



J. Kapolchok

+ Associates

Land Use Planning
Urban Design

Proposal Statement
AC Hotel Parking Lot
Conditional Use Permit
April 2017

Applicant: AC Hotel by Marriot
Jeff Bedford

Engineers: BkF, Engineers
200 4th Street, Suite 300
Santa Rosa, CA 95401

Architects: BAR architects
Jeff Goodwin, architect
901 Battery Street, Suite 300
San Francisco, CA 94111

Land Use Consultant: J. Kapolchok & Associates
843 2nd Street
Santa Rosa, CA 95404

Location: 201, 203 6th Street, and
510 Davis Street
Santa Rosa, CA

APN: 010-086-008 & 014

Parcel Size: ±.50 acres

Zoning: Transit Village Residential (TV-R)

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Downtown Station Area

Specific Plan: Transit Village Medium (mixed use and residential)

General Plan: Transit Village Medium (25 to 40 u/ac.)

Proposal: Valet only, off-site parking lot to serve the AC Hotel at 5th and Davis per Zoning Code Section 20-36.070(A).

PROJECT DESCRIPTION

Setting/Location

The proposed off-site parking lot site is composed of two separate parcels (APN: 010-086-008 & 014) totaling approximately 0.5 acres in size. A triangular shaped property, the site is sandwiched between the State Highway 101 freeway, the Davis Street/Downtown freeway off-ramp and 6th Street. Access to the site is from 6th Street.

Surrounding Land and Land Uses

As depicted below, the site, lying north of 6th Street, is situated within a mixed-use area of downtown Santa Rosa. The primary surrounding use is a major transportation corridor, that is, Highway 101 and the Downtown freeway off-ramp. Uses to the west consist of a mixture of residential, office and retail services; to the south are primarily the business and retail services of downtown Railroad Square. The site is north of the Railroad Square Historic Preservation District. The site is developed with a single-family residence. Existing trees include a number of large oak trees existing along the perimeter of the site; redwoods off-site along the freeway frontage and a large walnut, plum and maple tree behind the residence. An arborist report will be prepared to determine which trees can be saved and which replaced in accordance with the city's Tree Preservation Ordinance.



Project:

The proposal is to provide a ±102 tandem space, valet only, parking lot. The purpose of the project is to meet the parking requirement for the AC Hotel on Railroad Square, which will be located at the southeast corner of 5th Street and Davis Street. Per Zoning code Section 20-36.070(A), the City, by conditional use permit, can allow a project (the AC Hotel) to locate its parking requirement in an off-site location on a parcel in the vicinity of the project. The 6th and Davis Street parcel, located approximately 290 ft. north of the rear property line of the AC Hotel site, is such a parcel. Per the requirement of the zoning code, upon approval of the conditional use permit, the owner will record a covenant, which will run with the land, guaranteeing that the required parking will be maintained exclusively for the AC Hotel use.

Conditional Use Permit:

Unlike a use permitted by right, uses subject to the granting of a conditional use permit are discretionary and require the Planning Commission (decision making authority) to make the Findings set forth in Section 20-52.050 (F) of the city's Zoning Code. The following is offered as evidence in support of said findings.

Section 20-52.050 (F)

1. 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;

Response

Zoning Code Section 20-36.070 (A) sets forth the requirements for the location of off-site parking facilities. They must: Be located on a parcel in the vicinity of the parcel served; subject to a recorded covenant running with the land, by the owner of the property, guaranteeing that the parking be maintained exclusively for the use being served. The proposed off-site parking lot is within 300 ft. of the AC Hotel at Railroad Square. The required covenant and guarantee will be met through compliance with the Conditions of Approval.

There are commercial, institutional and commercial/community uses for which off-site parking lots exist within the city limits of Santa Rosa. Of the examples cited below, two are within the boundaries of the Downtown Station Area Specific Plan. All are located on land designated for either medium density residential or low density residential in the General Plan.

Examples

Off-site Parking Lots					
Site Address	Site Size	Use	DSASP	Zoning	General Plan
619 7 th St.	0.2 acres	Parking for Press Democrat employees.	Yes	R-1-6-H-SA	Low Density Residential
348 10 th St.	±3.5 acres	Developed with and parking for a church as well as parking for adjoining office uses.	Yes	R-3-18-H	Medium Density Residential
125 Brookwood Ave.	0.55 acres	Parking for public safety employees (Police Station).	No	R-3-18	Medium Density Residential
950 Sonoma Avenue	1.19 acres	Parking for public safety employees (Police Station).	No	PD 0167	Medium Density Residential

TV-R (Transit Village-Residential) district. The site is zoned TV-R. According to Section 20-22.020 (D) the TV-R zoning district is applied to areas within approximately one-half mile of a transit facility that is appropriate for mixed use developed. Although considered a residential zoning district, the TV-R district, which implements the Transit Village Medium land use district in the DSASP and General Plan, allows uses other than residential uses. Among these uses are health and fitness facilities, meeting rooms, general retail and restaurants. All said uses are uses within the AC Hotel project.

2. The proposed use is consistent with the General Plan and any applicable specific plan;

Response

The land use designation of the project site is Transit Village Medium in both the General Plan and the Downtown Station Area Specific Plan (DSASP). This classification is intended to accommodate mixed use development within approximately one-half mile of a transit facility. The intention behind the

Transit Village land use designations (Transit Village Medium and Transit Village Mixed) is to establish land uses in close proximity to rail stations that would generate ridership for the SMART and enhance the economic vitality of Downtown. This, in turn, assist in establishing Downtown as a destination. This intention is also expressed in LUL-C, the main General Plan land use goal for the downtown.

As discussed above, the Transit Village-Medium land use designation is a mixed use designation. Given the size, location and physical constraints of the Project site (see discussion below) utilization of the site as an off-street parking lot for a destination enhancing use, that will add to the economic vitality of the Downtown achieves consistency with the General Plan and the DSASP.

3. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity;

Response

As depicted in the aerial above, the 0.5 acre site is a triangular shaped property bordered by State Highway 101 on the north and east, the Downtown Freeway off-ramp on the the west, and 6th Street to the south. The site is within the 70 dba noise contour as shown on Figure 12-2 (Noise Contours) of the General Plan. Access is limited to 6th Street. The site is bordered by small lots developed with single-family residences to the west and a parking lot serving a retail commercial complex to the south. Future land uses are Transit Village Mixed uses south of 6th Street and Transit Village Medium and Medium Density Residential/Office uses on the west side of Davis moving north (GP Figure 2-2 Downtown Land Uses). The proposed use is a valet only, 102 space off-site parking lot for the exclusive use of the AC Hotel at Railroad Square. As such, the site will generate a limited amount of activity. A 15 ft. to 20 ft. landscape buffer is proposed along 6th Street and that portion of the site that fronts Davis Street. The site will be fenced and secured. Lighting will be shielded as to not spill onto adjoining properties. Development of the site as a off-site parking lot will not detract or restrict development of the surrounding area.

4. The site is physically suitable for the type, density, and intensity of the use being proposed, including access, utilities, and the absence of physical constraints;

Given the physical constraints of the site, that is, shape, size, location, access, and noise, the site is suitable for a restricted access (non-public) use of limited intensity. The site is not within a geological sensitive area. A Preliminary Storm Water Management Plan will be prepared for the site assuring that the

best management practices will be implemented in the site's drainage plan. Public sewer or water are not required.

5. 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; and

Response

The proposed Project is a non-noxious use of limited intensity. Fencing, lighting and landscape screening will be provided. The use would not disturb or retard the expansion or redevelopment of any use or public improvement in the area.

6. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

Response

The following reports have been prepared:

- a. Preliminary Storm Water Management Plan
- b. Landscape Plan
- c. Traffic Analysis
- d. Historical/Archaeological Report
- e. Arborist Report