



The Triangle

Parking Master Plan



Prepared for:

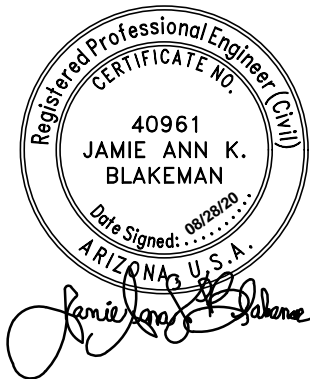


PEG Development
180 N. University Avenue
Suite 200
Provo, UT 84601

Prepared by:



Lokahi, LLC
4657 E. Cotton Gin Loop,
Suite 102
Phoenix, AZ 85040



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1. Executive Summary

Lōkahi, LLC (Lōkahi) was retained by PEG Development to complete a Parking Master Plan for The Triangle mixed-use development. The proposed development is located on the north side of Indian School Road approximately 300 feet west of Scottsdale Road in Scottsdale, Arizona.

The Triangle development will include the following land uses:

- Multi-Family Residential 230 units
 - 41 studio units
 - 98 one-bedroom units
 - 79 two-bedroom units
 - 12 three-bedroom units
- Hotel 168-rooms
- Restaurant 4,000 square feet

Proposed Parking

The Triangle development is anticipated to provide a total of 490 parking stalls on-site for the multi-family, hotel, and restaurant uses. The 490 total parking stalls will be provided via a mix of 475 garage and 15 surface stalls. Within the 475 garage parking stalls, it is anticipated that 132 will be standard parking stalls, while the remaining 343 will be provided in a CityLift system. CityLift is an automated vehicle parking system that allows for stacking of vehicles to maximize space. Through a smart phone application, vehicle owners are able to “call” their vehicle to be ready and accessible in seconds.

To ensure flexibility, the developer intends to meet the parking required by the City of Scottsdale’s Code of Ordinances through a potential combination of parking methods to be reviewed and approved by City Staff with the Development Review Board submittal.

Hotel Parking

Located in the heart of Old Town Scottsdale, The Triangle development is located within close proximity to nearby shopping, restaurants, and night life, which promotes and invites alternative modes of travel. Additionally, free trolley services are provided by the City of Scottsdale and the growing popularity of rideshare services such as Uber and Lyft, and bikeshare services, all contribute to reducing the reliance on personal vehicles, and thereby reducing parking demand.

Rideshare data collected from Phoenix Sky Harbor from June 2016 through July 2019 show rideshare has grown from approximately 20,000 trips to 171,000 trips over 38 months, which is a 756.1% growth. Based on the data, rideshare is trending upwards year after year. Hotel parking





demand is highly tied to ride share statics as hotel patrons are opting to use ride share over renting vehicles especially in downtown areas.

With the goal of understanding current parking demands of hotels located in urban areas, trends both locally and nationally were evaluated

Local – W Hotel Data

The W Hotel is located between the proposed City Center and Maya Hotel sites. Daily overnight parking transaction totals were analyzed for four years, 2016 through 2019. The maximum parking reduced by 23.7% over the course of the four year for an **average annual drop of nearly 8% per year**. The most recent year showed a maximum occupancy of **0.45 parking stalls per available guest room**.

Local – Parking Demand Data Collection

Three independent parking demand data collection efforts were conducted at three Old Town Scottsdale hotel developments. All three developments were located within walking and biking distance to nearby amenities such as coffee shops, restaurants, retail/shopping, etc.

- **Old Town Scottsdale Hotel A**
Parking demand data was collected at Old Town Scottsdale Hotel A in 2018. The peak parking demand for Old Town Scottsdale Hotel A is **0.44 parking stalls per available hotel room**. Applying the average annual parking reduction experienced at the W Hotel to Old Town Scottsdale Hotel A would result in **0.37 occupied parking stalls per available room**.
- **Old Town Scottsdale Hotel B**
Parking demand data was collected at Old Town Scottsdale Hotel B in 2018. The peak parking demand for Old Town Scottsdale Hotel B is **0.59 parking stalls per available hotel room**. This data was collected when the hotel reported a 91.8% room occupancy. Applying the average annual parking reduction experienced at the W Hotel to Old Town Scottsdale Hotel B would result in **0.49 occupied parking stalls per available room**.
- **Old Town Scottsdale Hotel C**
Parking demand data was collected at Old Town Scottsdale Hotel C in 2020. The peak parking demand for Old Town Scottsdale Hotel C is **0.65 parking stalls per available hotel room**. This data was collected when the hotel reported a 100% room occupancy.

The identities are not disclosed to protect the privacy of these hotels.

Local – Experience Scottsdale Data

Experience Scottsdale conducted a survey of Old Town Scottsdale hotel. Based on the survey, 89% of the hotel need one parking for every two or three rooms. Using the higher of rate results in **0.5**





parking stalls per available guest room. Applying the average annual parking reduction experienced at the W Hotel would result in **0.42 occupied parking stalls per available room.**

National – Ace Parking Analysis

Ace Parking provided monthly parking data for more than 80 hotels for the year 2017. The data included hotels from across the United States, ranging from a 35 to a 1,628 guest room hotel, from Aloft San Francisco to The Phoenician in Phoenix. A detailed parking analysis was conducted to determine the parking demand of these eighty plus hotels.

The data showed that on the highest day (Saturday) of each month none of the hotels exceed 0.8 parking stalls per total number of guest rooms. Applying the average annual parking reduction experienced at the W Hotel to the 2017 Ace data results in a maximum parking demand of **0.61 occupied parking stalls per available room.**

National – Parking Trends

There is a great deal of recent information in various publications regarding parking needs. A recent (February 24, 2018) article found on Fortune.com reports that Ace Parking CEO John Baumgardner says that demand for parking in San Diego hotels has dropped. The article states: “Even back in 2015, cities were already relaxing zoning requirements that set minimum parking allotments, and there are now even more signs that city planners are thinking differently about parking.”

Additionally, the growing popularity of rideshare services such as Uber and Lyft, and bikeshare services, all contribute to reducing the reliance on personal vehicles, and thereby reducing parking demand.

Hotel Maximum Supply Ratio

Evaluating the four most recent years of parking data at the W Hotel showed parking demand drops year after year for an 8% average drop annually. Analyzing local parking data collected at four nearby hotels during peak occupancy periods results in a peak parking demand range between 0.43 and 0.65. Experience Scottsdale Old Town hotel surveys further confirms this range. Additionally, national parking data at more than 80 hotels was evaluated. Applying the annual reduction experienced at the W Hotel, none of the 80 hotels would exceed a parking demand of 0.61 parking stall per available hotel room.

As mentioned previously, the growing popularity of rideshare services such as Uber and Lyft, and bikeshare services, has disrupted the hotel parking demand which has been trending downward year after year.

As previously mentioned, as a general engineering practice, infrastructure is not built to accommodate absolute peak demands. There is a balance between building-out adequate



infrastructure for a reasonable demand level. Empty private parking stalls do not serve the interest of the community, development, the City of Scottsdale, or the public at-large.

Therefore, for The Triangle development, it is recommended that no more than 0.65 parking stalls per available hotel room are required to meet the anticipated parking demand.

The maximum recommended parking supply ratio for the hotel component of The Triangle is as follows:

- Hotel 0.65 per guest room (max)

However, the City of Scottsdale had previously accepted a hotel parking supply rate of 0.8 stalls per available guest room. Therefore, parking calculations are also included using this ratio.

The following City of Scottsdale parking criteria was used for the residential and restaurant land uses:

- Dwelling, multi-family
 - 1 Bedroom or less 1 per dwelling unit
 - 2 Bedrooms or more 2 per dwelling unit
- Mixed-Use Developments
 - Nonresidential area 1 per 350 sf of gross floor area (GFA)

The Triangle Parking Calculations

The Triangle is a mixed-use development where the City of Scottsdale Code of Ordinances provides shared use parking calculations. Applying the maximum recommended hotel parking ratio as well as the previously accepted parking ratio, along with the City of Scottsdale’s parking requirement for the residential and nonresidential components of the mixed-use development, and shared use parking calculations to The Triangle results in the following:





The Triangle Parking Calculations – Using Hotel Recommended Rate (0.65)

General Land Use Classification	Weekday			Weekend		
	12 am - 7 am	7 am - 6 pm	6 pm to 12 am	12 am - 7 am	7 am - 6 pm	6 pm to 12 am
Residential	321	177	273	321	209	241
Hotel	109	71	98	109	71	87
Restaurant and Bars	6	8	11	5	8	11
Total	436	256	382	435	288	339
Difference From Provided	54	234	108	55	202	151
% Difference	12.4%	91.4%	28.3%	12.6%	70.1%	44.5%

The Triangle Parking Calculations – Using Hotel Previously Accepted Rate (0.8)

General Land Use Classification	Weekday			Weekend		
	12 am - 7 am	7 am - 6 pm	6 pm to 12 am	12 am - 7 am	7 am - 6 pm	6 pm to 12 am
Residential	321	177	273	321	209	241
Hotel	134	87	121	134	87	107
Restaurant and Bars	6	8	11	5	8	11
Total	461	272	405	460	304	359
Difference From Provided	29	218	85	30	186	131
% Difference	6.3%	80.1%	21.0%	6.5%	61.2%	36.5%

Using the maximum recommended hotel parking ratio of 0.65 stalls per available hotel room along with the City of Scottsdale’s parking requirement for the residential and nonresidential components of the mixed-use development, and shared use parking calculations to The Triangle results in a maximum of 436 parking stalls. **With 490 proposed parking stalls provided for The Triangle development, this results in a surplus of 54 (12.4%) parking stalls. The surplus of 54 parking stalls will allow for a guest ratio of 1 parking stall per every 4 units (17% of residential parking available to guests).**

Using the previously accepted hotel parking ratio of 0.8 stalls per available hotel room along with the City of Scottsdale’s parking requirement for the residential and nonresidential components of the mixed-use development, and shared use parking calculations to The Triangle results in a maximum of 461 parking stalls. **With 490 proposed parking stalls provided for The Triangle development, this results in a surplus of 29 (6.3%) parking stalls. The surplus of 29 parking stalls will allow for a guest ratio of 1 parking stall per every 8 units (9% of residential parking available to guests).**





Therefore, there is more than adequate parking that will be provided with the build out of The Triangle development to meet and exceed the anticipated parking demands of the proposed development.



2. Introduction

Lōkahi, LLC (Lōkahi) was retained by PEG Development to complete a Parking Master Plan for The Triangle mixed-use development. The development is located on the north side of Indian School Road approximately 300 feet west of Scottsdale Road in Scottsdale, Arizona.

The Triangle development will include the following land uses:

- Multi-Family Residential 230 units
 - 41 studio units
 - 98 one-bedroom units
 - 79 two-bedroom units
 - 12 three-bedroom units
- Hotel 168 rooms
- Restaurant 4,000 square feet

Scope of Study

The objective of this Parking Master Plan is to **establish that the proposed 490 on-site parking stalls will provide sufficient parking for the mixed-use development, as well as to define the parking needs for The Triangle without providing an overabundance of parking. An overabundance of parking is a waste of resources (both public and private) and runs counter to many principles of more walkable communities**, which is a part of the vision for Old Town Scottsdale.

As noted in Urban Land Institute publication *The Dimensions of Parking, 5th Ed.*:

“In recent years, three separate but related planning approaches have focused attention on the negative impacts of the “more is better” philosophy of parking: smart growth, transit oriented development, and new urbanism. All three approaches strive to use land more efficiently, contribute to the availability of affordable housing, reduce dependence on automobile travel, and create more livable communities. All three also rely heavily on the same things: mixed use, higher density, buildings at the sidewalk, less private and more public open space, smaller blocks, narrow streets with wider sidewalks, street trees and lighting, lower parking ratios, shared parking, parking behind buildings, and on-street parallel parking.”

Many of these components are integral to The Triangle development and the Parking Master Plan.





Surrounding Area

The Triangle development is located in Old Town Scottsdale, just north of the historic Arts District. The proposed development is bordered by 3rd Avenue and Indian School Road to the north and south, respectively, and retail, commercial and office developments directly east and west. See **Figure 1** for a vicinity map.



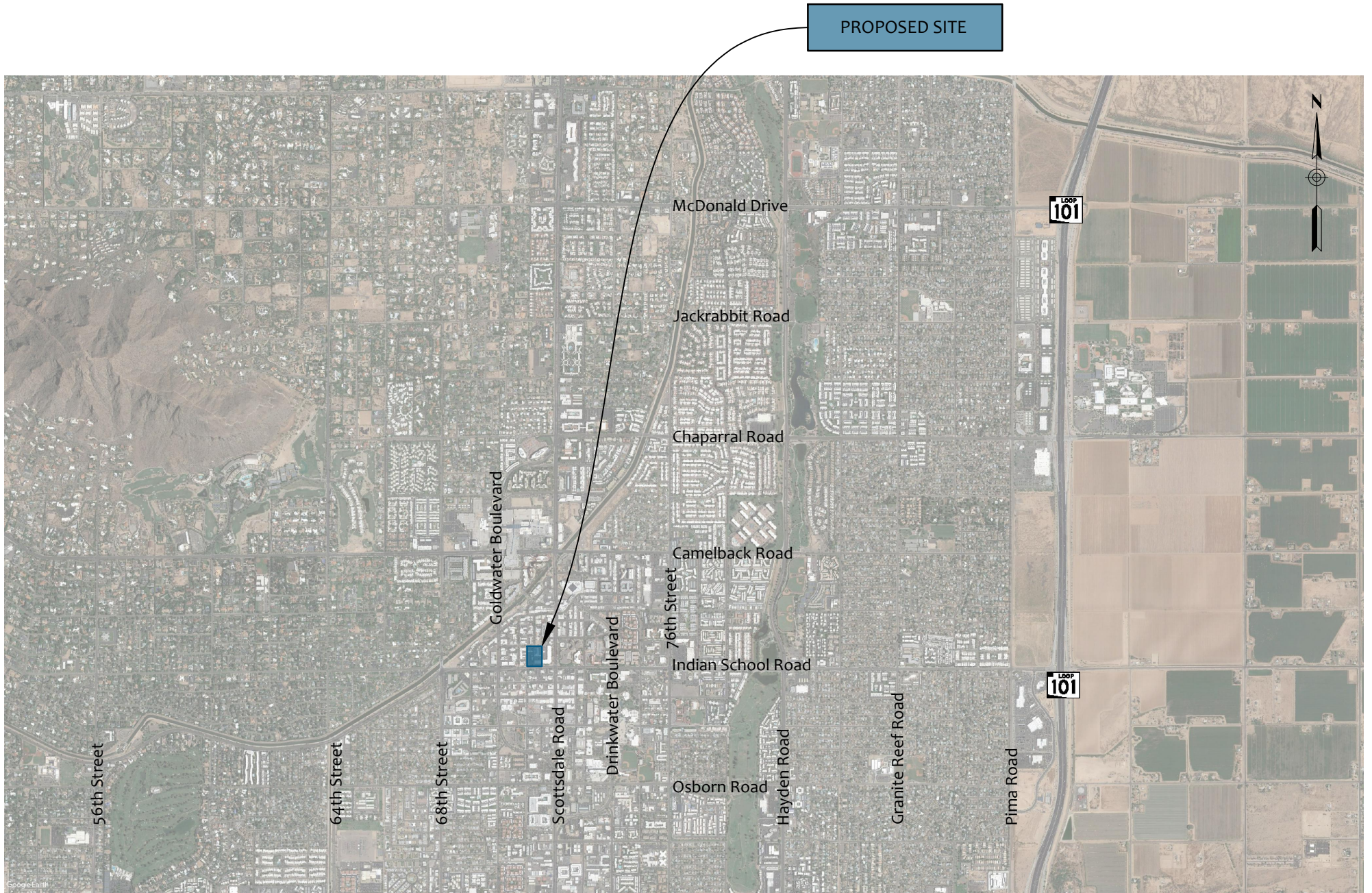


FIGURE 1 | VICINITY MAP



3. Proposed Development

The study area is located in the City of Scottsdale, Arizona, approximately 2-¼ miles west of State Route Loop 101 (SR 101L) and 4 miles north of State Route Loop 202 (SR 202L). The proposed development is located on the north side of Indian School Road approximately 300 feet west of Scottsdale Road.

The Triangle development will include the following land uses:

- Multi-Family Residential 230 units
 - 41 studio units
 - 98 one-bedroom units
 - 79 two-bedroom units
 - 12 three-bedroom units
- Hotel 168-rooms
- Restaurant 4,000 square feet

See **Figure 2** and **Appendix A** for the proposed site plan.



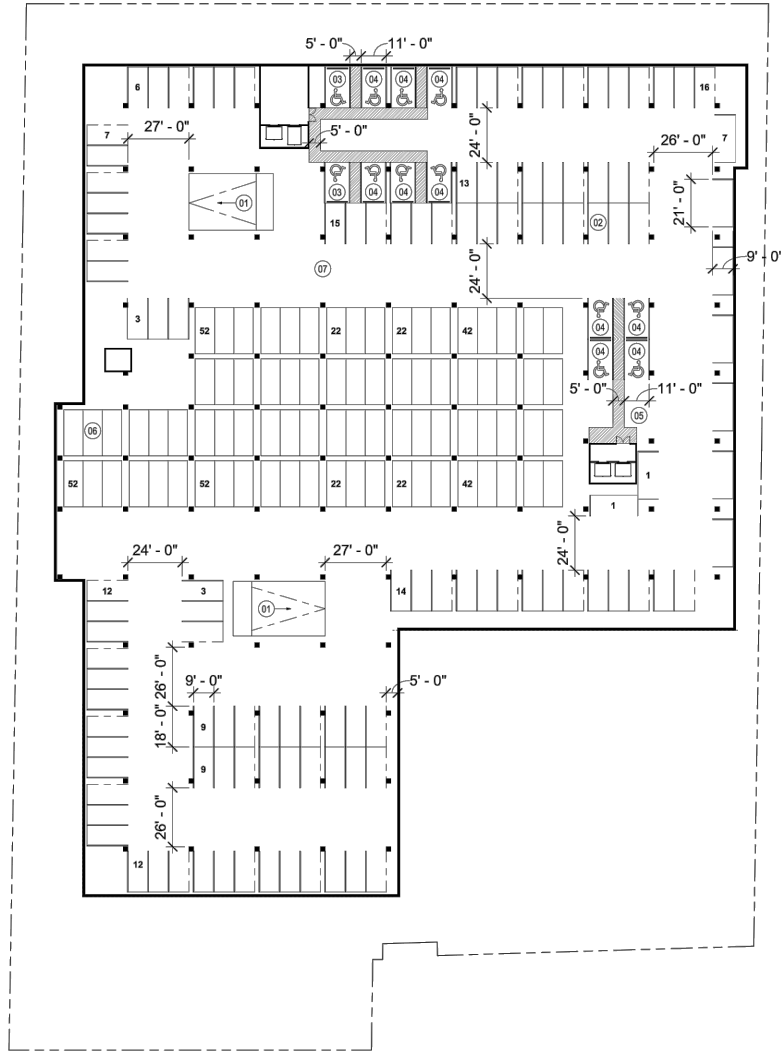
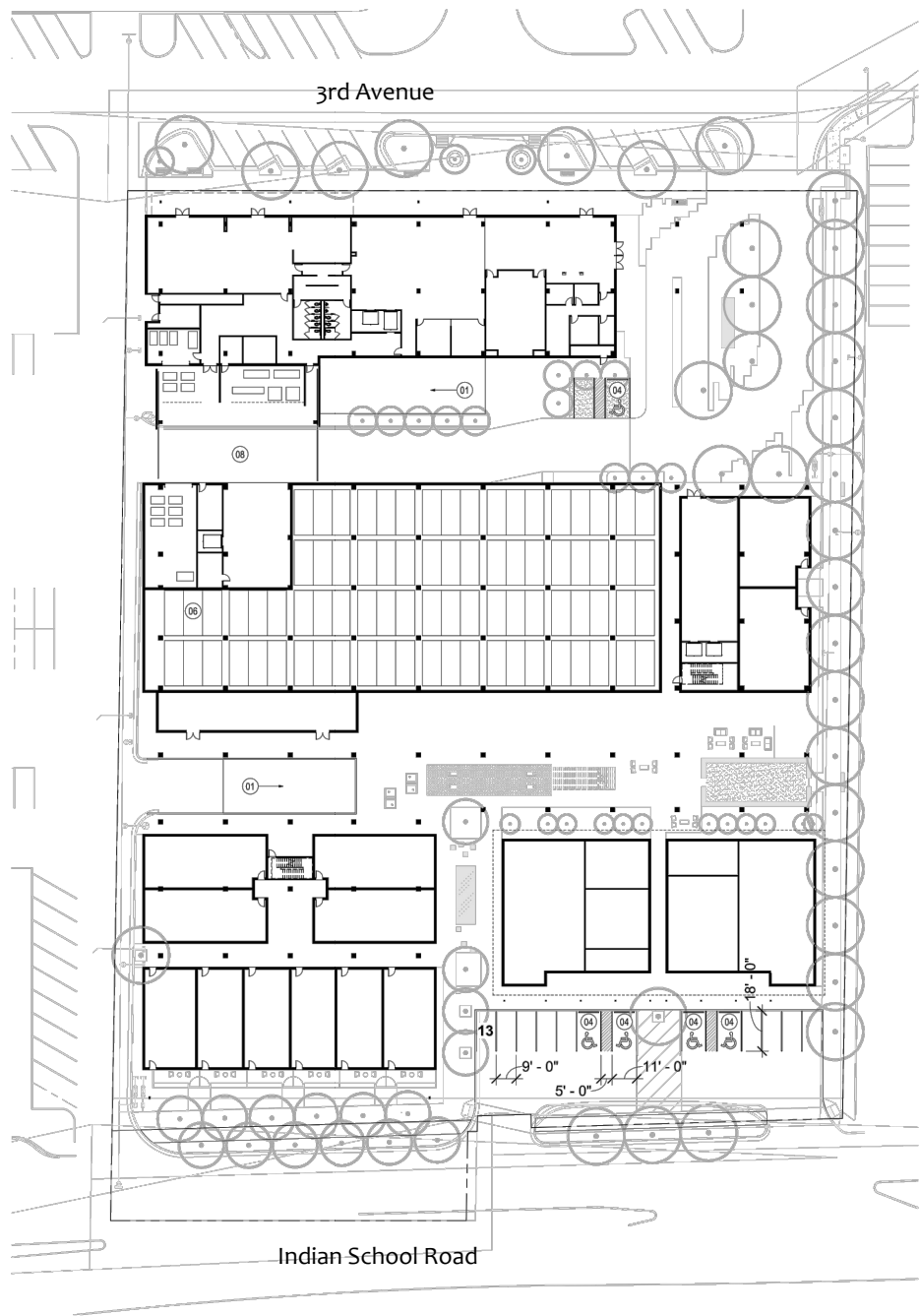


FIGURE 2 | SITE PLAN



3.1 Proposed Parking

The Triangle development is anticipated to provide a total of 490 parking stalls on-site for the multi-family, hotel, and restaurant uses. The 490 total parking stalls will be provided via a mix of 475 garage and 15 surface stalls.

Within the 475 garage parking stalls, it is anticipated that 132 will be standard parking stalls, while the remaining 343 will be provided in a CityLift system. CityLift is an automated vehicle parking system that stacks vehicles allowing a larger supply of parking stalls to be provided in dense areas. This provides flexibility for the future, while meeting current parking demand.

Nationwide, there are over 140 locations where the CityLift parking system is in use, ranging from commercial to residential applications. CityLift currently has systems installed and operational in California, Colorado, Washington, New York, and many other states.

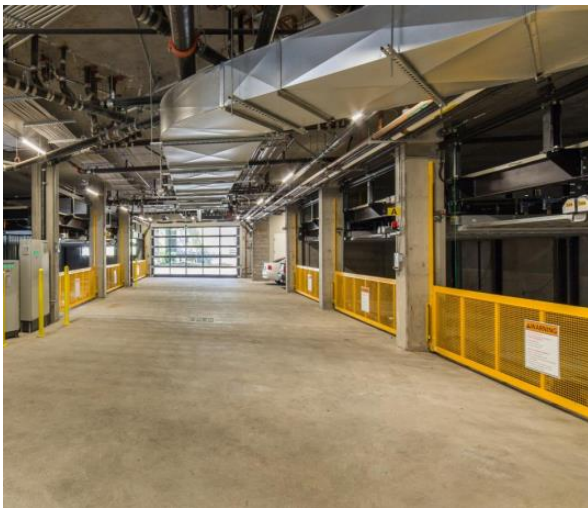


Figure 3 – CityLift

Through a smart phone application, vehicle owners are able to “call” their vehicle to be ready and accessible in seconds. Residents of The Triangle will have a training on how to operate the application, as well as how to properly access their vehicle using the system.

At The Triangle, the CityLift system is planned to be used to provide two level and three level stacking within the parking garage on-site.



4. Hotel Parking

Located in the heart of Old Town Scottsdale, The Triangle development is located within close proximity to nearby shopping, restaurants, and night life, which promotes and invites alternative modes of travel. Additionally, free trolley services are provided by the City of Scottsdale and the growing popularity of rideshare services such as Uber and Lyft, and bikeshare services, all contribute to reducing the reliance on personal vehicles, and thereby reducing parking demand.

Rideshare data collected from Phoenix Sky Harbor from June 2016 through July 2019 show rideshare has grown from approximately 20,000 trips to 171,000 trips over a 38-month period, which represents 756.1% of growth. Based on the data, rideshare is trending upwards year after year. Hotel parking demand is closely related to ride share statistics as hotel patrons are opting to use ride share over renting vehicles especially in downtown areas.

This section analyzes the current hotel parking demand.

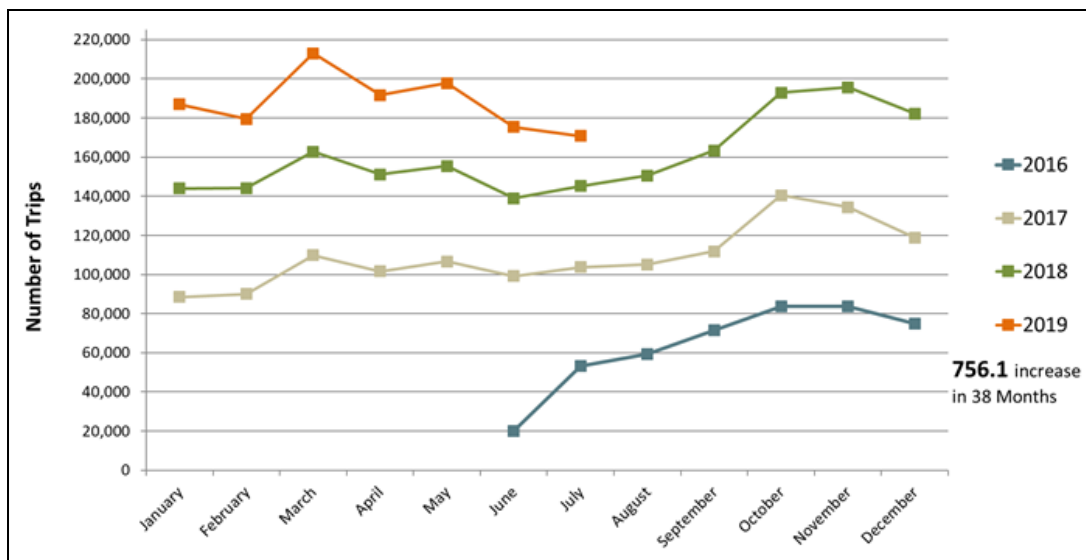


Figure 4 – Ride Share Trips

4.1 W Hotel

The W Hotel is located within the Entertainment District of Old Town Scottsdale, approximately 0.7 miles northeast of the proposed site, at the southwest corner of Camelback Road and Buckboard Trail. The W Hotel provides a total of 243 guest rooms, with a total of 218 parking stalls dedicated to hotel guests and employees, of which 30 of these parking stalls are dedicated for employee use. Daily overnight parking transaction totals were received for the year 2016 through the year 2019, see [Table 1](#) and [Figure 5](#) below. See [Appendix B](#).





Table 1 - W Hotel Parking Transactions

Year	Occupied Parking Stalls - Overnight (Saturday)	
	Average	Maximum
2016	53	97
2017	44	73
2018	37	78
2019	41	74

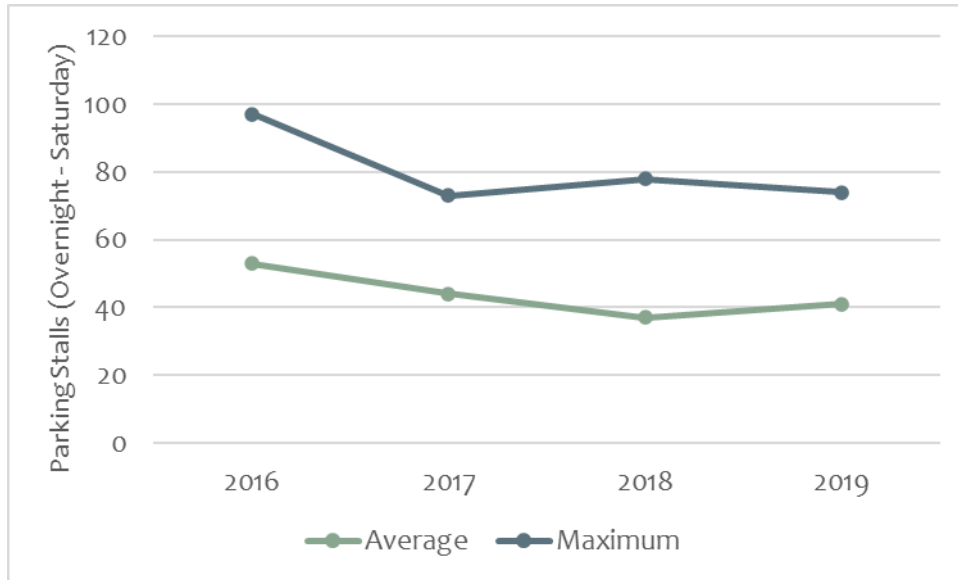


Figure 5 - W Hotel Parking Transactions

As shown in Table 1, parking demand at this hotel has been steadily reducing over the most recent four years.

Conservatively assuming that all 30 employee parking stalls are occupied and combining that with the 2019 maximum overnight parking demand of 74 parking stalls, this results in a total of 104 occupied parking stalls. This represents a rate of **0.43 parking stalls per available guest room**. **The Saturday maximum reported overnight parking demand reduced by 23.7% between 2016 and 2019 for an average reduction of 7.9% per year.**

4.2 Old Town Scottsdale Hotel Data Collection

The parking demand was analyzed for three (3) hotels that are located in Old Town Scottsdale. These three (3) hotels are all located within two-thirds of a mile from Scottsdale Fashion Square. **The identities are not disclosed to protect the privacy of these hotels.**





A local data collection firm, Field Data Services of Arizona, Inc., was utilized to collect parking occupancy data at two Old Town Scottsdale hotels, Old Town Scottsdale Hotel A and Old Town Scottsdale Hotel B. The parking occupancy data was collected every 30 minutes between 8:00 pm on Friday, March 23rd, 2018 and 8:00 am on Saturday, March 24th, 2018, and again between 8:00 pm on Saturday, March 24th, and 8:00 am on Sunday, March 25th, 2018. Both hotels provide approximately one (1) parking stall per each available room, with no additional parking provided for the on-site conference facilities or restaurants.

Additionally, Accuracy Counts was utilized to collect parking occupancy data at a third Old Town Scottsdale hotel (Old Town Scottsdale Hotel C). Similarly, the parking occupancy data was collected every 30 minutes between 10:00 pm on Friday, February 21st, 2020 and 7:00 am on Saturday, February 22nd, 2020. The data collection window was narrowed based on the peak parking demand collected at Old Town Scottsdale Hotels A and B. Old Town Scottsdale Hotel C provides approximately one (1) parking stall per each available room.

See [Appendix C](#) for parking occupancy data.

4.2.1 Old Town Scottsdale Hotel A

The peak parking demand for Old Town Scottsdale Hotel A occurred at 12:30 am on Sunday, March 25th, 2018 with a parking demand of **0.44 occupied parking stalls per available room**. The ratio of occupied parking stalls per total available guest rooms is shown for every 30 minutes for the data collection period in [Figure 6](#). Also shown is the City of Scottsdale's parking requirement of 1.25 parking spaces per guest room. The red line does not include the City of Scottsdale's additional parking requirement to accommodate conference/meeting space. Applying the average annual parking reduction experienced at the W Hotel to Old Town Scottsdale Hotel A would result in **0.37 occupied parking stalls per available room**.

The average observed parking demand for Old Town Scottsdale Hotel A was 0.36 and 0.40 occupied parking stalls per available room on Friday night and Saturday night, respectively.

As part of booking Old Town Scottsdale Hotel A, a \$29 resort fee is assessed. This fee includes the cost of parking, along with other amenities such as Wi-Fi and bikes. This resort fee is charged to all reservations. Old Town Scottsdale Hotel A also provides 15,000 square feet of conference/meeting space and a restaurant.

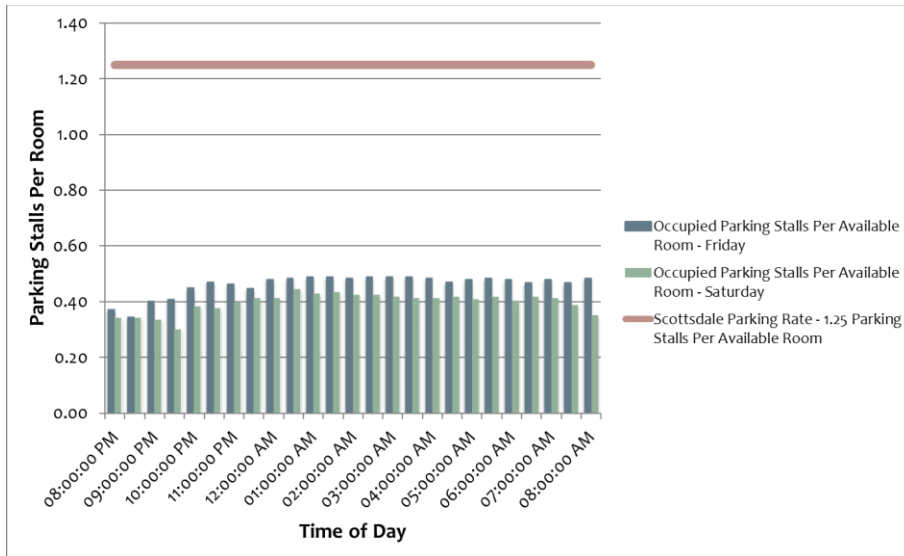


Figure 6 – Old Town Scottsdale Hotel A – Occupied Parking Stalls per Available Room

Hotel occupancy rates were not provided by Old Town Scottsdale Hotel A.

4.2.2 Old Town Scottsdale Hotel B

The peak parking demand Old Town Scottsdale Hotel B occurred at 11:00 pm on Saturday, March 24th, 2018 with a parking demand of **0.59 occupied parking stalls per available room**. The ratio of occupied parking stalls per total available guest rooms is shown for every 30 minutes for the data collection period in **Figure 7**. Similar to **Figure 6**, also shown is the City of Scottsdale’s parking requirement of 1.25 parking spaces per guest room. The red line does not include the City of Scottsdale’s additional parking requirement to accommodate conference/meeting space. Applying the average annual parking reduction experienced at the W Hotel to Old Town Scottsdale Hotel B would result in **0.49 occupied parking stalls per available room**.

The average observed parking demand for Old Town Scottsdale Hotel B was 0.46 and 0.53 occupied parking stalls per available room on Friday night and Saturday night, respectively.

Old Town Scottsdale Hotel B indicates on their web site that there is an on-site parking fee of \$12 per day, and a valet fee of \$16 per day. Hotel B also provides over 14,000 square feet of conference/meeting space and restaurant.



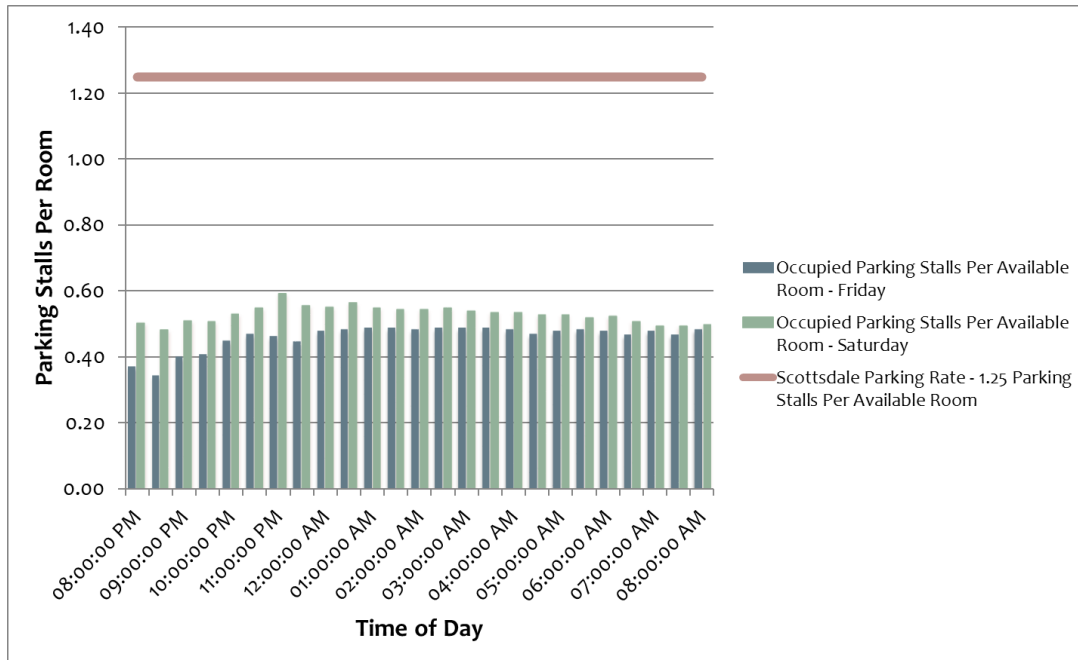


Figure 7 – Old Town Scottsdale Hotel B – Occupied Parking Stalls per Available Room

Room occupancy rates were provided by Hotel B for both nights that parking occupancy data was recorded. Beginning on Friday night (March 23rd, 2018), Old Town Scottsdale Hotel B reported a room occupancy rate of 80.7%. Additionally, beginning on Saturday night (March 24th, 2018), Old Town Scottsdale Hotel B reported a room occupancy rate of 91.8%.

4.2.3 Old Town Scottsdale Hotel C

The peak parking demand for Hotel C occurred at 2:30 am on Saturday, February 22nd, 2020, with a parking demand of **0.65 occupied parking stalls per available room**. The ratio of occupied parking stalls per total available guest rooms is shown for every 30 minutes for the data collection period in **Figure 8**. Similar to the previous figures, also shown is the City of Scottsdale’s parking requirement of 1.25 parking spaces per guest room. The red line does not include the City of Scottsdale’s additional parking requirement to accommodate conference/meeting space.

The average observed parking demand for Old Town Scottsdale Hotel C was 0.58 occupied parking stalls per available room on Friday night.

Old Town Scottsdale Hotel C indicated that for the night that parking occupancy data was recorded, 100% of the rooms were occupied.



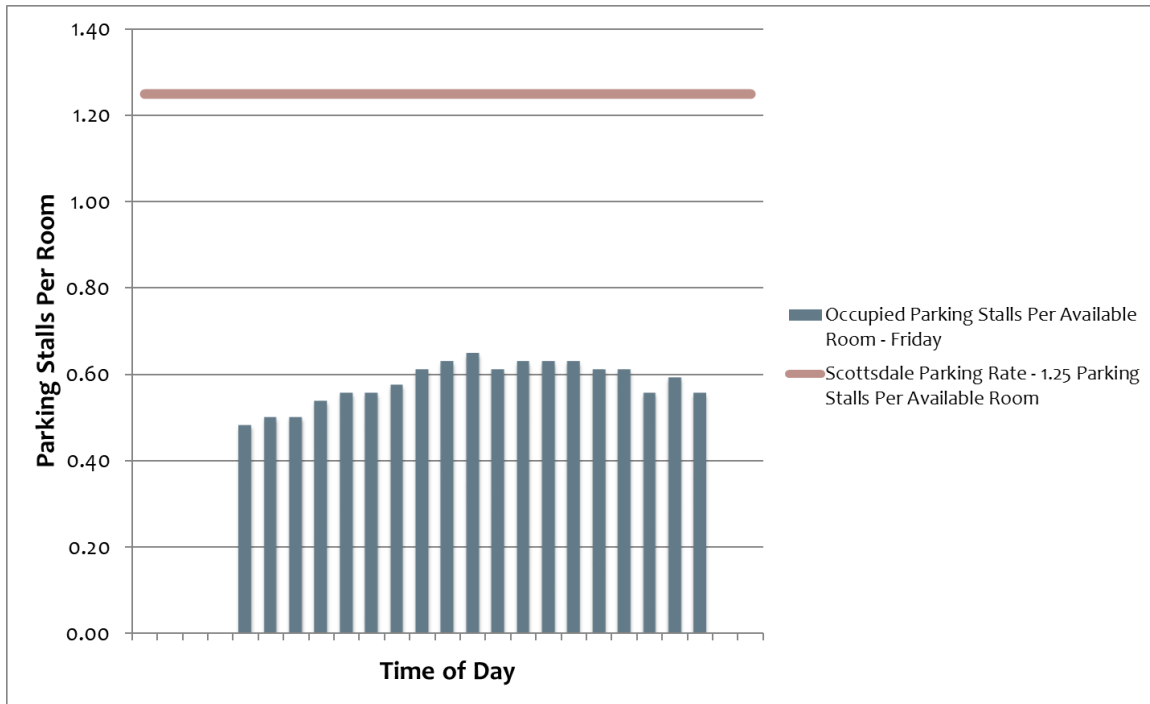


Figure 8 – Old Town Scottsdale Hotel C – Occupied Parking Stalls per Available Room

4.3 Experience Scottsdale Survey

The following is a summary of Old Town Scottsdale hotel parking related survey data provided by the City of Scottsdale Transportation Department, as collected by Experience Scottsdale in 2018. See [Appendix D](#) for the full survey results.

Based on the survey:

- 50% of the hotel guests use ride share or taxi services
- 78% need parking for hotel guests only or do not host conferences
- 89% need one parking for every two or three rooms

Based on the survey, 89% of the hotel need one parking for every two or three rooms. Using the higher of rate results in **0.5 parking stalls per available guest room**. Applying the average annual parking reduction experienced at the W Hotel would result in **0.42 occupied parking stalls per available room**.





4.4 Ace Parking Analysis

Analysis of Ace Parking data for over 80 hotels for the year 2017 was presented in the Don and Charlie’s Hotel Parking Master Plan dated March 13, 2018. See **Appendix E** for the relevant data from the Don and Charlie’s Hotel Parking Master Plan. Below is also a summary of the findings presented in the March 13, 2018 Don and Charlie’s Hotel Parking Master Plan.

The above mentioned report analyzed the monthly Ace Parking data for over 80 hotels by converting the monthly data into daily data utilizing the average hotel occupancy rates per day of the week as provided by the *ITE Parking Generation, 4th Edition* publication. Under Land Use 310 – Hotel, the average hotel occupancy rates shown in **Table 2** below.

Table 2 – Daily Average Hotel Occupancy Rate (per ITE Parking Generation)

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

Utilizing the rates shown in **Table 2** and the average monthly parking data, the rates were converted to daily data. Since Saturday represents the day of the week with highest average hotel occupancy rate this was the data that was analyzed further. **Table 3** summarizes the ratio of occupied parking stalls per total guest rooms on Saturday.



Table 3 – Occupied Parking Stalls per Total Guest Rooms (Saturday)

Month	Occupied Parking Stalls/Total Guest Rooms (Saturday)							
	>.3	>.4	>.5	>.6	>.7	>.8	>.9	>1
January	16	2	1					
February	25	10	1	1				
March	24	13	5					
April	36	14	4	1				
May	26	15	4					
June	31	15	6	1				
July	38	21	12	7	3			
August	33	15	10	2	1			
September	30	15	6					
October	23	10	4					
November	20	10	2					
December	24	12	1					

None of the hotels exceeded 0.8 occupied parking stalls per total guest rooms. Applying the average annual parking reduction experienced at the W Hotel to the 2017 Ace data results in maximum parking demand of **0.61 parking stalls per available room**.



4.5 Parking Trends

There is a great deal of recent information in various publications regarding hotel parking needs. This section examines a small sample of articles and significant points of interest in these articles. The issue of parking needs is not a new topic. In May 2001, **American City and County** published an article: *Calculating Your Parking Needs*. The article points out that determining where parking should be located, calculating how many parking spaces are needed, and how much to charge for parking is a complex process involving several variables. It is noted that the ITE parking needs values based on land-use are a good start point, but that **the most definitive research parking planners can conduct is on the local level**. This 2001 article points out that it is important to understand the impact of transit services on parking needs: “It is not enough to know how many business customers or employees come into a particular section of the city each day; planners must also understand how they are getting there.” The article did not contemplate the impacts of recent innovations such as ride-hailing services like Uber and Lyft or bikeshare services like Lime Bike, Spin, Ofo, and GRID in this important variable.

A recent (February 24, 2018) article found on **Fortune.com** starts to give some idea of these impacts:

Yes, Uber Really Is Killing the Parking Business

The article reports that Ace Parking CEO John Baumgardner says that demand for parking at hotels in San Diego has dropped. The article also points out that parking spaces generate little tax revenue or economic activity relative to commercial operations and that parking, by increasing sprawl, may actually serve to harm the economy of a city. The article states: “Even back in 2015, cities were already relaxing zoning requirements that set minimum parking allotments, and there are now even more signs that city planners are thinking differently about parking.”

In January 2018, the City of Scottsdale implemented a ride-hailing service, as reported on the city website: *Scottsdale offers ride-share discounts to visitors*. Scottsdale partnered with ride-share companies Uber, Lyft and SuperShuttle/ExecuCar to offer discounted rates to visiting travelers during this trial program. The post notes: “According to consumer research, travelers believe Scottsdale provides fewer tourist transportation options than competitive destinations including ... Phoenix.”

The post states that a targeted ride share program offers a better use of tax dollars than other transportation options. The article quotes, “The city investigated several options, such as scheduled trolley service and rental car shuttles, for providing direct connection between Scottsdale hotels and Phoenix Sky Harbor International Airport. However, these generalized service concepts were dismissed as too expensive. A service focused specifically on visitors and tourist destinations using hotel bed tax revenue made the most sense economically.”





The post also notes: “the program has the potential to alleviate parking issues in downtown Scottsdale.”

Additionally, Turo, founded in 2009 and headquartered in San Francisco, is a car sharing marketplace where local car owners provide travelers with the perfect vehicle for their next adventure. The venture now operates in over 5,500 cities in North America and has facilitated over 1 million rental days to date. Choose Scottsdale reports that “Turo chose Scottsdale for its first expansion outside of San Francisco because of the region’s existing talent and to bolster its success in one of its biggest markets.” The post also quotes Mayor Lane, who said, in response to the announcement: “Innovation and technology are key drivers in Scottsdale’s economic growth and we are excited to see Turo at the forefront of peer-to-peer car sharing. Their decision to expand operations and make additional investment is a testament to the positive business environment we have created in Scottsdale.”

This brief summary of interconnected articles on the topic of parking needs in the news is by no means comprehensive, but does serve to point to several important issues to consider when assessing hotel parking needs as part of the continued redevelopment in Old Town Scottsdale. See [Appendix F](#) for the articles referenced in this section.





4.6 Conclusion

With the goal of understanding current parking demands of hotels located in urban areas, trends both locally and nationally were evaluated.

Local – W Hotel Data

The W Hotel is located within the Entertainment District of Old Town Scottsdale, approximately 0.7 miles northeast of the proposed site. Daily overnight parking transaction totals were analyzed for four years, 2016 through 2019. The maximum parking reduced by 23.7% over the course of the four year for an **average annual drop of nearly 8% per year**. The most recent year showed a maximum occupancy of **0.43 parking stalls per available guest room**.

Local – Parking Demand Data Collection

Three independent parking demand data collection efforts were conducted at three Old Town Scottsdale hotel developments. All three developments were located within walking and biking distance to nearby amenities such as coffee shops, restaurants, retail/shopping, etc. **The identities are not disclosed to protect the privacy of these hotels.**

- **Old Town Scottsdale Hotel A**

Parking demand data was collected at Old Town Scottsdale Hotel A in 2018. The peak parking demand for Old Town Scottsdale Hotel A is **0.44 parking stalls per available hotel room**. Applying the average annual parking reduction experienced at the W Hotel to Old Town Scottsdale Hotel A would result in **0.37 occupied parking stalls per available room**.

- **Old Town Scottsdale Hotel B**

Parking demand data was collected at Old Town Scottsdale Hotel B in 2018. The peak parking demand for Old Town Scottsdale Hotel B is **0.59 parking stalls per available hotel room**. This data was collected when the hotel reported a 91.8% room occupancy. Applying the average annual parking reduction experienced at the W Hotel to Old Town Scottsdale Hotel B would result in **0.49 occupied parking stalls per available room**.

- **Old Town Scottsdale Hotel C**

Parking demand data was collected at Old Town Scottsdale Hotel C in 2020. The peak parking demand for Old Town Scottsdale Hotel C is **0.65 parking stalls per available hotel room**. This data was collected when the hotel reported a 100% room occupancy.

Local – Experience Scottsdale Data

Experience Scottsdale conducted a survey of Old Town Scottsdale hotel. Based on the survey, 89% of the hotel need one parking for every two or three rooms. Using the higher of rate results in **0.5 parking stalls per available guest room**. Applying the average annual parking reduction experienced at the W Hotel would result in **0.42 occupied parking stalls per available room**.





National – Ace Parking Analysis

Ace Parking provided monthly parking data for more than 80 hotels for the year 2017. The data included hotels from across the United States, ranging from a 35 to a 1,628 guest room hotel, from Aloft San Francisco to The Phoenician in Phoenix. A detailed parking analysis was conducted to determine the parking demand of these eighty plus hotels.

The data showed that on the highest day (Saturday) of each month none of the hotels exceed 0.8 parking stalls per total number of guest rooms. In 2017 the 0.8 parking stalls per total number of guest rooms accommodates the parking demand of the eighty plus hotels 100% of the time. Applying the average annual parking reduction experienced at the W Hotel to the 2017 Ace data results in a maximum parking demand of **0.61 occupied parking stalls per available room**.

National – Parking Trends

There is a great deal of recent information in various publications regarding parking needs. A recent (February 24, 2018) article found on Fortune.com reports that Ace Parking CEO John Baumgardner says that demand for parking in San Diego hotels has dropped. The article states: “Even back in 2015, cities were already relaxing zoning requirements that set minimum parking allotments, and there are now even more signs that city planners are thinking differently about parking.”

Additionally, the growing popularity of rideshare services such as Uber and Lyft, and bikeshare services, all contribute to reducing the reliance on personal vehicles, and thereby reducing parking demand.



Conclusion

Evaluating the four most recent years of parking data at the W Hotel showed parking demand drops year after year for an 8% average drop annually. Analyzing local parking data collected at four nearby hotels during peak occupancy periods results in a peak parking demand range between 0.43 and 0.65. Experience Scottsdale Old Town hotel surveys further confirms this range. Additionally, national parking data at more than 80 hotels was evaluated. Applying the annual reduction experienced at the W Hotel, none of the 80 hotels would exceed a parking demand of 0.61 parking stalls per available hotel room.

As mentioned previously, the growing popularity of rideshare services such as Uber and Lyft, and bikeshare services, has disrupted the hotel parking demand which has been trending downward year after year.

As a general engineering practice, infrastructure is not built to accommodate absolute peak demands. There is a balance between building-out adequate infrastructure for a reasonable demand level. Empty private parking stalls do not serve the interest of the community, development, the City of Scottsdale, or the public at-large.

Therefore, for The Triangle development, it is recommended that no more than 0.65 parking stalls per available hotel room are required to meet the anticipated parking demand.



5. The Triangle Parking Calculations

Maximum Recommended Hotel Parking Supply Rate

As shown in **Section 4**, the maximum recommended parking supply ratio for the hotel component of The Triangle is as follows:

- Hotel 0.65 stalls per available guest room

Previously Accepted Hotel Parking Supply Rate

However, the City of Scottsdale had previously accepted a hotel parking supply rate of 0.8 stalls per available guest room. Therefore, parking calculations are also included using this ratio.

In addition, The Triangle proposes residential and restaurant uses on-site. *Table 9.103.B* entitled *Schedule of Parking Requirements in the Downtown Area* within the *City of Scottsdale Code of Ordinances* provides the general parking requirements. See **Appendix G**. The following parking ratio minimums are relevant to the proposed residential and restaurant components of The Triangle development:

- Dwelling, multi-family
 - 1 Bedroom or less 1 per dwelling unit
 - 2 Bedrooms or more 2 per dwelling unit
- Mixed-Use Developments
 - Nonresidential area 1 per 350 sf of gross floor area (GFA)

The City of Scottsdale Code of Ordinances provides shared use parking calculations. *Table 9.104.A* entitled *Schedule of Shared Parking Calculations* within the *City of Scottsdale Code of Ordinances* provides shared use parking requirements for seven land use categories based upon a time of day. Residential, restaurant, and hotel land uses are among these categories. See **Appendix G**. See **Table 4** for the parking percentages for the three land uses broken down by weekday and weekend and hours of the day.

Table 4 – Scottsdale Shared Parking Percentages

General Land Use Classification	Weekday			Weekend		
	12 am - 7 am	7 am - 6 pm	6 pm - 12 am	12 am - 7 am	7 am - 6 pm	6 pm - 12 am
Residential	100%	55%	85%	100%	65%	75%
Restaurant and Bars	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%





Applying the maximum recommended hotel parking ratio, as well as the previously accepted parking ratio, along with the City of Scottsdale’s parking requirement for the residential and nonresidential components of the mixed-use development to The Triangle, is shown in **Table 5** and **Table 6** , respectively.

Table 5 – The Triangle Parking Calculations – Using Hotel Recommended Rate (0.65)

Use	Rate	Quantity	Units	Parking Stalls
Dwellings, Multi-Family	1.0 Per each 1 Studio	41	Dwelling Units	41
	1.0 Per each 1 Bedroom	98	Dwelling Units	98
	2.0 Per each 2 Bedroom	79	Dwelling Units	158
	2.0 Per each 3 Bedroom	12	Dwelling Units	24
Hotel*	0.65 Per each 1 Guest Room	168	Square Feet	109
Non-Residential Area	1.0 Per 350 SF GFA	4,000	Square Feet	11
Total				441

*Recommended Rate

Table 6 – The Triangle Parking Calculations – Using Hotel Previously Accepted Rate (0.8)

Use	Rate	Quantity	Units	Parking Stalls
Dwellings, Multi-Family	1.0 Per each 1 Studio	41	Dwelling Units	41
	1.0 Per each 1 Bedroom	98	Dwelling Units	98
	2.0 Per each 2 Bedroom	79	Dwelling Units	158
	2.0 Per each 3 Bedroom	12	Dwelling Units	24
Hotel*	0.80 Per each 1 Guest Room	168	Square Feet	134
Non-Residential Area	1.0 Per 350 SF GFA	4,000	Square Feet	11
Total				466

*Previously Accepted Rate

Applying the percentages, shown in **Table 4** to the parking calculations for The Triangle, shown in results in **Table 5** and **Table 6**, results in the following shared parking calculations:





Table 7 – The Triangle Shared Parking Calculations – Recommended Rate

General Land Use Classification	Weekday			Weekend		
	12 am - 7 am	7 am - 6 pm	6 pm to 12 am	12 am - 7 am	7 am - 6 pm	6 pm to 12 am
Residential	321	177	273	321	209	241
Hotel	109	71	98	109	71	87
Restaurant and Bars	6	8	11	5	8	11
Total	436	256	382	435	288	339
Difference From Provided	54	234	108	55	202	151
% Difference	12.4%	91.4%	28.3%	12.6%	70.1%	44.5%

Table 8 – The Triangle Shared Parking Calculations – Previously Accepted Rate

General Land Use Classification	Weekday			Weekend		
	12 am - 7 am	7 am - 6 pm	6 pm to 12 am	12 am - 7 am	7 am - 6 pm	6 pm to 12 am
Residential	321	177	273	321	209	241
Hotel	134	87	121	134	87	107
Restaurant and Bars	6	8	11	5	8	11
Total	461	272	405	460	304	359
Difference From Provided	29	218	85	30	186	131
% Difference	6.3%	80.1%	21.0%	6.5%	61.2%	36.5%

Using the maximum recommended hotel parking ratio of 0.65 stalls per available hotel room along with the City of Scottsdale’s parking requirement for the residential and nonresidential components of the mixed-use development, and shared use parking calculations to The Triangle results in a maximum of 436 parking stalls. **With 490 proposed parking stalls provided for The Triangle development, this results in a surplus of 54 (12.4%) parking stalls. The surplus of 54 parking stalls will allow for a guest ratio of 1 parking stall per every 4 units (17% of residential parking available to guests).**

Using the previously accepted hotel parking ratio of 0.8 stalls per available hotel room along with the City of Scottsdale’s parking requirement for the residential and nonresidential components of the mixed-use development, and shared use parking calculations to The Triangle results in a maximum of 461 parking stalls. **With 490 proposed parking stalls provided for The Triangle development, this results in a surplus of 29 (6.3%) parking stalls. The surplus of 29 parking stalls will allow for a guest ratio of 1 parking stall per every 8 units (9% of residential parking available to guests).**





6. Recommendations & Conclusions

The goal of this Parking Master Plan is to define the parking needs for The Triangle development without providing an overabundance of parking.

Conclusion

Using the maximum recommended hotel parking ratio of 0.65 stalls per available hotel room along with the City of Scottsdale's parking requirement for the residential and nonresidential components of the mixed-use development, and shared use parking calculations to The Triangle results in a maximum of 436 parking stalls. **With 490 proposed parking stalls provided for The Triangle development, this results in a surplus of 54 (12.4%) parking stalls. The surplus of 54 parking stalls will allow for a guest ratio of 1 parking stall per every 4 units (17% of residential parking available to guests).**

Using the previously accepted hotel parking ratio of 0.8 stalls per available hotel room along with the City of Scottsdale's parking requirement for the residential and nonresidential components of the mixed-use development, and shared use parking calculations to The Triangle results in a maximum of 461 parking stalls. **With 490 proposed parking stalls provided for The Triangle development, this results in a surplus of 29 (6.3%) parking stalls. The surplus of 29 parking stalls will allow for a guest ratio of 1 parking stall per every 8 units (9% of residential parking available to guests).**

Therefore, there is more than adequate parking that will be provided with the build out of The Triangle development to meet and exceed the anticipated parking demands of the proposed development.

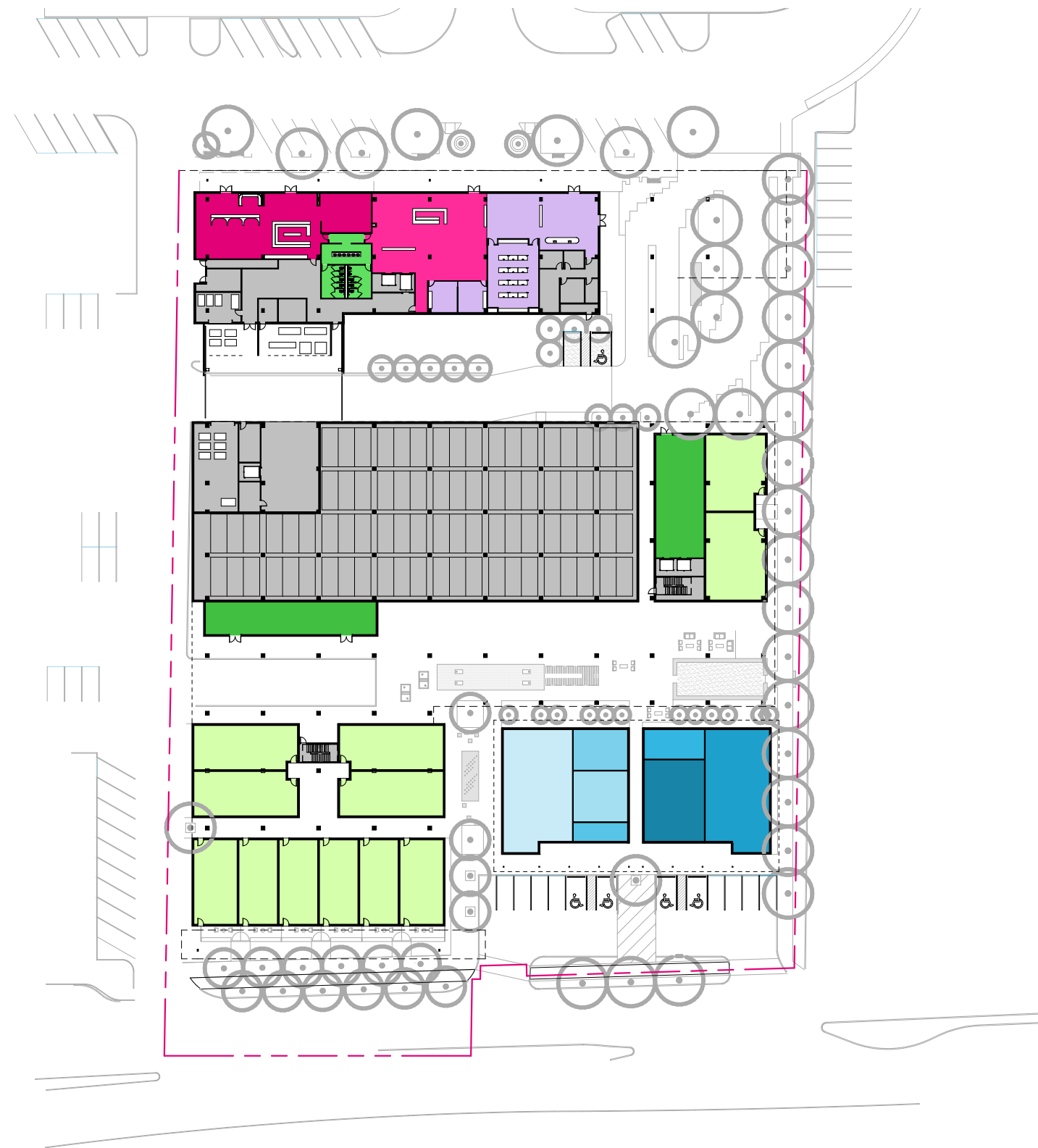




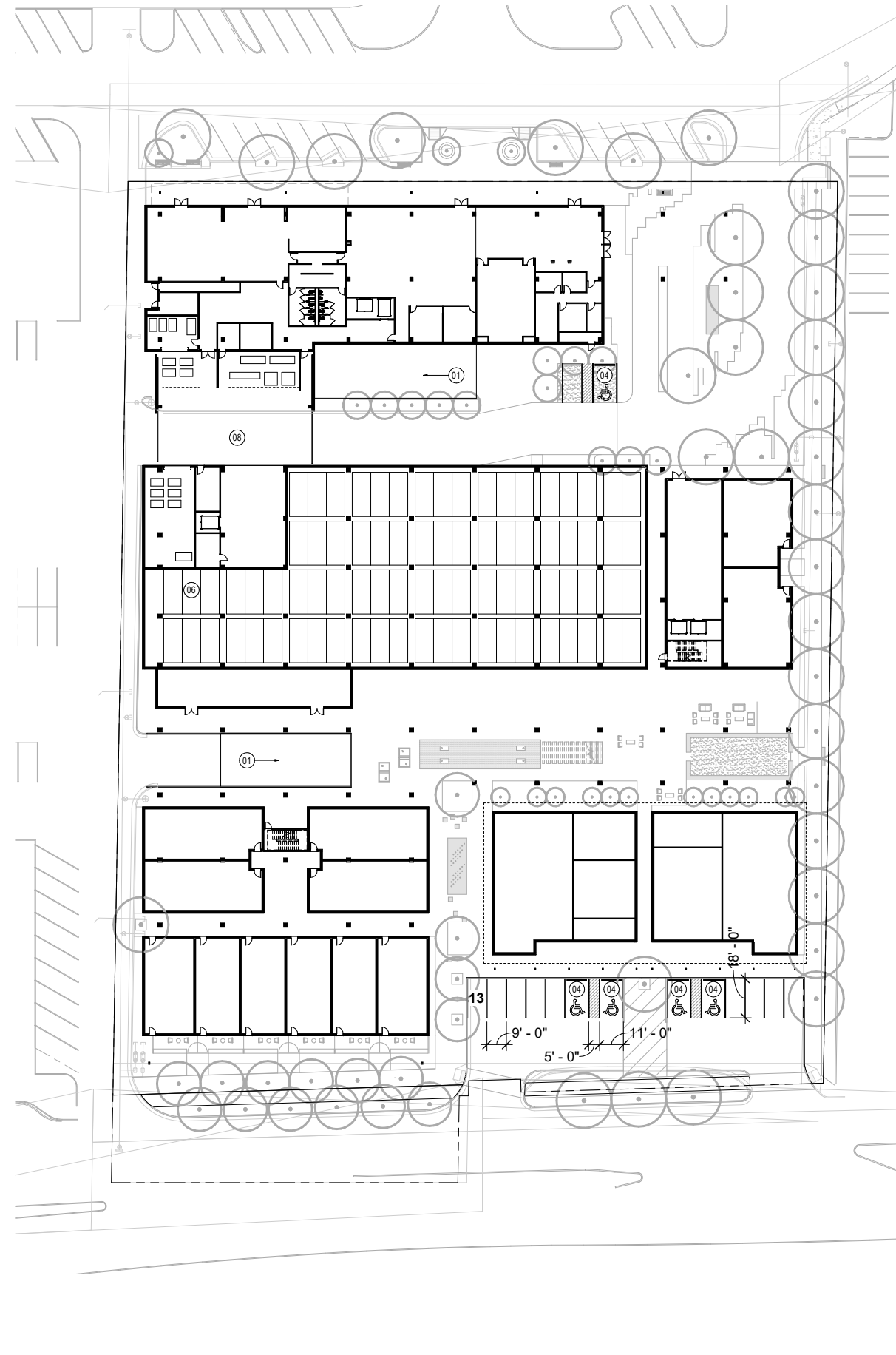
Appendix A – Proposed Site Plan



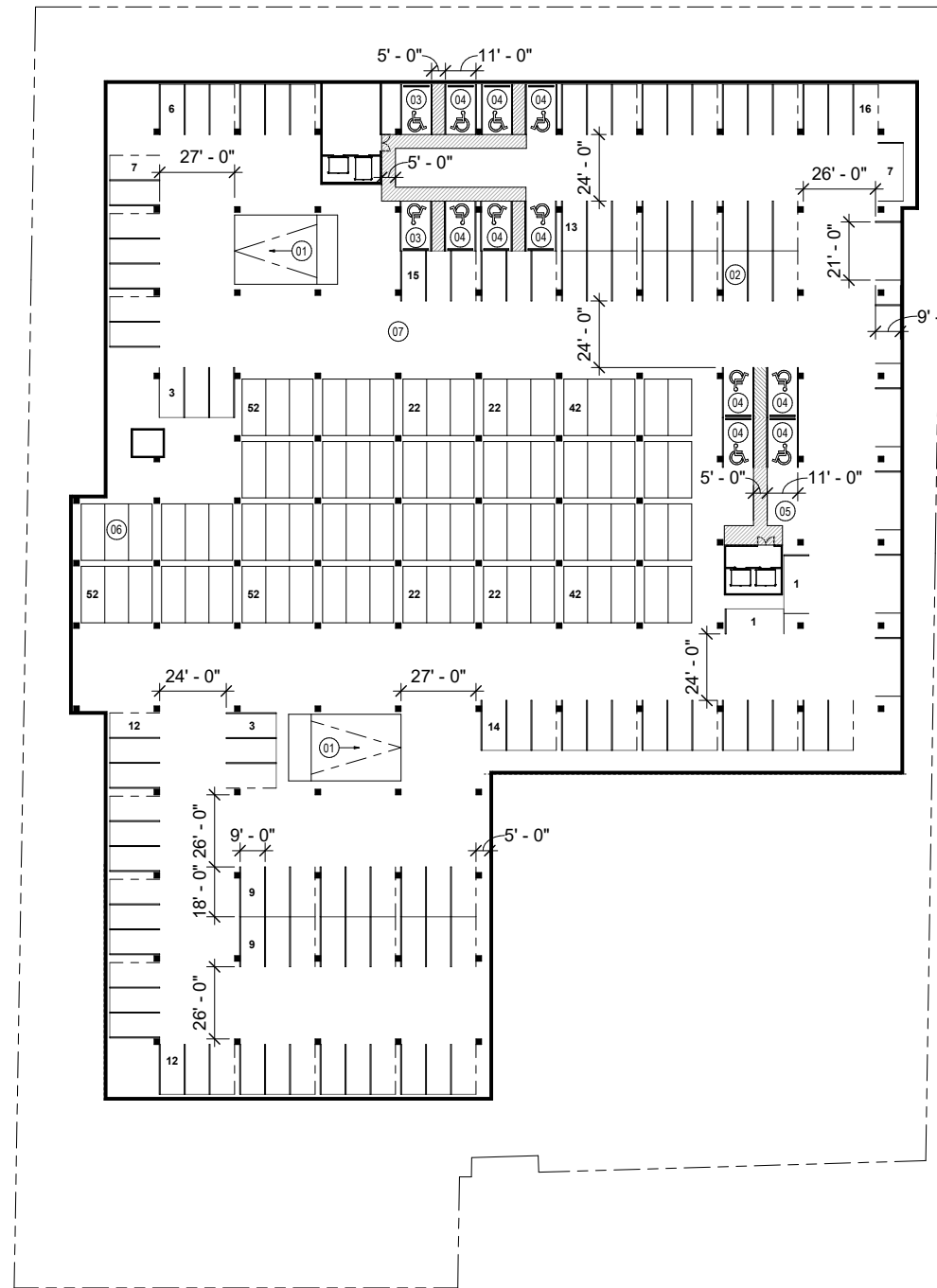
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9/28/2020 12:56:18 PM BIM 360://057.6850.000 - PEG - Indian School - 3rd Avenue + The Triangle R20 - Architecture.rvt



02 PARKING PLAN - LEVEL 1
SCALE: 1" = 30'-0"



01 PARKING PLAN - LOWER LEVEL
SCALE: 1" = 30'-0"

SHEET NOTES

- 01 PARKING RAMP DOWN
- 02 PARKING STALL (9' x 18')
- 03 VAN ACCESSIBLE PARKING STALL (11' x 18')
- 04 ACCESSIBLE PARKING STALL (11' x 18')
- 05 ACCESSIBLE CROSS WALK
- 06 STACKING MECHANICAL PARKING SYSTEM
- 07 MINIMUM VERTICAL CLEARANCE TO BE 8'-2"
- 08 EXTERIOR SERVICE YARD

THE TRIANGLE

7120 E INDIAN SCHOOL RD,
SCOTTSDALE, AZ 85251

- CASE PRE-APP NUMBER -
63-PA-2020

Gensler

2575 E Camelback Road
Suite 175
Phoenix, AZ 85016
United States

Tel 602.523.4900
Fax 602.523.4949

SYDNOR

4806 N 78TH Place
Scottsdale, AZ 85251
United States

Tel 480.206.4593

PARKING REQUIREMENTS

HOTEL	0.8 / UNIT
RESIDENTIAL	
STUDIO	1.0 / UNIT
1 BED	1.0 / UNIT
2 BED	2.0 / UNIT
3 BED	2.0 / UNIT

PARKING REQUIRED

HOTEL	134
RESIDENTIAL	321
RESTAURANT	11
TOTAL	466

SHARED PARKING STUDY

	461
PARKING PROVIDED	
LOWER LEVEL	
STANDARD	132
STACKING	343

LEVEL 01	
STANDARD	15
TOTAL	490

ADA REQUIREMENTS

REQUIRED 4%	
CAR SPACES	17
VAN SPACES	2
PROVIDED 4%	
CAR SPACES	17
VAN SPACES	2

Date	Description
6/26/20	Pre-Application

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
3RD AVENUE + INDIAN SCHOOL
ROAD - SCOTTSDALE, AZ

Project Number
057.6850.000

Description
PARKING PLAN

Scale
1" = 30'-0"



21.r

10-ZN-2020
9/3/2020



Appendix B – W Hotel Parking Data



January 2016			February 2016			March 2016			April 2016			May 2016			June 2016			July 2016			August 2016			September 2016			October 2016			November 2016			December 2016		
Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges					
Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count			
1/1	Fri	39	2/1	Mon	37	3/1	Tue	62	4/1	Fri	47	5/1	Sun	41	6/1	Wed	48	7/1	Fri	23	8/1	Mon	27	9/1	Thu	33	10/1	Sat	39	11/1	Tue	54	12/1	Thu	32
1/2	Sat	30	2/2	Tue	38	3/2	Wed	52	4/2	Sat	64	5/2	Mon	46	6/2	Thu	41	7/2	Sat	59	8/2	Tue	44	9/2	Fri	51	10/2	Sun	29	11/2	Wed	35	12/2	Fri	30
1/3	Sun	15	2/3	Wed	35	3/3	Thu	50	4/3	Sun	49	5/3	Tue	56	6/3	Fri	55	7/3	Sun	53	8/3	Wed	47	9/3	Sat	58	10/3	Mon	30	11/3	Thu	29	12/3	Sat	52
1/4	Mon	17	2/4	Thu	26	3/4	Fri	38	4/4	Mon	64	5/4	Wed	60	6/4	Sat	47	7/4	Mon	34	8/4	Thu	29	9/4	Sun	65	10/4	Tue	45	11/4	Fri	36	12/4	Sun	22
1/5	Tue	28	2/5	Fri	27	3/5	Sat	49	4/5	Tue	63	5/5	Thu	58	6/5	Sun	40	7/5	Tue	39	8/5	Fri	38	9/5	Mon	21	10/5	Wed	29	11/5	Sat	61	12/5	Mon	30
1/6	Wed	40	2/6	Sat	32	3/6	Sun	45	4/6	Wed	50	5/6	Fri	53	6/6	Mon	45	7/6	Wed	25	8/6	Sat	53	9/6	Tue	36	10/6	Thu	35	11/6	Sun	26	12/6	Tue	35
1/7	Thu	30	2/7	Sun	21	3/7	Mon	52	4/7	Thu	31	5/7	Sat	45	6/7	Tue	58	7/7	Thu	31	8/7	Sun	21	9/7	Wed	43	10/7	Fri	33	11/7	Mon	30	12/7	Wed	44
1/8	Fri	35	2/8	Mon	32	3/8	Tue	56	4/8	Fri	38	5/8	Sun	26	6/8	Wed	49	7/8	Fri	33	8/8	Mon	45	9/8	Thu	48	10/8	Sat	38	11/8	Tue	39	12/8	Thu	42
1/9	Sat	37	2/9	Tue	45	3/9	Wed	66	4/9	Sat	30	5/9	Mon	44	6/9	Thu	45	7/9	Sat	49	8/9	Tue	56	9/9	Fri	32	10/9	Sun	32	11/9	Wed	38	12/9	Fri	45
1/10	Sun	38	2/10	Wed	60	3/10	Thu	57	4/10	Sun	39	5/10	Tue	57	6/10	Fri	30	7/10	Sun	32	8/10	Wed	56	9/10	Sat	46	10/10	Mon	35	11/10	Thu	64	12/10	Sat	39
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1/12	Tue	43	2/12	Fri	59	3/12	Sat	57	4/12	Tue	76	5/12	Thu	42	6/12	Sun	44	7/12	Tue	53	8/12	Fri	69	9/12	Mon	54	10/12	Wed	34	11/12	Sat	42	12/12	Mon	29
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1/20	Wed	40	2/20	Sat	86	3/20	Sun	53	4/20	Wed	48	5/20	Fri	39	6/20	Mon	64	7/20	Wed	67	8/20	Sat	51	9/20	Tue	57	10/20	Thu	42	11/20	Sun	33	12/20	Tue	17
1/21	Thu	23	2/21	Sun	53	3/21	Mon	63	4/21	Thu	41	5/21	Sat	57	6/21	Tue	70	7/21	Thu	44	8/21	Sun	19	9/21	Wed	57	10/21	Fri	43	11/21	Mon	31	12/21	Wed	16
1/22	Fri	30	2/22	Mon	72	3/22	Tue	79	4/22	Fri	44	5/22	Sun	34	6/22	Wed	68	7/22	Fri	39	8/22	Mon	31	9/22	Thu	54	10/22	Sat	43	11/22	Tue	26	12/22	Thu	16
1/23	Sat	45	2/23	Tue	66	3/23	Wed	73	4/23	Sat	72	5/23	Mon	37	6/23	Thu	61	7/23	Sat	54	8/23	Tue	55	9/23	Fri	54	10/23	Sun	32	11/23	Wed	36	12/23	Fri	28
1/24	Sun	23	2/24	Wed	59	3/24	Thu	59	4/24	Sun	32	5/24	Tue	41	6/24	Fri	58	7/24	Sun	20	8/24	Wed	56	9/24	Sat	42	10/24	Mon	48	11/24	Thu	36	12/24	Sat	27
1/25	Mon	36	2/25	Thu	61	3/25	Fri	85	4/25	Mon	31	5/25	Wed	48	6/25	Sat	55	7/25	Mon	22	8/25	Thu	35	9/25	Sun	42	10/25	Tue	59	11/25	Fri	57	12/25	Sun	18
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1/27	Wed	52	2/27	Sat	57	3/27	Sun	44	4/27	Wed	32	5/27	Fri	30	6/27	Mon	48	7/27	Wed	31	8/27	Sat	59	9/27	Tue	27	10/27	Thu	33	11/27	Sun	23	12/27	Tue	39
1/28	Thu	48	2/28	Sun	40	3/28	Mon	65	4/28	Thu	32	5/28	Sat	31	6/28	Tue	62	7/28	Thu	38	8/28	Sun	40	9/28	Wed	41	10/28	Fri	38	11/28	Mon	28	12/28	Wed	42
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1/30	Sat	69	3/1			3/30	Wed	67	4/30	Sat	60	5/30	Mon	28	6/30	Thu	30	7/30	Sat	61	8/30	Tue	51	9/30	Fri	27	10/30	Sun	15	11/30	Wed	23	12/30	Fri	59
1/31	Sun	35	3/2			3/31	Thu	47			5/31	Tue	38			7/31	Sun	31	8/31	Wed	48					10/31	Mon	24	12/1	Thu		12/31	Sat	84	
TOTAL		1,178	TOTAL		1,498	TOTAL		1,804	TOTAL		1,424	TOTAL		1,366	TOTAL		1,541	TOTAL		1,264	TOTAL		1,406	TOTAL		1,304	TOTAL		1,116	TOTAL		1,169	TOTAL		1,091

January 2017			February 2017			March 2017			April 2017			May 2017			June 2017			July 2017			August 2017			Sep 2017			October 2017			November 2017			December 2017		
		Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			
Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals			
1/1	Sun	39	2/1	Wed	49	3/1	Wed	66	4/1	Sat	45	5/1	Mon	39	6/1	Thu	41	7/1	Sat	39	8/1	Tue	43	9/1	Fri	32	10/1	Sun	33	11/1	Wed	40	12/1	Fri	39
1/2	Mon	21	2/2	Thu	27	3/2	Thu	38	4/2	Sun	61	5/2	Tue	52	6/2	Fri	28	7/2	Sun	32	8/2	Wed	44	9/2	Sat	34	10/2	Mon	19	11/2	Thu	25	12/2	Sat	64
1/3	Tue	28	2/3	Fri	22	3/3	Fri	39	4/3	Mon	44	5/3	Wed	61	6/3	Sat	27	7/3	Mon	28	8/3	Thu	33	9/3	Sun	37	10/3	Tue	17	11/3	Fri	50	12/3	Sun	34
1/4	Wed	37	2/4	Sat	26	3/4	Sat	35	4/4	Tue	37	5/4	Thu	38	6/4	Sun	25	7/4	Tue	32	8/4	Fri	28	9/4	Mon	19	10/4	Wed	39	11/4	Sat	31	12/4	Mon	40
1/5	Thu	27	2/5	Sun	27	3/5	Sun	52	4/5	Wed	59	5/5	Fri	28	6/5	Mon	46	7/5	Wed	7	8/5	Sat	56	9/5	Tue	28	10/5	Thu	33	11/5	Sun	27	12/5	Tue	36
1/6	Fri	25	2/6	Mon	34	3/6	Mon	54	4/6	Thu	44	5/6	Sat	31	6/6	Tue	69	7/6	Thu	20	8/6	Sun	16	9/6	Wed	30	10/6	Fri	28	11/6	Mon	42	12/6	Wed	37
1/7	Sat	60	2/7	Tue	36	3/7	Tue	51	4/7	Fri	55	5/7	Sun	28	6/7	Wed	52	7/7	Fri	29	8/7	Mon	32	9/7	Thu	30	10/7	Sat	37	11/7	Tue	48	12/7	Thu	42
1/8	Sun	20	2/8	Wed	34	3/8	Wed	37	4/8	Sat	66	5/8	Mon	46	6/8	Thu	27	7/8	Sat	28	8/8	Tue	44	9/8	Fri	28	10/8	Sun	26	11/8	Wed	48	12/8	Fri	44
1/9	Mon	32	2/9	Thu	35	3/9	Thu	39	4/9	Sun	43	5/9	Tue	39	6/9	Fri	35	7/9	Sun	17	8/9	Wed	34	9/9	Sat	42	10/9	Mon	34	11/9	Thu	53	12/9	Sat	45
1/10	Tue	42	2/10	Fri	32	3/10	Fri	27	4/10	Mon	30	5/10	Wed	42	6/10	Sat	32	7/10	Mon	29	8/10	Thu	17	9/10	Sun	24	10/10	Tue	41	11/10	Fri	50	12/10	Sun	23
1/11	Wed	40	2/11	Sat	46	3/11	Sat	46	4/11	Tue	43	5/11	Thu	44	6/11	Sun	19	7/11	Tue	28	8/11	Fri	16	9/11	Mon	33	10/11	Wed	43	11/11	Sat	37	12/11	Mon	37
1/12	Thu	29	2/12	Sun	27	3/12	Sun	32	4/12	Wed	56	5/12	Fri	35	6/12	Mon	42	7/12	Wed	29	8/12	Sat	34	9/12	Tue	42	10/12	Thu	31	11/12	Sun	27	12/12	Tue	30
1/13	Fri	32	2/13	Mon	37	3/13	Mon	57	4/13	Thu	32	5/13	Sat	44	6/13	Tue	33	7/13	Thu	22	8/13	Sun	16	9/13	Wed	47	10/13	Fri	30	11/13	Mon	50	12/13	Wed	38
1/14	Sat	36	2/14	Tue	45	3/14	Tue	57	4/14	Fri	27	5/14	Sun	27	6/14	Wed	36	7/14	Fri	23	8/14	Mon	55	9/14	Thu	32	10/14	Sat	31	11/14	Tue	42	12/14	Thu	39
1/15	Sun	26	2/15	Wed	49	3/15	Wed	47	4/15	Sat	28	5/15	Mon	37	6/15	Thu	26	7/15	Sat	43	8/15	Tue	51	9/15	Fri	22	10/15	Sun	19	11/15	Wed	69	12/15	Fri	43
1/16	Mon	23	2/16	Thu	46	3/16	Thu	43	4/16	Sun	17	5/16	Tue	36	6/16	Fri	30	7/16	Sun	21	8/16	Wed	49	9/16	Sat	34	10/16	Mon	34	11/16	Thu	44	12/16	Sat	73
1/17	Tue	41	2/17	Fri	67	3/17	Fri	35	4/17	Mon	33	5/17	Wed	45	6/17	Sat	43	7/17	Mon	42	8/17	Thu	26	9/17	Sun	22	10/17	Tue	27	11/17	Fri	54	12/17	Sun	47
1/18	Wed	72	2/18	Sat	70	3/18	Sat	40	4/18	Tue	50	5/18	Thu	42	6/18	Sun	21	7/18	Tue	41	8/18	Fri	38	9/18	Mon	47	10/18	Wed	39	11/18	Sat	69	12/18	Mon	50
1/19	Thu	59	2/19	Sun	66	3/19	Sun	46	4/19	Wed	70	5/19	Fri	23	6/19	Mon	33	7/19	Wed	30	8/19	Sat	52	9/19	Tue	59	10/19	Thu	52	11/19	Sun	29	12/19	Tue	34
1/20	Fri	61	2/20	Mon	51	3/20	Mon	55	4/20	Thu	51	5/20	Sat	40	6/20	Tue	40	7/20	Thu	32	8/20	Sun	39	9/20	Wed	59	10/20	Fri	36	11/20	Mon	29	12/20	Wed	31
1/21	Sat	55	2/21	Tue	65	3/21	Tue	42	4/21	Fri	59	5/21	Sun	33	6/21	Wed	35	7/21	Fri	27	8/21	Mon	34	9/21	Thu	32	10/21	Sat	32	11/21	Tue	15	12/21	Thu	20
1/22	Sun	26	2/22	Wed	62	3/22	Wed	71	4/22	Sat	53	5/22	Mon	51	6/22	Thu	57	7/22	Sat	45	8/22	Tue	45	9/22	Fri	33	10/22	Sun	31	11/22	Wed	37	12/22	Fri	23
1/23	Mon	35	2/23	Thu	50	3/23	Thu	65	4/23	Sun	75	5/23	Tue	54	6/23	Fri	37	7/23	Sun	10	8/23	Wed	41	9/23	Sat	60	10/23	Mon	35	11/23	Thu	18	12/23	Sat	24
1/24	Tue	49	2/24	Fri	41	3/24	Fri	39	4/24	Mon	50	5/24	Wed	78	6/24	Sat	51	7/24	Mon	24	8/24	Thu	26	9/24	Sun	37	10/24	Tue	39	11/24	Fri	51	12/24	Sun	17
1/25	Wed	49	2/25	Sat	49	3/25	Sat	49	4/25	Tue	50	5/25	Thu	27	6/25	Sun	33	7/25	Tue	48	8/25	Fri	29	9/25	Mon	41	10/25	Wed	54	11/25	Sat	67	12/25	Mon	6
1/26	Thu	31	2/26	Sun	31	3/26	Sun	41	4/26	Wed	40	5/26	Fri	29	6/26	Mon	47	7/26	Wed	48	8/26	Sat	29	9/26	Tue	38	10/26	Thu	30	11/26	Sun	29	12/26	Tue	12
1/27	Fri	37	2/27	Mon	51	3/27	Mon	68	4/27	Thu	30	5/27	Sat	28	6/27	Tue	41	7/27	Thu	26	8/27	Sun	32	9/27	Wed	45	10/27	Fri	46	11/27	Mon	31	12/27	Wed	28
1/28	Sat	46	2/28	Tue	59	3/28	Tue	62	4/28	Fri	34	5/28	Sun	49	6/28	Wed	49	7/28	Fri	31	8/28	Mon	34	9/28	Thu	23	10/28	Sat	51	11/28	Tue	39	12/28	Thu	44
1/29	Sun	29				3/29	Wed	70	4/29	Sat	28	5/29	Mon	11	6/29	Thu	36	7/29	Sat	40	8/29	Tue	41	9/29	Fri	36	10/29	Sun	17	11/29	Wed	37	12/29	Fri	43
1/30	Mon	49				3/30	Thu	77	4/30	Sun	36	5/30	Tue	21	6/30	Fri	30	7/30	Sun	25	8/30	Wed	37	9/30	Sat	39	10/30	Mon	14	11/30	Thu	45	12/30	Sat	64
1/31	Tue	49				3/31	Fri	43		Mon		5/31	Wed	42		Sat		7/31	Mon	43	8/31	Thu	23		Sun		10/31	Tue	19	12/1	Fri		12/31	Sun	105
TOTAL		1,205	TOTAL		1,234	TOTAL		1,523	TOTAL		1,346	TOTAL		1,200	TOTAL		1,121	TOTAL		939	TOTAL		1,094	TOTAL		1,085	TOTAL		1,017	TOTAL		1,233	TOTAL		1,212

January 2018			February 2018			March 2018			April 2018			May 2018			June 2018			July 2018			August 2018			September 2018			October 2018			November 2018			December 2018		
Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges			Overnight Charges					
Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count	Date	Day of Week	Overnight Count			
1/1	Mon	22	2/1	Thu	30	3/1	Thu	36	4/1	Sun	33	5/1	Tue	28	6/1	Fri	27	7/1	Sun	22	8/1	Wed	41	9/1	Sat	36	10/1	Mon	16	11/1	Thu	26	12/1	Sat	24
1/2	Tue	7	2/2	Fri	15	3/2	Fri	30	4/2	Mon	34	5/2	Wed	26	6/2	Sat	33	7/2	Mon	15	8/2	Thu	30	9/2	Sun	50	10/2	Tue	16	11/2	Fri	24	12/2	Sun	17
1/3	Wed	15	2/3	Sat	23	3/3	Sat	39	4/3	Tue	53	5/3	Thu	20	6/3	Sun	28	7/3	Tue	16	8/3	Fri	20	9/3	Mon	18	10/3	Wed	24	11/3	Sat	33	12/3	Mon	5
1/4	Thu	20	2/4	Sun	20	3/4	Sun	33	4/4	Wed	47	5/4	Fri	26	6/4	Mon	49	7/4	Wed	28	8/4	Sat	41	9/4	Tue	26	10/4	Thu	17	11/4	Sun	19	12/4	Tue	37
1/5	Fri	20	2/5	Mon	31	3/5	Mon	30	4/5	Thu	47	5/5	Sat	35	6/5	Tue	50	7/5	Thu	20	8/5	Sun	20	9/5	Wed	39	10/5	Fri	22	11/5	Mon	37	12/5	Wed	6
1/6	Sat	36	2/6	Tue	41	3/6	Tue	33	4/6	Fri	44	5/6	Sun	37	6/6	Wed	61	7/6	Fri	27	8/6	Mon	44	9/6	Thu	40	10/6	Sat	21	11/6	Tue	26	12/6	Thu	73
1/7	Sun	23	2/7	Wed	44	3/7	Wed	34	4/7	Sat	42	5/7	Mon	42	6/7	Thu	51	7/7	Sat	26	8/7	Tue	54	9/7	Fri	18	10/7	Sun	17	11/7	Wed	34	12/7	Fri	48
1/8	Mon	13	2/8	Thu	31	3/8	Thu	47	4/8	Sun	33	5/8	Tue	49	6/8	Fri	22	7/8	Sun	25	8/8	Wed	46	9/8	Sat	21	10/8	Mon	31	11/8	Thu	36	12/8	Sat	42
1/9	Tue	18	2/9	Fri	55	3/9	Fri	32	4/9	Mon	25	5/9	Wed	35	6/9	Sat	36	7/9	Mon	25	8/9	Thu	38	9/9	Sun	13	10/9	Tue	33	11/9	Fri	41	12/9	Sun	23
1/10	Wed	24	2/10	Sat	78	3/10	Sat	42	4/10	Tue	21	5/10	Thu	29	6/10	Sun	19	7/10	Tue	26	8/10	Fri	26	9/10	Mon	16	10/10	Wed	28	11/10	Sat	37	12/10	Mon	29
1/11	Thu	17	2/11	Sun	36	3/11	Sun	37	4/11	Wed	24	5/11	Fri	40	6/11	Mon	26	7/11	Wed	30	8/11	Sat	59	9/11	Tue	22	10/11	Thu	35	11/11	Sun	16	12/11	Tue	35
1/12	Fri	21	2/12	Mon	34	3/12	Mon	57	4/12	Thu	26	5/12	Sat	33	6/12	Tue	53	7/12	Thu	29	8/12	Sun	20	9/12	Wed	35	10/12	Fri	36	11/12	Mon	26	12/12	Wed	25
1/13	Sat	31	2/13	Tue	27	3/13	Tue	47	4/13	Fri	32	5/13	Sun	19	6/13	Wed	57	7/13	Fri	28	8/13	Mon	42	9/13	Thu	27	10/13	Sat	27	11/13	Tue	27	12/13	Thu	26
1/14	Sun	12	2/14	Wed	27	3/14	Wed	38	4/14	Sat	46	5/14	Mon	45	6/14	Thu	32	7/14	Sat	29	8/14	Tue	39	9/14	Fri	26	10/14	Sun	6	11/14	Wed	43	12/14	Fri	29
1/15	Mon	26	2/15	Thu	48	3/15	Thu	26	4/15	Sun	18	5/15	Tue	40	6/15	Fri	11	7/15	Sun	22	8/15	Wed	40	9/15	Sat	19	10/15	Mon	59	11/15	Thu	43	12/15	Sat	24
1/16	Tue	43	2/16	Fri	40	3/16	Fri	32	4/16	Mon	32	5/16	Wed	49	6/16	Sat	21	7/16	Mon	43	8/16	Thu	19	9/16	Sun	20	10/16	Tue	45	11/16	Fri	34	12/16	Sun	9
1/17	Wed	59	2/17	Sat	52	3/17	Sat	47	4/17	Tue	35	5/17	Thu	25	6/17	Sun	17	7/17	Tue	50	8/17	Fri	15	9/17	Mon	34	10/17	Wed	41	11/17	Sat	44	12/17	Mon	25
1/18	Thu	51	2/18	Sun	52	3/18	Sun	47	4/18	Wed	50	5/18	Fri	33	6/18	Mon	31	7/18	Wed	20	8/18	Sat	34	9/18	Tue	37	10/18	Thu	35	11/18	Sun	23	12/18	Tue	32
1/19	Fri	50	2/19	Mon	38	3/19	Mon	63	4/19	Thu	45	5/19	Sat	47	6/19	Tue	28	7/19	Thu	23	8/19	Sun	24	9/19	Wed	29	10/19	Fri	36	11/19	Mon	36	12/19	Wed	18
1/20	Sat	42	2/20	Tue	14	3/20	Tue	68	4/20	Fri	28	5/20	Sun	33	6/20	Wed	41	7/20	Fri	28	8/20	Mon	45	9/20	Thu	22	10/20	Sat	50	11/20	Tue	20	12/20	Thu	16
1/21	Sun	29	2/21	Wed	58	3/21	Wed	57	4/21	Sat	56	5/21	Mon	39	6/21	Thu	28	7/21	Sat	44	8/21	Tue	61	9/21	Fri	21	10/21	Sun	26	11/21	Wed	24	12/21	Fri	21
1/22	Mon	33	2/22	Thu	57	3/22	Thu	62	4/22	Sun	28	5/22	Tue	47	6/22	Fri	33	7/22	Sun	15	8/22	Wed	45	9/22	Sat	32	10/22	Mon	40	11/22	Thu	29	12/22	Sat	17
1/23	Tue	32	2/23	Fri	72	3/23	Fri	50	4/23	Mon	18	5/23	Wed	35	6/23	Sat	33	7/23	Mon	31	8/23	Thu	28	9/23	Sun	21	10/23	Tue	39	11/23	Fri	35	12/23	Sun	17
1/24	Wed	33	2/24	Sat	62	3/24	Sat	49	4/24	Tue	35	5/24	Thu	20	6/24	Sun	16	7/24	Tue	30	8/24	Fri	34	9/24	Mon	39	10/24	Wed	32	11/24	Sat	17	12/24	Mon	8
1/25	Thu	18	2/25	Sun	44	3/25	Sun	44	4/25	Wed	28	5/25	Fri	22	6/25	Mon	30	7/25	Wed	39	8/25	Sat	47	9/25	Tue	50	10/25	Thu	30	11/25	Sun	36	12/25	Tue	8
1/26	Fri	24	2/26	Mon	44	3/26	Mon	61	4/26	Thu	23	5/26	Sat	22	6/26	Tue	40	7/26	Thu	18	8/26	Sun	22	9/26	Wed	40	10/26	Fri	31	11/26	Mon	35	12/26	Wed	17
1/27	Sat	31	2/27	Tue	25	3/27	Tue	54	4/27	Fri	21	5/27	Sun	38	6/27	Wed	41	7/27	Fri	21	8/27	Mon	37	9/27	Thu	38	10/27	Sat	53	11/27	Tue	47	12/27	Thu	19
1/28	Sun	41	2/28	Wed	35	3/28	Wed	44	4/28	Sat	28	5/28	Mon	22	6/28	Thu	25	7/28	Sat	19	8/28	Tue	47	9/28	Fri	28	10/28	Sun	22	11/28	Wed	26	12/28	Fri	30
1/29	Mon	29	3/1	Thu	48	3/29	Thu	48	4/29	Sun	27	5/29	Tue	24	6/29	Fri	18	7/29	Sun	21	8/29	Wed	34	9/29	Sat	34	10/29	Mon	35	11/29	Thu	25	12/29	Sat	30
1/30	Tue	29	3/2	Fri	41	3/30	Fri	41	4/30	Mon	28	5/30	Wed	33	6/30	Sat	35	7/30	Mon	23	8/30	Thu	16	9/30	Sun	27	10/30	Tue	24	11/30	Fri	30	12/30	Sun	37
1/31	Wed	19	3/3	Sat	43	3/31	Sat	43	5/1	Tue	20	5/31	Thu	20	7/1	Sun	34	7/31	Tue	34	8/31	Fri	28	10/1	Mon	19	10/31	Wed	19	12/1	Sat	81	12/31	Mon	81
TOTAL		868	TOTAL		1,133	TOTAL		1,371	TOTAL		1,007	TOTAL		1,013	TOTAL		992	TOTAL		827	TOTAL		1,096	TOTAL		878	TOTAL		946	TOTAL		929	TOTAL		828

January 2019			February 2019			March 2019			April 2019			May 2019			June 2019			July 2019			August 2019			Sep 2019			October 2019			November 2019			December 2019		
		Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			Overnight Totals			
Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals	Date	Day of Week	Overnight Totals			
12/31	Mon		2/1	Fri	23	3/1	Fri	22	4/1	Mon	25	5/1	Wed	35	6/1	Sat	24	7/1	Mon	13	8/1	Thu	19	9/1	Sun	42	10/1	Tue	20	11/1	Fri	47	12/1	Sun	23
1/1	Tue	38	2/2	Sat	26	3/2	Sat	42	4/2	Tue	25	5/2	Thu	26	6/2	Sun	16	7/2	Tue	19	8/2	Fri	14	9/2	Mon	23	10/2	Wed	34	11/2	Sat	53	12/2	Mon	32
1/2	Wed	11	2/3	Sun	32	3/3	Sun	51	4/3	Wed	25	5/3	Fri	0	6/3	Mon	26	7/3	Wed	17	8/3	Sat	30	9/3	Tue	29	10/3	Thu	23	11/3	Sun	30	12/3	Tue	28
1/3	Thu	17	2/4	Mon	38	3/4	Mon	44	4/4	Thu	36	5/4	Sat	35	6/4	Tue	27	7/4	Thu	55	8/4	Sun	24	9/4	Wed	31	10/4	Fri	30	11/4	Mon	49	12/4	Wed	27
1/4	Fri	19	2/5	Tue	47	3/5	Tue	38	4/5	Fri	36	5/5	Sun	28	6/5	Wed	26	7/5	Fri	28	8/5	Mon	30	9/5	Thu	34	10/5	Sat	42	11/5	Tue	51	12/5	Thu	50
1/5	Sat	24	2/6	Wed	54	3/6	Wed	45	4/6	Sat	52	5/6	Mon	31	6/6	Thu	17	7/6	Sat	35	8/6	Tue	31	9/6	Fri	25	10/6	Sun	22	11/6	Wed	39	12/6	Fri	50
1/6	Sun	12	2/7	Thu	56	3/7	Thu	45	4/7	Sun	37	5/7	Tue	35	6/7	Fri	24	7/7	Sun	9	8/7	Wed	21	9/7	Sat	33	10/7	Mon	33	11/7	Thu	35	12/7	Sat	53
1/7	Mon	14	2/8	Fri	35	3/8	Fri	45	4/8	Mon	40	5/8	Wed	49	6/8	Sat	33	7/8	Mon	21	8/8	Thu	19	9/8	Sun	24	10/8	Tue	41	11/8	Fri	39	12/8	Sun	20
1/8	Tue	18	2/9	Sat	40	3/9	Sat	44	4/9	Tue	43	5/9	Thu	41	6/9	Sun	27	7/9	Tue	27	8/9	Fri	26	9/9	Mon	18	10/9	Wed	50	11/9	Sat	42	12/9	Mon	34
1/9	Wed	20	2/10	Sun	49	3/10	Sun	41	4/10	Wed	35	5/10	Fri	27	6/10	Mon	27	7/10	Wed	27	8/10	Sat	26	9/10	Tue	28	10/10	Thu	36	11/10	Sun	43	12/10	Tue	37
1/10	Thu	24	2/11	Mon	30	3/11	Mon	52	4/11	Thu	37	5/11	Sat	47	6/11	Tue	22	7/11	Thu	20	8/11	Sun	18	9/11	Wed	25	10/11	Fri	34	11/11	Mon	33	12/11	Wed	27
1/11	Fri	43	2/12	Tue	39	3/12	Tue	47	4/12	Fri	31	5/12	Sun	24	6/12	Wed	27	7/12	Fri	20	8/12	Mon	18	9/12	Thu	25	10/12	Sat	32	11/12	Tue	40	12/12	Thu	30
1/12	Sat	47	2/13	Wed	39	3/13	Wed	43	4/13	Sat	36	5/13	Mon	44	6/13	Thu	23	7/13	Sat	32	8/13	Tue	29	9/13	Fri	25	10/13	Sun	30	11/13	Wed	37	12/13	Fri	46
1/13	Sun	31	2/14	Thu	43	3/14	Thu	67	4/14	Sun	19	5/14	Tue	49	6/14	Fri	19	7/14	Sun	15	8/14	Wed	21	9/14	Sat	35	10/14	Mon	33	11/14	Thu	36	12/14	Sat	65
1/14	Mon	56	2/15	Fri	46	3/15	Fri	35	4/15	Mon	32	5/15	Wed	41	6/15	Sat	33	7/15	Mon	13	8/15	Thu	23	9/15	Sun	21	10/15	Tue	48	11/15	Fri	37	12/15	Sun	34
1/15	Tue	51	2/16	Sat	55	3/16	Sat	29	4/16	Tue	41	5/16	Thu	37	6/16	Sun	16	7/16	Tue	16	8/16	Fri	25	9/16	Mon	33	10/16	Wed	29	11/16	Sat	53	12/16	Mon	38
1/16	Wed	57	2/17	Sun	42	3/17	Sun	46	4/17	Wed	34	5/17	Fri	29	6/17	Mon	18	7/17	Wed	23	8/17	Sat	51	9/17	Tue	24	10/17	Thu	29	11/17	Sun	20	12/17	Tue	29
1/17	Thu	50	2/18	Mon	42	3/18	Mon	66	4/18	Thu	31	5/18	Sat	65	6/18	Tue	29	7/18	Thu	16	8/18	Sun	27	9/18	Wed	24	10/18	Fri	20	11/18	Mon	37	12/18	Wed	35
1/18	Fri	54	2/19	Tue	37	3/19	Tue	56	4/19	Fri	46	5/19	Sun	42	6/19	Wed	23	7/19	Fri	8	8/19	Mon	35	9/19	Thu	23	10/19	Sat	53	11/19	Tue	30	12/19	Thu	25
1/19	Sat	43	2/20	Wed	49	3/20	Wed	43	4/20	Sat	45	5/20	Mon	30	6/20	Thu	29	7/20	Sat	22	8/20	Tue	33	9/20	Fri	22	10/20	Sun		11/20	Wed	29	12/20	Fri	32
1/20	Sun	37	2/21	Thu	62	3/21	Thu	34	4/21	Sun	17	5/21	Tue	30	6/21	Fri	31	7/21	Sun	11	8/21	Wed	18	9/21	Sat	27	10/21	Mon		11/21	Thu	27	12/21	Sat	28
1/21	Mon	23	2/22	Fri	35	3/22	Fri	35	4/22	Mon	31	5/22	Wed	49	6/22	Sat	41	7/22	Mon	31	8/22	Thu	23	9/22	Sun	11	10/22	Tue		11/22	Fri	32	12/22	Sun	28
1/22	Tue	30	2/23	Sat	44	3/23	Sat	39	4/23	Tue	22	5/23	Thu	36	6/23	Sun	18	7/23	Tue	24	8/23	Fri	25	9/23	Mon	18	10/23	Wed		11/23	Sat	65	12/23	Mon	14
1/23	Wed	31	2/24	Sun	34	3/24	Sun	48	4/24	Wed	26	5/24	Fri	28	6/24	Mon	19	7/24	Wed	31	8/24	Sat	48	9/24	Tue	8	10/24	Thu		11/24	Sun	37	12/24	Tue	15
1/24	Thu	29	2/25	Mon	47	3/25	Mon	60	4/25	Thu	31	5/25	Sat	37	6/25	Tue	18	7/25	Thu	27	8/25	Sun	18	9/25	Wed	20	10/25	Fri		11/25	Mon	35	12/25	Wed	12
1/25	Fri	39	2/26	Tue	40	3/26	Tue	58	4/26	Fri	43	5/26	Sun	49	6/26	Wed	16	7/26	Fri	25	8/26	Mon	31	9/26	Thu	27	10/26	Sat		11/26	Tue	17	12/26	Thu	31
1/26	Sat	36	2/27	Wed	27	3/27	Wed	55	4/27	Sat	64	5/27	Mon	47	6/27	Thu	19	7/27	Sat	29	8/27	Tue	39	9/27	Fri	34	10/27	Sun		11/27	Wed	30	12/27	Fri	52
1/27	Sun	36	2/28	Thu	19	3/28	Thu	39	4/28	Sun	34	5/28	Tue	32	6/28	Fri	15	7/28	Sun	10	8/28	Wed	41	9/28	Sat	31	10/28	Mon		11/28	Thu	33	12/28	Sat	74
1/28	Mon	40	3/1	Fri		3/29	Fri	45	4/29	Mon	49	5/29	Wed	25	6/29	Sat	24	7/29	Mon	23	8/29	Thu	24	9/29	Sun	10	10/29	Tue		11/29	Fri	38	12/29	Sun	41
1/29	Tue	34	3/2	Sat		3/30	Sat	58	4/30	Tue	31	5/30	Thu	29	6/30	Sun	12	7/30	Tue	34	8/30	Fri	19	9/30	Mon	20	10/30	Wed		11/30	Sat	47	12/30	Mon	32
1/30	Wed	32	3/3	Sun		3/31	Sun	24	5/1	Wed		5/31	Fri	19	7/1	Mon		7/31	Wed	33	8/31	Sat	30	10/1	Tue		10/31	Thu		12/1	Sun		12/31	Tue	97
TOTAL		996	TOTAL		1,130	TOTAL		1,396	TOTAL		1,054	TOTAL		1,096	TOTAL		699	TOTAL		714	TOTAL		836	TOTAL		750	TOTAL		639	TOTAL		1,141	TOTAL		1,139



Appendix C – Hotel Parking Occupancy Data



C



Locations: Old Town Scottsdale

HOTEL PARKING STUDY

Friday, March 23, 2018

	Hotel A	Hotel A Handicapped	Hotel B	Hotel B Handicapped
08:00:00 PM	67	0	87	3
08:30:00 PM	65	0	80	3
09:00:00 PM	58	0	93	4
09:30:00 PM	65	0	96	3
10:00:00 PM	66	0	105	4
10:30:00 PM	71	0	111	3
11:00:00 PM	69	0	108	4
11:30:00 PM	71	0	103	5
12:00:00 AM	72	0	111	5
12:30:00 AM	72	0	112	5
01:00:00 AM	71	0	113	5
01:30:00 AM	70	0	113	5
02:00:00 AM	72	0	112	5
02:30:00 AM	71	0	113	5
03:00:00 AM	69	0	113	5
03:30:00 AM	70	0	113	5
04:00:00 AM	68	0	112	5
04:30:00 AM	71	0	109	5
05:00:00 AM	71	0	111	5
05:30:00 AM	70	0	112	5
06:00:00 AM	74	0	111	5
06:30:00 AM	75	0	108	5
07:00:00 AM	77	0	111	5
07:30:00 AM	76	0	108	5
08:00:00 AM	75	0	112	5
TOTALS	1756	0	2677	114

Saturday, March 24, 2018

Hotel A	Hotel A Handicapped	Hotel B	Hotel B Handicapped
65	1	118	4
65	1	113	4
64	1	119	5
57	1	117	6
73	1	123	6
72	1	126	7
76	1	137	7
79	1	128	7
79	1	127	7
85	1	130	7
81	2	126	7
82	2	125	7
80	2	125	7
80	2	126	7
79	2	124	7
78	2	123	7
78	2	123	7
79	2	121	7
77	2	121	7
79	2	119	7
76	2	121	6
79	2	117	6
78	2	114	6
73	2	114	6
66	2	115	6
1880	40	3052	160

Hotel C		
Friday, February 21st, 2020		
Time	Hotel C	Occupied Parking Stalls Per Available Room
10:00:00 PM	26	0.48
10:30:00 PM	27	0.50
11:00:00 PM	27	0.50
11:30:00 PM	29	0.54
12:00:00 AM	30	0.56
12:30:00 AM	30	0.56
01:00:00 AM	31	0.57
01:30:00 AM	33	0.61
02:00:00 AM	34	0.63
02:30:00 AM	35	0.65
03:00:00 AM	33	0.61
03:30:00 AM	34	0.63
04:00:00 AM	34	0.63
04:30:00 AM	34	0.63
05:00:00 AM	33	0.61
05:30:00 AM	33	0.61
06:00:00 AM	30	0.56
06:30:00 AM	32	0.59
07:00:00 AM	30	0.56
Max	35	0.65
Average	32	0.580



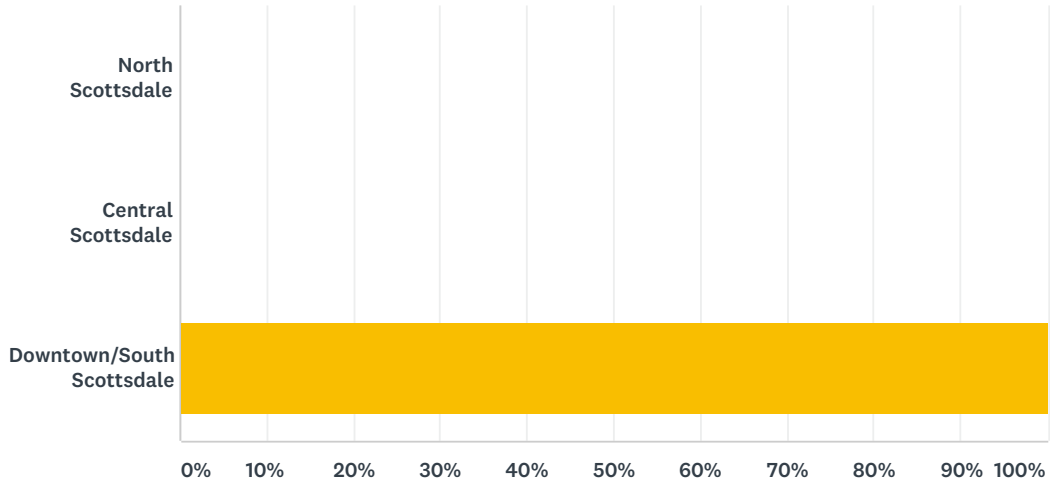
Appendix D – Experience Scottsdale Survey



D

Q1 Where are you located?

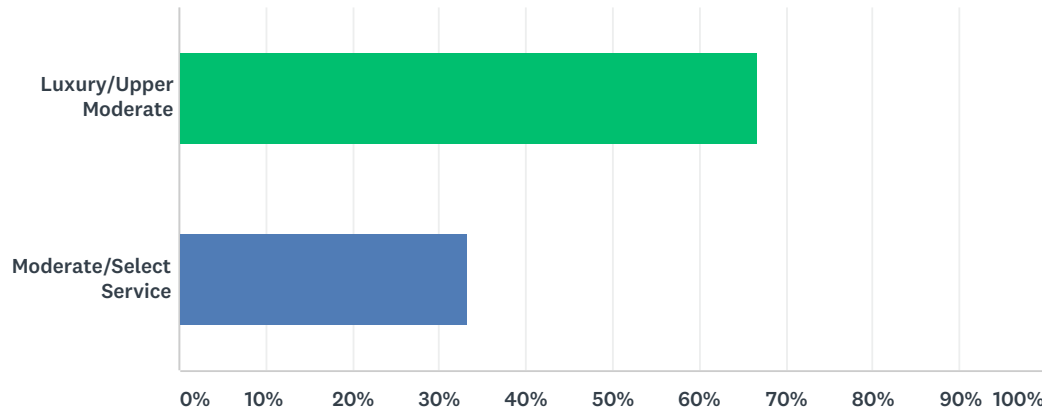
Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
North Scottsdale	0.00%	0
Central Scottsdale	0.00%	0
Downtown/South Scottsdale	100.00%	9
TOTAL		9

Q2 Which best describes your property?

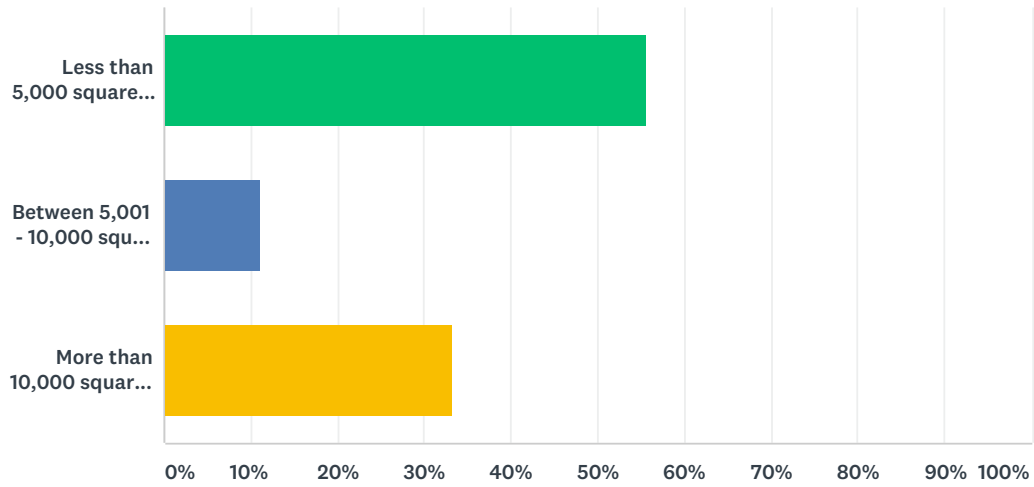
Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES
Luxury/Upper Moderate	66.67% 6
Moderate/Select Service	33.33% 3
TOTAL	9

Q3 How much indoor meeting space do you offer?

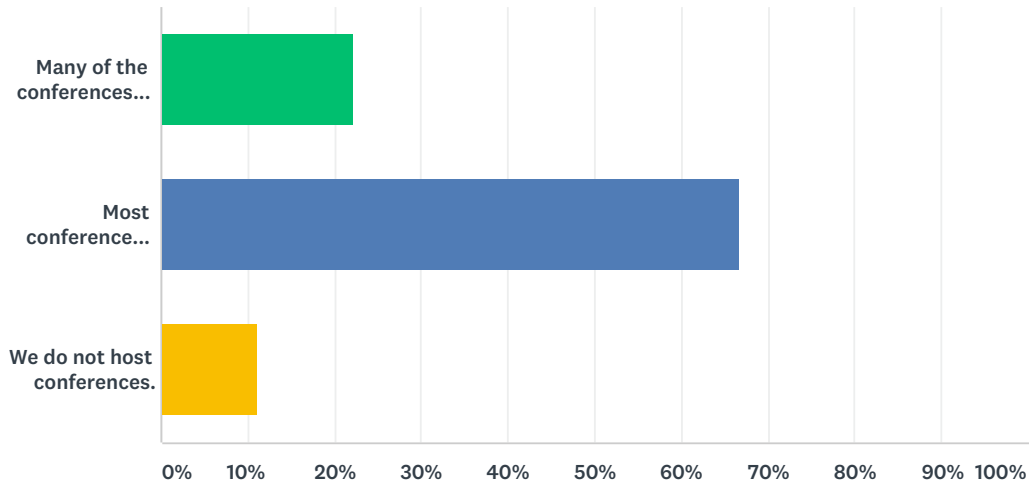
Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than 5,000 square feet	55.56% 5
Between 5,001 - 10,000 square feet	11.11% 1
More than 10,000 square feet	33.33% 3
TOTAL	9

Q4 Which statement most accurately reflects what you see at your property?

Answered: 9 Skipped: 0

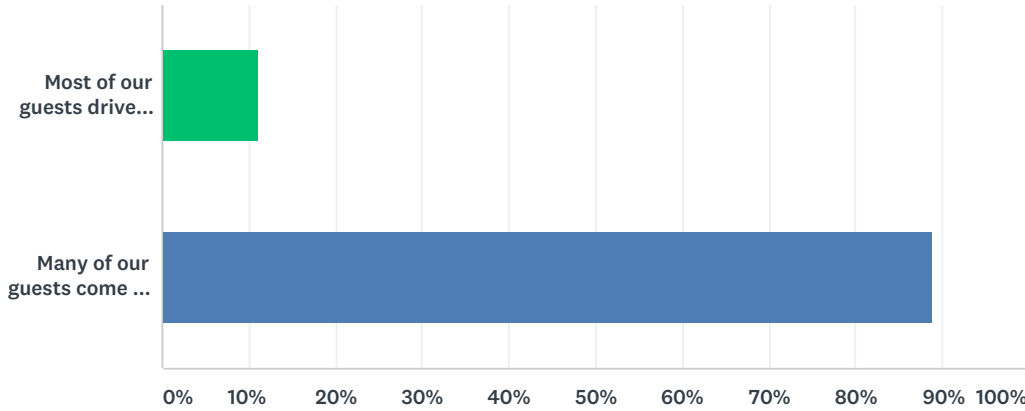


ANSWER CHOICES	RESPONSES	
Many of the conferences held at our property include non-overnight guests, therefore, we need parking for both guests and conference attendees.	22.22%	2
Most conference attendees stay at the property, therefore, we only need parking for guests.	66.67%	6
We do not host conferences.	11.11%	1
TOTAL		9

#	OTHER (PLEASE SPECIFY)	DATE
1	Only 50-60% of our guests have cars. The rest take taxi, uber, shuttle, or do ride share. Also, since we're in Old Town, in which numerous restaurants and shopping are a short walk or golf cart ride away, a vehicle is not a necessity in our area.	2/2/2018 8:45 AM

Q5 Which statement most accurately reflects what you see at your property?

Answered: 9 Skipped: 0

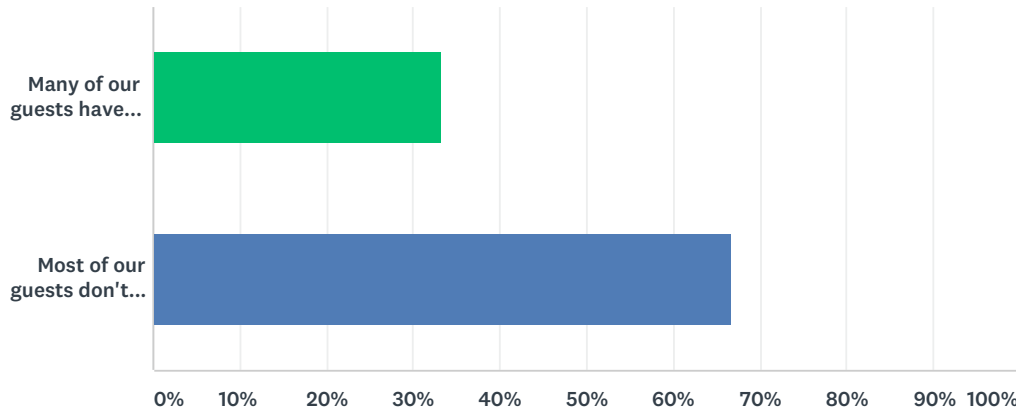


ANSWER CHOICES	RESPONSES
Most of our guests drive here (either in their own car or a rental car), so every room needs its own parking space.	11.11% 1
Many of our guests come as groups (family, friends, colleagues), so we only need one parking space for every two or three rooms.	88.89% 8
TOTAL	9

#	OTHER (PLEASE SPECIFY)	DATE
1	We can regularly sell all 199 rooms and still have 30 empty parking spaces.	2/2/2018 8:45 AM

Q6 Which statement most accurately reflects what you see at your property?

Answered: 9 Skipped: 0



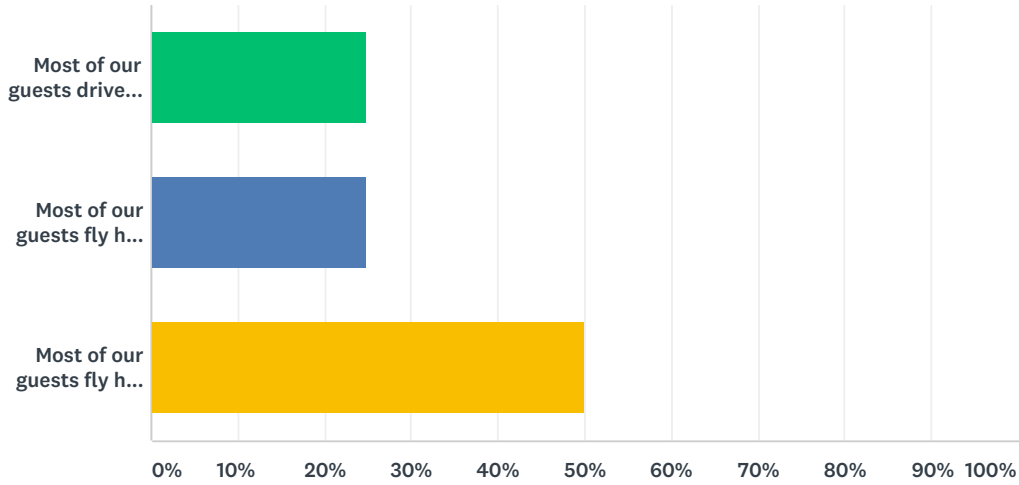
ANSWER CHOICES	RESPONSES	
Many of our guests have family or friends who visit them while on property so we need parking for these visitors.	33.33%	3
Most of our guests don't receive local visitors so we only need parking for our overnight guests.	66.67%	6
TOTAL		9

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Hotel Parking

Q7 Which statement most accurately reflects what you see at your property?

Answered: 8 Skipped: 1



ANSWER CHOICES	RESPONSES	
Most of our guests drive here or fly here and rent a car.	25.00%	2
Most of our guests fly here and only rent a car if going to another part of the state.	25.00%	2
Most of our guests fly here and use ride share/taxis when they need to travel in the Valley.	50.00%	4
TOTAL		8

#	OTHER (PLEASE SPECIFY)	DATE
1	Hotel parking is always full. Shared parking lot with businesses impacts usage as well. Locals from businesses and condos near by try to park in our lots. Not enough parking for everyone. Hotel hires security to ensure no "bar/entertainment" locals parking at hotel.	2/5/2018 10:07 AM
2	We have just recently opened so its hard to say but based on current guests we see about a 50/50 split from guests bringing their own vehicles and guests arriving via Lyft/Uber or Taxi	2/2/2018 12:23 PM



Appendix E – Don & Charlies Parking Master Plan



E

Don and Charlie's Hotel Parking Master Plan



Prepared for:

Tyler Kent
OpWest Ventures
3920 E Thomas Road, #15330
Phoenix, AZ 85018

Prepared by:



J2 Engineering and Environmental Design
4649 E. Cotton Gin Loop, Suite B2
Phoenix, AZ 84040

Project Number: 17.1064
March 13, 2018



Expires: 6/30/2019

Appendix F – Don and Charlie’s Hotel Parking Master Plan (App. F)



Daily Drive in & Occupancy
 For 01/01/2017
 All Locations
 Leased/Managed
 Report Date 2/8/2018 11:13:47 AM

Date	Rooms		3am Cars			Stalls		# Days Entered	West Coast	
	Available #	Occupied #	Occupancy %	Valet #	Self #	Total #	Drive in %			Available #
0160:0161: - Marriott La Jolla	11532	9528	82.6%	1254	3135	4389	46.1%	14260	30.8%	31
0176 - Westin Gaslamp Quarter	13950	10586	75.9%	2105	0	2105	19.9%	5580	37.7%	31
0270:0461: - Wyndham San Diego Bayside	18600	13140	70.6%	454	2776	3230	24.6%	8990	35.9%	31
0271 - US Grant Hotel Valet	8370	6255	74.7%	1831	0	1831	29.3%	6820	26.8%	31
0316 - Marriott Vacation Club Pulse	8184	3387	41.4%	835	462	1297	38.3%	1395	93.0%	31
0328 - Westin San Diego	13516	10221	75.6%	1195	0	1195	11.7%	2015	59.3%	31
0370:0371: - Marriott Marquis & Marina San Diego	42160	34779	82.5%	2586	3920	6506	18.7%	29946	21.7%	31
0375 - Town & Country Convention	29388	8878	30.2%	0	3559	3559	40.1%	42625	8.3%	31
0575:0576: - Marriott Mission Valley	10850	8324	76.7%	299	2498	2797	33.6%	12121	23.1%	31
0674:0675: - Westin Seattle Hotel	27621	18082	65.5%	1413	1088	2501	13.8%	7161	34.9%	31
1050 - Omni Hotel San Diego	15841	12540	79.2%	1450	0	1450	11.6%	6820	21.3%	31
1076 - Marriott Gaslamp Quarter SD	9486	7145	75.3%	1702	0	1702	23.8%	6386	26.7%	31
1159 - Hard Rock Hotel	13020	8997	69.1%	1352	0	1352	15.0%	5890	23.0%	31
1167:1303: - Hyatt Regency La Jolla Valet	12927	9635	74.5%	1137	2076	3213	33.3%	9300	34.5%	31
1180 - Hilton SD Bayfront Hotel	36890	33719	91.4%	1283	5652	6935	20.6%	27714	25.0%	31
1189:1190: - Hilton La Jolla Torrey Pines	12214	9451	77.4%	1416	2920	4336	45.9%	17360	25.0%	31
1196 - The Keating Hotel	1085	0	0.0%	243	0	243	#DIV/0!	775	31.4%	31
1207 - Indigo Hotel	6510	5293	81.3%	1454	0	1454	27.5%	2015	72.2%	31
1241:1242: - Grand Hyatt San Diego	50468	34928	69.2%	2153	5130	7283	20.9%	36022	20.2%	31
1244:1245: - Hyatt Regency Mission Bay	13299	10115	76.1%	1107	2682	3789	37.5%	3100	122.2%	31
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31
1325 - Lane Field North Hotel	12400	9025	72.8%	639	3475	4114	45.6%	12834	32.1%	31
1535 - San Diego Bayside Campus	11284	7708	68.3%	2615	936	3551	46.1%	5022	70.7%	31
1539 - Pendry San Diego	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
1543 - Hotel Republic	7998	6610	82.6%	1291	0	1291	19.5%	1860	69.4%	31
1548 - Andaz San Diego	4929	2135	43.3%	566	0	566	26.5%	3100	18.3%	31
2073 - W La West Beverly Hills	9269	7727	83.4%	2706	0	2706	35.0%	4836	56.0%	31
2085 - Hyatt Regency Huntington Beach Valet	16027	10155	63.4%	4501	0	4501	44.3%	30690	14.7%	31
2225:2226: - Crowne Plaza Redondo Beach Hotel	10726	9501	88.6%	626	2836	3462	36.4%	7967	43.5%	31
2229:2230: - Doubletree La Downtown	13516	10715	79.3%	1848	1930	3778	35.3%	12648	29.9%	31
2240 - Hampton Inn and Suites La/Santa Monica	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
2241 - Courtyard Santa Monica	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
2514 - Hyatt Regency Newport Beach Valet	12493	8797	70.4%	1562	0	1562	17.8%	5890	26.5%	31
2515 - Hyatt Regency Newport Beach Self	12493	0	0.0%	0	2252	2252	#DIV/0!	10850	20.8%	31
2539 - Waterfront Beach Resort Valet	8990	4859	54.0%	2704	0	2704	55.6%	10850	24.9%	31
2613 - Pesea Hotel and Spa	7750	4903	63.3%	2504	0	2504	51.1%	11129	22.5%	31
3000 - Hilton Oakland	11222	7904	70.4%	0	2911	2911	36.8%	15500	18.8%	31
3016 - Oakland Marriott	15159	10396	68.6%	1460	0	1460	14.0%	1240	117.7%	31
3109 - 900 13th Street - Sacramento	15624	10699	68.5%	0	3066	3066	28.7%	26784	11.4%	31
3110 - Sheraton Grand Sacramento	15593	10884	69.8%	2589	0	2589	23.8%	2790	92.8%	31
3151 - Westin Portland	6355	4741	74.6%	1406	0	1406	29.7%	2976	47.2%	31
3155:3157: - Hotel Deluxe Portland	3968	3037	76.5%	664	232	896	29.5%	1550	57.8%	31
3156 - Sentinel	3100	2458	79.3%	621	0	621	25.3%	1860	33.4%	31
3170 - Embassy Suites Hilton Portland	8556	6454	75.4%	1434	0	1434	22.2%	31000	4.6%	31
3171 - Embassy Suites Hilton Portland Garage	8556	6428	75.1%	0	774	774	12.0%	9083	8.5%	31
3216 - Fairmont Olympic Hotel Seattle	13950	8761	62.8%	1363	101	1464	16.7%	3410	42.9%	31
3219 - The Arctic Club Seattle	3720	2556	68.7%	413	0	413	16.2%	1240	33.3%	31
3220 - Hotel Lucia	3937	2965	75.3%	453	0	453	15.3%	1085	41.8%	31
3252 - Hyatt Regency Bellevue	24397	13431	55.1%	1329	957	2286	17.0%	12214	18.7%	31
3257 - Westin Bellevue	10509	6569	62.5%	1084	273	1357	20.7%	5239	25.9%	31
3272 - Seattle Marriott Bellevue	11904	8127	68.3%	2589	0	2589	31.9%	5580	46.4%	31
3273 - Sheraton Seattle Hotel - Valet	38998	21923	56.2%	1826	0	1826	8.3%	12400	14.7%	31
3284 - Hilton Garden Inn Seattle	6882	5787	84.1%	882	0	882	15.2%	1550	56.9%	31
3285 - W Bellevue	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
3452 - Hyatt Regency Phoenix	21483	16944	78.9%	1166	619	1785	10.5%	4650	38.4%	31
3465:3466: - The Phoenixian	20150	15301	75.9%	682	973	1655	10.8%	18600	8.9%	31
3585:3587: - Omni Dallas Hotel	31031	24688	79.6%	5092	2158	7250	29.4%	21762	33.3%	31
3595 - The Stoneleigh - Le Meridien Dallas	5270	3978	75.5%	1619	65	1684	42.3%	4650	36.2%	31
3604 - St Regis Hotel	7192	4686	65.2%	1586	0	1586	33.8%	5425	29.2%	31
3606:3619: - Woodlands Marriott	10633	7257	68.2%	1274	1631	2905	40.0%	3100	93.7%	31
3621:3622: - Hilton Houston Post Oak	13888	8157	58.7%	955	2515	3470	42.5%	10106	34.3%	31
3634 - Embassy Suites Hilton Houston	8122	4371	53.8%	1382	0	1382	31.6%	2170	63.7%	31
3654 - Hampton Inn and Homewood Suites Houston	9300	5087	54.7%	1802	0	1802	35.4%	4526	39.8%	31
3658 - Marriott Marquis Houston	31000	1030	3.3%	3086	0	3086	299.6%	3100	99.5%	31
3718 - Hyatt Regency Dallas	34720	22637	65.2%	3955	0	3955	17.5%	13950	28.4%	31
3823 - Marriott Courtyard Sa	6820	5385	79.0%	2266	0	2266	42.1%	3875	58.5%	31
3831:3832: - Grand Hyatt San Antonio	31000	21195	68.4%	1812	2505	4317	20.4%	10323	41.8%	31
3833 - Marriott Fairfield Inn & Suites	3069	2129	69.4%	758	0	758	35.6%	930	81.5%	31
3834 - Marriott Spring Hill Suites	3658	2224	60.8%	1091	0	1091	49.1%	1705	64.0%	31
3850 - Hotel Emma	4526	2546	56.3%	1039	0	1039	40.8%	1550	67.0%	31
4157 - Omni San Francisco	11222	9609	85.6%	1198	0	1198	12.5%	930	128.8%	31
4184:4267: - Westin Hotel Sfo	12307	10450	84.9%	432	2466	2898	27.7%	8029	36.1%	31
4186 - Aloft Sfo	7812	5728	73.3%	0	1659	1659	29.0%	14818	11.2%	31
4252 - Hotel Adagio	5301	3870	73.0%	491	0	491	12.7%	1209	40.6%	31
4272 - San Francisco Courtyard	5208	3911	75.1%	562	0	562	14.4%	775	72.5%	31
4277:4278: - San Jose Double Tree	15655	11488	73.4%	764	6334	7098	61.8%	21855	32.5%	31
4405 - Roosevelt Hotel New Orleans	15624	11197	71.7%	1822	0	1822	16.3%	5332	34.2%	31
4409 - Hilton Garden Inn New Orleans Conv Ctr	8866	3528	39.8%	1070	0	1070	30.3%	3100	34.5%	31
4410 - Old No 77 Hotel	5177	3503	67.7%	496	0	496	14.2%	6200	8.0%	31
4411 - Hotel Indigo New Orleans	4092	2116	51.7%	798	0	798	37.7%	1643	48.6%	31
4600 - Sofitel Washington Dc	7347	5416	73.7%	491	0	491	9.1%	434	113.1%	31
4601 - Renaissance	9300	6798	73.1%	430	1254	1684	24.8%	16647	10.1%	31
4602 - Residence Inn Arlington	10075	6774	67.2%	57	2119	2176	32.1%	16647	13.1%	31
4606 - Marriott Bethesda - Self	12270	6272	51.1%	0	10	10	0.2%	15000	0.1%	30
4608 - Westin City Center - Dc	12710	7691	60.5%	1144	851	1995	25.9%	4650	42.9%	31
4611 - Omni Shoreham Dc	25854	11026	42.6%	1407	0	1407	12.8%	9300	15.1%	31
4612 - Hyatt Place Dc - K Street	5084	1065	20.9%	560	0	560	52.6%	930	60.2%	31
4613 - Hyatt Place Arlington	5208	3107	59.7%	775	0	775	24.9%	2604	29.8%	31
Total:	1107190	731422	66.1%	107006	80800	187806	25.7%	739997	25.4%	

Daily Drive in & Occupancy
 For 02/01/2017
 All Locations
 Leased/Managed
 Report Date 2/8/2018 11:15:42 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available #	Occupied #	Occupancy %	Valet #	Self #	Total #	Drive in %	Available #	Occupancy %	
0160:0161: - Marriott La Jolla	10416	9294	89.2%	1148	3133	4281	46.1%	12880	33.2%	28
0176 - Westin Gaslamp Quarter	12600	10968	87.0%	2050	0	2050	18.7%	5040	40.7%	28
0270:0461: - Wyndham San Diego Bayside	16800	14219	84.6%	639	3615	4254	29.9%	8120	52.4%	28
0271 - US Grant Hotel Valet	7560	6535	86.4%	1789	0	1789	27.4%	6160	29.0%	28
0316 - Marriott Vacation Club Pulse	7392	4141	56.0%	1134	634	1768	42.7%	1260	140.3%	28
0328 - Westin San Diego	12208	10662	87.3%	1339	0	1339	12.6%	1820	73.6%	28
0370:0371: - Marriott Marquis & Marina San Diego	38080	30823	80.9%	2857	4043	6900	22.4%	27048	25.5%	28
0375 - Town & Country Convention	26544	13416	50.5%	0	7095	7095	52.9%	38500	18.4%	28
0575:0576: - Marriott Mission Valley	9800	7846	80.1%	328	3131	3459	44.1%	10948	31.6%	28
0674:0675: - Westin Seattle Hotel	24948	20968	84.0%	1723	1184	2907	13.9%	6468	44.9%	28
1050 - Omni Hotel San Diego	14308	12678	88.6%	1971	0	1971	15.5%	6160	32.0%	28
1076 - Marriott Gaslamp Quarter SD	8568	7748	90.4%	1892	0	1892	24.4%	5768	32.8%	28
1159 - Hard Rock Hotel	11760	9854	83.8%	1388	0	1388	14.1%	5320	26.1%	28
1167:1303: - Hyatt Regency La Jolla Valet	11676	9260	79.3%	1356	2463	3819	41.2%	8400	45.5%	28
1180 - Hilton SD Bayfront Hotel	33320	30078	90.3%	1268	4710	5978	19.9%	25032	23.9%	28
1189:1190: - Hilton La Jolla Torrey Pines	11032	8281	75.1%	813	2619	3432	41.4%	15680	21.9%	28
1196 - The Keating Hotel	980	0	0.0%	251	0	251	#DIV/0!	700	35.9%	28
1207 - Indigo Hotel	5880	5523	93.9%	1297	0	1297	23.5%	1820	71.3%	28
1241:1242: - Grand Hyatt San Diego	45584	39197	86.0%	2435	3955	6390	16.3%	32536	19.6%	28
1244:1245: - Hyatt Regency Mission Bay	12012	9271	77.2%	1373	2661	4034	43.5%	2800	144.1%	28
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	28
1325 - Lane Field North Hotel	11200	9660	86.3%	593	3653	4246	44.0%	11592	36.6%	28
1535 - San Diego Bayside Campus	10192	8633	84.7%	3375	648	4023	46.6%	4536	88.7%	28
1539 - Pendry San Diego	8876	4242	47.8%	1393	0	1393	32.8%	3024	46.1%	28
1543 - Hotel Republic	7224	6033	83.5%	1300	0	1300	21.5%	1680	77.4%	28
1548 - Andaz San Diego	4452	1962	44.1%	479	0	479	24.4%	2800	17.1%	28
2073 - W La West Beverly Hills	8372	7493	89.5%	2725	0	2725	36.4%	4368	62.4%	28
2085 - Hyatt Regency Huntington Beach Valet	14476	12127	83.8%	5326	0	5326	43.9%	27720	19.2%	28
2225:2226: - Crowne Plaza Redondo Beach Hotel	9688	8389	86.6%	601	2726	3327	39.7%	7196	46.2%	28
2229:2230: - Doubletree La Downtown	12208	10746	88.0%	1580	1658	3238	30.1%	11424	28.3%	28
2240 - Hampton Inn and Suites La/Santa Monica	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
2241 - Courtyard Santa Monica	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
2514 - Hyatt Regency Newport Beach Valet	11284	9130	80.9%	1964	0	1964	21.5%	5320	36.9%	28
2515 - Hyatt Regency Newport Beach Self	11284	189	1.7%	0	2791	2791	1476.7%	9800	28.5%	28
2539 - Waterfront Beach Resort Valet	8120	5370	66.1%	3452	0	3452	64.3%	9800	35.2%	28
2613 - Pasea Hotel and Spa	7000	5034	71.9%	2737	0	2737	54.4%	10052	27.2%	28
3000 - Hilton Oakland	10136	7987	78.8%	0	3133	3133	39.2%	14000	22.4%	28
3016 - Oakland Marriott	13692	11718	85.6%	1558	0	1558	13.3%	1120	139.1%	28
3109 - 900 13th Street - Sacramento	14112	11521	81.6%	0	2280	2280	19.8%	24192	9.4%	28
3110 - Sheraton Grand Sacramento	14084	11635	82.6%	2222	0	2222	19.1%	2520	88.2%	28
3151 - Westin Portland	5740	4749	82.7%	1596	0	1596	33.6%	2688	59.4%	28
3155:3157: - Hotel Deluxe Portland	3584	3078	85.9%	822	261	1083	35.2%	1400	77.4%	28
3156 - Sentinel	2800	2475	88.4%	742	17	759	30.7%	1680	45.2%	28
3170 - Embassy Suites Hilton Portland	7728	7048	91.2%	1662	0	1662	23.6%	28000	5.9%	28
3171 - Embassy Suites Hilton Portland Garage	7728	7048	91.2%	0	1041	1041	14.8%	8204	12.7%	28
3216 - Fairmont Olympic Hotel Seattle	12600	10789	85.6%	1564	83	1647	15.3%	3080	53.5%	28
3219 - The Arctic Club Seattle	3360	2545	75.7%	457	0	457	18.0%	1120	40.8%	28
3220 - Hotel Lucia	3556	3072	86.4%	490	0	490	16.0%	980	50.0%	28
3252 - Hyatt Regency Bellevue	22036	16490	74.8%	981	1123	2104	12.8%	11032	19.1%	28
3257 - Westin Bellevue	9492	7453	78.5%	932	454	1386	18.6%	4732	29.3%	28
3272 - Seattle Marriott Bellevue	10752	7797	72.5%	2178	0	2178	27.9%	5040	43.2%	28
3273 - Sheraton Seattle Hotel - Valet	35224	24864	70.6%	1714	0	1714	6.9%	11200	15.3%	28
3284 - Hilton Garden Inn Seattle	6216	5605	90.2%	804	0	804	14.3%	1400	57.4%	28
3285 - W Bellevue	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
3452 - Hyatt Regency Phoenix	19404	15822	81.5%	1545	791	2336	14.8%	4200	55.6%	28
3465:3466: - The Phoenician	18200	15417	84.7%	1627	1610	3237	21.0%	16800	19.3%	28
3585:3587: - Omni Dallas Hotel	28028	23625	84.3%	4701	2616	7317	31.0%	19656	37.2%	28
3595 - The Stoneleigh - Le Meridien Dallas	4760	4094	86.0%	1612	0	1612	39.4%	4200	38.4%	28
3604 - St Regis Hotel	6496	5212	80.2%	1680	0	1680	32.2%	4900	34.3%	28
3606:3619: - Woodlands Marriott	9604	7703	80.2%	1284	1538	2822	36.6%	2800	100.8%	28
3621:3622: - Hilton Houston Post Oak	12544	9540	76.1%	1178	2541	3719	39.0%	9128	40.7%	28
3634 - Embassy Suites Hilton Houston	7336	5194	70.8%	1258	0	1258	24.2%	1960	64.2%	28
3654 - Hampton Inn and Homewood Suites Houston	8400	5667	67.5%	1400	0	1400	24.7%	4088	34.2%	28
3658 - Marriott Marquis Houston	28000	0	0.0%	0	0	0	#DIV/0!	2800	0.0%	28
3718 - Hyatt Regency Dallas	31360	24912	79.4%	2988	0	2988	12.0%	12600	23.7%	28
3823 - Marriott Courtyard Sa	6160	5052	82.0%	2256	0	2256	44.7%	3500	64.5%	28
3831:3832: - Grand Hyatt San Antonio	28000	20954	74.8%	2491	3906	6397	30.5%	9324	68.6%	28
3833 - Marriott Fairfield Inn & Suites	2772	2218	80.0%	1223	0	1223	55.1%	840	145.6%	28
3834 - Marriott Spring Hill Suites	3304	2422	73.3%	1417	0	1417	58.5%	1540	92.0%	28
3850 - Hotel Emma	4088	3151	77.1%	1208	0	1208	38.3%	1400	86.3%	28
4157 - Omni San Francisco	10136	9054	89.3%	1085	0	1085	12.0%	840	129.2%	28
4184:4267: - Westin Hotel Sfo	11116	10646	95.8%	476	2674	3150	29.6%	7252	43.4%	28
4186 - Aloft Sfo	7056	5652	80.1%	0	1640	1640	29.0%	13384	12.3%	28
4252 - Hotel Adagio	4788	4284	89.5%	495	0	495	11.6%	1092	45.3%	28
4272 - San Francisco Courtyard	4704	4043	85.9%	507	0	507	12.5%	700	72.4%	28
4277:4278: - San Jose Double Tree	14140	11858	83.9%	903	7115	8018	67.6%	19740	40.6%	28
4405 - Roosevelt Hotel New Orleans	14112	10172	72.1%	2016	0	2016	19.8%	4816	41.9%	28
4409 - Hilton Garden Inn New Orleans Conv Ctr	8008	5313	66.3%	1639	0	1639	30.8%	2800	58.5%	28
4410 - Old No 77 Hotel	4676	4187	89.5%	636	0	636	15.2%	5600	11.4%	28
4411 - Hotel Indigo New Orleans	3696	2567	69.5%	1083	0	1083	42.2%	1484	73.0%	28
4562 - Hyatt Regency Villa Christina	4956	3675	74.2%	321	0	321	8.7%	1400	22.9%	28
4600 - Sofitel Washington Dc	6636	5552	83.7%	554	0	554	10.0%	392	141.3%	28
4601 - Renaissance	8400	6576	78.3%	522	1351	1873	28.5%	15036	12.5%	28
4602 - Residence Inn Arlington	9100	6620	72.7%	80	2064	2144	32.4%	15036	14.3%	28
4608 - Westin City Center - Dc	11480	10230	89.1%	1390	1421	2811	27.5%	4200	66.9%	28
4611 - Omni Shoreham Dc	23352	16296	69.8%	2327	0	2327	14.3%	8400	27.7%	28
4612 - Hyatt Place Dc - K Street	4592	2251	49.0%	500	0	500	22.2%	840	59.5%	28
4613 - Hyatt Place Arlington	4704	2426	51.6%	676	0	676	27.9%	2352	28.7%	28
Total:	1002792	768029	76.6%	113376	88378	201754	26.3%	659260	30.6%	26.8%

Daily Drive in & Occupancy
 For 03/01/2017
 All Locations
 Leased/Managed
 Report Date 2/8/2018 11:16:43 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available	Occupied	Occupancy %	Valet	Self	Total	Drive in %	Available	Occupancy %	
0160:0161: - Marriott La Jolla	11532	10625	92.1%	962	3351	4313	40.6%	14260	30.2%	31
0176 - Westin Gaslamp Quarter	13950	12129	86.9%	2846	0	2846	23.5%	5580	51.0%	31
0270:0461: - Wyndham San Diego Bayside	18600	15518	83.4%	735	4294	5029	32.4%	8990	55.9%	31
0271 - US Grant Hotel Valet	8370	7252	86.6%	2141	0	2141	29.5%	6820	31.4%	31
0316 - Marriott Vacation Club Pulse	8184	4692	57.3%	1370	790	2160	46.0%	1395	154.8%	31
0328 - Westin San Diego	13516	11946	88.4%	1807	0	1807	15.1%	2015	89.7%	31
0370:0371: - Marriott Marquis & Marina San Diego	42160	37906	89.9%	4839	5780	10619	28.0%	29946	35.5%	31
0375 - Town & Country Convention	29388	16106	54.8%	0	6469	6469	40.2%	42625	15.2%	31
0575:0576: - Marriott Mission Valley	10850	10047	92.6%	360	4530	4890	48.7%	12121	40.3%	31
0674:0675: - Westin Seattle Hotel	27621	24562	88.9%	1672	1419	3091	12.6%	7161	43.2%	31
0678 - Sheraton Seattle Hotel - Valet	38998	16536	42.4%	1290	0	1290	7.8%	12400	10.4%	31
1050 - Omni Hotel San Diego	15841	14328	90.4%	2594	0	2594	18.1%	6820	38.0%	31
1076 - Marriott Gaslamp Quarter SD	9486	8486	89.5%	2061	0	2061	24.3%	6386	32.3%	31
1159 - Hard Rock Hotel	13020	10070	77.3%	1912	0	1912	19.0%	5890	32.5%	31
1167:1303: - Hyatt Regency La Jolla Valet	12927	11079	85.7%	1664	3205	4869	43.9%	9300	52.4%	31
1180 - Hilton SD Bayfront Hotel	36890	35055	95.0%	1649	6497	8146	23.2%	27714	29.4%	31
1189:1190: - Hilton La Jolla Torrey Pines	12214	10583	86.6%	828	3444	4272	40.4%	17360	24.6%	31
1196 - The Keating Hotel	1085	0	0.0%	229	0	229	#DIV/0!	775	29.5%	31
1207 - Indigo Hotel	6510	6011	92.3%	1594	0	1594	26.5%	2015	79.1%	31
1241:1242: - Grand Hyatt San Diego	50468	46494	92.1%	3136	6310	9446	20.3%	36022	26.2%	31
1244:1245: - Hyatt Regency Mission Bay	13299	10162	76.4%	1332	2697	4029	39.6%	3100	130.0%	31
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31
1325 - Lane Field North Hotel	12400	10678	86.1%	831	4452	5283	49.5%	12834	41.2%	31
1535 - San Diego Bayside Campus	11284	10170	90.1%	4141	0	4141	40.7%	5022	82.5%	31
1539 - Pendry San Diego	9827	4104	41.8%	1692	0	1692	41.2%	3348	50.5%	31
1543 - Hotel Republic	7998	6885	86.1%	1744	0	1744	25.3%	1860	93.8%	31
1548 - Andaz San Diego	4929	4348	88.2%	903	0	903	20.8%	3100	29.1%	31
2073 - W La West Beverly Hills	9269	8301	89.6%	2938	0	2938	35.4%	4836	60.8%	31
2085 - Hyatt Regency Huntington Beach Valet	16027	14315	89.3%	7489	0	7489	52.3%	30690	24.4%	31
2225:2226: - Crowne Plaza Redondo Beach Hotel	10726	9331	87.0%	860	3450	4310	46.2%	7967	54.1%	31
2229:2230: - Doubletree La Downtown	6976	4564	65.4%	619	603	1222	26.8%	6528	18.7%	16
2240 - Hampton Inn and Suites La/Santa Monica	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
2241 - Courtyard Santa Monica	4216	1397	33.1%	664	(15)	649	46.5%	2573	25.2%	31
2514 - Hyatt Regency Newport Beach Valet	12493	11415	91.4%	2175	0	2175	19.1%	5890	36.9%	31
2515 - Hyatt Regency Newport Beach Self	12493	0	0.0%	0	4060	4060	#DIV/0!	10850	37.4%	31
2539 - Waterfront Beach Resort Valet	8990	6743	75.0%	4877	0	4877	72.3%	10850	44.9%	31
2613 - Pasea Hotel and Spa	7750	6792	87.6%	3748	0	3748	55.2%	11129	33.7%	31
3000 - Hilton Oakland	11222	9192	81.9%	0	3975	3975	43.2%	15500	25.6%	31
3016 - Oakland Marriott	15159	13096	86.4%	2105	0	2105	16.1%	1240	169.8%	31
3109 - 900 13th Street - Sacramento	15624	14327	91.7%	0	2707	2707	18.9%	26784	10.1%	31
3110 - Sheraton Grand Sacramento	15593	14270	91.5%	2049	0	2049	14.4%	2790	73.4%	31
3151 - Westin Portland	6355	5596	88.1%	1688	0	1688	30.2%	2976	56.7%	31
3155:3157: - Hotel Deluxe Portland	3968	3676	92.6%	905	276	1181	32.1%	1550	76.2%	31
3156 - Sentinel	3100	2837	91.5%	666	0	666	23.5%	1860	35.8%	31
3170 - Embassy Suites Hilton Portland	8556	7791	91.1%	2071	0	2071	26.6%	31000	6.7%	31
3171 - Embassy Suites Hilton Portland Garage	8556	7789	91.0%	0	1213	1213	15.6%	9083	13.4%	31
3216 - Fairmont Olympic Hotel Seattle	13950	11230	80.5%	1920	164	2084	18.6%	3410	61.1%	31
3219 - The Arctic Club Seattle	3720	3302	88.8%	580	0	580	17.6%	1240	46.8%	31
3220 - Hotel Lucia	3937	3589	91.2%	567	0	567	15.8%	1085	52.3%	31
3252 - Hyatt Regency Bellevue	24397	16308	66.8%	1093	1457	2550	15.6%	12214	20.9%	31
3257 - Westin Bellevue	10509	7672	73.0%	1212	549	1761	23.0%	5239	33.6%	31
3272 - Seattle Marriott Bellevue	5376	3376	62.8%	1122	0	1122	33.2%	2520	44.5%	14
3273 - Sheraton Seattle Hotel - Valet	38998	12342	31.6%	1531	0	1531	12.4%	12400	12.3%	31
3284 - Hilton Garden Inn Seattle	6882	6331	92.0%	1080	0	1080	17.1%	1550	69.7%	31
3285 - W Bellevue	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
3290 - W Seattle	13144	10741	81.7%	1710	0	1710	15.9%	2604	65.7%	31
3452 - Hyatt Regency Phoenix	21483	18205	84.7%	1731	1371	3102	17.0%	4650	66.7%	31
3465:3466: - The Phoenician	20150	17794	88.3%	1709	3145	4854	27.3%	18600	26.1%	31
3585:3587: - Omni Dallas Hotel	31031	26920	86.8%	5804	3343	9147	34.0%	21762	42.0%	31
3595 - The Stoneleigh - Le Meridien Dallas	5425	4520	83.3%	1600	0	1600	35.4%	4650	34.4%	31
3604 - St Regis Hotel	7192	4815	66.9%	1686	0	1686	35.0%	5425	31.1%	31
3606:3619: - Woodlands Marriott	10633	8370	78.7%	1090	1762	2852	34.1%	3100	92.0%	31
3621:3622: - Hilton Houston Post Oak	13888	9990	71.9%	1359	3140	4499	45.0%	10106	44.5%	31
3634 - Embassy Suites Hilton Houston	8122	6066	74.7%	2034	0	2034	33.5%	2170	93.7%	31
3654 - Hampton Inn and Homewood Suites Houston	9300	6802	73.1%	2843	0	2843	41.8%	4526	62.8%	31
3658 - Marriott Marquis Houston	31000	1118	3.6%	687	76	763	68.2%	3100	24.6%	31
3718 - Hyatt Regency Dallas	34720	25764	74.2%	6313	0	6313	24.5%	13950	45.3%	31
3823 - Marriott Courtyard Sa	6820	6261	91.8%	2935	0	2935	46.9%	3875	75.7%	31
3831:3832: - Grand Hyatt San Antonio	31000	26718	86.2%	3732	3499	7231	27.1%	10323	70.0%	31
3833 - Marriott Fairfield Inn & Suites	3069	2793	91.0%	1403	0	1403	50.2%	930	150.9%	31
3834 - Marriott Spring Hill Suites	3658	3387	92.6%	1442	0	1442	42.6%	1705	84.6%	31
3850 - Hotel Emma	4526	3324	73.4%	1219	0	1219	36.7%	1550	78.6%	31
4157 - Omni San Francisco	11222	10090	89.9%	1351	0	1351	13.4%	930	145.3%	31
4184:4267: - Westin Hotel Sfo	12307	11588	94.2%	514	3197	3711	32.0%	8029	46.2%	31
4186 - Aloft Sfo	7812	6457	82.7%	0	1815	1815	28.1%	14818	12.2%	31
4252 - Hotel Adagio	5301	5063	95.5%	715	0	715	14.1%	1209	59.1%	31
4272 - San Francisco Courtyard	5208	4204	80.7%	644	0	644	15.3%	775	83.1%	31
4277:4278: - San Jose Double Tree	15655	13015	83.1%	689	6710	7399	56.8%	21855	33.9%	31
4405 - Roosevelt Hotel New Orleans	15624	13175	84.3%	2295	0	2295	17.4%	5332	43.0%	31
4409 - Hilton Garden Inn New Orleans Conv Ctr	8866	6285	70.9%	1699	0	1699	27.0%	3100	54.8%	31
4410 - Old No 77 Hotel	5177	4774	92.2%	844	0	844	17.7%	6200	13.6%	31
4411 - Hotel Indigo New Orleans	4092	1864	45.6%	12	0	12	0.6%	1643	0.7%	31
4562 - Hyatt Regency Villa Christina	5487	4362	79.5%	483	0	483	11.1%	1550	31.2%	31
4600 - Sofitel Washington Dc	7347	6448	87.8%	574	0	574	8.9%	434	132.3%	31
4601 - Renaissance	9300	8257	88.8%	479	1311	1790	21.7%	16647	10.8%	31
4602 - Residence Inn Arlington	10075	8774	87.1%	77	2106	2183	24.9%	16647	13.1%	31
4608 - Westin City Center - Dc	12710	11671	91.8%	1307	1017	2324	19.9%	4650	50.0%	31
4611 - Omni Shoreham Dc	25854	21697	83.9%	2883	0	2883	13.3%	9300	31.0%	31
4612 - Hyatt Place Dc - K Street	5084	0	0.0%	539	0	539	#DIV/0!	930	58.0%	31
4613 - Hyatt Place Arlington	5208	4232	81.3%	1023	0	1023	24.2%	2604	39.3%	31
Total:	1153679	886898	76.9%	141716	104169	245885	27.7%	738292	33.3%	

29.32%

Daily Drive in & Occupancy
For 04/01/2017
All Locations
Leased/Managed
Report Date 2/8/2018 11:19:32 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available #	Occupied #	Occupancy %	Valet #	Self #	Total #	Drive in %	Available #	Occupancy %	
0160:0161: - Marriott La Jolla	11160	10660	95.5%	983	3816	4799	45.0%	13800	34.8%	30
0176 - Westin Gaslamp Quarter	13500	10828	80.2%	2799	0	2799	25.8%	5400	51.8%	30
0270:0461: - Wyndham San Diego Bayside	18000	14612	81.2%	662	4427	5089	34.8%	8700	58.5%	30
0271 - US Grant Hotel Valet	8100	6855	84.6%	2221	0	2221	32.4%	6600	33.7%	30
0316 - Marriott Vacation Club Pulse	7920	4673	59.0%	1392	810	2202	47.1%	1350	163.1%	30
0328 - Westin San Diego	13080	10816	82.7%	1460	0	1460	13.5%	1950	74.9%	30
0370:0371: - Marriott Marquis & Marina San Diego	40800	36016	88.3%	3963	5267	9230	25.6%	28980	31.8%	30
0375 - Town & Country Convention	28440	14122	49.7%	0	6689	6689	47.4%	41250	16.2%	30
0575:0576: - Marriott Mission Valley	10500	8668	82.6%	297	4272	4569	52.7%	11730	39.0%	30
0674:0675: - Westin Seattle Hotel	26730	23460	87.8%	1664	1457	3121	13.3%	6930	45.0%	30
0678 - Sheraton Seattle Hotel - Valet	37740	26051	69.0%	2823	0	2823	10.8%	12000	23.5%	30
1050 - Omni Hotel San Diego	15330	12931	84.4%	2301	0	2301	17.8%	6600	34.9%	30
1076 - Marriott Gaslamp Quarter SD	9180	8142	88.7%	2237	0	2237	27.5%	6180	36.2%	30
1159 - Hard Rock Hotel	12600	10676	84.7%	2145	0	2145	20.1%	5700	37.6%	30
1167:1303: - Hyatt Regency La Jolla Valet	12510	10250	81.9%	1570	3296	4866	47.5%	9000	54.1%	30
1180 - Hilton SD Bayfront Hotel	35700	34648	97.1%	1854	7940	9794	28.3%	26820	36.5%	30
1189:1190: - Hilton La Jolla Torrey Pines	11820	9627	81.4%	863	4376	5239	54.4%	16800	31.2%	30
1196 - The Keating Hotel	1050	0	0.0%	253	0	253	#DIV/0!	750	33.7%	30
1207 - Indigo Hotel	6300	5712	90.7%	1677	0	1677	29.4%	1950	86.0%	30
1241:1242: - Grand Hyatt San Diego	48840	40912	83.8%	3270	7298	10568	25.8%	34860	30.3%	30
1244:1245: - Hyatt Regency Mission Bay	12870	10668	82.9%	1730	3302	5032	47.2%	3000	167.7%	30
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	30
1325 - Lane Field North Hotel	12000	10539	87.8%	831	4374	5205	49.4%	12420	41.9%	30
1535 - San Diego Bayside Campus	10920	9486	86.9%	4497	0	4497	47.4%	4860	92.5%	30
1539 - Pendry San Diego	9510	4396	46.2%	1558	0	1558	35.4%	3240	48.1%	30
1543 - Hotel Republic	7740	5327	68.8%	1275	0	1275	23.9%	1800	70.8%	30
1548 - Andaz San Diego	4770	4262	89.4%	1005	0	1005	23.6%	3000	33.5%	30
2073 - W La West Beverly Hills	8970	8205	91.5%	3011	0	3011	36.7%	4680	64.3%	30
2085 - Hyatt Regency Huntington Beach Valet	15510	14091	90.9%	7191	0	7191	51.0%	29700	24.2%	30
2225:2226: - Crowne Plaza Redondo Beach Hotel	10380	9115	87.8%	835	3097	3932	43.1%	7710	51.0%	30
2240 - Hampton Inn and Suites La/Santa Monica	4260	1560	36.6%	668	0	668	42.8%	3300	20.2%	30
2241 - Courtyard Santa Monica	4080	2510	61.5%	1212	0	1212	48.3%	2490	48.7%	30
2514 - Hyatt Regency Newport Beach Valet	12090	10736	88.8%	2123	0	2123	19.8%	5700	37.2%	30
2515 - Hyatt Regency Newport Beach Self	12090	0	0.0%	0	3632	3632	#DIV/0!	10500	34.6%	30
2539 - Waterfront Beach Resort Valet	8700	6743	77.5%	5136	0	5136	76.2%	10500	48.9%	30
2613 - Pesea Hotel and Spa	7500	5465	72.9%	4036	0	4036	73.9%	10770	37.5%	30
3000 - Hilton Oakland	10860	8897	81.9%	0	4098	4098	46.1%	15000	27.3%	30
3016 - Oakland Marriott	14670	12709	86.6%	1686	0	1686	13.3%	1200	140.5%	30
3109 - 900 13th Street - Sacramento	15120	12488	82.6%	0	2973	2973	23.8%	25920	11.5%	30
3110 - Sheraton Grand Sacramento	15090	12598	83.5%	2398	0	2398	19.0%	2700	88.8%	30
3151 - Westin Portland	6150	5010	81.5%	1670	0	1670	33.3%	2880	58.0%	30
3155:3157: - Hotel Deluxe Portland	3840	3472	90.4%	925	276	1201	34.6%	1500	80.1%	30
3156 - Sentinel	3000	2661	88.7%	757	0	757	28.4%	1800	42.1%	30
3170 - Embassy Suites Hilton Portland	8280	7709	93.1%	1950	0	1950	25.3%	30000	6.5%	30
3171 - Embassy Suites Hilton Portland Garage	8280	7696	92.9%	42	1017	1059	13.8%	8790	12.0%	30
3216 - Fairmont Olympic Hotel Seattle	13500	11274	83.5%	1939	140	2079	18.4%	3300	63.0%	30
3219 - The Arctic Club Seattle	3600	2982	82.8%	569	0	569	19.1%	1200	47.4%	30
3220 - Hotel Lucia	3810	3395	89.1%	495	0	495	14.6%	1050	47.1%	30
3252 - Hyatt Regency Bellevue	23610	16300	69.0%	1290	1465	2755	16.9%	11820	23.3%	30
3257 - Westin Bellevue	10170	6966	68.5%	1106	445	1551	22.3%	5070	30.6%	30
3273 - Sheraton Seattle Hotel - Valet	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	6
3284 - Hilton Garden Inn Seattle	6660	5927	89.0%	1206	0	1206	20.3%	1500	80.4%	30
3285 - W Bellevue	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
3290 - W Seattle	12720	10557	83.0%	1338	0	1338	12.7%	2520	53.1%	30
3452 - Hyatt Regency Phoenix	20790	15971	76.8%	1424	894	2318	14.5%	4500	51.5%	30
3465:3466: - The Phoenician	19500	15328	78.6%	1419	2490	3909	25.5%	18000	21.7%	30
3585:3587: - Omni Dallas Hotel	30030	24962	83.1%	5714	3420	9134	36.6%	21060	43.4%	30
3595 - The Stoneleigh - Le Meridien Dallas	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	13
3598 - The Stoneleigh	5250	4299	81.9%	1877	0	1877	43.7%	4500	41.7%	30
3604 - St Regis Hotel	6960	4641	66.7%	1863	60	1923	41.4%	5250	36.6%	30
3606:3619: - Woodlands Marriott	10290	8094	78.7%	1328	2304	3632	44.9%	3000	121.1%	30
3621:3622: - Hilton Houston Post Oak	13440	9438	70.2%	1218	2825	4043	42.8%	9780	41.3%	30
3634 - Embassy Suites Hilton Houston	7860	5254	66.8%	1900	0	1900	36.2%	2100	90.5%	30
3654 - Hampton Inn and Homewood Suites Houston	9000	6415	71.3%	2507	0	2507	39.1%	4380	57.2%	30
3658 - Marriott Marquis Houston	30000	12928	43.1%	4278	0	4278	33.1%	3000	142.6%	30
3718 - Hyatt Regency Dallas	33600	24551	73.1%	6333	0	6333	25.8%	13500	46.9%	30
3823 - Marriott Courtyard Sa	6600	5590	84.7%	2370	0	2370	42.4%	3750	63.2%	30
3831:3832: - Grand Hyatt San Antonio	30000	23446	78.2%	2455	3376	5831	24.9%	9990	58.4%	30
3833 - Marriott Fairfield Inn & Suites	2970	2640	88.9%	1132	0	1132	42.9%	900	125.8%	30
3834 - Marriott Spring Hill Suites	3540	2924	82.6%	1268	0	1268	43.4%	1650	76.8%	30
3850 - Hotel Emma	4380	2843	64.9%	1263	0	1263	44.4%	1500	84.2%	30
4157 - Omni San Francisco	10860	9925	91.4%	1469	0	1469	14.8%	900	163.2%	30
4184:4267: - Westin Hotel Sfo	11910	11078	93.0%	545	2871	3416	30.8%	7770	44.0%	30
4186 - Aloft Sfo	7560	6651	88.0%	0	2543	2543	38.2%	14340	17.7%	30
4252 - Hotel Adagio	5130	4916	95.8%	769	11	780	15.9%	1170	66.7%	30
4272 - San Francisco Courtyard	5040	4322	85.8%	721	0	721	16.7%	750	96.1%	30
4277:4278: - San Jose Double Tree	15150	13036	86.0%	729	6607	7336	56.3%	21150	34.7%	30
4405 - Roosevelt Hotel New Orleans	15120	11304	74.8%	2178	0	2178	19.3%	5160	42.2%	30
4409 - Hilton Garden Inn New Orleans Conv Ctr	8580	5058	59.0%	1412	0	1412	27.9%	3000	47.1%	30
4410 - Old No 77 Hotel	5010	4459	89.0%	691	0	691	15.5%	6000	11.5%	30
4411 - Hotel Indigo New Orleans	3960	2879	72.7%	1031	48	1079	37.5%	1590	67.9%	30
4562 - Hyatt Regency Villa Christina	5310	4070	76.6%	402	0	402	9.9%	1500	26.8%	30
4600 - Sofitel Washington Dc	7110	6670	93.8%	728	0	728	10.9%	420	173.3%	30
4601 - Renaissance	9000	8158	90.6%	747	1409	2156	26.4%	16110	13.4%	30
4602 - Residence Inn Arlington	9750	8873	91.0%	139	2851	2990	33.7%	16110	18.6%	30
4608 - Westin City Center - Dc	12300	10973	89.2%	1667	0	1667	15.2%	4500	37.0%	30
4611 - Omni Shoreham Dc	25020	23140	92.5%	4838	0	4838	20.9%	9000	53.8%	30
4613 - Hyatt Place Arlington	5040	4160	82.5%	1168	0	1168	28.1%	2520	46.3%	30
Total:	1066110	842399	79.0%	144496	106176	250672	29.8%	696120	36.0%	30

29.07%

Daily Drive in & Occupancy
For 05/01/2017
All Locations
Leased/Managed
Report Date 2/8/2018 11:21:25 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available #	Occupied #	Occupancy %	Valet #	Self #	Total #	Drive in %	Available #	Occupancy %	
0160:0161: - Marriott La Jolla	11532	9329	80.9%	963	3694	4657	49.9%	14260	32.7%	31
0176 - Westin Gaslamp Quarter	13950	11787	84.5%	3090	0	3090	26.2%	5580	55.4%	31
0270:0461: - Wyndham San Diego Bayside	18600	13539	72.8%	624	4208	4832	35.7%	8990	53.7%	31
0271 - US Grant Hotel Valet	8370	6924	82.7%	2020	0	2020	29.2%	6820	29.6%	31
0316 - Marriott Vacation Club Pulse	8184	4679	57.2%	1306	783	2089	44.6%	1395	149.7%	31
0328 - Westin San Diego	13516	11370	84.1%	1419	0	1419	12.5%	2015	70.4%	31
0370:0371: - Marriott Marquis & Marina San Diego	42160	34743	82.4%	3517	5547	9064	26.1%	29946	30.3%	31
0375 - Town & Country Convention	29388	7470	25.4%	0	6100	6100	81.7%	42625	14.3%	31
0575:0576: - Marriott Mission Valley	10850	7882	72.6%	382	3984	4366	55.4%	12121	36.0%	31
0674:0675: - Westin Seattle Hotel	27621	25013	90.6%	1680	1395	3075	12.3%	7161	42.9%	31
0678 - Sheraton Seattle Hotel - Valet	38998	31260	80.2%	2185	0	2185	7.0%	12400	17.6%	31
1050 - Omni Hotel San Diego	15841	14202	89.7%	2089	0	2089	14.7%	6820	30.6%	31
1076 - Marriott Gaslamp Quarter SD	9486	8364	88.2%	2183	0	2183	26.1%	6386	34.2%	31
1159 - Hard Rock Hotel	13020	10304	79.1%	1939	0	1939	18.8%	5890	32.9%	31
1167:1303: - Hyatt Regency La Jolla Valet	12927	10952	84.7%	1701	4166	5867	53.6%	9300	63.1%	31
1180 - Hilton SD Bayfront Hotel	36890	35331	95.8%	1034	5606	6640	18.8%	27714	24.0%	31
1189:1190: - Hilton La Jolla Torrey Pines	12214	9583	78.5%	920	4390	5310	55.4%	17360	30.6%	31
1196 - The Keating Hotel	1085	0	0.0%	199	0	199	#DIV/0!	775	25.7%	31
1207 - Indigo Hotel	6510	5875	90.2%	1688	0	1688	28.7%	2015	83.8%	31
1241:1242: - Grand Hyatt San Diego	50468	44511	88.2%	2715	7815	10530	23.7%	36022	29.2%	31
1244:1245: - Hyatt Regency Mission Bay	13299	10940	82.3%	1695	2692	4387	40.1%	3100	141.5%	31
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31
1325 - Lane Field North Hotel	12400	9347	75.4%	838	4197	5035	53.9%	12834	39.2%	31
1535 - San Diego Bayside Campus	11284	9135	81.0%	3999	0	3999	43.8%	5022	79.6%	31
1539 - Pendry San Diego	9827	3861	39.3%	1400	0	1400	36.3%	3348	41.8%	31
1543 - Hotel Republic	2322	1190	51.2%	283	0	283	23.8%	540	52.4%	9
1543 - Hotel Republic	7998	4219	52.8%	1043	0	1043	24.7%	1860	56.1%	31
1548 - Andaz San Diego	4929	4257	86.4%	996	0	996	23.4%	3100	32.1%	31
2073 - W La West Beverly Hills	9269	8031	86.6%	2774	0	2774	34.5%	4836	57.4%	31
2085 - Hyatt Regency Huntington Beach Valet	16027	13508	84.3%	8380	0	8380	62.0%	30690	27.3%	31
2225:2226: - Crowne Plaza Redondo Beach Hotel	10726	9452	88.1%	864	3496	4360	46.1%	7967	54.7%	31
2240 - Hampton Inn and Suites La/Santa Monica	4402	3020	68.6%	1112	58	1170	38.7%	3410	34.3%	31
2241 - Courtyard Santa Monica	4216	3204	76.0%	1388	56	1444	45.1%	2573	56.1%	31
2514 - Hyatt Regency Newport Beach Valet	12493	10204	81.7%	2153	0	2153	21.1%	5890	36.6%	31
2515 - Hyatt Regency Newport Beach Self	12493	0	0.0%	0	2880	2880	#DIV/0!	10850	26.5%	31
2539 - Waterfront Beach Resort Valet	8990	6567	73.0%	4551	0	4551	69.3%	10850	41.9%	31
2613 - Pasea Hotel and Spa	7750	5132	66.2%	3419	0	3419	66.6%	11129	30.7%	31
3000 - Hilton Oakland	11222	10064	89.7%	0	4475	4475	44.5%	15500	28.9%	31
3016 - Oakland Marriott	15159	12835	84.7%	1884	0	1884	14.7%	1240	151.9%	31
3109 - 900 13th Street - Sacramento	15624	13801	88.3%	386	2879	3265	23.7%	26784	12.2%	31
3110 - Sheraton Grand Sacramento	15593	12973	83.2%	2285	0	2285	17.6%	2790	81.9%	31
3151 - Westin Portland	6355	4811	75.7%	1317	0	1317	27.4%	2976	44.3%	31
3155:3157: - Hotel Deluxe Portland	3968	3657	92.2%	832	195	1027	28.1%	1550	66.3%	31
3156 - Sentinel	3100	2741	88.4%	637	0	637	23.2%	1860	34.2%	31
3170 - Embassy Suites Hilton Portland	8556	7575	88.5%	1732	0	1732	22.9%	31000	5.6%	31
3171 - Embassy Suites Hilton Portland Garage	8556	7575	88.5%	0	939	939	12.4%	9083	10.3%	31
3216 - Fairmont Olympic Hotel Seattle	13950	11882	85.2%	1513	132	1645	13.8%	3410	48.2%	31
3219 - The Arctic Club Seattle	3720	3361	90.3%	434	0	434	12.9%	1240	35.0%	31
3220 - Hotel Lucia	3937	3474	88.2%	546	0	546	15.7%	1085	50.3%	31
3252 - Hyatt Regency Bellevue	24397	19885	81.5%	1154	1121	2275	11.4%	12214	18.6%	31
3257 - Westin Bellevue	10509	8765	83.4%	984	477	1461	16.7%	5239	27.9%	31
3284 - Hilton Garden Inn Seattle	6882	6244	90.7%	1092	0	1092	17.5%	1550	70.5%	31
3285 - W Bellevue	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
3290 - W Seattle	13144	11350	86.4%	1384	0	1384	12.2%	2604	53.1%	31
3452 - Hyatt Regency Phoenix	21483	14762	68.7%	1509	1531	3040	20.6%	4650	65.4%	31
3465:3466: - The Phoenician	20150	6707	33.3%	775	116	891	13.3%	18600	4.8%	31
3585:3587: - Omni Dallas Hotel	31031	25550	82.3%	4666	4088	8754	34.3%	21762	40.2%	31
3598 - The Stoneleigh	5425	4531	83.5%	1867	0	1867	41.2%	4650	40.2%	31
3604 - St Regis Hotel	7192	4848	67.4%	1686	0	1686	34.8%	5425	31.1%	31
3606:3619: - Woodlands Marriott	10633	7258	68.3%	1470	2440	3910	53.9%	3100	126.1%	31
3621:3622: - Hilton Houston Post Oak	13888	9759	70.3%	1133	3061	4194	43.0%	10106	41.5%	31
3634 - Embassy Suites Hilton Houston	8122	4732	58.3%	1755	0	1755	37.1%	2170	80.9%	31
3654 - Hampton Inn and Homewood Suites Houston	9300	6556	70.5%	2847	0	2847	43.4%	4526	62.9%	31
3658 - Marriott Marquis Houston	7000	1116	15.9%	555	0	555	49.7%	700	79.3%	7
3718 - Hyatt Regency Dallas	34720	25065	72.2%	4333	0	4333	17.3%	13950	31.1%	31
3823 - Marriott Courtyard Sa	6820	5539	81.2%	2632	0	2632	47.5%	3875	67.9%	31
3831:3832: - Grand Hyatt San Antonio	31000	17049	55.0%	3139	3182	6321	37.1%	10323	61.2%	31
3833 - Marriott Fairfield Inn & Suites	3069	2496	81.3%	1427	0	1427	57.2%	930	153.4%	31
3834 - Marriott Spring Hill Suites	3658	2822	77.1%	1516	0	1516	53.7%	1705	88.9%	31
3850 - Hotel Emma	4526	2753	60.8%	1187	0	1187	43.1%	1550	76.6%	31
4157 - Omni San Francisco	11222	10204	90.9%	1220	0	1220	12.0%	930	131.2%	31
4184:4267: - Westin Hotel Sfo	12307	11043	89.7%	638	3022	3660	33.1%	8029	45.6%	31
4186 - Aloft Sfo	7812	6653	85.2%	0	2394	2394	36.0%	14818	16.2%	31
4252 - Hotel Adagio	5301	4814	90.8%	747	0	747	15.5%	1209	61.8%	31
4272 - San Francisco Courtyard	5208	4396	84.4%	728	0	728	16.6%	775	93.9%	31
4277:4278: - San Jose Double Tree	15655	13305	85.0%	774	5398	6172	46.4%	21855	28.2%	31
4405 - Roosevelt Hotel New Orleans	15624	8179	52.3%	2749	0	2749	33.6%	5332	51.6%	31
4409 - Hilton Garden Inn New Orleans Conv Ctr	8866	5034	56.8%	1123	0	1123	22.3%	3100	36.2%	31
4410 - Old No 77 Hotel	5177	4543	87.8%	762	0	762	16.8%	6200	12.3%	31
4411 - Hotel Indigo New Orleans	4092	2765	67.6%	1132	0	1132	40.9%	1643	68.9%	31
4562 - Hyatt Regency Villa Christina	5487	3953	72.0%	287	0	287	7.3%	1550	18.5%	31
4600 - Sofitel Washington Dc	7347	6829	92.9%	560	0	560	8.2%	434	129.0%	31
4601 - Renaissance	9300	8584	92.3%	504	1158	1662	19.4%	16647	10.0%	31
4602 - Residence Inn Arlington	10075	8943	88.8%	66	1804	1870	20.9%	16647	11.2%	31
4608 - Westin City Center - Dc	12710	10489	82.5%	1303	0	1303	12.4%	4650	28.0%	31
4611 - Omni Shoreham Dc	25854	21983	85.0%	3673	0	3673	16.7%	9300	39.5%	31
4613 - Hyatt Place Arlington	5208	4335	83.2%	1274	0	1274	29.4%	2604	48.9%	31
Total:	1079969	823773	76.3%	132766	99479	232245	28.2%	717464	32.4%	

west coast
30.94%

Daily Drive in & Occupancy
For 06/01/2017
All Locations
Leased/Managed
Report Date 2/8/2018 11:22:40 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available	Occupied	Occupancy	Valet	Self	Total	Drive in	Available	Occupancy	
	#	#	%	#	#	#	%	#	%	
0160:0161: - Marriott La Jolla	11160	10495	94.0%	1078	3287	4365	41.6%	13800	31.6%	30
0176 - Westin Gaslamp Quarter	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	21
0270:0461: - Wyndham San Diego Bayside	18000	15883	88.2%	697	3994	4691	29.5%	8700	53.9%	30
0271 - US Grant Hotel Valet	8100	6822	84.2%	2368	0	2368	34.7%	6600	35.9%	30
0316 - Marriott Vacation Club Pulse	7920	7136	90.1%	2164	1388	3552	49.8%	1350	263.1%	30
0328 - Westin San Diego	13080	11665	89.2%	1494	0	1494	12.8%	1950	76.6%	30
0370:0371: - Marriott Marquis & Marina San Diego	40800	37901	92.9%	3485	5340	8825	23.3%	28980	30.5%	30
0375 - Town & Country Convention	28440	14503	51.0%	0	9693	9693	66.8%	41250	23.5%	30
0575:0576: - Marriott Mission Valley	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	26
0674:0675: - Westin Seattle Hotel	26730	24797	92.8%	1636	1325	2961	11.9%	6930	42.7%	30
0678 - Sheraton Seattle Hotel - Valet	37740	34313	90.9%	2457	0	2457	7.2%	12000	20.5%	30
1050 - Omni Hotel San Diego	15330	13955	91.0%	2642	0	2642	18.9%	6600	40.0%	30
1076 - Marriott Gaslamp Quarter SD	9180	8408	91.6%	2592	0	2592	30.8%	6180	41.9%	30
1159 - Hard Rock Hotel	12600	10725	85.1%	2133	0	2133	19.9%	5700	37.4%	30
1167:1303: - Hyatt Regency La Jolla Valet	12510	11753	93.9%	1707	3233	4940	42.0%	9000	54.9%	30
1180 - Hilton SD Bayfront Hotel	35700	35334	99.0%	1652	8324	9976	28.2%	26820	37.2%	30
1189:1190: - Hilton La Jolla Torrey Pines	11820	11072	93.7%	996	5058	6054	54.7%	16800	36.0%	30
1196 - The Keating Hotel	1050	0	0.0%	189	0	189	#DIV/0!	750	25.2%	30
1207 - Indigo Hotel	6300	5979	94.9%	1674	0	1674	28.0%	1950	85.8%	30
1241:1242: - Grand Hyatt San Diego	48840	43487	89.0%	3648	9416	13064	30.0%	34860	37.5%	30
1244:1245: - Hyatt Regency Mission Bay	12870	12269	95.3%	1963	3858	5821	47.4%	3000	194.0%	30
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	30
1325 - Lane Field North Hotel	12000	10243	85.4%	921	4134	5055	49.4%	12420	40.7%	30
1535 - San Diego Bayside Campus	10920	10100	92.5%	4063	0	4063	40.2%	4860	83.6%	30
1539 - Pendry San Diego	9510	5434	57.1%	1651	0	1651	30.4%	3240	51.0%	30
1543 - Hotel Republic	7740	5756	74.4%	1349	0	1349	23.4%	1800	74.9%	30
1548 - Andaz San Diego	4770	3987	83.6%	917	0	917	23.0%	3000	30.6%	30
2073 - W La West Beverly Hills	8970	8075	90.0%	2808	0	2808	34.8%	4680	60.0%	30
2085 - Hyatt Regency Huntington Beach Valet	15510	14059	90.6%	8101	0	8101	57.6%	29700	27.3%	30
2225:2226: - Crowne Plaza Redondo Beach Hotel	10380	9262	89.2%	811	3103	3914	42.3%	7710	50.8%	30
2240 - Hampton Inn and Suites La/Santa Monica	4260	3857	90.5%	1457	35	1492	38.7%	3300	45.2%	30
2241 - Courtyard Santa Monica	4080	3402	83.4%	1407	179	1586	46.6%	2490	63.7%	30
2514 - Hyatt Regency Newport Beach Valet	12090	11121	92.0%	2747	0	2747	24.7%	5700	48.2%	30
2515 - Hyatt Regency Newport Beach Self	12090	0	0.0%	0	4158	4158	#DIV/0!	10500	39.6%	30
2539 - Waterfront Beach Resort Valet	8700	6905	79.4%	4682	0	4682	67.8%	10500	44.6%	30
2613 - Pasea Hotel and Spa	7500	6040	80.5%	4023	0	4023	66.6%	10770	37.4%	30
3000 - Hilton Oakland	10860	10030	92.4%	0	4264	4264	42.5%	15000	28.4%	30
3016 - Oakland Marriott	14670	13380	91.2%	1942	0	1942	14.5%	1200	161.8%	30
3109 - 900 13th Street - Sacramento	15120	12125	80.2%	0	2543	2543	21.0%	25920	9.8%	30
3110 - Sheraton Grand Sacramento	15090	13190	87.4%	2113	0	2113	16.0%	2700	78.3%	30
3151 - Westin Portland	6150	4771	77.6%	1324	0	1324	27.8%	2880	46.0%	30
3155:3157: - Hotel Deluxe Portland	3840	3719	96.8%	887	200	1087	29.2%	1500	72.5%	30
3156 - Sentinel	3000	2806	93.5%	809	0	809	28.8%	1800	44.9%	30
3170 - Embassy Suites Hilton Portland	8280	7609	91.9%	1864	0	1864	24.5%	30000	6.2%	30
3171 - Embassy Suites Hilton Portland Garage	8280	7334	88.6%	0	841	841	11.5%	8790	9.6%	30
3216 - Fairmont Olympic Hotel Seattle	13500	12402	91.9%	1647	245	1892	15.3%	3300	57.3%	30
3219 - The Arctic Club Seattle	3600	3291	91.4%	554	0	554	16.8%	1200	46.2%	30
3220 - Hotel Lucia	3810	3593	94.3%	669	0	669	18.6%	1050	63.7%	30
3252 - Hyatt Regency Bellevue	23610	19242	81.5%	1592	1879	3471	18.0%	11820	29.4%	30
3257 - Westin Bellevue	10170	8181	80.4%	1021	529	1550	18.9%	5070	30.6%	30
3284 - Hilton Garden Inn Seattle	6660	6247	93.8%	962	0	962	15.4%	1500	64.1%	30
3285 - W Bellevue	7350	894	12.2%	175	22	197	22.0%	3000	6.6%	30
3290 - W Seattle	12720	12053	94.8%	1407	0	1407	11.7%	2520	55.8%	30
3452 - Hyatt Regency Phoenix	20790	12941	62.2%	1000	1092	2092	16.2%	4500	46.5%	30
3465:3466: - The Phoenician	19500	4125	21.2%	415	0	415	10.1%	18000	2.3%	30
3585:3587: - Omni Dallas Hotel	30030	22351	74.4%	4940	5191	10131	45.3%	21060	48.1%	30
3598 - The Stoneleigh	5250	4337	82.6%	1878	0	1878	43.3%	4500	41.7%	30
3604 - St Regis Hotel	6960	3926	56.4%	1531	0	1531	39.0%	5250	29.2%	30
3606:3619: - Woodlands Marriott	10290	7875	76.5%	1246	1981	3227	41.0%	3000	107.6%	30
3621:3622: - Hilton Houston Post Oak	13440	8932	66.5%	1006	2500	3506	39.3%	9780	35.8%	30
3634 - Embassy Suites Hilton Houston	6550	3333	50.9%	1582	0	1582	47.5%	1750	90.4%	25
3654 - Hampton Inn and Homewood Suites Houston	9000	5560	61.8%	2776	0	2776	49.9%	4380	63.4%	30
3718 - Hyatt Regency Dallas	33600	23411	69.7%	5034	0	5034	21.5%	13500	37.3%	30
3823 - Marriott Courtyard Sa	6600	5348	81.0%	2362	0	2362	44.2%	3750	63.0%	30
3831:3832: - Grand Hyatt San Antonio	30000	19531	65.1%	2555	3264	5819	29.8%	9990	58.2%	30
3833 - Marriott Fairfield Inn & Suites	2970	2732	92.0%	1506	0	1506	55.1%	900	167.3%	30
3834 - Marriott Spring Hill Suites	3540	3240	91.5%	1969	0	1969	60.8%	1650	119.3%	30
3850 - Hotel Emma	4380	2660	60.7%	1167	0	1167	43.9%	1500	77.8%	30
4157 - Omni San Francisco	10860	9896	91.1%	1364	0	1364	13.8%	900	151.6%	30
4184:4267: - Westin Hotel Sfo	11910	11176	93.8%	529	3184	3713	33.2%	7770	47.8%	30
4186 - Aloft Sfo	7560	6936	91.7%	0	2527	2527	36.4%	14340	17.6%	30
4252 - Hotel Adagio	5130	5009	97.6%	750	0	750	15.0%	1170	64.1%	30
4272 - San Francisco Courtyard	5040	4369	86.7%	778	0	778	17.8%	750	103.7%	30
4277:4278: - San Jose Double Tree	15150	13905	91.8%	749	3380	4129	29.7%	21150	19.5%	30
4405 - Roosevelt Hotel New Orleans	15120	9618	63.6%	2539	0	2539	26.4%	5160	49.2%	30
4409 - Hilton Garden Inn New Orleans Conv Ctr	8580	4420	51.5%	1276	0	1276	28.9%	3000	42.5%	30
4410 - Old No 77 Hotel	5010	4242	84.7%	861	0	861	20.3%	6000	14.4%	30
4411 - Hotel Indigo New Orleans	3960	2244	56.7%	939	0	939	41.8%	1590	59.1%	30
4562 - Hyatt Regency Villa Christina	5310	4413	83.1%	375	0	375	8.5%	1500	25.0%	30
4600 - Sofitel Washington Dc	7110	6164	86.7%	698	0	698	11.3%	420	166.2%	30
4601 - Renaissance	9000	7628	84.8%	398	1125	1523	20.0%	16110	9.5%	30
4602 - Residence Inn Arlington	9750	7892	80.9%	79	2048	2127	27.0%	16110	13.2%	30
4608 - Westin City Center - Dc	12300	11949	97.1%	1483	0	1483	12.4%	4500	33.0%	30
4611 - Omni Shoreham Dc	25020	21493	85.9%	2908	0	2908	13.5%	9000	32.3%	30
4613 - Hyatt Place Arlington	5040	4353	86.4%	1135	0	1135	26.1%	2520	45.0%	30
Total:	1018150	821614	80.7%	134306	103340	237646	28.9%	678640	35.0%	

west coast
29.84%

Daily Drive in & Occupancy
For 07/01/2017
All Locations
Leased/Managed
Report Date 2/8/2018 11:23:41 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available	Occupied	Occupancy	Valet	Self	Total	Drive in	Available	Occupancy	
	#	#	%	#	#	#	%	#	%	
0160:0161: - Marriott La Jolla	11532	10812	93.8%	1460	4454	5914	54.7%	14260	41.5%	31
0270:0461: - Wyndham San Diego Bayside	18600	17049	91.7%	1046	6369	7415	43.5%	8990	82.5%	31
0271 - US Grant Hotel Valet	8370	7865	94.0%	2669	0	2669	33.9%	6820	39.1%	31
0316 - Marriott Vacation Club Pulse	8184	7849	95.9%	2649	1523	4172	53.2%	1395	299.1%	31
0328 - Westin San Diego	13516	12196	90.2%	2078	0	2078	17.0%	2015	103.1%	31
0370:0371: - Marriott Marquis & Marina San Diego	42160	37913	89.9%	5996	8379	14375	37.9%	29946	48.0%	31
0375 - Town & Country Convention	29388	19303	65.7%	0	14076	14076	72.9%	42625	33.0%	31
0575:0576: - Marriott Mission Valley	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	3
0674:0675: - Westin Seattle Hotel	27621	25603	92.7%	2366	2152	4518	17.6%	7161	63.1%	31
0678 - Sheraton Seattle Hotel - Valet	38998	35119	90.1%	3498	0	3498	10.0%	12400	28.2%	31
1050 - Omni Hotel San Diego	15841	14134	89.2%	3747	0	3747	26.5%	6820	54.9%	31
1076 - Marriott Gaslamp Quarter SD	9486	8437	88.9%	3052	0	3052	36.2%	6386	47.8%	31
1159 - Hard Rock Hotel	13020	10654	81.8%	3347	0	3347	31.4%	5890	56.8%	31
1167:1303: - Hyatt Regency La Jolla Valet	12927	11476	88.8%	1941	3741	5682	49.5%	9300	61.1%	31
1180 - Hilton SD Bayfront Hotel	36890	35585	96.5%	2813	12930	15743	44.2%	27714	56.8%	31
1189:1190: - Hilton La Jolla Torrey Pines	12214	11305	92.6%	1280	5734	7014	62.0%	17360	40.4%	31
1196 - The Keating Hotel	1085	0	0.0%	207	0	207	#DIV/0!	775	26.7%	31
1207 - Indigo Hotel	6510	6234	95.8%	2162	0	2162	34.7%	2015	107.3%	31
1241:1242: - Grand Hyatt San Diego	50468	47109	93.3%	5344	12846	18190	38.6%	36022	50.5%	31
1244:1245: - Hyatt Regency Mission Bay	13299	12816	96.4%	3002	5432	8434	65.8%	3100	272.1%	31
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31
1325 - Lane Field North Hotel	12400	11386	91.8%	1110	5444	6554	57.6%	12834	51.1%	31
1535 - San Diego Bayside Campus	11284	10500	93.1%	4374	0	4374	41.7%	5022	87.1%	31
1539 - Pendry San Diego	9827	7375	75.0%	2430	3	2433	33.0%	3348	72.7%	31
1543 - Hotel Republic	7998	6946	86.8%	1828	0	1828	26.3%	1860	98.3%	31
1548 - Andaz San Diego	4929	4396	89.2%	1267	0	1267	28.8%	3100	40.9%	31
2073 - W La West Beverly Hills	9269	8284	89.4%	3359	0	3359	40.5%	4836	69.5%	31
2085 - Hyatt Regency Huntington Beach Valet	16027	15011	93.7%	10870	0	10870	72.4%	30690	35.4%	31
2225:2226: - Crowne Plaza Redondo Beach Hotel	10726	9519	88.7%	985	3793	4778	50.2%	7967	60.0%	31
2240 - Hampton Inn and Suites La/Santa Monica	4402	3900	88.6%	1804	0	1804	46.3%	3410	52.9%	31
2241 - Courtyard Santa Monica	4216	3771	89.4%	1702	0	1702	45.1%	2573	66.1%	31
2514 - Hyatt Regency Newport Beach Valet	12493	11559	92.5%	3016	0	3016	26.1%	5890	51.2%	31
2515 - Hyatt Regency Newport Beach Self	12493	0	0.0%	0	4472	4472	#DIV/0!	10850	41.2%	31
2539 - Waterfront Beach Resort Valet	8990	7888	87.7%	5848	0	5848	74.1%	10850	53.9%	31
2613 - Pasea Hotel and Spa	7750	6333	81.7%	4267	0	4267	67.4%	11129	38.3%	31
3000 - Hilton Oakland	11222	10491	93.5%	0	4349	4349	41.5%	15500	28.1%	31
3016 - Oakland Marriott	15159	12860	84.8%	2036	0	2036	15.8%	1240	164.2%	31
3109 - 900 13th Street - Sacramento	15624	11103	71.1%	0	2653	2653	23.9%	26784	9.9%	31
3110 - Sheraton Grand Sacramento	15593	10947	70.2%	1822	0	1822	16.6%	2790	65.3%	31
3170 - Embassy Suites Hilton Portland	8556	8088	94.5%	2221	0	2221	27.5%	31000	7.2%	31
3171 - Embassy Suites Hilton Portland Garage	8556	7748	90.6%	0	841	841	10.9%	9083	9.3%	31
3183:3184: - Hotel Deluxe Portland	3968	3749	94.5%	1009	251	1260	33.6%	1550	81.3%	31
3185 - Sentinel Hotel	3100	2840	91.6%	780	0	780	27.5%	1860	41.9%	31
3186 - Hotel Lucia	3937	3642	92.5%	615	0	615	16.9%	1085	56.7%	31
3187 - Hotel Dossier	6355	6013	94.6%	1702	0	1702	28.3%	2976	57.2%	31
3216 - Fairmont Olympic Hotel Seattle	13950	12108	86.8%	2085	92	2177	18.0%	3410	63.8%	31
3219 - The Arctic Club Seattle	3720	3199	86.0%	557	0	557	17.4%	1240	44.9%	31
3252 - Hyatt Regency Bellevue	24397	18745	76.8%	1575	1580	3155	16.8%	12214	25.8%	31
3257 - Westin Bellevue	10509	7400	70.4%	1093	486	1579	21.3%	5239	30.1%	31
3284 - Hilton Garden Inn Seattle	6882	6063	88.1%	1360	0	1360	22.4%	1550	87.7%	31
3285 - W Bellevue	7595	2895	38.1%	485	231	716	24.7%	3100	23.1%	31
3290 - W Seattle	13144	12260	93.3%	1506	0	1506	12.3%	2604	57.8%	31
3452 - Hyatt Regency Phoenix	21483	11164	52.0%	1123	1123	2246	20.1%	4650	48.3%	31
3465:3466: - The Phoenician	20150	3879	19.3%	309	1	310	8.0%	18600	1.7%	31
3585:3587: - Omni Dallas Hotel	15015	8222	54.8%	2219	2256	4475	54.4%	10530	42.5%	15
3598 - The Stoneleigh	5425	4212	77.6%	1834	0	1834	43.5%	4650	39.4%	31
3604 - St Regis Hotel	7192	3601	50.1%	1416	44	1460	40.5%	5425	26.9%	31
3606:3619: - Woodlands Marriott	10633	6396	60.2%	1163	1939	3102	48.5%	3100	100.1%	31
3621:3622: - Hilton Houston Post Oak	13888	8604	62.0%	1017	2887	3904	45.4%	10106	38.6%	31
3634 - Embassy Suites Hilton Houston	8122	4381	53.9%	2097	0	2097	47.9%	2170	96.6%	31
3654 - Hampton Inn and Homewood Suites Houston	9300	4778	51.4%	2561	32	2593	54.3%	4526	57.3%	31
3718 - Hyatt Regency Dallas	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31
3823 - Marriott Courtyard Sa	6820	5670	83.1%	3144	0	3144	55.4%	3875	81.1%	31
3831:3832: - Grand Hyatt San Antonio	31000	23258	75.0%	3848	7134	10982	47.2%	10323	106.4%	31
3833 - Marriott Fairfield Inn & Suites	3069	2737	89.2%	1893	0	1893	69.2%	930	203.5%	31
3834 - Marriott Spring Hill Suites	3658	3402	93.0%	2197	0	2197	64.6%	1705	128.9%	31
3850 - Hotel Emma	4526	2211	48.9%	1148	0	1148	51.9%	1550	74.1%	31
4157 - Omni San Francisco	11222	10511	93.7%	1508	0	1508	14.3%	930	162.2%	31
4184:4267: - Westin Hotel Sfo	12307	11213	91.1%	644	3462	4106	36.6%	8029	51.1%	31
4186 - Aloft Sfo	7812	7187	92.0%	0	2803	2803	39.0%	14818	18.9%	31
4252 - Hotel Adagio	5301	5088	96.0%	774	26	800	15.7%	1209	66.2%	31
4272 - San Francisco Courtyard	5208	4025	77.3%	740	0	740	18.4%	775	95.5%	31
4277:4278: - San Jose Double Tree	15655	12823	81.9%	708	4147	4855	37.9%	21855	22.2%	31
4405 - Roosevelt Hotel New Orleans	15624	9115	58.3%	3040	0	3040	33.4%	5332	57.0%	31
4409 - Hilton Garden Inn New Orleans Conv Ctr	8866	4614	52.0%	1474	0	1474	31.9%	3100	47.5%	31
4410 - Old No 77 Hotel	5177	3483	67.3%	918	0	918	26.4%	6200	14.8%	31
4411 - Hotel Indigo New Orleans	4092	2674	65.3%	1224	0	1224	45.8%	1643	74.5%	31
4562 - Hyatt Regency Villa Christina	5487	4551	82.9%	337	0	337	7.4%	1550	21.7%	31
4600 - Sofitel Washington Dc	7347	6390	87.0%	799	0	799	12.5%	434	184.1%	31
4601 - Renaissance	9300	8322	89.5%	505	1376	1881	22.6%	16647	11.3%	31
4602 - Residence Inn Arlington	10075	9007	89.4%	86	2262	2348	26.1%	16647	14.1%	31
4608 - Westin City Center - Dc	12710	11397	89.7%	1663	0	1663	14.6%	4650	35.8%	31
4611 - Omni Shoreham Dc	25854	22354	86.5%	4461	0	4461	20.0%	9300	48.0%	31
4613 - Hyatt Place Arlington	5208	4061	78.0%	1318	0	1318	32.5%	2604	50.6%	31
Total:	1002706	807808	80.6%	156531	131323	287854	35.6%	676441	42.6%	

west coast
31.54%

Daily Drive in & Occupancy
 For 08/01/2017
 All Locations
 Leased/Managed
 Report Date 2/8/2018 11:27:35 AM

Date	Rooms			3am Cars			Stalls			# Entered	west coast
	Available	Occupied	Occupancy	Valet	Self	Total	Drive in	Available	Occupancy		
	#	#	%	#	#	#	%	#	%		
0160:0161 - Marriott La Jolla	11532	10477	90.9%	1179	4532	5711	54.5%	14260	40.0%	31	33.68%
0270:0461 - Wyndham San Diego Bayside	18600	17078	91.8%	611	5159	5770	33.8%	8990	64.2%	31	
0271 - US Grant Hotel Valet	8370	7581	90.6%	2627	0	2627	34.7%	6820	38.5%	31	
0316 - Marriott Vacation Club Pulse	8184	7388	90.3%	2438	1376	3814	51.6%	1395	273.4%	31	
0328 - Westin San Diego	13516	12810	94.8%	1868	0	1868	14.6%	2015	92.7%	31	
0370:0371 - Marriott Marquis & Marina San Diego	42160	35974	85.3%	4080	6457	10537	29.3%	29946	35.2%	31	
0375 - Town & Country Convention	29388	15176	51.6%	0	10185	10185	67.1%	42625	23.9%	31	
0674:0675 - Westin Seattle Hotel	27621	26558	96.2%	2131	1744	3875	14.6%	7161	54.1%	31	
0678 - Sheraton Seattle Hotel - Valet	38998	36073	92.5%	3646	0	3646	10.1%	12400	29.4%	31	
1050 - Omni Hotel San Diego	15841	14108	89.1%	2808	0	2808	19.9%	6820	41.2%	31	
1076 - Marriott Gaslamp Quarter SD	9486	8469	89.3%	2591	0	2591	30.6%	6386	40.6%	31	
1159 - Hard Rock Hotel	13020	9878	75.9%	2242	0	2242	22.7%	5890	38.1%	31	
1167:1303 - Hyatt Regency La Jolla Valet	12927	11381	88.0%	2137	3891	6028	53.0%	9300	64.8%	31	
1180 - Hilton SD Bayfront Hotel	36890	35992	97.6%	1815	10025	11840	32.9%	27714	42.7%	31	
1189:1190 - Hilton La Jolla Torrey Pines	12214	11057	90.5%	1130	5300	6430	58.2%	17360	37.0%	31	
1196 - The Keating Hotel	1085	0	0.0%	237	0	237	#DIV/0!	775	30.6%	31	
1207 - Indigo Hotel	6510	6042	92.8%	1903	0	1903	31.5%	2015	94.4%	31	
1241:1242 - Grand Hyatt San Diego	50468	44781	88.7%	2991	8228	11219	25.1%	36022	31.1%	31	
1244:1245 - Hyatt Regency Mission Bay	13299	12729	95.7%	3404	5228	8632	67.8%	3100	278.5%	31	
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31	
1325 - Lane Field North Hotel	12400	11328	91.4%	1147	4958	6105	53.9%	12834	47.6%	31	
1535 - San Diego Bayside Campus	11284	10233	90.7%	4353	150	4503	44.0%	5022	89.7%	31	
1539 - Pendry San Diego	9827	6930	70.5%	1968	0	1968	28.4%	3348	58.8%	31	
1543 - Hotel Republic	7998	6925	86.6%	1798	0	1798	26.0%	1860	96.7%	31	
1548 - Andaz San Diego	4929	4320	87.6%	1126	0	1126	26.1%	3100	36.3%	31	
2073 - W La West Beverly Hills	9269	8480	91.5%	3139	0	3139	37.0%	4836	64.9%	31	
2085 - Hyatt Regency Huntington Beach Valet	16027	14708	91.8%	9924	0	9924	67.5%	30690	32.3%	31	
2225:2226 - Crowne Plaza Redondo Beach Hotel	10726	9919	92.5%	847	3635	4482	45.2%	7967	56.3%	31	
2240 - Hampton Inn and Suites La/Santa Monica	4402	4304	97.8%	1463	45	1508	35.0%	3410	44.2%	31	
2241 - Courtyard Santa Monica	4216	4082	96.8%	1521	0	1521	37.3%	2573	59.1%	31	
2514 - Hyatt Regency Newport Beach Valet	12493	11563	92.6%	2776	0	2776	24.0%	5890	47.1%	31	
2515 - Hyatt Regency Newport Beach Self	12493	0	0.0%	0	4226	4226	#DIV/0!	10850	38.9%	31	
2539 - Waterfront Beach Resort Valet	8990	6698	74.5%	4527	0	4527	67.6%	10850	41.7%	31	
2613 - Pasea Hotel and Spa	7750	5963	76.9%	4020	0	4020	67.4%	11129	36.1%	31	
3000 - Hilton Oakland	11222	10180	90.7%	0	4476	4476	44.0%	15500	28.9%	31	
3016 - Oakland Marriott	15159	13790	91.0%	2089	0	2089	15.1%	1240	168.5%	31	
3109 - 900 13th Street - Sacramento	15624	12036	77.0%	0	3122	3122	25.9%	26784	11.7%	31	
3110 - Sheraton Grand Sacramento	15593	12605	80.8%	2179	0	2179	17.3%	2790	78.1%	31	
3170 - Embassy Suites Hilton Portland	8556	8388	98.0%	2008	0	2008	23.9%	31000	6.5%	31	
3171 - Embassy Suites Hilton Portland Garage	8556	8388	98.0%	0	1023	1023	12.2%	9083	11.3%	31	
3183:3184 - Hotel Deluxe Portland	3968	3855	97.2%	1036	333	1369	35.5%	1550	88.3%	31	
3185 - Sentinel Hotel	3100	2852	92.0%	852	0	852	29.9%	1860	45.8%	31	
3186 - Hotel Lucia	3937	3694	93.8%	745	0	745	20.2%	1085	68.7%	31	
3187 - Hotel Dossier	6355	4913	77.3%	1430	0	1430	29.1%	2976	48.1%	31	
3216 - Fairmont Olympic Hotel Seattle	13950	13256	95.0%	2128	100	2228	16.8%	3410	65.3%	31	
3219 - The Arctic Club Seattle	3720	3538	95.1%	645	0	645	18.2%	1240	52.0%	31	
3252 - Hyatt Regency Bellevue	24397	20064	82.2%	1670	1963	3633	18.1%	12214	29.7%	31	
3257 - Westin Bellevue	10509	7429	70.7%	1225	574	1799	24.2%	5239	34.3%	31	
3284 - Hilton Garden Inn Seattle	6882	6451	93.7%	1233	0	1233	19.1%	1550	79.5%	31	
3285 - W Bellevue	7595	3390	44.6%	521	266	787	23.2%	3100	25.4%	31	
3290 - W Seattle	13144	12239	93.1%	1248	0	1248	10.2%	2604	47.9%	31	
3452 - Hyatt Regency Phoenix	21483	11586	53.9%	1274	1482	2756	23.8%	4650	59.3%	31	
3465:3466 - The Phoenician	20150	5225	25.9%	244	0	244	4.7%	18600	1.3%	31	
3598 - The Stoneleigh	5425	4170	76.9%	1797	0	1797	43.1%	4650	38.6%	31	
3604 - St Regis Hotel	7192	3522	49.0%	1277	0	1277	36.3%	5425	23.5%	31	
3606:3619 - Woodlands Marriott	10633	6414	60.3%	1142	1907	3049	47.5%	3100	98.4%	31	
3621:3622 - Hilton Houston Post Oak	13888	9556	68.8%	851	2630	3481	36.4%	10106	34.4%	31	
3634 - Embassy Suites Hilton Houston	8122	3809	46.9%	1730	730	2460	64.6%	2170	113.4%	31	
3654 - Hampton Inn and Homewood Suites Houston	9300	4628	49.8%	2342	0	2342	50.6%	4526	51.7%	31	
3823 - Marriott Courtyard Sa	6820	4592	67.3%	2292	0	2292	49.9%	3875	59.1%	31	
3831:3832 - Grand Hyatt San Antonio	31000	18082	58.3%	2299	4508	6807	37.6%	10323	65.9%	31	
3833 - Marriott Fairfield Inn & Suites	3069	2226	72.5%	1517	0	1517	68.1%	930	163.1%	31	
3834 - Marriott Spring Hill Suites	3658	2597	71.0%	1649	0	1649	63.5%	1705	96.7%	31	
3850 - Hotel Emma	4526	2613	57.7%	924	0	924	35.4%	1550	59.6%	31	
4157 - Omni San Francisco	11222	10042	89.5%	1266	0	1266	12.6%	930	136.1%	31	
4184:4267 - Westin Hotel Sfo	12307	11760	95.6%	473	3651	4124	35.1%	8029	51.4%	31	
4186 - Aloft Sfo	7812	7597	97.2%	0	2930	2930	38.6%	14818	19.8%	31	
4252 - Hotel Adagio	5301	5184	97.8%	887	111	998	19.3%	1209	82.5%	31	
4272 - San Francisco Courtyard	5208	4872	93.5%	953	46	999	20.5%	775	128.9%	31	
4277:4278 - San Jose Double Tree	15655	13987	89.3%	644	2745	3389	24.2%	21855	15.5%	31	
4405 - Roosevelt Hotel New Orleans	15624	9665	61.9%	2893	0	2893	29.9%	5332	54.3%	31	
4409 - Hilton Garden Inn New Orleans Conv Ctr	8866	3339	37.7%	833	0	833	24.9%	3100	26.9%	31	
4410 - Old No 77 Hotel	5177	2664	51.5%	696	0	696	26.1%	6200	11.2%	31	
4411 - Hotel Indigo New Orleans	4092	2259	55.2%	1161	0	1161	51.4%	1643	70.7%	31	
4562 - Hyatt Regency Villa Christina	5487	3915	71.4%	219	0	219	5.6%	1550	14.1%	31	
4600 - Sofitel Washington Dc	7347	6066	82.6%	712	0	712	11.7%	434	164.1%	31	
4601 - Renaissance	9300	7683	82.6%	421	1283	1704	22.2%	16647	10.2%	31	
4602 - Residence Inn Arlington	10075	8049	79.9%	62	2503	2565	31.9%	16647	15.4%	31	
4608 - Westin City Center - Dc	12710	10204	80.3%	1618	0	1618	15.9%	4650	34.8%	31	
4611 - Omni Shoreham Dc	25854	19827	76.7%	5749	0	5749	29.0%	9300	61.8%	31	
4613 - Hyatt Place Arlington	5208	4063	78.0%	1301	0	1301	32.0%	2604	50.0%	31	
Total:	987691	786269	79.6%	136682	111522	248204	31.6%	665911	37.3%		

Daily Drive in & Occupancy
For 09/01/2017
All Locations
Leased/Managed
Report Date 2/8/2018 11:29:10 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available	Occupied	Occupancy	Valet	Self	Total	Drive in	Available	Occupancy	
	#	#	%	#	#	#	%	#	%	
0160:0161: - Marriott La Jolla	11160	9138	81.9%	991	3814	4805	52.6%	13800	34.8%	30
0270:0461: - Wyndham San Diego Bayside	18000	15501	86.1%	736	4416	5152	33.2%	8700	59.2%	30
0271 - US Grant Hotel Valet	8100	7111	87.8%	2216	0	2216	31.2%	6600	33.6%	30
0316 - Marriott Vacation Club Pulse	7920	6532	82.5%	2051	1026	3077	47.1%	1350	227.9%	30
0328 - Westin San Diego	13080	11466	87.7%	1411	0	1411	12.3%	1950	72.4%	30
0370:0371: - Marriott Marquis & Marina San Diego	40800	35194	86.3%	3799	5431	9230	26.2%	28980	31.8%	30
0375 - Town & Country Convention	28440	10997	38.7%	0	7877	7877	71.6%	41250	19.1%	30
0674:0675: - Westin Seattle Hotel	26730	24245	90.7%	1879	1371	3250	13.4%	6930	46.9%	30
0678 - Sheraton Seattle Hotel - Valet	37740	34935	92.6%	3184	0	3184	9.1%	12000	26.5%	30
1050 - Omni Hotel San Diego	15330	13285	86.7%	2417	0	2417	18.2%	6600	36.6%	30
1076 - Marriott Gaslamp Quarter SD	9180	7956	86.7%	2263	0	2263	28.4%	6180	36.6%	30
1159 - Hard Rock Hotel	12600	9892	78.5%	1980	0	1980	20.0%	5700	34.7%	30
1167:1303: - Hyatt Regency La Jolla Valet	12510	11491	91.9%	1498	3406	4904	42.7%	9000	54.5%	30
1180 - Hilton SD Bayfront Hotel	35700	33651	94.3%	1529	7204	8733	26.0%	26820	32.6%	30
1189:1190: - Hilton La Jolla Torrey Pines	11820	10528	89.1%	896	4194	5090	48.3%	16800	30.3%	30
1196 - The Keating Hotel	1050	0	0.0%	197	0	197	#DIV/0!	750	26.3%	30
1207 - Indigo Hotel	6300	5738	91.1%	1636	0	1636	28.5%	1950	83.9%	30
1241:1242: - Grand Hyatt San Diego	48840	37293	76.4%	3643	8359	12002	32.2%	34860	34.4%	30
1244:1245: - Hyatt Regency Mission Bay	12870	11267	87.5%	2128	4272	6400	56.8%	3000	213.3%	30
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	30
1325 - Lane Field North Hotel	12000	10483	87.4%	1010	4462	5472	52.2%	12420	44.1%	30
1535 - San Diego Bayside Campus	10920	9778	89.5%	3587	125	3712	38.0%	4860	76.4%	30
1539 - Pendry San Diego	9510	5982	62.9%	1769	0	1769	29.6%	3240	54.6%	30
1543 - Hotel Republic	7740	6121	79.1%	1667	0	1667	27.2%	1800	92.6%	30
1548 - Andaz San Diego	4770	4228	88.6%	1097	0	1097	25.9%	3000	36.6%	30
2073 - W La West Beverly Hills	8970	7767	86.6%	2590	0	2590	33.3%	4680	55.3%	30
2085 - Hyatt Regency Huntington Beach Valet	15510	13520	87.2%	7130	0	7130	52.7%	29700	24.0%	30
2225:2226: - Crowne Plaza Redondo Beach Hotel	10380	9059	87.3%	739	3103	3842	42.4%	7710	49.8%	30
2240 - Hampton Inn and Suites La/Santa Monica	4260	4016	94.3%	1187	0	1187	29.6%	3300	36.0%	30
2241 - Courtyard Santa Monica	4080	3724	91.3%	1291	0	1291	34.7%	2490	51.8%	30
2514 - Hyatt Regency Newport Beach Valet	12090	10815	89.5%	2414	0	2414	22.3%	5700	42.4%	30
2515 - Hyatt Regency Newport Beach Self	12090	0	0.0%	0	4001	4001	#DIV/0!	10500	38.1%	30
2539 - Waterfront Beach Resort Valet	8700	6644	76.4%	4409	0	4409	66.4%	10500	42.0%	30
2613 - Pasea Hotel and Spa	7500	6005	80.1%	3490	0	3490	58.1%	10770	32.4%	30
3000 - Hilton Oakland	10860	9450	87.0%	0	4383	4383	46.4%	15000	29.2%	30
3016 - Oakland Marriott	14670	12735	86.8%	1806	0	1806	14.2%	1200	150.5%	30
3109 - 900 13th Street - Sacramento	15120	9389	62.1%	0	3293	3293	35.1%	25920	12.7%	30
3110 - Sheraton Grand Sacramento	15090	13216	87.6%	2330	0	2330	17.6%	2700	86.3%	30
3170 - Embassy Suites Hilton Portland	8280	7746	93.6%	1834	0	1834	23.7%	30000	6.1%	30
3171 - Embassy Suites Hilton Portland Garage	8280	7746	93.6%	0	937	937	12.1%	8790	10.7%	30
3183:3184: - Hotel Deluxe Portland	3840	3579	93.2%	841	344	1185	33.1%	1500	79.0%	30
3185 - Sentinel Hotel	3000	2720	90.7%	649	0	649	23.9%	1800	36.1%	30
3186 - Hotel Lucia	3810	3348	87.9%	704	0	704	21.0%	1050	67.0%	30
3187 - Hotel Dossier	6150	3989	64.9%	1017	0	1017	25.5%	2880	35.3%	30
3216 - Fairmont Olympic Hotel Seattle	13500	12182	90.2%	1893	46	1939	15.9%	3300	58.8%	30
3219 - The Arctic Club Seattle	3600	3122	86.7%	621	0	621	19.9%	1200	51.8%	30
3252 - Hyatt Regency Bellevue	23610	19290	81.7%	1668	1310	2978	15.4%	11820	25.2%	30
3257 - Westin Bellevue	10170	8268	81.3%	948	484	1432	17.3%	5070	28.2%	30
3284 - Hilton Garden Inn Seattle	6660	6033	90.6%	1196	0	1196	19.8%	1500	79.7%	30
3285 - W Bellevue	7350	3431	46.7%	569	180	749	21.8%	3000	25.0%	30
3290 - W Seattle	12720	11598	91.2%	1456	0	1456	12.6%	2520	57.8%	30
3452 - Hyatt Regency Phoenix	20790	10823	52.1%	869	599	1468	13.6%	4500	32.6%	30
3465:3466: - The Phoenician	19500	5379	27.6%	327	16	343	6.4%	18000	1.9%	30
3598 - The Stoneleigh	5250	4258	81.1%	1416	334	1750	41.1%	4500	38.9%	30
3604 - St Regis Hotel	6960	3852	55.3%	1927	0	1927	50.0%	5250	36.7%	30
3606:3619: - Woodlands Marriott	10290	7975	77.5%	1412	1749	3161	39.6%	3000	105.4%	30
3621:3622: - Hilton Houston Post Oak	13440	10124	75.3%	1306	3770	5076	50.1%	9780	51.9%	30
3634 - Embassy Suites Hilton Houston	7860	5162	65.7%	2000	2000	4000	77.5%	2100	190.5%	30
3654 - Hampton Inn and Homewood Suites Houston	9000	7664	85.2%	3620	0	3620	47.2%	4380	82.6%	30
3823 - Marriott Courtyard Sa	6600	3960	60.0%	1603	0	1603	40.5%	3750	42.7%	30
3831:3832: - Grand Hyatt San Antonio	24690	17702	71.7%	2023	3248	5271	29.8%	9990	52.8%	30
3833 - Marriott Fairfield Inn & Suites	2970	2044	68.8%	965	0	965	47.2%	900	107.2%	30
3834 - Marriott Spring Hill Suites	3540	2373	67.0%	1322	0	1322	55.7%	1650	80.1%	30
3850 - Hotel Emma	4380	2354	53.7%	1100	0	1100	46.7%	1500	73.3%	30
4157 - Omni San Francisco	10860	9563	88.1%	1159	0	1159	12.1%	900	128.8%	30
4184:4267: - Westin Hotel Sfo	11910	11580	97.2%	502	3361	3863	33.4%	7770	49.7%	30
4186 - Aloft Sfo	7560	7399	97.9%	0	2574	2574	34.8%	14340	17.9%	30
4252 - Hotel Adagio	5130	4909	95.7%	743	0	743	15.1%	1170	63.5%	30
4272 - San Francisco Courtyard	3528	3097	87.8%	407	162	569	18.4%	525	108.4%	21
4277:4278: - San Jose Double Tree	15150	12316	81.3%	898	3213	4111	33.4%	21150	19.4%	30
4405 - Roosevelt Hotel New Orleans	15120	10851	71.8%	2693	0	2693	24.8%	5160	52.2%	30
4409 - Hilton Garden Inn New Orleans Conv Ctr	8580	3327	38.8%	917	0	917	27.6%	3000	30.6%	30
4410 - Old No 77 Hotel	5010	3824	76.3%	793	0	793	20.7%	6000	13.2%	30
4411 - Hotel Indigo New Orleans	3960	2457	62.0%	1028	0	1028	41.8%	1590	64.7%	30
4412 - Doubletree New Orleans	11010	5064	46.0%	1530	0	1530	30.2%	3000	51.0%	30
4562 - Hyatt Regency Villa Christina	5310	4245	79.9%	462	0	462	10.9%	1500	30.8%	30
4600 - Sofitel Washington Dc	7110	5531	77.8%	559	0	559	10.1%	420	133.1%	30
4601 - Renaissance	9000	7001	77.8%	595	1495	2090	29.9%	16110	13.0%	30
4602 - Residence Inn Arlington	9750	7871	80.7%	82	2132	2214	28.1%	16110	13.7%	30
4608 - Westin City Center - Dc	12300	7804	63.4%	1348	0	1348	17.3%	4500	30.0%	30
4611 - Omni Shoreham Dc	25020	19377	77.4%	2452	0	2452	12.7%	9000	27.2%	30
4613 - Hyatt Place Arlington	5040	3894	77.3%	897	0	897	23.0%	2520	35.6%	30
Total:	960018	745984	77.7%	121321	98691	220012	29.5%	647205	34.0%	30

west coast
31.74%

Daily Drive in & Occupancy
 For 10/01/2017
 All Locations
 Leased/Managed
 Report Date 2/8/2018 11:30:09 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available	Occupied	Occupancy	Valet	Self	Total	Drive in	Available	Occupancy	
	#	#	%	#	#	#	%	#	%	
0160:0161: - Marriott La Jolla	11532	9641	83.6%	1050	3391	4441	46.1%	14260	31.1%	31
0270:0461: - Wyndham San Diego Bayside	18600	15333	82.4%	627	3880	4507	29.4%	8990	50.1%	31
0271 - US Grant Hotel Valet	8370	6992	83.5%	2028	0	2028	29.0%	6820	29.7%	31
0316 - Marriott Vacation Club Pulse	8184	6801	83.1%	1852	988	2840	41.8%	1395	203.6%	31
0328 - Westin San Diego	13516	11749	86.9%	1339	0	1339	11.4%	2015	66.5%	31
0370:0371: - Marriott Marquis & Marina San Diego	42160	39274	93.2%	3745	5268	9013	22.9%	29946	30.1%	31
0375 - Town & Country Convention	29388	12935	44.0%	0	5109	5109	39.5%	42625	12.0%	31
0674:0675: - Westin Seattle Hotel	27621	23822	86.2%	1875	1302	3177	13.3%	7161	44.4%	31
0678 - Sheraton Seattle Hotel - Valet	38998	33452	85.8%	2726	0	2726	8.1%	12400	22.0%	31
1050 - Omni Hotel San Diego	15841	12826	81.0%	1657	0	1657	12.9%	6820	24.3%	31
1076 - Marriott Gaslamp Quarter SD	9486	8109	85.5%	1755	0	1755	21.6%	6386	27.5%	31
1159 - Hard Rock Hotel	13020	10574	81.2%	1619	0	1619	15.3%	5890	27.5%	31
1167:1303: - Hyatt Regency La Jolla Valet	12927	11194	86.6%	1496	3195	4691	41.9%	9300	50.4%	31
1180 - Hilton SD Bayfront Hotel	36890	34622	93.9%	1243	5428	6671	19.3%	27714	24.1%	31
1189:1190: - Hilton La Jolla Torrey Pines	12214	10282	84.2%	702	3641	4343	42.2%	17360	25.0%	31
1196 - The Keating Hotel	1085	0	0.0%	260	0	260	#DIV/0!	775	33.5%	31
1207 - Indigo Hotel	6510	5815	89.3%	1281	0	1281	22.0%	2015	63.6%	31
1241:1242: - Grand Hyatt San Diego	50468	42336	83.9%	2771	6155	8926	21.1%	36022	24.8%	31
1244:1245: - Hyatt Regency Mission Bay	13299	10083	75.8%	1818	4233	6051	60.0%	3100	195.2%	31
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31
1325 - Lane Field North Hotel	12400	10570	85.2%	1042	3846	4888	46.2%	12834	38.1%	31
1535 - San Diego Bayside Campus	11284	9373	83.1%	3667	124	3791	40.4%	5022	75.5%	31
1539 - Pendry San Diego	9827	7083	72.1%	1720	0	1720	24.3%	3348	51.4%	31
1543 - Hotel Republic	7998	6253	78.2%	1380	0	1380	22.1%	1860	74.2%	31
1548 - Andaz San Diego	4929	4348	88.2%	1013	0	1013	23.3%	3100	32.7%	31
2073 - W La West Beverly Hills	9269	7920	85.4%	2657	0	2657	33.5%	4836	54.9%	31
2085 - Hyatt Regency Huntington Beach Valet	16027	14173	88.4%	6667	0	6667	47.0%	30690	21.7%	31
2225:2226: - Crowne Plaza Redondo Beach Hotel	10726	9497	88.5%	868	3232	4100	43.2%	7967	51.5%	31
2240 - Hampton Inn and Suites La/Santa Monica	4402	4033	91.6%	1296	0	1296	32.1%	3410	38.0%	31
2241 - Courtyard Santa Monica	4216	3916	92.9%	1234	0	1234	31.5%	2573	48.0%	31
2514 - Hyatt Regency Newport Beach Valet	12493	10037	80.3%	2244	0	2244	22.4%	5890	38.1%	31
2515 - Hyatt Regency Newport Beach Self	12493	0	0.0%	0	3282	3282	#DIV/0!	10850	30.2%	31
2539 - Waterfront Beach Resort Valet	8990	6715	74.7%	4198	0	4198	62.5%	10850	38.7%	31
2613 - Pasea Hotel and Spa	7750	6295	81.2%	3728	0	3728	59.2%	11129	33.5%	31
3000 - Hilton Oakland	11222	9903	88.2%	0	3789	3789	38.3%	15500	24.4%	31
3016 - Oakland Marriott	15159	13594	89.7%	1552	0	1552	11.4%	1240	125.2%	31
3109 - 900 13th Street - Sacramento	15624	12315	78.8%	0	3197	3197	26.0%	26784	11.9%	31
3110 - Sheraton Grand Sacramento	15593	13264	85.1%	2390	0	2390	18.0%	2790	85.7%	31
3170 - Embassy Suites Hilton Portland	8556	7847	91.7%	1750	0	1750	22.3%	31000	5.6%	31
3171 - Embassy Suites Hilton Portland Garage	8556	7325	85.6%	0	757	757	10.3%	9083	8.3%	31
3183:3184: - Hotel Deluxe Portland	3968	3620	91.2%	810	261	1071	29.6%	1550	69.1%	31
3185 - Sentinel Hotel	3100	2707	87.3%	686	0	686	25.3%	1860	36.9%	31
3186 - Hotel Lucia	3937	3324	84.4%	535	0	535	16.1%	1085	49.3%	31
3187 - Hotel Dossier	6355	4135	65.1%	1022	0	1022	24.7%	2976	34.3%	31
3216 - Fairmont Olympic Hotel Seattle	13950	12847	92.1%	2062	71	2133	16.6%	3410	62.6%	31
3219 - The Arctic Club Seattle	3720	2173	58.4%	477	0	477	22.0%	1240	38.5%	31
3252 - Hyatt Regency Bellevue	24397	15697	64.3%	1183	1212	2395	15.3%	12214	19.6%	31
3257 - Westin Bellevue	10509	8428	80.2%	960	706	1666	19.8%	5239	31.8%	31
3284 - Hilton Garden Inn Seattle	6882	5992	87.1%	1063	28	1091	18.2%	1550	70.4%	31
3285 - W Bellevue	7595	4203	55.3%	618	362	980	23.3%	3100	31.6%	31
3290 - W Seattle	13144	11064	84.2%	1275	0	1275	11.5%	2604	49.0%	31
3452 - Hyatt Regency Phoenix	21483	15717	73.2%	1022	558	1580	10.1%	4650	34.0%	31
3465:3466: - The Phoenician	20150	11445	56.8%	765	850	1615	14.1%	18600	8.7%	31
3598 - The Stoneleigh	5425	4790	88.3%	1689	0	1689	35.3%	4650	36.3%	31
3604 - St Regis Hotel	7192	5552	77.2%	2033	0	2033	36.6%	5425	37.5%	31
3606:3619: - Woodlands Marriott	10633	7104	66.8%	892	1562	2454	34.5%	3100	79.2%	31
3621:3622: - Hilton Houston Post Oak	13888	10888	78.4%	1575	3109	4684	43.0%	10106	46.3%	31
3634 - Embassy Suites Hilton Houston	8122	4566	56.2%	1960	3920	5880	85.9%	2170	180.6%	31
3654 - Hampton Inn and Homewood Suites Houston	9300	7167	77.1%	2163	0	2163	30.2%	4526	47.8%	31
3823 - Marriott Courtyard Sa	6820	3937	57.7%	1579	0	1579	40.1%	3875	40.7%	31
3831:3832: - Grand Hyatt San Antonio	25513	20453	80.2%	2048	2551	4599	22.5%	10323	44.6%	31
3833 - Marriott Fairfield Inn & Suites	3069	2338	76.2%	1169	0	1169	50.0%	930	125.7%	31
3834 - Marriott Spring Hill Suites	3658	2728	74.6%	1250	0	1250	45.8%	1705	73.3%	31
3850 - Hotel Emma	4526	3015	66.6%	995	0	995	33.0%	1550	64.2%	31
4157 - Omni San Francisco	11222	9949	88.7%	1099	0	1099	11.0%	930	118.2%	31
4184:4267: - Westin Hotel Sfo	12307	11707	95.1%	361	3110	3471	29.6%	8029	43.2%	31
4186 - Aloft Sfo	7812	7509	96.1%	0	2242	2242	29.9%	14818	15.1%	31
4252 - Hotel Adagio	5301	5049	95.2%	603	12	615	12.2%	1209	50.9%	31
4277:4278: - San Jose Double Tree	15655	13397	85.6%	670	3139	3809	28.4%	21855	17.4%	31
4405 - Roosevelt Hotel New Orleans	15624	12784	81.8%	2329	0	2329	18.2%	5332	43.7%	31
4409 - Hilton Garden Inn New Orleans Conv Ctr	8866	3932	44.3%	1158	0	1158	29.5%	3100	37.4%	31
4410 - Old No 77 Hotel	5177	4187	80.9%	560	0	560	13.4%	6200	9.0%	31
4411 - Hotel Indigo New Orleans	4092	3082	75.3%	838	0	838	27.2%	1643	51.0%	31
4412 - Doubletree New Orleans	11377	9257	81.4%	2188	0	2188	23.6%	3100	70.6%	31
4562 - Hyatt Regency Villa Christina	5487	4103	74.8%	245	0	245	6.0%	1550	15.8%	31
4600 - Sofitel Washington Dc	7347	6696	91.1%	528	0	528	7.9%	434	121.7%	31
4601 - Renaissance	9300	8334	89.6%	545	1252	1797	21.6%	16647	10.8%	31
4602 - Residence Inn Arlington	10075	9179	91.1%	43	1820	1863	20.3%	16647	11.2%	31
4611 - Omni Shoreham Dc	25854	22533	87.2%	3326	0	3326	14.8%	9300	35.8%	31
4613 - Hyatt Place Arlington	5208	4292	82.4%	1052	0	1052	24.5%	2604	40.4%	31
Total:	975663	780181	80.0%	112626	85622	198248	25.4%	663586	29.9%	

west coast
28.37%

Daily Drive in & Occupancy
 For 11/01/2017
 All Locations
 Leased/Managed
 Report Date 2/8/2018 11:30:50 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available	Occupied	Occupancy	Valet	Self	Total	Drive in	Available	Occupancy	
	#	#	%	#	#	#	%	#	%	
0160:0161: - Marriott La Jolla	11160	9358	83.9%	1030	3745	4775	51.0%	13800	34.6%	30
0270:0461: - Wyndham San Diego Bayside	18000	15081	83.8%	449	3060	3509	23.3%	8700	40.3%	30
0271 - US Grant Hotel Valet	8100	6175	76.2%	2127	0	2127	34.4%	6600	32.2%	30
0316 - Marriott Vacation Club Pulse	7920	6445	81.4%	1932	838	2770	43.0%	1350	205.2%	30
0328 - Westin San Diego	13080	10660	81.5%	1150	0	1150	10.8%	1950	59.0%	30
0370:0371: - Marriott Marquis & Marina San Diego	40800	29427	72.1%	3777	5653	9430	32.0%	28980	32.5%	30
0375 - Town & Country Convention	28440	7334	25.8%	0	4487	4487	61.2%	41250	10.9%	30
0674:0675: - Westin Seattle Hotel	26730	20445	76.5%	1692	1012	2704	13.2%	6930	39.0%	30
0678 - Sheraton Seattle Hotel - Valet	37740	24434	64.7%	2106	0	2106	8.6%	12000	17.6%	30
1050 - Omni Hotel San Diego	15330	10283	67.1%	1077	0	1077	10.5%	6600	16.3%	30
1076 - Marriott Gaslamp Quarter SD	9180	7103	77.4%	1867	0	1867	26.3%	6180	30.2%	30
1159 - Hard Rock Hotel	12600	8145	64.6%	1395	0	1395	17.1%	5700	24.5%	30
1167:1303: - Hyatt Regency La Jolla Valet	12510	9804	78.4%	1635	3136	4771	48.7%	9000	53.0%	30
1180 - Hilton SD Bayfront Hotel	35700	31641	88.6%	932	7418	8350	26.4%	26820	31.1%	30
1189:1190: - Hilton La Jolla Torrey Pines	11820	9381	79.4%	821	4021	4842	51.6%	16800	28.8%	30
1196 - The Keating Hotel	1050	0	0.0%	173	0	173	#DIV/0!	750	23.1%	30
1207 - Indigo Hotel	6300	5130	81.4%	1026	0	1026	20.0%	1950	52.6%	30
1241:1242: - Grand Hyatt San Diego	48840	40762	83.5%	2610	7114	9724	23.9%	34860	27.9%	30
1244:1245: - Hyatt Regency Mission Bay	12870	9853	76.6%	1211	3452	4663	47.3%	3000	155.4%	30
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	30
1325 - Lane Field North Hotel	12000	9510	79.3%	713	3813	4526	47.6%	12420	36.4%	30
1535 - San Diego Bayside Campus	10920	8946	81.9%	3146	0	3146	35.2%	4860	64.7%	30
1539 - Penderly San Diego	9510	5924	62.3%	1382	0	1382	23.3%	3240	42.7%	30
1543 - Hotel Republic	7740	5371	69.4%	1103	0	1103	20.5%	1800	61.3%	30
1548 - Andaz San Diego	4770	3370	70.6%	717	0	717	21.3%	3000	23.9%	30
2073 - W La West Beverly Hills	8970	6896	76.9%	2228	0	2228	32.3%	4680	47.6%	30
2085 - Hyatt Regency Huntington Beach Valet	15510	13011	83.9%	5711	1660	7371	56.7%	29700	24.8%	30
2225:2226: - Crowne Plaza Redondo Beach Hotel	10380	8720	84.0%	581	2524	3105	35.6%	7710	40.3%	30
2240 - Hampton Inn and Suites La/Santa Monica	4260	3531	82.9%	1107	0	1107	31.4%	3300	33.5%	30
2241 - Courtyard Santa Monica	4080	3499	85.8%	1109	0	1109	31.7%	2490	44.5%	30
2514 - Hyatt Regency Newport Beach Valet	12090	9038	74.8%	2129	0	2129	23.6%	5700	37.4%	30
2515 - Hyatt Regency Newport Beach Self	12090	0	0.0%	0	3567	3567	#DIV/0!	10500	34.0%	30
2539 - Waterfront Beach Resort Valet	8700	4646	53.4%	3700	0	3700	79.6%	10500	35.2%	30
2613 - Pasea Hotel and Spa	7500	5137	68.5%	3164	0	3164	61.6%	10770	29.4%	30
3000 - Hilton Oakland	10860	8813	81.2%	0	3048	3048	34.6%	15000	20.3%	30
3016 - Oakland Marriott	14670	12669	86.4%	1379	0	1379	10.9%	1200	114.9%	30
3109 - 900 13th Street - Sacramento	15120	9977	66.0%	0	2486	2486	24.9%	25920	9.6%	30
3110 - Sheraton Grand Sacramento	15090	11856	78.6%	1956	0	1956	16.5%	2700	72.4%	30
3170 - Embassy Suites Hilton Portland	8280	7111	85.9%	1528	0	1528	21.5%	30000	5.1%	30
3171 - Embassy Suites Hilton Portland Garage	8280	6499	78.5%	0	798	798	12.3%	8790	9.1%	30
3183:3184: - Hotel Deluxe Portland	3840	3043	79.2%	691	196	887	29.1%	1500	59.1%	30
3185 - Sentinel Hotel	3000	2479	82.6%	721	0	721	29.1%	1800	40.1%	30
3186 - Hotel Lucia	3810	3006	78.9%	582	0	582	19.4%	1050	55.4%	30
3187 - Hotel Dossier	6150	3196	52.0%	816	0	816	25.5%	2880	28.3%	30
3216 - Fairmont Olympic Hotel Seattle	13500	11308	83.8%	2356	125	2481	21.9%	3300	75.2%	30
3219 - The Arctic Club Seattle	3600	2519	70.0%	448	0	448	17.8%	1200	37.3%	30
3252 - Hyatt Regency Bellevue	23610	13954	59.1%	1542	1266	2808	20.1%	11820	23.8%	30
3257 - Westin Bellevue	10170	7555	74.3%	992	583	1575	20.8%	5070	31.1%	30
3284 - Hilton Garden Inn Seattle	6660	5863	88.0%	1203	0	1203	20.5%	1500	80.2%	30
3285 - W Bellevue	7350	4105	55.9%	643	344	987	24.0%	3000	32.9%	30
3290 - W Seattle	12720	9426	74.1%	1117	94	1211	12.8%	2520	48.1%	30
3452 - Hyatt Regency Phoenix	20790	12479	60.0%	1003	495	1498	12.0%	4500	33.3%	30
3465:3466: - The Phoenician	19500	13539	69.4%	914	1113	2027	15.0%	18000	11.3%	30
3598 - The Stoneleigh	5250	4199	80.0%	1449	0	1449	34.5%	4500	32.2%	30
3604 - St Regis Hotel	6960	5103	73.3%	1929	0	1929	37.8%	5250	36.7%	30
3606:3619: - Woodlands Marriott	10290	7169	69.7%	796	1627	2423	33.8%	3000	80.8%	30
3621:3622: - Hilton Houston Post Oak	13440	9110	67.8%	1489	2659	4148	45.5%	9780	42.4%	30
3634 - Embassy Suites Hilton Houston	7860	3840	48.9%	1783	1831	3614	94.1%	2100	172.1%	30
3654 - Hampton Inn and Homewood Suites Houston	9000	5508	61.2%	1677	0	1677	30.4%	4380	38.3%	30
3823 - Marriott Courtyard Sa	6600	4016	60.8%	1705	0	1705	42.5%	3750	45.5%	30
3831:3832: - Grand Hyatt San Antonio	24690	17089	69.2%	1825	2309	4134	24.2%	9990	41.4%	30
3833 - Marriott Fairfield Inn & Suites	2970	1916	64.5%	968	0	968	50.5%	900	107.6%	30
3834 - Marriott Spring Hill Suites	3540	2491	70.4%	1333	0	1333	53.5%	1650	80.8%	30
3850 - Hotel Emma	4380	3208	73.2%	1115	0	1115	34.8%	1500	74.3%	30
4157 - Omni San Francisco	10860	8733	80.4%	1185	0	1185	13.6%	900	131.7%	30
4184:4267: - Westin Hotel Sfo	11910	10557	88.6%	487	2497	2984	28.3%	7770	38.4%	30
4186 - Aloft Sfo	7560	6524	86.3%	0	1912	1912	29.3%	14340	13.3%	30
4252 - Hotel Adagio	5130	4636	90.4%	597	41	638	13.8%	1170	54.5%	30
4277:4278: - San Jose Double Tree	15150	11703	77.2%	720	3098	3818	32.6%	21150	18.1%	30
4405 - Roosevelt Hotel New Orleans	15120	11594	76.7%	2494	0	2494	21.5%	5160	48.3%	30
4409 - Hilton Garden Inn New Orleans Conv Ctr	8580	4423	51.6%	933	0	933	21.1%	3000	31.1%	30
4410 - Old No 77 Hotel	5010	3651	72.9%	572	0	572	15.7%	6000	9.5%	30
4411 - Hotel Indigo New Orleans	3960	2876	72.6%	885	0	885	30.8%	1590	55.7%	30
4412 - Doubletree New Orleans	11010	8840	80.3%	2275	0	2275	25.7%	3000	75.8%	30
4562 - Hyatt Regency Villa Christina	5310	3501	65.9%	257	0	257	7.3%	1500	17.1%	30
4600 - Sofitel Washington Dc	7110	5642	79.4%	628	0	628	11.1%	420	149.5%	30
4601 - Renaissance	9000	6979	77.5%	528	1160	1688	24.2%	16110	10.5%	30
4602 - Residence Inn Arlington	9750	7817	80.2%	71	1555	1626	20.8%	16110	10.1%	30
4611 - Omni Shoreham Dc	25020	17022	68.0%	2099	0	2099	12.3%	9000	23.3%	30
4613 - Hyatt Place Arlington	5040	3481	69.1%	741	0	741	21.3%	2520	29.4%	30
Total:	944190	680085	72.0%	102232	84737	186969	27.5%	642180	29.1%	

west coast
30.00%

Daily Drive in & Occupancy
 For 12/01/2017
 All Locations
 Leased/Managed
 Report Date 2/8/2018 11:31:30 AM

Date	Rooms			3am Cars			Stalls			# Days Entered
	Available	Occupied	Occupancy %	Valet	Self	Total	Drive in %	Available	Occupancy %	
0160:0161: - Marriott La Jolla	11532	9365	81.2%	1034	3975	5009	53.5%	14260	35.1%	31
0270:0461: - Wyndham San Diego Bayside	18600	12403	66.7%	556	3715	4271	34.4%	8990	47.5%	31
0271 - US Grant Hotel Valet	8370	6515	77.8%	2752	0	2752	42.2%	6820	40.4%	31
0316 - Marriott Vacation Club Pulse	8184	6643	81.2%	2054	936	2990	45.0%	1395	214.3%	31
0328 - Westin San Diego	13516	9364	69.3%	1246	0	1246	13.3%	2015	61.8%	31
0370:0371: - Marriott Marquis & Marina San Diego	42160	24806	58.8%	3929	5463	9392	37.9%	29946	31.4%	31
0375 - Town & Country Convention	29388	6800	23.1%	0	4281	4281	63.0%	42625	10.0%	31
0674:0675: - Westin Seattle Hotel	27621	16290	59.0%	2334	1224	3558	21.8%	7161	49.7%	31
0678 - Sheraton Seattle Hotel - Valet	38998	17787	45.6%	3520	0	3520	19.8%	12400	28.4%	31
1050 - Omni Hotel San Diego	15841	9045	57.1%	1768	0	1768	19.5%	6820	25.9%	31
1076 - Marriott Gaslamp Quarter SD	9486	6565	69.2%	2242	0	2242	34.2%	6386	35.1%	31
1159 - Hard Rock Hotel	13020	4899	37.6%	1486	0	1486	30.3%	5890	25.2%	31
1167:1303: - Hyatt Regency La Jolla Valet	12927	10070	77.9%	1535	3203	4738	47.1%	9300	50.9%	31
1180 - Hilton SD Bayfront Hotel	36890	32013	86.8%	1770	12311	14081	44.0%	27714	50.8%	31
1189:1190: - Hilton La Jolla Torrey Pines	12214	8860	72.5%	776	4175	4951	55.9%	17360	28.5%	31
1196 - The Keating Hotel	1085	0	0.0%	168	0	168	#DIV/0!	775	21.7%	31
1207 - Indigo Hotel	6510	4733	72.7%	1266	0	1266	26.7%	2015	62.8%	31
1241:1242: - Grand Hyatt San Diego	50468	34862	69.1%	3590	9584	13174	37.8%	36022	36.6%	31
1244:1245: - Hyatt Regency Mission Bay	13299	9056	68.1%	1621	3674	5295	58.5%	3100	170.8%	31
1324 - Lane Field North Garage	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	31
1325 - Lane Field North Hotel	12400	9008	72.6%	801	4238	5039	55.9%	12834	39.3%	31
1535 - San Diego Bayside Campus	11284	8530	75.6%	3297	0	3297	38.7%	5022	65.7%	31
1539 - Pendry San Diego	9827	4850	49.4%	1688	0	1688	34.8%	3348	50.4%	31
1543 - Hotel Republic	7998	4404	55.1%	1183	0	1183	26.9%	1860	63.6%	31
1548 - Andaz San Diego	4929	3411	69.2%	868	0	868	25.4%	3100	28.0%	31
1904 - Hotel Paseo	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
2073 - W La West Beverly Hills	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	1
2085 - Hyatt Regency Huntington Beach Valet	16027	11495	71.7%	5610	1025	6635	57.7%	30690	21.6%	31
2225:2226: - Crowne Plaza Redondo Beach Hotel	10726	8312	77.5%	654	2706	3360	40.4%	7967	42.2%	31
2240 - Hampton Inn and Suites La/Santa Monica	4402	3577	81.3%	1165	0	1165	32.6%	3410	34.2%	31
2241 - Courtyard Santa Monica	4216	3597	85.3%	1182	0	1182	32.9%	2573	45.9%	31
2514 - Hyatt Regency Newport Beach Valet	12493	9237	73.9%	2201	0	2201	23.8%	5890	37.4%	31
2515 - Hyatt Regency Newport Beach Self	12493	0	0.0%	1	3080	3081	#DIV/0!	10850	28.4%	31
2539 - Waterfront Beach Resort Valet	8990	4937	54.9%	3738	0	3738	75.7%	10850	34.5%	31
2613 - Pasea Hotel and Spa	7750	4403	56.8%	2957	0	2957	67.2%	11129	26.6%	31
3000 - Hilton Oakland	11222	7710	68.7%	0	3268	3268	42.4%	15500	21.1%	31
3016 - Oakland Marriott	15159	9217	60.8%	1617	0	1617	17.5%	1240	130.4%	31
3110 - Sheraton Grand Sacramento	15593	9952	63.8%	2215	0	2215	22.3%	2790	79.4%	31
3170 - Embassy Suites Hilton Portland	8556	6320	73.9%	1839	0	1839	29.1%	31000	5.9%	31
3171 - Embassy Suites Hilton Portland Garage	8556	6327	73.9%	0	721	721	11.4%	9083	7.9%	31
3183:3184: - Hotel Deluxe Portland	3968	2666	67.2%	714	237	951	35.7%	1550	61.4%	31
3185 - Sentinel Hotel	3100	2277	73.5%	689	0	689	30.3%	1860	37.0%	31
3186 - Hotel Lucia	3937	2545	64.6%	509	0	509	20.0%	1085	46.9%	31
3187 - Hotel Dossier	6355	2789	43.9%	903	0	903	32.4%	2976	30.3%	31
3216 - Fairmont Olympic Hotel Seattle	13950	10768	77.2%	3277	155	3432	31.9%	3410	100.6%	31
3219 - The Arctic Club Seattle	3720	2524	67.8%	617	0	617	24.4%	1240	49.8%	31
3252 - Hyatt Regency Bellevue	24397	11416	46.8%	1389	724	2113	18.5%	12214	17.3%	31
3257 - Westin Bellevue	10509	6885	65.5%	1426	610	2036	29.6%	5239	38.9%	31
3284 - Hilton Garden Inn Seattle	6882	4918	71.5%	1132	0	1132	23.0%	1550	73.0%	31
3285 - W Bellevue	7595	3559	46.9%	735	212	947	26.6%	3100	30.5%	31
3290 - W Seattle	13144	9311	70.8%	1691	0	1691	18.2%	2604	64.9%	31
3296 - Residence Inn Seattle Downtown	9362	1740	18.6%	644	0	644	37.0%	3689	17.5%	31
3452 - Hyatt Regency Phoenix	21483	13103	61.0%	1112	1637	2749	21.0%	4650	59.1%	31
3465:3466: - The Phoenician	20150	10598	52.6%	1452	2233	3685	34.8%	18600	19.8%	31
3598 - The Stoneleigh	5425	3187	58.7%	1447	0	1447	45.4%	4650	31.1%	31
3604 - St Regis Hotel	7192	4581	63.7%	1990	0	1990	43.4%	5425	36.7%	31
3606:3619: - Woodlands Marriott	10633	5582	52.5%	1143	1726	2869	51.4%	3100	92.5%	31
3621:3622: - Hilton Houston Post Oak	13888	7133	51.4%	1415	2500	3915	54.9%	10106	38.7%	31
3634 - Embassy Suites Hilton Houston	8122	2652	32.7%	2041	2043	4084	154.0%	2170	188.2%	31
3654 - Hampton Inn and Homewood Suites Houston	9300	4991	53.7%	1645	0	1645	33.0%	4526	36.3%	31
3823 - Marriott Courtyard Sa	6820	5145	75.4%	2421	0	2421	47.1%	3875	62.5%	31
3831:3832: - Grand Hyatt San Antonio	25513	14243	55.8%	2556	2298	4854	34.1%	10323	47.0%	31
3833 - Marriott Fairfield Inn & Suites	3069	1791	58.4%	919	0	919	51.3%	930	98.8%	31
3834 - Marriott Spring Hill Suites	3658	2769	75.7%	1595	0	1595	57.6%	1705	93.5%	31
3850 - Hotel Emma	4526	2943	65.0%	1322	0	1322	44.9%	1550	85.3%	31
4157 - Omni San Francisco	11222	8929	79.6%	1723	0	1723	19.3%	930	185.3%	31
4184:4267: - Westin Hotel Sfo	12307	10438	84.8%	442	2860	3302	31.6%	8029	41.1%	31
4186 - Aloft Sfo	7812	6063	77.6%	0	1994	1994	32.9%	14818	13.5%	31
4252 - Hotel Adagio	5301	4618	87.1%	805	27	832	18.0%	1209	68.8%	31
4277:4278: - San Jose Double Tree	15655	10441	66.7%	609	2689	3298	31.6%	21855	15.1%	31
4291 - Hotel Nia	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
4405 - Roosevelt Hotel New Orleans	15624	13205	84.5%	4784	0	4784	36.2%	5332	89.7%	31
4409 - Hilton Garden Inn New Orleans Conv Ctr	8866	5986	67.5%	1251	0	1251	20.9%	3100	40.4%	31
4410 - Old No 77 Hotel	5177	3875	74.9%	756	0	756	19.5%	6200	12.2%	31
4411 - Hotel Indigo New Orleans	4092	2514	61.4%	760	0	760	30.2%	1643	46.3%	31
4412 - Doubletree New Orleans	11377	8130	71.5%	3246	0	3246	39.9%	3100	104.7%	31
4562 - Hyatt Regency Villa Christina	5487	3425	62.4%	253	0	253	7.4%	1550	16.3%	31
4600 - Sofitel Washington Dc	7347	4715	64.2%	672	0	672	14.3%	434	154.8%	31
4601 - Renaissance	9300	5170	55.6%	497	1016	1513	29.3%	16647	9.1%	31
4602 - Residence Inn Arlington	10075	5904	58.6%	59	1335	1394	23.6%	16647	8.4%	31
4611 - Omni Shoreham Dc	25854	10419	40.3%	2473	0	2473	23.7%	9300	26.6%	31
4613 - Hyatt Place Arlington	5208	3033	58.2%	693	0	693	22.8%	2604	26.6%	31
4616 - Westin Alexandria	0	0	#DIV/0!	0	0	0	#DIV/0!	0	#DIV/0!	0
Total:	960132	592344	61.7%	118470	91875	210345	35.5%	635655	33.1%	

west coast
35.55%



Appendix F – Hotel Parking Trends



FORTUNE

Yes, Uber Really Is Killing the Parking Business

By **DAVID Z. MORRIS** February 24, 2018

An email from the CEO of a national parking operator has added some detail to the impact ride-hailing services like Uber and Lyft are having on demand for parking. The picture, at least for those trying to rent you a parking spot, is bleak.

In the email, unearthed from a company report by the [San Diego Union-Tribune](#), Ace Parking CEO John Baumgardner says that demand for parking at hotels in San Diego has dropped by 5 to 10%, while restaurant valet demand is down 25%. The biggest drop, unsurprisingly, has been at nightclubs, where demand for valet parking has dropped a whopping 50%.

The numbers appear to be estimates, and Baumgardner doesn't describe a timeframe for the declines. The assessment, written in September of last year, is also limited to San Diego, though an Ace Parking executive told the Union-Tribune that it has seen "similar" declines at its 750 parking operations around the United States. The company is focused on using technology, including better parking scheduling and booking options, to remain healthy.

[Get Data Sheet](#), Fortune's technology newsletter.

But much more is at stake than the revenues of the parking business – cities stand to benefit immensely as demand for parking drops. Parking spaces and lots generate relatively little tax revenue or [economic activity](#) relative to commercial operations, and by increasing sprawl may actually harm the economy of cities like Los Angeles.

Even back in 2015, cities were already relaxing [zoning requirements](#) that set minimum parking allotments, and there are now even more signs that city planners are thinking differently about parking. Perhaps most dramatically, a new Major

League Soccer stadium being planned for David Beckham's Miami expansion team may include **no new parking** at all – but will have designated pickup zones for Uber and Lyft.

The decline of parking will only be accelerated if and when autonomous vehicles become widespread. That sea-change which will make it easier to locate parking at a distance from urban destinations, and could further **reduce car ownership**. That will be bad news for the Ace Parkings of the world – but everyone else should welcome the decline of the urban parking lot.



Calculating your parking needs

[American City and County](#)

John Revell and Richard Rich

Tue, 2001-05-01 12:00

In the early 1990s, Spokane wanted to revitalize its downtown to attract more visitors and businesses. Planners hired consultants to evaluate the city's parking situation and to study the feasibility of expanding downtown parking.

Based on the consultants' recommendations, the city decided to expand a downtown parking structure by 75 percent. The non-profit Spokane Downtown Foundation sold \$31 million in bonds to pay for the renovation, and the city guaranteed the bonds.

Spokane expected the parking structure to generate hundreds of thousands of dollars above cost each year, and it planned to deposit the money directly into city coffers. Instead, the garage failed to recoup the cost of the debt service.

When the Spokane Downtown Foundation asked the city for help, the city balked. The result was a huge legal, financial and political mess that led to the firing of the city manager and, eventually, to Moody's Investors Service downgrading the city's bond rating, a move that could end up costing the city millions of dollars on future bond issues.

What went wrong? There are several possible answers, but it appears that planners relied too heavily on national planning data in drawing usage conclusions and largely ignored factors such as local usage patterns and area parking prices. As a result, when the renovations were completed, the garage offered more parking spaces than were warranted and at too high a cost. Parkers stayed away from the garage, and the city is paying the price now.

Consult many sources

Parking planning can play a direct role in the success of a city's traffic management, the health of its businesses and the level of satisfaction experienced by residents and visitors. Poor parking planning can have disastrous results: Traffic can become gridlocked, urban businesses may have trouble competing with suburban companies, in-town residents can get fed up with searching for parking spaces every time they return home, and, in the worst cases, municipal credit ratings can suffer. Conversely, cities that can provide sufficient parking spaces will create satisfied residents and businesses.

Calculating where to locate parking spaces, how many spaces are needed, and how much to charge parkers is a complex process involving multiple variables. To determine the values of those variables, planners can draw on a number of resources.

Some national data is available that can provide a general idea of parking needs across the country. The Washington, D.C.-based Institute of Transportation Engineers (ITE) produces data that can prove invaluable as a starting point for parking planning. However, the ITE resources clearly state that the guidelines are based on limited samples, and they should not be considered the final word.

The most definitive research parking planners can conduct is on the local level. The first step in gaining a better understanding of parking needs is to break the city into zones. In many cases, those zones already exist as separate

entities, such as neighborhoods or business districts.

Once separate zones have been established, planners can collect information, including both empirical and scientific data. To gain the necessary information, planners can:

- *Survey business owners.* Business owners have a better understanding than anyone else of who their customers are and what their customers' parking needs are.
- *Evaluate local mass transit and determine how it affects parking needs.* It is not enough to know how many business customers or employees come into a particular section of the city each day; planners also must understand how they are getting there. Mass transit is intended to reduce the number of drivers, and planners must be able to quantify its impact on parking requirements.
- *Understand how climate affects parking needs.* Does the city have predominantly warm weather that permits shoppers and employees to walk to certain parts of town? Or does the city's frequent inclement weather force them to drive?
- *Evaluate the types of drivers.* Shoppers are more likely to be short-term parkers, while employees of local businesses are more likely to need long-term parking.
- *Evaluate usage times.* In areas where various businesses and organizations are located, parking can be shared. For instance, churches experience their greatest parking needs on weekends, while businesses need parking on weekdays. A partnership between the two could offer an opportunity to share parking [facilities](#). As a result, fewer parking spaces are needed, and the city can save money.
- *Determine how much parkers are willing to pay.* There is no single formula for calculating how much patrons will be willing to pay for parking; circumstances and driver behavior differ from city to city. As a rule, planners should consider the elasticity of demand when pricing parking. Additionally, they must consider the difference between projecting prices for stand-alone structures and parking facilities that are part of a larger system.

Cities should not set prices with an eye towards filling municipal coffers. The goal should be for the parking structure or system to be self-sufficient. Any surpluses from parking operations should first be earmarked for a repair and replacement fund, even if such a fund is not mandated. Remaining surpluses should then be placed in a parking improvement fund.

Success in Charlottesville

	(1)	(2)	(3)
<i>Land Use</i>	Charlottesville Model	Charlottesville Zoning	Institute of Transportation Engineers
Office	3.20	3.33	2.79
Retail	2.61	10.00	3.97
Service	3.51	5.00	4.17
Restaurant	7.72	13.33	12.49
Residential (per unit)	1.70	1.00-10.00 (varies)	1.21
Mixed	3.77	2.00	3.25
Government	4.20	3.33	3.84

	(1)	(2)	(3)
<i>Land Use</i>	Charlottesville Model	Charlottesville Zoning	Institute of Transportation Engineers
Hotel (per room)	0.88	1.00	0.52
Light Industrial	0.63	N/A	0.36
Special 1 – Community Use	0.45	13.33	0.43
Personal/Medical Service	4.00	5.00	4.11

Planners studying Charlottesville's parking needs have relied on locally gathered data (1) to determine how many parking spaces are needed for different types of buildings. The data varies significantly from the data provided by the Charlottesville Zoning Ordinance (2) and the Institute of Transportation Engineers Parking Manual (3). Calculations are based on 1,000 square feet of gross floor area. For example, a 10,000-square-foot office building with a ratio of 3.2 needs 32 parking spaces.

In stark contrast to Spokane, Charlottesville, Va., relied heavily on locally gathered data to design a new parking structure downtown. In 1993, the city hired a parking planning firm to conduct a parking study specific to one site. The study examined the parking requirements of the downtown area to determine how much parking was needed and what type of parking structure would be most successful.

The Charlottesville study hinged on two key factors: past parking demand within the city and local economic analysis. The study included analysis of existing data in conjunction with interviews of area business owners and civic leaders.

Based on the findings of the study, the planners developed demand and revenue projections that greatly enhanced the prospect of success for the new structure. The results of the study led planners to develop a 624-car, mixed-use parking structure featuring retail and office space.

The development and subsequent operation of the mixed-use parking structure has been so successful that Charlottesville has undertaken a comprehensive parking demand analysis for the entire city. The study, which is currently under way, includes the analysis of approximately 100 blocks of the downtown area, and it is examining the likely impact of new parking areas in sustaining economic growth and the vitality of downtown Charlottesville. When the study is completed, planners will be able to recommend sites for future parking facilities and provide guidelines for the development of new garages.

As Charlottesville shows, municipal planners can avoid parking problems by carefully studying all aspects of the city's parking needs. Relying on cookie-cutter solutions can create repercussions as extreme as lowering a municipal bond rating or causing a city to default on debt. Parking plans must reflect a municipality's distinct characteristics and requirements.

John Revell is a parking planner for Southfield, Mich.-based Rich & Associates, and Richard Rich is the firm's director of parking planning.

Source URL: http://americancityandcounty.com/mag/government_calculating_parking_needs

Ontario town's experiment using Uber as public transportation is working, officials say

Innisfil – located just south of Barrie and home to about 36,000 people — has paid \$26,462.41, or an average of \$5.43 per trip, for 4,868 Uber rides taken in the two months since launching the unique-to-Canada project on May 15



ALICJA SIEKIERSKA

August 8, 2017
5:18 PM EDT

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The town of Innisfil, Ont. is hailing its two-month experiment subsidizing Uber as the lone form of public transit, with nearly 5,000 trips taken since the pilot project began.

Innisfil — located just south of Barrie and home to about 36,000 people — has paid \$26,462.41, or an average of \$5.43 per trip, for 4,868 Uber rides taken in the two months since launching the unique-to-Canada project on May 15.

“We are really pleased we did go this route,” said Alicja Siekierska, a senior policy advisor with the town.

“This partnership with Uber had definitely proved to be cost effective for us, being able to provide this service to residents who don’t live within walking distance of a bus route, so it’s something that works for us,” she said.



More

Last summer, Innisfil's city council was at a crossroads when it declared a key priority in the community's strategic plan was to find a way to provide additional transportation options across the town. It found that a fixed-route bus service would be a significant tag of \$270,000 per year for one bus, and \$600,000 for two buses.

Instead, the town decided to partner with global ride-sharing company Uber to launch a partnership to provide on-demand transportation for Innisfil residents that is partially subsidized by the town. Passengers pay between \$3 and \$5 for set routes, such as to Town Hall and the GO train station, and \$6 for all other rides within town.

Mayor Pentikainen and Tim Cane, Innisfil's managing director, will provide city council with a two-month update on the program on Wednesday.

So far, demand is keeping pace with the budget. Innisfil's council committed \$100,000 for the first year and an additional \$125,000 next year.

There are certain times where meeting demand is difficult, but according to Uber people have been able to get rides in less time," Pentikainen said.

"As a 24/7 service, we're quite pleased," Pentikainen said. "That using Uber as an on-demand public transportation is the best option for the town for the foreseeable future."

"With our large geography, the distance between bus routes to provide the same level of service is quite expensive," he said. "Maybe decades into the future, with a much higher population we may look at other options, but right now this is working for us."

Pentikainen added that, in the short term, the town will continue to tweak the service to make it more efficient for users, as well as surveying residents about their needs.

Uber spokesperson Susie Heath said the ride-sharing company is pleased with the results of the report that was released last week. The report will be presented on Wednesday.

“Since we launched this exciting public transit program, it has been great to see Innisfil residents access demand rides to get around their community transit hubs,” Heath said in an emailed statement.

“We look forward to continued dialogue with other transit authorities across Canada to explore similar programs.”

The past several months have proven to be a challenging time for Uber as a ride sharing company. In June, chief executive Travis Kalanick resigned after a lengthy investigation that was completed by a former engineer publicly accused the company of sexual harassment and discrimination. The report, conducted by General Eric Holder, had many recommendations. One of the key recommendations was that Kalanick's authority should be reduced.

EMPTY SPACES: REAL PARKING NEEDS AT FIVE TODS

The land near transit stations is a valuable commodity. Hundreds or thousands of people travel to and through these places each day, and decisions about what to do with this land have implications for local economies, transit ridership, residents' access to opportunity, and overall quality of life for everyone in a community.

Many communities choose to dedicate at least some of that land for parking. The question is, how much? Too little parking could discourage people from coming to the station, but too much parking is unnecessarily expensive and gets in the way of other uses like homes, shops, or offices. How much parking should transportation engineers build?

To answer that question, many engineers and planners consult the Institute of Transportation Engineers' (ITE) Trip Generation and Parking Generation guides. These publications represent data collected from mostly isolated suburban land uses—not walkable, urban places served by transit. There are few alternative guidelines for engineers building this other type of development, however, so despite these shortcomings many planners continue to use ITE's publications.

The goal of this study was to determine how much less parking is required at transit-oriented developments (TODs) and how many fewer vehicle trips are generated than standard industry estimates. It is clear that TODs require less parking than development without transit, or transit without development. This study sought to gather information about how much parking is used at TOD to help developers and engineers make more-informed decisions in the future.

To do that, Professor Reid Ewing and his research team at the University of Utah College of Architecture + Planning selected five TODs across the country, each with a slightly different approach to development and parking: Englewood, CO in the Denver region; Wilshire/Vermont station in Los Angeles, CA; Fruitvale Transit Village in Oakland, CA; the Redmond, WA station in the Seattle region; and Rhode Island Row in Washington, DC. The research team together with two transportation consulting firms, Fehr & Peers Associates and Nelson\Nygaard Consulting Associates, counted all persons entering and exiting the TOD buildings, and conducted brief intercept surveys of a sample of them. Researchers also conducted parking inventory and occupancy counts.

Consistent with other research, this study found that the five TODs generated fewer vehicle trips than ITE publications estimate, and used less parking than many regulations require for similar land uses. And in one case, actual vehicle trips were just one third of what ITE guidelines estimate.

The TODs included in this study also built less parking than recommended by ITE. Yet even this reduced amount of parking was not used to capacity: the ratio of demand to actual supply was between 58 and 84 percent. Fewer vehicle trips is one likely reason why parking occupancy rates were lower than expected. Another possible reason is that ITE's data do not fully account for other travel modes that are available and actively encouraged at TODs. In each of the five TODs studied, at least 33 percent of trips were taken by modes other than driving. Additional reasons for low parking rates is that parking is shared between commercial and residential uses at two TODs, is shared between transit and park-and-ride uses at one TOD, is unbundled with apartment rents at two TODs, and is priced at market rates for commercial users at three TODs.

These findings underscore the obvious need for developers, regulators, and practitioners to rethink how they use parking guidelines intended for suburban development not served by transit. Current engineering standards are not designed to accommodate this type of development but in time we hope studies like this can help change that. Better aligning industry standards with current needs can reduce the cost of development near transit, and make it easier to build more homes, shops, and offices in these high-demand locations.

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Scottsdale offers ride-share discounts to visitors

By [Jennifer Banks](#), Public Information Officer, [480-312-7517](#)

January 24, 2018

Just in time for the busy tourism season, Scottsdale has created an innovative, low-cost solution that will help travelers journey throughout the city with ease.

Scottsdale has partnered with ride-share companies Uber, Lyft and SuperShuttle/ExecuCar to offer discounted rates to visiting travelers during a trial program. Starting this month, these ride-share companies will promote a Scottsdale-specific discount code to their customers. When visitors pay for their ride-share vehicles, they will use the provided code to reduce their fares on eligible trips between a Scottsdale hotel and Phoenix Sky Harbor International Airport, and trips within Scottsdale's borders.

Transportation is one of the most important factors meeting planners evaluate when considering sites for destination events, conventions and conferences. According to consumer research, travelers believe Scottsdale provides fewer tourist transportation options than competitive destinations including Palm Springs, Austin, San Diego, Las Vegas, Miami, Santa Fe, San Antonio and Phoenix.

Scottsdale launched the trial program in response to perceptions concerning Scottsdale's lack of transportation options, as well as to gain data regarding visitor needs and to consider long-term solutions.

"Visitors want to move easily throughout our community. With this new program, Scottsdale is rolling out the red carpet for them," said Experience Scottsdale President & CEO Rachel Sacco. "Our hope is that when visitors return home, they look back fondly on their Scottsdale visit – including how easy it was to get to Scottsdale and explore the community."

Scottsdale Transportation Director Paul Basha believes that a targeted ride share program offers a better use of tax dollars than other transportation options.

“The city investigated several options, such as scheduled trolley service and rental car shuttles, for providing direct connection between Scottsdale hotels and Phoenix Sky Harbor International Airport,” said Basha. “However, these generalized service concepts were dismissed as too expensive. A service focused specifically on visitors and tourist destinations using hotel bed tax revenue made the most sense economically.”

The program provides convenient, quick, and direct travel between Sky Harbor and Scottsdale. And by promoting point-to-point ride-share services, the program has the potential to alleviate parking issues in downtown Scottsdale and at major Scottsdale events.

In December, the Scottsdale City Council approved the use of visitor-generated bed-tax dollars from the Tourism Development Fund to reimburse Uber, Lyft and SuperShuttle/ExecuCar for the program. Visitors can access the discount code via promotions from the participating ride-share companies beginning Jan. 25, 2018. The code will deduct up to \$10 for users with a non-metropolitan Phoenix address for a maximum of two eligible trips. Eligible trips include travel to and from Phoenix Sky Harbor International Airport and a Scottsdale hotel, or between two locations within Scottsdale’s borders, such as from a Scottsdale hotel to a Scottsdale restaurant or store.

Newsroom

HOME : MEDIA : NEWSROOM : TURO OPENS NEW SCOTTSDALE OFFICES WITH OFFICIAL CEREMONY

Turo opens new Scottsdale offices with official ceremony

May 15, 2018



Scottsdale, Arizona, May 17, 2018 - Pioneering peer-to-peer car sharer Turo announces today the official opening of its Scottsdale, Arizona offices. To celebrate the milestone, Turo has planned an official ribbon cutting at its new location.

The ribbon cutting will occur from 6:30 to 8:30 PM at the new offices, which are located at 4110 N. Scottsdale Road. Opening remarks will be given by Michelle Peacock, Vice President and Head of Government Relations at Turo.

"Innovation and technology are key drivers in Scottsdale's economic growth and we are excited to see Turo at the forefront of peer-to-peer car sharing. Their decision to expand operations and make an additional investment is a testament to the positive business environment we have created in Scottsdale," said Mayor W.J. "Jim" Lane.

Representatives from Turo include Alex Benn, President; Andrew Mok, Chief Marketing Officer; Michelle Peacock, Vice President and Head of Government Relations; Tristram Hewitt, Head of CS and Claims; Steve Webb, Senior Director of Communications & Community; Tyler Hamilton, Facilities Manager and Chris Witmer, Community Manager.

The Turo event will also include some fun added bonuses. Guests and employees will enjoy drink trucks, a GIFbooth, a DJ and free Turo merchandise.

Turo operated from a DeskHub in Scottsdale, beginning in February 2018. Turo chose Scottsdale for its first expansion site outside of San Francisco because of the region's existing talent and to bolster its success in one of its biggest markets.

Turo, founded in 2009 and headquartered in San Francisco, has grown to operate in over 5,500 cities in North America and has safely facilitated over 1 million rental days to date. The average active US member makes USD \$625 per month renting out a car in the marketplace.

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About Turo

Turo is a car sharing marketplace where local car owners provide travelers with the perfect vehicle for their next adventure. Across the country or across town, travelers choose from a unique selection of nearby cars, while car owners earn extra money and help fuel the adventures of travelers from around the world. A pioneer of the sharing economy and travel industry, Turo is a safe, supportive community where the car you book is part of a story, not a fleet. Whether it's

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About the City of Scottsdale

Scottsdale is one of the state's leading job centers, with a diverse economy built on medical research, high-tech innovation, tourism and corporate headquarters. Scottsdale is home to nearly 18,000 businesses supplying over 150,000 jobs. The high-tech innovation center SkySong, located just a few miles from Downtown, is designed to help companies grow through a unique partnership with nearby Arizona State University. The Scottsdale Cure Corridor is a partnership of premier health care providers and biomedical companies seeking to advance medicine and patient care through cutting-edge research. For more information, visit ChooseScottsdale.com.

City of Scottsdale Economic Development
3839 N. Drinkwater Blvd. | 2nd Floor | Scottsdale, AZ 85251
480-312-7989 | Business@ScottsdaleAZ.gov

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Appendix G – City of Scottsdale Code of Ordinances



G

ARTICLE IX. - PARKING AND LOADING REQUIREMENTS

Sec. 9.100. - Parking.

Sec. 9.101. - Purpose and scope.

The purpose of preparing and adopting the parking regulations within this Zoning Ordinance is to implement the goals of the City of Scottsdale as they are set forth by the city's General Plan and further refined here. These regulations are to provide adequate parking within the community without sacrificing urban design which enhances the aesthetic environment, encourage the use of various modes of transportation other than the private vehicle and provides a generally pleasant environment within the community. Several purposes are identified herein to achieve the above stated purpose.

The purposes of the parking ordinances of the City of Scottsdale are to:

1. Provide parking facilities which serve the goal of a comprehensive circulation system throughout the community;
2. Provide parking, city-wide that will improve pedestrian circulation, reduce traffic congestion, and improve the character and functionality of all developments;
3. Promote the free flow of traffic in the streets;
4. Encourage the use of bicycles and other alternative transportation modes;
5. Design and situate parking facilities so as to ensure their usefulness;
6. Provide an adequate number of on-site bicycle parking facilities, each with a level of security, convenience, safety, access, and durability;
7. Provide for adequate parking at transfer centers and selected transit stops in order to encourage the use of mass transit;
8. Ensure the appropriate development of parking areas throughout the city; and
9. Mitigate potential adverse impacts upon land uses adjacent to parking facilities.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 44), 12-6-11; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 244), 5-6-14)

Editor's note— Ord. No. 2736, § 1, adopted Mar. 7, 1995, did not specifically repeal §§ 9.100—9.104, which pertained to off-street parking; hence, §§ 9.100—9.108 adopted in said ordinance have been treated as superseding former §§ 9.100—9.104.

Sec. 9.102. - Applications of and exemptions from parking.

- A. *Additions and change of occupancy.* The standards for providing on-site parking shall apply at the time of the erection of any main building or when on-site parking is established. These standards shall also be complied with when an existing building is altered or enlarged by the addition of dwelling units or guest rooms or where the use is intensified by a change of occupancy or by the addition of floor area, seating capacity, or seats.
- B. *Required parking must be maintained.* Required on-site parking spaces shall be maintained so long as the main building or use remains.
- C. *Nonconforming parking.* Where vehicle parking space is provided and maintained in connection with a main building or use at the time this ordinance became effective and is insufficient to meet the requirements for the use with which it is associated, or where no such parking has been provided, then said building or structure may be enlarged or extended only if vehicle parking spaces are provided for said enlargement, extension or addition, to the standards set forth in the district regulations. No existing parking may be counted as meeting this requirement unless it exceeds the requirements for the original building and then only that excess portion may be counted.

Any commercial property which provides sufficient parking spaces to supply at least fifty (50) percent of the requirement for the property and which is destroyed by fire, hurricane, flood, or other act of God, may be restored to its original use and building outline, provided the floor area is not increased, without conforming to the parking requirements of this ordinance.

- D. *Building permits.* No building permit shall be issued until parking requirements have been satisfied. Off-street parking required by this Zoning Ordinance shall not be located within the right-of-way of a street or alley.
- E. *Counting flexible units.* Whenever a residential building is designed so that it can be used for separate apartments or guest rooms under the City of Scottsdale Building Code, the vehicle parking requirements shall be based upon the highest possible number of dwelling units or guest rooms obtainable from any such arrangement.
- F. *Application to multiple tenant developments.* Where there is a combination of uses, the minimum required number of on-site parking spaces shall be the sum of the requirements of the individual uses, unless otherwise considered a mixed use development, mixed use commercial center, or as provided per Section 9.104.E. and F. If, in the opinion of the Zoning Administrator, the uses would not be operated simultaneously, the number of vehicle parking spaces shall be determined by the use with the highest parking demand.
- G. *Free parking in the Downtown Area.* Required parking for developments within the Downtown Area shall be provided at no cost to the patrons, employees, residents, or their guests of the development. If the required parking of a development, which the required parking is on the same site as the development, is only available through the use of a valet services, the valet service shall be provided at no cost to the user.
- H. *Prohibited uses of parking areas.*
 - 1. Parking of more than 5 vehicles on any unimproved lot is prohibited, except when used for special events parking. An improved lot shall mean 1 that fulfills the requirements of Section 9.103.
 - 2. Parking or display of vehicles other than in designated and improved areas shall be prohibited.
 - 3. Required parking spaces shall not be used for product display or advertising.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 103), 11-9-10; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 45), 12-6-11; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, § 95), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 245), 5-6-14; Ord. No. 4265, § 1, 6-21-16)

Sec. 9.103. - Parking requirements.

- A. *General requirement.* Except as provided in Sections 9.103.B, 9.104, 9.107, and 9.108, and subsections therein, each use of land shall provide the number of parking spaces indicated for that use in Table 9.103.A. and Section 9.105.
- B. *Requirement in the Downtown Area.* Except as provided in Sections 9.104, 9.107, and 9.108, and subsections therein each use of land in the Downtown Area shall provide the number of parking spaces indicated for that use in Table 9.103.b. and Section 9.105. Those uses that are not specifically listed in Table 9.103.B. shall provide the number of parking spaces indicated for that use in Table 9.103.A.
- C. *Required bicycle parking.* Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provide bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces; and after July 9, 2010, new development shall provide, at a minimum, two (2) bicycle parking spaces. No use shall be required to provide more than one hundred (100) bicycle parking spaces.
 - 1. Subject to the approval of the Zoning Administrator, in the Downtown Area, bicycle parking spaces may be provided within a common location that is obvious and convenient for the bicyclist, does not encroach into adjacent pedestrian pathways or landscape areas, and the location shall be open to view for natural surveillance by pedestrians. Such common bicycle parking areas shall be subject to the approval of the Zoning Administrator.
- D. *Bicycle parking facilities design.* Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the bicyclist can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. The stationary object shall generally conform to the Design Standards & Policies Manual. The Zoning Administrator may

approve alternative designs. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to Section 9.104.C., Credit for bicycle parking facilities.

- E. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the Zoning Administrator. Subject to the Design Standards & Policies Manual and the following criteria:
 1. Goals of the City with regard to transit ridership along the route on which the transportation facility is located.
 2. Distance from other transportation facilities with parking.
- F. *Fractions shall be rounded.*
 1. When any calculation for the required parking results in a fraction of a parking space, the fraction shall be rounded up to the next greater whole number.
 2. When any calculation for the provided parking results in a fraction of a parking space, the fraction shall be rounded down to the next greater whole number.
 3. When any calculation of a Parking P-3 District credit, improvement district credit, or in-lieu parking credit results in a fraction of a credit, the fraction shall not be rounded.
- G. *Interpreting requirements for analogous uses.* The Zoning Administrator shall determine the number of spaces required for analogous uses. In making this determination, the Zoning Administrator shall consider the following:
 1. The number of parking spaces required for a use listed in Table 9.103.A., or Table 9.103.B., that is similar to the proposed use;
 2. An appropriate variable by which to calculate parking for the proposed use; for example, building square footage or number of employees;
 3. Parking data from the same use on a different site or from a similar use on a similar site;
 4. Parking data from professional publications such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI);
- H. *Additional requirements for company vehicles.* When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in addition to those otherwise required by this Zoning Ordinance. Before a building permit is issued the number of spaces to be used for vehicle storage shall be shown on the plans. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.

Table 9.103.A. Schedule of Parking Requirements

Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces required for ancillary uses such as but not limited to game centers and pool halls.
Arts festivals, seasonal	<p>A. One (1) space for each two hundred (200) square feet of indoor public floor area, other than public restaurant space.</p> <p>B. Restaurant at seasonal arts festivals shall be provided parking in accordance with table 9.103.a.</p>

Banks/financial institutions	One (1) space per two hundred fifty (250) square feet gross floor area.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per sixty (60) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	A. One (1) space per eighty (80) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Boardinghouses, lodging houses, and other such uses	One (1) parking space for each one (1) guest room or dwelling unit.
Bowling alleys	Four (4) parking spaces for each lane, plus two (2) parking spaces for any pool table, plus one (1) parking space for every five (5) audience seats.
Carwash	Four (4) spaces per bay or stall plus one (1) space per employee plus ten (10) stacking spaces.
Churches and places of worship	A. With fixed seating. One (1) space per four (4) seats in main sanctuary, or auditorium, and c below; or B. Without fixed seating. One (1) space for each thirty (30) square feet of gross floor area in main sanctuary and c below. C. One (1) space per each three hundred (300) square feet gross floor area of classrooms and other meeting areas.
Club/lodge, civic and social organizations	One (1) space per two hundred fifty (250) square feet gross floor area.
College/university	One (1) space per two (2) employees plus one (1) space per four (4) students, based on projected maximum enrollment.
Community or recreation buildings	One (1) parking space for each two hundred (200) square feet of gross floor area.

Conference and meeting facilities, or similar facilities	A. One (1) parking space for every five (5) seats, if seats are fixed, and/or B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.
Cultural institutions and museums	One (1) space per three hundred (300) square feet gross floor area.
Dance halls, skating rinks, and similar indoor recreational uses	One (1) parking space for each three hundred (300) square feet of gross floor area in the building.
Dance/music/and professional schools	One (1) space per two hundred (200) square feet of gross floor area classroom area.
Day care center	One (1) parking space for each employee; plus one (1) space for every fifteen (15) students, plus one (1) space for each company vehicle as per Section 9.103.H., additional requirements for company vehicles.
Dry cleaners	One (1) space per two hundred fifty (250) square feet gross floor area.
Dwellings, multiple-family	Parking spaces per dwelling unit at the rate of: efficiency units 1.25 one-bedroom 1.3 two-bedrooms 1.7 three (3) or more bedrooms 1.9
Dwellings, single- and two-family and townhouses	Two (2) spaces per unit.
Elementary schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) square feet of gross floor area in office areas.
Funeral homes and funeral services	A. One (1) parking space for every two (2) permanent seats provided in the main auditorium; and B. One (1) parking space for every thirty (30) square feet of gross floor area public assembly area.

Furniture, home improvement, and appliance stores	<p>A. Uses up to fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet gross floor area; or</p> <p>B. Uses over fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet for the first fifteen thousand (15,000) square feet of gross floor area, and one (1) space per eight hundred (800) square feet area over the first fifteen thousand (15,000) square feet of gross floor area</p>
Galleries	One (1) space per five hundred (500) square feet of gross floor area.
Game centers	One (1) space per one hundred (100) square feet gross floor area.
Gas station	Three (3) spaces per service bay and one (1) space per 250 square feet of accessory retail sales gross floor area. Each service bay counts for one (1) of the required parking spaces.
Golf course	One (1) parking space for each two hundred (200) square feet of gross floor area in any main building plus one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.
Grocery or supermarket	One (1) space per three hundred (300) square feet gross floor area.
Health or fitness studio, and indoor recreational uses	<p>A. Building area less than, or equal to, 3,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p> <p>B. Building area greater than 3,000 square feet of gross floor area, and less than 10,000 square feet of gross floor area: one space per 150 square feet of gross floor area.</p> <p>C. Building areas equal to, or greater than, 10,000 square feet of gross floor area, and less than 20,000 square feet of gross floor area: one space per 200 square feet of gross floor area.</p> <p>D. Building areas equal to, or greater than, 20,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p>

High schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Hospitals	One and one half (1.5) parking spaces for each one (1) bed.
Internalized community storage	One (1) parking space for each two thousand five hundred (2,500) square feet of gross floor area.
Library	One (1) space per three hundred (300) square feet gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	A. With fixed seating. One (1) parking space for two and one-half (2.5) seats. B. Without fixed seating. One (1) parking space for every sixty (60) square feet of gross floor area of an establishment that does not contain fixed seating.
Manufactured home park	One and one-half parking spaces per manufactured home space.
Manufacturing and industrial uses	One (1) parking space for each five hundred (500) square feet of gross floor area.
Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 250 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	One (1) space per three hundred (300) square feet of gross floor area.
Mixed-use developments	A. One (1) space per three hundred twenty-five (325) square feet of gross floor area of nonresidential area; B. Multiple-family residential uses shall be parked at the ratios of the dwellings, multiple-family in other districts requirements, herein.
Office, all other	One (1) space per three hundred (300) square feet gross floor area.
Offices (government, medical/dental and clinics)	One (1) space per two hundred fifty (250) square feet of gross floor area.

Parks	Three (3) parking spaces for each acre of park area.
Personal care services	One (1) space per two hundred fifty (250) square feet gross floor area.
Plant nurseries, building materials yards, equipment rental or sales yards and similar uses	One (1) parking space for each three hundred (300) square feet gross site area of sales and display area.
Pool hall	Two (2) spaces per pool table.
Postal station(s)	One (1) parking space for each two hundred (200) square feet of gross floor area.
Radio/TV/studio	One (1) space per five hundred (500) square feet gross floor area, plus one (1) space per company vehicle, as per Section 9.103.H., additional requirements for company vehicles.
Ranches	One (1) space per every two (2) horse stalls.
Residential health care facilities	A. Specialized care facilities—0.7 parking space for each bed. B. Minimal care facilities—1.25 parking spaces for each dwelling unit.
Restaurants with live entertainment	A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area; and B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded. C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per sixty (60) square feet of gross floor area, plus patio requirements above.

Restaurants	<p>A. One (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) square gross feet of outdoor patio area is excluded.</p>
Retail	One (1) space per two hundred fifty (250) square feet of gross floor area.
Retail, in a PCoC zoning district without arterial street frontage	One (1) space per three hundred (300) square feet gross floor area.
Stables, commercial	Adequate parking for daily activities shall be provided as determined by the Zoning Administrator.
Swimming pool or natatorium	One (1) space per one thousand (1,000) square feet gross floor area.
Tennis clubs	One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court. The property owner shall provide additional parking spaces as necessary for tournaments, shows or special events.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in PNC, PCC, PCP, PRC, or PUD zoning districts	One (1) space per ten (10) seats.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in other districts	One (1) parking space per four (4) seats.
Trailhead - gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Trailhead - local	None required.
Trailhead - major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.
Trailhead - minor community	Fifty (50) to one hundred (100) spaces.

Transportation facilities	Required parking shall be determined by the Zoning Administrator per Section 9.103.E., Calculating required parking for transportation facilities.
Transportation uses	Parking spaces required shall be determined by the Zoning Administrator.
Travel accommodations	One (1.25) parking spaces for each one (1) guest room or dwelling unit.
Travel accommodations with conference and meeting facilities, or similar facilities	The travel accommodation requirements above. A. Travel accommodations with auxiliary commercial uses (free standing buildings) requirements above. B. One (1) parking space for every five (5) seats, if seats are fixed, and/or C. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.
Travel accommodations, with auxiliary commercial uses (free standing buildings)	A. The travel accommodation requirements above. B. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance uses parking requirements herein this table. C. All other free standing commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area.
Vehicle leasing, rental, or sales (parking plans submitted for vehicle sales shall illustrate the parking spaces allocated for each of A, B, and C.)	A. One employee parking space per 200 square feet of gross floor area, B. One employee parking space per 20 outdoor vehicular display spaces, and C. One patron parking space per 20 outdoor vehicular display spaces.
Veterinary services	One (1) space per three hundred (300) square feet gross floor area.
Warehouses, mini	One (1) space per three hundred (300) square feet of gross floor area of administrative office space, plus one (1) space per each fifty (50) storage spaces.
Warehousing, wholesaling establishments, or separate storage buildings.	One (1) parking space for each eight hundred (800) square feet of gross floor area.

Western theme park	Total of all spaces required for the various uses of the theme park, may apply for a reduction in required parking per <u>Section 9.104</u> , Programs and incentives to reduce parking requirements.
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Table 9.103.B. Schedule of Parking Requirements in the Downtown Area

Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	<p>A. One (1) space per eighty (80) square feet of gross floor area; and</p> <p>B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.</p>
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	<p>A. One (1) space per one-hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.</p>
Dwellings, multi-family	<p>A. One parking space per dwelling unit for units with one bedroom or less.</p> <p>B. Two parking spaces per dwelling unit, for units with more than one bedroom.</p>
Financial intuitions	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
Fitness studio (no larger than 3,000 gross square feet)	<p>A. One (1) space per three hundred (300) square feet of gross floor area.</p> <p>B. A fitness studio larger than 3,000 gross square feet shall comply with Table 9.103.a.</p>
Galleries	One (1) space per three hundred (500) square feet of gross floor area.

Live entertainment (not including bars, restaurants, and performing arts theaters)	<p>A. With fixed seating. One (1) parking space for two and one-half (2.5) seats.</p> <p>B. Without fixed seating. One (1) parking space for every eighty (80) square feet of gross floor area of an establishment that does not contain fixed seating.</p>
Medical and diagnostic laboratories	One (1) space per three hundred (300) square feet of gross floor area.
<p>Mixed-use commercial centers</p> <p>In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 300 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.</p>	One (1) space per three hundred fifty (350) square feet of gross floor area.
Mixed-use developments	<p>A. One space per <u>350</u> square feet of gross floor area of nonresidential area; plus</p> <p>B. Parking spaces required for multiple-family dwellings as shown in this table, except as provided in Section 9.104.H.3.d.</p>
Office, including government and medical/dental offices and clinics	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
Performing arts theaters	One (1) parking space per ten (10) seats.
Restaurants that serve breakfast and/or lunch only, or the primary business is desserts, bakeries, and/or coffee/tea or non-alcoholic beverage	<p>A. One (1) parking space for each four hundred (400) square feet of gross floor area; and</p> <p>B. One (1) space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor public floor area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.</p>

<p>Restaurants, including restaurants with a micro-brewery/distillery as an accessory use.</p>	<p>A. One (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.</p>
<p>Restaurants, including restaurants with a micro-brewery/distillery as an accessory use, and with live entertainment</p>	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is greater than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area, plus patio requirements above at all times.</p>
<p>Retail, personal care services, dry cleaners, and tattoo parlors</p>	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>

Work/live	<p>A. The required parking shall be based on the area of commercial uses, per Table 9.103.B and when applicable, Table 9.103.A.</p> <p>B. In addition to the parking requirement for the commercial area, parking shall be provide in accordance with the dwellings, multi-family and co-housing parking requirement for developments containing more than one (1) dwelling unit, excluding the first unit (except as provided in Section 9.104.H.3.d).</p>
All other uses	As specified Table 9.103.A.

Note: 1. Type 1 and Type 2 Areas are locations of the Downtown Area described by the Downtown Plan.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3048, § 2, 10-7-97; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3879, § 1(Exh. § 26), 3-2-10; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3899, § 1(Res. No. 8342, Exh. A, §§ 18, 19), 8-30-10; Ord. No. 3920, § 1(Exh. §§ 104—109), 11-9-10; Ord. No. 3926, § 1(Exh. § 13), 2-15-11; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 46), 12-6-11; Ord. No. 3992, § 1(Res. No. 8922, Exh. A, § 17), 1-24-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 17—23), 6-18-13; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, §§ 96—98), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 246—249), 5-6-14; Ord. No. 4265, § 1, 6-21-16)

Sec. 9.104. - Programs and incentives to reduce parking requirements.

The following programs and incentives are provided to permit reduced parking requirements in the locations and situations outlined herein where the basic parking requirements of this Zoning Ordinance would be excessive or detrimental to goals and policies of the city relating to mass transit and other alternative modes of transportation.

- A. *Administration of parking reductions.* Programs and incentives which reduce parking requirements may be applied individually or jointly to properties and developments. Where reductions are allowed, the number of required parking spaces which are eliminated shall be accounted for both in total and by the program, incentive or credit which is applied. The record of such reductions shall be kept on the site plan within the project review file. Additionally, the reductions and manner in which they were applied shall be transmitted in writing to the property owner.
- B. *Credit for on-street parking.* Wherever on-street angle parking is provided in the improvement of a street, credit toward on-site parking requirements shall be granted at the rate of one (1) on-site space per every twenty-five (25) feet of frontage, excluding the following:
1. Frontage on an arterial, major arterial or expressway as designated in the Transportation Master Plan.
 2. Frontage on a street that is planned to be less than fifty-five (55) feet wide curb-to-curb.
 3. Frontage within twenty (20) feet of a corner.
 4. Frontage within ten (10) feet of each side of a driveway or alley.
 5. Frontage within a fire hydrant zone or other emergency access zone.
 6. Locations within the Downtown Area.
- C. *Credit for bicycle parking facilities.*
1. *Purpose.* The City of Scottsdale, in keeping with the federal and Maricopa County Clean Air Acts, wishes to encourage the use of alternative transportation modes such as the bicycle instead of the private vehicle.

Reducing the number of vehicular parking spaces in favor of bicycle parking spaces helps to attain the standards of the Clean Air Act, to reduce impervious surfaces, and to save on land and development costs.

2. *Performance standards.* The Zoning Administrator may authorize credit towards on-site parking requirements for all uses except residential uses, for the provision of bicycle facilities beyond those required by this Zoning Ordinance, subject to the following guidelines:

- a. Wherever bicycle parking is provided beyond the amount required per Section 9.103.C., required bicycle parking, credit toward required on-site vehicular parking may be granted pursuant to the following:
 - i. Downtown Area: one (1) vehicular space per eight (8) bicycle spaces.
 - ii. All other zoning districts: one (1) vehicular space per ten (10) bicycle spaces.

- b. Wherever bicycle parking facilities exceed the minimum security level required per Section 9.103.D., required bicycle parking, credit towards required onsite vehicular parking may be granted at a rate of one (1) vehicular space per every four (4) high-security bicycle spaces.

High-security bicycle spaces shall include those which protect against the theft of the entire bicycle and of its components and accessories by enclosure through the use of bicycle lockers, check-in facilities, monitored parking areas, or other means which provide the above level of security as approved by the Zoning Administrator.

- c. Wherever shower and changing facilities for bicyclists are provided, credit towards required on-site vehicular parking may be granted at the rate of two (2) vehicular spaces per one (1) shower.

- d. The number of vehicular spaces required Table 9.103.A., or when applicable Table 9.103.B., shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less.

- D. *Credit for participation in a joint parking improvement project.* After April 7, 1995, no new joint parking improvement projects shall be designated in the City of Scottsdale. Existing joint parking improvement projects may continue to exist, subject to the standards under which they were established.

The joint parking improvement project was a program through which a group of property owners with mixed land uses including an area of more than three (3) blocks and at least six (6) separate ownerships could join together on a voluntary basis to form a parking improvement district, providing parking spaces equal to a minimum of thirty (30) percent of their combined requirements according to the ordinance under which they were established. Each participant property could have received credit for one and one-half (1½) times his proportioned share of the parking spaces provided. The project required that a statement be filed with the superintendent of buildings stating the number of spaces assigned to each participating property. No adjustments were to be permitted subsequent to the filing of this statement.

- E. *Mixed-use shared parking programs.*

1. Purpose. A mixed-use shared parking program is an option to reduce the total required parking in large mixed-use commercial centers and mixed-use developments in which the uses operate at different times throughout the day. The city recognizes that strict application of the required parking ratios may result in excessive parking spaces. This results in excessive pavement and impermeable surfaces and discourages the use of alternate transportation modes.
2. Applicability. A mixed-use shared parking program is an alternative to a parking master plan.
3. Procedure.
 - a. A mixed-use shared parking program may be proposed at the time a parking plan is required.
 - b. The mixed-use shared parking program may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Mixed-use shared parking plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. Alternatively, the applicant may elect to have the shared parking plan reviewed by, and subject to the

- approval of, the City Council in a public hearing.
- e. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.
4. Limitations on mixed-use shared parking.
- a. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.
- b. The total number of parking spaces required by Table 9.103.A. shall not be reduced by more than twenty (20) percent.
5. Performance standards. The Zoning Administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing on-site parking subject to the following criteria:
- a. The respective hours of operation of the uses do not overlap, as demonstrated by the application on Table 9.104.A., Schedule of Shared Parking Calculations. If one (1) or all of the land uses proposing to use joint parking facilities do not conform to one (1) of the general land use classifications in Table 9.104.A., Schedule of Shared Parking Calculations, data shall indicate there is not substantial conflict in the principal operating hours of the uses. Such data may include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI), or by a professionally prepared parking study.
- b. A parking plan shall be submitted for approval which shall show the layout of proposed parking.
- c. The property owners involved in the joint use of on-site parking facilities shall submit a written agreement subject to City approval requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.

Table 9.104.A Schedule of Shared Parking Calculations

General Land Use Classification	Weekdays			Weekends		
	12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.	12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.
Office and industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Restaurant and bars	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%
Churches and places of worship	0%	10%	30%	0%	100%	30%

Cinema/theater, and live entertainment	0%	70%	100%	5%	70%	100%
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How to use the schedule of shared parking. Calculate the number of parking spaces required by Table 9.103.A. for each use as if that use were free-standing (the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area, or a development that is defined as mixed-use development or mixed-use commercial center not in Downtown Area.)

Applying the applicable general land use category to each proposed use, use the percentages to calculate the number of spaces required for each time period, (six (6) time periods per use). Add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. Select the time period with the highest total parking requirement and use that total as your shared parking requirement.

F. *Parking master plan.*

1. *Purpose.* A parking master plan is presented as an option to promote the safe and efficient design of parking facilities for sites larger than two (2) acres or those sites in the Downtown Type 1 Area as designated by the Downtown Plan larger than sixty thousand (60,000) square feet. The city recognizes that strict application of the required parking standards or ratios may result in the provision of parking facilities of excessive size or numbers of parking spaces. This results in excessive pavement and impermeable surfaces and may discourage the use of alternate transportation modes. A parking master plan provides more efficient parking through the following requirements.
2. *Applicability.* The parking master plan is appropriate to alleviate problems of reuse and is also applicable as an alternative to the above mixed-use shared parking programs.
3. *Procedure.*
 - a. A parking master plan may be proposed at the time a parking plan is required.
 - b. The parking master plan may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Parking master plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.
4. *Limitations on parking master plans.*
 - a. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.
 - b. The Zoning Administrator shall only permit reductions of up to twenty (20) percent of the total parking required per Table 9.103.A.
 - c. Reductions of more than twenty (20) percent of required parking shall be subject to approval by the City Council.
5. *Elements of a parking master plan.* The contents of the parking master plan shall include:

- a. A plan, which graphically depicts where the spaces and parking structures are to be located.
 - b. A report, which demonstrates how everything shown on the plan complies with or varies from applicable standards and procedures of the City.
 - c. The plan shall show all entrances and exits for any structured parking and the relationship between parking lots or structures and the circulation master plan.
 - d. The plan, supported by the report, shall show the use, number, location, and typical dimensions of parking for various vehicle types including passenger vehicles, trucks, vehicles for mobility impaired persons, buses, other transit vehicles and bicycles.
 - e. The plan, supported by the report, shall include phasing plans for the construction of parking facilities and any interim facilities planned.
 - f. Whenever a reduction in the number of required parking spaces is requested, the required report shall be prepared by a registered civil engineer licensed to practice in the State of Arizona and shall document how any reductions were calculated and upon what assumptions such calculations were based.
 - g. Parking ratios used within the report shall be based upon uses or categories of uses already listed within Table 9.103.A., Schedule Of Parking Requirements (the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.)
 - h. Such other information as is determined by the reviewing authority to be necessary to process the parking master plan.
6. *Performance standards.* Parking shall comply with the requirements of the Zoning Ordinance as amended except where application of the following criteria can show that a modification of the standards is warranted. This shall be determined by the Zoning Administrator pending review of the materials described in Subsection 5. above.
- a. The parking master plan shall provide sufficient number and types of spaces to serve the uses identified on the site.
 - b. Adequate provisions shall be made for the safety of all parking facility users, including motorists, bicyclists and pedestrians.
 - c. Parking master plans shall be designed to minimize or alleviate traffic problems.
 - d. Parking spaces shall be located near the uses they are intended to serve.
 - e. Adequate on-site parking shall be provided during each phase of development of the district.
 - f. The plan shall provide opportunities for shared parking or for other reductions in trip generation through the adoption of Transportation Demand Management (TDM) techniques to reduce trip generation, such as car pools, van pools, bicycles, employer transit subsidies, compressed work hours, and High Occupancy Vehicle (HOV) parking preference.
 - g. Surfacing of the lot shall be dust-proof, as provided by Section 9.106.C.1.
 - h. The parking master plan shall attempt to reduce environmental problems and to further the City's compliance with the federal Clean Air Act amendments of 1990 through appropriate site planning techniques, such as but not limited to reduced impervious surfaces and pedestrian connections.
 - i. Compliance with the federal Clean Air Act amendments of 1990 shall be considered.
 - j. Reductions in the number of parking spaces should be related to significant factors such as, but not limited to:
 - i. Shared parking opportunities;
 - ii. Hours of operation;

- iii. The availability and incorporation of transit services and facilities;
 - iv. Opportunities for reduced trip generation through pedestrian circulation between mixed-uses;
 - v. Off-site traffic mitigation measures;
 - vi. Recognized variations in standards due to the scale of the facilities;
 - vii. Parking demand for a specified use; and
 - viii. The provisions of accessible parking spaces beyond those required per Section 9.105.
 - k. Reductions in the number of parking spaces for neighborhood-oriented uses may be granted at a rate of one (1) space for every existing or planned residential unit located within two (2) blocks of the proposed use, and one-half (0.5) space for every existing or planned residential unit located within four (4) blocks of the proposed use.
7. *Approval.* The property owner involved in the parking master plan shall submit a written agreement, subject to City approval, requiring that the parking facility and any associated Transportation Demand Management (TDM) techniques shall be maintained without alteration unless such alteration is authorized by the Zoning Administrator. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.

G. *Reserved.*

H. *Downtown Overlay District Program.*

1. *Purpose.* This parking program will ease the process of calculating parking supply for new buildings, remodels, or for buildings with new tenants or new building area.

This parking program consists of two (2) elements: Parking required and parking waiver.

2. *Parking required.* The amount of parking required shall be:

a. *If there is no change of parking intensity.*

- i. If there is no change of parking intensity of the land use on any lot that has a legal land use existing as of July 31, 2003, no additional parking shall be required.

b. *Parking credits.*

- i. Parking credits under this program shall be only for: parking improvement districts, permanent parking in-lieu credits, approved zoning variances for on-site parking requirements - unless the Zoning Administrator finds that the justification for the parking variance no-longer exists, and Parking P-3 District, except as provided in Section 9.104.H.2.b.i.(1). Only these parking credits shall carry forward with any lot that has parking credits as of July 31, 2003.

(1) Parking credits associated with the Parking P-3 District shall continue to apply, unless the Parking P-3 District is removed from the property.

- ii. The Downtown Overlay District does not void public agreements for parking payments of any type of parking program.
- iii. Any parking improvement district credit(s) or permanent parking in-lieu credit(s) that the lot has that are in excess of the current parking demand shall remain with the lot.
- iv. Property owners are still required to pay for any program that allowed them to meet the parking requirements.

c. *Increase in parking.*

- i. When a property's parking requirements increase above the parking requirements on July 31, 2003, the new parking requirement is calculated as follows:

$$(N - O) + T = \text{number of parking spaces required}$$

N = new (increased) parking requirement

O = old parking requirement (on July 31, 2003)

T = total of on-site and any remote parking spaces, plus any parking credits required on July 31, 2003 to meet the old parking requirement (excluding excess on-site and remote parking spaces and any excess parking credits).

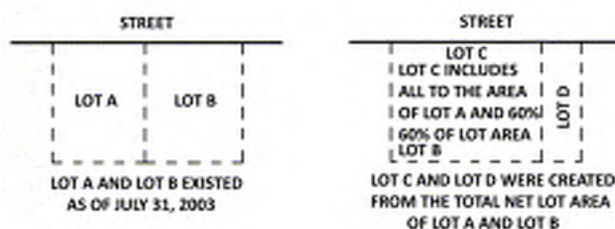
- ii. As applicable, Table 9.103.A. Table 9.103.B. shall be used to calculate N and O.
- iii. A waiver to this requirement is in Section 9.104.H.3.

3. *Parking waiver within the Downtown Overlay District.*

- a. *Purpose.* This parking waiver is designed to act as an incentive for new buildings, and for building area expansions of downtown businesses, which the expansion will have a minimal impact on parking demand.
- b. *Applicability.* Upon application, property owners may have parking requirements waived if they meet both the following criteria:
 - i. Are within the Downtown Overlay District, and/or the Downtown District; and
 - ii. The new building or the new area of a building expansion is used for retail, office, restaurant or personal care services uses allowed in the underlying district.
- c. *Limitations on this parking waiver.*
 - i. Can be used only once per lot existing as of July 31, 2003.
 - ii. Can be used for retail, office, restaurant or personal care services uses allowed in the underlying district at a ratio of one (1) space per three hundred (300) gross square feet.
 - iii. Is limited to a maximum of two thousand (2,000) gross square feet of new building, or building area expansion. The two thousand (2,000) gross square feet per lot of new building, or building area expansion may be used incrementally, but shall not exceed two thousand (2,000) gross square feet of the building size of each lot existing as of July 31, 2003.
 - (1) Except as provided in Section 9.104.H.3.c.iii.(1), a lot that is created after July 31, 2003 from more than one (1) lot that existed as of July 31, 2003 shall be allowed to utilize parking waiver as cumulative total of all lots that were incorporated into one (1) lot.
 - (2) A lot(s) that is created after July 31, 2003 from a portion of a lot(s) that existed as of July 31, 2003 shall be entitled to a waiver of area, as described in section 9.104.H.3.c.iii., based on the pro-rata portion of the net lot that was split from the existing lot(s) and incorporated into the new lot(s). For example:

As shown in Figure 9.104.A., Lot A and Lot B are reconfigured into two (2) new lot configurations, Lot C and Lot D. Lot C now includes all of the net lot area of Lot A and sixty (60) percent of the net lot area of Lot B. Lot C is entitled to the all of the waiver of Lot A and sixty (60) percent of the waiver of Lot B. Lot D is entitled only to forty (40) percent of the waiver of Lot B.

FIGURE 9.104.A.

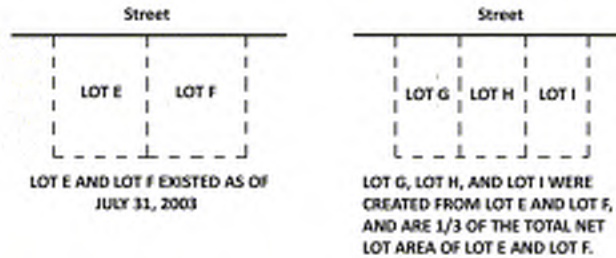


Therefore, Lot C's wavier would be three thousand two hundred (3,200) square feet of new building, or building area expansion; and Lot D's wavier would be eight hundred (800) square feet of new building, or building area expansion.

Another example may be:

As shown in Figure 9.104.B., Lot E and Lot F are reconfigured into three (3) new lots, Lot G, Lot H, and Lots I. Lot G, Lot H, and Lots I are each equal to one-third ($1/3$) of the total net lot area of Lot E and Lot F. therefore, Lot G, Lot H, AND Lots I each are entitled to one-third ($1/3$) of the total wavier that is allowed for Lot E and Lot F.

FIGURE 9.104.B.



Therefore, Lot G's, Lot H's, and Lot I's waiver each would be one thousand three hundred thirty-three and one-third (1,333.33) square feet of new building, or building area expansion.

iv. Cannot be used on land that issued to meet a property's current parking requirement unless the same number of physical parking spaces are replaced elsewhere on site, or through the purchase of permanent in-lieu parking credits.

d. *Residential addition parking waiver.* No additional parking is required for up to four new dwelling units that are added to a development as part of a 2,000 square foot (or smaller) nonresidential gross floor area expansion.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3520, § 1, 7-1-03; Ord. No. 3543, § 1(Exh. 1), 12-9-03; Ord. No. 3774, § 2, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. §§ 110—114), 11-9-10; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 47), 12-6-11; Ord. No. 4005, § 1(Res. No. 8947, Exh. A, § 199, 200), 4-3-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 24, 25), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 250—261), 5-6-14)

Sec. 9.105. - Mobility impaired accessible spaces.

- A. *Purpose.* The City encourages all development to provide adequate facilities for accessibility to people with mobility impairments covered by the Americans with Disabilities Act (ADA) and the Fair Housing Act (FHA), as amended.
- B. *Required accessible parking spaces.*
1. Accessible parking spaces for any building or use shall conform to the ADA, FHA and Article IX.
 2. Outpatient facilities in a hospital. Minimum: ten (10) percent of the provided parking.
 3. Rehabilitation facilities specializing in treating mobility impairments. Minimum: twenty (20) percent of the provided parking.
 4. Other uses. Minimum: four (4) percent of the provided parking.
- C. *Reductions in the required accessible parking spaces.*
1. To reduce the number of accessible parking spaces, the property owner shall submit a development application to the Zoning Administrator, including the following:

- a. A report indicating the actual demand for the number of accessible parking spaces in the development project, a
 - b. Any other information requested by the Zoning Administrator.
2. The Zoning Administrator may approve a reduction in the required accessible parking spaces, if:
 - a. The development project provides over five hundred (500) parking spaces;
 - b. The development project includes major employment use(s);
 - c. The development project is within six hundred (600) feet of a public transit route and stop;
 - d. The development project has minimal direct daily visitors;
 - e. The reduced demand for accessible parking spaces is supported by the request; and
 - f. The request is supported by other relevant information determined by the Zoning Administrator.
 3. The accessible parking spaces required shall not be less than two (2) percent of the provided parking spaces, or as required by ADA, whichever results in more accessible parking spaces.
- D. *Existing developments.*
1. The location and any restriping of accessible parking spaces shall comply with the approved site plan, and applicable ADA and FHA requirements.
 2. Reconfiguring any onsite parking shall be subject to City approval. All reconfigured accessible parking spaces shall conform with Article IX. and the Design Standards & Policies Manual.
- E. *Location of accessible spaces.*
1. Each accessible parking space shall be located adjacent to the shortest route to the accessible building entrance used by the public.
 2. Accessible parking spaces shall be dispersed, but located nearest to accessible entrances, for any building with multiple accessible entrances.
 3. Accessible parking spaces shall be dispersed, but located nearest to accessible entrances, throughout a development project with multiple buildings.
 4. The minimum width of the accessible route shall conform to the ADA, FHA and the Design Standards and Policies Manual.
 5. Accessible parking in a parking structure or podium parking may be provided on one level adjacent to the shortest route to the accessible building entrance.
 6. Where a development project provides fewer than five (5) on-site parking spaces accessed from an alley, the Zoning Administrator may approve a nearby on-street accessible parking space upon finding the space affords:
 - a. Greater accessibility to the accessible building entrance, and
 - b. Greater convenience.
- F. *Standards.* Accessible parking spaces and access aisles shall conform to the Design Standards & Policies Manual, and the following:
1. Minimum accessible parking space width: eleven (11) feet.
 2. Minimum accessible parking space length: In accordance with Section 9.106.
 3. Access aisle width: five (5) feet.
 4. Two (2) adjacent accessible parking spaces may share an access aisle.
- G. *Identification.* Identification, signage and markings of the accessible parking spaces, access aisles and access routes shall conform to the ADA, FHA, and the Design Standards and Policies Manual.
- H. *Slope.*
1. Maximum slope of a ramp from the access aisle to a sidewalk: 1:12 ratio.
 2. Maximum slope and cross slope of the access aisle and route: 1:50 ratio.
- I. *Accessible tenant covered parking, podium parking, and parking structure parking spaces for multiple dwelling*

development projects.

1. Minimum: the same percentage as non-accessible tenant covered, podium parking, and parking structure parking spaces.
- J. *Accessible separate garage parking for multiple dwelling development projects.*
1. Where separate garages for the dwelling units are provided in a multiple dwelling development project, the site plan shall designate which garages are adaptable for accessible parking.
 2. Minimum: the same percentage as non-accessible separate garages.
 3. The dimensions of each accessible parking space and access aisle shall comply with Article IX.
- K. *Accessible covered parking, garage, podium parking, and parking structure parking for visitors of multiple dwelling development projects.*
1. Minimum: the same percentage as non-accessible covered parking, garage, podium parking, and parking structure parking spaces.
- L. *Common covered accessible parking for employees.* The property owner shall provide accessible covered parking space(s) upon request from an employee that is employed by an establishment on the property if the property owner provides non-accessible common covered parking.
- M. *Accessible non-residential covered parking, garage, podium parking, and parking structure parking.*
1. Minimum: the same percentage as non-accessible covered parking, garage, podium parking, and parking structure parking spaces.
- N. *Reasonable accommodations.* Property with a parking structure or podium parking that was permitted before January 26, 1992 with a Certificate of Occupancy issued before January 26, 1993, and which is unable to provide accessible parking within the parking structure or podium parking due to structural or other reasonable limitations, shall provide reasonable accommodations on the property for accessible covered parking, subject to the Zoning Administrator's approval.
- O. *Vertical clearance.* In addition to ADA and FHA requirements:
1. Minimum accessible parking space vertical clearance: eight (8) feet two (2) inches.
 2. Minimum vehicular drive aisle vertical clearance to and from covered parking, garage, podium parking, and parking structure accessible parking space(s): eight (8) feet two (2) inches.
- P. *Passenger loading zones.* Passenger loading zones shall conform to the ADA, FHA and the Design Standards and Policies Manual.
- Q. The ADA, FHA, and Section 504 of the Rehabilitation Act of 1973, as amended, apply if any part of this Section 9.105 is determined unenforceable.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 115), 11-9-10; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, § 99), 11-19-13)

Sec. 9.106. - Design standards for public and private on-site ingress, egress, maneuvering and parking areas.

A. *Standard Parking space dimension.*

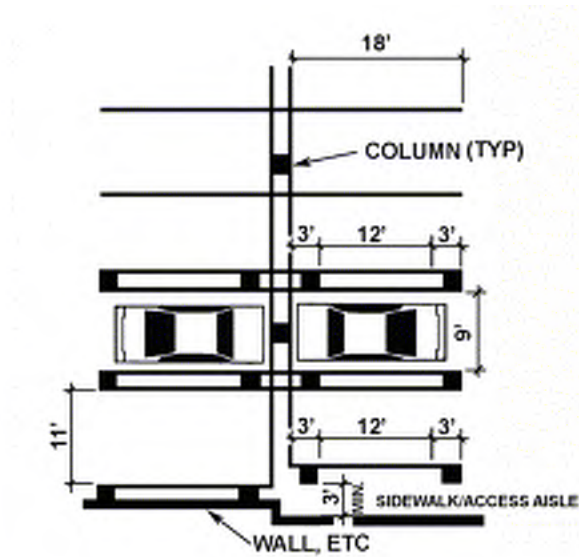
1. *Vehicular.*

- a. Except for parallel parking spaces, as indicated below, and in Table 9.106.A. parking spaces shall have a minimum width of nine (9) feet and a minimum length of eighteen (18) feet. Parallel parking spaces shall have a minimum width of nine (9) feet and a minimum length of twenty-one (21) feet.
 - i. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space is adjacent to a wall, column, or other obstruction, except as provided in Sections 9.106.A.1.a.ii. and 9106.A.1.a.iii., that is taller than six (6) inches, and where a minimum three-foot wide unobstructed

pedestrian access aisle is not provided between the wall, column, or other obstruction and the parking spaces, the width of the parking space shall be increased by two (2) feet on the obstructed side, as illustrated by Figure 9.106.A.

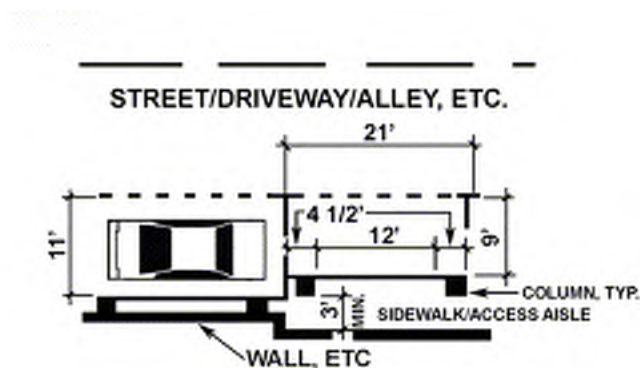
- (1). The entire required width and length of a parking space(s) shall not be obstructed by a column, or obstruction that is greater than six (6) inches in height, as illustrated by Figure 9.106.A.
- ii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space, excluding a parallel parking space, that is adjacent to a column that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front three (3) feet and rear three (3) feet of the parking space, as further illustrated by Figure 9.106.A.

FIGURE 9.106.A. Column, etc. Obstructions



- iii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parallel parking space that is adjacent to a wall, column, or other obstruction that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front four and one-half (4½) feet and rear four and one-half (4½) feet of the parking space, as further delineated by Figure 9.106.B.

Figure 9.106.B. Parallel Parking Space Side Obstructions

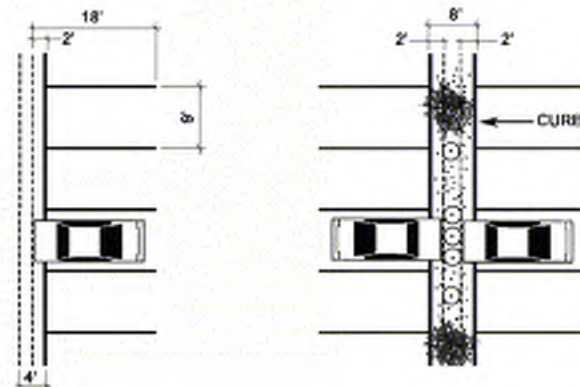


- b. As illustrated in Figure 9.106.C., the front length of the space may over-hang a curb or low planter of a maximum height of six (6) inches and a maximum depth of two (2) feet which may not be calculated as required open space, or required parking lot landscaping. If a low planter is utilized the following conditions shall be met:
 - i. Where the front of a parking stall overhangs a curb or planter on one (1) side only, the minimum width of

the planter shall be four (4) feet.

- ii. Where the front of a parking stall overhangs a curb or planter on both sides, the minimum width of the planter shall be eight (8) feet.

Figure 9.106.C. Parking Stall Overhangs



- c. Where special circumstances exist, such as, but not limited to, a lot size, the Development Review Board may approve parking space sizes different from the requirements of the sections of 9.106.A.1. and Table 9.106.A.; but may not approve aisle sizes different from the requirements of Table 9.106.A.
- 2. *Bicycle.* Bicycle parking spaces shall have a minimum width of two (2) feet and a minimum length of six (6) feet, unless the spaces are provided by a pre-manufactured bicycle rack or locker which differ from this dimension, in which case the dimension of the pre-manufactured rack or locker shall suffice.
- B. *Parking layout.* Minimum layout dimensions are established in Table 9.106.A. and Figure 9.106.D. which shall apply to all off-street parking areas with the exception that parking spaces accessed by an alley shall require a minimum of ten (10) feet from the back of the space to the alley centerline.

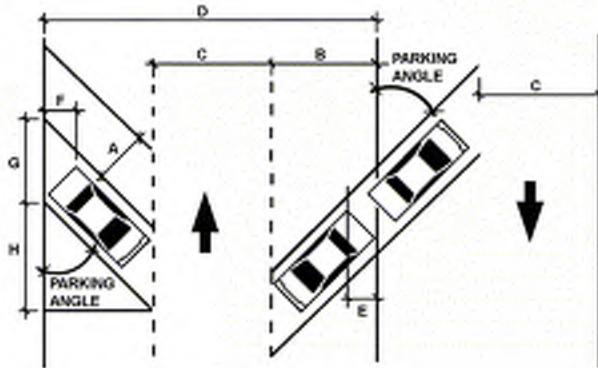
Table 9.106.A. On-Site Parking Dimensions								
Angle	Stall Width (A) ^{1,3}	Vehicle Projection (B) ¹	Aisle (C)* ^{1,2}	Typical Module (D) ¹	Interlock Reduction (E) ¹	Overhang (F) ¹	Curb Length (G) ¹	End of Row Waste (H) ¹
0°	21	9.0	12.0	40.0	0	0	21.0	—
45°	9.0	19.1	12.0	50.2	6.4	1.4	12.7	19.1
50°	9.0	19.6	14.5	53.7	5.8	1.5	11.7	16.4
55°	9.0	19.9	16.0	55.8	5.2	1.6	11.0	13.9
60°	9.0	20.1	18.0	58.2	4.5	1.7	10.4	11.6
65°	9.0	20.1	20.0	60.2	3.8	1.8	9.9	9.4
70°	9.0	20.0	22.0	62.0	3.1	1.9	9.6	7.3
75°	9.0	19.7	24.0	63.4	2.3	1.9	9.3	5.3

90°	9.0	18.0	24.0	60.0	0	2.0	9.0	0
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Note:

1. All measurements are in feet.
2. No two-way drive aisle shall be less than twenty-four (24) feet in width.
3. An accessible parking stall width and access aisle shall comply with Section 9.105.E.

Figure 9.106.D.



C. *Design and improvement standards.*

1. *Vehicular.*

- a. Residential uses with up to four (4) units: parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater, shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained by surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
- b. Nonresidential uses and residential uses with more than four (4) units: parking, maneuvering, ingress and egress areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained with regard to:
 - i. Grading and drainage.
 - ii. Surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
 - iii. Parking stall layout and markings.
 - iv. Protective pipes at driveway entrances.
 - v. Curbs, barriers and wheel stops. This requirement shall not apply within the taxilane safety area.
 - vi. Directional signs.
- c. Nonresidential uses and residential uses with more than four (4) units: parking areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall meet the following standards:
 - i. The parking lot shall be designed so that vehicles exiting therefrom will not be required to back out

across any sidewalk or street.

- ii. Except as permitted in Section 9.106.C.1.c.ii.(1). All required on-site parking spaces shall be accessed directly from a drive aisle, alley or driveway. All on-site parking facilities shall be provided with appropriate means of vehicular access to a public street.
 - (1) Residential parking space may be provided in a two (2) parking space tandem configuration if the tandem spaces are allocated to the same residential dwelling. Tandem parking spaces shall be accessed directly from a drive aisle, alley or driveway.
 - iii. All parking lots shall be illuminated in accordance with Section 7.600, Outdoor Lighting, or as determined by the Development Review Board.
 - iv. Illumination of an on-site parking area shall be arranged so as not to reflect direct rays of light into adjacent residential districts and streets. In no case shall such lighting cause more than one (1) footcandle of light to fall on adjacent properties as measured horizontally at the lot line, or as approved by the Development Review Board. Shields shall be used where necessary to prevent exposure of adjacent properties.
 - v. Any wall, fence or landscaping provided shall be adequately protected from damage by vehicles using the parking lot and shall be properly maintained and kept in good repair at all times.
- d. The effective dates for the improvement standards regarding surfacing set forth in this section shall be:
- i. October 1, 2008 for parking, maneuvering, ingress and egress areas for industrial, commercial, and nonresidential uses, and residential uses with more than four (4) units; and
 - ii. October 1, 2009 for parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater.
2. *Bicycle.*
- a. The type of bicycle parking facility provided shall be determined according to the requirements of Section 9.103.C., Required bicycle parking, and Section 9.104.C, Credit for bicycle parking facilities.
 - b. Bicycle facilities shall be located on the same site as the generating land use and within fifty (50) feet of the building entrance in a location which does not extend into pedestrian sidewalks or vehicular traffic lanes.
 - c. Lighting shall be provided along the access route from the bicycle facility to the building if the route is not completely visible from lighting on the adjacent sidewalks or vehicular parking facilities. Such lighting shall be provided in accordance with Section 7.600, Outdoor Lighting, or as determined by the Development Review Board.
3. *Covered parking.*
- a. No covered parking shall be allowed in a required yard or building setback.
- D. *Driveway parking prohibited except in residential districts.* Except in residential districts, parking in driveways connecting the public right-of-way with a parking area or garage shall not be permitted on or adjacent to the driveway.
- E. *Landscape design.*
1. Parking lot landscaping and landscape islands shall be provided in accordance with Article X.
 2. Parking structures fronting on a public street shall include pedestrian-related amenities such as sitting areas, planters, and visually-interesting wall surfaces at the street level along the street frontage, subject to design approval by the Development Review Board.
- F. *Screening.*
1. Parking lot areas and on-site vehicular circulation (including drive-throughs and drive-ins, but excluding access driveways to streets and alleys) shall be screened from all streets and alleys by a three-foot tall masonry wall or berm and/or opaque landscape materials, subject to design approval by the Development Review Board.
 2. Outdoor vehicle display areas shall be screened, subject to design approval by the Development Review Board.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 2887, § 1, 3-19-96; Ord. No. 2977, § 1, 12-17-96; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3274, § 2, 12-7-99; Ord. No. 3774, § 3, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 116), 11-9-10; Ord. No. 4005, § 1(Res. No. 8947, Exh. A, § 201), 4-3-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 26—28), 6-18-13; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, § 100), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 262), 5-6-14)

Sec. 9.107. - Remote parking.

- A. *Remote parking.* Parking off a development site is permitted under the following procedures.
- B. *Remote parking agreement.* The remote parking agreement shall be subject to approval by the Zoning Administrator and City Attorney. The document shall contain the following and be recorded against the properties where the parking and served use are located.
 1. A term of at least five (5) years, to protect the city's interests in providing long-term, stable parking for the served use.
 2. Discontinuation of the served use if the remote parking becomes unavailable.
 3. Maintenance requirements.
 4. Termination, violations and enforcement provisions.
- C. *Zoning Administrator review.* The Zoning Administrator shall consider whether the remote parking:
 1. Is within six hundred (600) feet of the property line of the served use.
 2. Is accessible to the served use by a direct, safe, continuous pedestrian way.
 3. Serves the purposes of this Zoning Ordinance.

(Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), 6-18-13)

Editor's note— Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), adopted June 18, 2013, repealed and reenacted § 9.107 in its entirety to read as herein set out. Prior to inclusion of said ordinance, said provisions pertained to locating required parking relative to the use served. See also the Code Comparative Table.

Sec. 9.108. - Special parking requirements in districts.

- A. *Planned Regional Center (PRC).* The provisions of Article IX shall apply with the following exceptions:
 1. There shall be no parking required for courtyards or other open spaces, except that those portions thereof used for sales or service activities shall provide parking as specified elsewhere by this Zoning Ordinance.
 2. Parking for dwellings shall be covered.
- B. *Theme Park District (WP).* The provisions of Article IX shall apply with the following exceptions:
 1. The number of spaces required in Table 9.103.A. may be proportionately reduced by the provision of bus parking. Bus parking provided in lieu of automobile parking spaces may account for a maximum reduction of fifty (50) percent of the spaces required in Table 9.103.A.
 2. If any bus parking is provided in lieu of automobile parking spaces, one (1) overflow automobile parking space shall be provided for each twenty-five (25) persons for whom seating is provided as indicated on the approved development plan.
- C. *Downtown.* In Type 1 Areas of the Downtown Area, all parking shall be accessed from an alley or a street adjacent to a side yard. Unless approved by the Development Review Board, there shall be no curb cuts on streets abutting a front yard within any Type 1 Area.
- D. *In-lieu parking program in the Downtown Overlay District (DO) and the Downtown District (D).*
 1. *Purpose.* The purpose of the in-lieu parking program is to assist the property owners of small properties to reinvest, develop, and redevelop to the highest and best use of the property, and to accommodate different land uses throughout the life span of a development. In addition, the purpose of the in-lieu parking program is to foster a

pedestrian-oriented environment with a sustainable urban design and character for all properties in the Downtown Area, by reducing the total number of physical parking spaces on a property. Also, as specified below, fees associated lieu parking program shall be utilized for the downtown parking program and downtown tram service.

2. *Parking requirements.* A property owner may satisfy a property's nonresidential parking requirement through the City's in-lieu parking program by an in-lieu parking payment(s) made to the City's downtown parking program enhancement account for in-lieu parking credits. The regulations of the in-lieu parking program shall not be eligible for a variance. The City shall not be obligated to approve a property owner's request to participate in the in-lieu parking program.
3. *Approvals required.*
 - a. The City Council shall determine whether or not to allow a property owner to participate in the in-lieu parking program based on the following considerations:
 - i. New development, reinvestment, or redevelopment of the property;
 - ii. The use of the property fosters a pedestrian-oriented environment with an urban design and character, and the use of public transit or the downtown tram service;
 - iii. Property size and configuration;
 - iv. The amount of public parking available to the area;
 - v. The future opportunity to provide public parking in the area; or
 - vi. Open space and public realm areas are maintained and/or parking lots convert into open space and public realm.
 - b. The Zoning Administrator may administratively approve participation in the in-lieu parking program for up to, and including five (5) in-lieu parking credits, provided that the allowance is based on the City Council considerations of Section 9.108.D.3.a. The Zoning Administrator approval shall not exceed a total of five (5) in-lieu parking credits per lot.
 - i. An appeal of the Zoning Administrator's denial for participation in-lieu parking program shall be heard by City Council.
 - (1) Appeals must be filed with the City Clerk no later than thirty (30) days after the Zoning Administrator issues any written denial for participation in-lieu parking program.
 - ii. The City Council shall evaluate an appeal, and may approve or deny participation in-lieu parking program based on the considerations specified in Section 9.108.D.3.a.
4. *In-lieu parking credit fees.* The amount of the in-lieu parking credit fee(s) shall be established by the City Council, and may include penalty fees for late payment, legal fees, administrative fees, an interest rate to account for the time value of money for the in-lieu parking installment purchase option, and any other fee the City Council deems necessary to implement the in-lieu parking program.
5. *Use of in-lieu parking fees.* The use of the in-lieu parking fees paid to the City shall be used for the operation of a downtown parking program which may include, but is not limited to, the provision and maintenance of public parking spaces, the operation of tram shuttle services linking public parking facilities and downtown activity centers, and services related to the management and regulations of public parking.
6. *In-lieu parking payments.* Fractional parking requirements may be paid for on a pro-rata basis. The property owner may purchase, or the City Council may require in-lieu parking credits to be purchased, either as permanent parking credits or as term parking credits in accordance with the following:
 - a. *Permanent in-lieu parking credits.* Parking space credits purchased under this permanent in-lieu option shall be permanently credited to the property. These parking credits may be purchased either by installment payments to the City over a fixed period of time, or by payment of a lump sum fee.
 - i. Under the lump sum purchase option, purchase shall be made by the property owner through payment of the total fee, in accordance with the procedures adopted by the Zoning Administrator and a written agreement, satisfactory to the City, with the property owner.

- ii. The installment purchase option shall require an initial cash deposit and a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly installment payments. The installment purchase agreement shall not create a payment term longer than fifteen (15) years, and shall include, but not limited to, payment procedures approved by the Zoning Administrator. Payment of the lump sum in-lieu fee, or payment of the installment purchase deposit and execution by both parties of the installment purchase agreement, shall be completed prior to the issuance of a building permit if a building permit is required, or to the issuance of a certificate of occupancy.
- b. *Monthly term in-lieu parking credits:* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking and are not permanently credited to the property. A monthly term in-lieu parking credit(s) requires a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with the agreement.
- c. *Evening-use term in-lieu parking credits.* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking, limited to uses only open for business between the hours of 5:00 p.m. and 3:00 a.m., and are not permanently credited to the property. An evening-use term in-lieu parking credit requires a written agreement satisfactory to the City binding the property owner to make monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with agreement.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3520, § 1, 7-1-03; Ord. No. 3543, § 1(Exh. 1), 12-9-03; Ord. No. 3662, § 2, 2-7-06; Ord. No. 3879, § 1(Exh. § 27), 3-2-10; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 119), 11-9-10; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 30), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 263), 5-6-14)

Sec. 9.109. - Evening-use parking.

- A. *Evening-use parking.* Evening-use parking is parking for establishments conducting business between 5:00 p.m. and 3:00 a.m.
- B. *Evening-use parking application .* The property owner of the served use shall file an application for proposed evening-use parking, including:
 - 1. A lighting plan for the parking in conformance with Article VII.
 - 2. An analysis of the location and availability of private parking spaces.
 - 3. A remote parking agreement in accordance with this article if the parking is not on the same property as the served use.
- C. *Zoning Administrator approval of evening-use parking.* The Zoning Administrator may approve an application for evening-use parking if the plans and analysis show the parking:
 - 1. Is within six hundred (600) feet of the property line of the served use.
 - 2. Is accessible to the served use by a direct, safe, continuous pedestrian way.
 - 3. Serves the purposes of this Zoning Ordinance.

(Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 31), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 264), 5-6-14)

Sec. 9.110. - High occupancy vehicle parking.

- A. Parking for carpools, vanpools, and other high occupancy vehicles shall be located nearest the main building entrance with priority over all other parking except for mobility-impaired accessible parking.

(Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 32), 6-18-13)

Sec. 9.200. - Off-Street Loading.

Sec. 9.201. - General regulations.

All buildings hereafter erected or established shall have and maintain loading space(s) as determined by Development Review Board approval as outlined in article I, Section 1.900 hereof and subject to conditions herein.

- A. No part of an alley or street shall be used for loading excepting areas designated by the city.
- B. No loading space that is provided in an approved development review shall hereafter be eliminated, reduced or converted, unless equivalent facilities are provided elsewhere.
- C. All loading space shall be surfaced and maintained subject to the standards of Section 9.106.C.1.

(Ord. No. 3225, § 1, 5-4-99; Ord. No. 3774, § 4, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10)