

AC Hotel by Marriott Santa Rosa, CA

Determination of Project Consistency with a Community Plan,
General Plan, or Zoning (CEQA §15183) as Expressed in the
Downtown Station Area Specific Plan and EIR



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A detailed map of the SMART Station Area. The map shows a central blue square representing the SMART Station. Surrounding the station are concentric circles indicating walking distances: a 1/4 mile / 5 minute walk (inner circle) and a 1/2 mile / 10 minute walk (outer circle). The map includes a legend at the bottom left with a scale bar (0 to 1,000 feet) and a north arrow. The legend identifies three types of corridors: Primary Street Corridor (dashed line), Multi-Use Corridor (solid line), and Pedestrian Connector (dotted line). The map shows various streets including W College Ave, W 5th St, N Dutton Ave, Cleveland Ave, Morgan St, FTH St, Healdsburg Ave, Mendocino Ave, 7th St, 8th St, 9th St, 10th St, 11th St, 12th St, 13th St, 14th St, 15th St, 16th St, 17th St, 18th St, 19th St, 20th St, 21st St, 22nd St, 23rd St, 24th St, 25th St, 26th St, 27th St, 28th St, 29th St, 30th St, 31st St, 32nd St, 33rd St, 34th St, 35th St, 36th St, 37th St, 38th St, 39th St, 40th St, 41st St, 42nd St, 43rd St, 44th St, 45th St, 46th St, 47th St, 48th St, 49th St, 50th St, 51st St, 52nd St, 53rd St, 54th St, 55th St, 56th St, 57th St, 58th St, 59th St, 60th St, 61st St, 62nd St, 63rd St, 64th St, 65th St, 66th St, 67th St, 68th St, 69th St, 70th St, 71st St, 72nd St, 73rd St, 74th St, 75th St, 76th St, 77th St, 78th St, 79th St, 80th St, 81st St, 82nd St, 83rd St, 84th St, 85th St, 86th St, 87th St, 88th St, 89th St, 90th St, 91st St, 92nd St, 93rd St, 94th St, 95th St, 96th St, 97th St, 98th St, 99th St, 100th St. The map also shows the Transit Center and the SMART Station Site. The map is titled "SMART Station Area" and "Map of the SMART Station Area".

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site. A primary objective of the DSASP, a transit oriented specific plan, is to support future rail transit by increasing the number of residents and employees within walking distance of the Downtown Santa Rosa transit station. The AC Hotel by Marriott Project (the Project) will not only provide job opportunities but the hotel, public restaurant and lounge and commercial retail space are designed to promote economic vitality; the anticipated result of which is increasing employment and commerce within a short distance from the rail station.

The Santa Rosa City Council adopted the DSASP on October 9, 2007. Its Land Use Map (Specific Plan Figure 4.1) designates the Project site as being located within the Railroad Square Sub-Area. Specific Plan Figure 4.2 (land uses) designates the site as Transit Village Mixed-Use. The City of Santa Rosa General Plan 2035 land use map, adopted November 3, 2009, brought the land use designations for properties within the DSASP into conformance with the Specific Plan, thereby changing the General Plan land use designation on the subject parcel from Retail and Business Services to Transit Village Mixed-Use.

On August 31, 2010 by Ordinance No. 3951, the Council of the City of Santa Rosa amended Title 20 of the Santa Rosa City Code, which resulted in the reclassification (rezoning) of 1,041 properties located within the boundaries of the Downtown Station Area Specific Plan. Said action brought the zoning on the parcels within the Downtown Station Area Specific Plan boundaries into conformance with the General Plan and Specific Plan. The subject parcel (APN: 010-071-012) was specifically rezoned from the PD-H District (Railroad Square – Historic) to the TV-M-H-SA District by this Ordinance. As further reflected by Ordinance No. 3951, the City Council read, reviewed and considered the certified Downtown Station Area Specific Plan Environmental Impact Report and found that the rezoning of properties to zoning districts consistent with the DSASP (and the General Plan) was anticipated by the Downtown Station Area Specific Plan and associated Environmental Impact Report, and there were no new effects and no new mitigation measures required.

The site is zoned Transit Village Mixed – Station Area (TV-M-H-SA). The standards of the TV-M district (Zoning Code Section 20-23.07) are intended to support a diverse mix of high density residential, hotel, office, and retail uses and maintain a vibrant and activity generating specialty shopping district. The proposed Project is a permitted use under the TV-M- district. The purpose of the -H combining district is to recognize, preserve, and enhance Santa Rosa's locally designated historic resources, in this case the Railroad Square Preservation District. The purpose of the –SA combining district is to enhance and reinforce distinctive characteristics within the DSASP areas and create environments that are comfortable to walk in. The design of the Project must achieve consistency with each of these combining districts.

CEQA Guidelines Section 15183 mandates that projects that are consistent with development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 allows potential project-specific significant effects to be examined through an initial study or other analysis.

As stated above, the Project (use) is a permitted use under the TV-M-H-SA zoning district. The Project (design) would need to be consistent with the development density (FAR) established by the district and any applicable design/development standards established in the DSASP for the Railroad Square Sub-area. Likewise, the project is consistent with the General Plan and the Specific Plan. When the project site was rezoned to the TV-M-H-SA district, the EIR for the Downtown Station Area Specific Plan was used as the underlying environmental document on which to determine if rezoning to the districts consistent with the DSASP caused any new environmental effects, which in turn would have required new mitigation measures. None were found to be warranted.

Given the consistency of the Project with the zoning and the fact that the rezoning of the Project parcel relied upon a review of the DSASP EIR to determine environmental effect, an assessment of whether there are any potential project-specific significant effects engendered by the AC Hotel project will be accomplished by assessing the consistency of the project with the applicable policies of DSASP and comparing the level of significance of the project's potentially significant impacts against the level of significance of those impacts found to be potentially significant in the DSASP EIR. It is believed that this Specific Plan consistency/EIR impact assessment qualifies as an "other analysis" permitted under CEQA Section 15183.

Furthermore, in assessing the potential impacts peculiar to the Project, Section 15183(f) will be utilized. This Section finds that potential effects on the environment are not peculiar to the project, or its site, if uniformly applied development standards or policies will mitigate the potential environmental effect when applied to the project. These development policies or standards can be within a specific zoning district, community plan or other pertinent planning documents.

1.1 Summary of Results

The AC Hotel by Marriott project is located within the boundaries of the DSASP, as described in the Specific Plan EIR. As concluded by the analysis presented in Chapter 3, the Project is consistent with the Specific Plan. Chapter 4 explains why no new significant environmental effects of the Project have been identified, and no new mitigation measures are required. Mitigation measures from the Specific Plan EIR that are applicable to the Project are identified in Table 4-1. This evaluation concludes the AC Hotel by Marriott Project is consistent with the Specific Plan, and consistent with and within the scope of, the Specific Plan EIR and, that therefore, no further CEQA documentation is required.

The Specific Plan and EIR are available at:

City of Santa Rosa Community Development Department
City Hall 100 Santa Rosa Avenue, Room 3

<http://ci.santarosa.ca.us/departments/communitydev/Pages/DowntownStationAreaSpecificPlan.aspx>

Chapter 2: Project Description

2.1 Background

On October 25, 2007, the Planning Commission of the city of Santa Rosa considered a Conditional Use Permit for a five-level mixed use project that included 7,894 sq. ft. of retail space, 43,706 sq. ft. of office space and 84 parking spaces. A mitigated Negative Declaration was prepared. By Resolution No. 11196 the Planning Commission adopted the mitigated Negative Declaration and approved the Project. Subsequently, the project received preliminary Design Review approval by the Cultural Heritage Board and the Design Review Board (Resolution No. 07-7633) and final Design Review approval by the Design Review Board (Resolution No. 07-766).

2.2 Project Setting

2.2.1: Location:

The project site is located at 210 5th Street in the Northwest quadrant of Santa Rosa. The site is at the eastern end of the Railroad Square commercial area and within a eighth mile east of the Sonoma-Marin Area Rail Transit (SMART) rail station in Railroad Square. The site is bounded by 5th Street to the north, 4th Street to the south, Highway 101 to the east, and Davis Street to the west. The site is identified as Assessor Parcel No. (APN) 010-071-012.

2.2.2: Topography and Natural Features:

The site is generally level and developed with an AC paved, public parking lot. A row of ten mature trees on the Cal-Trans owned property overhang the eastern property line and three mature trees line the southern (4th Street) boundary. Other than these existing trees, the site is devoid of vegetation.

2.2.3: Surrounding Land and Land Uses

Surrounding land uses consist of retail commercial and office uses: Jackson's restaurant is directly across Davis Street to the west; 200 Fourth Street office complex is to the south; a retail commercial and restaurant complex is along 5th Street to the north; and, State Highway 101 is to the east. Upon adoption of the Downtown Station Area Specific Plan and the subsequent adoption of City of Santa Rosa General Plan 2035, the land use designation on the subject property and all surrounding properties, changed to Transit Village – Mixed Use. Consistent with the land use designation, the properties have a base zoning of TV-M (Transit-Village –Mixed Use).

2.3 Existing Physical Conditions

As depicted below, the site is developed with a 63 space, asphaltic concrete, public parking lot, two Pay Stations (one located on the Davis Street sidewalk) and an electrical vehicle charging station.



2.4 Project Description – Detail

The subject parcel is a ± 0.51 -acre urban in-fill property, designated in the Downtown Station Area Specific Plan and General Plan as Transit Village Mixed Use. According to the standards set forth in Section 20-23.070 of the city's Zoning Code, the TV-M zoning district is intended to support a diverse mix of high density residential, hotel, office, and retail uses and maintain a vibrant and activity generating specialty shopping district. The subject property is developed with a 63 space, surfaced, public parking lot. The proposed Project would remove the asphaltic concrete parking lot and develop a 5-story, 142-room (keys) hotel with 26 tandem, covered parking spaces, $\pm 1,800$ sq. ft. public restaurant, $\pm 1,500$ sq. ft. public lounge, and $\pm 1,033$ sq. ft. commercial retail space. On site guest amenities include a library, small meeting rooms, a fitness facility, and an outdoor garden/deck area on the second floor. The building is approximately 77,000 sq. ft. in size and has a building footprint of approximately 21,500 sq. ft. 100 parking spaces shall be provided off-site by either lease agreement with the Santa Rosa Plaza or a surface parking lot in close proximity. Parking will be mostly valet service. The proposed use is expected to generate 30 to 35 employees.

2.4.1: Architecture:

The design of the new AC Hotel by Marriott is intended to be a contemporary addition to the architecture of the Railroad Square area while embracing the goals and objectives of the Downtown Station Area Specific Plan and incorporating the character defining elements of the Railroad Square Preservation district. The proposed building is 5 stories in height, with massing pulled away from the property line in the middle of the Davis and Highway 101 frontages. A welcoming entrance on Davis Street with ample room for drop-off/pick-up as well as a second floor garden and deck areas are created through this “H” design concept. This design also breaks down the scale of the building elevation to create contextually scaled facades along Davis Street and Highway 101. The building steps back six feet along 4th Street at the second floor to break down the building scale, creating an elevation that is compatible with the smaller buildings in the Railroad Square Historic District. Brick (cladding) transitioning to metal behind the 5th floor balconies are used on the predominant building face along the Davis Street frontage. Brick is also used on the first floors of the 5th Street and Davis Street frontage. These materials are wrapped around portions of adjoining sides of the Highway 101 facing elevation. Brick on the 5th Street and 4th Street elevations transitions to cement plaster for three stories and then transitions to metal. As with the brick cladding, this same treatment is wrapped around to the Highway 101 facing elevations on two sides. The remainder of the 101 elevation is treated in concrete on the first floor with artistic screen “openings” and metal for the remaining four stories. Painted cement plaster is used in the recessed faces along Davis Street and Highway 101.

2.4.2: Public Spaces

As previously indicated, the standards of the TV-M district (Zoning Code Section 20-23.07) are intended to support a diverse mix of high density residential, hotel, office, and retail uses and maintain a vibrant and activity generating specialty shopping district. Furthermore, the DSASP strives for activity generating uses at the ground floor of new development. To this end, the AC Hotel by Marriott project has included a public restaurant and lounge with outdoor dining and large roll-up glass doors along portions of the Davis Street/4th Street frontage. A commercial retail area with an outdoor area for bicycle parking, bicycle rentals (potentially) and public gathering is provided along the Davis/5th Street intersection.

2.4.3: Parking:

Table 3-4 of Section 20-36.040 in the city of Santa Rosa Zoning Code stipulates the number of required parking spaces per particular use. The proposed project is subject to the standards established for the Downtown Station Area Specific Plan – Nonresidential Uses; Railroad Square subarea. The standard is: “1 shared space for each 500 sq. ft. of new floor area, no additional parking is required for new uses occupying existing buildings¹”. A parking analysis was prepared for the proposed Project. The report, prepared by W-Trans, dated November 2016 determined a total of 126 parking spaces are required to meet the peak parking demands of the Project.

2.4.4: Landscaping:

Red Maple (*Acer Rubrum* “Red Sunset”) in tree gates will be planted along the 5th Street, 4th Street and Davis Street frontages, accepting Ginkgo (*Ginkgo Biloba*) trees will accent the hotel entrance at Davis Street. Landscaped planters will be used to accent the corners of 5th/Davis

¹ Section 20-36.040 Table 3-4 City of Santa Rosa Zoning Code; Amended August 31, 2010 Ordinance No. 3951.

Street, 4th/Davis Street, the entrance to the parking garage and the drop-off/gathering areas of the hotel entrance. A garden/deck with possibly a water feature will be developed on the second floor. With the permission of Cal-Trans, trees removed from the Cal-Trans right-of-way will be replaced in kind or as required by the city of Santa Rosa.

2.5 AC Hotel by Marriott Green Technologies and Santa Rosa Climate Action Plan Compliance (SRCAP)

Green Technologies

The green technologies and design components to be integrated into the Project are summarized in the following table.

Energy Efficiency	Lighting	Plumbing	Construction Materials
Energy Efficient Heating and Cooling Systems Energy Efficient Building Materials Electric Charging Stations on Site	Lighting Controls Energy Efficient Lighting	Low Flow Faucets Low Flow Plumbing Fixtures Metered Plumbing Fixtures	Construction Waste Recycling Recycled Construction Materials

The Project would incorporate low impact development (LID) measures as called for in the City of Santa Rosa's Standard Urban Stormwater Management Plan (SUSMP). The City's SUSMP prioritizes the use of LID and the capture of small storm volume for infiltration on-site. The Project's Preliminary Stormwater Management Plan incorporates the following LID measures into the Project design:

- Roof drains directed to stormwater treatment planters;
- Roofed trash enclosures;
- Stenciled storm water inlets

Climate Action Plan

The AC Hotel by Marriott Project incorporates all of the following policy measures contained the Santa Rosa Climate Action Plan.

Policy 1.1.1 - Comply with CAL Green Tier 1 Standards: The Project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa's Cal Green requirements and CAL Green Tier 1 Standards in effect at time of permit submission.

Policy 1.3.1 – Real time Energy Monitors: The Project will include energy monitors to track energy use for all new common areas and rooms.

Policy 1.4.2 - Comply with the City's Tree Preservation Program: The project will comply with the city's Tree Ordinance.

Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code: New trees and plantings associated with development are shown on the Landscape Plan and will be installed to be in compliance with the Santa Rosa Zoning Code and Santa Rosa Design Review Landscape Standards for planting private and public trees.

Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials: All proposed reconstructed sidewalks, and new garage entry areas will be paved with materials that contain either color or other enhancements to provide enhanced reflectivity.

Policy 3.1.2 - Supports implementation of station plans and corridor plans: The Project is consistent with the Downtown Station Area Specific Plan (Specific Plan), developed to support hotel use within walking distance of SMART service.

Policy 3.2.1 Provide on-site services such as ATMs or dry cleaning: Both ATMs and dry cleaning services are provided.

Policy 3.2.2 - Improve non-vehicular network to promote walking, biking: The Project is located in the Railroad Square commercial area. Maps of bicycle/walking trails will be made available to all guests of the hotel. Bicycle parking will be available on-site. Bicycle rentals will be made available to hotel guests.

Policy 3.2.3 - Support mixed use, higher density development near services: The Project is consistent with the Downtown Station Area Specific Plan (Specific Plan), developed to support hotel use within walking distance of SMART service.

Policy 3.3.1 - Provide affordable housing near transit: The project will pay in-lieu fees, as required, which will help provide affordable housing citywide.

Policy 4.1.1 - Implement the Bicycle & Pedestrian Master Plan: See response to Policy 3.2.2 above.

Policy 4.1.2 – Install bicycle parking consistent with regulations: The Project will provide on-site bicycle parking, as required.

Policy 4.1.3 – Provide bicycle safety training to residents, employees and motorists: Bicycle safety training will be provided to employees.

Policy 4.2.2 – Provide safe spaces to wait for bus arrival: The bus facilities are located along Third Street and Railroad Street.

Policy 4.3.2 – Work with large employees to provide ride share programs: The hotel will develop an employee incentive program to reduce single vehicle occupancy.

Policy 4.3.3 – Consider expanding employee program promoting transit use: The hotel will develop an employee incentive program to reduce single vehicle occupancy.

Policy 4.3.4 - Provide awards for employee use of alternative commute options: The hotel will develop an employee incentive program to reduce single vehicle occupancy.

Policy 6.1.3 – Increase diversion of construction waste: The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

Policy 7.1.1 – Reduce potable water for outdoor landscaping: Project landscaping will utilize low water use native plants. Landscape irrigation complies with the City's Water Efficient Landscape Ordinance (WELo) and utilizes a smart controller.

Policy 7.1.3 – Install Real time water meters: A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans.

Policy 9.1.3 – Install low water use landscapes: Low water use native plants will be used to landscape the site. Plant materials and locations are shown on the Project landscape plans.

Policy 9.2.1 – Minimize construction equipment idling time to 5 minutes or less: The developer will condition contractor agreements to limit construction equipment idling time to 5 minutes or less, consistent with the City's Standard Measures for Air Quality.

Policy 9.2.2 – Maintain construction equipment per manufacturer's specifications: The developer will condition contractor agreements to provide for all equipment used at the site to be maintained in accordance with the manufacturer's instructions.

Policy 9.2.3 – Limit Green House Gas (GHG) construction equipment by using electrified equipment or alternate fuel: The developer will include provisions in contractor agreements encouraging the use of electrified equipment or equipment using alternative fuels.

2.6 Project Duration

Construction

Construction would take approximately 14 months after building permit approval. Construction is anticipated to begin in August of 2017 and be completed by October of 2018. Site development would be limited to the hours of 7:00 AM to 7:00 PM, Monday-Friday and 8:00 AM to 6:00 PM on Saturdays or as allowed by the City's Municipal Code Section 17-16.030.

2.7 Other Required Agency Approvals

The AC Hotel by Marriott Project requires preliminary Design Review approval by a joint meeting of the Cultural Heritage Board and the Design Review Board. Final approval is granted by the City of Santa Rosa Design Review Board. No Regional, State or Federal Agency approvals are required.

Chapter 3: Consistency with the Specific Plan and the Railroad Square Preservation District

3.1 Consistency with the Downtown Station Area Specific Plan

The following discussion provides a summarized consistency analysis of the Proposed Project with the Specific Plan.

The Project Site is located within the Downtown Station Area Specific Plan (DSASP) and is within the Railroad Square Sub-Area. As can be seen from the quote below, one of the primary objectives of the DSASP is to support future rail transit by increasing the number of residents and employees within walking distance of the Downtown Santa Rosa station.

“A primary objective of this Specific Plan is to increase the number of residents and employees within walking distance of the proposed SMART site through the intensification of land uses in the Plan Area” (DSASP: Introduction p. 1-1)

The Project Site is designated Transit Village – Mixed in the Specific Plan, a land use that supports the development of hotels and that is consistent with the Santa Rosa 2035 General Plan. The Project supports all of the Goals and Policies contained in the Specific Plan that relate to hotel development. Primarily, the Project provides a new hotel with guests and public services, increases employment and, in turn, helps stimulate the economic vitality of surrounding uses. The hotel also provides a destination for visitors. Both visitors and employees can easily access the project by SMART rail service. The Project includes green building designs, LID, and all feasible GHG reduction mechanisms.

The Project’s consistency with the Specific Plan’s policies is discussed below.

3-1: Project Consistency with the Specific Plan

Specific Plan Policies	Project Consistency
Policy SP- LU-1.1: 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 Specific Plan development standards for the Transit Village Mixed promotes hotel development. Providing a new hotel with a public restaurant and lounge as well as retail commercial space will help stimulate the economy of the area and provide a commercial destination.

<p>Policy SP- LU-1.2. 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.</p>	<p>The Project will provide information to all guests regarding bicycling and walking opportunities. The project is less than an 1/8 of a mile from the Railroad Square SMART rail station. The hotel will provide bicycle rental opportunities for their guests as well as bicycle parking for visitors.</p> <p>The Joe Rodota trail is a short distance from the proposed hotel and easily accessible by foot or bicycle.</p> <p>An employee incentive program to use of form of transportation other than single occupancy vehicles will be developed.</p>
<p>Policy SP - LU-1.3. Create pedestrian friendly environments and provide convenient connections to the transit facility for all modes of transportation.</p>	<p>Please see comment above.</p>
<p>Policy SP - LU-3.2. Support the use of green or sustainable building materials, including recycled content materials that are consistent with the underlying architectural style and character of the building.</p>	<p>Total recycled content value of construction materials will exceed 10% of total material cost in accordance with Cal Green Tier 1 requirements.</p>
<p>Policy SP - LU-3.3. Encourage green site design by utilizing native and/or drought-tolerant trees and plants where possible, incorporating permeable paving and designing resource-efficient landscapes and gardens.</p>	<p>Plantings will be consistent with the city's WELO requirements. The planters proposed throughout the project (both ground and second story) will be flow through planters which will aid in the filtering and detention of water prior to entering the storm drain system. Permeable pavers will also be used in a portion of the entry way.</p>
<p>Policy SP – LU-3.4. Utilize the Santa Rosa Build It Green (SR BIG) Program/Green Build Guidelines as a comprehensive guide for achieving sustainable building design and building practices.</p>	<p>The buildings will be designed to meet or exceed the CalGreen Tier 1 Standards and the project is fully compliant with the city of Santa Rosa Climate Action Plan, as discussed in Section 2.5, above.</p>
<p>Policy SP-LU-4.1: 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.</p>	<p>The proposed Project provides a public restaurant and lounge with outdoor seating on the ground floor at the corner of Davis Street and 4th Street. The Project also proposes a retail commercial space; bicycle parking; bicycle rentals and a small gathering area at the corner of Davis and 5th Street.</p>
<p>Policy SP-LU-4.5: In Railroad Square, new development and/or major renovations within the historic district shall be designed to</p>	<p>The Project embraces the character defining elements of the Railroad Square Preservation</p>

respect, retain and enhance the historic qualities of the area.	District. For a fuller discussion, see Section 3.3, below.
Policy SP-LU-4.7: New development within the Railroad Square Sub-Area should be designed to create opportunities for interaction with adjacent development or public spaces. Internalization or isolation of active uses or spaces is discouraged.	The Project includes gathering areas and outdoor dining areas, bringing vitality to the street.
Policy SP – LU-5.1. New development shall be designed to reinforce and enhance the distinctive and unique qualities of the Sub-Area it is located within.	According to the DSASP, the Railroad Square Sub-area presents an opportunity for mixed use with residential, hotel, office and retail uses allowed throughout the area. The Project proposes a new hotel, a public restaurant and lounge, and a retail commercial space, which will help bring economic vitality to an area readily accessible by rail service. As discussed in Section 3.3 below, the design of the facility is compatible with the Railroad Square Preservation District.
Policy SP – LU-5.2. Prepare and implement streetscape design “palettes” for Sub-areas within the Plan Area that will accent the individual Sub-Areas and help define the character and role of the street.	As depicted on sheet L-1, the landscape palette proposed for the street frontages is red maple trees combined with low planters and two Ginkgo trees as accents at the hotel entrance.
Policy SP-T-3.4. Within the Specific Plan Area, give priority to pedestrian and bicycle improvements in the Railroad Square and Railroad Corridor Sub-Areas to promote use of these travel modes by those living or working in closest proximity to the station site.	The Project is within the Railroad Square commercial zone. Bicycle parking is made available to visitors and bicycle rentals available to guests of the hotel. Maps of bicycle routes, walking paths and nearby trails will be made available to guests of the hotel.
Policy SP-UPS-1.1. Ensure that private development provides it fair share of funding for necessary improvements to public services and utilities in the Plan Area.	The project will be required to pay all applicable site development, building, utility and impact fees including, but not limited to, the Public Facilities Impact Fee for the proposed use and area.
Policy SP-UPS-2.2. New development and streetscape landscaping shall employ water conservation and re-use measures.	The landscape plan will utilize low water-use plant materials and complies with the City’s Water Efficient Landscape Policy. Flow through planters are used to aid in the filtration and detention of water prior to entering the storm drain system.
Policy SP-UPS-2.4. New development within the Specific Plan Area shall be	See above comment.

required to comply with the City's Water Efficient Landscape Policy.	
Policy SP-UPS-4.1. Expand recycling efforts in multifamily and commercial projects in the Plan Area, and continue to encourage recycling by all residents.	Disposal containers for recycling as well as general waste will be placed in all rooms.
Policy SP-UPS-4.2. New development requiring demolition of existing structures in the Plan Area, should reuse and recycle materials to the extent possible.	Materials from the demolition will be reused or recycled to the extent possible.
Policy SP-UPS-5.1. New development and capital improvement projects shall reduce pollution and runoff flows impacting Santa Rosa Creek by following the City's Standard Urban Storm Water Mitigation Plan (SUSMP).	The project is fully consistent with the City's SUSMP requirements.
Policy SP-UPS-7.1. Require developers to be in compliance with Santa Rosa Fire Department High-Rise Requirements.	The project shall comply with the requirements set forth by the Fire Department.

3.2 Consistency with Appendix B

Chapter 5 of the Downtown Station Area Specific Plan sets forth development guidelines and streetscape standards. These standards and guidelines are summarized in Appendix B.

3.2.1: Project Designations

The AC Hotel by Marriott Project carries the following DSASP designations

- Sub-Area: Railroad Square
- Land Use: Transit Village Mixed
- 4th Street: Shop Front Street Type

The project site is bordered by 4th Street, a designated Shop Front Street type, on the south, Davis Street on the west, Fifth Street on the north, and Highway 101 on the east. As depicted in the DSASP Street Specification Table for the Railroad Square Sub-Area shown below, only 4th Street carries a specific Street type designation.

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RAILROAD SQUARE SUB-AREA													
Street	Segment	Development Guidelines				Streetscape Standards							
		Building Height (stories)	Stepback (ft. + floor)	Ground Floor Use	Building Placement	Street Trees (Height/Lane)	Pedestrian Crossings	Street Lights (standards)	Streetscape Furnishing (standards)	Bicycle Provision (Class/Direction)	Sidewalk (width/angle)	Parking (Lanes)	Travel Lanes
Shop Front Street Type													
Wilson Street	6th Street to 3rd Street	2-5	above 3rd	MIX	property	SF	bulb-outs	RS	RS	B	6-10 ft.	parallel	2
4th Street	Railroad Xing to Hwy 101	2-5	above 3rd	RET	property	SF	bulb-outs	RS	RS	-	6-10 ft.	diag/parallel perp	2
6th Street	Playhouse to Hwy 101	2-5	above 3rd	MIX (+)	property	SF	bulb-outs	WE	WE	B	6-10 ft.	diagonal/parallel	2
SMART Street	W 3rd Street to W 6th Street	3-5	-	MIX	-	SF	-	RS	RS	-	8-12 ft.	diagonal/parallel	2
Neighborhood Street Type													
W 6th Street	Person Street to SMART Property (west P.V.)	1-3	-	RES	-	City	-	WE	WE	B	5 ft.	diagonal/parallel	2
Entryway Street Type													
Railroad Street	3rd Street to Santa Rosa Creek	2-7	above 3rd	MIX	-	E	bulb-outs	RS	RS	B	6-10 ft.	-	2
Boulevard Street Type													
W 3rd Street	Santa Rosa Creek to 101	2-7	-	MIX	property	B	crossing	RS	RS	B	6-10 ft.	parallel	4

Comparing the Project to the 4th Street Shop Front Street type requirements, near full consistency is achieved.

- Height: 5 stories.
- Step back: Above 1st floor.
- Ground floor use: Public/retail use; restaurant with outdoor dining.
- Building Placement: At property line.
- Street Trees: Shop Front street trees to be determined; red maple proposed.
- Pedestrian Crossing: Bulb-outs.
- Street lights and Furnishing: Railroad Square will be used.
- Sidewalk width: Complies.
- Parking: Diagonal.
- Travel Lane: Complies.

The only deviation from the Shop Front Street type for the Railroad Square sub-area is that the building steps back above the first floor rather than the third floor. This was done to break down the building scale, thereby creating an elevation that is compatible with the existing smaller buildings and pedestrian focus of 4th Street.

3.3. Consistency with the Railroad Square Preservation District

The following provides a summarized consistency analysis of the proposed Project with the Railroad Square Preservation District.

Consistency of the Project with the Railroad Square Preservation District was assessed by Vicki Beard of Tom Origer & Associates. The letter report, dated October 25, 2016 and addressed to Jeff Goodwin BAR Architects, found the Project consistent with the character defining features of the Preservation District as well as with the DSASP. The report also found that the Project would not impact the National Register eligibility of the adjacent Railroad Square Historic

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CONSISTENCY ANALYSIS

District. Some of the Project's signs will need to be modified to achieve consistency with the Preservation District.

Chapter 4: Consistency with the Specific Plan EIR

The Project is being assessed under Section 15183 of the CEQA Guidelines. This section of the Guidelines exempts projects from additional environmental review, if the projects are consistent with existing zoning, community plan, or general plan policies for which an EIR was certified. Project-specific significant effects which are peculiar to the project or its site must be examined through an initial study or other analysis.

The Project is a permitted use under the TV-M-SA zoning district. The Project is also consistent with the General Plan and the Specific Plan. When the Project site was rezoned to the TV-M-SA district, the EIR for the Downtown Station Area Specific Plan was used as the underlying environmental document on which to determine if the rezoning would cause any new environmental effects, which in turn would require new mitigation measures. None were found to be warranted.

Given the consistency of the Project with the zoning and the fact that the rezoning of the parcel relied upon a review of the DSASP EIR to determine environmental effect, an assessment of whether there are any potential project-specific significant effects engendered by the AC Hotel by Marriott project will be done by assessing the consistency of the project with the applicable policies of the DSASP and comparing the level of significance of the project's potentially significant impacts against the level of significance of those impacts found to be potentially significant in the DSASP EIR.

Table 4-1, is provided to demonstrate the Project's consistency with the DSASP EIR's findings related to impacts and mitigation measures.

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Table 4-1: Comparison of the AC Hotel by Marriott Project Impacts with Downtown Station Area Specific Plan EIR

Evaluation Criteria	Specific Plan EIR Level of Significance	Project Comparison	Project Level of Significance	Mitigation Measure Condition of Approval (COA)	Within the Scope of the Specific Plan EIR?
Aesthetics and Visual Resources					
Impact AES-1: Development of multi-story buildings along the Highway 101 and Highway 12 corridors could result in new sources of glare for vehicles traveling along these highways.	Less than Significant After Mitigation	Although Highway 101 borders the site to the east, care has been taken to reduce light and glare towards the freeway. The center portion of the building is recessed; the upper floor rooms face planted courtyards. The windows facing the freeway are light courts and hallway windows. All exterior lighting will be downcast.	Less than Significant	The project will be subject to review and approval by the city of Santa Rosa Design Review Committee. Standard Zoning Code requirement.	Yes
Agricultural and Forestry Resources					
The Specific Plan would not result in significant impacts regarding Agricultural and Forestry Resources. Therefore, no mitigation measures are required. The AC Hotel by Marriott project is consistent with the Specific Plan. Likewise, no mitigation measures are required.					
Air Quality					
Impact AQ-1: Construction activity during development within the Specific Plan Area would generate air pollutant emissions that could expose sensitive receptors to substantial pollutant concentrations.	Less than Significant After Mitigation	Project is consistent with the Specific Plan and shall be required to comply with the applicable construction related mitigations identified in the Specific Plan EIR.	Less than Significant After Mitigation	Mitigation Measure AQ-1: Implement control measures for construction and demolition-related air emissions to ensure that each project sponsor and contractor reduces particulate, ROG and NOx emissions by complying with the BAAQMD policies and guidelines. Each project sponsor and contractor shall implement the following control measures: ♦ Cover all trucks hauling construction and demolition debris from the site. ♦ Water on a continuous as-needed basis all earth surfaces during clearing, grading, earthmoving and other site preparation activities. Use of water may be replaced with an alternative measure(s) acceptable to	Yes

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				<p>the City.</p> <ul style="list-style-type: none"> ◆ Use watering, or other alternative measure(s) acceptable to the City, to control dust generation during demolition of structures or break-up of pavement. ◆ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas. ◆ Sweep daily (with water sweepers) all paved areas and staging areas. ◆ Provide daily clean-up of mud and dirt carried onto paved streets from the site. ◆ Properly maintain all construction equipment. ◆ Reduce equipment idling time. <p>No mitigation beyond that required by the Specific Plan.</p> <p>Condition of Approval/Incorporated into the Construction Drawings.</p>	
<p>Impact AQ-2: The Downtown Station Area Specific Plan would contribute to increased vehicular and residential area emissions that would exceed BAAQMD thresholds.</p>	<p>Less than Significant After Mitigation</p>	<p>The Project is a transit-oriented development and fully consistent with the City's Climate Protection Action Plan.</p>	<p>Less than Significant After Mitigation</p>	<p><u>Mitigation Measure AQ-2:</u> Developers shall implement emissions control measures in order to reduce overall emissions from traffic and area sources. The emissions control measures peculiar to this Project include the following:</p> <ul style="list-style-type: none"> ◆ Provide landscaping and bicycle parking, that would act as incentives for pedestrian, bicycle and transit modes of travel. ◆ Provide transit information for guests of the hotel. ◆ Parking lots or facilities should provide preferential parking for electric or alternatively fueled vehicles. ◆ Require energy efficient building designs that meet or exceed State Title 24 building code requirements. ◆ Discourage use of gasoline-powered landscape equipment. ◆ Implement and enforce truck idling restrictions of three minutes. <p>No mitigation beyond that required by the</p>	<p>Yes</p>

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					Specific Plan required. Mitigation incorporated into project design. Condition of Approval/Incorporated into the Construction Drawings
Impact AQ-3 and Impact AQ-4 relate to residential development near the Highway 101 corridor and is therefore not applicable to the Project.					
Biological Resources					
Impact BIO-1 relates to a creek crossing at the Imwalle Garden site and is therefore not applicable to the Project.					
Impact BIO-2: Tree removal, demolition of old buildings and bridge structures, as well as construction disturbances could have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species.	Less than Significant After Mitigation	The Project will result in the removal of 10 trees that are on the Cal-Trans property. These trees, with the permission of Cal-Trans, will be replaced. There are no bridges or old buildings to be removed. The project will require the removal of the existing asphaltic concrete parking lot. The removal of the trees could potentially effect bird nesting habitat. This potential impact was reviewed programmatically in the DSASP. The mitigation, as adopted in the Specific Plan, will mitigate the impact to less than significant on a project specific level and can be implemented as a Condition of Approval (COA).	Less than Significant After Mitigation	Mitigation Measure BIO-2: If vegetation, buildings or bridges that potentially provide nesting sites must be removed, a qualified wildlife biologist shall conduct pre-construction surveys. If an active bird nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the nest estimated. No additional measures need be implemented if active nests are more than the following distances from the nearest work site: (a) 300 feet for raptors; or (b) 75 feet for other, non-special-status bird species. Disturbance of active nests shall be avoided to the extent possible until it is determined that nesting is complete and the young have fledged. No mitigation beyond that required by the Specific Plan required. Standard Condition of Approval/Incorporated into the Construction Drawings.	Yes
Impact BIO-3: Addresses the removal of riparian habitat and restoration efforts along Santa Rosa Creek. The Project does not involve either of these activities. Thus, the Impact category is not applicable.					
Impact BIO-4: Addresses potential impact on migratory fish and nesting birds. The Project does not impact and waterways. The potential impact on nesting birds is address in Mitigation Measure BIO-2. No mitigation beyond that which is cited above is necessary.					

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Cultural and Paleontological Resources					
Impact CULT-1: New development and construction activities, including the widening of existing thoroughfares, that involve ground disturbance could destroy or significantly alter buried archaeological deposits.	Less than Significant After Mitigation	An archival search of the Project site was conducted by Origer & Associates. A letter report dated November 4, 2016 addressed to Gwyn Bauer, J.Kapolchok & Associates was prepared. The report found that given that the site has been developed and redeveloped extensively since the late 19 th century, the possibility of finding in-tack prehistoric archaeological resources within the area is low. Furthermore, the report found the probability of finding buried sites to be 3-5%. The Project involves construction, grading and paving in already paved and disturbed area. The report recommends that the project site be examined for archaeological resources once the asphalt is removed, and prior to any construction activities. The State's Health and Safety Code, Section 7050.5(b) provides protocols to protect cultural resources, should they be discovered.	Less than Significant After Mitigation, if Warranted	Mitigation Measure CULT-1a: The project site shall be examined for archaeological resources after the asphalt is removed, and prior to any construction activities. If cultural materials is found, a qualified archaeologist shall determine the proper treatment of the find prior to the start of any construction activity. No mitigation than that required by the Specific Plan is needed.	Yes
Impact CULT-2 concerns historical structures. There are no historical structures on the Project. The Origer Preservation District report found no impact to the eligibility of the adjacent Historic Railroad Square District.					
Impact CULT-3 concerns vibrations within 25 feet of an historic structure. The historic structures to the west and north are greater than 25 ft. from the building site.					
Geological Resources					
Impact GEO-1: Development allowed under the Specific Plan would be subject to seismic ground shaking.	Less than Significant After Mitigation	The Project will be designed and comply with all currently adopted buildings codes and ordinances. Additionally, the Project shall comply with the results of any required site specific Geotechnical Investigation.	Less than Significant After Mitigation	Mitigation Measure GEO-1a: All structures in the Specific Plan Area shall be designed in accordance with currently adopted building codes and ordinances of the City of Santa Rosa, including the 2010 California Building Code. A review of the final plans shall be performed by a licensed civil/structural engineer for adherence to the seismic design criteria within the Specific Plan Area. Standard Condition of Approval.	Yes

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				<p>Mitigation Measure GEO-1b: If required by the City of Santa Rosa Building Division, a subsurface geotechnical investigation shall be performed to evaluate soils in the subsurface at each proposed development or redevelopment site. The investigation shall include the following elements.</p> <ol style="list-style-type: none"> 1. The investigation shall be performed under the direction of a state licensed Geotechnical Engineer and/or a Certified Engineering Geologist. 2. The subsurface investigation shall include drilling, logging and sampling of boreholes to a minimum depth of 25 feet below the ground surface to evaluate soils for their susceptibility to seismically induced ground failure. 3. If a seismically unstable subsurface material is encountered, the engineer shall identify specific measures to mitigate the impact of seismic ground shaking. <p>Mitigation measures may include soil stabilization techniques such as pressure grouting, specific foundation design measures such as pile foundations or other methods identified by the engineer.</p> <p>The Project shall comply with the results of site specific Geotechnical Investigation, if required.</p> <p>No mitigation beyond that required by the Specific Plan required.</p> <p>Standard Condition of Approval</p>	Yes
Impact GEO-2: Liquefaction leading to structural damage or collapse of structures could occur within the Specific Plan Area.	Less than Significant After Mitigation	The Project shall comply with the results of any required site specific Geotechnical Investigation.	Less than Significant	None required (COA)	Yes
Impact GEO-3 address slope failure and instability for developments adjacent to Santa Rosa Creek. There are no new structures planned within 50 ft. from the top of bank of					

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Santa Rosa Creek. Therefore, the Impact category is not applicable to the Project.					
Impact GEO-4: Expansive soils may be present in the Specific Plan Area. Expansive soils may cause damage to pavements, concrete slabs and foundations.	Less than Significant After Mitigation	The Project shall comply with the results of any required site specific Geotechnical Investigation.	Less than Significant	None required (COA)	Yes
Hazardous Materials / Human Health					
Impact HAZ-1: The increased risk from an accidental spill, fire, or other accident associated with the increase in development is considered a significant impact.	Less than Significant After Mitigation	Each development in the Specific Plan Area shall be required to prepare and implement a post development Stormwater Pollution Prevention Plan (SWPPP). All measures shall be incorporated in the project's design and/or incorporated into the construction plans.	Less than Significant	None required COA	Yes
Impact HAZ-2 addresses development of sites on hazardous materials lists. The Project site is not such a site. This Impact category does not apply.					
Impact HAZ-3: Environmental impact of potential interference with an emergency access or evacuation plan is considered a significant impact.	Less than Significant after Mitigation	The Project shall be consistent with the Specific Plan's recommendations for safe ingress/egress. Additionally, the Fire Department shall review construction plans for roadway modifications, and establish temporary alternative routes, as necessary, for the duration of the construction project.	Less than Significant	None required COA	Yes
Hydrology and Water Quality					
Impact HYDRO-1: Demolition and construction for future development and redevelopment proposed in the Specific Plan could potentially violate water quality standards or waste discharge requirements.	Less than Significant After Mitigation	The Project shall comply with Project specific SWPPP.	Less than Significant After Mitigation	HYDRO-1: Pursuant to the City of Santa Rosa Stormwater Management Plan (SWMP); grading, erosion control and stormwater ordinances; and National Pollutant Discharge Elimination System (NPDES) requirements, each developer shall develop and implement a Storm Water Pollution Prevention Plan(s) (SWPPP) for each individual development or redevelopment project site to protect water quality during and after construction. The Project SWPPP shall include the following mitigation measures for the construction period: ♦ If applicable, erosion control/soil	Yes

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				<p>stabilization techniques such as straw mulching, erosion control blankets, erosion control matting, and hydro-seeding, shall be utilized, in accordance with the regulations and recommendations outlined in the Santa Rosa Area Standard Urban Storm Water Mitigation Plan (SUSMP) adopted by the City of Santa Rosa, Sonoma County, and the Sonoma County Water Agency. Silt fences used in combination with fiber rolls shall be installed down slope of all graded slopes. Fiber rolls shall be installed in the flow path of graded areas receiving concentrated flows and around storm drain inlets.</p> <p>◆ “Best management practices” (BMPs) shall be implemented for preventing the discharge of other construction-related NPDES pollutants beside sediment (i.e. paint, concrete, etc.) to downstream waters.</p> <p>◆ After construction is completed, all drainage facilities shall be inspected for accumulated sediment, and these drainage structures shall be cleared of debris and sediment.</p> <p>Long-term mitigation measures to be included in the Project SWPPP shall include, but are not limited to, the following:</p> <p>◆ Description of potential sources of erosion and sediment at proposed project site. Industrial activities and significant materials and chemicals that could be used at the project site should be described. This will include a thorough assessment of existing and potential pollutant sources.</p> <p>◆ Identification of BMPs to be implemented at the project site based on identified industrial activities and potential pollutant sources. Emphasis shall be placed on source control BMPs, with treatment controls used as needed.</p>
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				<p>◆ Development of a monitoring and implementation plan. Maintenance requirements and frequency shall be carefully described including vector control, clearing of clogged or obstructed inlet or outlet structures, vegetation/landscape maintenance, replacement of media filters, regular sweeping of parking lots and other paved areas, etc. Wastes removed from BMPs may be hazardous, therefore, maintenance costs should be budgeted to include disposal at a proper site. Parking lot areas shall be cleared of debris that may enter the storm drain system on a daily basis.</p> <p>◆ The monitoring and maintenance program shall be conducted at the frequency agreed upon by the RWQCB and/or City of Santa Rosa. Monitoring and maintenance shall be recorded and submitted annually to the SWRCB. The SWPPP shall be adjusted, as necessary, to address any inadequacies of the BMPs.</p> <p>◆ The applicant shall prepare informational literature and guidance on industrial and commercial BMPs to minimize pollutant contributions from the proposed development. This information shall be distributed to all employees at the project site. At a minimum the information shall cover: a) proper disposal of commercial cleaning chemicals; b) proper use of landscaping chemicals; c) clean-up and appropriate disposal of hazardous materials and chemicals; and d) prohibition of any washing and dumping of materials and chemicals into storm drains.</p> <p>All applicable components shall be contained in the Project specific SWPPP.</p> <p>No mitigation beyond that required by the</p>
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						Specific Plan required.
Impact HYDRO-2: Increased levels on non-point source pollutants may enter the storm drains of the area and ultimately enter Santa Rosa Creek if not controlled through proper Stormwater Pollution Prevention.	Less than Significant After Mitigation	The Project shall comply with Project specific SWPPP.		Less than Significant	Standard Condition of Approval (COA) See HYDRO-1 above. COA	Yes
Impact HYDRO-3: Development in the Specific Plan area may create an increase in flood potential in downstream waters by increasing runoff levels.	Less than Significant after Mitigation	The Project shall comply with SUSMP.		Less than Significant	None required (COA)	Yes
Land Use						
The Specific Plan would not result in significant impacts related to Land Use. Therefore, no mitigation measures are required. The AC Hotel by Marriott Project is a permitted use under the IV-M zoning district. Said district implements the DS/ASP. Likewise, no mitigation measures are required.						
Noise						
Impact NOI-1: Although construction noise would be localized to the individual construction site, businesses and residences throughout the Specific Plan Area would be intermittently exposed to high levels of noise throughout the construction period. Construction would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or more.	Less than Significant After Mitigation	The Project shall be subject to the construction reducing BMPs as outlined in Mitigation NOI-1.		Less than Significant After Mitigation	Mitigation Measure NOI-1: Developers shall ensure that construction equipment be well maintained and used judiciously to be as quiet as practical. The following measures, when applicable, will be required from developers to reduce noise from construction activities: ◆ Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment. ◆ Utilize "quiet" models of air compressors and other stationary noise sources where technology exists. ◆ Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. ◆ Prohibit unnecessary idling of internal combustion engines. ◆ Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.	Yes

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					<ul style="list-style-type: none"> ◆ Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses. ◆ A temporary noise control blanket barrier shall be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected. ◆ Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. ◆ Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours of 7:00 a.m. to 7:00 p.m. ◆ Businesses, residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" that will be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site. No mitigation beyond that required by the Specific Plan required. Standard Condition of Approval/Incorporated into construction plans. 		Yes
Impact NOI-2 applies to the construction of residential units. This Impact category does not apply to the Project.							
Impact NOI-3: Structures in the vicinity of development allowed in the	Less than Significant	The Project shall comply with the City's General Plan noise requirements, and the	Less than Significant	None required (COA)			

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Specific Plan Area could be exposed to construction-related vibration during the excavation and foundation work associated with project implementing the Specific Plan.	After Mitigation	State Building Code.		
Population and Housing				
The Specific Plan would not result in significant impacts related to Population and Housing. Therefore, no mitigation measures are required. The AC Hotel by Marriott Project is a permitted use under the IV-M zoning district. Said district implements the DSASP. Likewise, no mitigation measures are required.				
Public Services and Recreation				
The Specific Plan would not result in significant impacts related to Public Services and Recreation. Therefore, no mitigation measures are required. The Hyatt Vineyard Creek Expansion and Remodel Project is a permitted use under the IV-M zoning district. Said district implements the DSASP. Likewise, no mitigation measures are required.				
Transportation and Circulation				
Impact TRANS-1: Build-out of the Specific Plan in the future would exacerbate unacceptable LOS E traffic conditions in both directions on Highway 101, and unacceptable LOS F Conditions on westbound State Highway 12.	Significant and Unavoidable	The project is expected to generate an average of 1,176 daily vehicle trips, with 76 trips during the a.m. peak hour and 86 trips during the p.m. peak hour. A traffic impact study was prepared for the project entitled "Traffic Impact Study for the AC Hotel" by W-I Trans, Transportation Planners and Engineers, dated November 14, 2016. The study found that all eight intersections are currently operating acceptably and will continue to do so under Existing Plus Project as well as Future and Future Plus Project Scenarios. Pedestrian, bicycle, and transit facilities were found to be adequate to serve the project site. The study recommended the inclusion of 12 bicycle spaces and the construction of bulb-outs at the intersection of 4 th and Davis Street. These are reflected in the project plans. Furthermore, a parking analysis was conducted as part of the traffic study. The analysis found the need for 126 parking spaces at peak demand. The project is a transit oriented project, identified as a permitted use under the IV-M Zoning District. Said district is designed		
		Less than Significant	None required.	Yes

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