

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
<u>Fire Department Required Spaces</u>		<u>8 spaces</u>
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.

### Urban Land Institute (ULI) Recommended Reduction Measures

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**, 3<sup>rd</sup> 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

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

#### Weekend 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 (54% Reduction)	= -122 spaces
Peak hour adjustment (20% Reduction)	= - 21 spaces
<u>Employees (226 rooms x .15 space/room)</u>	<u>= 34 spaces</u>
<b>Subtotal</b>	<b>= 117 spaces</b>

### **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

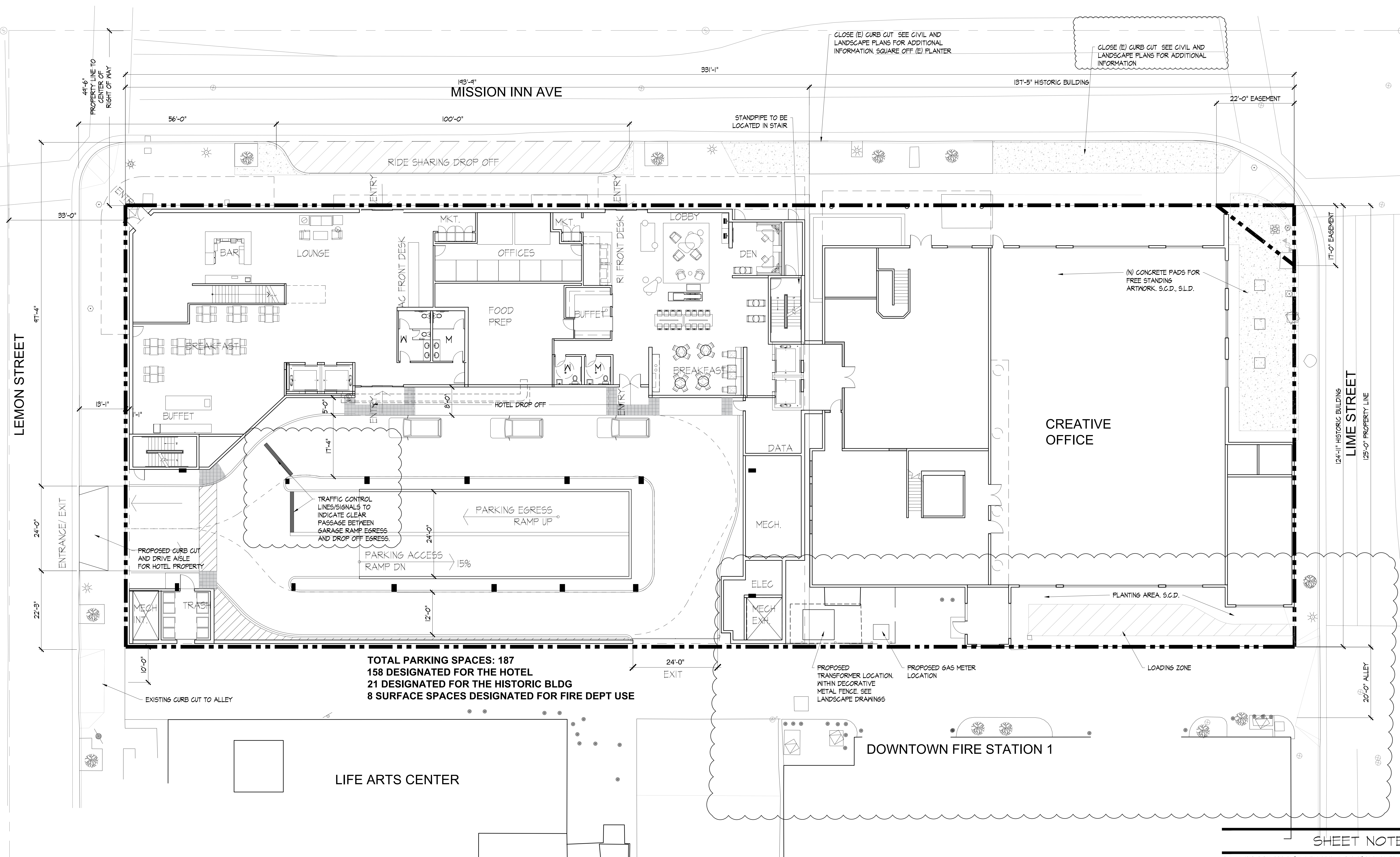
SITE PLAN







**TOTAL GUESTROOM COUNT: 219**



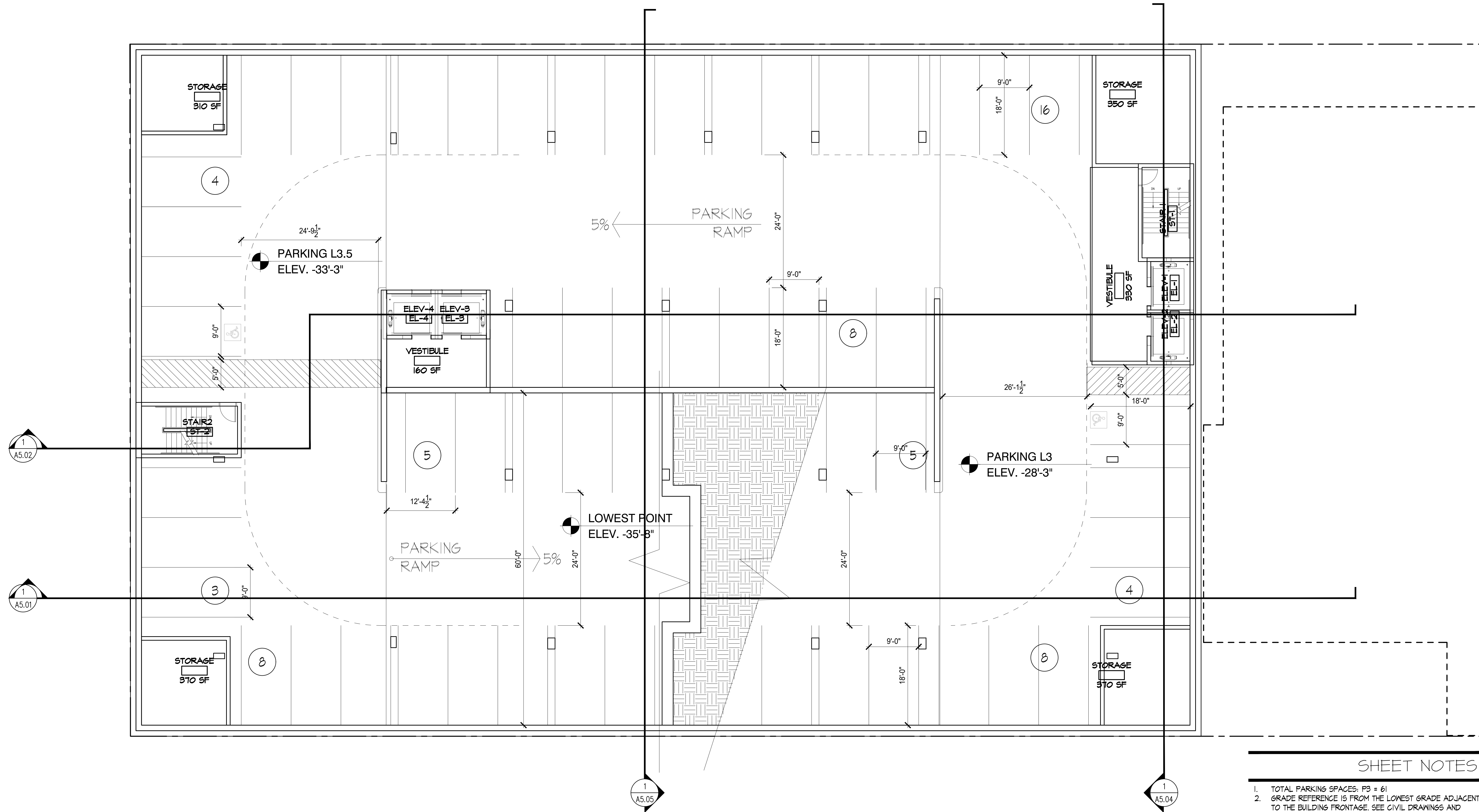
## SHEET NOTES

1. CREATIVE OFFICE (FORMER FIRE STATION) IS EXISTING TO REMAIN WITH FUTURE TENANT DIFFERENT FROM ADJACENT PARKING LOT, CURBS, LANDSCAPE, WALKWAYS, FENCES, ETC ON THE PROPERTY IN QUESTION ARE TO BE COMPLETELY REMOVED.
2. SEE 60.01 FOR SUMMARY OF PROJECT DATA.
3. SEE CIVIL DRAWINGS FOR TOPOGRAPHIC, SITE RELATED INFORMATION, CONCEPTUAL GRADING, DRAINAGE AND WATER MANAGEMENT PLANS
4. FINAL SITE LIGHTING TO BE PROVIDED UNDER A DEFERRED SCHEDULE
5. SEE LANDSCAPE DRAWINGS FOR SITE FURNISHINGS AND PLANTINGS

# SITE PLAN

SCALE: 3/32" = 1'-0"

P19-0560-0582 Exhibit 9 - Parking Study



#### SHEET NOTES

1. TOTAL PARKING SPACES: P3 = 61
2. GRADE REFERENCE IS FROM THE LOWEST GRADE ADJACENT TO THE BUILDING FRONTAGE. SEE CIVIL DRAWINGS AND SECTION

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	

DATE  
SCALE

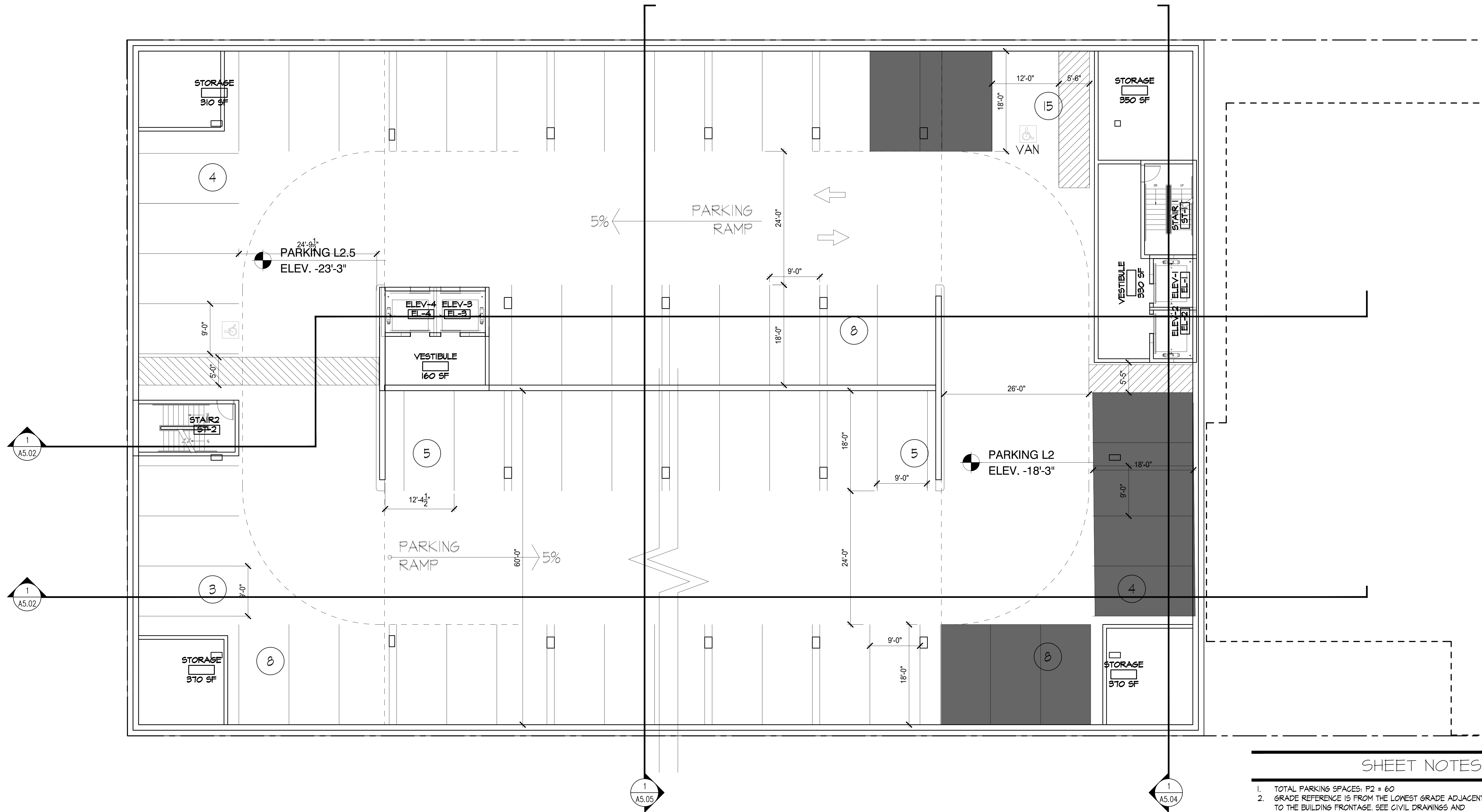
PROJECT NUMBER  
COMPUTER FILE  
PROJECT NAME

DESCRIPTION  
**BASEMENT LEVEL**  
**3**

SHEET NUMBER  
**A2.B3**

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT





#### SHEET NOTES

1. TOTAL PARKING SPACES: P2 = 60
2. GRADE REFERENCE IS FROM THE LOWEST GRADE ADJACENT TO THE BUILDING FRONTAGE. SEE CIVIL DRAWINGS AND SECTION
3. 21 TOTAL SHADED PARKING SPACES ARE DESIGNATED FOR USE OF THE HISTORIC BUILDING/CREATIVE OFFICE.
  - 3.1. PARKING L1 - 12 SPACES INCL. 1 VAN ACCESSIBLE SPACE
  - 3.2. PARKING L2- 9 SPACES

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	

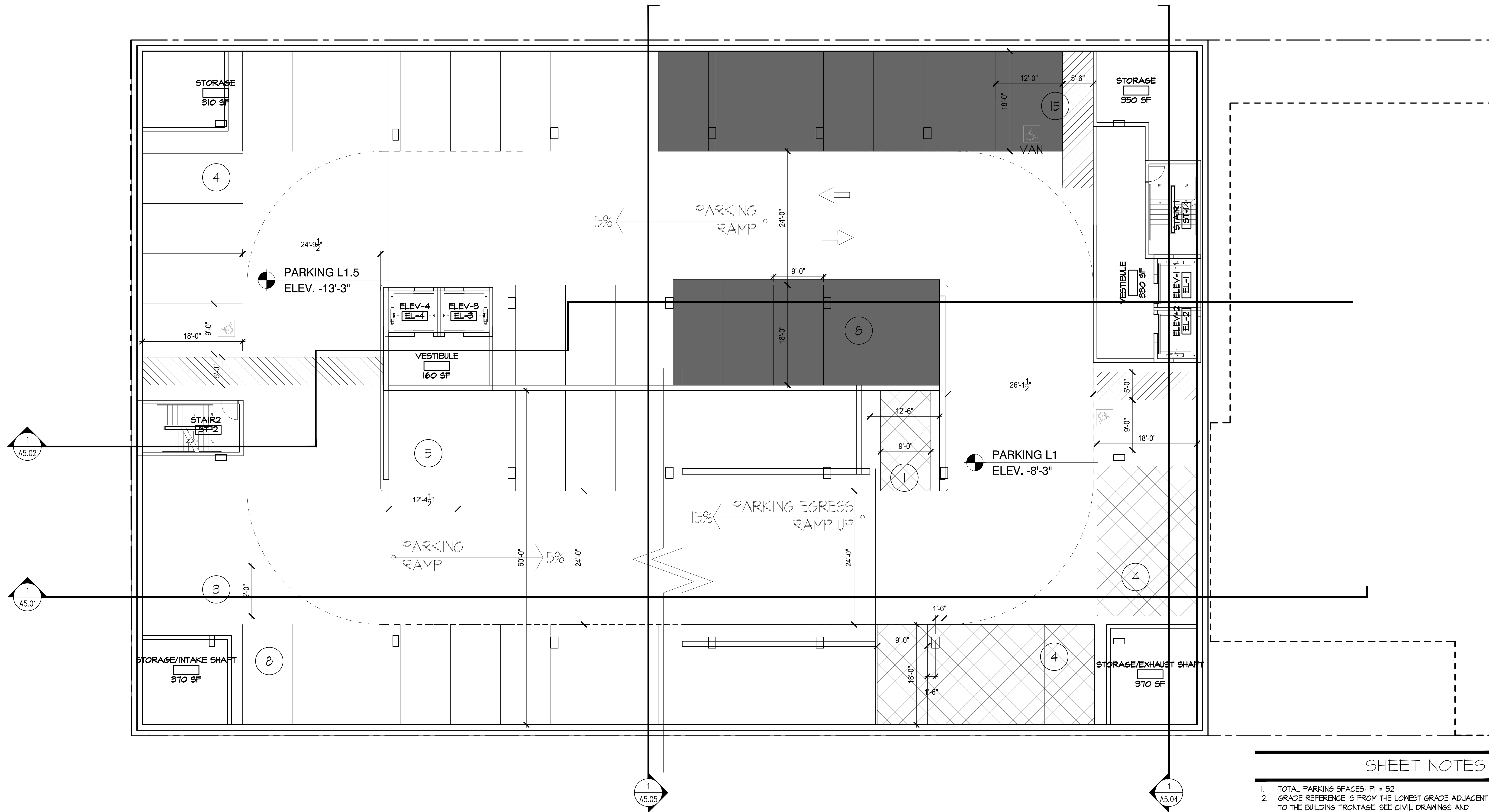
DATE
SCALE
PROJECT NUMBER
COMPUTER FILE
PROJECT NAME

DESCRIPTION
BASEMENT LEVEL 2

SHEET NUMBER
<b>A2.B2</b>

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT





**SHEET NOTES**

1. TOTAL PARKING SPACES: P1 = 52
2. GRADE REFERENCE IS FROM THE LOWEST GRADE ADJACENT TO THE BUILDING FRONTAGE. SEE CIVIL DRAWINGS AND SECTIONS
3. 21 TOTAL SHADED PARKING SPACES ARE DESIGNATED FOR USE OF THE HISTORIC BUILDING/CREATIVE OFFICE.
  - 3.1. PARKING L1 - 12 SPACES INCL. 1 VAN ACCESSIBLE SPACE
  - 3.2. PARKING L2 - 9 SPACES
  - 3.3. 8 SPACES SHOWN CROSS-HATCHED DESIGNATED FOR USE BY THE FIRE DEPARTMENT.

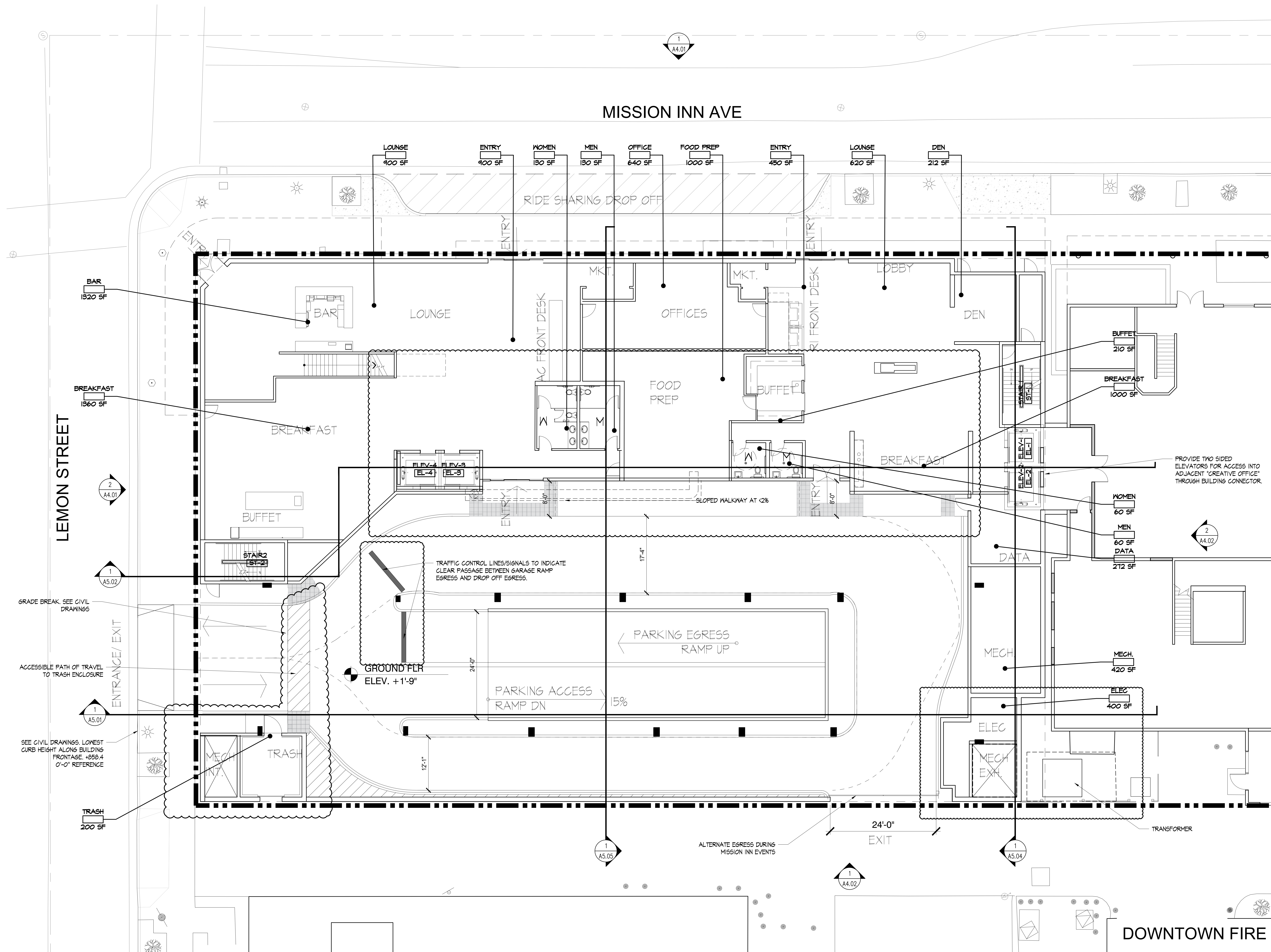
NO.	DATE	ISSUES AND REVISIONS	BY
1.	7/22/19	ENTITLEMENT SET	
2.	7/23/20	ENTITLEMENT REVISED	
3.	10/27/20	ENTITLEMENT W/ LANDSCAPE	
4.	01/22/21	ENTITLEMENT RESPONSE 1	

DATE  
SCALE

PROJECT NUMBER  
COMPUTER FILE  
PROJECT NAME

DESCRIPTION  
**BASEMENT LEVEL 1**

SHEET NUMBER  
**A2.B1**



## ATTACHMENT B

### ULI PEAK PARKING DEMAND SUMMARY



Project: AC Marriott  
Description: Hotel and Office

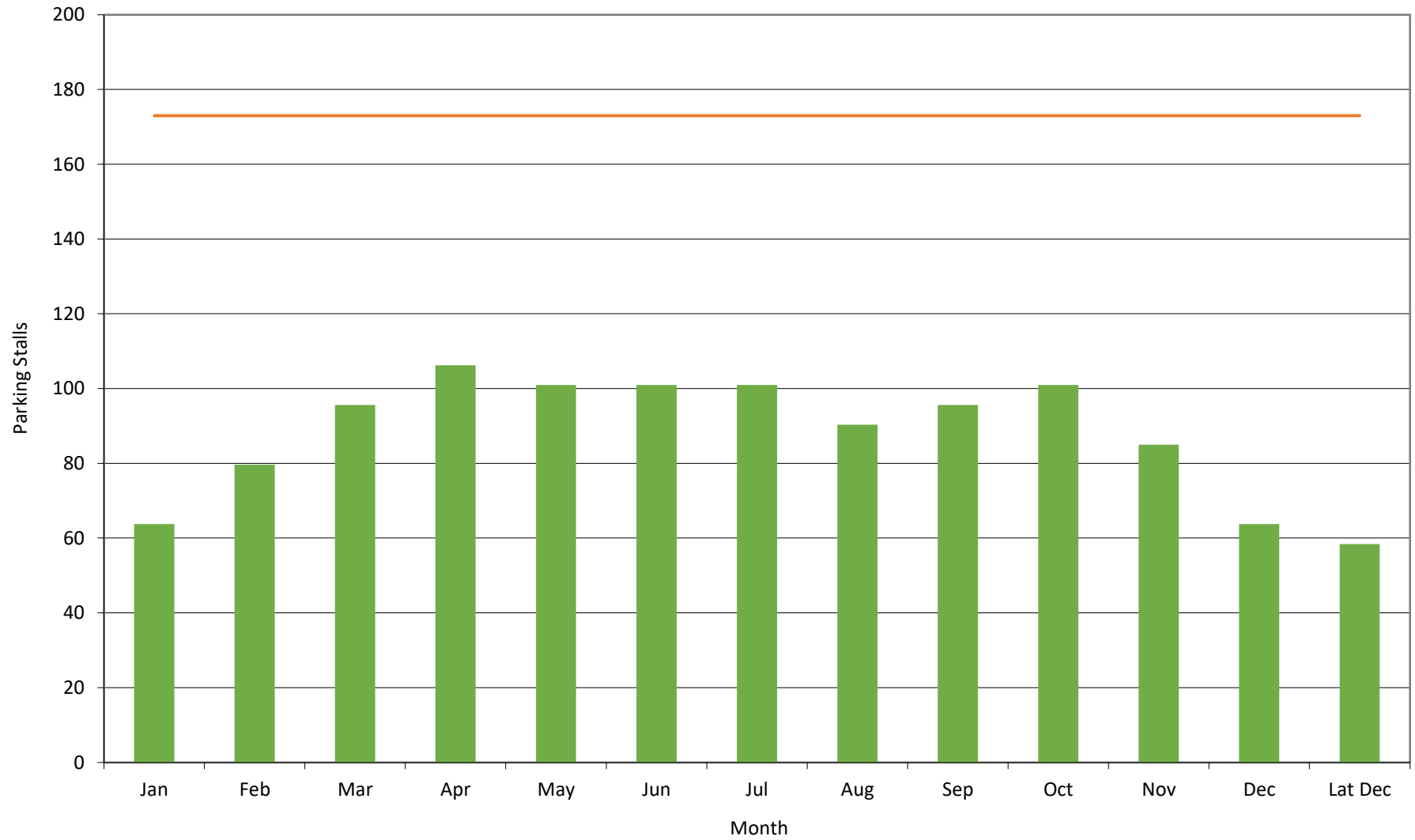
Shared Parking Demand Summary																		
Peak Month: APRIL -- Peak Period: 8 AM, WEEKEND																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
	Quantity	Unit											8 AM	April	Demand	8 AM	April	Demand
Retail																		
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
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		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		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%	-
Office																		
Additional Land Uses																		
													Customer/Visitor		72	Customer		83
													Employee/Resident		34	Employee/Resident		34
													Reserved		-	Reserved		-
													Total		106	Total		117

**Project:** AC Marriott  
**Description:** Hotel and Office

Monthly Comparison Summary								
Month	Weekday							
	Overall Pk		AM Peak Hr		PM Peak 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

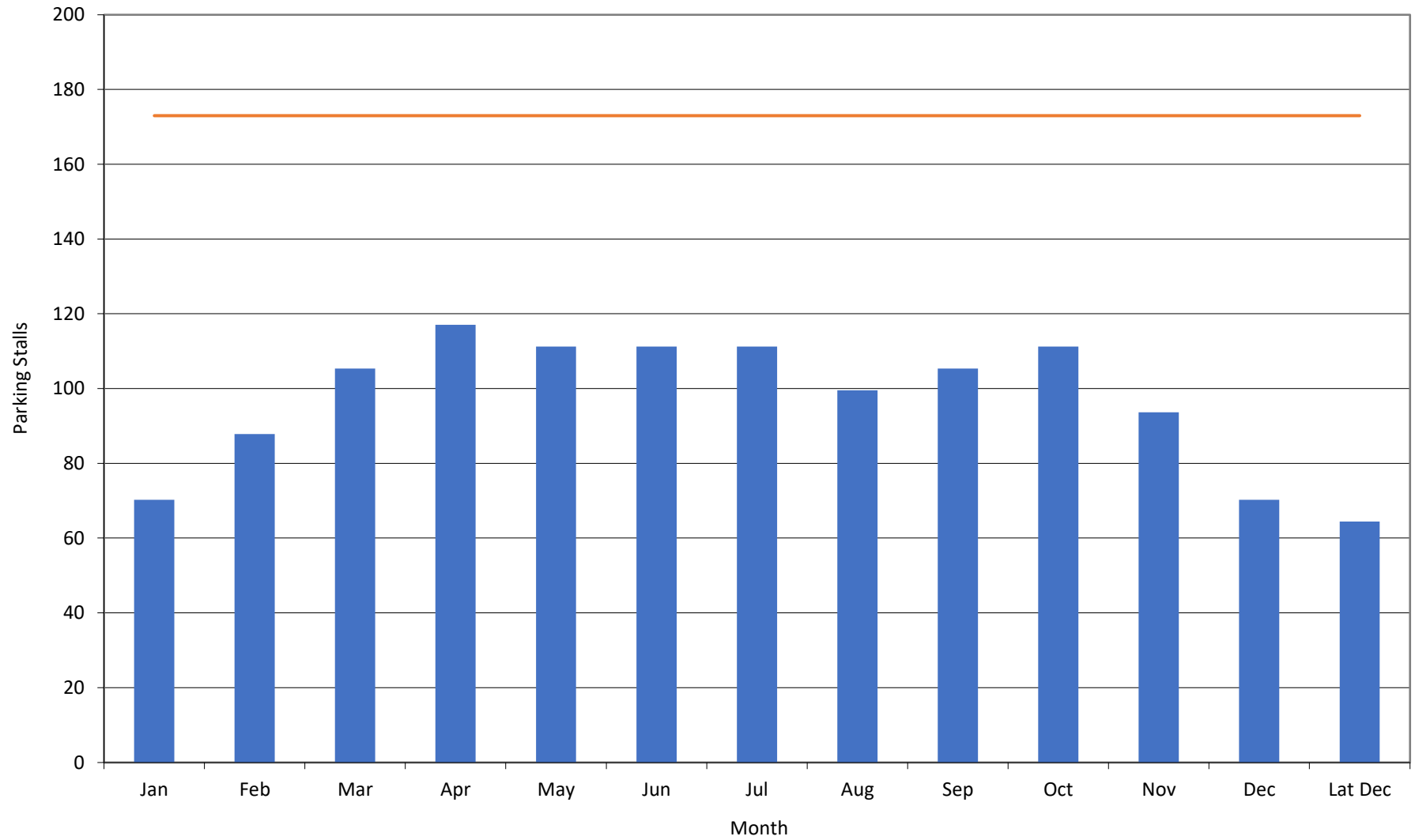
Monthly Comparison Summary								
Month	Weekend							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	8 AM	70	8 AM	70	5 PM	58	11 PM	64
February	8 AM	88	8 AM	88	5 PM	72	11 PM	81
March	8 AM	105	8 AM	105	5 PM	87	11 PM	97
April	8 AM	117	8 AM	117	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



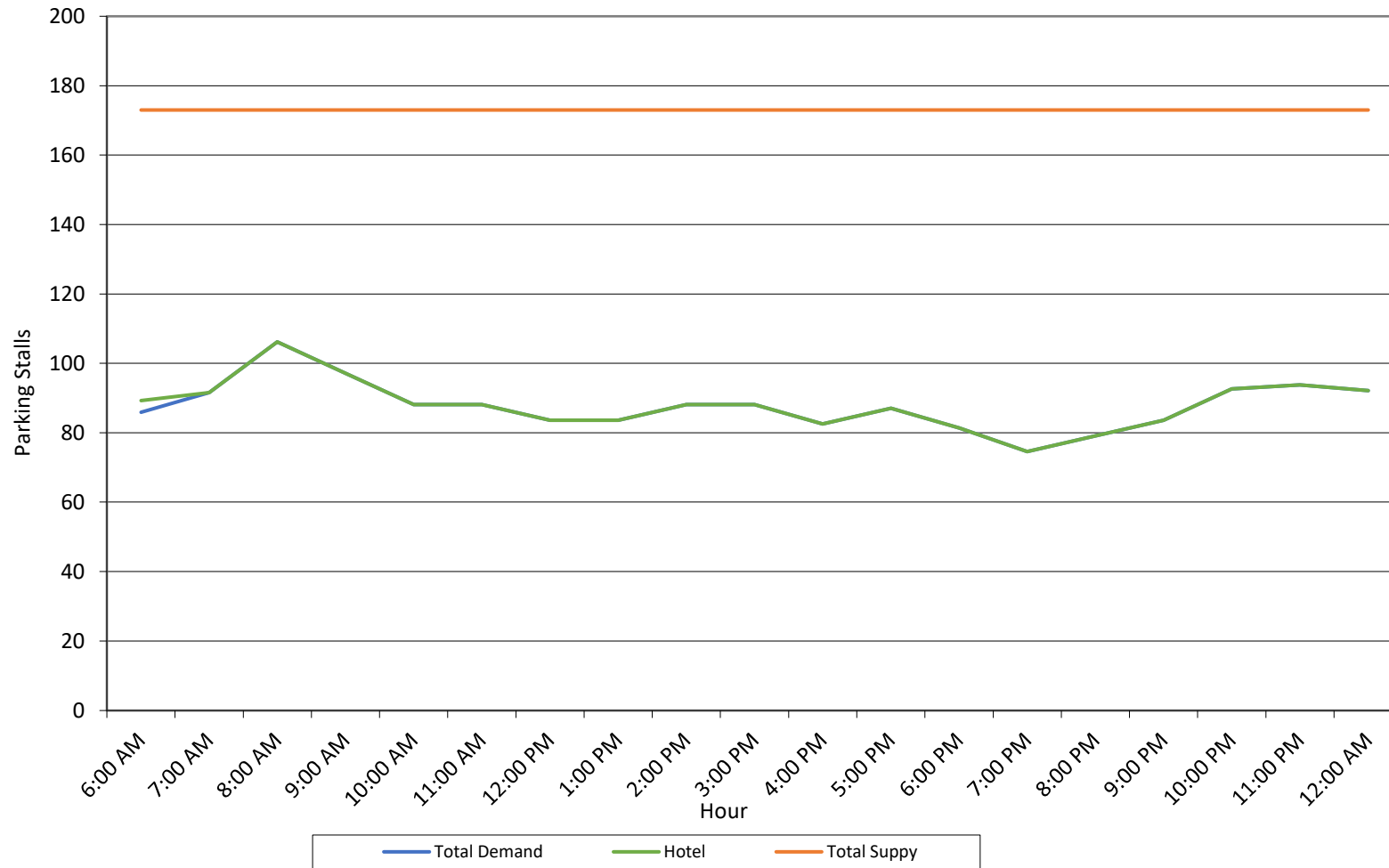


Weekend Month-by-Month Estimated Parking Demand



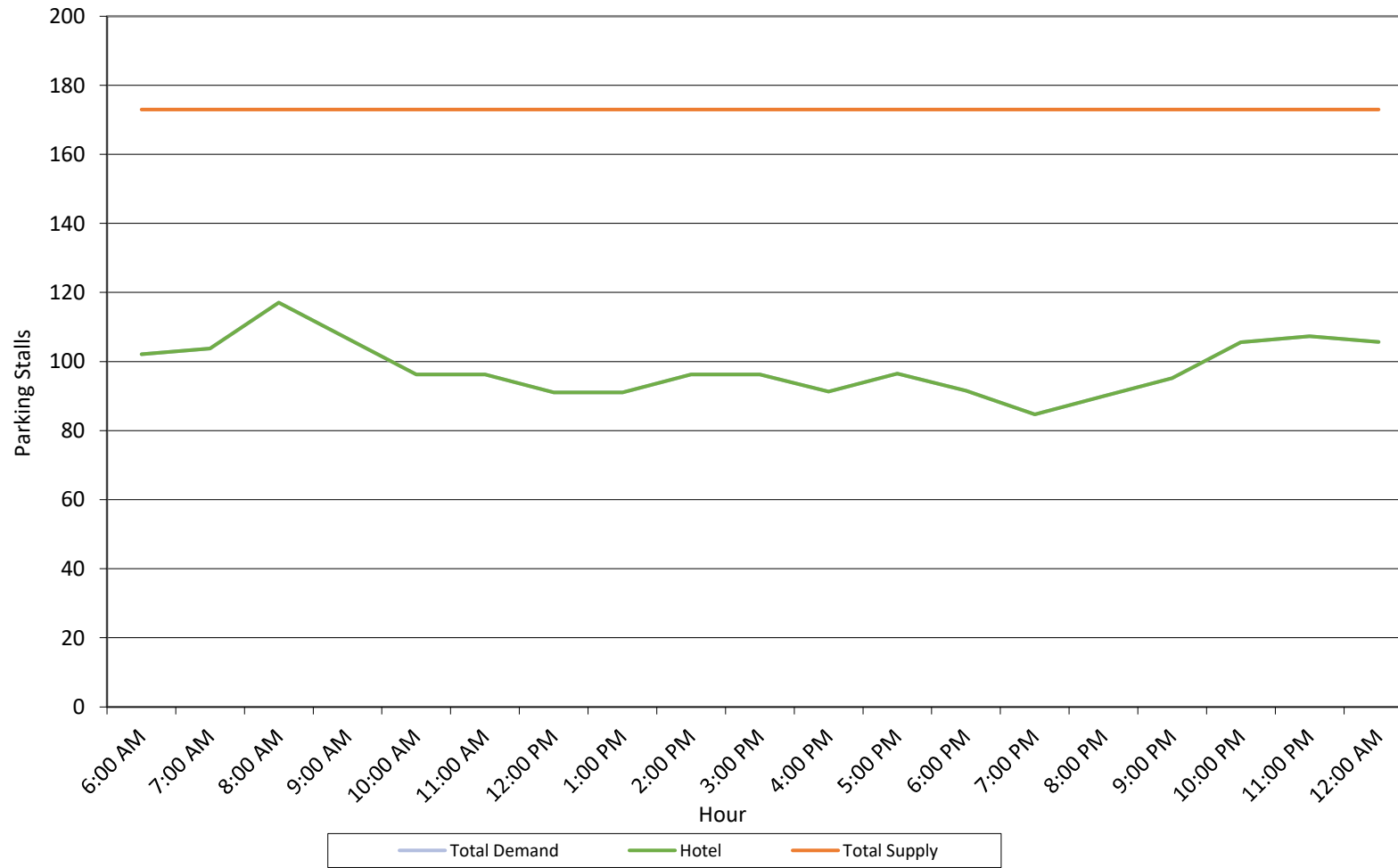
September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekday)

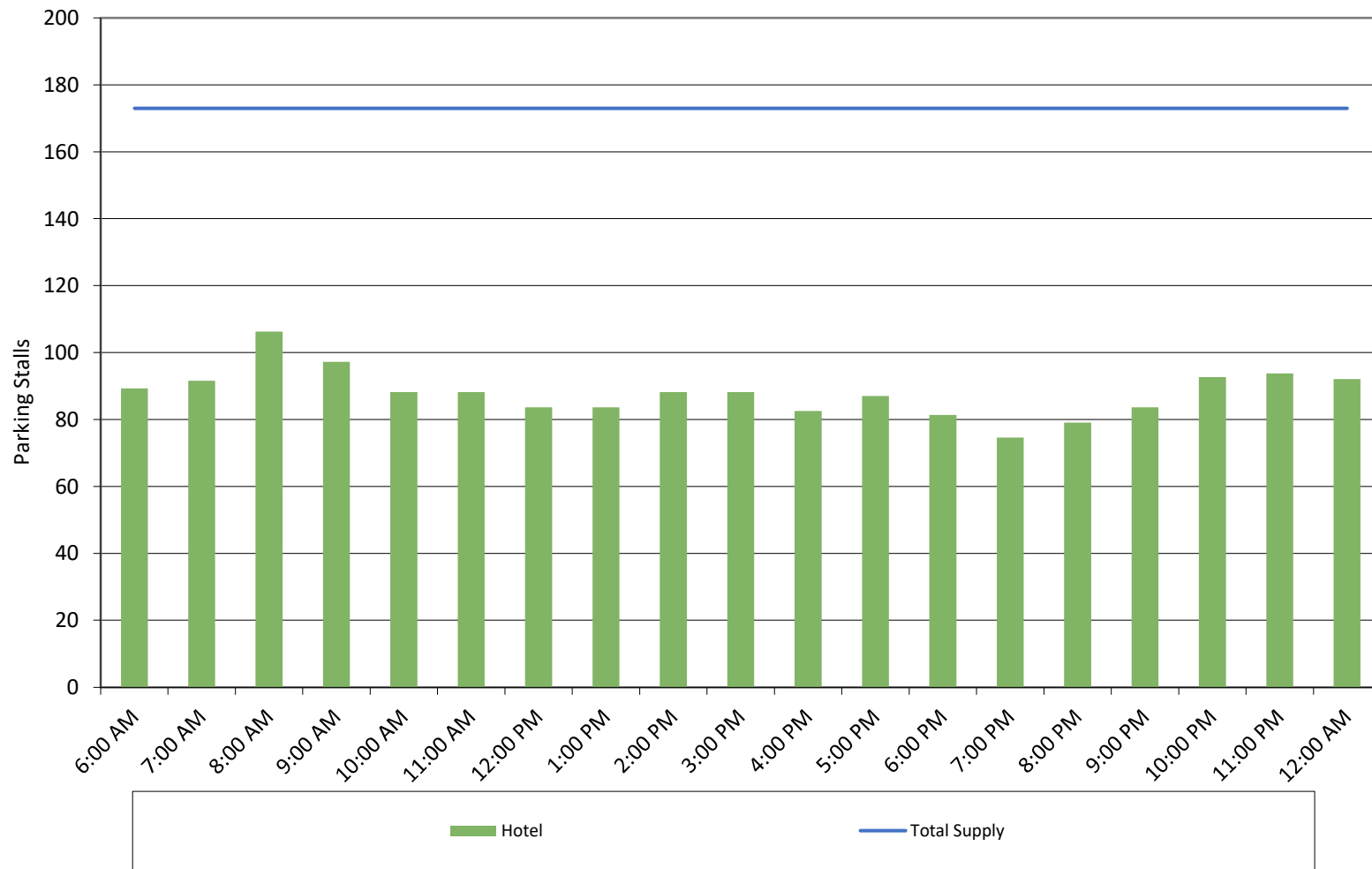


September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekend)



Peak Month Daily Parking Demand by Hour (Weekday)





Peak Month Daily Parking Demand by Hour (Weekend)

