

TOWNEPLACE SUITES HOTEL PARKING REVIEW & FOCUSED TDM PLAN City of Greenfield, California



August 15, 2023

Mr. Ajay Anand
GRANGE HOSPITALITY LLC
5080 California Avenue, Suite 415
Bakersfield, CA 93309

**Subject: Parking Review & Focused TDM Plan TownePlace Suites Hotel Project,
City of Greenfield**

Dear Mr. Anand:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this shared parking study and a Focused TDM (Transportation Demand Management) plan for the proposed TownePlace Suites Hotel Project to be located along Walnut Avenue, east of the U.S. Highway 101, in the City of Greenfield. The proposed project consists of the construction of an 84-room TownePlace Suites Hotel and will provide a total of 85 parking spaces. Upon review, it should be noted that one parking space is located above a utility line and no concrete structures, fences, or above-ground improvements are planned. This creates no conflicts as the parking spot will be A/C paved and striped.

The parking supply is consistent with the parking requirements of the city, however, based on June 6, 2022 "Notice of Incomplete Application." (Comment #13) document provided by the City of Greenfield, indicated additional parking and a TDM review is required to confirm the project has adequate parking. Based on the City's municipal code, the parking requirement is only a minimum and that staff can request that parking be adjusted upwards. This report will review the parking demand and determine if the provided number of parking spaces will be adequate to accommodate peak periods throughout the year.

The “Notice of Incomplete Application” can be seen in Appendix A. The location map for the project is included in Exhibit A and the site plan for the project is shown in Exhibit B.

The objective of the Parking Review & Focused TDM Plan is to confirm that the provided parking spaces will be able to accommodate the peak hour demand onsite during all times of the year without creating overflow parking offsite. The project parking lot does not experience demand from multiple land uses but instead experiences different peak hours from employees versus guests.

City of Greenfield Parking Requirements

Parking requirement for the site was estimated using the City of Greenfield Municipal Parking Code: Parking Requirements by Land Use Table 17.58-1, shown in Appendix B. As shown in Table 1, 84 spaces are required to be provided.

Table 1
TownPlace Suites Hotel
379 Walnut Avenue, City of Greenfield, CA
Minimum Number of Parking Spaces Required (17.58-1)¹

Land Use	Keys	Required Parking Spaces	Number of Spaces Required
All Suites Hotel	84	1 space/room	84
		Number of Parking Spaces Provided On-Site	85
		Number of Parking Spaces in Excess per Code	+1

¹ Based on the City of Greenfield Municipal Parking Code: Parking Requirements by Land Use Table 17.58-1.

The City of Greenfield’s Parking Municipal Parking Code can be seen in Appendix B.

ITE Parking Generation

Generally, parking generation rates can be estimated from the ITE Parking Generation Manual, 5th Edition. The ITE parking rates, shown in Appendix C, and generation can be seen in Table 2.

Table 2
TownePlace Suites Hotel
 Institute of Transportation Engineers (ITE) Parking Generation Manual, Fifth Edition
 Peak Period Parking Generation Rates and Generation¹

Land Use (Code)	Unit	Keys ²	Parking Rate ³		Estimated Parking Demand	
			Weekday	Weekend	Weekday	Weekend
All Suites Hotel (311)	Number of Occupied Rooms	84	0.93	0.91	78	76
Number of Parking Spaces Provided On Site					85	85
Surplus					+7	+9

¹ Source: 2019 ITE Parking Generation Manual (5th Edition)

² To be conservative, the hotel is assumed to be at 100% occupancy.

³ Weekday parking rate is the 85th percentile while the weekend rate is the average.

The provided number of parking spaces under ITE methodology would adequately accommodate the parking demand generated by the project.

ULI Shared Parking Analysis

The shared parking model in this report utilizes the parking rates consistent with the Urban Land Institute (ULI), Third Edition published parking ratios, time-of-day factors for peak weekday and weekend conditions for all uses within the study area. This is a common method for projecting parking demands.

The shared parking analysis and corresponding conclusions presented in this parking demand analysis are based on recommendations and data presented by the Urban Land Institute (ULI), National Parking Association, and specifically the ULI shared parking methodology, using ULI-supplied data as presented in the current *ULI Shared Parking Model, Third Edition, published in 2020*.

The hotel-style project consists of alternating parking demands that lend themselves well to shared parking. For example, people staying at the hotel are expected to utilize the parking lot mainly during evening and nighttime periods while they sleep and will be more likely to leave during the daytime. On the other hand, employees are expected to utilize the parking lot mainly during the daytime. Hence, most guests and employees will utilize the parking lot at different time periods with minimal overlap. As a result, the parking demand for the project can be reduced.

This parking needs analysis utilizes the ULI Shared Parking methodology to help ensure that the project's parking demand can be accommodated during the busiest hours, days, and months out of the year.

RK used the procedures developed by the ULI from its 2020 publication, *Shared Parking, Third Edition*. This document contains the latest procedures and data with respect to parking demand and shared parking. The parking demand rates for guests and employees are consistent with the ULI Shared Parking Third Edition for business hotel developments.

Shared parking allows for the sharing of parking spaces among uses in a mixed-use

environment or peak parking demand between employees and guests—in lieu of providing a minimum number of parking spaces for each individual use. Shared parking commonly results in a reduction of required parking spaces. This reduction, which is sometimes significant, depends on the quantities, mix of employee and visitor time of day parking demands, site operational characteristics, and local code requirements.

The ULI shared parking analysis evaluates the types of land uses, parking rates, monthly variations of parking demand by land use, differences between weekday and weekend parking demand, the hourly distribution of peak parking demand for each type of land use, and captive versus non-captive parking demand within the project site. The ULI procedures were utilized within this assessment to evaluate the peak parking demand that will occur at the proposed TownePlace Suites Hotel.

The following inputs were included within the shared parking computer program for each land use:

1. Peak parking demand by land use for visitors and employees.
2. Captive versus non-captive parking demand.
3. Adjustments for alternative modes of transportation.
4. Hourly variations of parking demand, employee/guests.
5. Weekday versus weekend adjustment factor.
6. Monthly adjustment factors to account for variations of parking demand over the year.
7. ULI Third Edition parking ratios and adjustments consistent with business hotel developments.

The peak parking demand was determined by utilizing the ULI Shared Parking Model (Third

Edition) which evaluates peak demand during weekdays and weekends for all months throughout the year and operational characteristics of the proposed project land use.

ULI Shared Parking, Third Edition Calculations

As described in the above section, the ULI Shared Parking Model was used to evaluate the peak parking demand for the project. The model provides the following parking demand data: monthly variations for each land use, different peaking characteristics between weekdays and weekends, hourly distribution of peak parking demand for each land use, modal adjustments, and captive versus non-captive parking demand.

The ULI Shared Parking model also proportions the parking rates between visitors and employees for weekday and weekend conditions, each with their own parking demand characteristics.

The parking rates, suggested driving ratios, and noncaptive adjustments are consistent with the ULI 3rd Edition Shared Parking "Suggested Mode and Noncaptive Adjustment Factors for Business Hotels". This is an appropriate approach since the project is consistent with a business hotel development as found in the ULI Shared Parking Third Edition, Model.

Driving Adjustment

The driving adjustment ratio represents the percentage of guests and employees that are expected to drive to the site in a personal vehicle and park onsite. This excludes all non-single occupancy modes of transportation including shuttle, public transit, taxi, ride-hailing (Lyft/Uber), walking, and carpooling passengers who are not parking on site. The driving adjustment ratios are consistent with the ULI Shared Parking Model, Third Edition suggestions for business hotels.

Noncaptive Ratio

The non-captive ratio represents the number of vehicles that are not counted for parking at the secondary land uses. This eliminates double counting of parking space requirements. The ratio represents the number of vehicles parked exclusively for that use. In this case, all guests and employees are expected to use the hotel as the parking lot is not shared with other land uses.

The guest and employee non-captive ratios are consistent with the ULI Shared Parking Manual Third Edition suggested adjustment factors for business hotels. Since the project only includes a single land use, all noncaptive ratios are set to 100% (i.e., no sharing of uses).

Appendix D includes the Recommended Base Ratios and Time of Day Factors for Business hotels.

ULI Shared Parking Results

Most of the parking demand generated by the hotel development is expected to be driven by the 84 hotel guest rooms. The objective of this analysis is to determine the parking supply and provide a reasonable recommendation for an adequate number of on-site parking spaces needed during all times of the year. Two ULI analysis scenarios were considered using the recommended ULI ratios as well as a more conservative analysis using higher driving adjusting ratios. The findings of the shared parking model are as follows for the two scenarios:

ULI Recommended Rates – Table 3A

It should be noted that the inputs for these rates come from the Recommended ULI 3rd Edition Sharking Parking Manual. The base ratio for weekdays and weekends is 1.00 for hotel guests and 0.15 for hotel employees. It should be noted that the total 1.15 base ratio is a higher rate than the rate used by the City of Greenfield. The ULI recommended driving adjustment is 59% for hotel guests on a weekday and 69% for hotel guests on a weekend. The driving adjustment for hotel employees is 100% during weekdays and weekends. Since the project only includes a single land use, all noncaptive ratios are set to 100% (i.e., no sharing of uses).

1. The weekday estimated peak-hour parking demand is projected to occur in April at 8:00 AM, as indicated in Table 3A. The weekday peak parking demand requires a total of 53 parking spaces. Since the project provides a total of 85 parking spaces, there are a total of 32 parking spaces available at the peak parking demand time, which is approximately 38% of the total parking spaces.

2. The weekend estimated peak-hour parking demand is projected to occur in April at 11:00 PM, as indicated in Table 3A. The weekend peak parking demand requires a total of 59 parking spaces. Since the project provides a total of 85 parking spaces, there are a total of 26 parking spaces available at the peak parking demand time, which is approximately 31% of the total parking spaces.

Conservative Rates – Table 3B

The inputs for these rates are identical to the rates used in Table 3A except for the driving adjustment. To be conservative, the driving adjustment rates are set to 90% for guests during weekdays and weekends assuming more guests will be self-parking. The driving adjustment for employees stays at 100%.

1. The weekday and weekend estimated peak-hour parking demand is projected to occur in April at 11:00 PM, as indicated in Table 3B. The weekday peak parking demand requires a total of 77 parking spaces. Since the project provides a total of 85 parking spaces, there are a total of 8 parking spaces available at the peak parking demand time, which is approximately 9% of the total parking spaces.

Table 4 shows a summary of the projected monthly weekday and weekend peak parking demand for the project using different parking generation methods. As shown in Table 4, the peak parking demand can be accommodated by the number of parking spaces provided by the project. Therefore, the hotel can accommodate all guests and employees at all times of the year.

Table 3A
TownPlace Suites Hotel
ULI Shared Parking Manual, Third Edition Shared Parking Summary
ULI Recommended Typical Business Hotel Suburban Location ¹

Shared Parking Demand Summary																		
Peak Month: April - Peak Period: 8AM, Weekday and 11PM, 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 Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit												8:00 AM	April		11:00 PM	April
Hotel																		
Hotel-Business	84	keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	80%	100%	40	100%	100%	58
Hotel Employees	84	keys	0.15	100%	100%	0.15	key	0.15	100%	100%	0.15	key	100%	100%	13	10%	100%	1
													Guest		40	Guest		58
													Employee		13	Employee		1
													Maximum Parking Demand Total		53	Maximum Parking Demand Total		59
													Number of Parking Spaces Provided		85	Number of Parking Spaces Provided		85
													Surplus		+32	Surplus		+26

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¹ Utilizing the Recommended ULI Shared Parking Published weekday (59%) and weekend (69%) Driving Adjustments for a Hotel in a Suburban Location. All Employees (100%) are self-parking onsite.

Table 3B
TownPlace Suites Hotel
ULI Shared Parking Manual, Third Edition Shared Parking Summary
Conservative Business Hotel Suburban Location ¹

Shared Parking Demand Summary																		
Peak Month: April - Peak Period: 11PM, Weekday and 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 Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit												11:00 PM	April		11:00 PM	April
Hotel-Business	84	keys	1.00	90%	100%	0.90	key	1.00	90%	100%	0.90	key	100%	100%	76	100%	100%	76
Hotel Employees	84	keys	0.15	100%	100%	0.15	key	0.15	100%	100%	0.15	key	10%	100%	1	10%	100%	1
													Guest		76	Guest		76
													Employee		1	Employee		1
													Maximum Parking Demand Total		77	Maximum Parking Demand Total		77
													Number of Parking Spaces Provided		85	Number of Parking Spaces Provided		85
													Surplus		+8	Surplus		+8

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¹ Utilizing the ULI Shared Parking Published weekday (90%) and weekend (90%) Driving Adjustments for a Hotel in a Suburban Location. As a conservative measure, this calculation assumes that 90% of visitors are parking onsite and 10% are not self-parkers. All Employees (100%) are self-parking onsite.

Table 4
TownPlace Suites Hotel
379 Walnut Avenue, City of Greenfield, CA
Comparison of Parking Requirements

Table	Source	Parking Requirement / Peak Demand		Number of Parking Spaces Provided	Adequate Parking Provided?
		Weekday	Weekend		
1	City of Greenfield Municipal Parking Code ¹	84		85	YES
2	ITE Parking Generation Manual, 5th Edition ²	78	76	85	YES
3A	ULI Shared Parking 3rd Edition Recommended Rates ³	53	59	85	YES
3B	ULI Shared Parking 3rd Edition 90% Visitor Driving Adjustment ⁴	77	77	85	YES

¹ Based on the City of Greenfield Municipal Parking Code: Parking Requirements by Land Use Table 17.58-1.

² Based on the 2019 ITE Parking Generation Manual (5th Edition) - All Suites Hotel Land Use Code (311)

³ Utilizing the Recommended ULI Shared Parking Published weekday (59%) and weekend (69%) Driving Adjustments for a Hotel in a Suburban Location. All Employees (100%) are self-parking onsite.

⁴ Utilizing the ULI Shared Parking Published weekday (90%) and weekend (90%) Driving Adjustments for a Hotel in a Suburban Location. As a conservative measure, this calculation assumes that 90% of visitors are parking onsite and 10% are not self-parkers. All Employees (100%) are self-parking onsite.

Traffic Demand Management Plan (TDM)

The primary objective of this TDM plan is to reduce the parking demand by defining strategies to maximize traveler choices. Promoting the utilization of alternative modes of transportation can reduce the parking demand. The City of Greenfield's existing multi-modal transportation network is integral for the TDM plan because of its proximity to local transit. While the City of Greenfield has not adopted formal TDM Guidelines, there are common measures that can be universally implemented.

Existing Transit

Public Bus Transit Service in the City of Greenfield is provided by the Monterey-Salinas Transit (MST).

Line 23 provides hourly service daily and line 23X provides limited service on weekdays. Bus stops #2356 – El Camino / #467 and #2388 – El Camino / #442 are served by Lines 23/23X and appear to be within 0.5-mile walking distance from the project site boundary, but slightly more than 0.5-mile walking distance from the project site. Please visit MST's website for more information on Lines 23/23X schedules: <https://mst.org/wp-content/media/23.pdf>.

MST has approved a plan to implement a new fixed route circulator and the construction of new bus stops in the City of Greenfield. Two (2) stops approved by City staff are within the vicinity of the TownePlace Suites project site:

1. Walnut Avenue & Greenfield Elementary School
2. Walnut Avenue & 3rd Street

The Walnut Avenue / 3rd Street stop is within walking distance of the project. The Walnut Avenue / Greenfield Elementary stop, however, lacks the necessary pedestrian infrastructure

to connect to the project site. Once implemented, the Greenfield Circulator will replace the MST's On-Call services.

The locations of the bus stops are shown in Exhibit C.

Recommended Applicable Measures

Bicycle Parking Facilities (Exhibit B)

As required by the City of Greenfield's Municipal Code (Section 17.58.100 Bicycle Parking Requirements), developments shall be provided as follows:

- A. Location: Bicycle parking shall be located on a paved surface, in proximity to a building entrance and in a visibly secure location adjacent to the building.
- B. Bicycle Rack: Bicycle parking shall consist of at least a stationary bicycle rack, typically a curved metal bar, where the cyclist supplies a padlock and chain or cable to secure the bicycle to a stationary object.
- C. Prohibited Locations: Except as otherwise specified, required bicycle parking shall not be located within required setback yard areas.
- D. Bicycle Parking Requirements: Bicycle parking is required for multi-family, public and civic facilities, schools, retail commercial, office, and industrial uses in accordance with table 17.58-3 of this section. In no case shall there be fewer than two (2) employee bicycle spaces and two (2) patron spaces, unless specifically exempt.

The proposed hotel development does not fall under any of the land uses identified in Table 17.58-3, shown in Appendix B. However, utilizing the retail requirement as a

conservative measure, the project will provide 20 percent of the required vehicle parking spaces (84 required spaces X 20% = 17 bicycle parking spaces) onsite. As a result, the project will provide a total of 4 bicycle racks (5 bicycle spacers per rack) which can accommodate a total of 20 bicycles. These racks would be available to both employees and guests to use as identified in Exhibit B.

Carpool Program and Transit Use Program

MST offers additional programs that incentivize carpooling and transit use. MST has partnered with Enterprise to provide vanpooling options for commuters in Monterey County. Enterprise connects a minimum of four (4) employees, who travel to or from Monterey County, and provides them with a van or SUV. Vanpools receive up to a \$450 monthly subsidy per vehicle from MST if they complete monthly ridership reports. Please visit Enterprise's website for more information MST's vanpooling program: <https://www.commutewithenterprise.com/content/commute/en/partners/montereycounty.html>.

MST also offers the Group Discount Program, which provides 31 Day MST Go Passes at a substantially reduced price. Discount rates are available to residential developments that serve the elderly and disabled. MST recommends offering hotel employees these resources to encourage alternative modes of transportation. Please visit MST's website at for more information on MST's Group Discount Program: <https://mst.org/fares/passes/group-discounts/>

Employee Transportation Coordinator

The project applicant can appoint an Employee Transportation Coordinator (ETC) to manage and oversee the implementation of the TDM Plan. The educational and promotional function of the designated ETC lends itself to the following responsibilities:

1. Fully understanding the requirements and features of the TDM Plan
2. Coordinating with the City, local transit agencies, and other local agencies as appropriate.
3. Provide information and resource materials on the full range of transportation choices available as well as the benefits of alternative transportation modes to employees.

The ETC could also stagger the schedules of the employees to reduce to amount of parking needed at one time.

Recommendations

Based on our review of the project, RK has created the following recommendations to ensure adequate parking:

1. The project should provide a total of 85 parking spaces for guests and employees to utilize.
2. As noted in this analysis, the project should provide TDM measures to further reduce the parking demand including implementing bicycle racks, utilizing carpool and transit use programs for employees, and appointing an employee transportation coordinator.
3. Representatives of the project should monitor the parking demand onsite during peak hotel occupancy times.
4. As a condition of approval, the City will require a periodic (initially annually) review of the parking adequacy of the site. This evaluation may lead to potential adjustments of the TDM plan, aiming to rectify any identified parking-related deficiencies.

Conclusion

Based upon the review of the City's parking code, the ITE 5th Generation Parking Manual, and the ULI 3rd Edition Shared Parking Manual, RK concludes the following:

1. The project consists of an 84-room all-suite hotel. Peak parking demand for employees and guests will generally not occur simultaneously. The project will provide a total of 85 parking spaces.

2. Based on the City's municipal parking code, the project provides the minimum required parking spaces.
3. Based on the ITE 5th Generation Parking Manual, the project has sufficient parking spaces during peak weekday and weekend conditions.
4. Based on the ULI 3rd Edition Shared Parking Manual's recommended rates, the project has sufficient parking spaces during peak weekday and weekend conditions.
5. Based on the ULI 3rd Edition Shared Parking Manual's conservative rates, the project has sufficient parking spaces during peak weekday and weekend conditions.

RK has completed the Parking Review and Focused TDM Plan for the TownePlace Suites Hotel project. Based on the results of the analysis, the project has enough parking spaces to adequately supply the parking demand during all times of the year with no offsite or overflow parking.

If you have any questions regarding this study, or need further review, please do not hesitate to call our office at (949) 474-0809.

Kind regards,



Rogier Goedecke
President



Samantha Vu
Engineer I

RK17865

JN:2959-2022-05

Exhibits

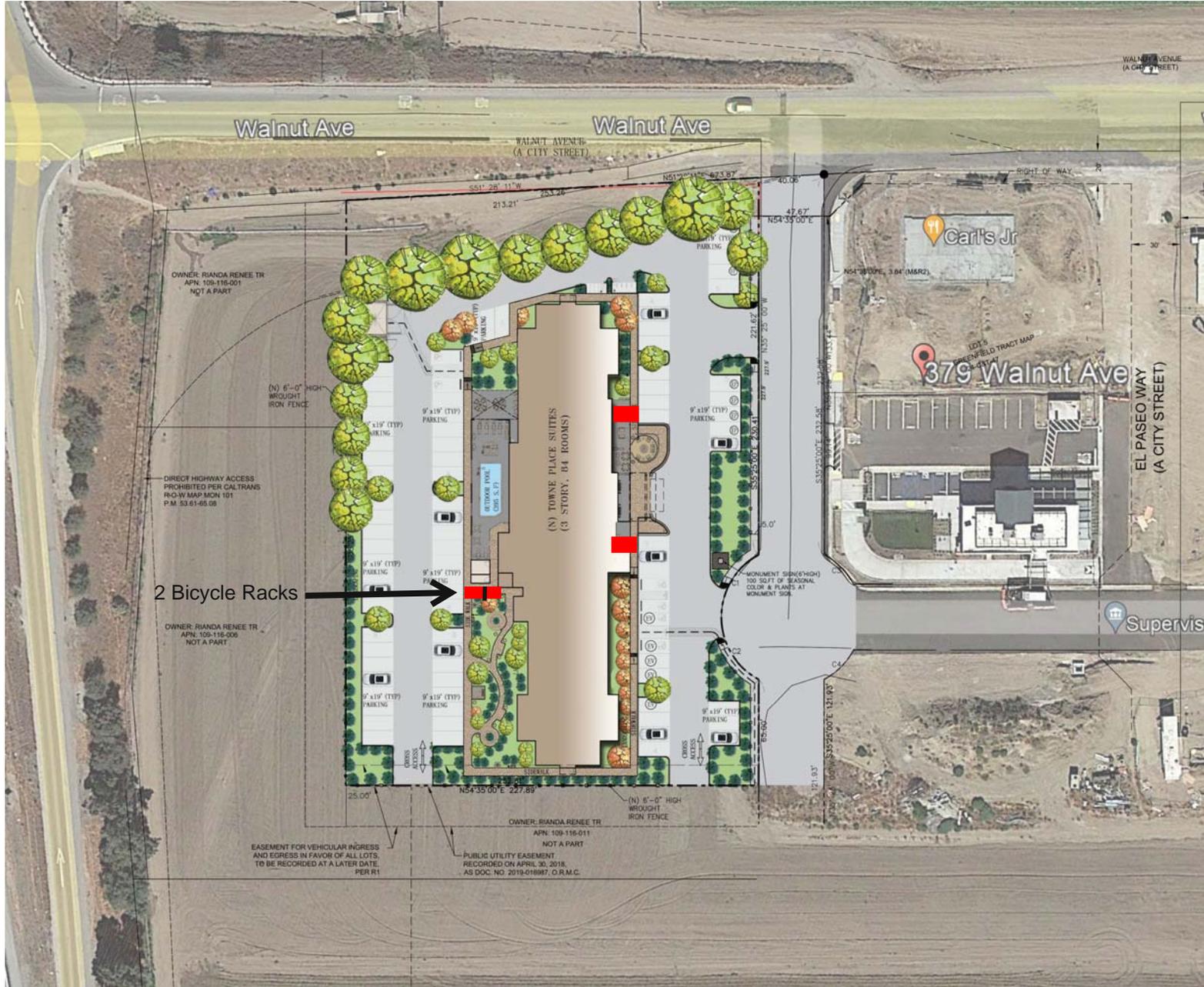


Legend:

--- = Project Site Boundary

* = Project Site





Legend

Bicycle Rack (5 Spaces per Rack / 20 Spaces Total)





Legend:

--- = Project Site Boundary

* = Project Site

 = Bus Stop Location

XX = Bus Line



Appendices

Appendix A

“Notice of Incomplete Application”

City of Greenfield



City of Greenfield

PO Box 127 / 599 El Camino Real
Greenfield CA 93937
Phone: 831-674-5591 Fax: 831-674-3149
www.ci.greenfield.ca.us

June 6, 2022

Mr. Jaspal Sidhu
ACE Design, LLC
2795 Bidwell Ave., Suite #100-318
Folsom, CA 95630

Via Email: pavit@aceconstructionlv.com

Re: Notice of Incomplete Application – Architectural Design Review for TownePlace Suites Hotel, 379 Walnut Avenue (Permit #PLN 22011)

Dear Mr. Sidhu:

On April 12, May 3, and May 4, 2022, you submitted an Architectural Design Review application for the TownPlace Suites Hotel Project. The application payment was submitted on May 5, 2022. The proposed project includes a 3-story, 84-unit hotel with guest amenities including an exercise room, spa, outdoor pool, breakfast buffet area, and a bar. The project site is a 1.93-acre property at 379 Walnut Avenue in the Walnut Avenue Specific Plan Area (APNs: 109-116-002, -007, portion of 109-116-006, and -008). We are writing to inform you that the application has been deemed incomplete, and the following information is required before it can be accepted as complete for continued processing.

Application Completeness Items – Project Description

1. Staff will need to compile a detailed description of the project, including the improvements to the site, the construction phase details (duration of grading, duration of construction, equipment anticipated, the location of material laydown areas, the anticipated number of construction workers and where these workers will park, etc.), and operational phase (hours of operation of any restaurants and/or bars, number of employees by shift, queuing and temporary parking for ride-sharing vehicles, delivery truck loading/unloading areas and hours for deliveries, where employees will park, and any proposed transportation demand measures for the employees). Please provide this information for the project description.

Application Completeness Items – Studies

2. A drainage study is required and should be included with the resubmittal.

3. A traffic study evaluating the project's impact on area roadways and intersections is required. At a minimum, the study should analyze the following intersections: Walnut Ave./Highway 101 interchange, Oak Ave./Highway 101 interchange, Walnut Ave./El Camino Real, Walnut Ave./3rd St., and Oak Ave./4th St. The traffic study should also discuss how Mitigation Measure CUM TRANS-1 of the Walnut Avenue Specific Plan EIR will be addressed by the project.

Application Completeness Items – Plan Set

4. Scale bars are needed - in addition to numeric scales - for all sheets as well as all applicable to-scale insets. These are provided for the landscape plan sheets and the civil plan sheets, but not for most of the architectural plan sheets. In addition, the scale bar on Sheet A.1.0.0A is illegible (too faint); address that particular sheet as well. and
5. Provisions for off-street loading are required. See Section 17.58.110 of the City's Zoning Code, and revise the site plan and other applicable plans accordingly.
6. No information is provided on the location and style of solar panels. These should be noted on the plans with a detail provided. For roof-top solar (if proposed) the roof plan should indicate this, and if these panels are visible from Walnut Avenue, the elevations should be revised to include the solar panels.
7. Additional information is required on the proposed monument sign. Provide information on the proposed sign's height, dimensions, materials, colors, and lighting. A detail of the sign should be included with the plan set. Lighting for the proposed monument sign should be noted and included in the sign details, along with the proposed number of lights, bulb type, wattage, lumen level, and Kelvin rating.
8. Similarly, a detail of the proposed wall signs should be provided, along with notations on the materials and any proposed lighting.
9. The architectural plan sheets should include a detail of each type of parking space (regular perpendicular spaces, ADA-accessible spaces, and any angled or loading zone spaces). Verify that the 19-ft long standard and ADA-accessible spaces have 19 feet of marked/lined pavement and are not relying on sidewalk overhangs (i.e., with a 17-foot marking/line).
10. A detail of the proposed wrought-iron fence should be included in the architectural plan sheets.
11. Additional information is required on the proposed exterior lighting. The model numbers are identified on Sheet E-1.0, and the Luminaire Schedule table indicates wattage and lumen level. However, fixture type (pole-mounted, wall-mounted, etc.), bulb type (LED, etc.), and mounting height should be noted along with Kelvin rating. In addition, a detail

of each proposed exterior light should be provided. This includes the existing and proposed street lights along Walnut Avenue.

Advisory Comments

12. The circulation at the southern end of the site appears to be incomplete. On the Color Site Plan (Sheet A.1.0.0A), a public utility easement is shown, and there is a note regarding an easement for vehicular ingress and egress “to be recorded at a later date per R1.” Staff encourages the applicant team to seek a way for this vehicular access to be addressed at this time and incorporate it into the site plan’s circulation.
13. Staff acknowledges that the proposed number of parking spaces meets the minimum number of required parking spaces. However, staff notes the parking requirement is a minimum, which may be adjusted upwards if appropriate. Staff notes that the proposed number of parking spaces may be insufficient during higher occupancy periods, and that there is not an ample supply of other on-street or available off-street parking in the vicinity of the hotel. A parking demand analysis and/or transportation demand management program would be beneficial and is recommended. The study or studies should address anticipated occupancy levels for weekdays, weekends, and holidays, the expected method of transportation used by both hotel guests and employees, and how the proposed number of parking spaces will accommodate the average and peak parking demands.
14. Staff concurs with the conclusion in the noise study that a 10-ft high wall to enclose the pool area for noise attenuation is not desirable and will look into if relief can be granted on the typical 65 dB limit for outdoor open space. That said, a wall of a different height would be beneficial for reducing some of the highway noise and providing some protection from the prevailing winds. Assuming that a 10-foot wall is not required, the applicant team should revise the plans to indicate what the preferred approach would be.
15. The Walnut Avenue Specific Plan includes plan-specific development standards as well as design guidelines. Community Development staff will conduct a more thorough review of the resubmittal’s compliance with these standards and design guidelines, once the resubmittal is received.

Review Comments from other Departments

The application was routed to other City staff for comments regarding application completeness. Responses have been compiled are included in the attachments to this letter, as noted below. Comments have not yet been received from the Public Works Department, Engineering, the Building and Safety Division, and the Police Department. Additional City staff review comments are anticipated and will be transmitted separately.

Fire Department

1. See the attached application review memo dated 5/9/2022 from Jim Langborg, Fire Chief.
2. See the attached application review memo dated 5/16/2022 from Jim Dias, Contract Fire Marshal.

We enthusiastically support the development of a hotel at this location and are available to assist or further discuss these review comments. Please do not hesitate to contact me at rmullane@hrandassociates.org or 805-350-3282 should you have any questions regarding this letter. Thank you.

Sincerely,



Robert A. Mullane, AICP
Consulting Planner

Encl. Application review comments as noted above

cc: Paul Muga, Community Development Director
Paul Wood, CPA, City Manager
John Alves, Public Works Director
Jim Langborg, Fire Chief
Jim Dias, Contract Fire Marshal
Gabriel Martinez, Building Official
Doug Pike, PE, City Engineer
Austin Arabia, Permit Technician
Charlene Trejo, Permit Technician
Ajay Anand, Property Owner Representative



Greenfield City Fire

380 Oak Avenue, Greenfield, CA 93927

☎ 831.674.5484 | 📠 831.674.3149

PLAN REVIEW COMMENTS

May 9, 2022

RE: Town Place Suites
APNs 109-116-002, 006, 007, and 008
Application #22011

Plans have been received for the above application to build a three-story hotel in The Vines Development in the area of Highway 101 and Walnut Avenue in Greenfield, CA. The Fire Department has made the following comments:

- The structure shall be protected by an automatic fire sprinkler system designed to the requirements of the 2019 CA Fire Code as amended.
- Access and parking lot width should accommodate the maneuvering of large fire apparatus when the parking lot is at full capacity.
- The FD requests to provide input on the location of all fire hydrants, FDCs, standpipe connections, and OS&Ys and PIVs .

Respectfully,

Jim Langborg

**Jim Langborg
Fire Chief**



Letter of Transmittal

To: City of Greenfield
 599 El Camino Real
 Greenfield CA 93927

Attn: Fire Prevention

Date: May 16, 2022 **Review #:** 1

CSG #: _____

Agency Plan Check #: 22011

Job Address: 379 Walnut Ave Greenfield

Job Description:

Town Place & Suites Hotel

Status:

- Plan is approved.
- Plan is approved with conditions.
- Plan is approved with redlines.
- Plan requires corrections. See attached list.
- Other: _____

Plans were received and reviewed for the following type of project:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Architectural | <input type="checkbox"/> Fixed Fire Protection System |
| <input checked="" type="checkbox"/> UG Fire Service / Civil Plans | <input type="checkbox"/> Manual Fire Alarm System |
| <input type="checkbox"/> Fire Sprinklers | <input type="checkbox"/> Water Flow Monitoring System |
| <input type="checkbox"/> Sprinkler Monitoring System | <input type="checkbox"/> Hood / Duct System (Fire Suppression) |
| <input type="checkbox"/> Automatic Fire Alarm System | <input type="checkbox"/> Other: _____ |

We have reviewed the following documents:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Plans | <input type="checkbox"/> CSFM Listing |
| <input type="checkbox"/> Hydraulic Calculations | <input type="checkbox"/> Water Flow Test Letter |
| <input type="checkbox"/> Battery Calculations | <input type="checkbox"/> Structural Review Letter |
| <input type="checkbox"/> Manufacturer's Specifications | <input type="checkbox"/> Other: _____ |

Special items to note:

- Plan has been stamped and signed by CSG
- Special inspection required for _____
- Fire Inspection during installation is required for _____
- Weld Inspection is required for _____
- Alternate materials and method review
- Expedited Plan Check performed
- Please collect a plan review fee for **3** hour(s) of plan check. Amount: **\$300.00**

Remarks:

From: Jim Dias
 CSG Consultants

**CITY OF GREENFIELD
FIRE PREVENTION DIVISION
CORRECTION LIST**

Date: May 16, 2022
Subject: Town Place & Suites
Address: 379 Walnut Ave Greenfield
PC#: 22011
Plan checker: Jim Dias

Phone: 650-627-6272

IMPORTANT NOTICE: Please return both this correction list and any marked drawings or calculations along with your revised drawings when resubmitting. Please reference on the correction list where on the plans the corrections have been made to assist in providing a more timely review. Be advised that the plan review application for this project may expire 180 days from the date of original application.

PLAN CHECK COMMENTS

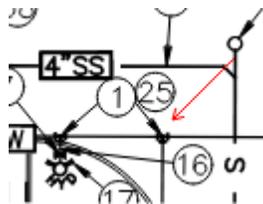
1. Page C-3 (Civil Plans) – Plans show a 3/4" lateral off of the fire service underground. What is the purpose of this lateral? If it is intended for fire suppression for the trash enclosure, more information is required to determine if fire protection is required.

Response: _____

2. Page C-3 (Civil Plans) – CHANGE tag for fire service main from #” W to #” FW to better identify.

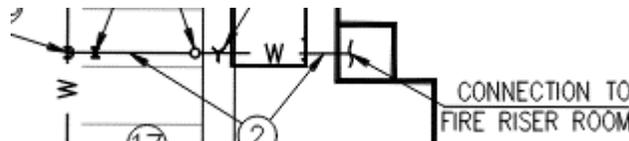
Response: _____

3. Page C-3 (Civil Plans) – Confirm the “T” configuration of the tee shown below. State 8 x 6 x 8, yet believe that this “T” should be 8 x 8 x 8.



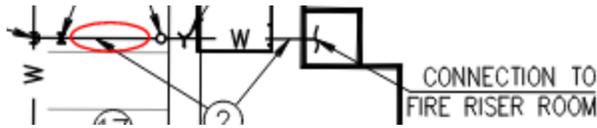
Response: _____

4. Page C-3 (Civil Plans) – PIV and FDC are shown in a parking space. RELOCATE.



Response: _____

5. Page C-3 (Civil Plans)– ADD in accessible in-ground check valve to prevent circulating pressure across the entire fire underground when pressurizing the FDC.



Response: _____

- 6. Page C-3 (Civil Plans) – Both parking lots exceed 150 feet in length. PROVIDE fire department turnaround or redesign to provide fire apparatus access 360 degrees of the building.

Response: _____

- 7. Page L2.1 (Landscape Plans) – Appears that plantings at fire hydrants (x2 this page) will not allow 36" clearances around the fire hydrants. REDESIGN the type of and location of plants to be used in this areas.

Response: _____

- 8. Page L2.2 (Landscape Plans) – Appears that plantings at fire hydrants (x2 this page) will not allow 36" clearances around the fire hydrants. REDESIGN the type of and location of plants to be used in this areas.

Response: _____

- 9. Page A0.0.0 (Architectural Plans) – Project Data – Standpipes – REMOVE reference to the City of Sacramento and their amendments.

Response: _____

- 10. Page A0.0.0 (Architectural Plans) – Project Data – NOTE FOR FIRE SPRINKLER CONTRACTOR: CORRECT the NPFA standard from 14 to 13.

Response: _____

- 11. Page A1.0.0 (Architectural Plans) – Key Note #1 – ALL curbs shall be painted red and deemed as fire lanes. Plan does not reflect all curbs.

Response: _____

- 12. Pages A1.1.0A and A1.1.0 (Architectural Plans) – Additional fire extinguisher required to be installed in hallway between fire doors @ flex space and stairwell [25B] or relocate fire extinguisher from stairwell [25B] to hallway (preferred option).

Response: _____

- 13. Pages A1.1.0A and A1.1.0 (Architectural Plans) – ADD fire extinguisher to "Food Prep" [15] area.

Response: _____

- 14. Pages A1.1.0A and A1.1.0 (Architectural Plans) – It appears that additional standpipe connections are required. Specifically along the corridors when hose extension is in excess of 150 feet from the locations shown, and shall be available on both sides of the horizontal EXIT doors in the corridors.

Response: _____

- 15. Pages A1.2.0A and A1.2.0 (Architectural Plans) – It appears that additional standpipe connections are required. Specifically along the corridors when hose extension is in excess of 150 feet from the locations shown, and shall be available on both sides of the horizontal EXIT doors in the corridors.

Response: _____

- 16. Pages A1.3.0A and A1.3.0 (Architectural Plans) – It appears that additional standpipe connections are required. Specifically along the corridors when hose extension is in excess of 150 feet from the locations shown, and shall be available on both sides of the horizontal EXIT doors in the corridors.

Response: _____

17. Page A1.4.0 – (Architectural Plans) – Which stairwell provides roof access?

Response: _____

18. Page A1.4.0 – (Architectural Plans) – SHOW location of rooftop standpipe.

Response: _____

19. Page A2.0.0A – (Architectural Plans) – SHOW location of address numbers. NOTE address numbers shall be no less than 6" in height and of a contrasting color.

Response: _____

20. SHOW location of KNOX Boxes. KNOX Boxes shall be installed at all EXITS.

Response: _____

21. ADD ERRCS to list of deferred submittals.

Response: _____

(End of Comments)

Appendix B

City of Greenfield Municipal Parking Code

CITY OF GREENFIELD, CA

17.58.050 Number Of **Parking** Spaces Required:

A. **Off Street Parking** Requirements: The city's **off street parking** requirements are listed by land use classifications in table 17.58-1 of this section. Except as otherwise specifically stated, the following rules apply to table 17.58-1 of this section:

1. "Square feet" means "gross square feet" and refers to building area unless otherwise specified.
2. Where **parking** spaces are required based on a per employee ratio, this shall be construed to be the total number of employees on the largest working shift.
3. For the purpose of calculating residential **parking** requirements, dens, studies, or other similar rooms that may be used as bedrooms shall be considered bedrooms.
4. Where the number of seats is listed to determine required **parking**, seats shall be construed to be fixed seats. Where fixed seats provided are either benches or bleachers, such seats shall be construed to be not more than eighteen (18) linear inches for pews and twenty four inches (24") for dining, but in no case shall seating be less than determined as required by the uniform building code.

B. **Shared Parking**: The city's **off street parking** requirements are listed by land use classifications in table 17.58-1 of this section, however, in certain instances, and upon issuance of a conditional use permit, site conditions may warrant a shared **parking** arrangement. Where two (2) or more uses have different periods of peak **parking** demand (e.g., a restaurant and an office) and share a common **parking** supply, the number of spaces required is reduced. To calculate the reduction in the required number of spaces, the following methods are acceptable:

1. The methodology provided in the Urban Land Institute publication "Shared **Parking**" may be used to calculate the reduction. For the base **parking** ratios (i.e., the **parking** space ratios required before taking into account sharing of spaces), the requirements of this section shall be used.
2. The applicant may provide a shared **parking** study that is acceptable to the review authority. (This methodology may be necessary for uses not covered in the shared **parking** manual.)

C. Minimum/Maximum **Parking** Requirements: Unless **off street parking** reductions are permitted consistent with section 17.58.060, "Reduction Of **Off Street Parking** Requirements", of this chapter, the number of **off street parking** spaces required in table 17.58-1 of this section shall be considered the minimum necessary for each use. In conjunction with discretionary development permits, the designated approving authority may increase these **parking** requirements if it is determined that these requirements are inadequate for a specific project. By the same token, the designated approving authority may decrease the required **parking** for a specific use as specified in chapter 17.16, "Permit Requirements", of this title.

D. Uses Not Listed: The number of **parking** spaces required for uses not specifically listed in table 17.58-1 of this section shall be determined by the planning director based on common functional, product, or compatibility characteristics and activities, as provided in section 17.26.030, "Similar Uses", of this title.

E. Calculation/Rounding Of Quantities: When the calculation of the required number of **off street parking** spaces results in a fraction of a space, the total number of spaces shall be rounded to the nearest whole number (<0.49, round down; >0.50, round up).

F. Mixed Use/Multiple Tenants: Except as otherwise provided in this section, for each separate use on a site with multi-tenants, or a combination of principal uses in anyone facility, the development shall provide the aggregate number of **parking** spaces for each separate use. **Parking** for retail commercial shopping centers may include restaurant uses up to the maximum percentage of total site square footage, as described in table 17.58-1A of this section, when the indicated percent of the retail **parking** ratio is used to calculate the number of **parking** spaces required. Retail commercial shopping centers are allowed to have up to thirty five percent (35%) of their square footage taken up by restaurant uses when calculating **parking** with this method.

TABLE 17.58-1A

PARKING RATIO PERCENTAGES FOR SHOPPING CENTERS WITH RESTAURANT USES

Percent Of Total Square Footage For Restaurant	Parking Ratio
0-10	4.5 spaces/1,000 square feet
10-25	6.75 spaces/1,000 square feet
25-35	8.1 spaces/1,000 square feet

G. New Buildings Or Development Projects Without Known Tenants: If the type of tenants that will occupy a nonresidential building are not known at the time of the development entitlement or building permit approval, the amount of **parking** shall be the minimum number of spaces required by table 17.58-1 of this section for the most intense land use allowed within the

underlying zoning district that can reasonably be accommodated within the entire structure/project as determined by the planning director. The designated approving authority may grant exceptions to this rule where the use or other restrictions ensure adequate **parking** is provided (i.e., rezone agreements).

H. Tenant Spaces With Multiple Functions: When a tenant of a building has several functions, such as retail and office space, the amount of **parking** for the tenant shall be calculated as required in table 17.58-1 of this section for the primary use, using the gross floor area of the building.

I. Tenant Spaces With Accessory Storage: When a tenant has enclosed accessory storage in excess of two thousand (2,000) square feet, the required **parking** for that portion of the tenant space dedicated to storage shall be calculated as specified in table 17.58-1 of this section for warehousing, storage, and distribution (in addition to the **parking** requirements for the primary use of the building).

TABLE 17.58-1

PARKING REQUIREMENTS BY LAND USE

Land Use Type	Required Parking Spaces
Agriculture, resource, and open space uses:	
Agricultural product sales	4 spaces/roadside stand
Wine tasting rooms	1 space/500 square feet of tasting room
Industry, manufacturing, and processing uses:	
Auto wrecking, junkyard, salvage yard	2 spaces, plus 1 space/employee
Laundries and dry cleaning plants	1 space/1,000 square feet
Manufacturing, printing and publishing, and rendering	1 space/1,000 square feet, plus 1/company operated vehicle
Recycling facilities - processing, scrap, and dismantling facilities	1 space/1,000 square feet of office space, plus 1 space/employee
Research and development services	2 spaces/1,000 square feet
Warehousing, storage, and distribution	1 space/3,000 square feet, plus 1/company operated vehicle
Recreation, education, and public assembly uses:	
Cemeteries, mausoleums	1 space/5 seats in main assembly area

TABLE 17.58-1

PARKING REQUIREMENTS BY LAND USE

Land Use Type	Required Parking Spaces
Clubs, lodges, and private meeting halls; community centers	1 space/5 fixed seats in the main assembly area or 1 space/100 square feet for nonfixed seats in the main assembly area, whichever is greater
Indoor amusement/entertainment facilities	1 space/750 square feet
Indoor sports and recreation facilities	1 space/500 square feet
Libraries and museums	1 space/750 square feet
Outdoor commercial recreation:	
Amusement park, outdoor areas	1 space/miniature golf hole; 2 spaces/1,000 square feet outdoor land area accessible to the public
Driving range	1 space/tee
Golf courses, professional	5 spaces/hole for golf courses
Tennis court	1.5 spaces/court
All other uses	As determined by the designated approving authority
Parks and playgrounds (for parks >10 acres)	5 percent of the total site area
Recreational vehicle parks	1 space/travel trailer/RV site plus 1 guest space/4 units
Religious institutions	1 space/S fixed seats or 1 space/125 square feet, whichever is greater
Schools:	
Elementary and secondary/junior/middle	1.5 spaces/classroom or 1 space/s fixed seats in the main assembly area, whichever is greater
High	1.5 spaces/classroom, plus 1 space/s fixed seats in the auditorium or assembly area, whichever is greater
College/university	1 space/s students based on maximum student capacity, plus 0.75 space/employee
Vocational and trade	1 space/s students, plus 0.75 space/employee
Studios	1 space/500 square feet
Theaters and auditoriums	1 space/s fixed seats or 1 space/75 square feet, whichever is greater
Residential uses:	
Caretaker housing	1 space/bedroom
Child and adult daycare homes; family care facilities	2 spaces, plus 1 space/nonresident employee

TABLE 17.58-1

PARKING REQUIREMENTS BY LAND USE

Land Use Type	Required Parking Spaces
Group residential	1 space/bedroom
Multi-family:	
Studio and 1 bedroom units	1 space/unit, plus 1 guest space/4 units
2 and 3 bedroom units	2 spaces/unit, plus 1 guest space/4 units
4 or more bedroom units	3 spaces/unit, plus 1 guest space/4 units
Mobilehomes	2 off street spaces/unit, plus 1 guest space/8 home lots
Senior independent living facilities	0.5 space/unit, plus 1 guest space/4 units
Residential care home	No additional requirement beyond single-family requirement
Single-family:	
Covered	2 spaces/unit ^{1,3}
Uncovered	2 spaces/unit ^{1,2,3}
Retail, service, and office uses:	
Adult and child daycare facilities	0.75 space/employee, plus 1 space/facility vehicle, plus 1 space/10 persons at facility capacity
Adult related business	1 space/500 square feet
Ambulance service	1 space/500 square feet, plus 1 space/service vehicle
Animal sales and grooming	1 space/500 square feet
Auto and vehicle sales/rentals	1 space/3,000 square feet interior and exterior sales, display, and storage area
Auto parts sales	3 spaces/1,000 square feet
Automated teller machines (ATMs)	1 space/machine
Banks and financial services ³	3 spaces/1,000 square feet
Bars and nightclubs	1 space/3 fixed seats, plus 1 space/100 square feet assembly area
Bed and breakfast inns	1 space/guestroom, plus 1 space/resident owner or manager
Car washing and detailing	2 spaces/wash bay
Equipment sales and rental	1 space/500 square feet interior sales area, plus 1 space/1,000 square feet exterior sales and storage area
Furniture, furnishings, and appliance stores	1 space/1,000 square feet
Garden center/plant nursery	4.5 spaces/1,000 square feet
Hotels and motels	1 space/room

TABLE 17.58-1

PARKING REQUIREMENTS BY LAND USE

Land Use Type	Required Parking Spaces
Kennels	1 space/500 square feet
Maintenance and repair	1 space/500 square feet
Medical services:	
Clinics, offices, and laboratories ³	1 space/500 square feet
Extended care and hospitals	1 space/licensed bed
Mortuaries and funeral homes	1 space/5 seats in main assembly area
Offices:	
Business and professional	3 spaces/1,000 square feet
Call centers	4 spaces/1,000 square feet
Professional services	1 space/400 square feet or 2/chair, whichever is greater
Recycling facilities:	
Large collection facility	2 spaces/station
Reverse vending machine	No minimum requirement
Small collection facility	No minimum requirement
Residential care facilities	1 space/5 beds
Restaurants:	
Fast food	1 space/200 square feet dining area
Sit down, takeout inclusive	1 space/4 fixed seats or 1 space/80 square feet dining area, whichever is greater
Takeout, exclusive	1 space/150 square feet accessible to the public
With live entertainment	1 space/5 fixed seats, plus 1 space/50 square feet assembly area
Retail (includes all others not listed)	3 spaces/1,000 square feet
Retail, shopping centers	4.5 spaces/1,000 square feet)
Service stations:	
With accessory retail	3 spaces ⁴
With convenience market	3 spaces for the first 1,000 square feet, plus 1 space/300 square feet thereafter ⁴
With vehicle service	2 spaces/service bay ⁴
Storage - personal storage facilities	4 spaces, plus 2 spaces for management
Vehicle services	1.5 spaces/service bay ⁴
Veterinary facilities	2 spaces/1,000 square feet

TABLE 17.58-1

PARKING REQUIREMENTS BY LAND USE

Land Use Type	Required Parking Spaces
Warehouse retail stores	2 spaces/1,000 square feet
Utility, transportation, and communication uses:	
Broadcasting and recording studios	1 space/500 square feet
Heliports	2 spaces/pad
Telecommunication and utility facilities	1/vehicle normally required to service such facility
Transit stations and terminals	1 space/200 square feet of waiting area

Notes:

1. If development includes private **streets** with limited or no **parking**, a minimum of 1 guest **parking** space shall be provided per single-family residence as determined by the designated approving authority.
2. If 5 or more bedrooms are provided in one unit, then 1 additional space (covered or uncovered) shall be provided.
3. **Parking** space(s) shall either be enclosed or covered.
4. Additional **parking** may be required for drying or vacuum areas, as determined by the designated approving authority.

(Ord. 473 §3, 2007)

17.58.060 Reduction Of **Off Street Parking** Requirements:

 **SHARE**

Commercial, office, or industrial projects may request a reduction in the minimum number of **parking** spaces required, provided they include facilities, programs, or services that reduce the overall **parking** demand for the site, contingent upon approval from the approving authority.

A. Facilities And Programs: A proponent of an office, commercial or industrial project may provide alternative facilities or programs which serve to reduce **parking** demand in return for a reduction in vehicle **parking** requirements. Vehicle **parking** requirements may be reduced in accordance with the following provisions:

1. Shower/Locker Facilities: Developments with ten (10) or more employees may reduce their **parking** requirement by providing shower and clothing locker facilities for bicycle commuting employees. Maximum reduction: Ten percent (10%) of required **parking**.
2. Secure Bicycle **Parking**: Developments that provide additional secure bicycle **parking** facilities over and above the minimum requirement may reduce their **parking** requirement by one vehicle space for every additional bicycle space provided. Maximum reduction: Fifteen percent (15%) of required **parking**.
3. Motorcycle Or Low Speed Vehicle **Parking**: Developments that provide motorcycle or low speed vehicle **parking** may reduce their **parking** requirement by one vehicle space for every additional motorcycle or low speed vehicle space provided. Maximum reduction: Fifteen percent (15%) of required **parking**. Low speed vehicle spaces must be equipped with no cost to user charging facilities.
4. Preferred Car Pool/Vanpool **Parking** Spaces: Office or industrial developments which guarantee preferred **parking** spaces (e.g., covered, shaded, or near building entrance) to employees who participate regularly in a car pool or vanpool may reduce their **parking** requirement by one vehicle space for every one space which is marked and reserved for car pools/vanpools at a preferred location. Maximum reduction: Five percent (5%) of required **parking**.

B. Special Circumstances: **Off street** vehicle **parking** reductions may also be granted when the applicant for a single or combined use can prove to the designated approving authority that the nature of the proposed use(s) or the proximity of the facility to alternative modes of transportation justify the requested **parking** reduction. This subsection includes shared **parking** reductions due to variation in peak demands. (Ord. 473 §3, 2007)

17.58.070 Handicapped **Parking** Requirements:

- A. Number Of Spaces, Design Standards: **Parking** spaces for the disabled shall be provided in compliance with uniform building code and the Americans with disabilities act.
- B. Reservation Of Spaces Required: The number of disabled accessible **parking** spaces required by this section shall be reserved by the property owner/tenant for use by the disabled throughout the life of the approved land use.
- C. Upgrading Of Markings Required: If amendments to state law change standards for the marking, striping, and signing of disabled **parking** spaces, disabled accessible spaces shall be upgraded in the time and manner required by state law. (Ord. 473 §3, 2007)

17.58.080 Compact **Parking** Spaces:

Up to twenty five percent (25%) of the required number of **parking** spaces may be sized for compact cars, and shall be clearly marked "COMPACT". Compact **parking** spaces shall be distributed throughout the **parking** lot. (Ord. 473 §3, 2007)

17.58.090 **Parking** Design And Development Standards:

 SHARE

A. Surface **Parking**: All surface **parking** areas, other than those provided in a garage or **parking** structure, shall have the following improvements:

1. Paving, Drainage Facilities: Paving and adequate drainage facilities as specified by the public works director.
2. Clear Signage, Pavement Markings: Clear signage and pavement markings to indicate entrances, exits, aisle directions, and other features required to ensure the safe movement of vehicles.
3. **Parking** Area Design: **Parking** areas for commercial, industrial, and multiple-family residential uses, not including duplexes and single-family residences, shall be designed so that vehicles are not permitted to back out of the **parking** area onto a public **street**.
4. Landscaping: Landscaping shall be provided in compliance with chapter [17.54](#) of this title.
5. Lighting: **Parking** areas shall have lighting capable of providing adequate illumination for security and safety. Lighting fixtures shall be energy efficient. Lighting standards shall be in scale with the height and use of the on site structure(s). All illumination, including security lighting, shall be directed downward, away from adjacent properties and public rights of way in compliance with chapter [17.56](#), "Lighting", of this title.
6. Vehicle Overhang: Vehicular overhang is permitted, provided no vehicle shall overhang into a sidewalk that would reduce the unencumbered width of a sidewalk to less than four feet (4'). A vehicle is permitted to overhang into a landscaped area by two feet (2'), provided that the required landscape area is extended by two feet (2').

B. Access To **Parking**: Access to **parking** areas and curb cuts for driveways shall be approved by the planning director and public works director to ensure an efficient and safe traffic flow into the **parking** areas and along public **streets**.

C. Dead End Aisles: Dead end aisles are discouraged. When used, ninety degree (90°) angle stalls are required and the aisle shall have a minimum five foot (5') backing area.

D. **Parking** Space And Aisle Dimensions: All **parking** areas shall be designed so that the **parking** spaces are permanently maintained and have suitable maneuvering space and access to and from a public **street** or alley. The dimensions of each **parking** space shall be determined from table 17.58-2 of this section:

TABLE 17.58-2

PARKING SPACE AND DRIVE AISLE DIMENSIONS

Parking Stall Type	Minimum Stall Dimensions		Minimum Width For Drive Aisle With Parking		Minimum Width For Emergency Access Drive Aisles
	Width	Length	One-Way	Two-Way	
Standard parallel	9'	24'	12'	20'	20'
Standard 45 degree	9'	19'	16'4"	20'	20'
Standard 60 degree	9'	19'	19'	20	20'
Standard 90 degree	9'	19'	20'	25'	20'
Compact	8.8'	16'	20'	25'	20'
Handicapped	9'5"	19'	20'	25'	20'

(Ord. 473 §3, 2007)

17.58.100 Bicycle **Parking Requirements:** 

Bicycle **parking** shall be provided for all multi-family projects and nonresidential uses in compliance with this section.

A. Location: Bicycle **parking** shall be located on a paved surface, in proximity to a building entrance and in a visibly secure location adjacent to the building.

B. Bicycle Rack: Bicycle **parking** shall consist of at least a stationary bicycle rack, typically a curved metal bar, where the cyclist supplies a padlock and chain or cable to secure the bicycle to a stationary object.

C. Prohibited Locations: Except as otherwise specified, required bicycle **parking** shall not be located within required setback yard areas.

D. Bicycle **Parking** Requirements: Bicycle **parking** is required for multi-family, public and civic facilities, schools, retail commercial, office and industrial uses in accordance with table 17.58-3 of this section. In no case shall there be fewer than two (2) employee bicycle spaces and two (2) patron spaces, unless specifically exempt.

TABLE 17.58-3

BICYCLE **PARKING** REQUIREMENTS BY LAND USE

Land Use Type	Required Parking Spaces
Multi-family residential:	
Complexes of any size	1 space for every unit
Community civic:	
Public and civic facilities	25 percent of required vehicle space
Schools	35 percent of enrollment capacity
Commercial:	
Office	1 for every 5 vehicle spaces
Retail	20 percent of required vehicle spaces
Industrial:	
Industrial	1 space for every 5 vehicle spaces

(Ord. 473 §3, 2007)

17.58.110 Off Street Loading Requirements: 

All retail and wholesale stores, warehouses, supply houses, buildings devoted to the manufacturing trade, hotels, hospitals or other buildings where large amounts of goods are received or shipped shall provide loading and unloading space adequate to handle the volume of truck traffic and loading requirements.

- A. Number Of Spaces: At a minimum, one loading space (dock or **parking** space) shall be provided for all commercial and industrial buildings in excess of ten thousand (10,000) square feet plus one additional space for every additional twenty thousand (20,000) square feet of floor area.
- B. Dimensions: Each required loading space shall be not less than ten feet (10') wide, thirty five feet (35') long and with fourteen feet (14') of clear height. Loading zones shall be separate from other required **parking** and maneuvering area.
- C. Location: Where feasible, loading zones and docks shall be located to the rear of properties. No truck entrance door, loading zone and/or dock serving commercial vehicles shall be permitted to face a residential area located within five hundred feet (SOD').
- D. Screening: All loading zones and truck **parking** areas shall be screened from view by a minimum of a six foot (6') high hedge, vine covered fence or wall plus landscaping as required by chapter 17.54, "Landscaping", of this title.

E. Passenger Loading Areas: Public **parking** areas for major development projects shall designate a passenger loading area or areas for embarking and disembarking passengers from ridesharing vehicles. Such passenger loading areas shall be located at the point(s) of primary pedestrian access from the **parking** area to the adjacent building, or buildings, and shall be designed in such a manner that vehicles waiting in the loading area do not impede vehicular circulation in the **parking** area. The passenger loading areas shall be large enough to accommodate the number of waiting vehicles equivalent to one-half (1/2) of one percent (1%) of the required **parking** for the project. (Ord. 473 §3, 2007)

Appendix C

Land Use Code 311: All Suites Hotel Parking Demand

ITE 5th Edition Parking Generation Manual

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

All Suites Hotel (311)

Peak Period Parking Demand vs: Occupied Rooms

On a: **Weekday (Monday - Friday)**

Setting/Location: **General Urban/Suburban**

Peak Period of Parking Demand: 10:00 p.m. - 6:00 a.m.

Number of Studies: 5

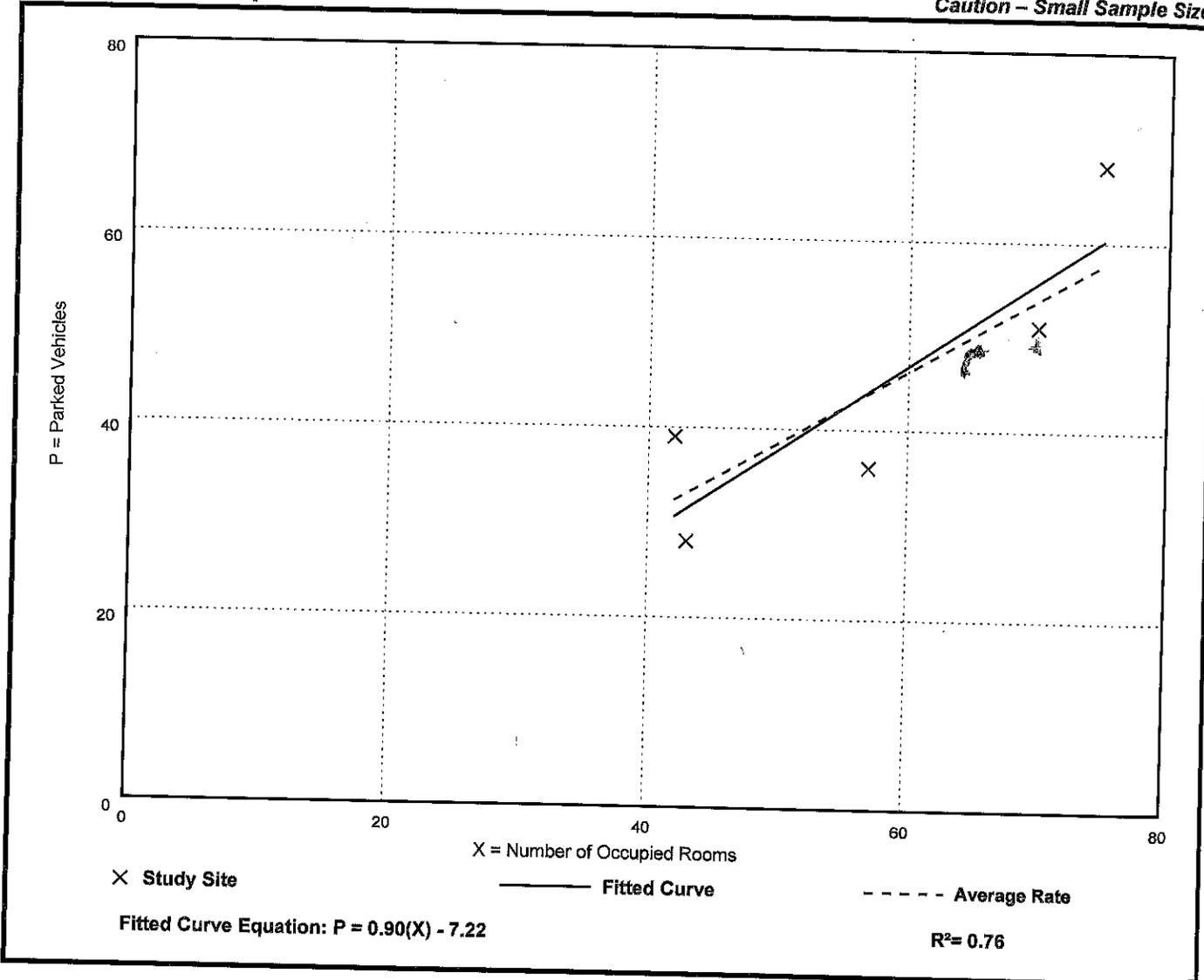
Avg. Num. of Occupied Rooms: 57

Peak Period Parking Demand per Occupied Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.77	0.63 - 0.93	0.65 / 0.93	***	0.14 (18%)

Data Plot and Equation

Caution - Small Sample Size



All Suites Hotel (311)

Peak Period Parking Demand vs: Occupied Rooms

On a: **Saturday**

Setting/Location: **General Urban/Suburban**

Peak Period of Parking Demand: 11:00 p.m. - 4:00 a.m.

Number of Studies: 2

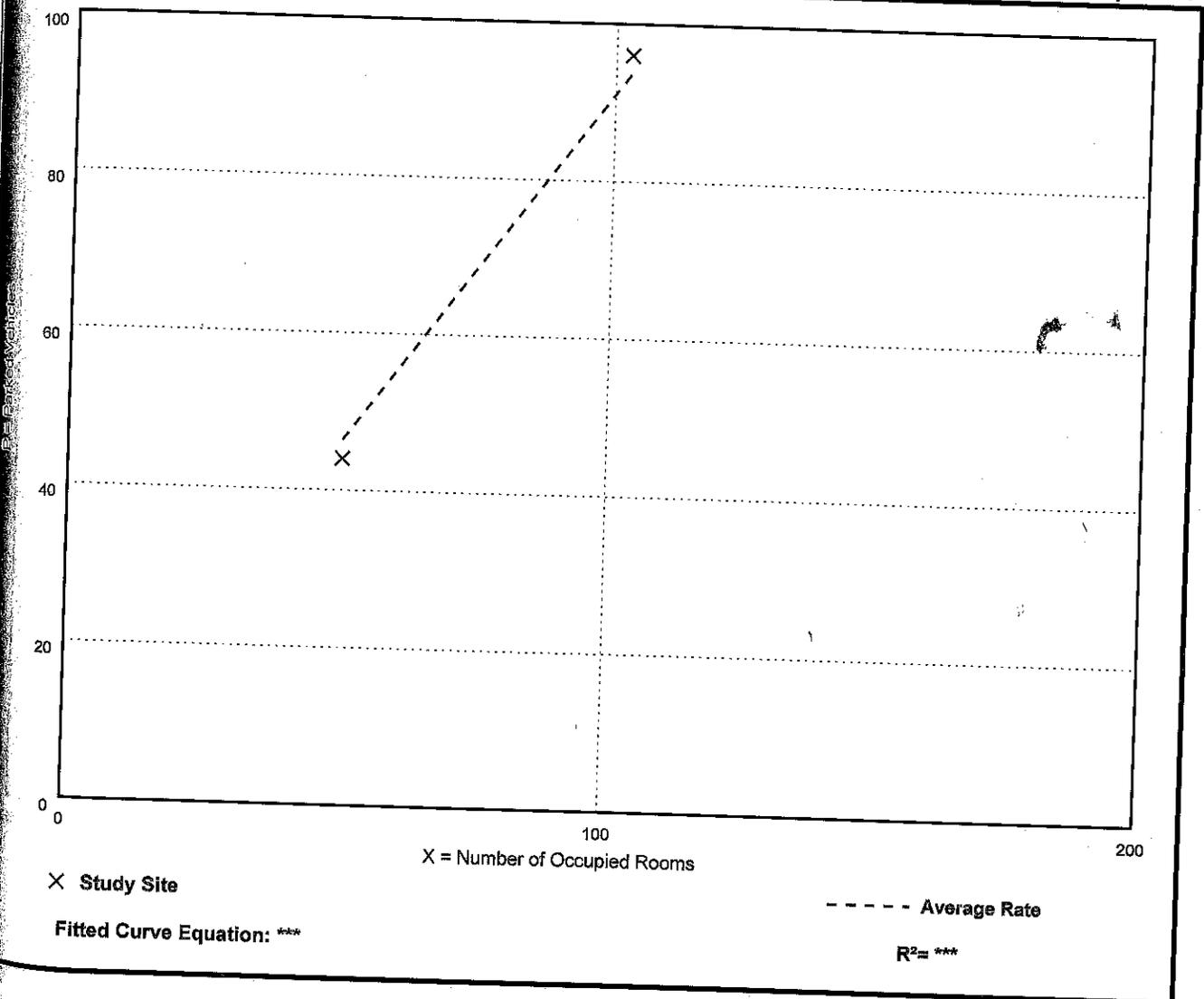
Avg. Num. of Occupied Rooms: 77

Peak Period Parking Demand per Occupied Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.91	0.86 - 0.93	*** / ***	***	*** (***)

Data Plot and Equation

Caution - Small Sample Size



All Suites Hotel (311)

Peak Period Parking Demand vs: Occupied Rooms

On a: **Sunday**

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11:00 p.m. - 4:00 a.m.

Number of Studies: 2

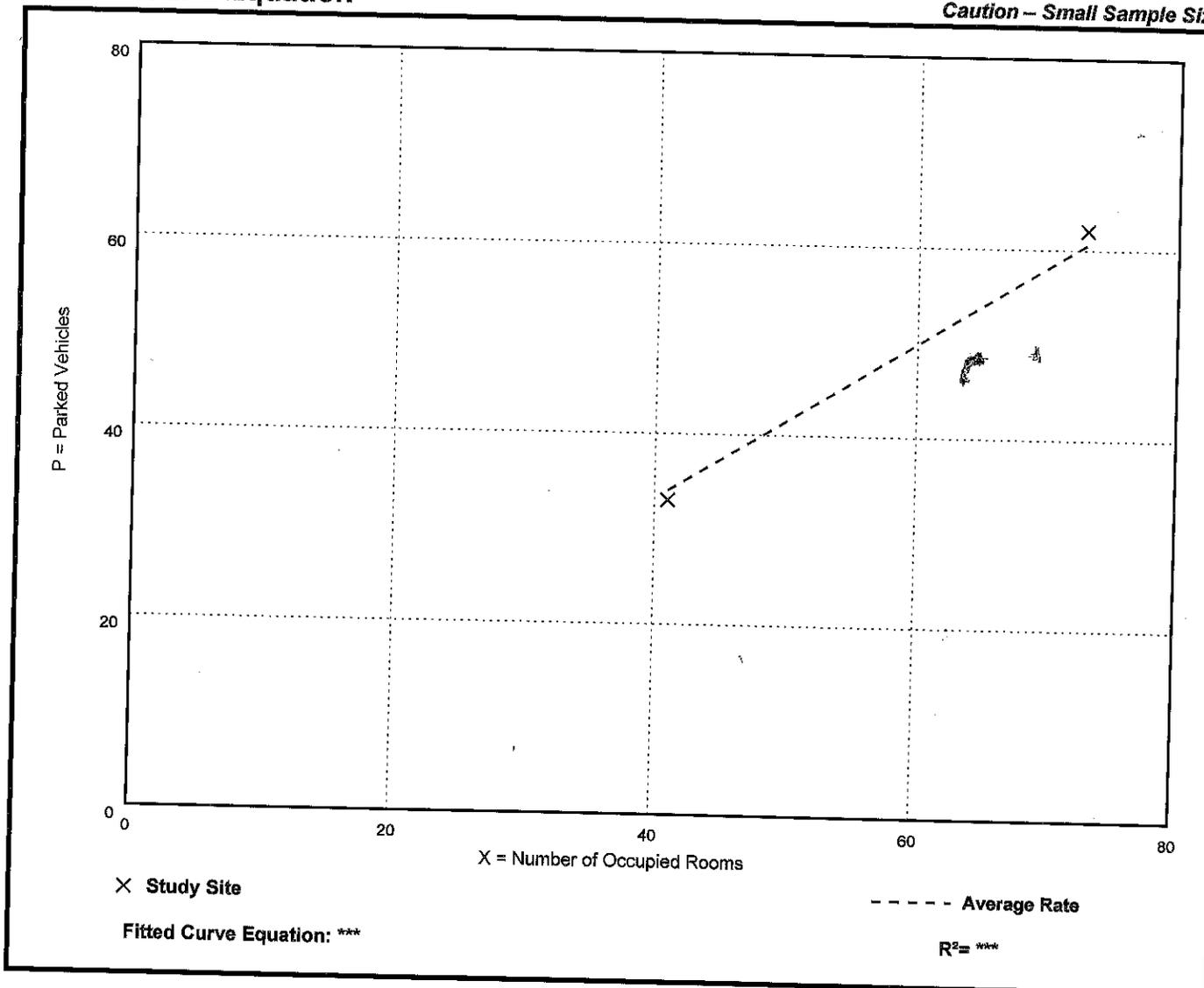
Avg. Num. of Occupied Rooms: 57

Peak Period Parking Demand per Occupied Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.83	0.80 - 0.85	*** / ***	***	*** (***)

Data Plot and Equation

Caution - Small Sample Size



Appendix D

Base Parking Ratios and Time of Day Adjustments

ULI 3rd Edition Shared Parking Manual

FIGURE 2-2 Base Parking Ratios

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Retail <400,000 sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	1
Retail 400,000-600,000 sq ft	sliding scale between <400,000 and 600,000				scaled 4.00 to 4.50	ksf GLA	1
Retail 600,000-1 million sq ft	3.20	0.80	3.60	0.90	4.50	ksf GLA	1
Retail 1 million-2 million sq ft	sliding scale between 1 million and 2 million sq ft				scaled 4.00 to 4.50	ksf GLA	2
Retail >2 million sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	2
Supermarket/grocery	4.00	0.75	4.00	0.75	4.75	ksf GLA	2,3
Pharmacy	3.00	0.40	3.00	0.40	3.40	ksf GLA	3
Discount stores/superstores	3.40	0.85	3.80	0.95	4.75	ksf GLA	3
Home improvement stores/garden	3.10	0.80	3.45	0.90	4.35	ksf GLA	2
Fine/casual dining	13.25	2.25	15.25	2.50	17.75	ksf GLA	2,3
Family restaurant	15.25	2.15	15.00	2.10	17.10	ksf GLA	2,3
Fast casual/fast food	12.40	2.00	12.70	2.00	14.70	ksf GLA	3
Bar/lounge/nightclub	15.25	1.25	17.50	1.50	19.00	ksf GLA	2
Family entertainment	1.80	0.20	2.50	0.25	2.75	ksf GLA	2
Active entertainment	1.50	0.15	1.80	0.20	2.00	ksf GLA	2
Amusement park/water park	3.00	0.30	3.70	0.37	4.07	ksf GLA	2
Adult active entertainment	9.00	1.00	10.00	1.20	11.20	ksf GLA	2
Cineplex	0.15	0.01	0.24	0.01	0.25	seat	2,3
Specialty movie theater	0.18	0.02	0.29	0.01	0.30	seat	2,3
Live theater	0.30	0.07	0.33	0.07	0.40	seat	2,3
Outdoor amphitheater	0.30	0.07	0.33	0.07	0.40	seat	2
Public park/destination open space	4.00	0.40	5.00	0.50	5.50	acre	2
Museum/aquarium	4.00	0.40	4.50	0.50	5.00	ksf GLA	2
Public library	2.00	0.25	1.90	2.00	3.90	ksf GLA	2
Health club	6.60	0.40	5.50	0.25	7.00	ksf GLA	2,3
Daycare center	1.50	2.00			3.50	ksf GFA	2,3
Convention center	5.50	0.50	5.50	0.50	6.00	ksf GFA	2

(continued on next page)

FIGURE 2-2 (continued)

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source	
	Visitors	Employees	Visitors	Employees				
Hotel-business	1.00	0.15	1.00	0.15	1.15	key	2,3	
Hotel-leisure	1.00	0.15	1.00	0.15	1.15	key	2,3	
Restaurant/lounge	6.67	1.20	7.67	1.33	9.00	ksf GLA	2,3	
Meeting/banquet [0-20 sq ft/key]	scaled from 0 to 30	scaled from 0 to 2.0	scaled from 0 to 20	scaled from 0 to 2.0	scaled from 0 to 32	ksf GLA	2,3	
Meeting/banquet [20-50 sq ft/key]	scaled from 30 to 20	scaled from 2 to 1.5	scaled from 20 to 10	scaled from 2 to 1.5	scaled from 32 to 21.5	ksf GLA	2,3	
Meeting/banquet [50-100 sq ft/key]	scaled from 20 to 10	scaled from 1.5 to 1.0	scaled from 10 to 5.5	scaled from 1.5 to 1.0	scaled from 21.5 to 11.1	ksf GLA	2,3	
Convention [100-200 sq ft/key]	scaled from 10 to 5.5	scaled from 1 to 0.5	5.50	scaled from 1 to 0.5	scaled from 11.1 to 6	ksf GLA	2,3	
Convention [>200 sq ft/key]	use convention center but adjust for captive on site							2,3
Residential								
Studio efficiency	0.10	0.85	0.15	0.85	1.00	unit	2,3	
1 bedroom	0.10	0.90	0.15	0.90	1.05	unit	2,3	
2 bedrooms	0.10	1.65	0.15	1.65	1.80	unit	2,3	
3+ bedrooms	0.10	2.50	0.15	2.50	2.65	unit	2,3	
Senior housing	0.55	0.30	0.42	0.30	0.85	unit	2,3	
Office <25,000 sq ft	0.30	3.50	0.03	0.35	3.80	ksf GFA	3	
Office 25,000-100,000 sq ft	sliding scale between <25,000 and 100,000				scaled from 3.8 to 3.4	ksf GFA	3	
Office = 100,000 sq ft	0.25	3.15	0.03	0.32	3.40	ksf GFA	3	
Office 100,000-500,000 sq ft	sliding scale between 100,000 and 200,000				scaled from 3.4 to 2.8	ksf GFA	3	
Office >500,000 sq ft	0.20	2.60	0.02	0.26	2.80	ksf GFA	3	
Open plan/ high-density office	0.25	5.75	0.03	0.58	6.00	ksf GFA	2	
Medical/dental office	3.00	1.60	0.00	0.00	4.60	ksf GFA	2,3	
Bank (drive-in branch)	3.50	2.50	3.00	1.75	6.00	ksft GFA	2,3	
Arena	0.27	0.03	0.30	0.03	0.33	seat	2	
Pro football stadium	0.30	0.01	0.30	0.01	0.31	seat	2	
Pro baseball stadium	0.31	0.01	0.34	0.01	0.35	seat	2	

Sources:

1. *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, DC: ULI, 1999).
2. Developed by Team Members from a combination of sources.
3. *Parking Generation*, 5th ed. (Washington, DC: Institute of Transportation Engineers, 2019).

Note: New land uses and changes to second edition titles shown in **bold**. Changes or new ratios are highlighted in blue.

FIGURE 2-4 **Weekday Time-of-Day Adjustments**

Land use		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.												
Retail typical	Visitors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
December	Visitors	1%	5%	15%	30%	55%	75%	90%	100%	100%	95%	80%	85%	90%	90%	85%	50%	30%	10%	0%
Late December	Visitors	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
All	Employees	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Supermarket/ grocery	Visitors	5%	20%	30%	50%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%
Pharmacy	Visitors	5%	20%	30%	60%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%
Discount stores/ superstores	Visitors	15%	35%	45%	65%	75%	85%	100%	100%	100%	100%	95%	85%	75%	60%	45%	30%	10%	5%	1%
	Employees	25%	45%	55%	75%	85%	100%	100%	100%	100%	100%	100%	95%	85%	70%	55%	40%	20%	20%	20%
Home improvement stores/garden	Visitors	15%	20%	35%	55%	85%	99%	100%	99%	98%	90%	85%	80%	75%	60%	50%	30%	10%	0%	0%
	Employees	25%	30%	45%	65%	95%	100%	100%	100%	100%	100%	95%	90%	85%	70%	60%	40%	20%	0%	0%
Food and beverage																				
Fine/casual dining	Visitors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employees	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family restaurant	Visitors	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	75%	25%
	Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast casual/ fast food/food court/food halls	Visitors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employees	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Bar/lounge/ nightclub	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	75%	50%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	90%	60%
Entertainment																				
Family entertainment	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	70%	60%	45%	0%	0%	0%	0%	0%
	Employees	0%	0%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	80%	70%	55%	10%	5%	5%	5%
Active entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%
Adult active entertainment	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
All movies typical	Visitors	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
	Late December	Visitors	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
	All	Employees	0%	0%	0%	0%	10%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Live theater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Outdoor amphitheater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Public park/ destination open space	Visitors	1%	5%	10%	25%	50%	65%	85%	95%	100%	95%	90%	70%	90%	100%	100%	100%	80%	50%	10%
	Employees	5%	10%	25%	50%	75%	100%	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%	60%	20%
Museum/ aquarium	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	85%	60%	30%	10%	0%	0%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	75%	10%	5%	0%	0%	5%	5%
Arena	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	0%	0%
	No matinee	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%

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FIGURE 2-4 (continued)

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.	
Entertainment (continued)																					
Pro football stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%	
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Pro baseball stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	100%	85%	25%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Health club	Visitors	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%	
	Employees	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	0%	
Public library	Visitors	0%	0%	0%	100%	100%	98%	98%	78%	72%	65%	70%	79%	60%	50%	40%	0%	0%	0%	0%	
	Employees	0%	10%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	90%	75%	50%	20%	10%	0%	0%	
Daycare center	Visitors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%	
	Employees	0%	50%	75%	90%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	
Convention center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%	
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%	
Hotel and residential																					
Hotel-business	Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	
Hotel-leisure	Visitors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	
Employee	Employees	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%	
Restaurant/lounge	Visitors	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%	
Meeting/banquet (<100 sq ft/key)	Visitors	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%	
Convention (>100 sq ft/key)	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%	
Employee	Employees	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	40%	40%	20%	0%	0%	0%	
Residential guest	Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	
Resident reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Residential suburban	Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%	
Residential urban	Residents	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%	
Active senior housing	Visitors & employees	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	97%	98%	98%
	Residents	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	97%	98%	98%
Office																					
Office	Visitors	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%	
	Employees unreserved	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%	
	Employees reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Medical/dental office	Visitors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%	
	Employees	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%	
Bank (drive-in branch)	Visitors	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%	
	Employees	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	

Source: See chapter 4 discussions for each land use.

FIGURE 2-5 **Weekend Time-of-Day Adjustments**

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Retail typical	Visitors	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
December	Visitors	1%	5%	10%	35%	60%	85%	100%	100%	100%	100%	90%	80%	65%	60%	55%	50%	35%	15%	1%
Late December	Visitors	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
All	Employees	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Supermarket/grocery	Visitors	10%	25%	50%	75%	95%	100%	100%	100%	100%	100%	100%	90%	50%	33%	25%	15%	5%	4%	3%
	Employees	15%	35%	70%	85%	100%	100%	100%	100%	85%	75%	60%	55%	45%	40%	30%	20%	10%	10%	5%
Pharmacy	Visitors	8%	25%	50%	75%	95%	100%	100%	100%	100%	100%	100%	90%	50%	33%	25%	15%	5%	4%	3%
	Employees	15%	35%	70%	85%	100%	100%	100%	100%	85%	75%	60%	55%	45%	40%	30%	20%	10%	10%	5%
Discount stores/superstores	Visitors	10%	15%	20%	30%	45%	65%	85%	95%	100%	100%	100%	95%	80%	60%	45%	30%	10%	5%	1%
	Employees	20%	25%	30%	40%	55%	75%	95%	100%	100%	100%	100%	100%	90%	70%	55%	40%	20%	15%	0%
Home improvement stores/garden	Visitors	15%	20%	35%	55%	60%	80%	95%	100%	95%	95%	80%	75%	75%	80%	90%	70%	10%	0%	9%
	Employees	25%	30%	45%	65%	70%	90%	100%	100%	100%	100%	90%	85%	85%	90%	100%	80%	20%	0%	0%
Food and beverage																				
Fine/casual dining	Visitors	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
	Employees	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Family restaurant	Visitors	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%
	Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast casual/fast food/food court/food halls	Visitors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employees	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Bar/lounge/nightclub	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
Entertainment																				
Family entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%
Active entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	75%	10%	5%	5%
Adult active entertainment	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
All movies typical	Visitors	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%
Late December	Visitors	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%
All	Employees	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Live theater	Visitors	0%	0%	0%	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%	100%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Outdoor amphitheater	Visitors	0%	0%	0%	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%	100%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Public park/destination open space	Visitors	0%	0%	0%	1%	30%	60%	75%	90%	97%	100%	98%	85%	70%	80%	100%	100%	95%	50%	10%
	Employees	0%	0%	10%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	90%	80%
Museum/aquarium	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	85%	60%	30%	10%	0%	0%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	75%	10%	5%	0%	0%	5%	5%
Arena	Visitors	0%	0%	0%	1%	1%	1%	1%	25%	95%	95%	81%	1%	1%	25%	100%	100%	100%	0%	0%
No matinee	Employees	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%

(continued on next page)

FIGURE 2-5 (continued)

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Entertainment (continued)																				
Pro football stadium 8 p.m. start	Visitors	0%	0%	1%	1%	5%	5%	50%	100%	100%	85%	25%	0%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	5%	10%	20%	30%	30%	100%	100%	100%	100%	25%	10%	5%	5%	0%	0%	0%	0%	0%
Pro baseball stadium	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	90%	100%	100%	100%	0%	0%
	Employees	0%	0%	0%	5%	5%	5%	5%	5%	5%	5%	5%	20%	75%	75%	100%	100%	100%	100%	100%
Health club	Visitors	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%	10%	1%	1%	0%
	Employees	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%	20%	20%	20%	0%
Public library	Visitors	0%	0%	0%	0%	100%	90%	80%	65%	50%	35%	11%	5%	5%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	10%	50%	100%	100%	100%	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	0%	0%
Daycare center	Visitors	0%	2%	25%	75%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%	0%
	Employees	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
Convention center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
Hotel and residential																				
Hotel-business	Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-leisure	Visitors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Employee	Employees	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
Restaurant/ lounge	Visitors	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Meeting/banquet (<100 sq ft/key)	Visitors	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Convention (>100 sq ft/key)	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
Employee	Employees	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	10%	10%
Residential guest	Visitors	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential suburban	Residents	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
Residential urban	Residents	90%	85%	80%	75%	70%	69%	68%	67%	66%	55%	60%	55%	50%	55%	65%	75%	85%	90%	100%
Active senior housing	Visitors	94%	98%	97%	95%	93%	94%	97%	99%	100%	100%	99%	98%	98%	98%	97%	95%	94%	98%	98%
	Employees	94%	98%	97%	95%	93%	94%	97%	99%	100%	100%	99%	98%	98%	98%	97%	95%	94%	98%	98%
Office																				
Office	Visitors	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Employees unreserved	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Employees reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Medical/ dental office	Visitors	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	20%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bank (drive-in branch)	Visitors	0%	0%	25%	40%	75%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	90%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Source: See chapter 4 discussions for each land use.