

Draft Parking Management Plan For the Home 2 Suites Hotel

Sunnyvale, California

December 20, 2019



Table of Contents

Introduction	2
Project Description	2
Proposed Parking Operations	3
Self-parking	3
Valet Parking	3
Hotel-Operated Shuttle Service.....	3
Summary	4

Figures

Figure 1 Time of Day Distribution for Parking Demand	2
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Appendices

- Appendix A – TJKM Technical Memorandum on Parking Analysis
- Appendix B – Site Plan and Parking Plan
- Appendix C – ITE Parking Demand (Land Use: 311 All Suites Hotel)

INTRODUCTION

This is the Parking Management Plan for the Home 2 Suites Hotel to be located at 1296 Lawrence Station Road in the City of Sunnyvale. The purpose of a parking management plan is to manage the use of parking on a property. As per the **Sunnyvale Municipal Code § 19.46.160 (c)**, the parking management plan shall include information about peak-hour use, the total number of parking spaces, distribution of parking on the site, needs of specific users, including employees, guests, residents and patrons, and other applicable information deemed necessary. TJKM prepared a Parking Analysis for the proposed Home 2 Suites on May 30, 2018 and concluded that the proposed parking supply is adequate for all employees and guests, attached in **Appendix A**. This Parking Management Plan is to supplement the approved parking study and provide details about the parking strategies that will be adopted as a part of the plan.

PROJECT DESCRIPTION

The hotel will include 128 guestrooms and provide 80 parking stalls. As shown on the site plan, there will be 20 surface parking stalls, 18 stalls in the first level of the parking garage, and 42 parking stalls on the upper level of the parking garage. The upper-level stalls consist of 21 two-level mechanical car lifts. These are illustrated in the second sheet of the site plan as shown in **Appendix B**.

The upper-level mechanical car lifts each holds two cars, one of which is parked directly on the garage floor with no ramps. The second is driven onto an approximate four inch thick steel platform, which is used to raise the vehicle. The elevated stall can only be accessed while the lower stall is vacant. In most cases, longer term parkers are placed on the elevated stall, so that the lower floor-level stall is available for ins and outs. Each pair of stalls in the lift section is operated fully independent of adjacent parking spaces.

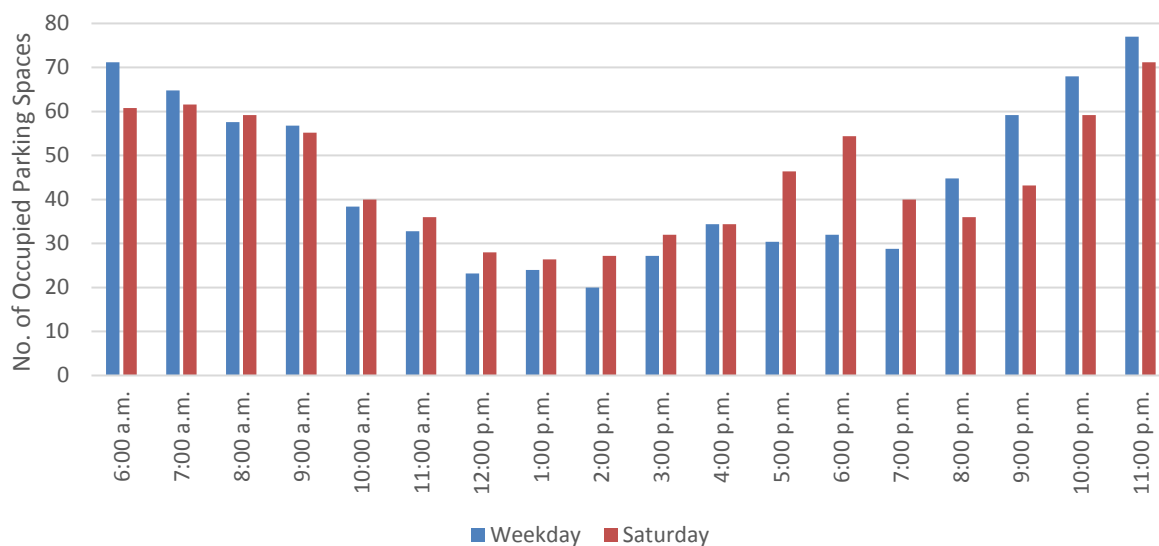


Figure 1 Time of Day Distribution for Parking Demand

According to the earlier TJKM parking study, the expected parking demand for this hotel will be approximately 0.60 stalls per occupied room. At 100 percent hotel occupancy, the parking demand for 128 rooms would be 77 stalls that includes guests and employees; 80 are provided. **Figure 1** provides the time of day distribution for parking demand based on *ITE Parking Generation Manual 5th Edition* provided in **Appendix C**. As noted, the peak parking utilization is expected to occur between 9 p.m. and 9 a.m.

PROPOSED PARKING OPERATIONS

Hotel guests will arrive at the hotel either by private or rented car, airport shuttle service, taxis, or Uber/Lyft vehicles. The guests can either choose to self-park their vehicles or use the valet parking.

Self-parking

Twenty of the 80 parking stalls in the hotel's surface parking will be open for self-parking; guests are required to display a parking permit on their dashboard. The parking permit will be provided at hotel check in. The permit will help keep non-hotel guests and employees off the parking premises.

Valet Parking

The valet parking will be mainly operated on the remaining 60 parking stalls that are in the parking garage. Hotel staff members will operate these stalls as valet parking with all vehicles parked and retrieved by hotel staff without charge. (In most cases, the term valet parking implies an attendant taking a vehicle off-site to park or to squeeze more parking into a parking lot that may be on site.)

To ensure hassle-free parking for the guests, all-day valet parking service will be available as an option. The valet station will be located near the drop off area. There will be two valet attendants during the peak hours (7 a.m.-10 a.m. and 4 p.m. -7 p.m.) and one attendant during the off-peak hours. During off-peak hours, the valet attendant may be at the front desk.

HOTEL-OPERATED SHUTTLE SERVICE

The shuttle service allows some hotel guests to not need a personal vehicle during their hotel stay. This is a common practice with most business hotels. The availability of shuttle services is one of the factors that result in a lower parking demand at hotels in this area. Due to the hotel's proximity to bus and light rail VTA stations, there will be a low requirement for a scheduled shuttle service. Therefore, the proposed hotel will provide a full-time on demand complimentary shuttle service.

Shuttle Operation

Ideally, the guest will request shuttle service at least two hours before the trip and the destination should be within a six mile radius of the hotel. The hotel will provide guests with the option to use a mobile application (such as ShuttleQ) or a shuttle call number to ensure effective management of the shuttle. The hotel staff will manage the shuttle call requests and will be the responsible contacts to make the necessary arrangements with the shuttle driver.

Major Destinations

The major destinations that will be covered from the shuttle service will include the following:

- San Jose International Airport, about six miles from the hotel
- Downtown Sunnyvale
- Lawrence Station, the nearest Caltrain Station
- Reamwood Station (VTA)

SUMMARY

The proposed Home 2 Suites hotel project proposes to adopt the following three parking management strategies:

- **Parking Permit:** All hotel guests will be issued parking permits to display on their dashboard during the duration of the hotel stay. Guests will have an option of self-parking their vehicle. The self-parking will be available on the 20 surface parking stalls.
- **Valet Parking:** In addition to self-parking, the project proposes the use of the remaining 60 stalls as valet parking with all vehicles parked and retrieved by valet attendants without charge.
- **Shuttle Service:** The proposed project proposes the use of complimentary shuttle service to reduce the use of private vehicles and provide the last-mile connection to the transit users.

Appendix A – TJKM Technical Memorandum on Parking Analysis



TECHNICAL MEMORANDUM

Date: May 30, 2018

To: Kamal S. Obeid, SE, PE
Landtech Consultants
Civil & Structural Engineers
3845 Beacon Avenue Suite D
Fremont, CA 94538

From: Chris D. Kinzel, P.E.
Project Manager

Jurisdiction: Sunnyvale

Subject: **Parking Analysis and Parking Management Plan for proposed Hilton Home 2 Suites**

INTRODUCTION

TJKM has conducted a parking analysis to examine the potential parking impacts associated with the proposed Hilton Home 2 business hotel located at 1296 Lawrence Station Road in the City of Sunnyvale. The parking analysis includes evaluation of on-site parking; parking demand estimates were used to determine whether the proposed project parking supply of 82 spaces will be adequate than the current supply of 82 spaces.

Based on the preliminary site plan and the information provided to TJKM, the project proposes to construct a six-story extended stay business hotel with 132 rooms with an indoor pool, a lobby with breakfast area for guests only, a small business center, and a meeting room with a maximum capacity of 80 persons. The proposed check out time is 11 a.m. and check in time is 3 p.m. In addition there will be a shuttle operated by the hotel that will connect with nearby airports, other mass transit locations, and possibly other places depending on guest demands. The proposed meeting room will serve daytime business gatherings consisting of a combination of existing guests and outsiders who will drive to the hotel and utilize available stalls vacated during the day. The proposed project proposes 82 valet parking stalls of which 60 parking stalls are in a two level garage (including eight stalls for clean air vehicles and 21 stalls in a lift), 18 standard parking stalls and 4 accessible parking stalls. In addition there will be six short-term and six long-term bicycle parking spaces. **Figure 1** illustrates the vicinity map of the proposed project. **Figure 2** shows the proposed project site plan.



The purpose of this parking analysis is to identify the highest peak period parking demands for the proposed development and to confirm whether the proposed number of parking spaces on-site will adequately accommodate the highest peak period demand of the proposed development.

EXISTING TRANSPORTATION FACILITIES AND SERVICES

EXISTING BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

In the immediate vicinity of the project, Class II bike lanes are present on Lawrence Station Road, Elko Drive, Mountain View-Alviso Road and Lawrence Expressway.

In the study area, crosswalks with pedestrian signal heads and push buttons are located at the signalized intersections of Elko Drive / Lawrence Station Road and Ellis Drive/Lawrence Expressway. The crosswalks at the intersections in the study area appear to meet ADA standards.

On Lawrence Station Road, continuous sidewalks are present along the west side of the roadway between Elko Drive and Mountain View-Alviso Road. On the east side of the roadway there is no sidewalk present between Sunnyvale Fire Station # 6 and Mountain View-Alviso Road. There are no sidewalks present along Mountain View-Alviso Road and Elko Drive.

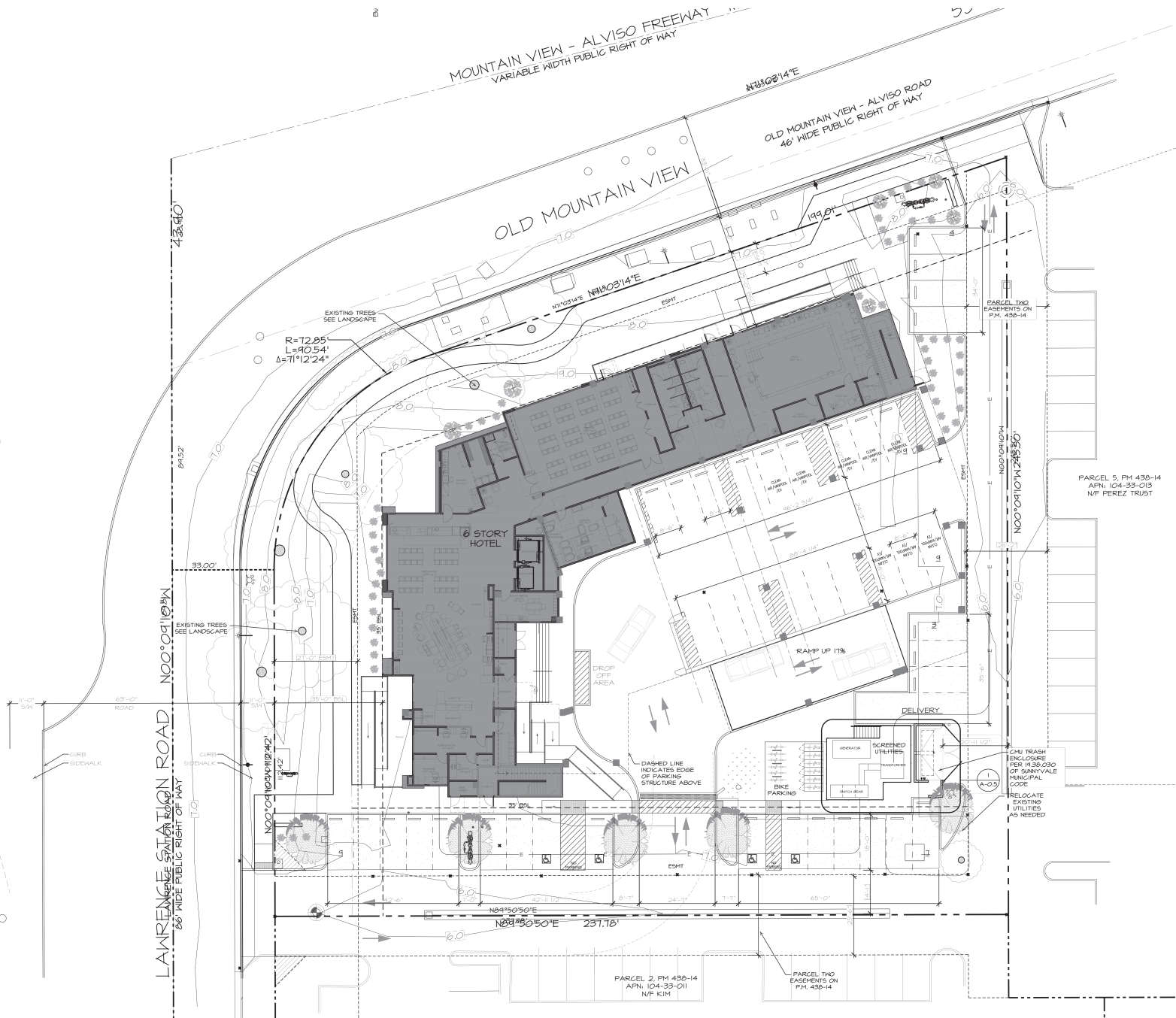
Existing transit service to the project site is provided by the Santa Clara Valley Transportation Authority (VTA). VTA provides bus service near the project area via Route 121, 122, 321 and 328.

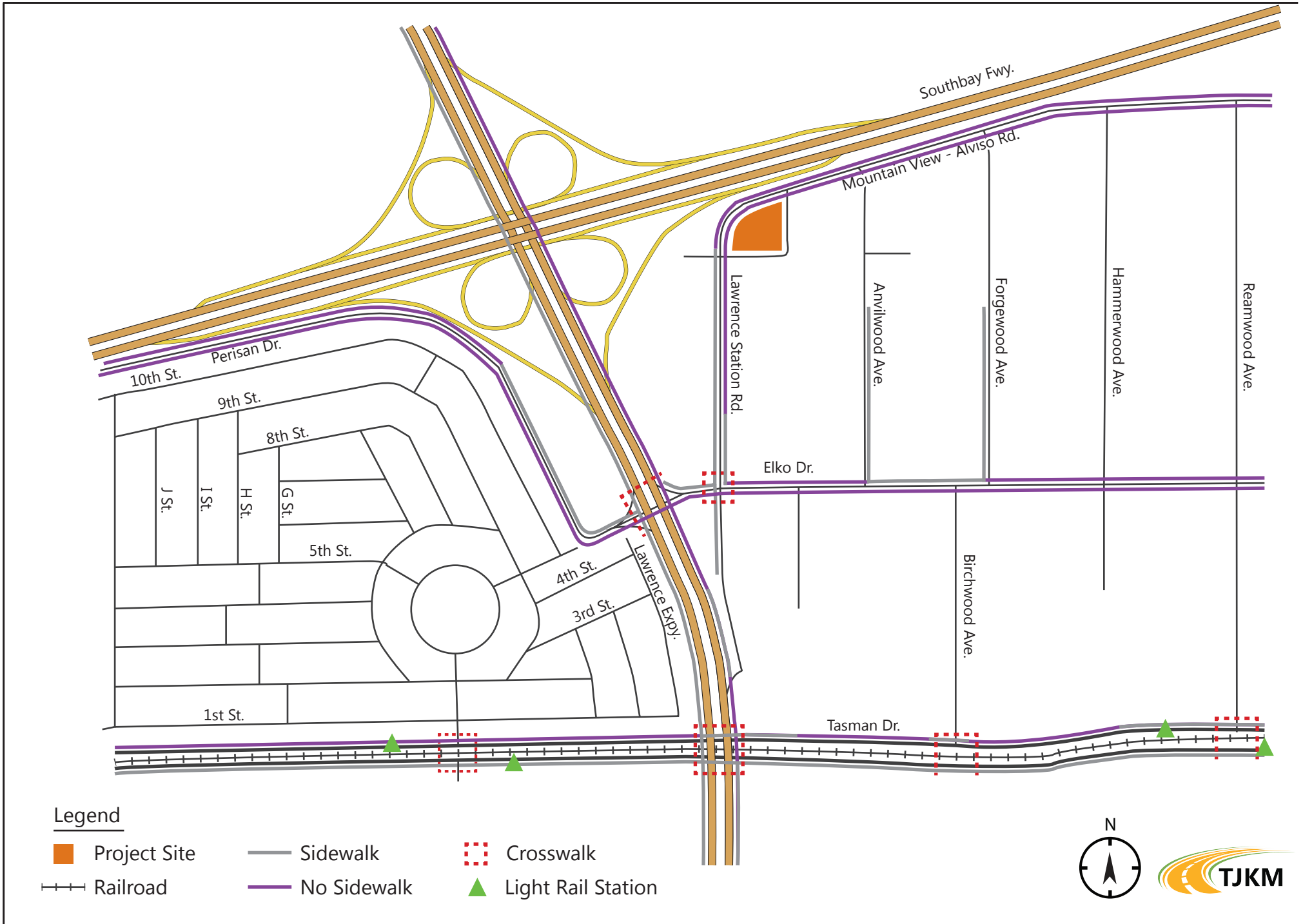
The Lawrence Expressway and Tasman Drive Light Rail Transit (LRT) Station is located approximately 0.55 miles south of the project site. The LRT Line 902 that runs from Winchester Transit Center to Mountain View Caltrain Station provides services to downtown Mountain View, Sunnyvale, Santa Clara, San Jose Airport and downtown San Jose.

Figure 3 shows the existing pedestrian facilities and **Figure 4** shows existing bicycle and transit facilities in the immediate vicinity of the project.

Vicinity Map





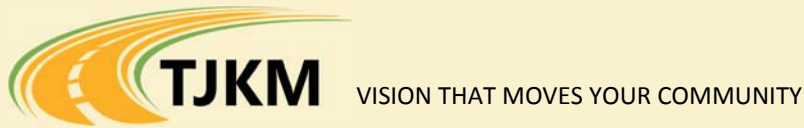




Legend

- Project Site
- Class II Bike Lanes
- Railroad
- Light Rail Station
- Bus Stop





PARKING DEMAND ANALYSIS

Based on rates published by the Institute of Transportation Engineers (ITE) in *Parking Generation (4th Edition)*, the average peak period parking demand for a business hotel is 0.60 spaces per occupied room on a weekday and 0.66 spaces per occupied room on a Saturday (Business Hotel, ITE Code 312). Based on ITE rates, the peak parking demand for the project would be 80 spaces on weekdays and 88 spaces on weekends at 100 percent occupancy. Based on the proposed project site plan, 82 parking spaces are provided. The proposed parking supply would serve an occupancy of 100 percent on weekdays and 93 percent on weekends as per the ITE standards. It should be noted that these average rates consider a wide variety of suburban hotels and thus may not accurately reflect parking demand at hotels in Sunnyvale that cater primarily to business travelers.

TJKM surveyed parking demand at three similar hotels within Sunnyvale and nearby cities during hotel peak periods during one (Tuesday - 05/15/18) weekday and one (Saturday - 05/12/18) weekend. The survey include counting parked vehicles at three similar hotels and also obtaining hotel occupancy data from the hotels to determine per room parking demand rates. Based on the parking occupancy conducted, TJKM evaluated the proposed parking supply to determine if the parking spaces proposed are sufficient. The experience of TJKM is that many parking ordinances do not account for the fact that different functions within a hotel peak at different times of the day. For example, most employees are on duty during mid-day periods such as 9 a.m. to 4 p.m., when the majority of guests are off site. Also, hotels experience their peak occupancy between 11 p.m. and 6 a.m. when most guests are present. TJKM conducted parking surveys for the following hotels at 12:00 a.m. on Saturday, 05/12/18 and Tuesday, 05/15/18.

1. Homewood Suites by Hilton, San Jose North - 4315 N. First Street, San Jose, California, 95134.
2. Extended Stay America, San Jose – Sunnyvale – 1255 Orleans Drive, Sunnyvale, CA 94089.
3. Staybridge Suites, Sunnyvale – 900 Hamlin Ct, Sunnyvale, CA 94089.

Tables 1 and 2 below shows the parking observations and calculated parking rates.



Table 1 – Parking Observations for Saturday (05/12/2018)

#	Name	Rooms	Saturday (05/12/2018)				
			Rooms Occupied	Percent Occupied	Parking Occupancy Stalls	Parking Occupancy Rate per Room	Parking Occupancy Rate per Occupied Room
1	Homewood Suites by Hilton San Jose North 4315 N. First Street, San Jose, CA, 95134	145	102	70%	70	0.69	0.48
2	Extended Stay America Hotel San Jose – Sunnyvale 1255 Orleans Drive, Sunnyvale, CA 94089.	145	65	45%	41	0.63	0.28
3	Staybridge Suites Sunnyvale 900 Hamlin Ct, Sunnyvale, CA 94089.	138	117	85%	90	0.77	0.65
Average						0.70	0.47

- It was observed that for the Homewood Suites of 145 rooms on Saturday May 12, 2018, 102 rooms were occupied resulting in 70 percent occupancy. 70 stalls were occupied resulting in a parking occupancy rate of 0.69 stalls per occupied room and a parking occupancy rate per a room of 0.48.
- For Extended Stay America of 145 rooms on Saturday May 12, 2018, 65 rooms were occupied resulting in 45 percent occupancy. 41 stalls were occupied resulting in a parking occupancy rate of 0.63 per occupied room and a parking occupancy rate per a room of 0.28.
- For Staybridge Suites of 138 rooms on Saturday May 12, 2018, 117 rooms were occupied resulting in 85 percent occupancy. 117 stalls were occupied resulting in a parking occupancy rate of 0.77 per occupied room and a parking occupancy rate per a room of 0.65.

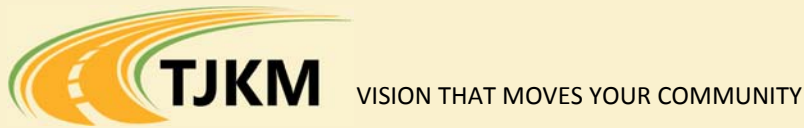


Based on the average Saturday parking occupancy rate per occupied room of 0.47 the proposed hotel requires 42 parking spaces and average Saturday parking occupancy rate per room of 0.70 the proposed hotel requires 92 parking spaces (which would be 100 percent occupancy); the project proposes to provide 82 parking spaces. This corresponds to an occupancy of 93 percent, well above the industry peak average of about 72 percent occupancy on Saturday (source: ITE *Parking Generation*).

Table 2 – Parking Observations for Tuesday (05/15/2018)

S.No	Name	Rooms	Tuesday (05/15/2018)				
			Rooms Occupied	Percent Occupied	Parking Occupancy Stalls	Parking Occupancy Rate per Room	Parking Occupancy Rate per Occupied Room
1	Homewood Suites by Hilton San Jose North 4315 N. First Street, San Jose, CA, 95134	145	145	100%	95	0.66	0.66
2	Extended Stay America Hotel San Jose – Sunnyvale 1255 Orleans Drive, Sunnyvale, CA 94089.	145	145	100%	81	0.56	0.56
3	Staybridge Suites Sunnyvale 900 Hamlin Ct, Sunnyvale, CA 94089.	138	138	100%	85	0.62	0.62
Average						0.61	0.61

- It was observed that for Homewood Suites of 145 rooms on Tuesday May 15, 2018, 145 rooms were occupied resulting in 100 percent occupancy. 95 stalls were occupied resulting in a parking occupancy rate of 0.66 stalls per occupied room and per room.
- It was observed that for Extended Stay America of 145 rooms on Tuesday May 15, 2018, 145 rooms were occupied resulting in 100 percent occupancy. 81 stalls were occupied resulting in a parking occupancy rate of 0.56 stalls per occupied room and per room.



- It was observed that for Staybridge Suites of 138 rooms on Tuesday May 15, 2018, 138 rooms were occupied resulting in 100 percent occupancy. 85 stalls were occupied resulting in a parking occupancy rate of 0.62 stalls per occupied room and per room.

Based on the 0.61 average weekday parking occupancy rate per occupied room the proposed hotel requires 80 parking spaces at 100 percent occupancy; the project proposes to provide 82 spaces.

In addition, many hotel guests are business people who have arrived from out of town, frequently by air or transit. Recent trends are for hotel guests either to arrive by carpool in rented cars or to utilize taxicabs, Uber, or Lyft. These trends reduce parking demand. With the proposed shuttle service and close proximity to the transit there should be no parking capacity issues, even in the rare event of 100 percent hotel occupancy.

The City of Sunnyvale zoning ordinance (table 19.46.100(a)) requires that hotels provide 0.8 space per room. The zoning ordinance would require 104 spaces for the proposed hotel. This requirement is higher than the observed hotel parking demand rate and ITE Parking rates. Based on the parking observations the actual parking demand of the project is expected to be significantly lower than the zoning ordinance would require.

The proposed project site is conveniently located near local public transit and services. VTA operates Bus Route 121, 122, 321 and 328 along Lawrence Expressway with stop within 0.3 mile of the project site. The Lawrence Expressway and Tasman Drive Light Rail Transit (LRT) Station is located approximately 0.55 miles south of the project site. The LRT Line 902 that runs from Winchester Transit Center to Mountain View Caltrain Station provides services to downtown Mountain View, Sunnyvale, Santa Clara, San Jose Airport and downtown San Jose. The project is also proposing a shuttle service that will be connecting the hotel guests to the airport, the closest metro/light rail stop, nearby large shopping centers and also drop by service to nearby bus stops if they are not walkable and other intermediate places as requested by the guests.

PARKING MANAGEMENT PLAN

TJKM has determined that the proposed parking supply for the hotel will be adequate. Once the project is constructed and is operational, the hotel management will need to continuously monitor the parking availability. During some periods of the day, self-parking by hotel guests will suffice. However, there will be various periods of the day when valet parking and/or unparking efforts will be needed, particularly for the stacked parking. The hotel management should establish a procedure which accommodate on-call 24-hour valet parking.

CONCLUSION

- Both ITE parking demand rates and actual parking demand observations at nearby hotels suggest that the City of Sunnyvale zoning ordinance overestimates parking requirements



for developments like the proposed project. This is likely due to differences between current transportation conditions in Sunnyvale and those in an older, generic suburban context.

- Based on the average Saturday parking occupancy rate per occupied room of 0.47 the proposed hotel requires 42 parking spaces and average Saturday parking occupancy rate per room of 0.70 the proposed hotel requires 92 parking spaces (which would be 100 percent occupancy); the project proposes to provide 82 parking spaces. This corresponds to an occupancy of 93 percent, well above the industry peak average of about 72 percent occupancy on Saturday (source: ITE *Parking Generation*).
- Based on the average weekday parking occupancy rate per occupied room of 0.61 the proposed hotel requires 80 parking spaces at 100 percent occupancy; the project proposes to provide 82 spaces.
- The hotel management should establish a procedure which accommodate on-call 24-hour valet parking

Appendix B - Site Plan and Parking Plan



RED INC ARCHITECTS
1211 J STREET, MODESTO, CA 95354
209.522.9400



CALIFORNIA

HOME 2 SUITES
1296 LAWRENCE STATION RD
SUNNYVALE

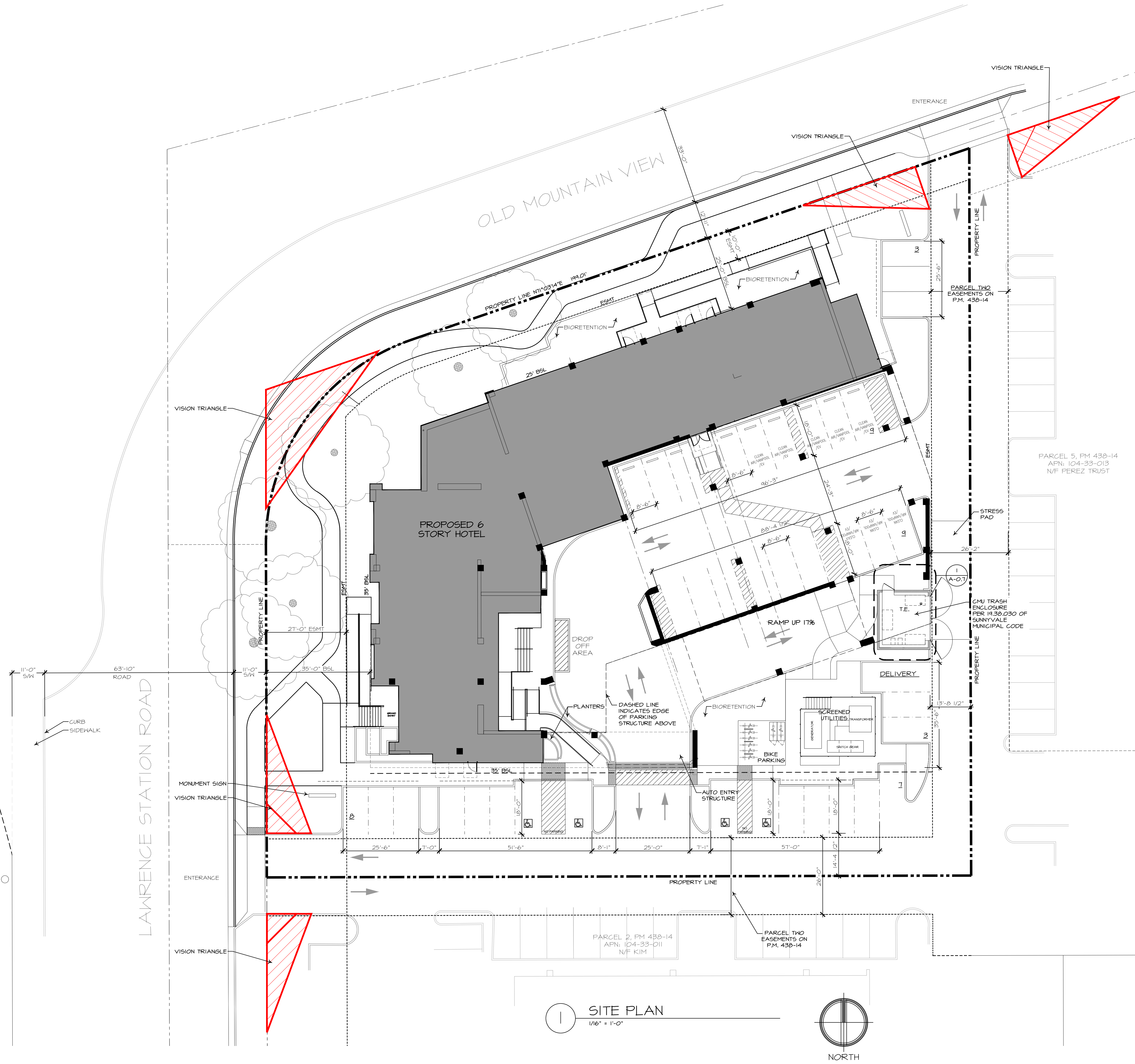
DESIGN DRAWINGS FOR:

APN # 104-33-12
DATE: 19.12.20
DRAWN: C.G.
CHECKED: D. BURKETT

A-O.1

IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT - SCALE ACCORDINGLY

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BUILDING DATA:
HOME 2 SUITES BY HILTON:

MAIN LEVEL	9,771 S.F.
2ND FLOOR	9,023 S.F.
3RD FLOOR	15,365 S.F.
4TH FLOOR	15,408 S.F.
5TH FLOOR	15,408 S.F.
6TH FLOOR	15,408 S.F.
TOTAL ENCLOSED AREA	80,384 S.F.

GARAGE:

1ST LEVEL	11,371 S.F.
2ND LEVEL	10,376 S.F.
TOTAL GARAGE	23,566 S.F.

ACCESSORY STRUCTURES:

TRASH ENCLOSURE	191 S.F.
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LOT COVERAGE:

PROPOSED BUILDINGS - (INCLUDES ACCESSORY STRUCTURES)	21,308 S.F.
BUILDING LOT COVERAGE	44.1%
LANDSCAPE AREA	23.5%

PARKING ANALYSIS:

TOTAL PARKING REQUIRED:	
ROOMS / SUITES: 128 GUESTROOMS (x 0.8 = 103 REQUIRED)	
PARKING PROVIDED:	
GARAGE	60
INCLUDING 8 CLEAN AIR VEHICLES (PER 5106.5.2)	
VEHICLES IN LIFT 21	
STANDARD ACCESSIBLE	16
TOTAL PARKING SPACES PROVIDED	80

BICYCLE SHORT TERM PARKING 6
BICYCLE LONG TERM PARKING 2

OPEN AIR PARKING STALLS 20
STALLS IN PARKING STRUCTURE (LOWER & UPPER) 60

SITE DATA:
PROPOSED BUILDINGS - SUNNYVALE, CA
SITE LOCATION: 1296 LAWRENCE STATION RD
SITE AREA: 48,252 SQ. FT. OR 1.108 ACRES
CURRENT ZONING: M-5
SITE PARCEL INFO: 104-33-012 PARCEL ONE, P.M. 438-14

JURISDICTION: CITY OF SUNNYVALE

CONSTRUCTION TYPE: IA (GARAGE AND 1ST FLOOR)
IIIA (2ND THROUGH 6TH FLOOR)

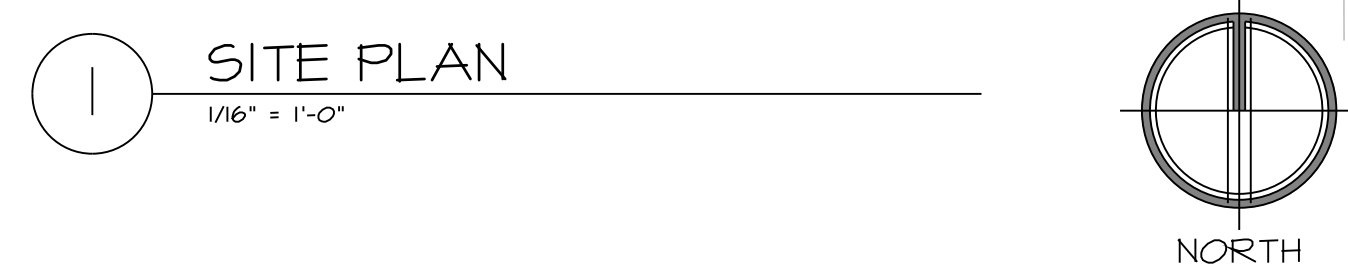
OCCUPANCY TYPE: SERVICE HOSPITALITY
RI, B, S2

APPLICABLE CODES: 2016 C.B.C., C.P.C., C.M.C., C.E.C., C.F.C., C.G.C. AND ALL APPLICABLE STATE AND LOCAL REQUIREMENTS

- SHEET INDEX:**
- A0.1- PROPOSED SITE PLAN
 - A0.2- UPPER GARAGE LEVEL
 - A0.3a- SUN STUDY- AM SHADOW
 - A0.3b- SUN STUDY- PM SHADOW
 - A0.4- SUN STUDY- FACADE
 - A0.5a- SITE COVERAGE
 - A0.5b- PEDESTRIAN AND VEHICULAR PLAN
 - A0.5c- SITE DIAGRAMS
 - A0.6- EXISTING/ DEMO SITE PLAN
 - A0.7- ENLARGED ACCESSORY STRUCTURES
 - A1.1- FIRST FLOOR PLAN
 - A1.2- SECOND FLOOR PLAN
 - A1.3- THIRD FLOOR PLAN
 - A1.4- FOURTH AND FIFTH FLOOR PLAN
 - A1.5- SIXTH FLOOR PLAN
 - A1.6- TYPICAL ROOMS
 - A1.7- ROOF PLAN
 - A2.1- EXTERIOR ELEVATIONS
 - A2.2- EXTERIOR ELEVATIONS
 - A2.3- RENDERINGS
 - A2.4a- STREETSCAPE
 - A2.4b- STREETSCAPE

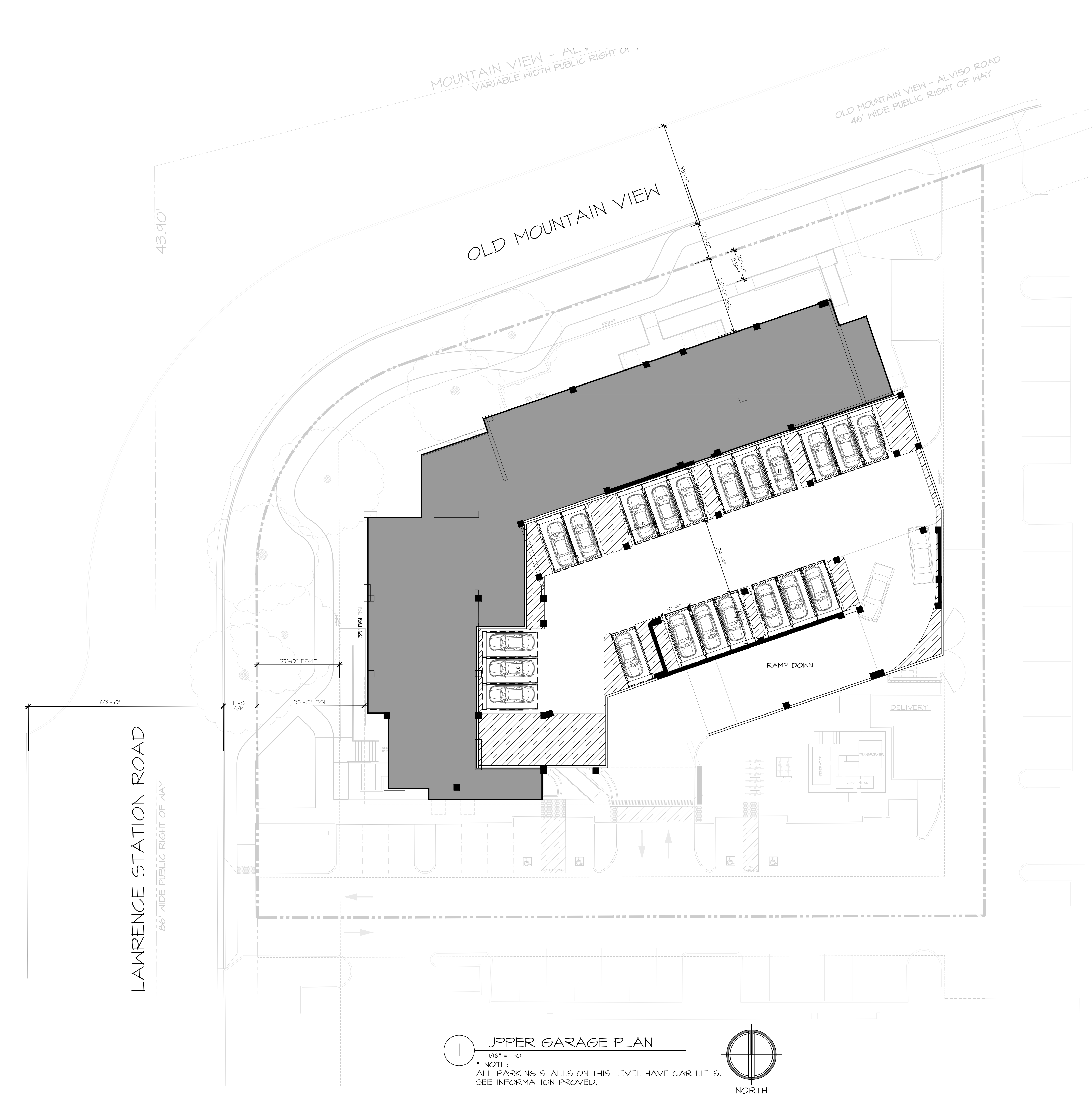
LEGEND

---	PROPERTY LINE
- - - -	EASEMENT (ESMT)
----	SETBACK (BSL)
///	VISION TRIANGLES

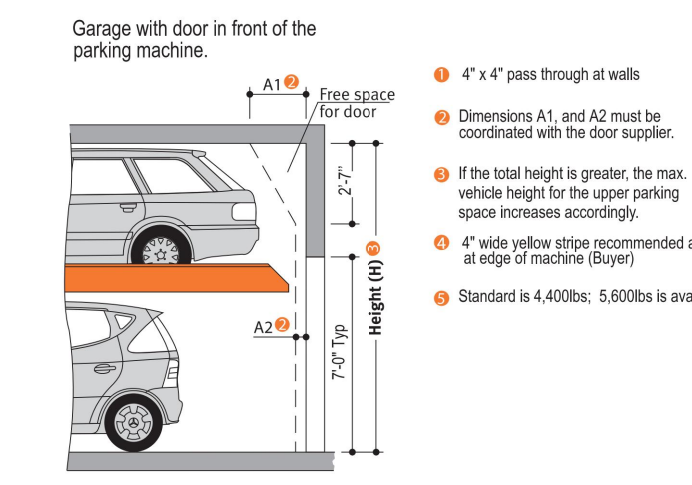
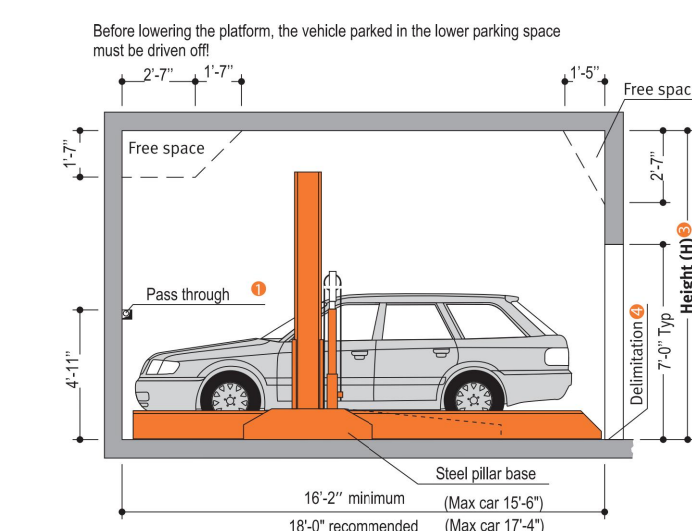
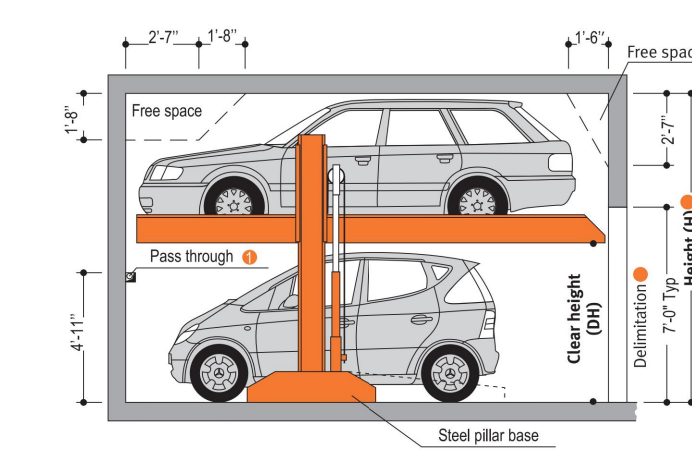


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CAR LIFT SPECIFICATION



Garage with door in front of the parking machine.

- 4" x 4" pass through at walls
- Dimensions A1 and A2 must be coordinated with the door supplier.
- If the total height is greater, the max. vehicle height for the upper parking space increases accordingly.
- 4" wide yellow stripe recommended at all edge of machine (door)
- Standard is 4-4000s; 5-6000s is available

Product Data
Singleverio
G61

Available up to 5,600 lb
A system for any height

TYPE	H	DLH**
2061-160	10'-6"	5'-3"
2061-170*	10'-10"	5'-7"
2061-180	11'-2"	5'-11"
2061-190	11'-6"	6'-3"
2061-200	11'-10"	6'-7"
2061-210	12'-2"	6'-11"

SUITABLE FOR: Standard passenger car, station wagon, SUV, truck and length according to column

TYPE	H	UPPER	LOWER
2061-160	10'-6"	4'-11"	4'-11"
2061-170	10'-10"	4'-11"	5'-3"
2061-180	11'-2"	4'-11"	5'-7"
2061-190	11'-6"	4'-11"	5'-11"
2061-200	11'-10"	4'-11"	6'-3"
2061-210	12'-2"	4'-11"	6'-7"

WIDTH: 6'-3"
WEIGHT: Max. 4400/5600 LBS
WHEEL LOAD: Max. 1100/1375 LBS

Standard passenger car: 15'-0" to 17'-4" x 5'-1" to 5'-11"
Standard station wagon/SUV: 15'-0" to 17'-4" x 5'-1" to 5'-11"
Standard passenger cars are vehicles without any sports options such as spoilers, low profile tires etc.

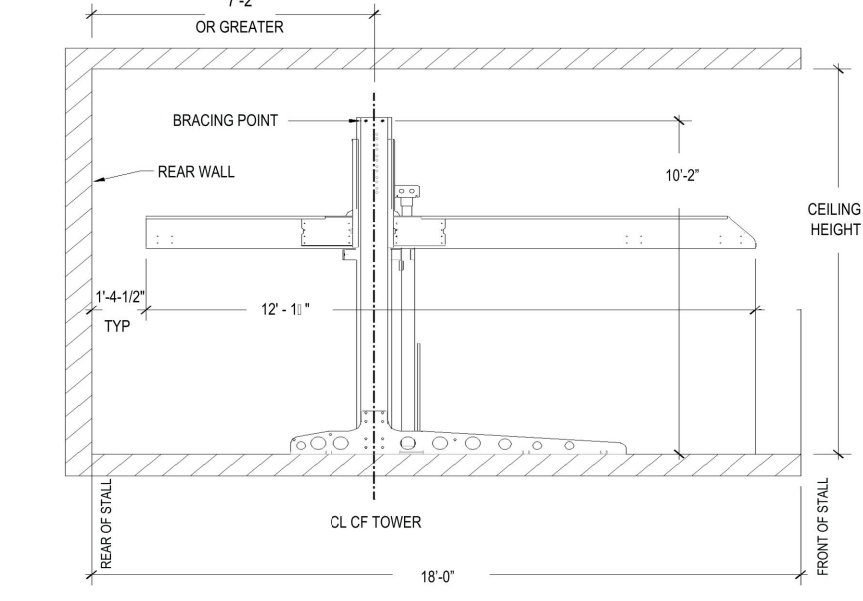
KLAUS multiparking
KLAUS MULTIPARKING INC
3652A CHESTNUT STREET
LAFAYETTE, CA 94549
Phone: 925-284-2002
Fax: 925-284-2005
WEB: pmkll.com

FUNCTION



PLEASE NOTE: THE LOWER CAR MUST BE MOVED BY A PERSON TO LOWER THE UPPER CAR

SEISMIC BRACING IS DONE AT THE TOP OF THE TOWER



LEGEND
--- MECHANICAL LIFT



RED INC ARCHITECTS
1211 J STREET, MODESTO, CA 95354
209.522.8400



CALIFORNIA

HOME 2 SUITES
1296 LAWRENCE STATION RD

DESIGN DRAWINGS FOR:

APN # 104-33-12
DATE: 19.12.20
DRAWN: C.G.
CHECKED: D. BURKETT

A-0.2

**Appendix C – ITE Parking Demand
(Land Use: 311 All Suites Hotel)**

Land Use: 311 All Suites Hotel

Description

An all suites hotel is a place of lodging that provides sleeping accommodations, a small restaurant and lounge, and small amounts of meeting space. Each suite includes a sitting room and separate bedroom. An in-room kitchen is often provided. Hotel (Land Use 310), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (two study sites) and a Saturday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	100	100
5:00 a.m.	–	–
6:00 a.m.	89	76
7:00 a.m.	81	77
8:00 a.m.	72	74
9:00 a.m.	71	69
10:00 a.m.	48	50
11:00 a.m.	41	45
12:00 p.m.	29	35
1:00 p.m.	30	33
2:00 p.m.	25	34
3:00 p.m.	34	40
4:00 p.m.	43	43
5:00 p.m.	38	58
6:00 p.m.	40	68
7:00 p.m.	36	50
8:00 p.m.	56	45
9:00 p.m.	74	54
10:00 p.m.	85	74
11:00 p.m.	98	89

Additional Data

The average parking supply ratio for the three study sites with parking supply information is 1.1 spaces per room.

The sites were surveyed in the 1980s, the 1990s, and the 2000s in California, Minnesota, New Mexico, and Texas.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms.

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 indicate the presence of these amenities and specify their size. 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.

Source Numbers

152, 158, 217, 314