Title Sheet
Sebastopol Hotel
**PROJECT DESCRIPTION**

The proposed project at 6828 Depot Street will be a small, design-oriented boutique hotel with 66 rooms. The hotel will operate 24 hours a day, 7 days a week, year-round. The hotel will also include a lobby and reception area, retail, artist/maker studios, restaurant, bar, lounge, wellness center, public courtyard, private gardens, outdoor rooftop decks, meeting rooms, & other hotel amenities. A total of 86 parking spaces for the project will be located across Brown Street on another parcel and will be provided within a mechanical parking lift system that will be clad in either vine planting or a kinetic sculpture.

Designed using feedback from the community, the buildings will be FSC redwood siding and vertical slats, carbonized redwood siding, textured concrete, a light-colored spandrel, wood siding, weathered steel panels, and covered in vine planting. The materials reference the local natural palate and rely on naturally sustainable materials.

The massing of the buildings is broken up to match the smaller scale of the surrounding buildings and context. This provides a finer grain that matches that of the town. The highest portion of the building is positioned across from the tallest adjacent building, the Rialto cinema, and then steps down two stories towards the south corner to adjust to the height of the neighboring building and allow more sunlight into the public courtyard.

Landscaping will be featured in the public courtyard, private gardens, passage, roof decks, green roofs, and streetscapes. It will be composed of plant species that are antive to the area and will be maintained with a rainwater collection system or low-water drip irrigation. Concrete paving and permeable pavers provide a hardscape. The public courtyard will be mostly open to accommodate people and seating, and the private gardens will be an intimate space for the pool and wellness center.

Signage for the project will be located on both McKinley St and the corner of Petaluma and Depot. It will be placed at street level and will be legible and well-lit.

This project will take a sustainable green approach to construction and operations, included in the plan are solar roof panels for water heating to conserve electricity, storm water management, renewable/reused materials, and rainwater collection. The project goal is to achieve a LEED certification.

**PROJECT DIRECTORY**

**OWNER**
Piazza Hospitality Group
414 Healdsburg Ave
Healdsburg, CA 95448

**ARCHITECT**
David Baker Architects
461 Second Street, Loft c127
San Francisco, CA 94107

**PROJECT INFORMATION**

**ADDRESS:** 6828/8826/8824 DEPOT STREET

**PARCEL:** 004-052-001, 004-061-007, & 004-061-008

**ZONING:** CD (DOWNTOWN CORE)

**PARCEL AREAS:**
- 004-052-001 = 51,851 SF
- 004-061-007 = 12,460 SF
- 004-061-008 = 64,311 SF

**TOTAL PARCEL AREA:** 88,625 SF

**GROSS BUILDING AREA:** 68,825 SF

**SITE COVERAGE:** 20.520 SF

**ALLOWED F.A.R.:**
- 1.33 (59,090 SF / 51,851 SF)
- 2.0 MAX.

**PROPOSED F.A.R.:**
- 1.33 (59,090 SF / 51,851 SF)

**SETBACKS:**
- NONE REQUIRED.

**ALLOWED BUILDING HEIGHT:**
- 3 STORIES / 40 FEET

**PROPOSED BUILDING HEIGHT:**
- 3 STORIES / 40 FEET

**GUEST ROOMS ALLOWED:**
- 36 STANDARD ROOMS

**GUEST ROOMS PROPOSED:**
- 36 STANDARD ROOMS

**BIKE PARKING REQUIRED:**
- 1 SPACE / 400 SF OF NET FLOOR AREA

**BIKE PARKING PROVIDED:**
- 1 SPACE / 400 SF OF NET FLOOR AREA

**PARKING REQUIRED:**
- 1 SPACE / 400 SF OF NET FLOOR AREA

**PARKING PROVIDED:**
- 1 SPACE / 400 SF OF NET FLOOR AREA

**GUEST ROOMS ALLOWED:**
- 6824
- 6826
- 6828

**GUEST ROOMS PROPOSED:**
- 6824
- 6826
- 6828

**SITE COVERAGE:**
- 20% DISCRETIONARY PARKING DECREASE

**TRANSIENT HABITATION W/ 50 OR MORE ROOMS:**
- 49 ROOMS

**2. TRANSIENT HABITATION W/ 50 OR MORE ROOMS**
- **50 OR MORE ROOMS ARE ALLOWED UNDER CONDITIONALLY PERMITTED USES**

**USE PERMITS / VARIANCES / TEXT AMENDMENTS**

- **1. ALLOWABLE HEIGHT & STORY INCREASE**
- **2. TRANSIENT HABITATION W/ 50 OR MORE ROOMS**
- **3. 20% DISCRETIONARY PARKING DECREASE**
- **4. USE STREET FRONTAGE PARKING AS PROVIDED OFF-STREET PARKING**
- **5. MECHANICAL PARKING LIFTS**

---

*Project Information
Sebastopol Hotel

david baker architects
dbarchitect.com
461 second street loft 127
san francisco california 94107
v.415.896.6700 f.415.896.6103

project number 21416
scale 2016-07-15
drawn by BRJ*
PARKING

This project requests a 20% discretionary decrease of parking by Use Permit per 17.220.020 D. The project meets several of the reasons under the 'Decrease in Parking Requirements' section of the planning code that warrants a decrease (Items 1, 4 & 5).

1) Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand significantly different from the standards specified.

The parking requirement is based on the square footage of the building and applies a constant requirement over several types of uses in the building. However, a large percentage of the building area is amenity & accessory spaces for use exclusively for hotel room guests and will not increase the number of people with automobiles beyond the actual number of guest rooms. For example, there is 12,000sf of circulation space exclusively used for hotel guests to get to their guest room (17% of the building area) and 8,400sf of hotel amenity space for hotel guests (12% of the building area). So, nearly 1/3 of the building area will not directly require a parking need.

Its location further alleviates parking needs. The urban form of downtown Sebastopol is a walkable, pedestrian-supportive environment, with buildings close to the street, continuous block faces, minimal driveways, attractive landscaping, mostly comfortable street crossings, limited crossing delays, etc., therefore, parking efficiencies from captive market sharing are very likely. ITE (Institute of Transportation Engineers) estimates that typically an average of about 31% of parking demand is attributable to captive market effects in mixed-use walkable districts.

Additionally, the Sebastopol Transit Hub is located less than 1 block from the site and provides bus access that further alleviates parking needs (Routes, 20, 22, 24, 26).

4) In addition, prior to approving a decrease in the parking capacity required, the Commission must determine that adequate provisions have been made to accommodate any possible subsequent change in the use or occupancy which may require a greater parking capacity than that allowed by the Commission. Such provisions include, but are not limited to, transit facilities, off-site parking or similar measures.

There is no intention for a future change in the use or occupancy of the site that would require a greater parking need.

Additionally, beyond the nearby transit hub that provides public bus access, the project also provides 331% more bike parking than is required. The project and the hotel management will encourage both guests and workers to bike or walk to the hotel.

5) The location of several types of uses or occupancies in the same building or on the same site may constitute a special circumstance warranting the reduction of parking requirements.

The project does contain several types of uses and occupancies on the site. This allows for the project to take advantage of two basic types of shared parking opportunities that lower overall parking demand:

1. Staggered peaks sharing—i.e. different uses each have different peaks and patterns of demand, and there are efficiencies to be gained if they share a parking facility; and

2. Captive market sharing—i.e. the notion that patrons who, having already parked, travel between uses within a district and/or building without accessing their vehicle.

Our planned mixed uses are rather complimentary. For example, retail demand peaks during the day, whereas hotel demand peaks at night.

Restaurants and retail services are particularly effective generators of captive market effects in mixed-use developments, as they serve office employees, customers, hotel guests, and residents within the same district. In other words, our hotel guests will access the hotel, restaurant, spa, and shops without needing a parking space, as they'll already be parked. Outside retail/restaurant customers may be downtown office workers, residents, or visitors who have already parked prior to visiting our building.

For comparison, one of Piazza’s other hotels, Hotel Healdsburg, which includes many mixed-uses (2 restaurants, 5 retail spaces, & a spa) operates with 45 parking spaces for 56 rooms (~.8 spaces per room). Another, H2 Hotel has 28 spaces for 36 rooms (~.77 spaces per room). Currently, the Sebastopol parking requirement places our parking requirement at 21 spaces per room. Our request for a 20% decrease would still provide 1.7 spaces per room, more than double what our past hotels have needed.

So, this project’s walkable location, near transit, complimentary mixed uses, zero-demand accessory spaces, and shared parking opportunities make this project an ideal candidate for a 20% discretionary decrease of parking by Use Permit per 17.220.020 D. The project clearly meets several of the reasons under the ‘Decrease in Parking Requirements’ section of the planning code that warrants a decrease and will provide the city of Sebastopol a vibrant collection of services and public open space.

NOISE

The project design team will include the expertise of an experienced acoustical engineer that will conduct a Site Noise Study and provide acoustical feedback throughout the design process and continue until the completion of the project. The acoustical consultant will have site-specific acoustic requirements, but below is the minimum requirements that will be met by the window and wall assemblies.

Window Performance Requirements:

Outside - Inside Transmission Class (OITC) Rated for not less than 27 OITC when tested for laboratory sound transmission loss according to ASTM E 90 and determined by ASTM E 1332, unless otherwise indicated.

Wall Performance Requirements:

All exterior walls along Petaluma Ave. a minimum of 40 STC Sound.

VALET PARKING

Guests arriving to the hotel will be instructed at time of reservation to turn onto Brown Street from the north and into the designated valet area. Once in the valet area, guests will be greeted by a valet where luggage will be unloaded and then cars will be moved south along Brown Street and into the parking lift spaces by the valet staff.

Employee parking will be accommodated within the parking system and employees will also be encouraged to cycle to work. Adequate bicycle storage will be provided to accommodate both employee and guest bicycles.

PUBLIC R.O.W. CHANGES

Upon recommendation of the planning commission, we are proposing that Brown Street be changed to a one-way street traveling north-to-south and that parking be added to the west side. A valet drop-off zone will be designated near the main entry of the proposed hotel, at the north end of Brown.

Also, we are proposing a curb extension built-out at the corners of Petaluma & McKinley and Petaluma & Depot to aid in pedestrian safety (dependent upon collaboration and approval of Caltrans and that the process doesn’t become an unreasonable hardship on the project).

HOSTEL ROOMS

The Hostel Rooms shown in this project are a room type only. We intend to attempt the hostel idea, but do not have enough consumer research to know if there is a market for this type of room in Sebastopol; nor do we have past experience with this room type. Because of these unknowns, we do not commit to the operation of the hostel or that it be a requirement or condition of approval for the project. If this room type is not feasible financially, they will be changed to standard rooms in the future.
NED KAHN’S CONCEPT OF KINETIC PARKING SCULPTURE

ELEVATION SKETCH SHOWING LOCATION AT DEPOT & BROWN

PHOTO OF SIMILAR PARKING-LIFT SYSTEM

CITYLIFT COMBINATION PUZZLE-LIFT PARKING SYSTEM
Site Photos
Sebastopol Hotel
3D Views
Sebastopol Hotel
3D Views
Sebastopol Hotel
3D Views
Sebastopol Hotel
3D Views
Sebastopol Hotel
3D Views
Sebastopol Hotel
Sebastopol Hotel

3D Views
3D Views
Sebastopol Hotel
Sebastopol Hotel

3D Views

Project Number: 21416
Date: 2016-07-15
Scale: BRJ
Drawn by: G.42

David Baker Architects
461 Second Street Loft 127
San Francisco, California 94107
V: 415.896.6700 F: 415.896.6103
dbarchitect.com
3D Views
Sebastopol Hotel
Site Analysis
Sebastopol Hotel
Floor Plans - Basement & Parking Lifts
Sebastopol Hotel

1/16" = 1'-0"

Circulation
Hotel Amenities
Hotel Guest Room
PDR/Retail (Commercial)
Retail (Commercial)
Restaurant (Commercial)
Spa (Commercial)
Service / Utility
Open Space

MECHANICAL PARKING LIFT SYSTEM
KINETIC SCULPTURE FACADE AT BOTH FRONTAGES

PARKING 68 SPACES

FLOOR PLAN - BASEMENT & PARKING LIFTS

Project number: 21416
Scale: 1/16" = 1'-0"
Date: 2016-07-15
Drawn by: BRJ