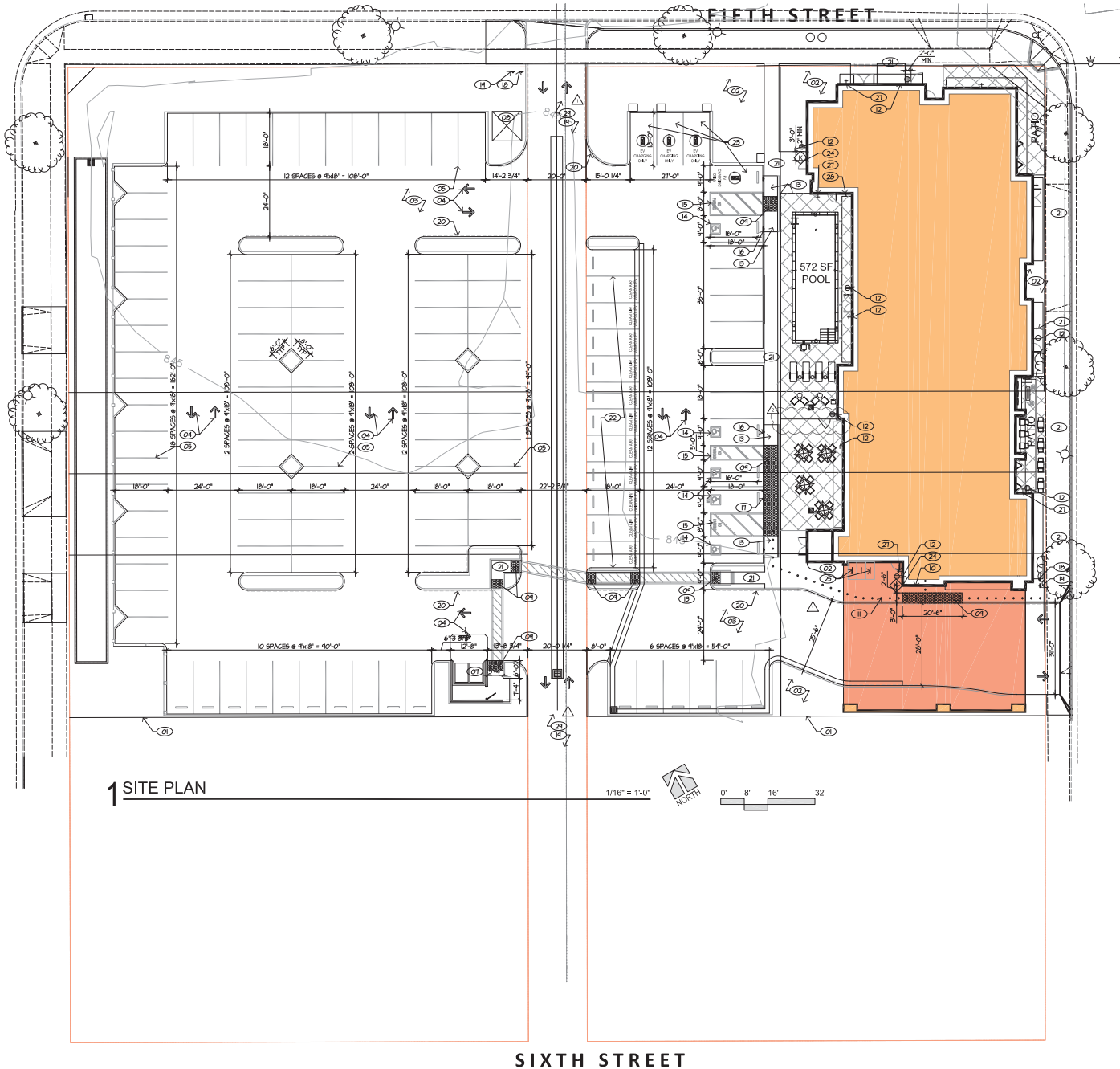


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, and the GIS User Community



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, and the GIS User Community

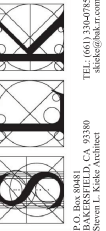
FAIRMOUNT BLVD.



1 SITE PLAN

SITE PLAN KEYNOTES

- KEYNOTES LISTED BELOW PERTAIN TO THE PLANS ON THIS SHEET ONLY.
- NO. DESCRIPTION
 - (1) PROPERTY LINE
 - (2) LANDSCAPING (See Landscape Plans)
 - (3) ASPHALT CONCRETE PAVING
 - (4) TWO-WAY TRAFFIC ARROW
 - (5) PAINTED PARKING STRIPES (4" Wide, White Traffic Paint)
 - (6) LIGHT STANDARDS (20TH 110W 350MA Form 10 Square LED)
 - (7) TRASH ENCLOSURE (City of Riverside Standards)
 - (8) ELECTRICAL TRANSFORMER ON 4" CONCRETE PAD
 - (9) ZERO CURB FACE (MIN 3'-0" Truncated Domes Along Entire Width)
 - (10) SYMBOL OF ACCESSIBILITY AT THE PRIMARY BUILDING ENTRANCE
 - (11) ACCESSIBLE PATH OF TRAVEL
 - (12) WEATHER-PROOF ELECTRICAL OUTLETS
 - (13) CONCRETE HANDICAP RAMP (Per City of Riverside Standards)
 - (14) PAINTED HANDICAP PARKING STALL WITH "INTERNATIONAL SYMBOL OF ACCESS" (White ISA with White Border on Blue Background) (Per City of Riverside Standards)
 - (15) PAINTED STRIPING AT HANDICAP PARKING SPACES (4" Blue Borders & 4" White Line Diagonals at 3'-0" O.C.) (Per City of Riverside Standards)
 - (16) "HANDICAP PARKING" STALL SIGN
 - (17) "HANDICAP PARKING - VAN ACCESSIBLE" STALL SIGN
 - (18) "UNAUTHORIZED VEHICLES - TOW-AWAY ZONE" SIGN
 - (19) CITY APPROVED NO PARKING FIRE LANE SIGN (Verify Locations with Local Fire Department)
 - (20) PAINTED CURBS/STRIPING, NO PARKING ZONE/FIRE LANE (4" Wide, Blue Traffic Paint) (Verify Locations with Local Fire Department)
 - (21) CONCRETE SKEWALK w/ Expansion Joints @ 20'-0" O.C. and Control Joints @ 5'-0" O.C. (4" Thick)
 - (22) DESIGNATED LOW-EMITTING, FUEL-EFFICIENT AND CARPOOL/VAN POOL PARKING (11 Spaces) [2013 CALGREEN 5.106.5.2]
 - (23) DESIGNATED ELECTRIC VEHICLE CHARGING STATION WITH LEVEL 2 RESIDENT MOUNTED CHARGING EQUIPMENT
 - (24) KNOX BOX LOCATION
 - (25) 6-CAPACITY BICYCLE RACK (5% of Vehicle Parking) [2013 CALGREEN 5.106.4.1.1]
 - (26) 8" PRIVATE FIRE HYDRANT (Maintain 3'-0" Clear Around Fire Hydrant)
 - (27) HOSE BIBB, INSTALLED EVERY 90' AROUND BUILDING PERIMETER (Per Brand Standards)
 - (28) EXTERIOR SHOWER HEAD
 - (29) FIRE APPARATUS ACCESS ROADWAY



HAMPTON INN RIVERSIDE
 3505 Market Street
 Riverside, CA 92501
 Owner: Greens Group, Inc.
 Irvine, CA

REVISIONS
 01/13/17 Plan Check Correction
 04/01/17 Plan Check Correction

ISSUED FOR
 11/21/2016 First Plan Check
 02/23/2017 Second Plan Check
 04/25/2017 Third Plan Check

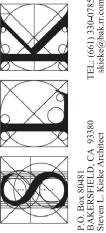
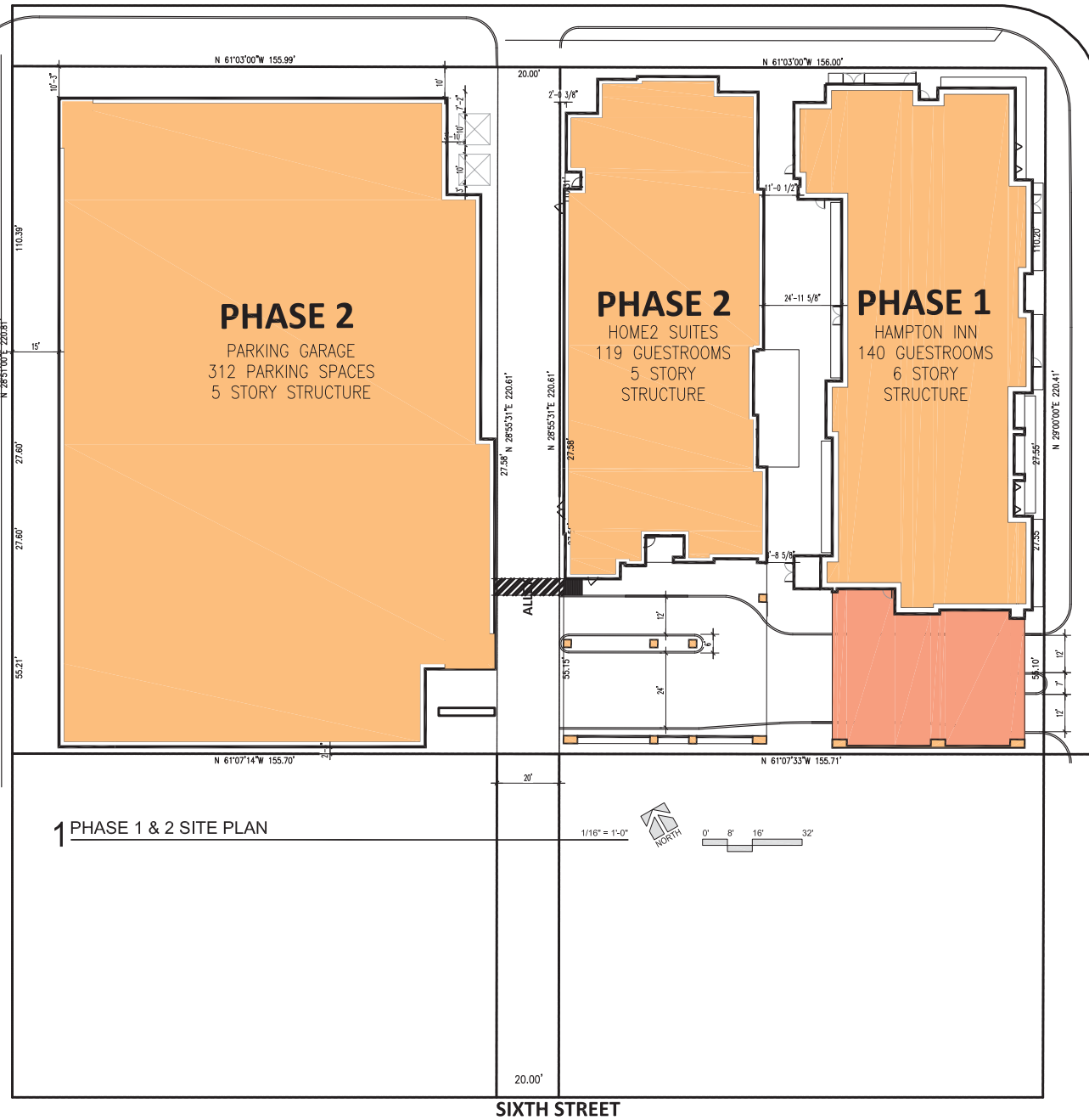
Site Plan
 The client, architect, engineer, planner, designer, contractor, and other parties involved in the project shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The architect shall be responsible for ensuring that the project complies with all applicable codes and standards. The client shall be responsible for providing all necessary information and documents to the architect. The architect shall be responsible for providing all necessary drawings and documents to the client. The client shall be responsible for providing all necessary information and documents to the architect. The architect shall be responsible for providing all necessary drawings and documents to the client.

JOB NUMBER :
16 - 016

SHEET NUMBER :
A1.0

Project No. 16-016

FAIRMOUNT BLVD.



HAMPTON INN RIVERSIDE
3505 Market Street
Riverside, CA 92501
Owner: Greens Group, Inc.
Irvine, CA

REVISIONS

ISSUED FOR
11/21/2016 First Plan Check
02/23/2017 Second Plan Check
04/20/2017 Third Plan Check

Phase 1 & 2 Site Plan

The drawings, specifications, plans, and/or any other documents incorporated herein are the property of SLK Architects, Inc. and shall remain the property of SLK Architects, Inc. No part of these drawings, specifications, plans, and/or any other documents shall be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of SLK Architects, Inc. The drawings, specifications, plans, and/or any other documents shall be used only for the project and shall not be used for any other project without the prior written permission of SLK Architects, Inc. The drawings, specifications, plans, and/or any other documents shall be used only for the project and shall not be used for any other project without the prior written permission of SLK Architects, Inc.

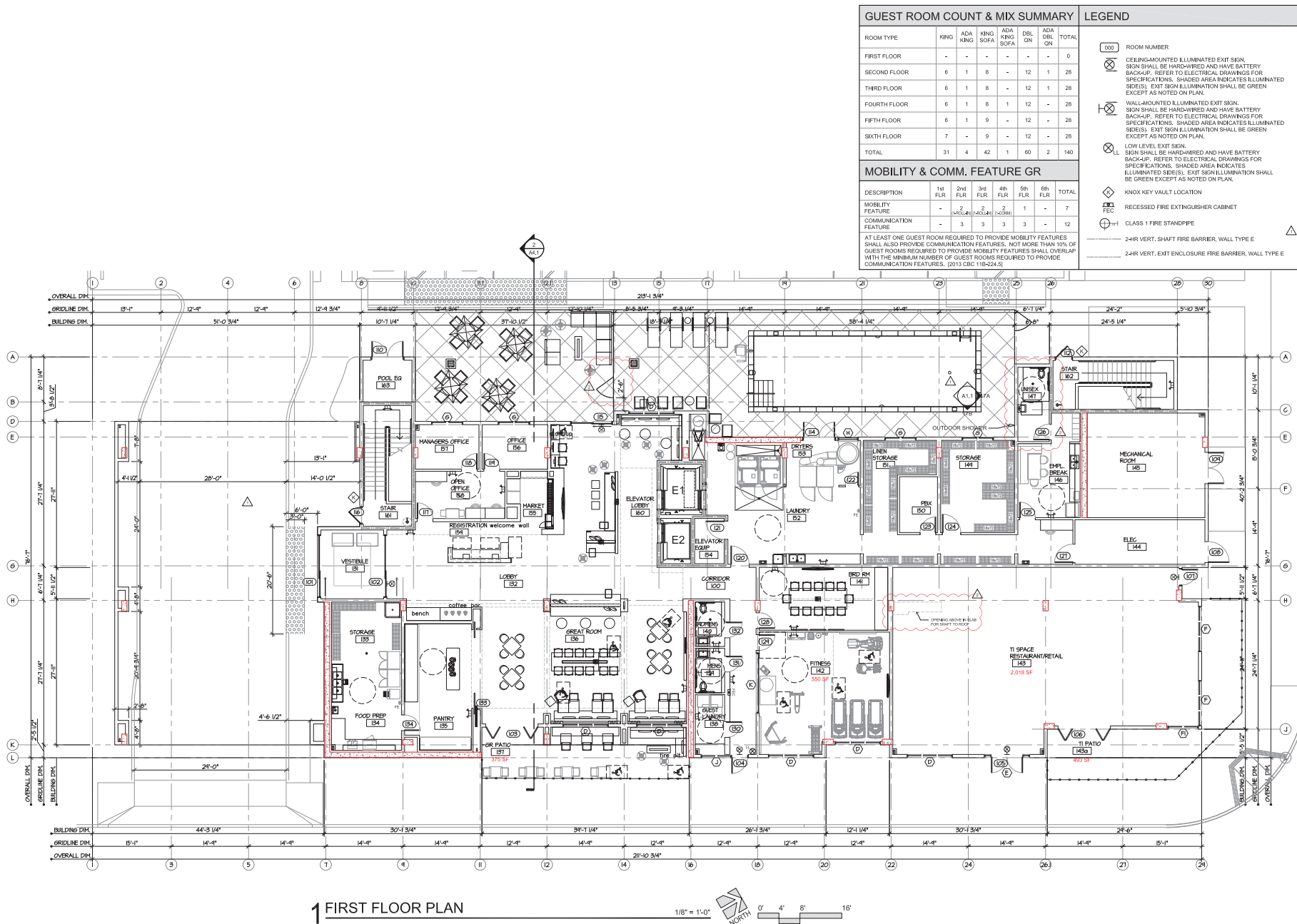
The owner has been advised that the drawings, specifications, plans, and/or any other documents are not to be used for any other project without the prior written permission of SLK Architects, Inc. The drawings, specifications, plans, and/or any other documents shall be used only for the project and shall not be used for any other project without the prior written permission of SLK Architects, Inc.

When these drawings are used for any other project, the user shall be responsible for obtaining the necessary permits and for obtaining the necessary approvals from the appropriate authorities. The user shall be responsible for obtaining the necessary permits and for obtaining the necessary approvals from the appropriate authorities.

JOB NUMBER :
16 - 016

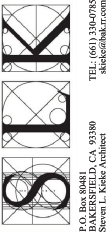
SHEET NUMBER :
A1.0a

Project No. 16-016



GUEST ROOM COUNT & MIX SUMMARY								LEGEND	
ROOM TYPE	KING	ADA KING	KING SOFA	ADA KING SOFA	DBL QN	ADA DBL QN	TOTAL	000	ROOM NUMBER
FIRST FLOOR	-	-	-	-	-	-	0	⊗	CEILING-MOUNTED ILLUMINATED EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
SECOND FLOOR	6	1	8	-	12	1	28	⊗	WALL-MOUNTED ILLUMINATED EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
THIRD FLOOR	6	1	8	-	12	1	28	⊗	LOW LEVEL EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
FOURTH FLOOR	6	1	8	1	12	-	28	⬠	KNOX KEY VAULT LOCATION
FIFTH FLOOR	6	1	9	-	12	-	28	⬠	RECESSED FIRE EXTINGUISHER CABINET
SIXTH FLOOR	7	-	9	-	12	-	28	⬠	CLASS 1 FIRE STANDPIPE
TOTAL	31	4	42	1	60	2	140	—	2-HR VERT. SHAFT FIRE BARRIER, WALL TYPE E
MOBILITY & COMM. FEATURE GR								—	2-HR VERT. EXIT ENCLOSURE FIRE BARRIER, WALL TYPE E
DESCRIPTION	1st FLR	2nd FLR	3rd FLR	4th FLR	5th FLR	6th FLR	TOTAL		
MOBILITY FEATURE	-	2	2	2	1	-	7		
COMMUNICATION FEATURE	-	3	3	3	3	-	12		

AT LEAST ONE GUEST ROOM REQUIRED TO PROVIDE MOBILITY FEATURES SHALL ALSO PROVIDE COMMUNICATION FEATURES. NOT MORE THAN 10% OF GUEST ROOMS REQUIRED TO PROVIDE MOBILITY FEATURES SHALL OVERLAP WITH THE MINIMUM NUMBER OF GUEST ROOMS REQUIRED TO PROVIDE COMMUNICATION FEATURES. (2013 CBC 11B-024.5)



HAMPTON INN RIVERSIDE
 3555 Market Street
 Riverside, CA 92501
 Owner: Greens Group, Inc.
 Irvine, CA

REVISIONS
 01/12/17 Plan Check Correction

ISSUED FOR
 11/21/2016 First Plan Check
 02/23/2017 Second Plan Check
 04/29/2017 Third Plan Check

Second Floor Plan

The design, construction, and related services are provided by the undersigned, who is a duly licensed professional engineer in the State of California. The undersigned is not responsible for the design, construction, and related services of any other professional engineer or architect who may be employed by the undersigned. The undersigned is not responsible for the design, construction, and related services of any other professional engineer or architect who may be employed by the undersigned.

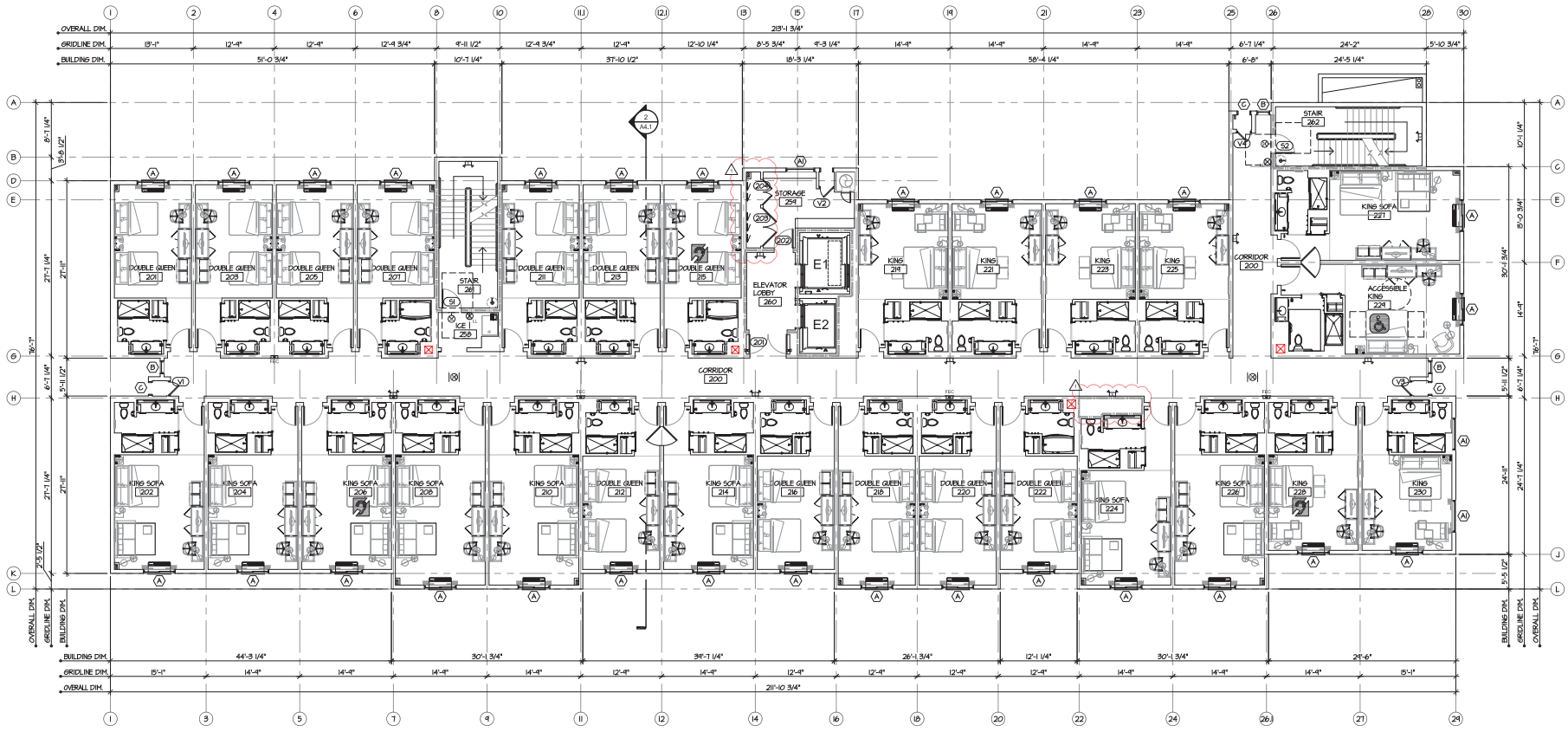
In the event the owner wishes to contract for the project, the undersigned is not responsible for the design, construction, and related services of any other professional engineer or architect who may be employed by the undersigned.

When provided on these drawings and these provisions are not otherwise indicated, the undersigned is not responsible for the design, construction, and related services of any other professional engineer or architect who may be employed by the undersigned.

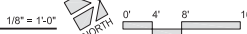
JOB NUMBER:
16 - 016

SHEET NUMBER:
A2.2

Project No. 16-016



1 SECOND FLOOR PLAN





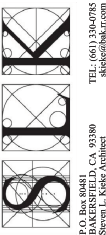
1/8" = 1'-0"



1/8" = 1'-0"

GUEST ROOM COUNT & MIX SUMMARY								LEGEND	
ROOM TYPE	KING	ADA KING	KING SOFA	ADA KING SOFA	DBL GN	ADA DBL GN	TOTAL	000	ROOM NUMBER
FIRST FLOOR	-	-	-	-	-	-	0	⊗	CEILING-MOUNTED ILLUMINATED EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
SECOND FLOOR	6	1	8	-	12	1	28	⊗	WALL-MOUNTED ILLUMINATED EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
THIRD FLOOR	6	1	8	-	12	1	28	⊗	LOW LEVEL EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
FOURTH FLOOR	6	1	8	1	12	-	28	⬢	KNOX KEY VAULT LOCATION
FIFTH FLOOR	6	1	9	-	12	-	28	⬢	RECESSED FIRE EXTINGUISHER CABINET
SIXTH FLOOR	7	-	9	-	12	-	28	⬢	CLASS 1 FIRE STANDPIPE
TOTAL	31	4	42	1	60	2	140	—	2-HR VERT. SHAFT FIRE BARRIER, WALL TYPE E
MOBILITY & COMM. FEATURE GR								—	2-HR VERT. EXT ENCLOSURE FIRE BARRIER, WALL TYPE E
DESCRIPTION	1st FLR	2nd FLR	3rd FLR	4th FLR	5th FLR	6th FLR	TOTAL		
MOBILITY FEATURE	-	2	2	2	1	-	7		
COMMUNICATION FEATURE	-	3	3	3	3	-	12		

AT LEAST ONE GUEST ROOM REQUIRED TO PROVIDE MOBILITY FEATURES SHALL ALSO PROVIDE COMMUNICATION FEATURES. NOT MORE THAN 10% OF GUEST ROOMS REQUIRED TO PROVIDE MOBILITY FEATURES SHALL OVERLAP WITH THE MINIMUM NUMBER OF GUEST ROOMS REQUIRED TO PROVIDE COMMUNICATION FEATURES. (2013 CBC 11B-024.5)



HAMPTON INN RIVERSIDE
 3555 Market Street
 Riverside, CA 92501
 Owner: Greens Group, Inc.
 Irvine, CA

REVISIONS
 01/19/17 Plan Check Correction

ISSUED FOR
 11/21/2016 First Plan Check
 02/23/2017 Second Plan Check
 04/29/2017 Third Plan Check

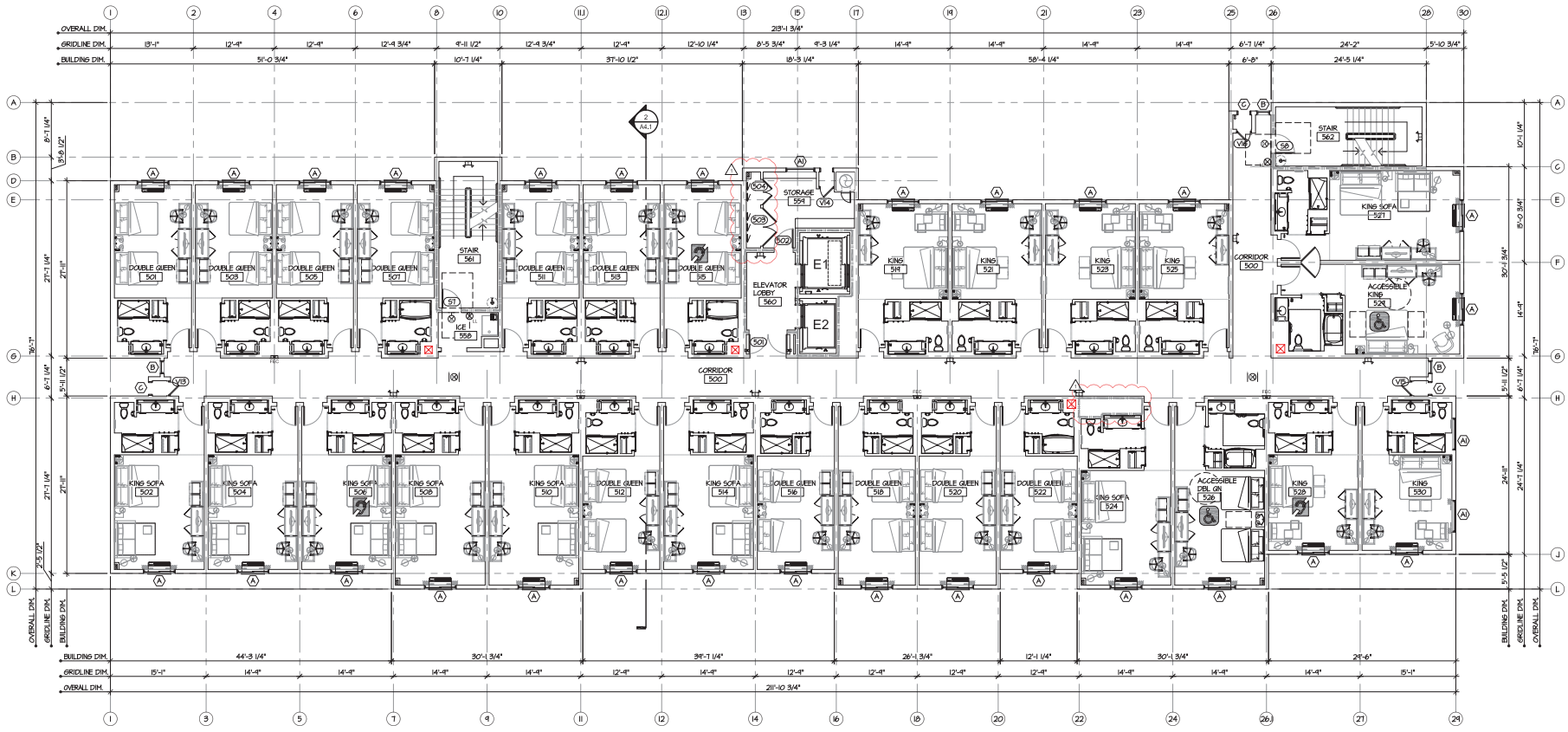
Fifth Floor Plan
 The drawings, specifications, plans, and notes are prepared by the architect and are subject to change without notice. The architect is not responsible for construction methods or details not shown. The architect is not responsible for construction methods or details not shown. The architect is not responsible for construction methods or details not shown.

At the time the owner signs the contract, the architect is not responsible for construction methods or details not shown. The architect is not responsible for construction methods or details not shown. The architect is not responsible for construction methods or details not shown.

JOB NUMBER:
16 - 016

SHEET NUMBER:
A2.5

Project No. 16-016



1 FIFTH FLOOR PLAN

1/8" = 1'-0"
 NORTH
 0' 4' 8' 16'

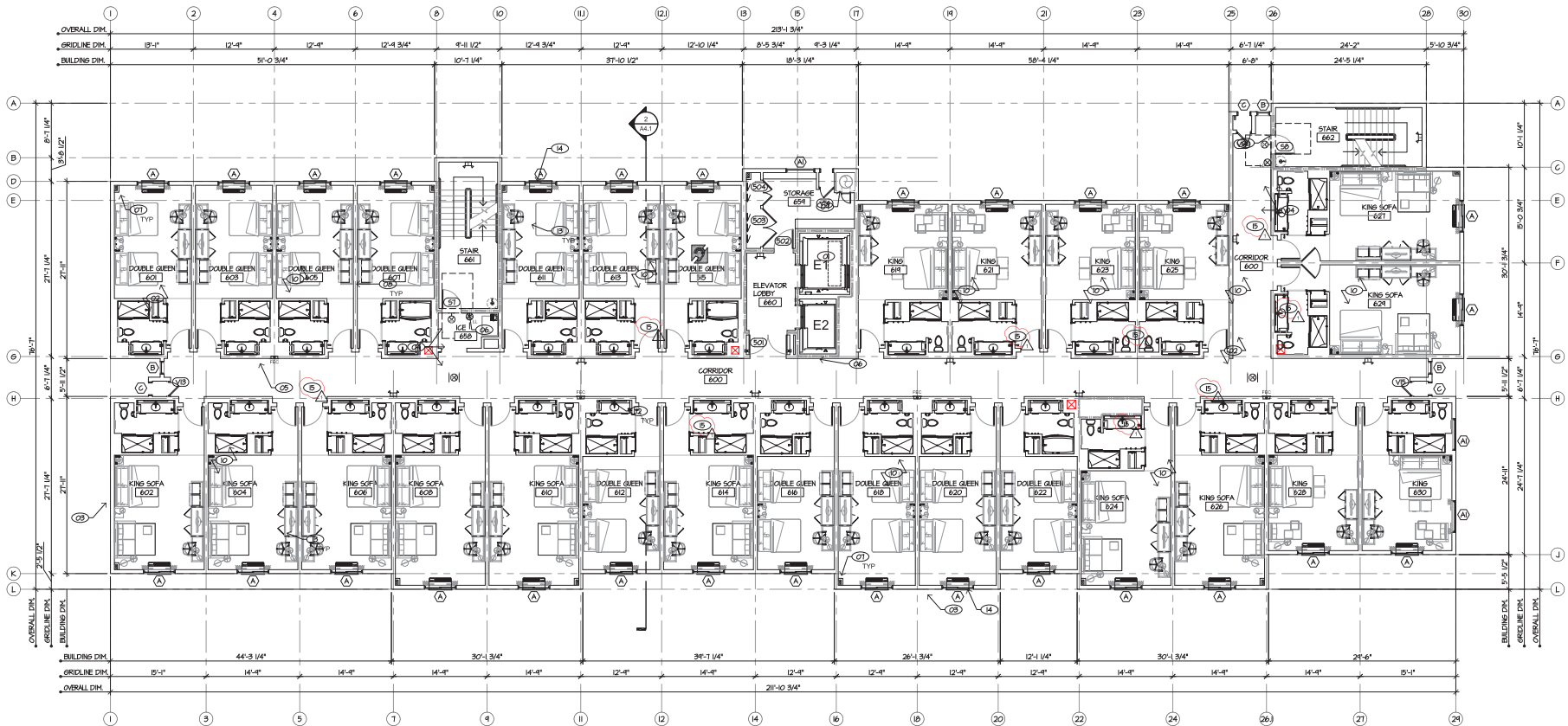
GUEST ROOM COUNT & MIX SUMMARY								LEGEND	
ROOM TYPE	KING	ADA KING	KING SOFA	ADA KING SOFA	DBL QN	ADA DBL QN	TOTAL		
FIRST FLOOR	-	-	-	-	-	-	0		
SECOND FLOOR	6	1	8	-	12	1	28		
THIRD FLOOR	6	1	8	-	12	1	28		
FOURTH FLOOR	6	1	8	1	12	-	28		
FIFTH FLOOR	6	1	9	-	12	-	28		
SIXTH FLOOR	7	-	9	-	12	-	28		
TOTAL	31	4	42	1	60	2	140		

MOBILITY & COMM. FEATURE GR							
DESCRIPTION	1st FLR	2nd FLR	3rd FLR	4th FLR	5th FLR	6th FLR	TOTAL
MOBILITY FEATURE	-	2	2	2	1	-	7
COMMUNICATION FEATURE	-	3	3	3	3	-	12

AT LEAST ONE GUEST ROOM REQUIRED TO PROVIDE MOBILITY FEATURES SHALL ALSO PROVIDE COMMUNICATION FEATURES. NOT MORE THAN 10% OF GUEST ROOMS REQUIRED TO PROVIDE MOBILITY FEATURES SHALL OVERLAP WITH THE MINIMUM NUMBER OF GUEST ROOMS REQUIRED TO PROVIDE COMMUNICATION FEATURES. (2013 CBC 11B-024.5)

LEGEND

- ROOM NUMBER
- CEILING-MOUNTED ILLUMINATED EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
- WALL-MOUNTED ILLUMINATED EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
- LOW LEVEL EXIT SIGN. SIGN SHALL BE HARDWIRED AND HAVE BATTERY BACK-UP. REFER TO ELECTRICAL DRAWINGS FOR SPECIFICATIONS. SHADED AREA INDICATES ILLUMINATED SIDE(S). EXIT SIGN ILLUMINATION SHALL BE GREEN EXCEPT AS NOTED ON PLAN.
- KNOX KEY VAULT LOCATION
- RECESSED FIRE EXTINGUISHER CABINET
- CLASS 1 FIRE STANDPIPE
- 2-HR VERT. SHAFT FIRE BARRIER, WALL TYPE E
- 2-HR VERT. EXIT ENCLOSURE FIRE BARRIER, WALL TYPE E



1 SIXTH FLOOR PLAN

1/8" = 1'-0" NORTH

HAMPTON INN RIVERSIDE
 3555 Market Street
 Riverside, CA 92501
 Owner: Greens Group, Inc.
 Irvine, CA

REVISIONS
 01/19/17 Plan Check Correction

ISSUED FOR
 11/21/2016 First Plan Check
 02/23/2017 Second Plan Check
 04/29/2017 Third Plan Check

Sixth Floor Plan

The drawings, specifications, plans, schedules and project information are prepared by the architect and are subject to the provisions of the contract documents. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources.

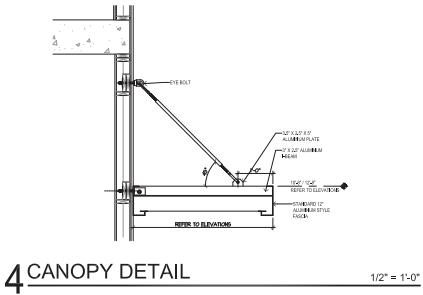
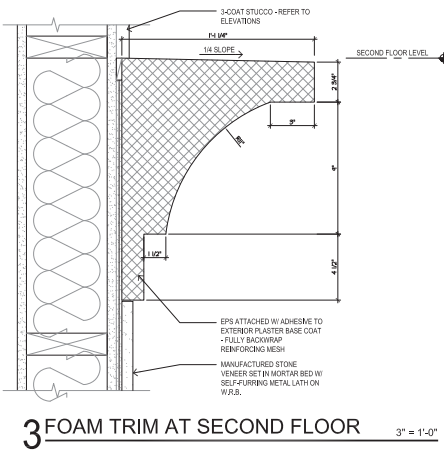
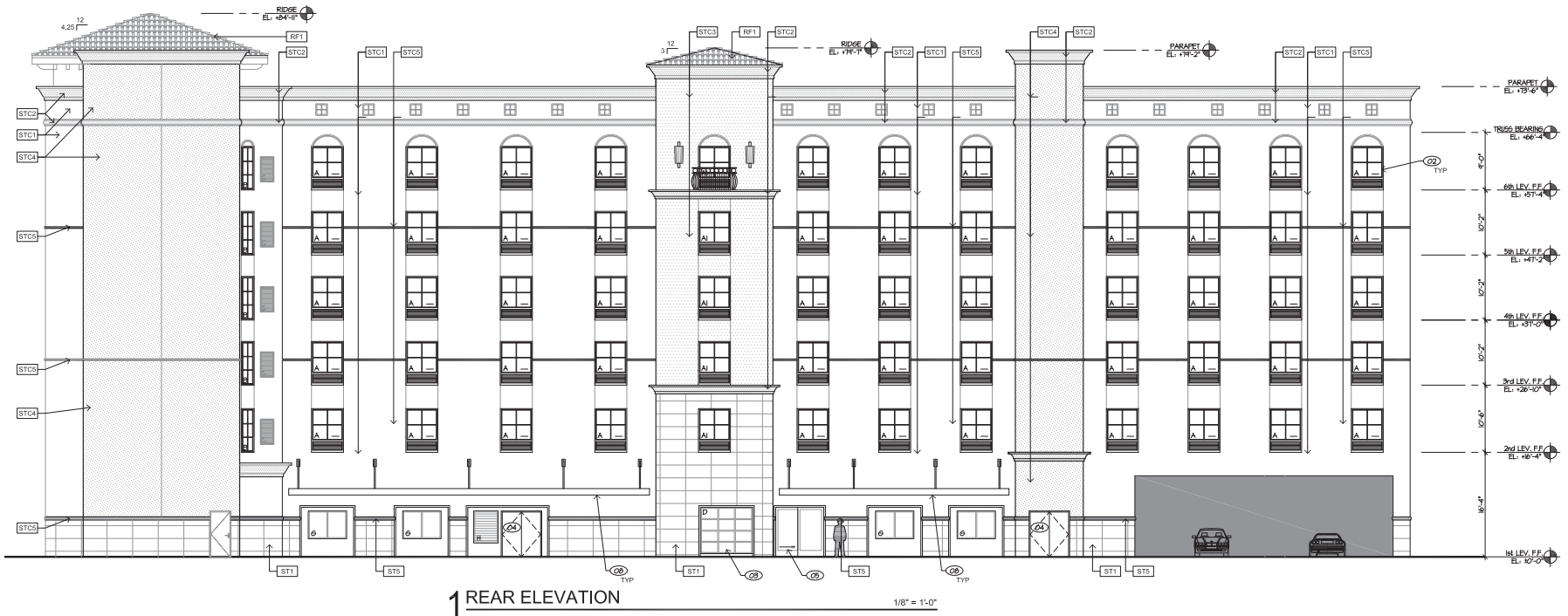
It is the owner's responsibility to ensure that the project is completed in accordance with the contract documents. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources.

Drawings based on these drawings and specifications are prepared by the architect and are subject to the provisions of the contract documents. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources.

JOB NUMBER:
 16 - 016

SHEET NUMBER:
 A2.6

Project No. 16-016

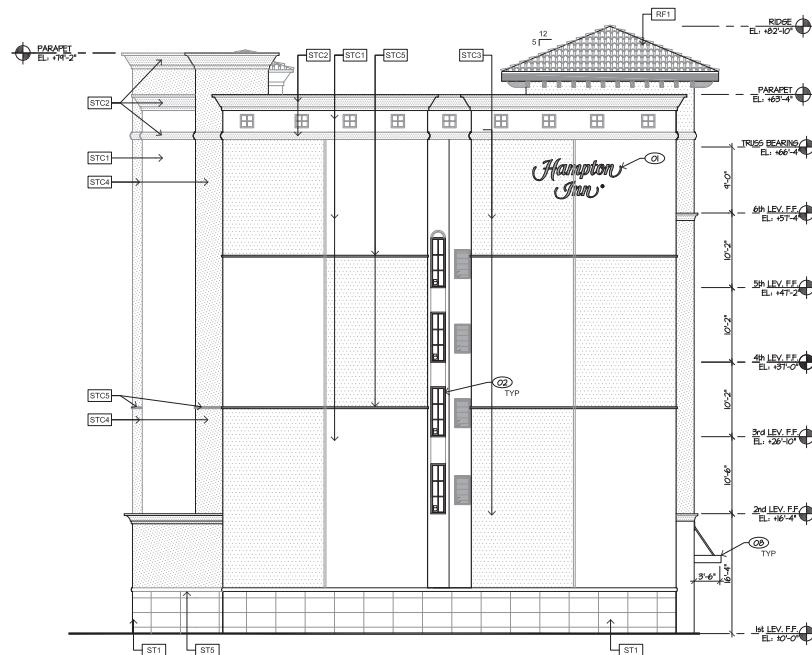


ELEVATION LEGEND

ST1	THIN GLAZED STONE, ARTISAN CRAFT RENAISSANCE GARNET STONE
STC1	3-COAT STUCCO SAND FINISH COLOR: DE 6190 BALL STRING
STC2	3-COAT STUCCO SAND FINISH COLOR: DE 6142 FLOATING FEATHER
STC3	3-COAT STUCCO SAND FINISH COLOR: DE 6207 EGYPTIAN SAND
STC4	3-COAT STUCCO SAND FINISH COLOR: DE 6206 DESERT SUEDE
STC5	3-COAT STUCCO SAND FINISH COLOR: DE 6216 BARREL STOVE
RF1	CLAY ROOF TILE

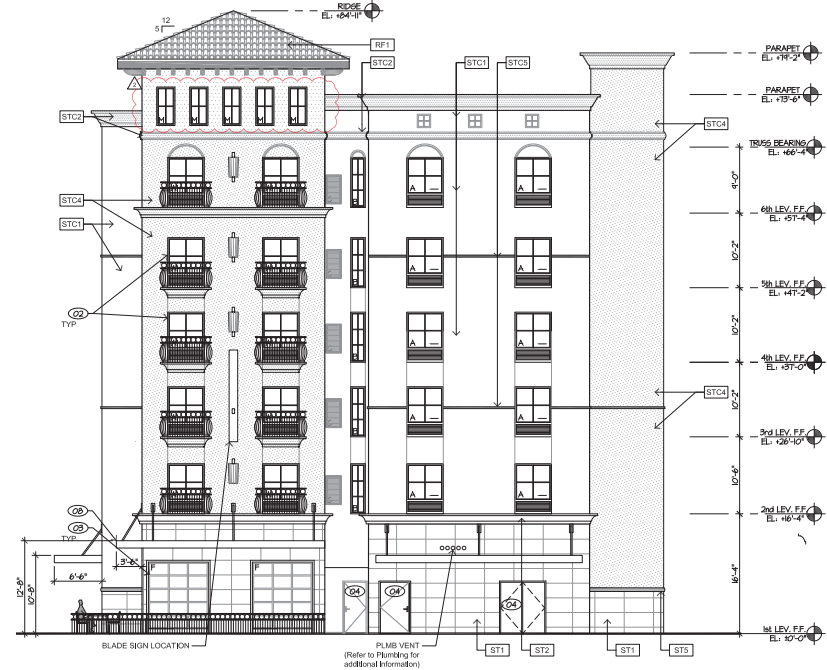
ELEVATION KEYNOTES

NO.	DESCRIPTION
(C1)	PROVIDE BLOCKING AND POWER FOR EXTERIOR BUILDING SIGNAGE
(C2)	1" DUAL-PANE CLEAR GLAZING WINDOWS IN ALUMINUM THERMALLY BROKEN FRAMES
(C3)	1" INSULATING STOREFRONT GLAZING
(C4)	METAL DOOR
(C5)	AUTOMATIC ENTRANCE SLIDER DOORS WITH TEMPERED GLASS
(C6)	ALUMINUM STOREFRONT DOOR WITH TEMPERED GLASS
(C7)	12" HIGH ALUMINUM BUILDING ADDRESS SIGN
(C8)	METAL AWNING



1 LEFT ELEVATION

1/8" = 1'-0"

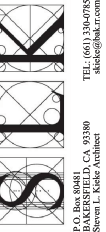


2 RIGHT ELEVATION - 5th STREET

1/8" = 1'-0"

ELEVATION LEGEND	
ST1	THIN CLAD STONE; ARRBISCAFT RENAISSANCE GARNET STONE
STC1	3-COAT STUCCO SAND FINISH COLOR: DE 6190 BALL STRING
STC2	3-COAT STUCCO SAND FINISH COLOR: DE 6142 FLOATING FEATHER
STC3	3-COAT STUCCO SAND FINISH COLOR: DE 6207 EGYPTIAN SAND
STC4	3-COAT STUCCO SAND FINISH COLOR: DE 6206 DESERT SUEDE
STC5	3-COAT STUCCO SAND FINISH COLOR: DE 6216 BARREL STOVE
RF1	CLAY ROOF TILE

ELEVATION KEYNOTES	
NO.	DESCRIPTION
(G1)	PROVIDE BLOCKING AND POWER FOR EXTERIOR BUILDING SIGNAGE
(G2)	1" DUAL-PANE CLEAR GLAZING WINDOWS IN ALUMINUM THERMALLY BROKEN FRAMES
(G3)	1" INSULATING STOREFRONT GLAZING
(G4)	METAL DOOR
(G5)	AUTOMATIC ENTRANCE SLIDER DOORS WITH TEMPERED GLASS
(G6)	ALUMINUM STOREFRONT DOOR WITH TEMPERED GLASS
(G7)	12" HIGH ALUMINUM BUILDING ADDRESS SIGN
(G8)	METAL AWNING



HAMPTON INN RIVERSIDE
 3555 Market Street
 Riverside, CA 92501
 Owner: Greens Group, Inc.
 Irvine, CA

REVISIONS
 01/13/17 Plan Check Correction
 6/10/17 Issue for Bidding

ISSUED FOR
 11/21/2016 First Plan Check
 02/23/2017 Second Plan Check
 04/29/2017 Third Plan Check

Exterior Elevations

The drawings, specifications, plans, designs and computer generated information are to be used for the project only. They are not to be used for any other purpose without the written consent of the architect. The architect assumes no responsibility for the construction of the project or for the performance of the contractor.

In the event the owner wishes to contract for other related work, the architect assumes no responsibility for the construction of the project or for the performance of the contractor.

When drawings are based on field notes and other information, the architect assumes no responsibility for the construction of the project or for the performance of the contractor.

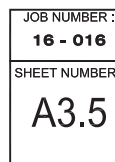
PROJECT NO. 16-016

SHEET NUMBER:
A3.3

Project No. 16-016



SHEET NUMBER :
A3.4





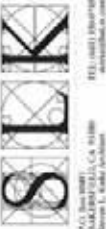
1 REAR ELEVATION

1/8" = 1'-0"



2 LEFT ELEVATION

1/8" = 1'-0"



HAMPTON INN RIVERSIDE
3005 Market Street
Riverside, CA 92503
Owner: Glaxo Group, Inc.
Irvine, CA

REVISIONS

ISSUED FOR:
11/12/16 First Plan Check
02/03/17 Second Plan Check
06/03/17 Third Plan Check

HOME 2
Exterior Elevations

These drawings were prepared by the undersigned architect for the purpose of obtaining a building permit for the project described in the title block. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources. The architect is not responsible for the accuracy of the information provided by the owner or other sources.

JOB NUMBER:
16 - 016

SHEET NUMBER:
A3.5

Project No. 16-016



P17-0624 (CUP), P17-0625 (DR) & P17-0626 (VR), Exhibit 5 - Revised Project Plans



P17-0624 (CUP), P17-0625 (DR) & P17-0626 (VR), Exhibit 5 - Revised Project Plans

APPROVED AREA SUMMARY

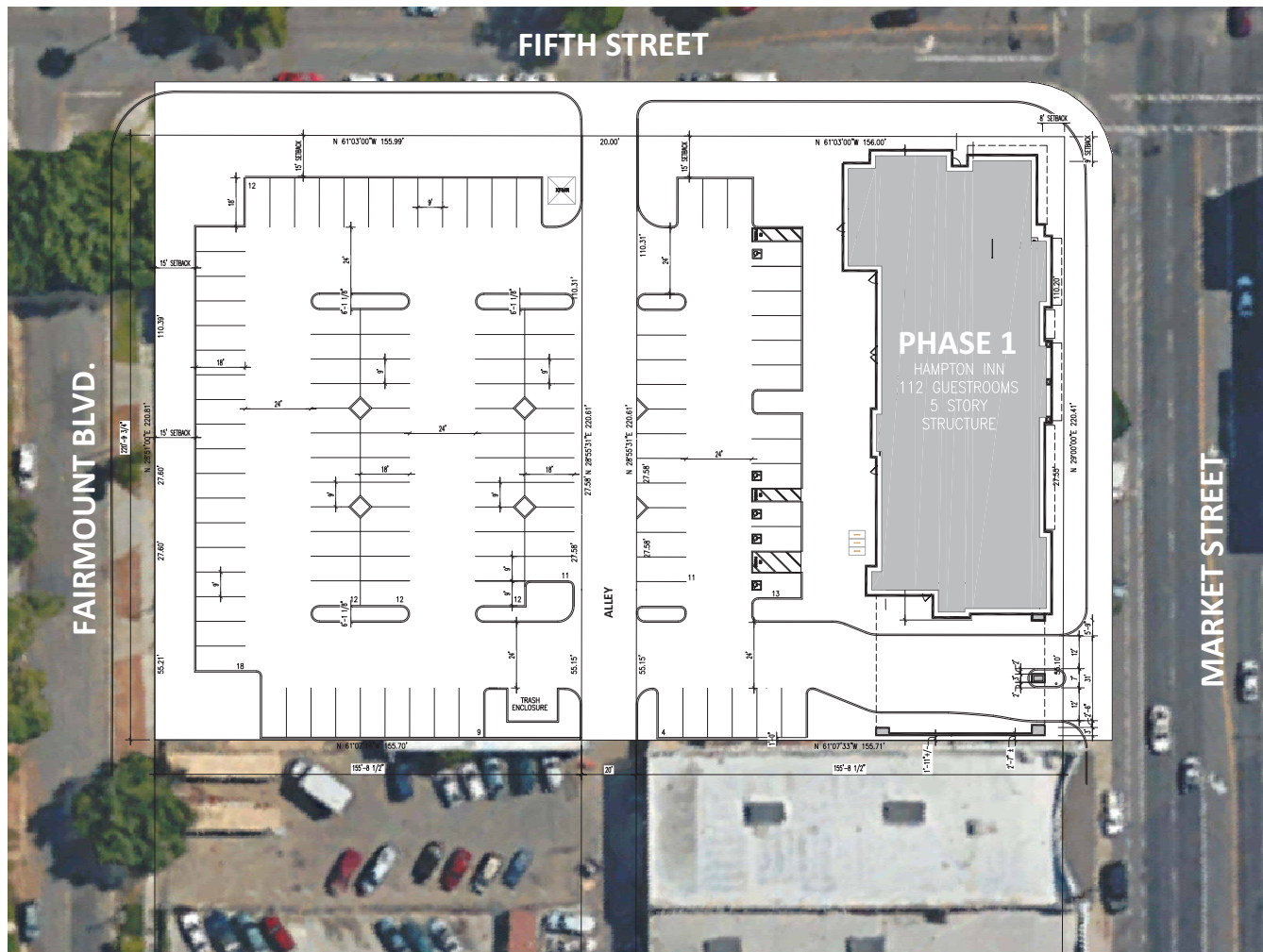
PARKING SUMMARY		
TYPE	SIZE (FT.)	TOTAL
STANDARD STALL	9'x18'	113
ADA	9'x18'	5
ADA - VAN	9'x18'	1
TOTAL PROVIDED		119
TOTAL SPACES REQ'D (1/RM)+(Rest.)		119

FAR CALCULATIONS		
	FLR AREA	
LEVEL 1	13,069.40	
LEVEL 2	13,069.40	
LEVEL 3	13,069.40	
LEVEL 4	13,069.40	
LEVEL 5	13,069.40	
		FAR
TOTAL PROPOSED AERA	65,347.00	0.95
SITE AREA	68,824.00	

CURRENT AREA SUMMARY

PARKING SUMMARY		
TYPE	SIZE (FT.)	TOTAL
STANDARD STALL	9'x18'	113
ADA	9'x18'	4
ADA - VAN	9'x18'	2
TOTAL PROVIDED		119
TOTAL SPACES REQ'D (1/RM)+(7/Rest.)		147

FAR CALCULATIONS		
	FLR AREA	
LEVEL 1	10,705.12	
LEVEL 2	13,471.42	
LEVEL 3	13,471.42	
LEVEL 4	13,471.42	
LEVEL 5	13,471.42	
LEVEL 6	13,471.42	
		FAR
TOTAL PROPOSED AERA	78,062	1.13
SITE AREA	68,824	



PARCEL AREA TABLE:

3505 MARKET	231-181-012	40 ACRES
3545 MARKET	231-181-011	10 ACRES
3547 MARKET	231-181-010	09 ACRES
3555 MARKET	231-181-009	20 ACRES
3559 FAIRMOUNT	231-181-002	09 ACRES
3540 FAIRMOUNT	231-181-003	09 ACRES
3548 FAIRMOUNT	231-181-001	42 ACRES
3558 FAIRMOUNT	231-181-004	19 ACRES

TOTAL: 1.58 ACRES

VICINITY MAP



Project Location:
SOUTHWEST CORNER OF FIFTH STREET & MARKET STREET,
RIVERSIDE, CALIFORNIA



PROJECT DESCRIPTION:

THIS PROJECT CONSISTS OF A CONDITIONAL USE PERMIT (C.U.P.) FOR THE FOLLOWING:

PHASE 1:
5 STORY HOTEL CONSTRUCTED OVER SLAB ON GRADE WITH BUILT UP ROOF AND E.P.S. EXTERIOR
WITH PORTIONS OF VENEER CHIMNEYS, 104 GUEST ROOMS WITH PANTRY, FITNESS AND
INDOOR POOL FOR PATRONS ONLY & MEETING SPACE. MAXIMUM HEIGHT IS 68'-0" TO TOP OF
PARAPET (2'-0" ARCHITECTURAL FEATURES) BUILDING HEIGHT W/RES - SEE ELEVATIONS.

PARKING LOT TO ACCOMMODATE 118 AUTOS FOR THE PHASE 1 HOTEL.

BUILDING DATA:

HOTEL BUILDING - PHASE 1:
CONSTRUCTION TYPE: W/BS FULLY SPRINKLED
SPRINKLER SYSTEM: AUTOMATIC - NFPA 13

PROJECT ADDRESS:

SOUTHWEST CORNER OF FIFTH STREET & MARKET STREET IN
RIVERSIDE, CALIFORNIA

PARCEL AREA:

1.58 ACRES (COMBINED) - SEE PARCEL AREA TABLE

PROJECT OWNER:

GREENS GROUP
14552 CULVER DRIVE, STE. A-358
IRVINE, CALIFORNIA 92604
PH: 949-829-4903
ATMAN KAGAN
ATMAN@GREENSGROUP.COM

APPLICANT:

PK ARCHITECTS, PC
4510 S. MACLINTOCK DR., STE. 206
TEMPE, ARIZONA 85282
PH: 602-283-1400
SCOTT KUTLINEN
SCOTT@PKARCHITECTS.NET

PARCELS / APNS:

SEE PARCEL AREA TABLE

TOTAL BUILDING AREA:

HAMPTON INN - 65,347 S.F.

OCCUPANCY CLASS:

R-1 RESIDENTIAL (HOTEL)

ZONING / LAND USE:

CURRENT: DSP-RC-SP PROPOSED: DSP-RC-SP

BUILDING SETBACKS:

REQUIRED:
FRONT: 0 FT SIDE: 15 FT REAR: 15 FT

PARKING ANALYSIS:

	GUESTROOMS	PARKING REQ/T	REQD.	PROVIDED	DIFFERENCE
R1 - HAMPTON INN	112	1/1	112	118	+6

ACCESSIBLE PARKING ANALYSIS:

USE	PROVIDED PARKING	REQ. H.P.	PROVIDED H.P.	DIFFERENCE
	118	5	5	0

FLOOR AREA RATIO:

BUILDING AREA	-	65,347 SQ FT
SITE AREA	-	73,175 SQ FT

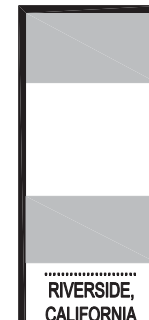
65,347 SQ FT / 73,175 SQ FT = 0.9

OVERALL SITE PLAN - PHASE 1

SCALE: 1" = 20'-0"



PK ARCHITECTS, PC
4515 S. MACLINTOCK DRIVE, #206
TEMPE, ARIZONA 85282
PHONE: (602) 283-1500
FAX: (602) 283-1621

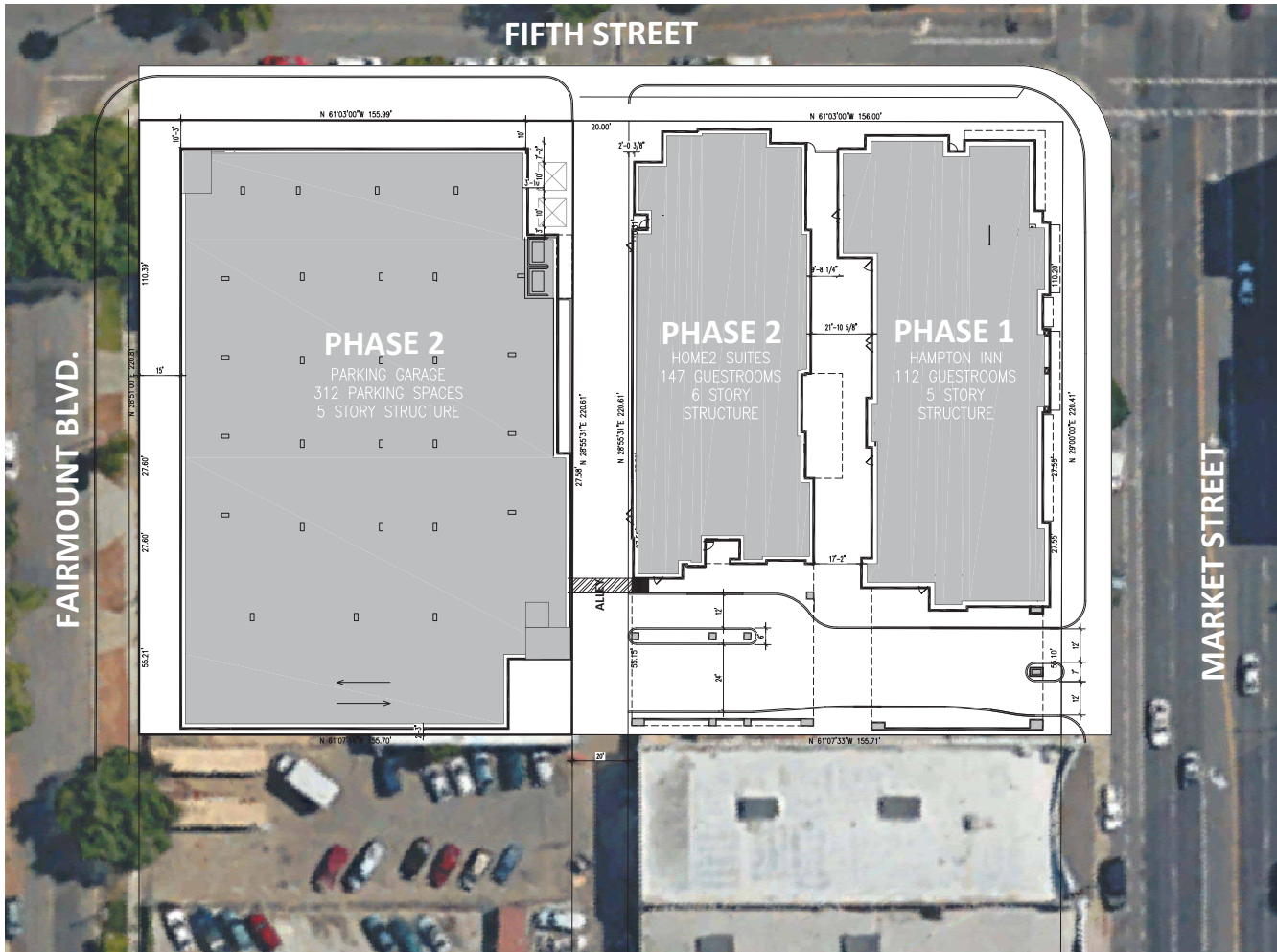


PROJECT NO:	14-320
PRINT DATE:	02-18-2016
DRAWN BY:	MP/RE
CHECKED BY:	SK

SHEET TITLE
OVERALL
SITE PLAN
FOR
PHASE I

SHEET NUMBER
CUP-7

CONDITIONAL USE PERMIT

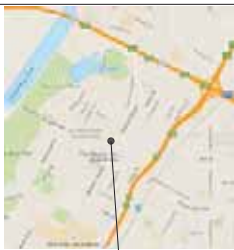


PARCEL AREA TABLE:

3505 MARKET	231-181-012	40 ACRES
3545 MARKET	231-181-011	10 ACRES
3547 MARKET	231-181-010	09 ACRES
3555 MARKET	231-181-009	20 ACRES
3559 FAIRMOUNT	231-181-002	09 ACRES
3540 FAIRMOUNT	231-181-003	09 ACRES
3548 FAIRMOUNT	231-181-001	42 ACRES
3558 FAIRMOUNT	231-181-004	19 ACRES

TOTAL: 1.58 ACRES

VICINITY MAP



Project Location:
SOUTHWEST CORNER OF FIFTH STREET & MARKET STREET,
RIVERSIDE, CALIFORNIA



PROJECT DESCRIPTION:

THIS PROJECT CONSISTS OF A CONDITIONAL USE PERMIT (C.U.P.) FOR THE FOLLOWING:

PHASE 1:
5 STORY HOTEL CONSTRUCTED OVER SLAB ON GRADE WITH BUILT UP ROOF AND EFS EXTERIOR WITH PORTIONS OF VENERE ENHANCEMENTS, 104 GUEST ROOMS WITH PARTY, FITNESS AND INDOOR POOL FOR PATRONS ONLY & MEETING SPACE. MAXIMUM HEIGHT IS 66'-8" TO TOP OF PARAPET (72'-0" ARCHITECTURAL FEATURES) BUILDING HEIGHT VARIES - SEE ELEVATIONS.

PHASE 2:
6 STORY HOTEL CONSTRUCTED OVER SLAB ON GRADE WITH BUILT UP ROOF AND EFS EXTERIOR WITH PORTIONS OF VENERE ENHANCEMENTS, 135 GUEST ROOMS WITH PARTY, FITNESS AND INDOOR POOL FOR PATRONS ONLY & MEETING SPACE. MAXIMUM HEIGHT IS 81'-8" TO TOP OF PARAPET - BUILDING HEIGHT VARIES - SEE ELEVATIONS.

6 STORY PARKING STRUCTURE TO ACCOMMODATE 195 AUTOS (INCLUDING 6 H.C. ACCESSIBLE SPACES) FOR THE PHASE 1 AND PHASE 2 HOTELS. ELEVATORS AND ACCESS STAIRWAYS PROVIDED IN DESIGNATED LOCATIONS.

BUILDING DATA:

HOTEL BUILDING - PHASE 1:
CONSTRUCTION TYPE: IIR FULLY SPRINKLED
SPRINKLER SYSTEM: AUTOMATIC - NFPA 13

HOTEL BUILDING - PHASE 2:
CONSTRUCTION TYPE: IIR FULLY SPRINKLED
SPRINKLER SYSTEM: AUTOMATIC - NFPA 13

PARKING STRUCTURE - PHASE 2:
CONSTRUCTION TYPE: IIR FULLY SPRINKLED
SPRINKLER SYSTEM: AUTOMATIC - NFPA 13

PROJECT ADDRESS:

SOUTHWEST CORNER OF FIFTH STREET & MARKET STREET IN
RIVERSIDE, CALIFORNIA

PARCEL AREA:

1.58 ACRES (COMBINED) - SEE PARCEL AREA TABLE

PROJECT OWNER:

GREENS GROUP
14252 CULVER DRIVE, STE A-358
IRVINE, CALIFORNIA 92604
PH: 949-828-4803
ATMAN KADAKIA
ATMAN@GREENSGROUP.COM

APPLICANT:

PK ARCHITECTS, PC
4515 S. MCCLINTOCK DR., STE. 206
TEMPE, ARIZONA 85282
PH: 602-283-1620
SCOTT KUTLUNGH
SCOTT@PKARCHITECTS.NET

PARCELS / APNS:

SEE PARCEL AREA TABLE

OCCUPANCY CLASS:

R-1 RESIDENTIAL (HOTEL)
S-2 PARKING GARAGE

ZONING / LAND USE:

CURRENT: DSP-RC-SP PROPOSED: DSP-RC-SP

BUILDING SETBACKS:

REQUIRED: FRONT: 0 FT SIDE: 0 FT REAR: 15 FT

PARKING ANALYSIS:

USE	GUESTROOMS	PARKING REQ	REQ.	PROVIDED	DIFFERENCE
R1 - HAMPTON INN	112	1/1	112	112	0
R1 - HOME2	147	1/1	147-112=259	312	63

ACCESSIBLE PARKING ANALYSIS:

PROVIDED PARKING	REQ. H.P.	PROVIDED H.P.	DIFFERENCE
325	8	8	0

OVERALL SITE PLAN - PHASE II

SCALE: 1" = 20'-0"



PK ARCHITECTS, PC
4515 S. MCCLINTOCK DRIVE, #206
TEMPE, ARIZONA 85282
PHONE: (602) 283-1620
FAX: (602) 283-1621

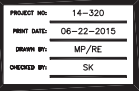
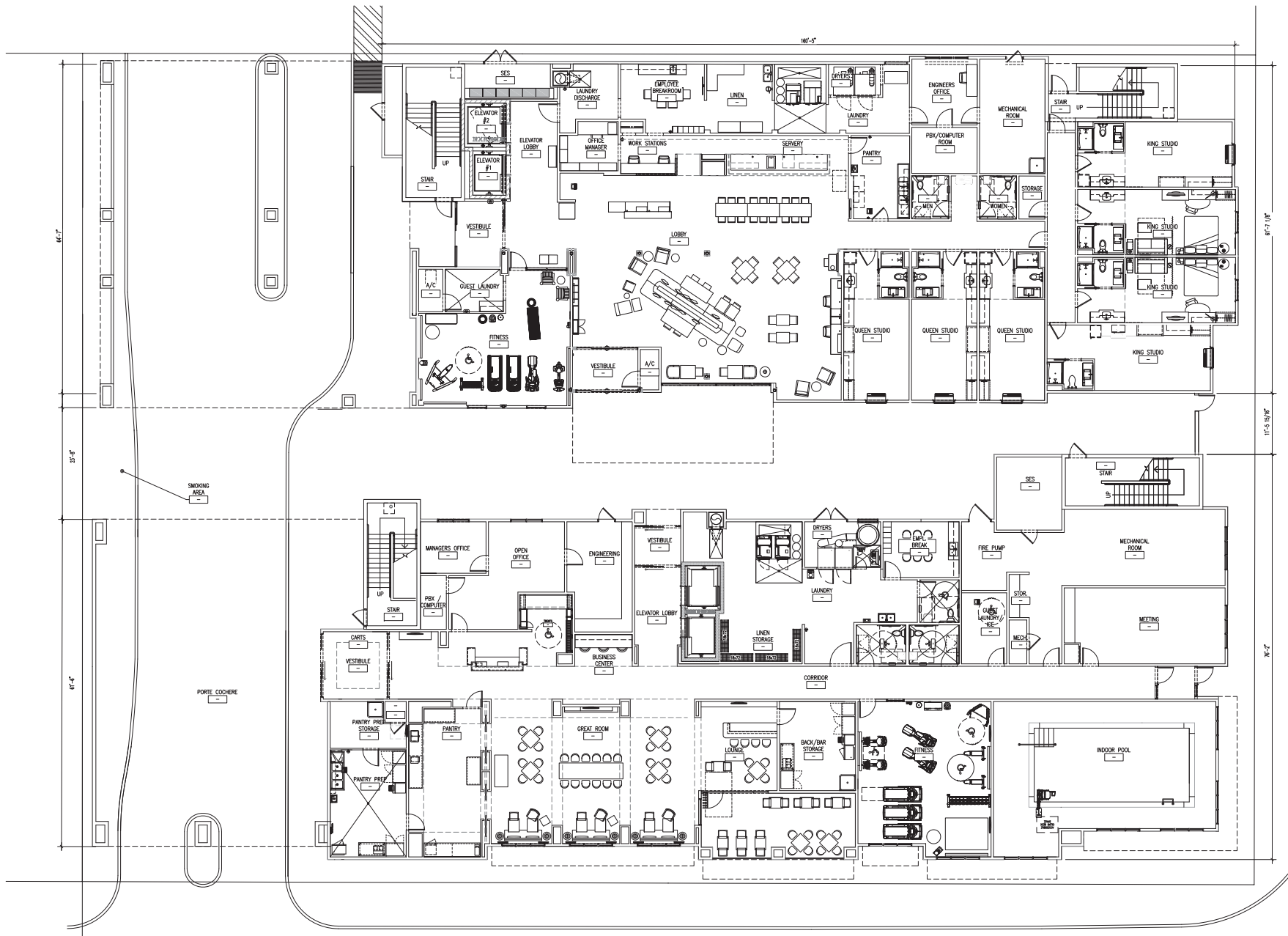


PROJECT NO:	14-320
PRINT DATE:	02-18-2016
DRAWN BY:	MP/RE
CHECKED BY:	SK

SHEET TITLE
OVERALL
SITE PLAN
FOR
PHASE II

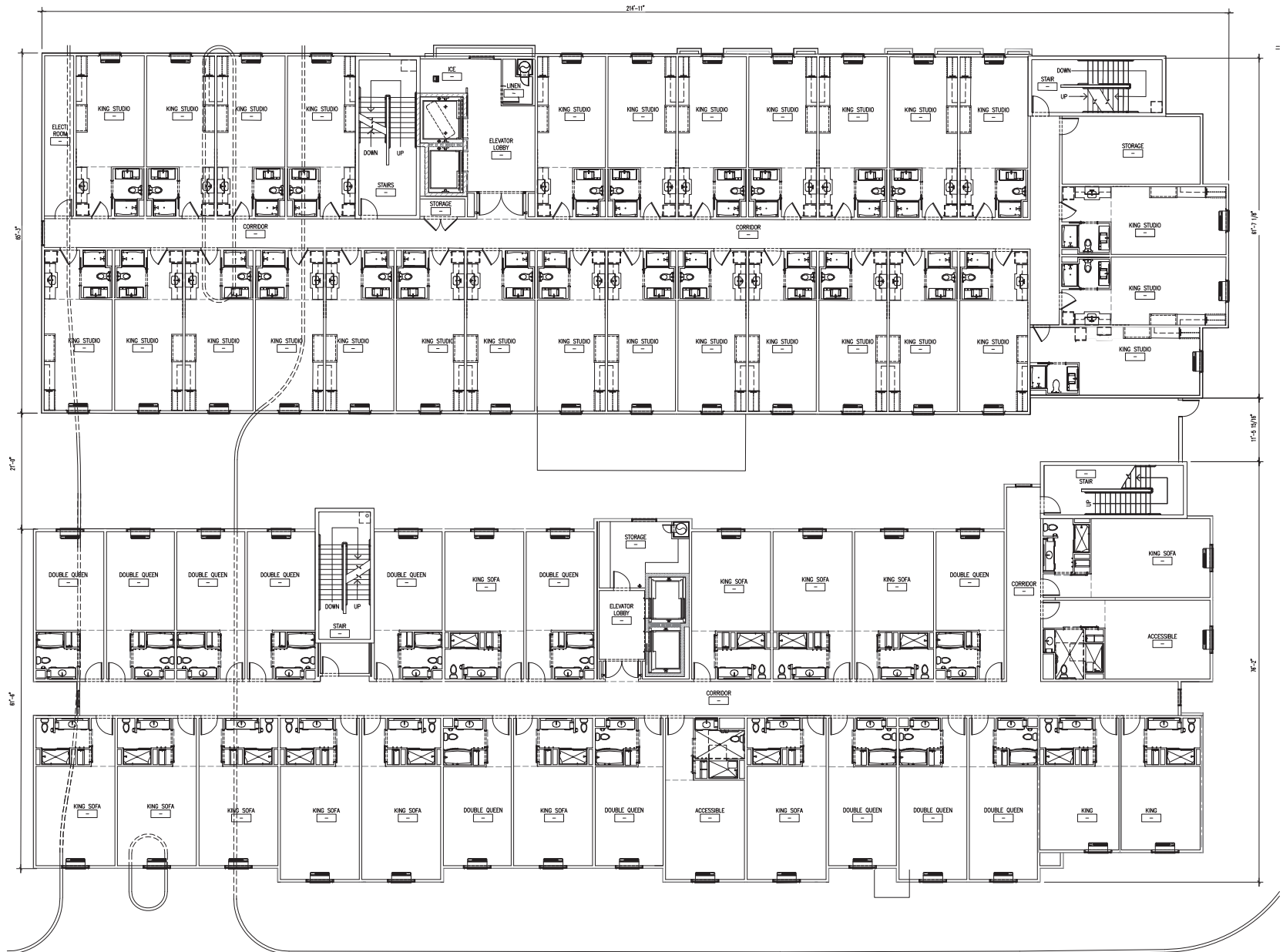
SHEET NUMBER
CUP-6

CONDITIONAL USE PERMIT



CONDITIONAL USE PERMIT

P17-0624 (CUP), P17-0625 (DR) & P17-0626 (VR), Exhibit 6 - Original Project Plans



PROJECT NO:	14-320
PRINT DATE:	02-18-2016
DRAWN BY:	MP/RE
CHECKED BY:	SK

SHEET TITLE:
2ND FLOOR
FLOOR PLANS
FOR
PHASE I - II

SHEET NUMBER:
CUP-9

P17-0624 (CUP), P17-0625 (DR) & P17-0626 (VR), Exhibit 6 - Original Project Plans



ALLEY ELEVATION (PARKING GARAGE)- PHASE II

MARKET STREET ELEVATION (HAMPTON INN)- PHASE II

NO.	DESCRIPTION	QUANTITY	UNIT
1	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
2	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
3	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
4	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
5	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
6	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
7	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
8	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
9	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
10	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
11	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
12	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
13	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
14	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
15	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
16	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
17	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
18	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
19	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
20	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
21	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
22	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
23	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
24	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
25	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
26	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
27	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
28	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
29	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
30	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
31	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
32	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
33	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
34	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
35	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
36	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
37	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
38	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
39	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
40	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
41	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
42	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
43	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
44	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
45	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
46	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
47	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
48	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
49	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
50	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
51	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
52	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
53	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
54	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
55	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
56	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
57	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
58	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
59	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
60	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
61	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
62	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
63	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
64	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
65	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
66	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
67	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
68	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
69	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
70	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
71	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
72	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
73	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
74	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
75	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
76	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
77	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
78	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
79	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
80	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
81	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
82	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
83	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
84	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
85	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
86	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
87	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
88	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
89	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
90	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
91	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
92	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
93	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
94	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
95	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
96	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
97	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
98	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
99	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.
100	1/2" x 4" x 8" (24" x 12" x 18")	10000	SQ. FT.

1" = 10' (VERTICAL SCALE)
1" = 10' (HORIZONTAL SCALE)



FIFTH STREET ELEVATION- PHASE II



FAIRMOUNT BLVD. ELEVATION- PHASE II



SOUTH BUILDING ELEVATION- PHASE II



PK ARCHITECTS, PC
4010 S. BALDWIN DRIVE, SUITE 100
RIVERSIDE, CALIFORNIA 92504
PHONE: (951) 281-1000
FAX: (951) 281-1001



PROJECT NO.	P17-0624
DATE	10/12/2017
DESIGNER	PK
DATE	10/12/2017

PHASE II
BUILDING
ELEVATIONS

CUP-13

CONDITIONAL USE PERMIT



MARKET STREET ELEVATION (HAMPTON INN)- PHASE I

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE
1	10' X 10' (SILL OF BRICK)	10000	EA	0.00
2	10' X 10' (SILL OF BRICK)	10000	EA	0.00
3	10' X 10' (SILL OF BRICK)	10000	EA	0.00
4	10' X 10' (SILL OF BRICK)	10000	EA	0.00
5	10' X 10' (SILL OF BRICK)	10000	EA	0.00

* TOTAL QUANTITY 50000 EA



FUTURE PHASE II
HOTEL

FIFTH STREET ELEVATION- PHASE I



FUTURE PHASE II PARKING
GARAGE

FAIRMOUNT BLVD. ELEVATION- PHASE I



FUTURE PHASE II PARKING
GARAGE

FUTURE PHASE II
HOTEL

SOUTH BUILDING ELEVATION- PHASE I



CONDITIONAL USE PERMIT



P17-0624 (CUP), P17-0625 (DR) & P17-0626 (VR), Exhibit 6 - Original Project Plans

September 5, 2018

City of Riverside
Community Development Department – Planning Division
Mr. Brian Norton, Senior Planner
3900 Main Street, Third Floor
Riverside, California 92522

Re: Hampton Inn Parking Variance Justification for Phase 1 – P17-0626

Dear Mr. Norton,

This project was originally approved on April 26, 2016 as Planning Cases P15-0535 (CUP) and P16-0048 (Design Review). The overall project was envisioned in two construction phases. The first phase was the Hilton Hampton Inn with 112 keys and a 119 stall surface parking lot. The 119 stalls served the 112 keys (112 parking spaces) and the corner restaurant (7 parking spaces) and met the minimum amount of parking spaces required per Riverside Municipal Code (RMC). The second phase was a Hilton Home 2 Suites with 147 keys and a 325 stall parking structure. The fully built out project would account for a total of 266 keys, a 2,000 square foot restaurant on the hard corner of Market Street and 5th Street and a 325 stall parking structure.

On August 16, 2017 a revised CUP (P17-0624) and revised Design Review (P17-0625) was submitted to the City of Riverside to increase the Phase 1 Hampton Inn from 5 stories to 6 stories, increasing from 112 keys to 140 keys, which is an additional 28 keys in phase 1. The surface parking lot would remain at 119 stalls. The RMC dictates a parking ratio of 1 parking stall per hotel key in addition to the 7 parking spaces for the restaurant. The total amount of parking spaces required for the revised phase 1 would be 147 (140 keys plus 7 parking stalls for the restaurant). As stated the phase 1 surface parking lot is 119 stalls so there would be a deficit of 28 parking stalls (147 required parking spaces – 119 proposed parking spaces).

This request would move the 28 keys from the Phase 2 Hilton Home 2 Suites to the Phase 1 Hilton Hampton Inn. The new Phase 2 Home 2 Suites would be 112 keys. The Phase 2 Parking Structure would remain unchanged at 325 stalls which would be over parked per the RMC. The ultimate density and parking space count would remain the same as originally approved.

1500 Iowa Avenue
Suite 210
Riverside, CA 92507-2179

Tel 951.787.8421
Fax 951.682.3379
www.Psomas.com

With the above narrative this variance request is to provide justification findings to support a 28 parking stall deficit for the Phase 1 Hampton Inn project at 140 keys and 2,000 s.f. restaurant. The proposed parking ratio is 0.80 parking space per key, or a 20% parking variance from the RMC. This variance would only remain in effect until the Phase 2 was constructed at which time it would return to the parking ratio as required under the RMC and approved.

This letter is written to request a 20% parking variance for the phase 1 Hampton Inn and will provide justifications to the following 4 questions.

Question No. 1:

Yes, the strict application of the provisions of the Zoning Regulations for this parcel will result in practical difficulties and unnecessary hardships.

Yes, this is an urban hotel in an infill parcel located in the core of the Riverside downtown district. The strict application of the RMC to park 1 hotel room to 1 parking stall typically applies to a suburban hotel site. For this request we would provide reference to the, "Institute of Transportation Engineers, Parking Generation, 4th Edition, Land Use: 310 Hotel". The Institute of Transportation Engineers (ITE) defines Land Use: 310 Hotels as the following. "Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants; cocktail lounges; meeting and banquet rooms or convention facilities; limited recreational facilities (pool, fitness room); and/or other retail and service shops."

The ITE studies the different parking demands between urban and suburban hotels. In the referenced Edition 4, five urban hotel sites were studied. In these cases transit services were available within three blocks.

The average peak period parking demand was 0.64 vehicles per occupied room. The weekday peak period occurred between 7:00 a.m. and 9:00 a.m., between 12:00 p.m. and 1:00 p.m. and between 8:00 p.m. and 9:00 p.m.

The weekend peak period parking demand occurred on Saturdays with 0.90 vehicles per occupied room and the peak was between 8:00 p.m. and 9:00 p.m. It should be noted, in instances where parking demand increased on the weekends the hotels studied had more amenities (restaurants/bars, lounges, meeting space). Of the studies conducted, 2 urban hotels with less amenities did not observe an increase in peak demand. Given the amenities

proposed for this Project, we would not expect to see an increase of demand on the weekends.

What this would equate to in the Hampton Inn's case is a projected average peak room occupancy of 79% or 111 occupied rooms (140 keys x 79%). Conservatively, using the study case of a Saturday peak of 0.90 parking demand it would translate to 100 occupied parking spaces (111 occupied rooms x 90%). With the restaurant also at peak this would equate to 107 parking stalls occupied in the worst case peak time (100 associated with rooms and 7 associated with the restaurant use). The proposed parking lot is 119 spaces, thus providing a surplus of 12 parking spaces during the highest peak parking time with the hotel and restaurant.

Question No. 2:

Yes, there are exceptional circumstances and conditions applicable to this property and the intended use which do not generally apply to other property in the same zone and neighborhood.

Yes, this hotel is located within the Historic Downtown Core of the City of Riverside and walking distance to the Riverside Convention Center.

- *Average occupancy has been projected at 79%.*
- *This is an urban destination hotel, being located in close proximity to the Riverside Convention Center. Most guest will be arriving from Ontario Airport, which is 18 miles away. Therefore traditional methods of travelling to a hotel via taxi are still viable alternatives to renting a car. In addition, Riverside Transit Agency is launching a bus service to and from Ontario and the Riverside Downtown core during morning and afternoon peak travel times.*
- *An increasing amount of guests are utilizing Emerging Transportation Technologies – Uber/Lyft and soon autonomous cars*
- *Adjacency to RTA Route 1 – Public Transportation that currently serves 24% of the entire County of Riverside ridership and will allow hotel guest to move about Riverside easily.*
- *Buffered Class 2 Bike Lanes on Market Street will allow for bicycle transportation in lieu of vehicles*
- *If there is ever unusual circumstances of higher than anticipated parking demand, there is an also an ability to lease additional parking spaces from the Fox Parking Structure which is located on 6th Street and Market, half a block southerly.*
- *This variance is only requested for Phase 1. Once Phase 2 is constructed it would no longer apply.*

Question No. 3:

No, the granting of these variances will **not** prove materially detrimental to the public welfare or injurious to the property or improvements within the immediate neighborhood.

No, this hotel will park appropriately based upon the above findings and hotels within similar markets around the country. For this type of hotel and its agencies, the 0.80 ratio is well within appropriate parking standards. In addition, this parking variance would only be in effect until Phase 2 is constructed.

Question No. 4:

No, the granting of this request will **not** be contrary to the objective of the General Plan.

This development proposal and specifically the requested variance is not contrary to the objective of the General Plan.

As always, I appreciate your assistance with this process and please let me know if you have any questions or comments in regards to the requested variances.

Respectfully Submitted,
PSOMAS

A handwritten signature in blue ink, appearing to read 'Andrew Walcker', with a long horizontal line extending to the right.

Andrew Walcker
Vice President

AW/gt

Land Use: 310 Hotel

Description

Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants; cocktail lounges; meeting and banquet rooms or convention facilities; limited recreational facilities (pool, fitness room); and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at the urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.3 spaces per room for suburban sites (12 study sites) and 1.0 space per room for urban sites (two study sites).

Some of the submitted studies provided information on the size of the supporting facilities. For example, seven of the study sites reported the presence of convention facilities and two of these seven sites reported meeting or banquet rooms with capacities of 1,300 and 4,100 seats. As another example, five of the study sites reported the presence of a restaurant with an average capacity of 300 seats. However, none of the studies indicated the level of activity at these supporting facilities during observations (such as full, empty, partially active and number of people attending a meeting/banquet).

Weekday parking demand data were provided for five urban study sites. Transit services were available within three blocks of all the urban sites. The average size of the study sites was 458 rooms. The average peak period parking demand was 0.64 vehicles per occupied room. The weekday peak period occurred between 7:00 and 9:00 a.m., between 12:00 and 1:00 p.m. and between 8:00 and 9:00 p.m. Due to disjointed data sets with counts spread over several discontinuous time periods, a plot was not created for the parking demand of the urban study sites.

Saturday peak period parking demand for the urban sites was 0.90 vehicles per occupied room (two sites) and the Saturday peak period occurred between 8:00 and 9:00 p.m.

Although the weekend database was limited, it indicated that Saturday peak parking demand was higher than on weekdays for the suburban sites. Four suburban study sites provided both Saturday and weekday parking demand data; Saturday parking demand rates at these sites averaged 70 percent higher than the weekday rates. It should be noted that all four sites included significant supporting facilities (restaurants, lounges, meeting space), which may be more active on weekends. Two urban study sites provided both Saturday and weekday parking demand data; Saturday parking demand rates at these sites were not higher than the weekday rates. The Saturday parking demand rates averaged 8 percent lower than the weekday rates.

P16-0624 (CUP), P16-0625 (DR) & P16-0626 (VR), Exhibit 7 -
Applicant Variance Justifications

SD XHA 1210

Land Use: 310 Hotel

The following table presents the time-of-day distributions of parking demand variation for suburban and urban sites.

Based on Vehicles per 1,000 sq. ft. GFA	Weekday Suburban		Weekday Urban	
	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
Hour Beginning				
12:00-4:00 a.m.	—	0	—	0
5:00 a.m.	—	0	—	0
6:00 a.m.	100	4	79	1
7:00 a.m.	96	4	77	1
8:00 a.m.	90	4	100	1
9:00 a.m.	87	3	96	1
10:00 a.m.	82	3	55	1
11:00 a.m.	77	3	52	1
12:00 p.m.	77	4	60	1
1:00 p.m.	75	4	60	1
2:00 p.m.	73	4	55	1
3:00 p.m.	70	4	52	1
4:00 p.m.	71	4	53	1
5:00 p.m.	70	4	58	1
6:00 p.m.	74	4	62	1
7:00 p.m.	75	4	66	1
8:00 p.m.	79	4	68	1
9:00 p.m.	85	4	—	0
10:00 p.m.	87	4	—	0
11:00 p.m.	97	2	—	0

* Subset of database

Parking demand at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities (such as full, empty, partially active, number of people attending a meeting/banquet) during observation may also be useful in further analysis of this land use.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately estimate parking generation characteristics for the site.

Additional Data

During the course of a year, most hotels maintain at least an overall average occupancy ratio of 60 to 70 percent. Peak (above 90 percent) occupancy is common but generally occurs for limited times throughout the year. Analysts are encouraged to consider the month and day activity/occupancy trend of hotels. Supplementary information on seasonal and daily variation in hotel room occupancy is presented below from Smith Travel Research for all hotels in North America. Its direct applicability to this land use code is limited because the occupancy data averages all regions and hotel types, including resort, business, convention and all suites hotels. More parking survey data are needed to better understand these peak and non-peak trends.

P16-0624 (CUP), P16-0625 (DR) & P16-0626 (VR), Exhibit 7 -
Applicant Variance Justifications

Land Use: 310 Hotel

Month	Average Hotel Occupancy (%)
January	51
February	61
March	66
April	65
May	67
June	72
July	72
August	71
September	67
October	67
November	59
December	48

Day of Week	Average Hotel Occupancy (%)
Sunday	51
Monday	62
Tuesday	67
Wednesday	69
Thursday	66
Friday	69
Saturday	72

SOURCE: Smith Travel Research, average data from North American hotels from 2000. www.wwstar.com

Study Sites/Years

Rosemont, IL (1969); Chicago, IL (1973); Newport Beach, CA (1981); Boca Raton, FL (1983); Scottsdale, AZ (1983); Concord, CA (1985); Orlando, FL (1988); Cypress, CA (1989); La Palma, CA (1989); Burlingame, CA (2001); Millbrae, CA (2001); Milpitas, CA (2001); San Mateo, CA (2001); Ventura, CA (2007)

4th Edition Source Number

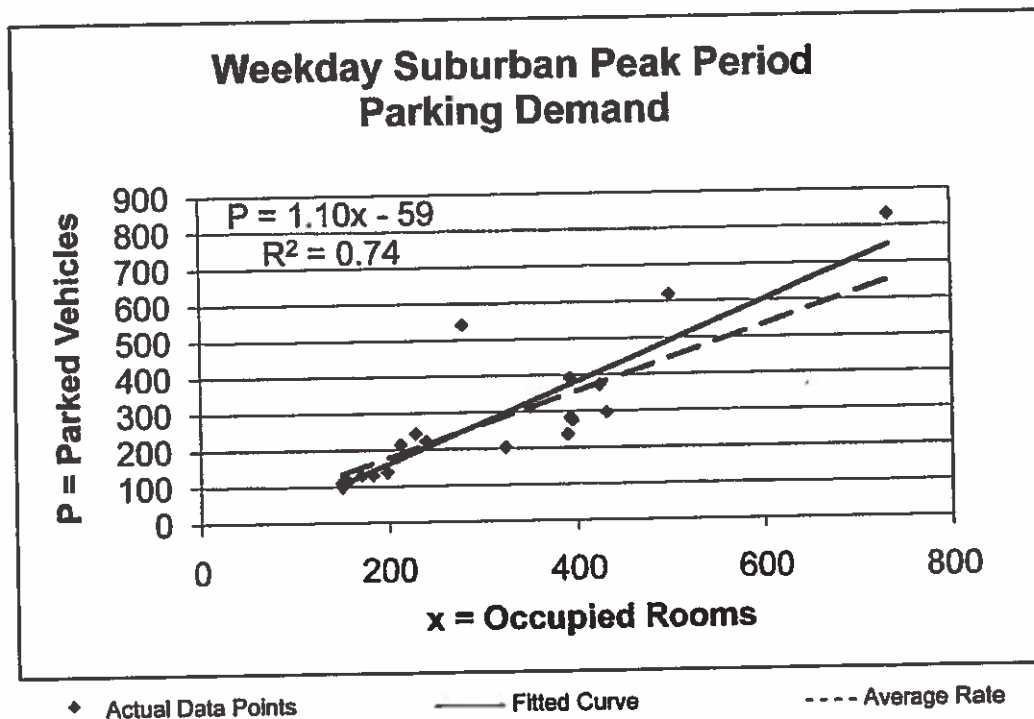
1015

P16-0624 (CUP), P16-0625 (DR) & P16-0626 (VR), Exhibit 7 -
Applicant Variance Justifications

Land Use: 310 Hotel

Average Peak Period Parking Demand vs. Occupied Rooms On a: Weekday Location: Suburban

Statistics	Peak Period Demand
Peak Period	12:00–1:00 p.m.; 7:00–10:00 p.m.; 11:00 p.m.–5:00 a.m.
Number of Study Sites	20
Average Size of Study Sites	315 occupied rooms
Average Peak Period Parking Demand	0.89 vehicles per occupied room
Standard Deviation	0.31
Coefficient of Variation	35%
95% Confidence Interval	0.75–1.02 vehicles per occupied room
Range	0.61–1.94 vehicles per occupied room
85th Percentile	1.08 vehicles per occupied room
33rd Percentile	0.72 vehicles per occupied room

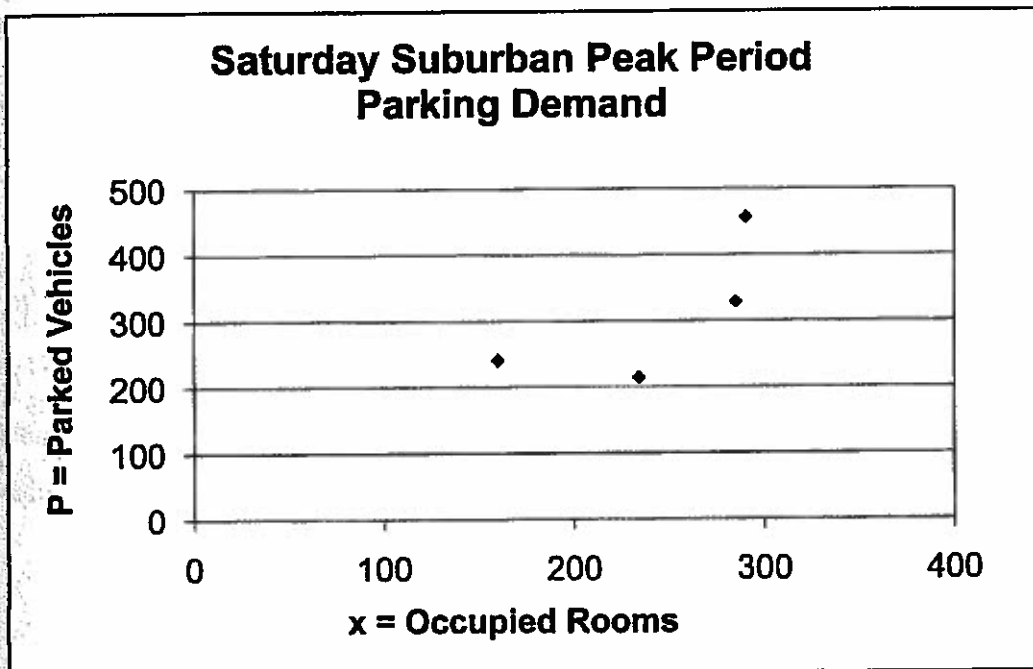


P16-0624 (CUP), P16-0625 (DR) & P16-0626 (VR), Exhibit 7 -
Applicant Variance Justifications

Land Use: 310 Hotel

Average Peak Period Parking Demand vs. Occupied Rooms On a: Saturday Location: Suburban

Statistic	Peak Period Demand
Peak Period	7:00-8:00 p.m.; 9:00-10:00 p.m.
Number of Study Sites	4
Average Size of Study Sites	242 occupied rooms
Average Peak Period Parking Demand	1.20 vehicles per occupied room
Standard Deviation	0.31
Coefficient of Variation	26%
Range	0.92-1.57 vehicles per occupied room
85th Percentile	1.54 vehicles per occupied room
33rd Percentile	1.15 vehicles per occupied room



♦ Actual Data Points

P16-0624 (CUP), P16-0625 (DR) & P16-0626 (VR), Exhibit 7 -
Applicant Variance Justifications

Land Use: 311 All Suites Hotel

Description

All suites hotels are places of lodging that provide sleeping accommodations, a small restaurant and lounge and small amounts of meeting space. Each suite includes a sitting room and separate bedroom; limited kitchen facilities are provided within the suite. These hotels are located primarily in suburban areas. Hotel (Land Use 310), business hotel (Land Use 312), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

Database Description

The database consisted of four study sites, three located in suburban settings and one in an urban setting. Transit services were available within three blocks of all three suburban sites. Based on the limited data sample, no correlation was found between the number of occupied rooms and parked vehicles and, therefore, a plot was not created.

The first suburban site had 73 rooms, 30 restaurant/lounge seats and 350 square feet (sq. ft.) of banquet/meeting room space. Parking supply at this site was 1.1 spaces per room. Parking demand at this site was observed for eight nonconsecutive hours between 7:00 a.m. and 10:00 p.m. on a Sunday. The Sunday peak period parking demand ratio was 0.85 vehicles per occupied room and it occurred between 7:00 and 8:00 a.m.

The second suburban site had 166 rooms with a parking supply ratio of 1.2 spaces per room. Parking demand at this site was observed for the hours between 12:00 and 5:00 a.m. and also between 7:00 a.m. and 11:00 p.m. on a weekday. The weekday peak period parking demand ratio was 0.83 vehicles per occupied room and it occurred between 12:00 and 5:00 a.m.

The third suburban site had 53 rooms with a parking supply ratio of 1.1 spaces per room. Parking demand at this site was observed for a single hour between 11:00 and 12:00 p.m. on a weekday, Saturday and Sunday. Weekday, Saturday and Sunday parking demand ratios at this site were 0.93, 0.83 and 0.62 vehicles per occupied room, respectively.

Data were also provided for an all suites hotel in an urban location. The site had 266 rooms, 175 restaurant/lounge seats, 12,600 sq. ft. of banquet/meeting room space and a parking supply ratio of 1.3 spaces per room. It was surveyed for eight nonconsecutive hours between 11:00 a.m. and 8:00 p.m. on a weekday and had a peak parking demand ratio of 0.86 vehicles per occupied room between 12:00 and 1:00 p.m.

Executive Summary

City of Riverside

2016 Strategic Parking Plan

DIXON

RESOURCES UNLIMITED

3639 Midway Drive, Suite B345

San Diego, CA 92110-5254

Executive Summary

Downtown Riverside is not simply a place. Downtown represents a workplace, a residence, a tourist destination, a commercial corridor, an entertainment and dining venue, and most importantly a community. Our understanding of Downtown Riverside as a community is extremely important as we outline the recommendations for the City of Riverside Strategic Parking Plan.

The following is a document that encompasses an analysis of occupancy and demand for the existing public parking system, along with recommendations to help the City define their future strategy as it relates to parking within the downtown area. DIXON worked closely with local stakeholders and held three stakeholder outreach meetings with members of the public over a three-month period. These meetings were extremely well attended and showed that both local residents and business owners are really passionate about the future direction of the parking in the City. The stakeholder engagement provided important feedback, which has been incorporated into our findings and recommendations.

The recommendations outlined within this report incorporate firsthand experiences and observations, but more importantly, the feedback from your key stakeholders. The stakeholders were representative of the community that we described and included business owners, employees, residents, other agencies, city staff and administration. The level of participation and interest was refreshing, and the engagement and commitment represented an interest to have not only an impact on the overall strategy, but to truly make a difference. Personal agendas were left at the door and stakeholder input focused on the greater good – what was best for Downtown Riverside. You have community members who care about the area in which they live, work, and play. This report outlines our findings and addresses immediate and long-term solutions for parking in Downtown Riverside.

While some of the outlined recommendations may require an incremental financial investment, it is important to highlight that the most significant investment is time. While some recommendations may be an ‘immediate fix’, changing overall parking behavior does not occur overnight. There is no simple, all-encompassing fix. The City must take a strategic, incremental approach towards these improvements, evaluating and assessing the overall impact of these modifications as they are implemented and applied. There is no cookie-cutter approach to parking because each city is different. This is very important as we proceed with the recommendations for Riverside. Your community has proven to be unique and each suggested change or improvement is directed toward ongoing growth and development for the City.

Remember, the first and last experience of Downtown Riverside is typically parking. We want to ensure that it is a positive, affordable and convenient experience. This Strategic Parking Plan

provides specific recommendations in order to maximize the efficiency and effectiveness of your existing and future parking supply.

The 2016 City of Riverside Parking Strategic Plan is a study of the public parking system to develop a long-term parking strategy that will maximize the efficiency of existing parking resources, address concerns about the availability of parking in downtown and plan for the future growth and development of the downtown area. The report begins with background information and a project overview, and then assembles recommendations based upon current conditions. In addition, we have included sections relating to financial analysis and funding strategies in order to help the City of Riverside fund any new technology that is required to improve the parking environment for residents, visitors and local businesses. The following is a summary of report sections included within the Strategic Parking Plan:

- Background Information includes demographic reference details regarding the City.
- Project Objectives provides the guidelines for the direction of the Strategic Parking Plan.
- Project Methodology is an overview of the parking study process.
- Occupancy Summary includes the data collection results.
- Existing Conditions & Recommendations is an assessment of how the existing parking is operating and recommendation required based on current and future needs.
- Technology Recommendations includes a summary of technology advancements that can be considered by the City.
- Financial Analysis/Pro Forma describes the Financial Modeling Workbook that was created for the City to forecast parking impacts and revenue projections.
- Funding Strategies outlines the financial options available to the City for capital investments.
- Alternative Solutions reviews the potential impacts of autonomous vehicles and carsharing.
- Future Parking Developments includes the identification of potential opportunities for parking locations.
- Recommendations Summary includes a synopsis of all the recommendations detailed throughout the Strategic Parking Plan.
- Implementation is a high level summary of the recommendations along with the suggested implementation timeline and approximate cost.

The Strategic Parking Plan includes a data collection and analysis phase focusing on the parking patterns and occupancy impacts throughout Downtown Riverside. The next phase included an initial findings summary based upon an operational assessment and overview of the existing parking conditions. The remainder of the project focused on the recommendations and stakeholder outreach.

Project Objectives

The City of Riverside retained Dixon Resources Unlimited (DIXON) to complete a Strategic Parking Plan that is intended to address and alleviate concerns relating to parking in Downtown Riverside. The plan will be used to help guide the City through future development plans and technology upgrades. After reviewing City documents and meeting with the internal City stakeholders for a project kick-off meeting, the following key strategies were defined as the focus points for the strategy development:

1. **Ensure that future development plans, including the decreased growth in parking supply they imply, are considered in future parking projections. Recommendations for providing the additional needed parking will vary but will begin with utilizing progressive parking strategies (e.g., shared parking) to maximize the use of existing parking supply.**
2. **Develop recommendations and strategies for technologies to maximize the efficiency of parking assets. These will include scenarios to consider how autonomous vehicles and vehicle-sharing may affect future parking needs and infrastructure.**
3. **Gauge and improve the perception of parking availability in Downtown Riverside for residents, employees, and visitors.**
4. **Recommend how Riverside can better manage parking resources in order to fund future upgrades, enhancements, and the parking program itself.**

Project Methodology

In order to develop an effective strategic parking plan, community involvement and operational feedback were critical. Both internal and external stakeholders were engaged and contributed feedback that shaped this report's recommendations. An online survey was also utilized to collect additional community feedback. Meeting minutes and an overview of the survey results can be found in Appendix A, B and C.

Core Team

The core team for the Strategic Parking Plan included staff representatives from Public Works Parking Services. This group was focused on managing the day-to-day aspects of the project and was responsible for meeting on a bi-weekly basis and reviewing the Initial Findings/Preliminary Recommendations and Draft Strategic Parking Plan.

Operational Stakeholder Meetings

Meetings were held with key parking operations personnel from City parking operations and Central Parking, the City's parking operator, to solicit feedback and suggestions to be considered for short- and long-term planning. DIXON also hosted a feedback session for the entire parking enforcement team that provided valuable insights about the day-to-day of parking downtown.

External Stakeholder Meetings

The general public was invited to participate in three public forums to discuss the future of parking in Downtown Riverside. The first meeting (June 20, 2016) was well-attended and every attendee had the opportunity to share their thoughts about parking and identify potential improvements. At the second meeting (July 18, 2016), DIXON summarized the data collected and led an open discussion/debate regarding potential parking solutions, including infrastructure needs and possible rate structures. A third meeting (September 19, 2016) introduced the findings and recommendations of the Strategic Parking Plan and solicited stakeholders for feedback.

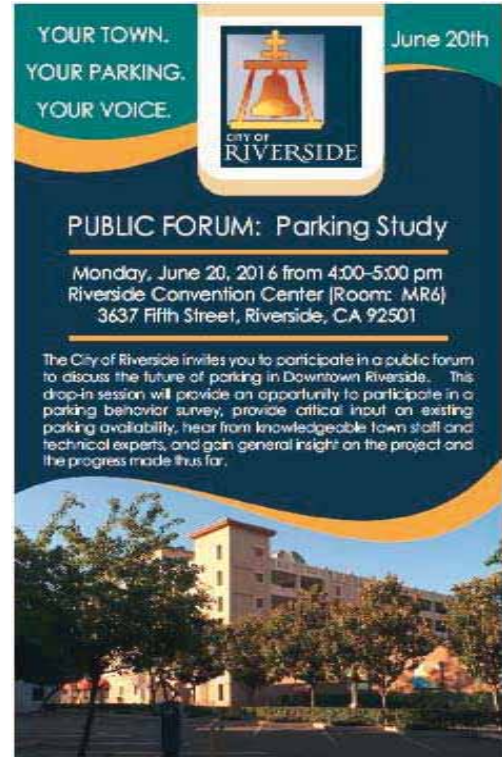


Image 1. Stakeholder Solicitation

Research Methodology

On-street parking occupancy data was collected by DIXON on two days to evaluate weekday and weekend usage. Data was collected to determine occupancy, turnover rates, and peak times during the following time periods:

Thursday, June 16, 2016

Morning	9:00am
Mid-Day	12:00pm
Afternoon	3:00pm
Evening	6:00pm

Morning	11:00am
Mid-Day	2:00pm
Afternoon	5:00pm
Evening	8:00pm

Saturday, June 18, 2016

To provide a more complete understanding of parking in Downtown Riverside, Central Parking, Parking Services, and the Riverside Downtown Partnership (RDP) Ambassadors provided DIXON supplementary off-street parking occupancy data.

Parking Services collected parking occupancy data at downtown surface parking lots from Monday, July 11, 2016 through Saturday July 16, 2016 at the following times:

	9:00 AM	12:00 PM	3:00 PM	6:00 PM	9:00 PM	12:00 AM
Monday, July 11, 2016		X	X	X		
Tuesday, July 12, 2016	X	X	X	X		
Wednesday, July 13, 2016	X	X	X	X		
Thursday, July 14, 2016	X	X			X	X
Friday, July 15, 2016	X	11:00 AM	X	X		
Saturday, July 16, 2016	X	X	X	X	X	X

Parking Services provided occupancy data for the following downtown surface parking lots:

- Lot 1
- Lot 3
- Lot 4
- Lot 12
- Lot 16
- Lot 19
- Lot 27
- Lot 33
- Lot 34
- Lot 38
- Lot 40
- Lot 42
- Lot 44
- Lot TW

Study Map

The study area used for on-street occupancy counts was bordered by 3rd Street to the north, 14th Street to the south, Mulberry Street to the east, and Brockton Avenue to the west. This study area has a total of 1,030 on-street parking meters.



Figure 1. Study Area Map

Occupancy Summary

On-Street

Thursday	Average Occupancy Rate	Saturday	Average Occupancy Rate
Morning (9am)	39%	Morning (11am)	39%
Afternoon (12pm)	40%	Afternoon (2pm)	33%
Mid-Afternoon (3pm)	38%	Mid-Afternoon (5pm)	36%
Evening (6pm)	42%	Evening (8pm)	39%

Table 1. Average Occupancy Rates for All On-Street Parking

The use of on-street parking is optimized when parking occupancy does not exceed 80% to 85%, meaning at least one or two parking spaces are available on each block. If this minimum level of parking availability is not maintained, drivers, as well as business owners, may perceive that no parking is available in the area. Therefore, streets that have parking occupancy of 80-85% or more are considered full. In Downtown Riverside on Thursday, the average observed on-street occupancy rate was 40% and on Saturday 37%, showing Downtown currently has sufficient on-street parking availability. While the overall on-street occupancy rates were below the 80-85% threshold, there were some street block locations that did come close to or reach capacity.

In general, there seemed to be ample parking within a short walking distance of high occupancy areas, even during the Saturday morning Famer's Market and Saturday night near the Fox Theater. The busiest times observed for on-street parking were the evenings of Thursday and Saturday. Garages 1 and 2 were also almost at capacity around midnight on Thursdays, Fridays, and Saturdays, but the other parking garages are significantly underutilized.

Parking Garages

The utilization of Garages 1, 2, 3, and 7 varied significantly by time of day on Thursday and Saturday. Occupancy at Garage 1 was fairly consistent throughout the day on Thursday, and peaked late, around 12:00am, on Saturday night. Similarly, Garage 2 was utilized primarily on Thursday between the morning and the afternoon. Garage 2 was primarily utilized on Saturday around midnight.

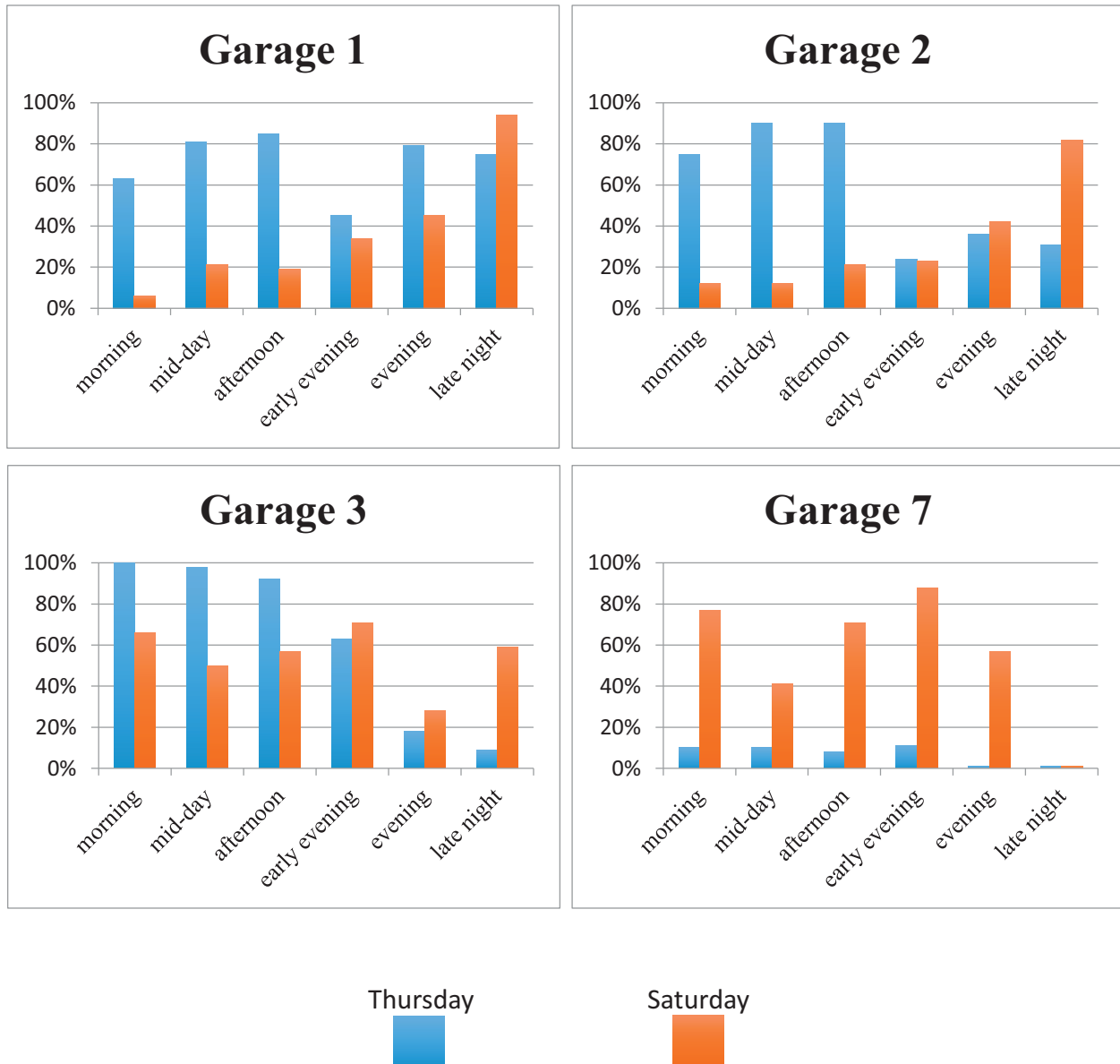


Figure 7. Garage Occupancy by Time of Day

DIXON also evaluated garage occupancy at midnight by day of week. Based on the data provided by the RDP Ambassadors for June 2016, garages are busiest at midnight on Thursday, Friday, and Saturday, but only Garages 1 and 2 approached 80% occupancy.

While Garages 1 and 2 consistently filled up around midnight, Figure 8 demonstrates that there is ample parking in the other downtown garages, including 3, 6 and 7. The availability of the other garages is important because it shows the need for improved wayfinding to direct patrons to nearby available parking. Though there is sufficient parking overall, patrons are more likely to favor Garages 1 and 2 for parking downtown around midnight because they are closest to most nighttime destinations.

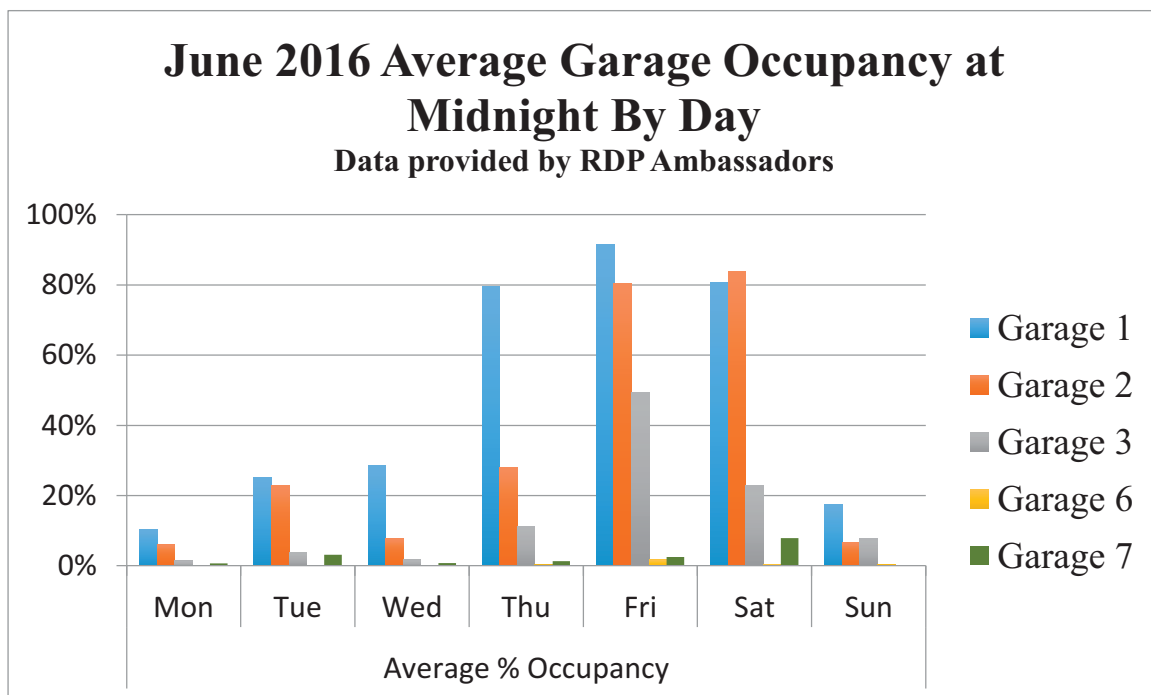


Figure 8. Midnight Garage Occupancy

Impacted Parking

When analyzing the surface lot data, it is important to consider how upcoming development projects will reduce available parking inventory by approximately 239 parking lot spaces and 102 on-street parking spaces.

- Lot 19 will be eliminated in late 2016 as well as some nearby on-street parking, due to the Chow Alley project.
- Lot 27 will be replaced with a boutique hotel in 2017, once approved by Council.
- Lot TW will be removed during Fall 2016 to make room for the Imperial Hardware Redevelopment project.
- Lot 46 will be replaced with a mixed-use project in early 2017.
- Lot 42 will be eliminated due to the Stalder Building, which will be redeveloped in early 2017.
- Riverside Transit Authority (RTA) bus stops will eliminate on-street parking in 2017 primarily along Market, University, and Lemon.

Nearby business owners are concerned about how reducing the parking supply might reduce access to their stores and reduce revenues. To address these concerns, Riverside can better manage demand for the thousands of parking spaces that remain to improve its utilization. Before closing parking lots, the City could identify nearby alternatives and notify the community of these designated areas. The City could also explore opportunities to encourage diverting long-term parkers from these locations prior to closures by offering incentives to relocate to alternate location, like Garage 7 or Lot 40. Proactive marketing steps prior to closing parking lots will help to minimize the effect on the community.

Proposed Rate Structures

While a demand-responsive model can be an effective way to increase turnover, it may deter residents and visitors from going downtown for a short visit if it is during peak hours. This is why we would suggest a tiered rate model (pay-to-stay), along with no time limits, to achieve the City's parking availability objectives. A tiered rate model essentially makes parking a nominal cost for short visits to downtown, but the cost of parking gradually increases with the amount of time parked. This can also be an effective method for encouraging longer-term visitors to park in the off-street garages, thus freeing up the more convenient on-street parking spaces.

If the City continues with the current no time limit model for on-street parking meters, as recommended, the City can experiment with different tiered rate models to ensure a premium value for a parking space in the highest demand areas. On-street rates should be increased incrementally and supported by a proactive education campaign. In addition, all on-street hours of operation should be extended until 6:00pm. The City should be prepared for a public reaction and the education campaign should focus on the benefits of the rate increase that may include future facilities, enhanced garage security and increased availability.

The initial on-street rate increase should focus in and around the Justice Center. A tiered rate model would be ideal to address long term parking at this location. The suggested on-street rate model would retain the first hour parked at \$1.50/hr. and then include a tiered increase for the subsequent time parked, which increases gradually as time passes. This rate model is based on the amount of time spent parking rather than the time of day. Effectively, the parker *pays to stay*. Regardless of the actual values chosen, the parking near the Justice Center needs to be recognized as a premium and the on-street rate needs to be increased.

Tables 2 and 3 show a suggested rate model utilizing the recommended tiered rate model format. This model does not depend on the time of day. Instead, it is based on length of time that someone parks.

Hour	Rate
1	\$ 1.00
2	\$ 1.00
3	\$ 2.00
4	\$ 2.00
5	\$ 2.00
6	\$ 2.00
7	\$ 2.50
8	\$ 2.50
9	\$ 2.50

**Daily
Max \$ 17.50**

**Table 2. Non-Justice
Center On-Street
Suggested Rate Model**

Hour	Rate
1	\$ 2.00
2	\$ 2.00
3	\$ 2.00
4	\$ 2.00
5	\$ 2.00
6	\$ 2.00
7	\$ 2.50
8	\$ 2.50
9	\$ 2.50
10	\$ 2.50
11	\$ 2.50

**Daily
Max \$ 24.50**

**Table 3. Justice
Center On-Street
Suggested Rate
Model**

Hour	Rate/Hour
1.5	\$ 1.00
0.5	\$ 1.00
3	\$ 1.00
4	\$ 3.00
5	\$ 3.00
6	\$ 3.00

**Daily
Max \$ 12.00**

**Table 4. Off Street Suggested
Rate Model (Garages)**

If the City proceeded with the recommendation to eliminate free parking in the parking garages, an escalated rate model could be introduced that offers a low rate for the initial parking time, similar to the on-street suggested tiered rate model. For example, \$1.00 for the first 90 minutes with a tiered increase for the later hours for an all day stay. This increase is an opportunity to develop a model that is appealing and accommodating but also recognizes that parking is a value asset that must be maintained and supported. Also, similar to the suggested on-street rate model, the daily maximums for all garage facilities need to be increased consistent with other Southern California cities. The rates should be established based upon location and demand. For example, Garage 7 could offer a lower daily maximum compared to the premium daily rate at Garage 3. The off-street rate outlined in Table 4 has lower daily maximums than the suggested on-street rates in order to encourage long-term parkers to utilize the garages.

Funding Strategies

Revenue Sharing structures are best used for projects that include real tangible property and/or public infrastructure. Parking systems that include equipment and parking garages are examples of projects where this structure is beneficial.

Recently, the City of Long Beach is proceeding with a public-private partnership (P3) to replace the existing Civic Center. This is a significant development in California because this type of financing method is not typically used in California for this type of project. The City will repay the cost to design, build and operate the over \$530 million project over the next 40 years at which time control of the public buildings and land will revert back to the City.¹

The City of Long Beach is contributing approximately \$11 million toward the construction costs and most of that money is derived from a lease revenue bond that will be repaid from revenues generated from a city parking garage. Additionally, the City will also add over \$30 million in sales from nearby land to private developers. It is expected that the success of Long Beach will mean greater opportunity for PPP throughout California.²

A P3 is a great opportunity for Riverside, however, in order to prepare for a PPP approach for build or replace a parking garage in Riverside, the City must implement rate adjustments, develop consistent pricing and rate increases for parking permits and standardize on- and off street parking operation policies in order to establish consistency. Without consistent performance of the parking management plan it will be difficult to forecast projections and financial impacts and therefore it may result in an undervalued asset, which is consistent with the concerns regarding the valuation of ParkChicago.

¹ *Innovative Public-Private Partnership for the New Long Beach Civic Center*, February 10, 2016, Seth Merewitz, posted by BBK Law

² *Innovative Public-Private Partnership for the New Long Beach Civic Center*, February 10, 2016, Seth Merewitz, posted by BBK Law

Recommendations Summary

The following is a brief summary of the recommendations outlined throughout this report. Any change in policy, facility, or technology should incorporate a proactive education and information community campaign.

On-Street Hardware

- Upgrade the current DPT pay station 2G modems immediately.
- The City should consider expanding on-street paid parking near/around the Convention Center and hotels.

Rates

- Continue to use a no time-limit model, supported by a tiered parking rate structure for on-street parking and surface lots.
- The initial on-street rate increase should focus on the Justice Center parking, recognizing that this area is a premium-parking zone.
- Launch a proactive education campaign to educate the public while raising rates incrementally.
- Use the meters to display the tiered rates.
- After implementing the off-street evening rate first, consider implementing an on-street evening rate later based on future evaluation.
- Assess the level of participation in the token program in the future to determine whether to limit token purchases.
- Surface lot monthly permit rates should vary based on demand and location.
- The surface lot monthly permit rate should increase by at least the same percentage as the monthly garage permit.

Garage Automation

- Manage garage access 24/7 utilizing Pay-on-Exit technology that provides monthly parkers automated gate access.
- Transition booth attendant to a customer service, security presence throughout facility.
- Require selected technology vendor(s) to provide an application program interface (API) for transmission of parking occupancy by facility.

Wayfinding

- Capitalize on the City's Raincross bell branding and ensure consistent parking signage.

- Direct drivers from the primary arteries to the entrances of parking garages, especially for Garage 7 where the entrance is difficult to locate.
- Make sure signage for Garage 6 clearly communicates public parking after 6:00pm.
- Distribute Parking Guidance System data via an application program interface while also displaying data at signs near freeway off-ramps and entrances to the downtown.
- Use a ground induction loop system with single lane counters for all entry and exit lanes in garages.
- PGA wayfinding signage should indicate parking lot status, space availability, and targeting messaging.
- Ensure the maintenance and upkeep of the PGS system, possibly through a subcontractor.
- Choose one of the three provided digital wayfinding solutions to enhance wayfinding throughout the City.
- Brand the parking garages using consistent signage throughout each location supported by a unique name and color scheme for each facility.

Monthly Permits

- Develop a long-term permit rate plan to incrementally increase permit rates annually that incorporates reduced fee options for rideshare, carpool, and public transit use.
- Eliminate reserved permit parking spaces and create a standard permit parking program with designated permit parking zones.
- Permit zones in garages should be on the upper floors.
- Permit pricing should vary by location based on demand and utilization.
- The initial permit rate for Garage 3 should not be less than \$90.00 per month.

Rates

- Gradually eliminate the 90-minutes of free parking offered in the garages and promote the current merchant validation program.
 - o The City could consider cutting the allotted free time in half to 45-minutes prior to completely eliminating the free parking.
 - o If the City wishes to continue to provide free parking, the free parking should apply to only the third or fourth hour.
 - o Implement a low rate for the first three hours of parking and escalate for the remaining time.
- Implement an escalated rate model for off-street parking based on location and demand.
- Increase daily maximum rate to be consistent with other Southern California cities.
- Implement a flat \$3.00 evening rate on Thursday, Friday, and Saturday nights after 5:00pm at off-street locations supported by automated entry and exit system.
- In the future, the City should consider limiting the amount of discounted parking that can be purchased by a business.

- Eliminate the 2-hour parking limit restriction signage in the garages.
- Consider prohibiting parking on the lower floors of garages before the start of business hours.
- Consider implementing an Evening Employee Permit Program.
- As on-street rates are increased, the off-street daily maximum should be increased as well. However, the off-street daily max should always be less than the on-street maximums.

Parking Management

- Ongoing PCR training to manage parking regulations equitably and consistently with a pro-active parking enforcement approach.
- Identify a designated location for drop-off/pick up and bus parking for special events.
- Establish a distribution model for the anticipated revenue increase. Allocate 50% to fund future parking developments, 25% for current enhancements, and 25% to support the existing operation.
- Develop city policy for regulating valet operations.
 - o Consider utilizing valet service for special events and to support the potential development growth of the City.

Zoning

- The City should not lower parking ratios requirements at this time.

Funding Strategies

- In order to prepare for a parking facility PPP, the City must first implement rate adjustments, develop consistent pricing and rate increases for parking permits and standardize on- and off street parking operation policies in order to establish consistency.