TRAMES SOLUTIONS INC. 4225 Oceanside Blvd., #354H Oceanside, CA 92056

(760) 291 - 1400

March 23, 2021

Atman Kadakia Greens Group 9289 Research Dr. Irvine, CA 92618

Subject: AC Marriott/Residence Inn & Creative Office at the Historic Fire

Station Parking Study (JN 0232-0009)

Dear Mr. Kadakia:

Trames Solutions Inc. is pleased to submit the following parking evaluation for the proposed AC Marriott/Residence Inn & Creative Office at the Historic Fire Station project. It is our understanding that the project consists of a 226-room hotel with future office located within the former 12,000 sf historic fire station. The site is located in Downtown Riverside and is situated on the south side of Mission Inn Avenue between Lemon and Lime Streets in the City of Riverside.

INTRODUCTION

The proposed project consists of a 226-room business hotel and 12,000 sf future office space within the historic fire station. It is anticipated that the project will be constructed and operational by 2024. Attachment A contains the site plan that shows a total of 173 parking spaces with 144 spaces for the hotel, 21 for the historic building, and 8 for the fire department. The old fire station building is on the State Historic Registry and therefore is subject to the Downtown Specific Plan parking requirements. Being a designated historic building requires that the existing number of parking stalls be maintained. The existing parking field consists of 21 surface parking stalls, which will be integrated into the proposed subterranean parking structure. In addition, drop off areas will be provided for the hotel patrons and ride share users along Mission Inn Avenue, Lemon Street and internal to the proposed project. The future office will have the expected typical hours of operation (8:00

AM-5:00 PM) during the weekdays and will not be open on the weekends. The following uses are planned:

Hotel 226 rooms

• Office 12,000 sf

The intent of this parking evaluation is to determine the parking requirements of the proposed uses based on the City's parking code and the potential requirements of the project due to the nature of the proposed land uses.

CITY OF RIVERSIDE PARKING CODE REQUIREMENTS

Proposed Project

The following parking rate is based on the City of Riverside's Downtown Specific Plan for the use associated with the proposed site:

Hotel = 1 space per room

The Downtown Specific Plan indicates that any new uses within the confines of an existing structure which is a designated resource or a contributor to an historic district, as defined in Title 20 of the Riverside Municipal Code, are exempt from providing any additional parking. Therefore, according to the City's requirements, the following number of parking spaces would be required for each use:

Hotel 226 rooms x (1 spaces per room) = 226 spaces

Historic Fire Station - Office 21 spaces

Fire Department Required Spaces 8 spaces

Total 255 spaces

PARKING REDUCTION MEASURES

The proposed project will consist of several factors that can reduce the number of parking spaces required for the site. These "mode and noncaptive adjustment" factors include the location of the project (downtown urban environment), provision/proximity to public transit opportunities, and ride hailing opportunities.

The typical patron of the proposed hotel use is anticipated to arrive from Ontario International Airport to attend a conference or meeting in the downtown area, attend an event at the Riverside Convention Center, visit UCR, Riverside Community Hospital, the Riverside Community College District, or the California Air Resources Board headquarters. Rather than renting a car, it is anticipated that the patrons will arrive at the hotel via a ride hailing service or public transit since the cost and convenience of such services outweigh the difficulty and expense of parking a vehicle in a downtown location.

Ride Hailing Services

Uber/Lyft provide on-demand transportation services for a reasonable cost. The fee from the Ontario Airport to the AC Marriott Hotel is approximately \$40. Once at the hotel, guests can use the Uber/Lyft services to travel to their nearby meetings/conferences rather than renting a vehicle and paying for parking.

Public Transit

Public bus service can be taken from the Ontario Airport to downtown Riverside on Omnitrans Route 61 and Riverside Transit Agency (RTA) route 204. Hotel patrons can get around in the downtown area with up to 13 routes (1,10,12,13,14,15, 22, 29, 49, 50, 200, 204, and 208) provided by RTA. RTA has stops along the major attractions in Riverside including the Convention Center, UCR, etc. This project is located in the highest quality public transportation corridor in Riverside.

Downtown Location

The urban environment promotes pedestrian mobility in lieu of vehicles. Many of the downtown offices/attractions are within walking distance of the hotel. Sidewalks and signalized intersections provide controlled crossings.

<u>Urban Land Institute (ULI) Recommended Reduction Measures</u>

The Urban Land Institute has provided mode and noncaptive parking reduction percentages for a hotel based on the factors listed above. ULI has indicated a 60% reduction factor during the weekday and a 54% reduction factor during the weekend in visitor parking for a hotel located in a downtown location (Shared Parking, 3rd Edition, Urban Land Institute, 2020, Figure 4-18 Suggested Mode and Noncaptive Adjustment Factors for Hotels). Furthermore, parking demands at hotels peak at different times of day/different months of the year. ULI's publication Shared Parking, 3rd edition (2020) provides the peaking factors by time of day and month. For the analysis provided in this report, the highest peaks (worst case conditions) were used.

The peak parking demands can be determined by applying the factors and peak demands by time of day/month for the proposed hotel use as shown below. Based on the application of these factors, the hotel will have a peak demand of 106 spaces at 8 AM on a weekday and 117 spaces at 8 AM on a weekend. Similarly, during the PM and evening peak hours, the demand decreases to 90 spaces (2 PM) and 94 spaces (11 PM) on a weekday. On a weekend, the peak parking demand during the PM and evening hours are 97 spaces (5 PM) and 107 spaces (11 PM), respectively. Attachment B contains the summary of the project's peak parking demands based on the ULI factors.

Weekday at 8 AM

Business Hotel in a Downtown Setting:

Rooms (226 rooms x 1 space/room) = 226 spaces

Adjustment due to ride hailing/public transit/urban location

(60% reduction) = -136 spaces

Peak hour adjustment (20% reduction) = - 18 spaces

Subtotal	= 106 spaces
Employees (226 rooms x .15 space/room)	= 34 spaces

Weekend at 8 AM

Business Hotel in a Downtown Setting:

Subtotal	= 117 spaces
Employees (226 rooms x .15 space/room)	= 34 spaces
Peak hour adjustment (20% Reduction)	= - 21 spaces
(54% Reduction)	= -122 spaces
Adjustment due to ride hailing/public transit/urban location	
Rooms (226 rooms x 1 space/room)	= 226 spaces

CONCLUSIONS

Based on the City's requirements, a total of 255 parking spaces (226 for the hotel, 21 for the office, and 8 for the fire department) would be required for the proposed project if each use were calculated separately. The City's parking code does not differentiate between the various hotel types nor where they are located. For example, a resort/family hotel may require more parking spaces than a downtown business hotel since renting a passenger vehicle may be more economical/convenient for a family on vacation than using a ride hailing service.

As indicated in this study, a reduction in the number of parking spaces for the downtown hotel has been determined due to the urban location of the site, the economic advantage and convenience of ride hailing services, and the availability of public transit services. The analysis indicates that a total of 106 parking spaces on a weekday and 117 parking spaces on a weekend would be the peak parking demands of the proposed hotel due to the factors. Since the project is proposed to provide 144 spaces for the hotel, 21 spaces for the offices (Historic Building), and 8 spaces for the fire department, a surplus of 27 parking spaces would be provided for the hotel.

If there are any questions regarding this evaluation, please do not hesitate to call me at (949) 244-2436.

Respectfully submitted, Trames Solutions Inc.

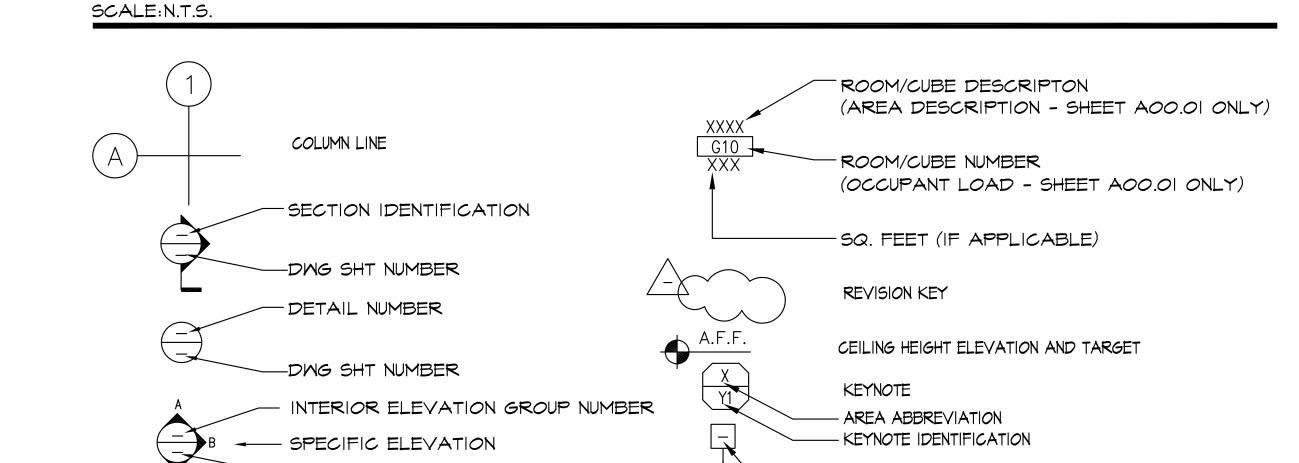


Scott Sato, P.E. Vice President

Attachment A – Site Plan Attachment B - Shared Parking Summary ATTACHMENT A

SITE PLAN

ABBREVIATIONS SCALE:N/A FIRE ALARM FLAT BAR FLOOR DRAIN FOUNDATION PLATE PLASTIC LAMINATE PLASTER AND ANGLE AT PL. PLAS. PLYWD. PLY PR. PC. PT. CENTERLINE DIAMETER OR ROUND POUND OR NUMBER EXISTING FOUNDATION FIRE EXTINGUISHER FIRE EXTINGUISHER CABINET FIRE HOSE CABINET FINISH FLOOR FLASHING FLUORESCENT FACE OF CONCRETE FACE OF FINISH FACE OF STUDS FIREPROOF FULL SIZE FOOT OR FEET FOOTING FURRING FUTURE PLYWOOD PAPER TOWEL DISPENSER COMB. PAPER TOWEL DISPENSER & RECEPTACLE PARTITION PAPER TOWEL RECEPTACLE ANCHOR BOLT ACCESSIBLE ACOUSTICAL AREA DRAIN ADJUSTABLE ABOVE FINISHED FLOOR AGGREGATE ALUMINUM QUARRY TILE RISER RADIUS REFLECTED CEILING PLAN ROOF DRAIN REFERENCE FTG. FURR FUT. ALUMINUM ANSI AM. NATL. STANDARDS INST. APPROX. APPROXIMATE REFRIGERATOR ARCHITECTURAL ASPHALT AM. SOC. OF TEST. \$ MAT. GALVANIZED GRAB BAR GENERAL CONTRACTOR GALV. G.B. G.C. BOARD BITUMINOUS BITUMINOUS BUILDING BLOCK BLOCKING BEAM BOTTOM CABINET CATCH BASIN CEMENT GLASS GROUND GRADE GYPSUM RAIN WATER LEADER H.C.WD. H.C.WD. H.D.WE. H.M.R. H.O.S. HOSE BIBB HOLLOW CORE HARDWOOD HARDWARE CEMENT CERAMIC CONTRACTOR FURNISHED, CONTRACTOR INSTALLED CORNER GUARD CAST IRON CAST IN PLACE SOAP DISPENSER HEIGHT HOLLOW METAL HORIZONTAL HOUR SLOPE SAN. NAPKIN DISPENSER SANITARY NAPKIN DISPOSAL INSIDE DIAMETER (DIM.) INSULATION INTERIOR I.D. INSUL INT. CONTROL JOINT CEILING SPECIFICATION RECESSED SPILL KIT SQUARE JANITOR JOINT COUNTER COUNTER CASED OPENING COLUMN CONCRETE CONNECTION CONSTRUCTION SERVICE SINK STAINLESS STEEL STATION STANDARD ZOLONNITRI COONNITRI COONN KITCHEN LAB. LAM. LAV. LKR. LT. L.O.S. LAMINATE CONSTRUCTION CONTINUOUS CORRIDOR CONCRETE SPLASH BLOCK CENTER COUNTERSUNK COUNTERSUNK LAVATORY LOCKER LIGHT LINE OF SIGHT STRUCTURAL SUSPENDED SYMMETRICA SEE STRUCTURAL DRAWINGS SEE CIVIL DRAWINGS SEE ELECTRICAL DRAWINGS SEE PLUMBING DRAWINGS SEE LANDSCAPE DRAWINGS SEE MECHANCIAL DRAWINGS MAX. MAX. M.D.CHB. MEETR. MEETR. MATERIAL MAXIMUM MEDICINE CHEST METAL DECK MECHANICAL MEMBRANE DOUBLE DEPARTMENT DETAIL DRINKING FOUNTAIN METAL MANUFACTURER MANHOLE TOWEL BAR TO BE DETERMINED TOP OF CURB DIMENSION MINNOOD. DISPENSER MIRROR MISCELLANEOUS MASONRY OPENING DOOR OPENING DOOR DOWNSPOUT DRY STANDPIPE TONGUE AND GROOVE THICK/THICKNESS TOP OF CONCRETE TOP OF PARAPET TOP OF STEEL TOP OF PAVEMENT TOP OF WALL TOILET PAPER DISPENSER TREAD MOUNTED MULLION DATA/COMMUNICATIONS OUTLET NORTH DRAMING NOT APPLICABLE NOT IN CONTRACT DRAWER NO. (#) NOM. N.T.S. TELEVISION TOP OF WALL TYPICAL EACH EXPANSION JOINT ELEVATION ELECTRICAL ELECTRICAL ELEVATOR ELECT ELECY ELENCL ENP. UNFINISHED UNLESS OTHERWISE NOTED URINAL OUTSIDE DIAMETER (DIM.) OUTSIDE DIM OF CURB OVERFLOW DRAIN OFFICE EMERGENCY 0.D.O. 0.F.D. 0FF. ENCLOSURE ELECTRICAL PANELBOARD O.H.S.M.S.OVAL HEAD SHEET METAL SCREW EMERGENCY SHOWER EYE WASH ELECTRIC WATER COOLER EXPOSED EXPANSION OPNG. OPP. O.F.C.I. WITH WATER CLOSET M/M.C. E.W.C. EXPO EXP. MDD W/O. WP. CT. WT. MOOD OWNER FURNISHED, CONTRACTOR INSTALLED OWNER FURNISHED, OWNER INSTALLED MITHOUT WHERE OCCURS WATERPROOF WORK POINT WAINSCOT WEIGHT EXISTING EXTERIOR



- PARTITION TYPE#

ALIGN

PROJECT SCOPE

PROJECT DESCRIPTION:

- CONSTRUCTION OF A GROUND UP 8-STORY DUAL-BRANDED HOTEL
- 2. 226 GUESTROOMS AC HOTEL - 138 GUESTROOMS
- RESIDENCE INN 88 GUESTROOMS
- BAR (AC), BUFFET (I PER BRAND) WITH SHARED KITCHEN
- PARKING FOR 173 VEHICLES IN 3.5 STORIES OF BELOW GRADE PARKING COMBINATION OF 144 SPACES FOR THE HOTEL, 21 SPACES FOR THE USE OF THE ADJACENT HISTORIC BUILDING, AND 8 DESIGNATED FOR FIRE DEPARTMENT USE.
- LOADING ZONE PROVIDED ALONG ALLEY

CODE REFERENCE

GOVERNING CODES *

- 2016 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA ELECTRIC CODE
- 2016 CALIFORNIA ENERGY CODE • 2016 CALIFORNIA MECHANICAL CODE
- 2016 CALIFORNIA PLUMBING CODE
- * ALL OTHER CURRENT MUNICIPAL AND LOCAL ORDINANCES AND REGULATIONS

PROJECT DATA SUMMARY

TOTAL LOT SIZE: 41,382 SF (0.95 ACRE)

HOTEL = 23,958 SF (0.55 ACRES)

HISTORIC BUILDING = 17,424 SF (0.40 ACRES)

HOTEL PROJECT DATA SUMMARY

PROJECT NAME: DUAL BRAND MARRIOTT PROJECT ADDRESS: 3466 MISSION INN AVENUE TYPE OF CONSTRUCTION: TYPE 3A OVER TYPE I PODIUM

OCCUPANCY GROUP: RI, A, B 8-STORIES (3)STORIES OF BELOW GRADE PARKING NUMBER OF STORIES:

HEIGHT: PROVIDED: 84'-II"

LIFE SAFETY: FULLY SPRINKLERED

BUILDING AREA:

TOTAL:

PARKING LEVEL 3: 23,000 SF PARKING LEVEL 2: 23,000 SF PARKING LEVEL I: 23,000 SF

GROUND FLOOR: 13,000 SF (INTERIOR SPACES) COVERED DROP OFF: 10,500 SF

SECOND FLOOR: 16,600 SF THIRD-SEVEN FLOOR: 17,800 x5 =89,000 SF

EIGHT FLOOR: 17,250 SF TOTAL BUILDING AREA: 215,350 SF

APPROX AREA OF HISTORIC BUILDING: LEVEL I: 12,365 SF LEVEL 2: 6,050 SF

TOTAL INTERIOR BUILDING AREA ABOVE GRADE: HOTEL:

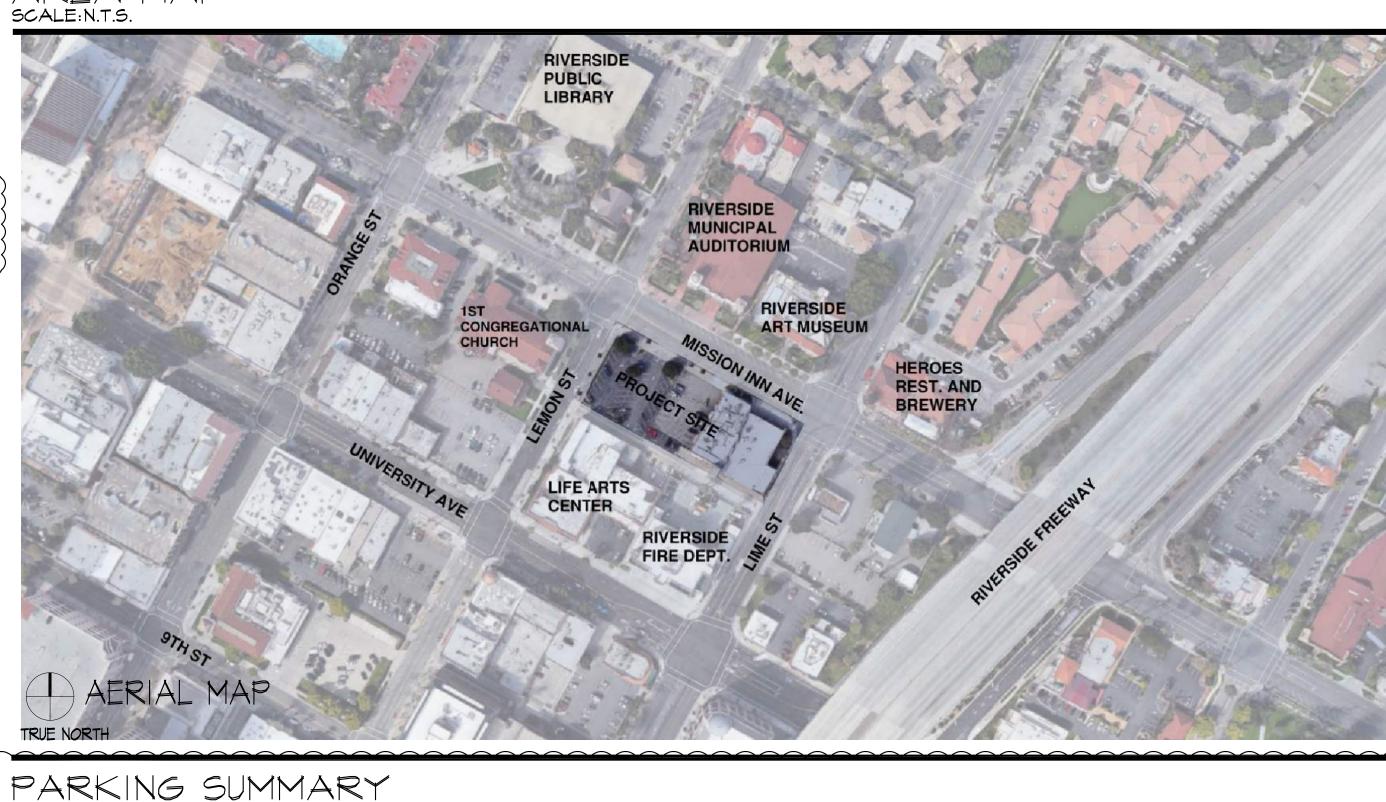
18,415 SF

HISTORIC BUILDING: 18,415 SF

154,265 SF

COMBINED PARCEL FAR: 154265/41382 = 3.73 _____

AREA MAP





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PROJECT NAME **AC MARRIOTT RESIDENCE INN DUAL BRAND**

> 3466 MISSION INN RIVERSIDE, CA



	PARKIN	G REQUIRED		
	ROOM TOTAL	PARKING RATIO	TOTAL PARKING	ACCESSIBLI
HOTEL ROOM KEYS	226	1	226	
HISTORIC BLDG			21	
DESIGNATED FOR FIRE DEPT. USE			8	
TOTAL REQ'D			255	
	PARKIN	G PROVIDED		•
HOTEL ROOM KEYS	226	0.637	144	6**
HISTORIC BLDG			21	I
DESIGNATED FOR FIRE DEPT. USE			8	
TOTAL PROPOSED			173*	7

**ACCESSIBLE PARKING SPACES: 6 REQ'D (HOTEL) - (I) REQ'D - HISTORIC BUILDING VAN PARKING SPACES: I (I REQ'D (INCLUDED WITHIN ACCESSIBLE PARKING COUNT ABOVE) (I) VAN PARKING SPACE PROVIDED, DESIGNATED, FOR HISTORIC BUILDING

ELECTRIC VEHICLE READY PARKING SPACES

TABLE 5.106.5.3.3 = TOTAL PARKING SPACES 101-200 = 10 REQUIRED EV PARKING SPACES. (I) EV VAN PARKING SPACE AND (I) STANDARD EV SPACE REQUIRED WITH ACCESSIBLE LOADING ZONE

BIKE PARKING

IO SHORT-TERM BICYCLE PARKING SPACES REQUIRED

FUEL EFFICIENT VEHICLE DESIGNATION

PER CHART 5.106.5.2 - 16 PARKING SPACES REQUIRED TO BE DESIGNATED FOR LOW-EMITTING, FUEL-EFFICIENT AND CARPOOL / VAN POOL VEHICLES.

* 173 SPACES PROVIDED WITHIN THE STRUCTURE - 21 DESIGNATED FOR USE BY THE CREATIVE OFFICE BUILDING - 8 DESIGNATED FOR FIRE DEPARTMENT USE.

GUESTROOM SUMMARY

AC HOTEL						RESIDENCE INN HOTEL					
	AREA	ROOM TOTAL	TOTAL AC	TOTAL RI	QQ 315 SF	K 315 SF	METRO K 280 SF	MOBILITY K 400 SF	MOBILITY QQ 400 SF	STUDIO K 420 SF	MOBILITY &
IST FLOOR	12,777*			L	NO (SUESTROOMS	AT GROUND FL	OOR			I
2ND FLOOR	16,265	24	14	10	3	4	7	0	0	10	0
3RD FLOOR	17,676	34	2	13	5	5	10	I	0	13	0
4TH FLOOR	17,676	34	21	13	5	5	10	I	0	12	
5TH FLOOR	17,676	34	2	13	5	5	10	0	1	12	
6TH FLOOR	17,676	34	2	13	5	5	10	0	1	12	1
7TH FLOOR	17,676	34	2	13	5	5	10	I	0	12	1
8TH FLOOR	17,038	32	19	13	4	5	9	I	0	12	1
TOTAL	134460	226*	138	88	32	34	66	4	2	83	5
PERCENTAGE			61	39	14.159	15.044	29.204	1.770	0.885	36.726	2.212

* A GUESTROOM COUNT OF 226 REQUIRES 10 GUESTROOMS TO BE PROVIDED WITH MOBILITY FEATURES. (3) ARE TO BE EQUIPPED WITH ROLL-IN-SHOWERS, AND (7) ARE TO BE EQUIPPED WITHOUT ROLL-IN SHOWERS (17) GUESTROOMS ARE REQUIRED TO BE EQUIPPED WITH COMMUNICATION FEATURES. (I) GUESTROOM THAT PROVIDES MOBILITY FEATURES MUST ALSO PROVIDE FOR COMMUNICATION FEATURES.

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AI.0I	SITE PLAN
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A4.01	BUILDING ELEVATIONS AND MATERIALS
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LTG-I.I	SITE PHOTOMETRICS
LTG-2.0	EXTERIOR LIGHTING CUT SHEETS
LTG-2.I	EXTERIOR LIGHTING CUT SHEETS
,	

NO. DATE ISSUES AND REVISIONS BY

1. 7/22/19 ENTITLEMENT SET 2. 7/23/20 ENTITLEMENT REVISED 3. 10/27/20 ENTITLEMENT W/ LANDSCAPE 4. 01/22/21 ENTITLEMENT RESPONSE 1

PROJECT NUMBER COMPUTER FILE

SCALE

PROJECT NAME

DESCRIPTION **GENERAL**

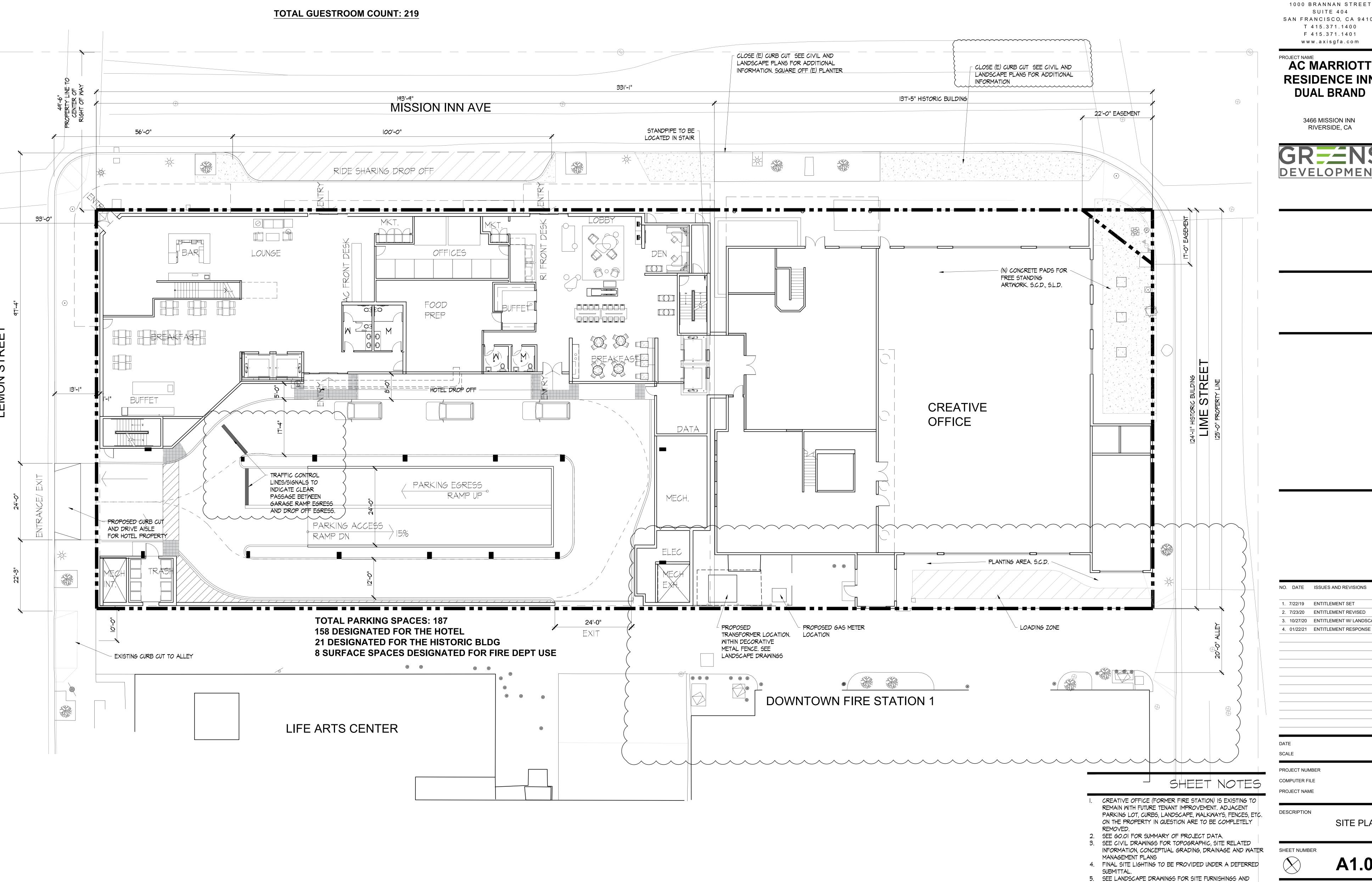
SHEET NUMBER

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SYMBOLS

DWG SHT NUMBER

-DOOR NUMBER



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AC MARRIOTT RESIDENCE INN



NO. DATE ISSUES AND REVISIONS BY

3. 10/27/20 ENTITLEMENT W/ LANDSCAP

SITE PLAN

A1.01

PLANTINGS

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING

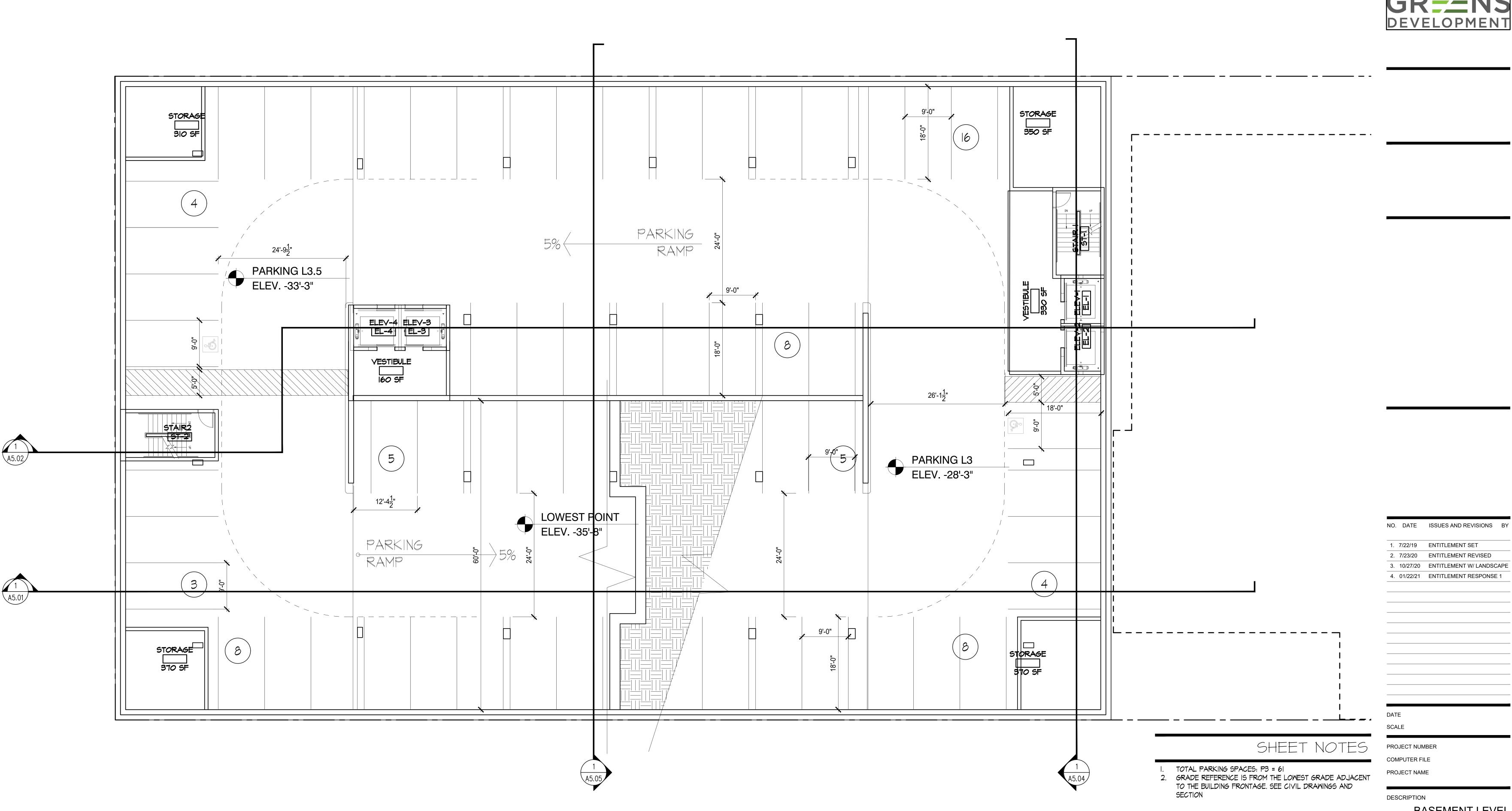


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PROJECT NAME

AC MARRIOTT **RESIDENCE INN DUAL BRAND**

3466 MISSION INN RIVERSIDE, CA



1. 7/22/19 ENTITLEMENT SET 2. 7/23/20 ENTITLEMENT REVISED

4. 01/22/21 ENTITLEMENT RESPONSE 1

BASEMENT LEVEL

A2.B3

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING



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PROJECT NAME

AC MARRIOTT **RESIDENCE INN DUAL BRAND**



STORAGE

18'-0"

STORAGE

370 SF

26'-0"

PARKING L2
ELEV. -18'-3"

9'-0"

2. 7/23/20 ENTITLEMENT REVISED

3. 10/27/20 ENTITLEMENT W/ LANDSCAPE 4. 01/22/21 ENTITLEMENT RESPONSE 1

PROJECT NUMBER COMPUTER FILE

SHEET NOTES

TOTAL PARKING SPACES: P2 = 60

3.2. PARKING L2- 9 SPACES

2. GRADE REFERENCE IS FROM THE LOWEST GRADE ADJACENT TO THE BUILDING FRONTAGE. SEE CIVIL DRAWINGS AND

3. 21 TOTAL SHADED PARKING SPACES ARE DESIGNATED FOR

USE OF THE HISTORIC BUILDING/CREATIVE OFFICE.

3.1. PARKING LI - 12 SPACES INCL. I VAN ACCESSIBLE SPACE

PROJECT NAME

DESCRIPTION BASEMENT LEVEL 2

SHEET NUMBER

A2.B2

FLOOR PLAN SCALE: 1/8" = 1'-0"

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PARKING

PARKING L2.5

ELEV. -23'-3"

(3)

ELEV-4 ELEV-3

VESTIBULE

[I60 SF

12'-41"

PARKING

RAMP

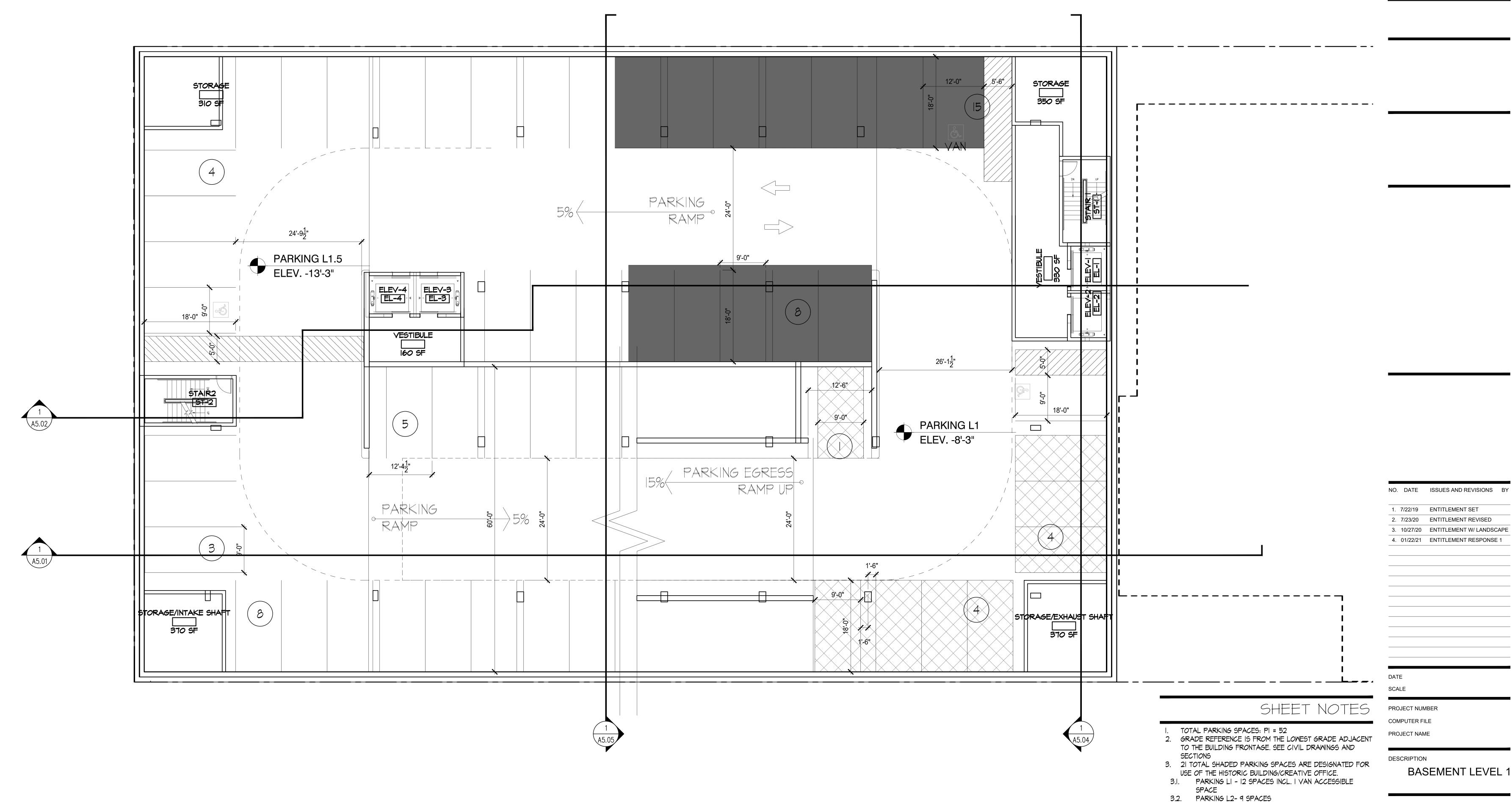


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PROJECT NAME AC MARRIOTT **RESIDENCE INN DUAL BRAND**

3466 MISSION INN RIVERSIDE, CA





FLOOR PLAN

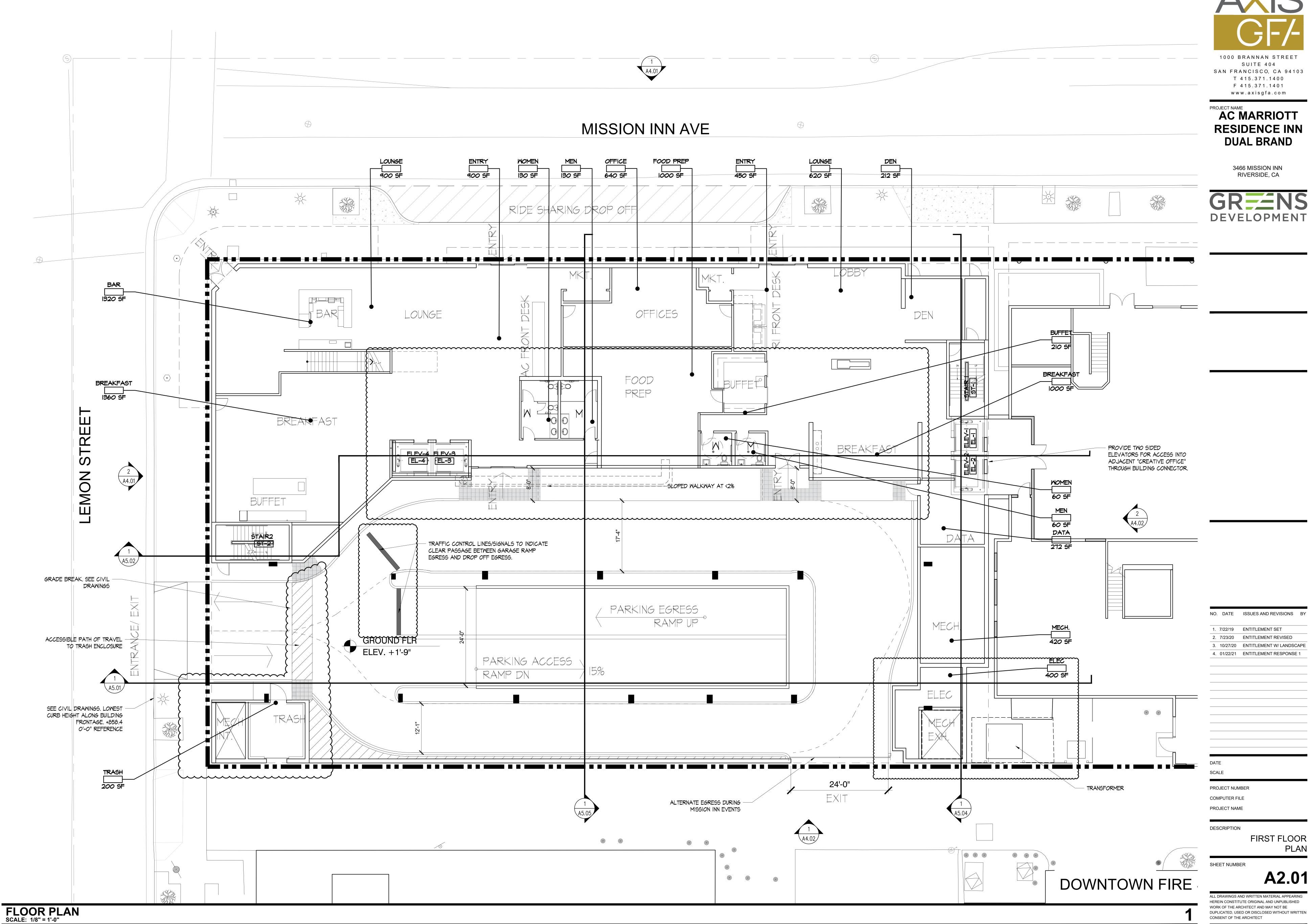
SCALE: 1/8" = 1'-0"

A2.B1

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4. 8 SPACES SHOWN CROSS-HATCHED DESIGNATED FOR USE BY

THE FIRE DEPARTMENT.



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ATTACHMENT B

ULI PEAK PARKING DEMAND SUMMARY

Copyright © 2020 All rights reserved. The Urban Land Institute, International Council of Shopping Centers, and National Parking Association.

Project: AC Marriott

Description: Hotel and Office

						Chau	ad Daubina	Damand										
					D I		ed Parking			EKEND								
	1				Weekday	(iviontn: #	APRIL Pe	ak Period:	8 AIVI, WE	Weekend				Weekday			Weekend	
	Droin	ct Data					1						Peak Hr	Peak Mo	Fatherstad	Peak Hr	Peak Mo	Estimated
Land Use	Projec	LI Dala	Base	Driving	Non- Captive	Project	Unit For	Base	Driving	Non- Captive	Project	Unit For	Peak Hr Adj	Adj	Estimated Parking	Peak Hr Adj	Adj	Parking
	Quantity	Unit	Ratio	Adj	Ratio	Ratio	Ratio	Ratio	Adj	Ratio	Ratio	Ratio	8 AM	April	Demand	8 AM	April	Demand
	Quantity	Unit			Natio		D	etail		Itatio			8 AIVI	April	Demand	8 AIVI	April	Demand
								d Beverage	<u> </u>									
						Ent	ertainment											
						Lin		l Residenti										
Hotel-Business	226	keys	1.00	40%	100%	0.40	key	1.00	46%	100%	0.46	key	80%	100%	72	80%	100%	83
Hotel-Leisure	220	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	90%	100%		90%	100%	-
Hotel Employees	226	keys	0.15	100%	100%	0.15	key	0.15	100%	100%	0.15	key	100%	100%	34	100%	100%	34
Restaurant/Lounge	220	sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	30%	92%	-	30%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	30%	100%	_	30%	100%	_
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	30%	100%	_	30%	100%	_
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	30%	100%	-	30%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	50%	55%	-	50%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	50%	55%	-	50%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	60%	100%	-	60%	100%	-
							0	ffice										
							Additiona	al Land Use	es									
													Custom	er/Visitor	72	Cust	tomer	83
													Employee	e/Resident	34	Employe	e/Resident	34
													Rese	erved	-	Res	erved	-
													To	otal	106	To	otal	117

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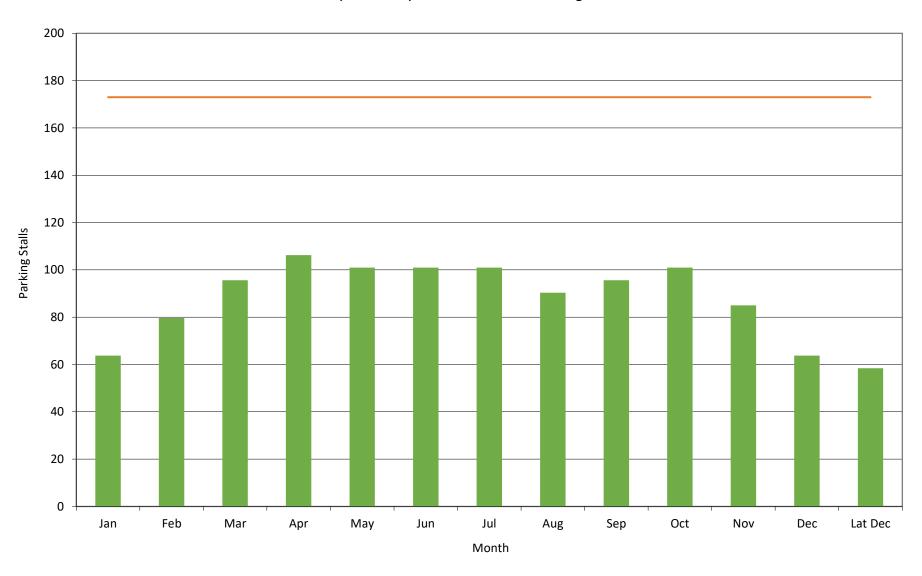
Project: AC Marriott

Description: Hotel and Office

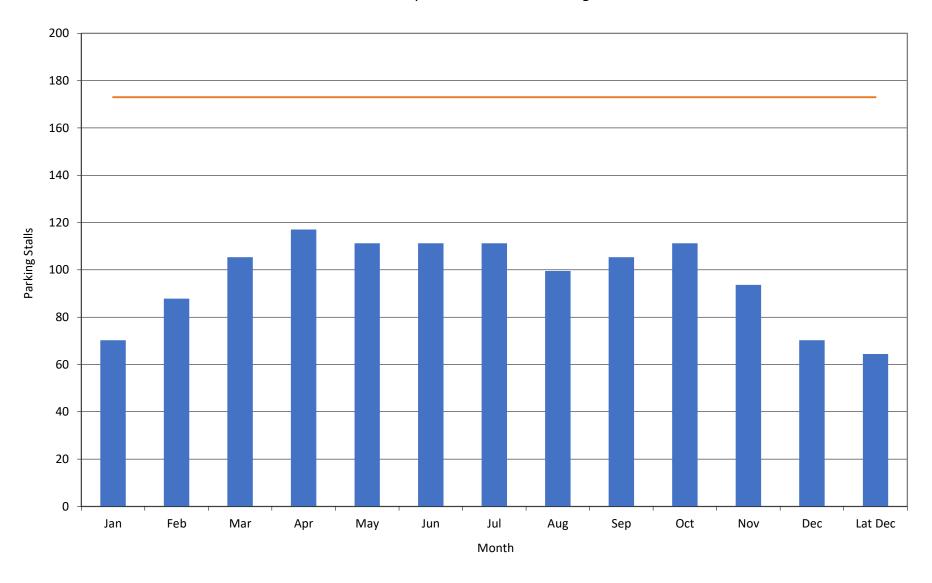
Monthly Comparison Summary															
		Weekday													
Month	Ovei	rall Pk	AM P	eak Hr	PM F	eak Hr	Eve Peak Hr								
	Time	Demand	Time	Demand	Time	Demand	Time	Demand							
January	8 AM	64	8 AM	64	2 PM	53	11 PM	56							
February	8 AM	80	8 AM	80	2 PM	66	11 PM	70							
March	8 AM	96	8 AM	96	2 PM	79	11 PM	84							
April	8 AM	106	8 AM	106	2 PM	88	11 PM	94							
May	8 AM	101	8 AM	101	2 PM	84	11 PM	89							
June	8 AM	101	8 AM	101	2 PM	84	11 PM	89							
July	8 AM	101	8 AM	101	2 PM	84	11 PM	89							
August	8 AM	90	8 AM	90	2 PM	90	11 PM	80							
September	8 AM	96	8 AM	96	2 PM	79	11 PM	84							
October	8 AM	101	8 AM	101	2 PM	84	11 PM	89							
November	8 AM	85	8 AM	85	2 PM	71	11 PM	75							
December	8 AM	64	8 AM	64	2 PM	53	11 PM	56							
Late December	8 AM	58	8 AM	58	2 PM	48	11 PM	52							

	Monthly Comparison Summary															
		Weekend														
Month	Ove	rall Pk	AM F	Peak Hr	PM F	eak Hr	Eve Peak Hr									
	Time	Demand	Time Demand		Time	Demand	Time	Demand								
January	8 AM	70	8 AM	70	5 PM	58	11 PM	64								
February	8 AM	88	8 AM	88	5 PM	72	11 PM	81								
March	8 AM	105	8 AM	105	5 PM	87	11 PM	97								
April	8 AM	117	8 AM	117	5 PM	97	11 PM	107								
May	8 AM	111	8 AM	111	5 PM	92	11 PM	102								
June	8 AM	111	8 AM	111	5 PM	92	11 PM	102								
July	8 AM	111	8 AM	111	5 PM	92	11 PM	102								
August	8 AM	100	8 AM	100	5 PM	82	11 PM	91								
September	8 AM	105	8 AM	105	5 PM	87	11 PM	97								
October	8 AM	111	8 AM	111	5 PM	92	11 PM	102								
November	8 AM	94	8 AM	94	5 PM	77	11 PM	86								
December	8 AM	70	8 AM	70	5 PM	58	11 PM	64								
Late December	8 AM	64	8 AM	64	5 PM	53	11 PM	59								

Weekday Month-by-Month Estimated Parking Demand



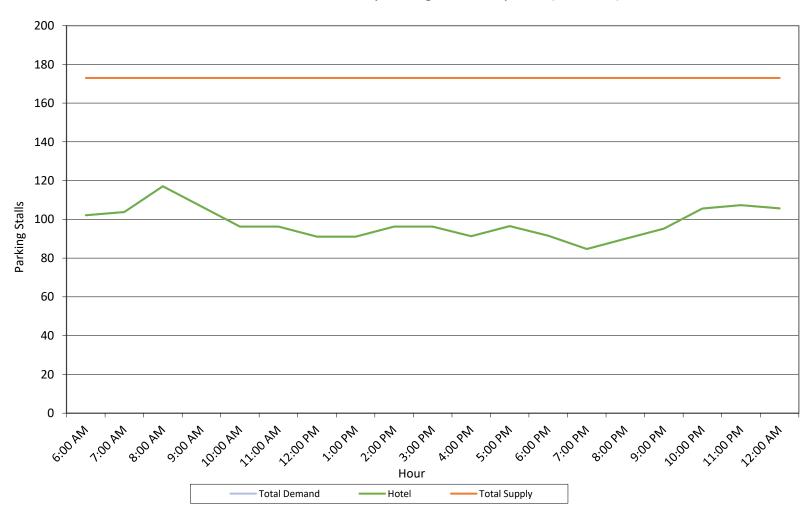
Weekend Month-by-Month Estimated Parking Demand



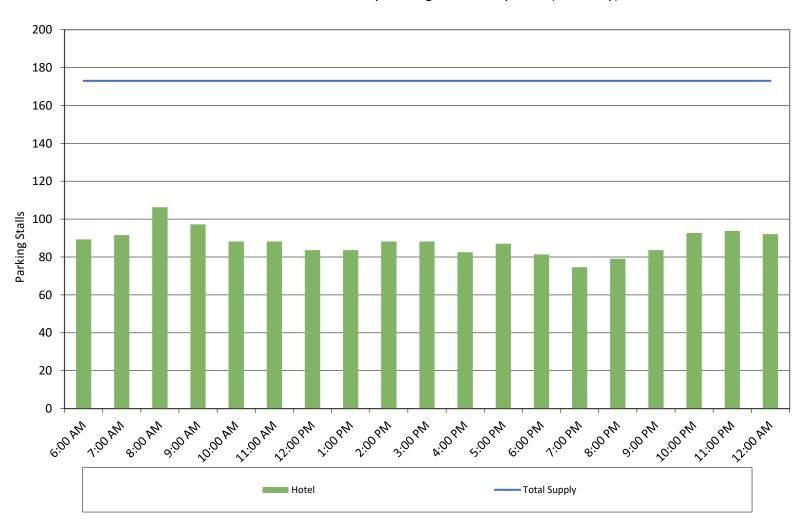
Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)



Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)

