

**PROPOSAL STATEMENT**  
**November 30, 2020**

**Proposal:** Windsor Town Green Hotel Proposal

**Applicant:** Windsor Town Green Hotel, LLC

**Location:** McClelland Drive, Windsor

**APN:** 066-100-067

**Proposal:** Use Permit for bar and parking reduction; site plan; design review; minor subdivision; minor use permit to allow live entertainment, tree removal permit(s); engineering exception to street standards for sidewalk widths

**Acreage:** 1.9 acres

**General Plan:** Town Center Mixed Use - TCMU

**Specific Plan:** Windsor Station/Downtown Specific Plan

**Zoning:** Town Center - TC

**CEQA:** Exempt

**PROPOSAL:** 160 room hotel, five stories high, with ground-floor bar and restaurant area (for the public and guests); rooftop terrace and bar (for the public and guests); pool and spa (for guests); outdoor relaxation areas (for the public and guests); retail space along McClelland Drive; meeting space on Market Street; 95 underground parking spaces; 24 bicycle parking spaces; and 10 electric vehicle (EV) charging stations.

**PRIOR ACTIONS:**

May 8, 2018	Planning Commission – Pre-Application Conceptual Design Review
June 6, 2018	Town Council – Pre-Application Conceptual Design Review
Sept. 18, 2019	Town Council – Pre-Application Conceptual Design Review

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## **BACKGROUND & INTRODUCTION**

On April 26, 2018, the applicant submitted its Proposal Statement for a hotel, adjacent to the Windsor Town Green. The applicant appeared before the Planning Commission and Town Council for three pre-application conceptual design review hearings, held an open house for the public, and worked with staff to respond to feedback from the Planning Commission, Town Council, and staff. In response to suggestions from the Planning Commission and Town Council, the applicant paid for a Town-directed study of the feasibility of making the one block of McClelland Drive, adjacent to the site (between Market Street and Richardson Street), into a one-way street.

After carefully considering the comments and suggestions from these many discussions, the applicant refined its design and drawings for the hotel, procured a parking study, which were then presented to the Town staff and discussed by the Town Council on September 18, 2019. The modified design responded to all the comments and design issues raised by the Town Council, Planning Commission, and staff. It also maintained McClelland Drive as a two-way street.

On September 18, 2019, in a Pre-Application Concept Review, the Town Council studied: (1) the two-way design of McClelland Drive for the one block adjacent to the project site; (2) a parking study analyzing the use of an underground parking garage to comply with parking requirements for a hotel (together with shared use of surface parking during overnight hours); and (3) the overall design of the hotel. The Town Council found that the design had been significantly improved and approved the proposed hotel to make application for a use permit, parking reduction, design review, minor subdivision, and engineering exception.

## **KEY CONCEPTS**

1. Upscale, modern, and comfortable hotel, and a very attractive addition to the downtown area surrounding the Town Green. It is designed to be welcoming for both hotel guests and members of the public. High caliber food and beverages will be served in both the ground floor indoor/outdoor restaurant as well as our rooftop terrace and bar.
2. Projected transient occupancy tax (TOT) revenues:
  - a. \$1.2 million per year, growing to \$2 million per year.
  - b. \$32 million over 20 years.
3. The hotel is estimated to have 50-55 full-time employees when it is operating at typical occupancy levels.
4. The hotel will have a prominent corner element that directly faces the Town Green, with corner entrance doors directly into the ground floor bar and restaurant area, which will be open to the public. This area is more than 2,300 square feet (sf) and is designed as an area for both the public and hotel guests to enjoy throughout the day and evening hours.
5. The hotel also features a rooftop terrace and bar, open to the public, at the top of the corner element, with over 1,600 sf. This terrace overlooks the Town Green and offers a signature element to Windsor's downtown.

6. The hotel's bars and restaurant will feature locally sourced wines, beers, and other products.
7. The rear of the hotel features attractive outdoor areas that will be accessible to the public, adjacent to the pool and spa area that is for hotel guests.
8. The hotel includes meeting rooms on Market Street (around 1,200 sf), that can provide access to the restaurant, and that are available for rent by hotel guests and members of the public.
9. Wide sidewalks are featured along both McClelland Drive and Market Street, and covered porticoes along both streets, with room for outdoor dining under the 10-foot-wide porticoes. The main entrance to the hotel is on McClelland Drive.
10. Strong indoor/outdoor connections exist along both streets, which are enhanced by glass doors or partitions that open during good weather to provide indoor/outdoor dining.
11. Over 1,300 square feet of retail floor space along McClelland Drive.
12. Underground parking for 95 automobiles and 20 bicycles, along with 4 short term parking spaces for bicycles near the front entrance to the hotel, for both hotel staff and guests. There is capacity in the underground garage for an additional 32 automobiles with valet parking.
13. 10 EV charging stations in the garage.
14. There is no surface parking. This frees up a large portion of the site, along Richardson Street, for future development.
15. The southern boundary of the project site, and the eastern side of the back patio area, will have a continuous solid fence with a height of six feet above the grade of the proposed ground-level patio to provide privacy for, and visually separate, the hotel property from the adjacent church property. The fence will have a modern and attractive horizontal wood slat design on both sides, with a solid core to provide noise attenuation benefits to reduce noise coming into the patio area of the hotel from Highway 101 and other sources. The fence will also have creeping vine planted near it to make it a green fence over time.
16. The hotel roof materials will meet the 2019 California Building Code Solar Reflective Index.
17. The design of McClelland Drive is consistent with the Town's street guidelines.
18. The proposal honors sustainability with photovoltaic panels on the roof that will generate at least 68,433 kWh of energy per year, passive solar shading devices at its south and west facing windows, expansive covered walkways along the public thoroughfares, and energy efficient systems to cool and heat the property.
19. The average number of guests per night are estimated to be around 200, with a total of approximately 73,000 guests per year.
20. Project improvements include an accessible crosswalk at the eastern end of McClelland Drive, on the west side of Richardson Street, and sidewalk ramps.
21. The project includes installing two stop signs in the eastbound and southbound approaches to the McClelland Drive and Richardson Street intersection.
22. The total amount of proposed impervious surface is 1.10 acres. Runoff from proposed impervious areas including roof drains will be collected through a series of inlets. There will be a storm drain network throughout the site to direct surface runoff towards a

- DeepRoot Silva Cell underground treatment and storage module and two bioretention facilities. The bioretention facilities will provide treatment and infiltration. Trees will be planted in the Silva Cell modules, to intercept stormwater flowing into the system, reducing peak flows and protecting water quality.
23. Lot 2 will be used for temporary construction staging. It will otherwise remain undeveloped, except for the row of parking spaces along McClelland Drive and Richard Street and trees planted in between parking spaces and the sidewalk.
  24. There will be live entertainment with non-amplified acoustic music in the indoor and outdoor areas.

### **ABOUT THE APPLICANTS**

There are four people who are the principal owners and investors behind this project and this application. They live in Sonoma County and are long-standing members of the Sonoma County community with strong track records of thoughtfully and successfully operating hotels and other enterprises in the county. Time and time again, they have demonstrated their commitment to this community through philanthropic endeavors and creation and leadership of new businesses. The four primary members are: Ajaib Bhadare, Don Green, John Webley, and Tom Birdsall. Among other business enterprises, they developed, own, and operate the Hampton Inn & Suites in Windsor, which opened in 2008. The owners also reinvest in their community, as evidenced by a recent \$4 million renovation of the Hampton Inn & Suites, that has just been completed.

### **QUALITY JOBS**

The proposed hotel will provide good quality jobs for an estimated 50-55 full-time employees (when it is operating at typical occupancy levels). At the Hampton Inn & Suites in Windsor, owned and operated since 2008 by the applicant group, employees are paid at above market pay rates. They receive many benefits, including health insurance, vacation and paid time off, parental leave, paid sick leave, performance bonuses, career development assistance, a 401(K) savings plan with employer matching, and discounts at other hotels. Some employees will make hospitality their career, such as the General Manager of the Hampton; he started as a room service attendant at another hotel, worked his way up through the various departments before being hired into his current position. Others will use hospitality as one rung on their career ladder. An employee of another hotel owned by the applicant group worked at the front desk while going to college; after graduating from college and law school, she is now a labor and employment attorney at a major firm in San Francisco. Another woman worked in the sales department after college, and now is a Vice President for a major public utility on the East Coast. The proposed hotel will provide similar opportunities to residents of Windsor and Sonoma County.

## **ENVIRONMENTAL SENSITIVITY**

### *Permanent and Operational Energy Saving Features*

The proposed project includes rooftop photovoltaic (solar) panels (estimated annual energy production from the panels is 68,438 kWh). The roofing materials also meet a specified Solar Reflectance Index (SRI) standard, pursuant to the requirements set forth in the 2019 California Building Standards Code (CBSC). In addition, the proposed project would include installation of 10 EV Charging Stations and would specify energy efficient appliances and fixtures. LED lighting would be used throughout, and the building's exterior envelope, including walls and roof, would exceed Code-mandated insulation levels. Glazing will exceed Code-mandated energy levels and all glazing facing south and west will benefit from fixed sunshades that would further reduce heat gain. The project will comply with all applicable efficiency standards set forth in Title 20 and Title 24 of the California Code of regulations.

### *Construction Energy Saving Features*

The project will only use equipment with Tier 4 engines for heavy construction.

### *Carbon Credits*

The project includes purchasing off-site credits to comply with General Plan Policy ER-5.3. Off-site credits shall be purchased in order to reduce annual Greenhouse Gas (GHG) emissions to 477.5 MTCO<sub>2e</sub> per year, for a project-wide efficiency ratio of 1.91 MTCO<sub>2e</sub> per service population per year. Credit purchases shall adhere to all of the following:

1. Off-site credits shall be real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in California Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2). Such credits shall be based on protocols that are consistent with the criteria set forth in subdivision (a) of Section 95972 of Title 17 of the California Code of Regulations. Such credits must be purchased through one of the following:
  - (i) A California Air Resources Board (CARB)-approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard;
  - (ii) Any registry approved by CARB to act as a registry under the California Cap and Trade program; or
  - (iii) Through the CAPCOA GHG Rx and the Bay Area Air Quality Management District (BAAQMD);
  - (iv) In the event that no credits meeting these criteria are available within California, the applicant may purchase credits elsewhere so long as:
    - (a) the Governor or the Governor's designee has made the findings

set forth in Government Code section 12894; (b) and these findings have been submitted to the Legislature; and (c) California has accepted the credits as meeting the linkage standards contained in Government Code section 12894 or its successor statute.

2. The applicant must show that the emission reductions from identified projects are real, permanent through the duration of the project (if it is a one-time purchase), enforceable, and are equal to the pollutant type and amount of the project impact being offset. In addition, any off-site purchase shall be subject to review and approval by the Town of Windsor Planning Services Department.

#### *Wetland Credits*

The proposed project includes purchasing credits, at a bank approved by the U.S. Army Corps of Engineers, for the two wetland areas on the site. The western wetland is a shallow depression measuring 0.086 acres, and the southeastern wetland is a shallow depression measuring 0.141 acres. The project includes buying credits at a 2:1 ratio, for a total of 0.454 acres of credits.

#### *Special Status Plants*

Protocol level surveys, conducted in Spring of 2020, did not find any special status plants on the site. Nevertheless, and in an abundance of caution, the project includes an additional study for special status plants, in Spring of 2021, before the start of any construction.

#### *Nesting Birds*

The project also includes preconstruction surveys for nesting birds, particularly urban passerines, if any work will occur between February 1 and August 1. The preconstruction survey will be conducted by a qualified biologist and will examine all habitats within 100 feet of any project activities. The project includes all of the following, depending on the outcome of the preconstruction survey:

- A. If initial ground disturbance or vegetation removal occurs during the breeding season (February 1 through August 15), a qualified biologist will conduct a breeding bird survey no more than 7 days prior to ground disturbance to determine if any birds are nesting in trees adjacent to the Study area.
- B. If active nests are found close enough to the Study area to affect breeding success, the biologist will establish an appropriate exclusion zone around the nest. This exclusion zone may be modified depending upon the species, nest location, and existing visual buffers. Once all young have become independent of the nest, vegetation removal and grading may take place in the former exclusion zone.
- C. If initial ground disturbance is delayed or there is a break in project activities of greater than 7 days within the bird-nesting season, then a follow-up nesting bird

survey would be performed to ensure no nests have been established in the interim.

### *Special Status Bats*

Similarly, while no special status bats were observed on the site, in an abundance of caution, the project includes:

- To the extent practical, tree removal and construction-related activities should be conducted between September 15 and April 15 to avoid impacts to pregnant females and active maternity roosts (colonial or solitary).
- To avoid impacts to solitary roosters, trees should be removed in pieces, rather than felling the entire tree. Felled tree pieces should be shaken gently to rouse any bats and then left overnight prior to removal from the site or on-site chipping to allow any bats to exit the roost.
- If roosts cannot be removed during the non-maternity season, a pre-construction roost assessment and emergence survey should be conducted in suitable habitat on or adjacent to the project site. If a maternity roost is located, that roost must remain undisturbed until September 15 or until a qualified biologist has determined the roost is no longer active.
- If an active maternity roost is found, compensatory mitigation shall be provided through consultation with CDFW and may include construction and installation of suitable replacement habitat on-site.

### *Dark Skies and Attractive Buildings*

The source, intensity, and type of exterior lighting for the project site will serve the following purposes: (1) it will provide ambient lighting sufficient for safety and to orient site users; (2) it will provide lighting for specific tasks; and (3) finally, accent lighting will be used in limited locations to enhance the ambience of the hotel and the surrounding public domain. All on-site lighting will be provided using low-level illumination fixtures that will be adequately shielded to minimize light spill or glare into adjacent properties. In landscaped and paved areas, light sources will be recessed or concealed to prevent unnecessary glare onto the public right-of-way and reduce visibility of the light source.

Roof mounted equipment, including but not limited to air conditioners, fans, vents, solar photovoltaic panels, and antennas, shall be set back from the roof edge, and placed behind the building's parapet to reduce visibility from the street. Taller equipment shall be placed behind metal screens. These decorative metal screens will be the same height as the equipment they enclose and will be incorporated into the design of the building. The proposed project will not include reflective glass. Where glass features are considered, glazing treatments will vary and none of the exterior glass will have a light



reflectance value of more than 5 percent. Project features would include UV coatings, frosting, and fritting, which reduces glare and makes the glass visible to birds to reduce collisions.

### *No Net Loss of Trees and Tree Canopy Over 10 Years*

The project will remove 23 trees and replace these trees with 49 trees. The project also includes paying an in-lieu payment, as is set forth in the Town's zoning ordinance, to ensure replacement of all trees that are not replaced on the site. The in-lieu payment will be used to plant trees elsewhere in the Town.

### *Landscaping*

The project will result in two parcels. One with the hotel development and one that will be mostly undeveloped. The hotel parcel will be developed with structures or landscaped. The eastern parcel will remain undeveloped except for the row of parking spaces along McClelland Drive, the sidewalk from the proposed hotel to the corner of McClelland Drive and Richardson Street, the trees to be planted between the parking spaces and the sidewalk, and the crosswalk at the eastern end of McClelland Drive, on the west side of Richardson Street, and sidewalk ramps.

### *Encouraging Alternative Transportation*

The project includes bicycle parking, lockers, and showers for employees to encourage the use of alternative transportation modes.

## **RESPONSE TO TOWN FEEDBACK**

In response to the feedback provided to the applicant at the September 18, 2019 Town Council meeting, the applicant's design team revised the project in the following manner:

1. The underground garage parking configuration was revised to increase the number of standard parking spaces. The total number of spaces has also increased to 95.
2. The ground floor restaurant and meeting rooms have been revised to allow the meeting rooms to connect to the restaurant dining room.
3. The kitchen has been increased in size to allow for better restaurant service.
4. The laundry room was relocated to the second floor to increase the public function areas on the ground floor.
5. The passenger drop-off/arrival plaza and entry paving has been revised to include permeable pavers to increase the prominence of the hotel's main entry point.
6. The windows have been revised; increased from 2 panels to 3 panels to emphasize the vertical proportions of the panels.

7. The ground floor arcade materials were revised to use full-sized bricks at the ground floor where the materials will be within tactile reach by pedestrians. The brick will transition to a thick brick cladding on the upper levels. The brick material will be manufactured by the same company to ensure the thin brick and full brick match.
8. To increase safety and improve the guest experience, the applicant has added an express elevator from the ground floor directly to the rooftop terrace and bar.
9. The kitchen food prep area serving the rooftop terrace and bar has been increased from 199 SF to 559 SF.
10. To improve the hotel guest experience, a fourth elevator has been added at the east end of the building to facilitate transporting housekeeping and restaurant supplies in the hotel.
11. Infrared heaters have been added to the perimeter of the rooftop terrace and bar and a skylight has been added to the corner element to extend the outdoor seating season.
12. The site trash collection/storage has been relocated to take advantage of the service elevator. A trash/sorting room has been added in the basement area, east of the vehicular ramp.

### **PLANNING INFORMATION**

#### **General Plan Consistency:**

The proposal is consistent with the Town of Windsor's 2040 General Plan, as is set forth below.

#### **Land Use and Community Design Element:**

As stated under this Section of the General Plan (page 2-1), a principal philosophy of the General Plan is the prioritization of infill development over development at the fringe. This approach helps to create more efficient and cost-effective infrastructure, maximizes the use of underutilized parcels, and minimizes the loss of open space.

The project site is under the General Plan Land Use designation of *Town Center Mixed Use (TCMU)*. As defined in the General Plan, this designation accommodates an intensive mix of retail, residential, office, hotel, and entertainment uses in the Town Center.

**Response:** The proposal is for a hotel on a vacant parcel adjacent to the Town Green located on improved roadways and surrounded by existing development. The project site under the Zoning Ordinance has been given the maximum density and maximum FAR (16.02-32 dwelling units per acre/.075 -2.5 FAR) allowed under the General Plan.

**Goal LU-1** under Community Design, encourages well-designed development that preserves and enhances Windsor's community character. Consistent with Policy LU-1.11, the hotel's architecture is modern and responds to Windsor's standards by using energy efficient and durable materials. To conserve natural resources and energy, the hotel design will have photovoltaic panels on the roof to generate electricity for the hotel. The design incorporates passive solar shading devices at its south and west facing windows, expansive covered walkways

along the public thoroughfares, and energy efficient systems to cool and heat the property. In addition, the proposal complies with Policy LU-1.12, in that the hotel design has gone through the Conceptual Design Review process and has filed for the final design review process.

**Goal LU-4:** Mixed-Use Development, provides the following list of policies:

**Policy LU-4.1: Mixed Use Objectives:** Mixed use projects shall comply with the following objectives:

- *A blend of uses that are physically and functionally integrated to create a synergy between different uses and unique sense of place.*

Response: The proposed hotel includes a retail component, as well as a restaurant and bar open to the public, as well as hotel guests. The rooftop terrace and bar will provide views of the Windsor Town Green and the greater Sonoma County landscapes, providing an experience to residents and visitors like no other in the Town of Windsor. The hotel's corner entrance doors open directly into the ground floor bar and restaurant area. This area is designed for both the public and hotel guests to enjoy throughout the day and evening hours, and locally sourced wines, beers and other products will be featured.

- *Compact development that reduces reliance on automobiles and promotes transit, walking, and biking.*

Response: The hotel design includes a basement parking area to accommodate all on-site parking needs, placing the parking spaces within the building footprint, which provides more area for landscape and open space. The underground parking also provides bicycle parking/storage for both hotel employees and guests, and EV (electrical vehicle) charging stations will be included in the garage. Wide sidewalks will be provided to provide improved pedestrian traffic near the Town Green. The hotel is appropriately located in the heart of the Windsor Town Center within walking distance to existing restaurants, retail shops, the Town Green, and the future SMART station.

- *Pedestrian-oriented design with active uses built up to the sidewalks.*

Response: The hotel entrance and retail component abut the sidewalks providing more active uses along the street. The McClelland Drive frontage has multiple storefront doors, including two sliding doors and an operable NanaWall system (or similar operable glass wall system) at the west end, at the restaurant/bar area. Along the sides of the parcel that will remain undeveloped, along Richardson Street and Windsor River Road, the current design leaves these areas available for future development that potentially could accommodate active uses. The frontage along Market Street is occupied by meeting space and dining areas. The hotel design includes very wide sidewalks along both McClelland Drive and Market Street, and covered porticoes along both streets, with room for outdoor dining under the 10-foot-wide porticoes. The main entrance to the hotel is on McClelland Drive. The indoor/outdoor connections along both streets will be enhanced by glass doors or partitions that open during good weather to provide indoor/outdoor dining.

- *A comfortable public realm that encourages community members to gather and socialize.*

Response: The hotel design includes a restaurant, bars, lounges, and meeting spaces open to the public. The hotel also features a rooftop terrace and bar, at the top of the corner element, with a terrace that overlooks the Town Green, and offers a signature element to Windsor's downtown. It will be open to the public and is easily accessible via an elevator in the ground floor bar and restaurant area. The patio area in the rear of the hotel, near the pool area, will be open to the public and provides another comfortable area for community members to gather and socialize during both daytime and in the evenings.

- *Increased economic vitality.*

Response: The hotel use is needed in the downtown Windsor area to create more activity and pedestrian traffic around the Town Green, helping local businesses. The hotel will house an average of 200 people per night, with more people in the April through October period. The hotel will also generate estimated transient occupancy tax (TOT) revenues for the Town of Windsor of \$1.2 million per year at the beginning, growing to \$2 million per year and totaling \$32 million over 20 years.

- *Crime prevention and security by providing building facades behind sidewalks that provide eyes on the street.*

Response: The hotel design provides entrances and window fronts abutting onto sidewalks to provide eyes on the sidewalks and streets. The hotel will also be open

and staffed 24 hours a day and 365 days a year, helping to create a safe environment near the Town Green.

**Policy LU-4.2 Compatibility with Adjoining Uses.**

Response: Consistent with this Policy, the hotel design includes colors, materials, and landscaping compatible with surrounding uses.

**Policy LU-4.3 Integration Between Residential and Non-Residential Uses.**

Response: Consistent with this Policy, the hotel design includes improved and widened sidewalks to improve pedestrian walkways, providing connectivity to adjoining neighborhoods and the Town Green. The hotel will provide many amenities to residents as well as visitors.

**Policy LU-4.4 Mixed Use Design Requirements.**

Response: Consistent with this Policy, the hotel design includes active uses, such as retail space, a restaurant, and bar/lounges behind sidewalks; has one driveway access off of McClelland Drive, and provides underground parking with public ground floor spaces adjacent to sidewalks.

**Policy LU-4.5 Variability within Boulevard Mixed Use.**

Response: Policy is not applicable as the hotel site is not located in the Boulevard Mixed Use area. The hotel site is in the Town Center Mixed Use area.

Specific Plan Consistency:

The proposal is consistent with the Windsor Station Area/Downtown Specific Plan as is set forth in this section.

Chapter 1: Vision, Guiding Principles, and Context Guiding Principles:

The proposed hotel is located within the Station Area Plan/Downtown Specific Plan (Plan) which includes seven chapters outlining design standards and environmental considerations for various types of land uses. Chapter 1 contains a list of ten Guiding Principles, all of which the hotel proposal is consistent with, as explained, in summary, below:

1. *Enhance the Station Area's identity, build a successful revitalization, and ensure long-term economic sustainability by expanding the Downtown commercial core and accommodating a broader array of uses and activities:*

Response: The hotel is the first one proposed for this area of Windsor. The hotel includes a restaurant, bars, outdoor patio areas and meeting room spaces available to the public. The hotel adds more uses and activities to the area, and will bring many visitors to the area, which will significantly enhance the long-term economic sustainability of downtown businesses and the Town of Windsor. The hotel will host an estimated 73,000 guests per year, with an average of 200 guests per night.

2. *Foster a unique sense of place, develop mixed uses, and improved pedestrian and bicycle connectivity between key destinations with the Plan.*

Response: The site is appropriate for the hotel use as it brings a different, yet compatible use, to the existing uses of restaurants and retail spaces. The hotel design includes wide sidewalks and bicycle storage/parking, and is within easy walking distances to nearby restaurants, retail shops, and the Windsor Town Green. The modern design and rooftop terrace and bar overlooking the Town Green will foster a unique sense of place in Windsor.

3. *Establish a unified image of Downtown, with improved sidewalks and greater opportunities for community gathering and outdoor dining.*

Response: The proposed hotel includes wide sidewalks, meeting spaces, and areas for public gathering and outdoor dining in the rooftop terrace and bar area, on the ground floor and in the back-patio areas around the pool and spa.

4. *Promote retail diversification and attract establishments that meet the everyday community shopping needs. Focus on building designs that further ensures downtown's pedestrian-scale and ambience.*

Response: The proposed hotel provides a retail space for future retail use(s). The goal is to attract retail uses that add to retail diversification. The overall hotel design includes wide sidewalks and will lit arcades that will encourage pedestrian traffic.

5. *Establish a balance of housing, retail, office, and institutional uses on the Downtown core. Increase the daytime population so that it supports Downtown businesses by expanding opportunities for office uses to locate Downtown, in particular consider more educational uses.*

Response: The hotel will attract visitors and overnight guests to the Downtown core, amounting to an estimated 73,000 overnight guests per year. This will support retail uses in the area and increase the overall daytime population Downtown. In addition, the hotel includes meeting rooms, expanding opportunities for more training and educational uses in the Downtown area.

6. *Encourage design diversity and visual richness by promoting a variety of architectural building styles. Promote compact development patterns through average building heights of three or four stories, while allowing taller buildings in selected locations, if public safety measures are included.*

Response: The proposed hotel has completed the Conceptual Design Review phase. Revised building plans have been provided that incorporate the recommendations from the Planning Commission and Town Council. The hotel design incorporates a five-story, compact design by placing all on-site parking in the basement garage and will comply

with all public safety measures required under the building and fire code through the Building permit process.

7. *Attract more tourism-related establishments to support Downtown's continued development. Promote the establishment of additional accommodations in Downtown by striving to attract at least one hotel Downtown. Enhance linkages to regional assets such as Russian River, regional parks, Windsor Golf Club, and promote the SMART weekend service and trails to enhance tourist access.*

Response: The proposal includes the first hotel in the downtown Windsor area. The hotel management will provide concierge services that promote tourism and local attractions by assisting guests with ideas, referrals, and directions.

8. *Explore intensifications or redevelopment of the Civic Center.*

Response: Not applicable as the site for the proposed hotel is not at the Civic Center.

9. *Continue to promote green leadership in Windsor by maintaining and expanding Downtown as a green and healthy community with sustainable building and landscape design, sustainable water use and irrigation practices, and reduce energy use. Encourage walking and bicycling to transit, workplaces, and parks.*

Response: The hotel will be built under the Cal-Green Building standards, with landscaping and irrigation plans that meet the Town's WELO requirements (Water Efficient Landscape Ordinance- Ordinance No. 2015-73) also under Section 12-3-900 of the Town's Municipal Code. The hotel design includes all underground parking, which will also provide storage for bikes for both staff and guests, and ten EV (Electrical Vehicle) charging stations. The hotel management will educate guests on water conservation and provide incentives to reuse towels and limit laundry services. PV panels will be installed on the roof.

10. *Continue to promote more activities and attractions to Downtown, including more restaurants, entertainment venues, art, and cultural, etc.*

Response: The hotel includes a restaurant, bars, and lounges, as well as meeting opportunities that will bring visitors to the area and add more activities to Downtown.

## Chapter 2: Land Use:

Under this chapter of the Plan, the Land Use Diagram (Figure 2-1) designates the proposed hotel site as Town Center, with the site's streets designated as *Active Use Frontage*, identified as compact shopping and land uses for the Planning Area. Under Chapter 2, Table 2-2, a hotel use is listed as a "Projected New Development" by the year 2035.

Under Chapter 2, the Town Center designation is placed under the general category of Mixed Use, described as follows:

***Mixed Use***

***TOWN CENTER:*** “*This designation is intended to accommodate a mix of retail, residential, office, hotel, and entertainment uses.[emphasis added] This designation is intended to foster a Downtown where the community can gather to socialize shop, play, and live. The maximum FAR for all uses, inclusive of housing, is 2.5. Residential uses are allowed but not required. No limitation on store size is established, and a diversity of store and business sizes is encouraged; however, all development, regardless of size, should be designed to be pedestrian-oriented and integrated with the surroundings, consistent with Design and Development Standards outlined in Chapter 3 of this Plan.*”

Response: The hotel use on this site is consistent with the intent of the Town Center designation of the Plan. The hotel includes amenities open to guests and the public, such as a restaurant, bars, lounges, and meeting rooms, that provide gathering places for people living in the community and visitors to the Town of Windsor. The hotel also features a rooftop terrace and bar, at the top of the corner element, which overlooks the Town Green, and offers a signature element to Windsor’s downtown. It will be open to the public and is easily accessible via an elevator in the ground-floor bar and restaurant area.

The overlay zone of Active Use Frontage, in Chapter 2 of the Plan, is described as follows:

***Active Use Frontage:*** “*Several streets in the Town Center designation are shown with Active Use Frontage on the Land Use Diagram (Figure 2-1). This designation requires that the ground level have uses that are accessible to the general public, generate walk-in pedestrian clientele and thus contribute to a high level of pedestrian activity, and are engaging to pedestrians walking by. Active uses may include (but are not limited to): stores, restaurants, cafés, markets, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, tourism-oriented services, hotel lobbies, banks, childcare services, libraries, museums, and galleries...*”[emphasis added]

Response: The hotel design places the hotel lobby, restaurant, bar and lounge, and retail shop on the ground floor, making them accessible and inviting to the general public. The hotel design provides wide sidewalks along both McClelland Drive and Market Street, which will enhance pedestrian activity. The hotel design also includes wide covered arcades along both streets, with room for outdoor dining under the 10-foot-wide arcades or porticoes. The main entrance to the hotel is on McClelland Drive. The indoor/outdoor connections along both streets will be enhanced by glass doors or partitions that open-up during good weather to provide indoor/outdoor dining, which will be attractive to people walking in the area.



### Chapter 3: Streetscape, Building Design, and Development Standards Parking:

The Plan places an emphasis on providing a walkable community, maximizing pedestrian accessibility to and within Downtown, and enhancing the area for community gathering. The following design standards apply to the hotel proposal, as follows:

#### Streets and Streetscapes

**DES-1:** *Within the Downtown core, provide wide sidewalks to accommodate outdoor seating, business display areas, and sidewalk sales (see DG-34 and DG-35 in Chapter 3 for details).*

**DES-2:** *Ensure that streetscape improvements along key streets, including undeveloped portions, emphasize pedestrian circulation with wide sidewalks, landscaping, street furniture, pedestrian scaled roadway width, and on-street parking to create a buffer between the pedestrian and traffic.*

#### Pedestrian Connections

**DES-5:** *Design new pedestrian connections with amenities such as landscaping, outdoor seating, kiosks, signage and lighting.*

**DES-6:** *Where mature oak trees exist, integrate new pedestrian connections into the existing landscape and highlight the connection through use of markers such as signage or public art.*

Response: Consistent with the design standards for streetscapes and pedestrian connections, the hotel design provides very wide sidewalks along both McClelland Drive and Market Street, and on-street parking to create a buffer between the pedestrians and traffic. The site plan includes generous sidewalks to address the Station Area Plan's requirements. The business frontage zone is a 10-foot-wide arcade that is on the hotel's private property. The public sidewalk (pedestrian zone) is 7'7" on McClelland and 10 feet on Market Street. The landscape zone is 5 feet wide, using existing tree wells on Market Street and proposing a planter strip on McClelland Drive. The landscape zone along McClelland Drive is designed for bioretention/stormwater runoff. The sidewalk along the passenger drop off zone is widened by 5 feet in lieu of a planter strip.

The hotel site plan shows 17 diagonal parking spaces in the public right-of-way on McClelland Drive (plus 1 diagonal motorcycle parking space), with Richardson Street remaining undeveloped. These spaces will be open to the public. The 10 foot-wide, covered arcades or porticoes, along both streets, provide room for outdoor dining. The main entrance to the hotel is on McClelland Drive. The indoor/outdoor connections along both streets will be enhanced by glass doors or partitions that open-up during good weather to provide indoor/outdoor dining. Furthermore, consistent with design standards and active use goals, the hotel design wraps active uses, such as the restaurant and bar, retail shop, around the frontage along pedestrian paths, and provides landscaping and seating along the pedestrian path. The design also includes attractive pedestrian-scaled lighting to enhance the overall hotel design.

Building Design:

**DES-13:** *Allow a variety of architectural styles, providing that the design is finely articulated, pedestrian oriented, incorporates neighborhood identity, and matches the rhythm of existing structures.*

**DES-14:** *Design buildings with unified and harmonious façades, integrating all elements, including signs, balconies, and building entrances.*

**DES-15:** *Require high-quality design that enhances the appearance of and contributes positively to the visual context of the area and that reflects the area's identity as the center of Windsor.*

**DES-16:** *Provide vertical and horizontal articulation in building mass through strategies such as step backs at upper levels, recesses and projections, changes in materials and transparency, and variations in height.*

**DES-17:** *Ensure that development incorporates green building measures such as energy efficient building design, passive heating/cooling strategies, wastewater technologies, water use reduction, water efficient fixtures, and green building materials.*

**DES-18:** *Ensure that development incorporates sustainable site design measures such as permeable paving, stormwater management, and water efficient landscaping.*

Response: Consistent with the building design standards, the hotel design is an upscale, modern, and comfortable hotel; and pedestrian-oriented by featuring outdoor amenities that will attract people in the downtown area. The hotel will occupy a prominent corner element that directly faces the Town Green. The hotel design incorporates step backs on upper levels, changes in color and materials, and a tower façade at the hotel corner facing the Town Green. The hotel is also designed to conserve natural resources and energy. The hotel will have photovoltaic panels on the roof to generate electricity for the hotel. The design incorporates passive solar shading devices at its south and west facing windows, expansive covered walkways along the public thoroughfares, and energy efficient systems to cool and heat the property. The design includes 160 guestrooms on five floors that complies with the height limit for the site under the Zoning Code.

Additional Development Standards:

## A. Required Active Use Frontage:

As proposed active use along Market St. is approx. 90.75 %

As proposed active use along McClelland Dr. is approx. 70.9%

## B. Two Story Exception.

Not applicable to design.

## C. Large Format Retail.

Not applicable to design.

## D. Fifth Story Limitation.

The 5th Story floor height is set at an elevation of 44 ft; the 5th floor massing is stepped along the facades facing the public street a minimum of 6 ft. from the building massing below.

E. Heights.

As proposed the top of second floor slab is at an approx. elevation of 15'-6". It is assumed the second-floor framing will be a concrete post-tension slab approx. 7.5" thick. Per the Town's Station Area Plan the minimum clearance of 12 ft shall be met throughout. Service areas will maintain the minimum 12ft height, public spaces will exceed the 12ft height where MEP allows. Refer to proposed building sections.

F. Build-to Line.

Along McClelland Dr.:

The proposed building length along McClelland Dr. is 282'-1/2."

The dimensions to the face of the building from the diagonal parking curb are as follows:

- 12' 11-3/4" depth for a length of = 120'-6" +/-
- 16' 2" depth for a length of 153'-4" +/-
- 24' 1-1/2" depth for a length of 8' 2-1/2" +/-

Note: Ground floor arcade, total depth of 24'-1" from the curb for a length of 239'-10 1/2" +/-

Along Market St.:

Building length along Market St is 130'-7 3/4."

The dimensions to the face of the building from the diagonal parking curb are as follow:

- 14' 2-1/4" depth for a length of 63'-4 1/8" +/-
- 17' 4 1/4" depth for a length of 67'-3 3/4" +/-

Note: Ground floor arcade, total depth of 25'-6" from the curb for a length of 130'-7 3/4" +/-

G. Blank Walls.

No blank walls exceeding the allowed 20ft length are proposed. Refer to A103.

H. Required Public Open Space.

None, per Zoning Ordinance Table 2-5 none noted.

I. Residential Open Space.

Not applicable.

J. Parking Setback.

No ground level parking is proposed except for the diagonal parking on the street.

K. Parking Frontage.

The basement parking garage gate is 20'-0" wide by 11'-6" high. No parking is proposed within 68'-0" from gate/sidewalk.

L. Building Orientation and Entrance.

The primary entry is located along McClelland Dr. The entry is set in the arcade, which is 10ft deep, no alcove is required for sliding door.

A secondary restaurant/lobby lounge entry is located at the corner of Market/McClelland, the entry is oriented on a 45-degree angle per the Town's development requirements.

The retail entry is located along McClelland Dr. and is set within the arcade, which is 10ft deep, no alcove is required for sliding door.

M. Building Transparency and Required Openings.

As proposed glazing totals about 263'-3" X 12'-0" high along the public right of way. The total building facade length facing the public right of way is approx. 383'-4."

Transparency as proposed is approx. 68.6%.

N. Depth of Ground Floor Commercial.

The proposed depth of the retail space will be a min 20ft in depth (clear inside).

O. Architectural Articulation.

The Building Facade has been broken into massing blocks with distinct material treatments to provide a varying height and horizontal plane read. Refer to elevations.

P. Universal Design.

The hotel's passenger drop-off and entry plaza emphasize primary points of access to the building, and all areas of the hotel shall be accessible to the disabled.

Q. Pedestrian Access.

A 10ft wide arcade is proposed along most of the building frontage facing Market St. and McClelland Dr. The total sidewalk space allocated to pedestrians including the arcade nets approx. 19'1" along McClelland Dr. and 25'-5 1/2" along Market St.

R. Parking Access.

Parking access is located mid-block along McClelland Dr. via garage door and speed ramp to basement level.

Parking and Access:

**DG-41:** *On-site parking and service areas should be located in the rear, in structures, or on the interior of blocks, and not along Windsor Road, Windsor River Road, Old Redwood Highway, or the Town Green within the Downtown core.*

**DG-42:** *The number of curb cuts and driveway entrances should be limited in order to reduce conflicts with pedestrians. Locate entrances on side streets where feasible. If a driveway entrance is located on a primary street frontage, minimize the length of the curb cut and explore*

*sharing driveways and/or loading areas with adjacent property owners. No curb cuts should occur on blocks facing the Town Green.*

**DG-43:** *Bike parking for commercial uses should be located as close to the primary building entrance as possible.*

Response: Consistent with the Plan, all on-site parking and bicycle parking will be provided in the basement parking garage structure. One driveway entrance and exit will be provided along McClelland Drive.

Sustainability:

**DG-44:** *All new paving should consist of sustainable materials, such as reclaimed pavers, locally produced materials, or concrete and asphalt with fly ash content.*

**DG-45:** *All new development should install water saving appliances and systems such as gray water systems, moisture sensitive irrigation rainwater cisterns, low-flow toilets, and faucets.*

**DG-46:** *Buildings should be located, oriented, and shaded, where feasible, as follows:*

- *Provide exterior shade for south-facing windows during the peak cooling season.*
- *Provide vertical shading against direct solar gain and glare due to low altitude sun angles for east- and west facing windows.*
- *When site and location permit, orient the building with the long sides facing north and south to maximize solar access.*
- *Protect the building from thermal loss, drafts, and degradation of the building envelope caused by wind and wind-driven materials such as dust, sand, and leaves with building orientation and landscape features.*
- *Wherever possible, use vegetation to shade buildings to limit direct solar gain and glare.*

**DG-47:** *New development should install solar panels and/or solar hot water systems as feasible.*

**DG-48:** *Green roofs can be incorporated into building design to manage stormwater runoff, reduce energy consumption through insulation, and provide an additional amenity as appropriate:*

- *“Intensive” roofs are appropriate when resident or tenant access is desired. Soil layers are typically deeper, eight to 24 inches, depending on the loading capacity of the roof and the architectural and plant features desired. These roofs must be relatively flat.*
- *“Extensive” roofs are appropriate when human access is limited, and the goal is for ecological roof cover. Layers may be thinner, two to six inches. Extensive green roofs can be constructed on slightly sloped roofs.*
- *All green roofs must be designed to permit routine maintenance and irrigation, as necessary.*

**DG-49:** *To minimize the overall environmental impact of development, preference should be given to sustainable building materials such as recycled materials, sustainably harvested wood, rapidly renewable sources, panels made from paper flakes, baked earth, rammed earth, locally-obtained stone and rock, bamboo, and non-toxic low-VOC (volatile organic compound) glues and paints.*

*Response:* The hotel design includes underground parking for a significant number of cars, as well as storage for bikes for both staff and guests. EV charging stations will be included in the garage. There is no surface parking. Careful attention has been given to the hotel design to conserve natural resources and energy. The hotel will have photovoltaic panels on the roof to generate electricity for the hotel. The design incorporates passive solar shading devices at its south and west facing windows, expansive covered walkways along the public thoroughfares, and energy efficient systems to cool and heat the property. Water-saving measures will also be incorporated into the hotel operations and management. Recycled wood is included in the design of the fifth floor and rooftop terrace and bar.

#### Chapter 4: Circulation and Access:

Encouraging a diversity of development in the downtown core, as outlined in the Plan, is further supported by a balanced circulation system that integrates transit, pedestrian, bicycle, and vehicular modes of transportation.

##### 4.1 Pedestrian and Bicycle Connections

The Plan incorporates existing planned improvements with new pedestrian and bicycle facilities to establish a complete and connected network and address east-west movement.

#### **GOALS AND POLICIES**

**Goal CA-A:** *Improve pedestrian connectivity and walkability within the Planning Area as well as connectivity to the rest of the town; and foster a street environment that connects pedestrians to transit, housing, employment, and major destinations.*

**Goal CA-B:** *Improve bicycle connectivity within and beyond the Station Area and foster an accessible and safe street environment for bicyclists.*

**Goal CA-C:** *Improve east-west connectivity for pedestrians and bicycles, including across the SMART corridor and across Highway 101, increasing access to Windsor Station and Downtown from residential neighborhoods located west of the station and east of 101.*

*Response:* All pedestrian and bicycle improvements are shown on the site plan. The hotel site is designated an *Active Pedestrian Street* along McClelland Drive and Richardson Street and a New Pedestrian Connection. The hotel site is located near Richardson Street which connects to Windsor River Road, which is designated as a Proposed Class III Bike Route. The hotel design includes wide sidewalks to encourage pedestrian travel, and bicycle parking to encourage bicycling to work for employees.

#### 4.2 Station and Transit Access

**Goal CA-D:** *Establish Windsor Station as a major transit destination and a hub for rail and bus service, with enhanced access to the station by all modes.*

Response: The hotel site is within walking or biking distance to the Windsor SMART station.

#### 4.3 Street Network

**Goal CA-E:** *Ensure that the street network in the Planning Area is well connected.*

**Goal CA-F:** *Ensure that streets continue to operate at levels of service that are acceptable for Windsor's multimodal Downtown core.*

Response: The hotel site is located near Richardson Street, which is designated in Figure 4.3, as a *Retail Street*, to extend the retail focus in this area. The hotel includes a retail component, as well as a restaurant, bars, and lounges available to the public. These are the first retail uses along this block of McClelland Drive.

#### 4.4 Parking and Transportation Demand Management

**Goal CA-G:** *Balance parking need and provision with the desire to promote transit, walking, and bicycling.*

**Goal CA-H:** *Reduce transportation demand by promoting alternative modes of transportation and ridesharing.*

Response: The Station Area Plan refers to the Zoning Ordinance for hotel parking requirements. The Council directed that surface parking is not appropriate for downtown and that the site calls for structured or underground parking. The Council was open to the possibility of reducing the required number of on-site parking spaces if it was supported by a professional parking analysis. The Council was also open to valet parking options.

The new parking plan eliminates surface parking entirely, providing 95 parking spaces in an underground parking garage. The parking plan for the hotel uses does not meet a strict reading of the parking requirements under the Zoning Ordinance. However, the applicant's experience in the hotel industry is that the Town's hotel parking requirements are not consistent with current industry standards, which show decreasing parking demands for hotels. In addition, the Zoning Ordinance requires parking to be calculated separately for each use within a hotel, which does not recognize that many of the uses on site will be utilized by hotel guests already "parked" nor the fact that the peak hours for these uses are staggered and frequently non-coincident. For example, hotel guests are typically away from the hotel during the 9 am to 5 pm period, and that is when the hotel staff are onsite to clean the guestrooms.

For the uses included in the current project description, the Zoning Ordinance would require 257 parking spaces for all hotel uses. Specifically, the Zoning Ordinance would require on the order of 170 parking spaces for the hotel's guests and

employees (one space per guest room plus additional parking for the maximum number of employees). However, most employees would be on site during the day, when guest parking demand is low and there will be vacant parking spaces on site. The Zoning Ordinance requires additional parking for each use that is open to the public, including the restaurant/bar/breakfast areas (44 spaces); rooftop terrace/bar (23 spaces); and retail (8 spaces). However, these areas are likely to be utilized by hotel guests that do not need extra parking. In addition, the peak hours for each use is varied. For example, the retail space would close at or around 5 p.m., while the rooftop terrace/bar would be only be open in the later afternoon and evenings during good weather.

As allowed under the Zoning Ordinance, a Parking Demand Assessment for the proposed hotel was completed by TJKM on August 23, 2019. That Parking Demand Assessment has since been updated by TJKM in November 2020, to reflect the updated hotel plans. The following are the results of the 2019 Assessment, and the key changes from the 2020 update are summarized below. The 2019 Assessment found that the total automobile parking supply would be 152 spaces as follows:

- 91 off-street parking spaces within the hotel garage.
- 9 existing on-street parking spaces along Market Street that adjoin the site.
- 33 existing on-street parking spaces directly across from the site on the north side of McClelland Drive.
- 19 proposed on-street diagonal automobile spaces parking (plus 2 spaces for motorcycles) would be provided along McClelland Drive between Market Street and Richardson Street as part of the project.

In 2019 TJKM found a maximum parking demand of 114 vehicles parked overnight (with peak hours between 10:00 p.m. and 7:00 a.m.). Given the total supply of 152 automobile parking spaces, TJKM found that the proposed parking supply would be more than adequate to accommodate peak overnight parking demand.

The 2019 Parking Demand Assessment cites Station Area Plan Policy CA-33, which allows credit for on-street parking spaces directly adjacent to a property for visitors or retail uses. There are 9 existing public parking spaces on the project's Market Street frontage, and an additional 19 public parking spaces would be provided with the build-out of McClelland Drive in front of the hotel. TJKM's recommendation is that the project "self-parks" during the day, and could use on-street parking after hours to make up the additional demand at night, when public parking spaces are not utilized by other businesses in the area. The on-street parking spaces would not be formally reserved for hotel guests.

The 2019 TJKM study was forwarded by the Town Planner to the consultant working on the downtown parking study (Nelson/Nygaard), who has concurred with TJKM's findings. Consistent with the goals of the Plan, the hotel design places on-site parking



in a structure and provides EV (Electrical Vehicle) parking, increases on-street parking, and provides bicycle parking. It is our understanding that the Town's Traffic Engineer and Public Works Department will make the final determination of the hotel's parking plan.

The Parking Demand Assessment by TJKM has been updated in November 2020, to reflect the updated hotel plans. The total available automobile parking supply will now accommodate up to 183 automobiles:

- 127 automobiles will be accommodated within the hotel garage that will provide 95 parking spaces, and will accommodate 32 additional automobiles utilizing valet parking operations.
- 17 automobiles will be accommodated with new on-street diagonal automobile spaces parking (plus 1 space for motorcycles) that will be provided along McClelland Drive between Market Street and Richardson Street as part of the project.
- 39 existing on-street parking spaces bordering the site will remain, including 9 diagonal parking spaces along Market Street that adjoin the site and 30 spaces directly across from the site on the north side of McClelland Drive.

TJKM also found a maximum parking demand of 115 vehicles parked overnight (with peak hours between 10:00 p.m. and 7:00 a.m.). Given the total supply of 183 automobile parking spaces, and 151 automobile parking spaces without valet parking, TJKM found that the proposed parking supply would be more than adequate to accommodate peak overnight parking demand. TJKM also found that the 95 garage parking spaces would be more than adequate to accommodate daytime parking demand (between 10 a.m. and 8 p.m.) of no more than 91 vehicles, even without the availability of adjacent on-street spaces.

## Chapter 5: Environmental Quality:

The Plan establishes goals and policies which, in combination with General Plan policies and other local, State, and federal regulations, mitigate the potential negative effects of natural and man-made environmental hazards that threaten public health and safety; such as noise impacts, air quality, biological resources, and hazards and flooding.

### 5.1 Noise

**Goal EQ-A:** *Ensure that the Station Area/Downtown is a pleasant place to live and work by protecting residents, workers and visitors from noise that affects comfort and health, while accommodating a mix of higher intensity uses in the area.*

Response: The hotel site is more than 100-feet from the SMART railroad tracks. However, under Figure 5-2, the hotel site is in an area where proposed Noise Contours are predicted to be 65-70 dBA by 2035.

## 5.2 Biological Resource

**Goal EQ-B:** *Protect and improve the quality of biological resources and habitat areas.*

Response: According to Figure 5-3 of the Plan, the hotel site is not designated as a contaminated site or an area of special status species and located outside of the California Tiger Salamander area and 100-year flood area.

## 5.3 Hazards and Flooding

**Goal EQ-C:** *Ensure that the exposure of new development in the Planning Area to hazards is minimized.*

Response: As shown in Figure 5-4, the hotel site is not identified as a high-risk Overlay Zone, and therefore, not surrounded by existing hazardous sites, roadways, or TAC (Toxic Air Contaminant) source. The site would not require mitigation measures related to potential soil, groundwater, or air-quality contaminants.

## Chapter 6: Public Facilities, Services, and Infrastructure:

### 6.1 Parks and Open Space

### 6.2 Schools

### 6.3 Emergency Service

### 6.4 Utilities

Response: The proposal consists of a hotel through a private developer. Although the infrastructure outlined in Chapter 6 relates to improvements completed by the Town of Windsor, the payment by the applicant of transient occupancy tax (TOT) revenues to the Town of Windsor once the hotel is operating will significantly assist with the costs of these public facilities. The applicant projects the transient occupancy tax (TOT) revenues, as follows:

- \$1.2 million per year, growing to \$2 million per year.
- \$32 million over 20 years. And additional TOT revenues will be produced for as long as the hotel is in operation.

### **PROPOSED USES AND THEIR SIZES**

Refer to A01 for building areas, see below for summary of gross areas (note: net areas for the roof deck bar, retail/commercial and ground level restaurant/bar are generally lower):

Garage: 33,445 SF

Roof Deck Bar: 1,738SF

Hotel (Guest Public Spaces/Circulation/Guestrooms/Back of House): 95,395 SF

Retail/Commercial: 1,748 SF

Ground Level Restaurant/Bar: 2,329 SF (included in the Hotel 95,395 SF)