a transit-oriented downtown district, supported by the future Sonoma Marin Area Rail Transit (SMART) station. In November of 2009 and August of 2010, the General Plan and the Zoning Code respectively, were updated to reflect land use changes initiated by the Specific Plan. The proposed hotel is within an area zoned TV-M-H-SA (Transit Village – Mixed-Use, Historic and Station Area overlays) with a Transit Village Mixed-Use General Plan land use designation and the off-site parking lot is within an area zoned TV-R-SA (Transit Village – Residential with a Station Area overlay) with a Transit Village Medium General Plan land use designation.

ANALYSIS

1. General Plan

The proposed hotel site is designated for Transit Village Mixed-Use in the General Plan and the off-site parking is within the Transit Village Medium designation. Both land use designations envision mixed use development that capitalizes on the proximity to transit facilities. Some General Plan goals and policies associated with the hotel development that would be accommodated through the proposed off-site parking program include:

- LUL-I-1 Provide a range of commercial services that are easily accessible and attractive, that satisfies the needs of people who live and work in Santa Rosa and that also attracts a regional clientele.
- LUL-O Provide recreational and cultural facilities for visitors and residents of the [Downtown Station] specific plan area.

- UD-A-2 Strengthen and emphasize community focal points, visual landmarks, and features that contribute to the identity of Santa Rosa using design concepts and standards implemented through the Zoning Code, Design Guidelines, Preservation District Plans, Scenic Road Policies, the Downtown Station Area Specific Plan, and the Citywide Creek Master Plan.
- UD-A-5 Require superior site and architectural design of new development projects, to improve visual quality in the city.
- UD-D Avoid strip patterns of commercial development.
- UD-D-2 Maintain a uniform setback of structures from the street. Require parking areas to be placed to the side or rear of structures, not in front.
- EV-A-5 Maintain diversity in the types of jobs available in Santa Rosa to lessen the impact of economic cycles.
- EV-B Facilitate the retention and expansion of existing businesses and provide sufficient land for business expansion and attraction of new employers that utilize the area's existing labor pool.
- EV-C Promote new retail and higher density uses along the City's regional and arterial corridors.
- EV-D-1 Continue to promote Santa Rosa's role as a regional center.
- EV-D-6 Pursue expansion of the number of hotel rooms and conference facilities in order to attract more meetings and conventions to the city. Aggressively promote the city to the visitor and convention markets.

Because of its unique location between a raised freeway and a downtown off-ramp, the parcel proposed for off-site parking would be challenging to develop, from both an environmental and a marketability standpoint, with the mixed residential and commercial uses envisioned in the General Plan. By providing much of the required parking for the proposed hotel however, the off-site parking program permits development on the hotel site that is in line with the vision presented in the General Plan without being encumbered by the space needed for on-site parking. The proposed hotel would accommodate a greater volume of visitors to downtown Santa Rosa and the proposed retail, restaurant, and lounge spaces would increase pedestrian activity at the street level.

2. Downtown Station Area Specific Plan

The project is within the boundaries of the Downtown Station Area Specific Plan (DSASP). The DSASP is consistent with the General Plan in envisioning a transit-oriented downtown, supported by and supporting the anticipated SMART station. The introduction to the DSASP document identifies one of the plan

objectives to be an increase in the number of residents and employees within walking distance of the SMART site through the intensification of land uses in the plan area. The project is located within the Railroad Square sub-area which specifically identifies hotel and retail development as desired land uses. Many of the goals and policies within the DSASP mirror the General Plan in promotion of walkable, high density neighborhoods within the vicinity of the transit stop. The DSASP identifies development guidelines for the hotel parcel to include a minimum of two stories and a maximum of five, with ground floor retail. The 4th Street frontage is to include activity generating uses. Meeting the development guidelines for the hotel parcel may not be feasible if all of the required parking were to be provided on-site.

3. Zoning

The off-site parking lot site is zoned TV-R-SA (Transit Village – Residential; Station Area overlay) and is bordered on the north and east by highway right-of-way. Zoning districts to the west include a mixed-use Planned Development district and the TV-R (Transit Village – Residential) district. Immediately adjacent to the off-site parking lot site is the TV-M-H-SA (Transit Village – Mixed-Use, Historic and Station Area Overlays) district, which is the same zoning district in which the proposed hotel building is located.

Both the off-site parking lot's and the hotel's zoning districts are intended to support a diverse mix of residential and commercial development that will act to stimulate the downtown shopping district and capitalize on the anticipated operation of the transit station nearby.

Consistent with Table 3-4 of the Zoning Code, nonresidential uses within the Downtown Station Area Specific Plan boundaries are to require "one shared space for each 500 square feet of new floor area." The prescribed parking supply for the 77,000 square foot hotel building would therefore be 154 off-street spaces. A traffic impact study, prepared for the project by the engineering firm W-Trans and dated November 15, 2017, identifies a peak demand of 126 parking spaces for the project. A subsequent focused traffic and parking study prepared by W-Trans and dated February 13, 2017, identifies a total peak parking demand of 124 spaces on weekend evenings. Peak demand for the off-site parking lot is expected to be 88 spaces on weekdays and 98 spaces on weekends.

The hotel project proposes 26 on-site parking spaces and 102 off-site spaces for a total of 128 spaces. Pursuant to section 20-36.070 of the Zoning Code, off-site parking is permitted with a Conditional Use Permit. Additionally, the Planning Commission and/or Council has authority to grant a parking reduction from the standard number of spaces prescribed in the Zoning Code. If in the future, parking demand for the hotel should decline, the operator may amend this use permit to develop some or all of the off-street parking lot or to enter into an agreement with the City's Parking division to utilize surplus spaces.

4. Design Guidelines

The proposed hotel was evaluated for consistency with the City's Design Guidelines for Neighborhood Design, Building Design, Infill Development, and Highway Corridors. Staff determined that the hotel project utilizes variety in materials, stepping and articulation, and thoughtful architectural features to reduce massing while providing visual interest to what is currently an underdeveloped "edge" area of the Railroad Square commercial district. While not identified as being located in a formal Gateway area in the Zoning Code, the proposed hotel will be a visually prominent structure for vehicles and pedestrians approaching downtown Santa Rosa and Railroad Square in particular. In approving the Preliminary Design Review for the hotel, the joint Design Review Board and Cultural Heritage Board found the project to be of superior design. The off-site parking lot will be subject to Design Review before the Zoning Administrator and the hotel building will return to the Design Review Board for consideration of Final Design Review.

5. Neighborhood Comments

In correspondence and at public meetings, the overwhelming concern from neighbors of the project has been in regards to parking, both demand generated by the proposed hotel and the loss of inventory available to Railroad Square. Generally, neighbors have been supportive of the project design, but caution the need to analyze and account for traffic patterns along Davis Street and request assurance that parking concerns will be addressed. Additional comments that relate specifically to the off-site parking lot include concern for security of vehicles and for parking attendants, questions about employee parking, and consideration of the opportunity to utilize surplus parking spaces in the off-site lot as a resource to the other businesses in Railroad Square.

An opposition letter, written by the Appellant and submitted prior to the June 22nd public hearing, challenged the off-site parking program on primarily the same grounds on which the appeal was filed: inconsistency with the Santa Rosa Zoning Code, General Plan, Downtown Station Area Specific Plan, and the California Environmental Quality Act.

6. Public Improvements/On-Site Improvements

The off-site parking lot will be paved to accommodate approximately 100 parking stalls with landscaping and stormwater control facilities. The existing curb cut on 6th Street will be reconstructed to City standards and an existing light pole will be relocated.

7. Appeal Statement and Council Options

Pursuant to Zoning Code Chapter 20-62, appeals of decisions made by the Planning Commission shall be evaluated by the Council. The Council may consider any issue involving the matter that is the subject of the appeal, in addition to the specific grounds for appeal.

With respect to the Conditional Use Permit, the Council may:

- Affirm, affirm in part, or reverse the action, the determination, or decision that is the subject of the appeal; or
- Adopt additional conditions of approval, that may address issues or concerns other than the subject of the appeal; or
- If new or difference evidence is presented on appeal, the Council may refer the matter back to the Commission for further consideration.

The appellant has provided the following two grounds for the appeal; the full appeal statement is provided as an attachment. Staff responses follow each item.

#1. The proposed off-site parking facility is inconsistent with the Zoning Code, the Downtown Station Area Specific Plan, and the General Plan.

Staff Response

The appeal statement reiterates the ideas outlined in the letter submitted by the Appellant on June 19, 2017 (Opposition Letter), with specific rebuttals to the response provided by staff in a memorandum prepared on June 21, 2017 (Response Memo), and at the June 22, 2017, public hearing before the Planning Commission. The crux of the argument presented in the appeal statement is that the valet parking lot proposed to be located at 201 6th Street should be considered an independent primary use, specifically a *Commercial Parking Facility* as identified in the land use tables of Division 2 of the Zoning Code and therefore would not be permitted within the TV-R-SA zoning district or within the Transit Village Medium land use classification in the General Plan and DSASP. The Appellant argues that based on this logic, the findings made by the Planning Commission in approving Resolution No. 11382, were not valid.

City staff maintains, as is outlined in the Response Memo, that the Planning Commission was not acting on a stand-alone land use at 201 6th Street, but rather approved a Conditional Use Permit for the off-site parking program of the AC Hotel. 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 determination, supported by the Planning Commission's approval action, is that the off-site parking program, including the proposed lot at 201 6th Street, does not fall into the land use classifications of Division 2 as a *Parking Facility*, but instead is controlled by Division 3, Site Planning and General Development Regulations.

The appeal statement argues that off-site parking is unique from the other development regulations that appear in Division 3 such as driveways, signs, fences, walls, hillside development, and landscaping areas, because off-site parking fits the Zoning Code definition of *Land Use* in that it proposes to “design, occupy, and maintain the land.” City staff does not agree with this argument; if the intent of Division 2 were to regulate any activity that could fall within the definition of *Land Use*, then the land use tables should include, at minimum, driveways, hillside, development, and landscape areas in addition to off-site parking. Instead, the land use tables of Division 2 are silent on all of these topics. Section 20-21.020(C) of the Zoning Code applies to land uses identified in Division 2 and directs that:

Each land use and structure shall comply with the development standards of this Chapter, the provisions of Division 3 (Site Planning and General Development Standards), and any applicable conditions imposed by a previously granted land use permit.

The Zoning Code is explicit in its direction that every land use identified in Division 2, hotel included, has site planning and general development standards, which may include landscaping, driveways, and indeed off-site parking, that are subject to the provisions of Division 3.

The appeal statement further argues that, conceding the off-site parking to be a component of a hotel use, *Lodging-Hotel* is not a permitted use in the TV-R district and additionally, Section 20-22.050(D)(1) of the Zoning Code requires residential development in this district. Both of these concerns were identified by staff as potential issues during the review of this project. As noted in the Response Memo, the off-site parking program was subject to a holistic analysis that considers all aspects of the use. It is inappropriate analysis to narrowly apply sections of the Zoning Code to components of the overall use. As an example: vehicle circulation between valet areas, a component of the overall use analysis, takes place along 4th, 5th, Davis, and Morgan Streets; clearly there is no argument that *Lodging-Hotel* is being proposed to occupy the public right-of-way even though the off-site parking program will utilize those street sections. The existing developments immediately to the north and to the south of the hotel parcel have parking lots, landscaping, and site circulation that cross lot lines. By the logic presented in the appeal statement, these developments should not be permitted because the parcels accommodating their parking lots and landscaping are developed with fewer than two stories and do not contain “activity generating uses such as retail at the street level” pursuant to Zoning Code Section 20-23.070(B) and (D).

As identified in the examples above, it is not uncommon for development in Santa Rosa to occupy several parcels, zoning districts, and general plan designation areas, which in some cases may not be contiguous. In approving

the CUP for the off-site parking program, the Planning Commission considered the project in its entirety. The development reviewed for consistency was a hotel, permitted by right on the parcel on which it is proposed, with an off-site parking component. The development as a whole, as approved by the Planning Commission, is consistent with and compliant with the Zoning Code, the General Plan, and the Downtown Station Area Specific Plan.

#2. The project does not qualify for CEQA exemption under CEQA Guidelines sections 15183 and 15332.

Staff Response

The Planning Commission found that approval of the CUP was exempt from further review under CEQA pursuant to CEQA Guidelines Section 15183, consistency with a General Plan and Zoning, and Section 15332, infill development. The appeal statement argues that, because both of these exemptions require consistency with the Zoning Code, General Plan, and Specific Plan, these exemptions are not applicable to the project. California Government Code Section 65100-65107, Local Planning, codifies that the functions of the Planning Commission include implementation of the general plan and administration of specific plans and zoning ordinances. The Planning Commission, via Resolution No. 11832, made findings and determinations that the proposed off-site parking program complies with the Zoning Code and is consistent with the General Plan and any applicable specific plan. Because the project meets all of the required criteria for the two cited sections of the CEQA Guidelines, as confirmed by the stated authority for local planning determinations, the off-site parking program is exempt from further review under CEQA.

FISCAL IMPACT

Approval or denial of this appeal will not have a direct fiscal impact on the General Fund. However, the new hotel rooms that AC Hotel project would create could result in an increase to funds generated through the City's Transient Occupancy Tax.

ENVIRONMENTAL IMPACT

The project, the hotel and off-site parking program, 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 the two traffic studies identified earlier in this report.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

The Cultural Heritage Board and the Design Review Board held a joint meeting on February 21, 2017, to consider Preliminary Design Review for the AC Hotel project. Following a public hearing, the Boards voted unanimously (two abstaining) to adopt Resolution No. 17-946, approving Preliminary Design Review for the hotel project. Per the resolution, the Boards found that the project is of superior design and consistent with the General Plan, Downtown Station Area Specific Plan, Railroad Square Preservation district, the City's Design Guidelines, and zoning. The Boards further found the project compatible with surrounding properties and land uses and statutorily exempt from the California Environmental Quality Act. Resolution No. 17-946 outlines 16 design-related items that will be considered by the Design Review Board prior to issuance of final Design Review approval.

During the public hearing portion of the July 22, 2017, Planning Commission meeting, several members of the public stated support for the project so long as adequate parking is provided. The previous owner of the parcel at 201 5th Street informed the Commission that the 64 parking spaces were not leased to the City in perpetuity and that some form of development, be it the AC Hotel or something else, would eventually replace them. The Appellant also spoke during the public hearing and stated the concerns outlined in the June 19th Opposition Letter described above. Following the close of the public hearing, the Planning Commission adopted (5-1, with five ayes, one no, and one vacancy) Resolution No. 11832, approving a CUP for off-site parking for the AC Hotel. During discussion of the item, Commission members cited the potential for the AC Hotel project to advance many of the goals of the Downtown Station Area Plan and the fact that that approval of the off-site parking program does not preclude higher-density development of the 201 6th Street parcel in the future, as reasons to vote in favor of approval. The one dissenting member of the Commission stated an inability to find the parking program consistent with the General Plan.

NOTIFICATION

This appeal hearing was noticed as a Public Hearing per the requirements of Chapter 20-66 of the City Code. Notification of this public hearing was provided by posting an on-site sign, publishing notice in a newspaper of general circulation, mailed notice to surrounding property owners, electronic notice to parties that had expressed interest in

projects taking place in this geographic area of Santa Rosa, and bulletin board postings at City Hall and on the City website.

ISSUES

Staff initially had concerns about the definition of parking facility and whether the Zoning Code would permit the proposed off-street parking use in the TV-R-SA district because neither parking facilities nor lodging were permitted land uses. The determination was made, as is discussed in the Analysis section of this report, that the off-site parking program, including the lot at 201 6th Street, is not a primary land use subject to the provisions of Division 2 of the Zoning Code, but is rather a component of site planning and general development regulations as outlined in Division 3. Zoning Code Section 20-36.070(A) sets forth the placement criteria for off-site parking facilities, specifically citing that they must be located within the vicinity of the parcel being served and bound by a recorded parking covenant to provide the required parking in perpetuity. The 201 6th Street parcel meets these criteria.

Approval of the hotel project is contingent upon the applicant's ability to demonstrate that adequate parking will be available for the life of the project. If the land use proceedings result in required changes to the design of the proposed development, the project could return to the Design Review Board and/or Cultural Heritage Board for consideration of modification to an approved design.

ATTACHMENTS

- Attachment 1 - Disclosure Form
- Attachment 2 - Location Map
- Attachment 3 - General Plan and Zoning Map
- Attachment 4 - Appeal Statement, dated received June 29, 2017
- Attachment 5 - Planning Commission Minutes, June 22, 2017
- Attachment 6 - Planning Commission Resolution No. 11832, approving a Conditional Use Permit for off-site parking for the AC Hotel
- Attachment 7 - Opposition Letter, submitted by Ty Hudson on behalf of UNITE HERE Local 2850, dated June 19, 2017
- Attachment 8 - Response Memo, prepared for the Planning Commission by Patrick Streeter, Senior Planner, dated June 21, 2017
- Attachment 9 - Proposal Statement for the AC Hotel Off-site Parking Conditional Use Permit, prepared by J. Kapolchok and Associates and dated received April 14, 2017
- Attachment 10 - Off-site parking site plan, prepared by BKF and dated April 12, 2017
- Attachment 11 - Off-site parking landscape plan, prepared by Stephanie McAllister and dated received April 14, 2017
- Attachment 12 - Arborist report, prepared by John C. Meserve and dated April 16, 2017
- Attachment 13 - Biological assessment, prepared by Kjeldsen Biological Consulting and dated April 2017

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- Attachment 14 - Historical resources study, prepared by Tom Origer & Associates and dated February 28, 2017
- Attachment 15 - Traffic impact study for the AC Hotel, prepared by W-Trans and dated November 15, 2016
- Attachment 16 - Focused evaluation of the off-site parking lot, prepared by W-Trans and dated February 13, 2017
- Attachment 17 - AC Hotel Design Review plan set, dated received February 1, 2017
- Attachment 18 - Joint Design Review Minutes, February 21, 2017
- Attachment 19 - Design Review Board/Cultural Heritage Board Resolution No. 17-946 approving Preliminary Design Review for the AC Hotel
- Attachment 20 - Comments from the Railroad Square Project Review Committee dated May 8, 2017
- Attachment 21 - Applicant response to comments from the Railroad Square Project Review Committee, dated May 25, 2017
- Attachment 22 - Comments from the public

Resolution and Exhibit A

CONTACT

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