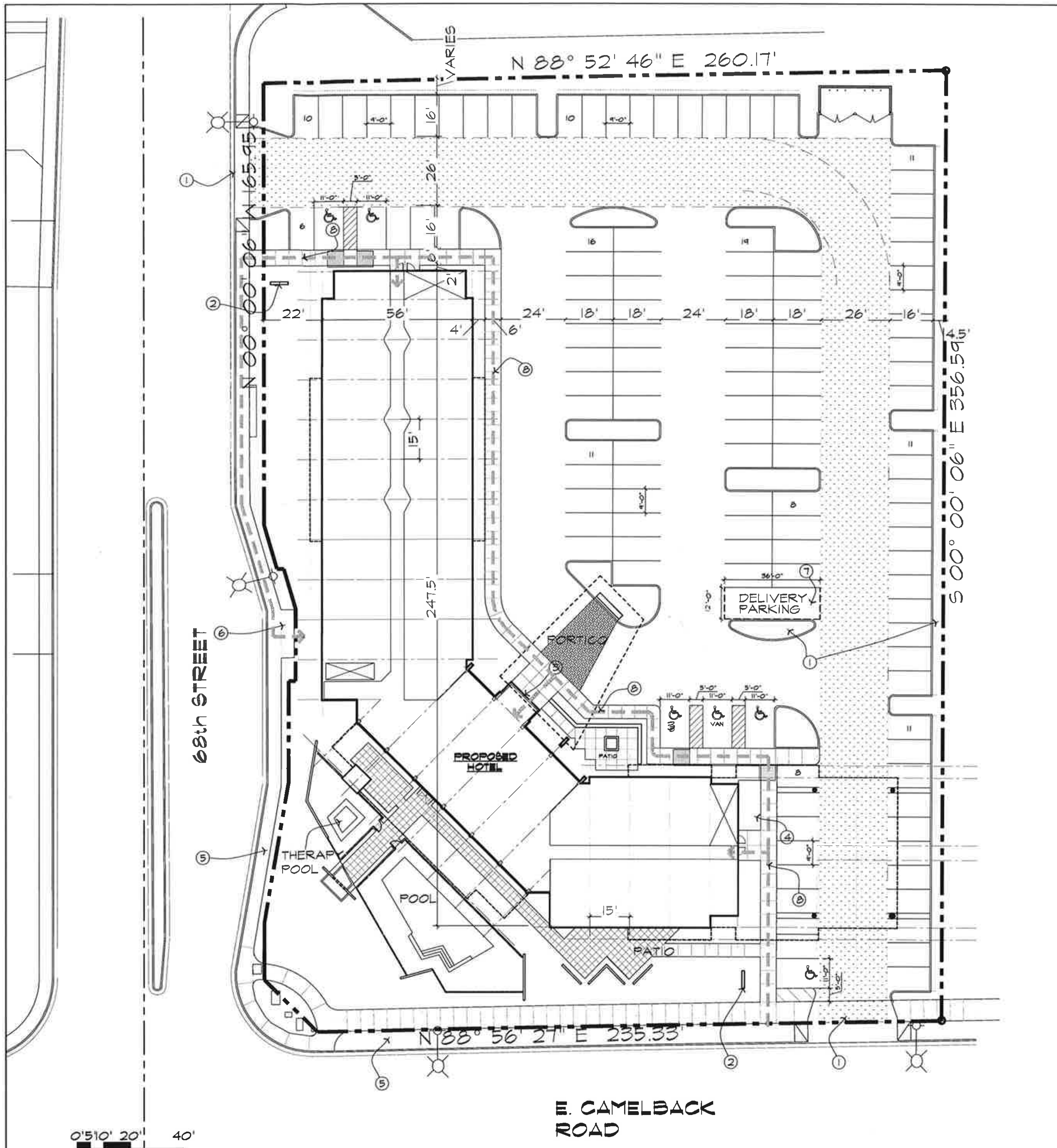


SCHEMATIC SITE PLAN
SCALE: 1" = 20'-0"

PROJECT DATA

OWNER:	KULTNA LLC 1550 N 52nd STREET TEMPE, AZ 85 PHONE: 480-966-0955 EMAIL: shanekuber@gmail.com
PROJECT ADDRESS:	NE CORNER 68TH ST. & CAMELBACK ROAD SCOTTSDALE, ARIZONA 85251
PROJECT DESCRIPTION:	A NEW 123 ROOM, 4 STORY WOOD FRAMED LIMITED SERVICE HOTEL.
PARCEL #	173-36-008B
ZONING:	PBD (DRU)
NET SITE AREA:	86,664 S.F. OR 2.06 ACRES
PARKING REQUIRED:	(1.25 PER GUEST ROOM) = (1.25 x 123) = 154 SPACES X 20% REDUCTION = 123 (REDUCTION: PART OF THIS APPLICATION)

PARKING PROVIDED:	REGULAR	116	SPACES
	ACCESSIBLE	5	SPACES
	VAN ACCESSIBLE	1	SPACE
	DELIVERY PARKING	1	SPACE
TOTAL		= 123	SPACES

BIKE PARKING REQUIRED:	1 PER 10 = 12 SPACES
BIKE PARKING PROVIDED:	12 SPACES --> OK

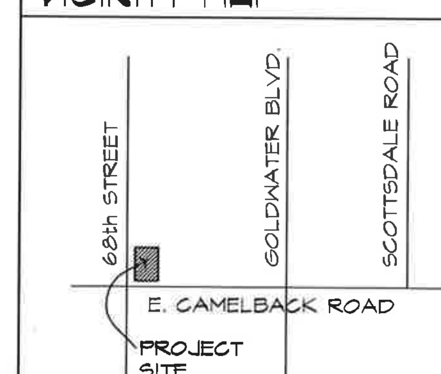
KEYED NOTES

1. NEW ENTRY DRIVE.
2. MONUMENT SIGN.
3. MAIN LOBBY ENTRANCE.
4. BIKE PARKING FOR (12) BIKES.
5. (EX SIDEWALK ALONG STREET)
6. (EX) BUS STOP
7. DELIVERY TRUCK PARKING
8. ADA ACCESS

GUEST ROOM COUNT

KING SUITES	=	75
QUEEN QUEEN SUITES	=	48
TOTAL ROOMS	=	123

VICINITY MAP



GERALD R. KESLER, INC.
ARCHITECTS

PRELIMINARY
NOT FOR
CONSTRUCTION

SPRINGHILL SUITES - MARRIOTT

SPRINGHILL SUITES BY MARRIOTT

NE CORNER 68TH ST. & CAMELBACK ROAD
SCOTTSDALE,ARIZONA 85251

JOB NUMBER
1807

DATE
06-07-2019

REVISION

SHEET TITLE
PRELIMINARY
PARKING PLAN

SHEET NUMBER

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PARKING ANALYSIS

SPRINGHILL SUITES

68TH STREET/CAMELBACK ROAD

15 JULY 2019

PREPARED FOR
IMEG CORPORATION
1600 NORTH DESERT DRIVE, SUITE 230
TEMPE, ARIZONA 85281

SOUTHWEST TRAFFIC ENGINEERING, LLC
3838 NORTH CENTRAL AVENUE, SUITE 1810
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10-ZN-2005#2
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Peak Parking Demand Calculations

Prepared By;
Andrew Smigielski, PE, PTOE, PTP
Austin Kennedy, EIT

SPRINGHILL SUITES
68TH STREET/CAMELBACK ROAD
PARKING ANALYSIS

Project Description

Kultna, LLC is proposing to construct a new hotel on the northeast corner of 68th Street/Camelback Road in Scottsdale, Arizona. The vicinity of the project is shown in **Figure 1**. The new hotel will provide 127 rooms and 126 parking spaces. The proposed building and parking are shown in **Figure 2**.

The purpose of this study is to evaluate the parking requirements for the site and, if necessary, provide recommendations to mitigate any parking deficiencies.

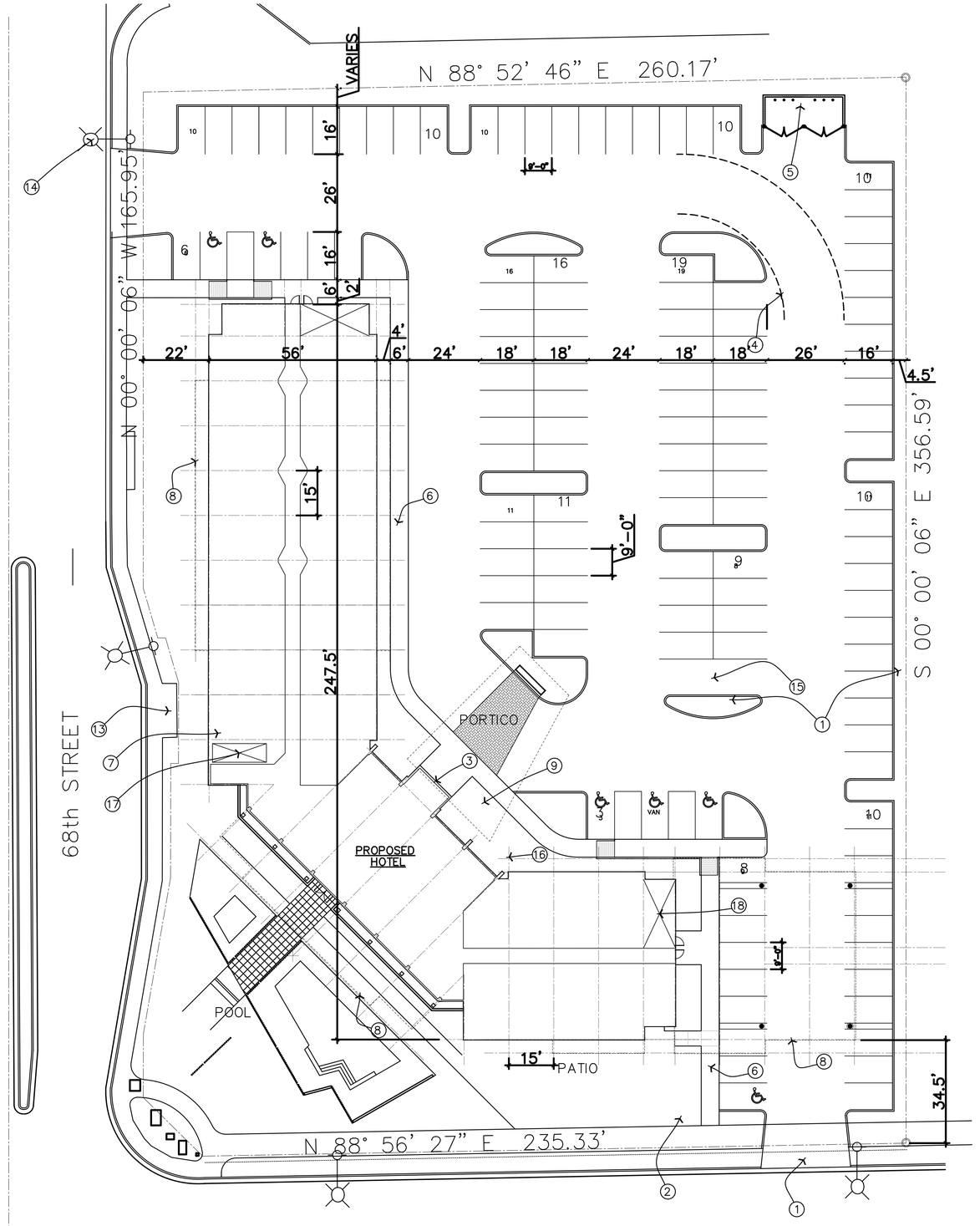
The author of this report is a registered Professional Engineer (Civil) in the State of Arizona having specific expertise and experience in the preparation of traffic and parking analyses.

Study Methodology

The following tasks were undertaken in order to analyze and evaluate the development parking requirements:

- A review of the site plan was performed to determine the types of proposed land uses.
- Site traffic volumes generated by the proposed site were calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*, 2017.
- City of Scottsdale zoning and development codes were reviewed to determine the parking ratios and total parking spaces for the proposed land uses.
- Guidelines established by the *American Planning Association (APA) Parking Standards, 2002* were evaluated to determine comparable parking ratios and total parking spaces for the proposed site.
- The parking ratios and required number of parking spaces to meet the highest peak period parking demand were determined for the proposed land use based on *Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition,* 2010 guidelines.

Figure 1 – Vicinity Map



SCHEMATIC SITE PLAN

SCALE: 1" = 20'-0"
0' 5'10' 20' 40'

PROJECT DATA

OWNER:	KULTNA LLC 1550 N 52nd STREET TEMPE, AZ 85 PHONE: 480-966-0955 EMAIL: shanekuber@gmail.com
PROJECT ADDRESS:	NE CORNER 68TH ST. & CAMELBACK ROAD SCOTTSDALE, ARIZONA 85251
PROJECT DESCRIPTION:	A NEW 127 ROOM, 4 STORY WOOD FRAMED LIMITED SERVICE HOTEL.
PARCEL #	173-36-008B
ZONING:	COMMERCIAL
NET SITE AREA:	86,664 S.F. OR 2.06 ACRES
OCCUPANCY CLASSIFICATION:	MIXED - SEPARATED
OCCUPANCY GROUPS:	R-1 (HOTEL-TRANSIENT), A-2, A-3, B, S-2
CONSTRUCTION TYPE:	VA (SPRINKLERED), NFPA 13, NFPA 72 (FIRE ALARM)
BUILDING AREA:	GROUND FLOOR = 16,111 S.F. 2nd FLOOR = 20,744 S.F. 3rd FLOOR = 22,215 S.F. 4th FLOOR = 20,832 S.F.
TOTAL:	= 79,902 S.F.
BUILDING HEIGHT:	4 STORIES (50' MAX.) 80' ALLOWED
PARKING REQUIRED:	(1.25 PER GUEST ROOM) = (1.25 x 128) = 160 SPACES
PARKING PROVIDED:	REGULAR 116 SPACES ACCESSIBLE 5 SPACES VAN ACCESSIBLE 1 SPACE DELIVERY PARKING 1 SPACE
TOTAL	= 123 SPACES
BIKE PARKING REQUIRED: BIKE PARKING PROVIDED:	1 PER 10 = 12 SPACES 12 SPACES --> OK
FAR ALLOWED (MAX) FAR PROVIDED	= 0.8 OR (120,557 S.F.) GROSS = 96,445 S.F. = 75,033 / 120,557 = 0..62 --> OK

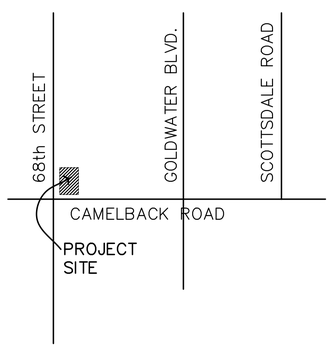
KEYED NOTES

1. NEW ENTRY DRIVE.
2. MONUMENT SIGN.
3. MAIN LOBBY ENTRANCE.
4. FIRE TRUCK TURNING RADIUS 35' DIA. (MIN.) 55' DIA. (MAX.).
5. REFUSE ENCLOSURE W/ OPAQUE GATE.
6. CONC. SIDEWALK (TYP).
7. FIRE RISER ROOM.
8. LINE OF SECOND FLOOR ABOVE.
9. BIKE PARKING FOR (12) BIKES.
10. (EX SIDEWALK ALONG STREET
11. LANDSCAPE AREA (TYP).
12. CENTERLINE OF STREET.
13. (EX) BUS STOP
14. (EX) STREET LIGHTS - TWO AT DRIVEWAYS TO BE RELOCATED.
15. DELIVERY TRUCK PARKING
16. BUILDING GRID LINES
17. ELEVATORS
18. STAIR TOWER

GUEST ROOM COUNT

KING SUITES	=	96
QUEEN QUEEN SUITES	=	26
TOTAL ROOMS	=	122

VICINITY MAP



SP-1

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Trip Generation

The proposed Springhill Suites project will consist of a 127-room hotel. Trip generation for the proposed site was developed utilizing nationally agreed upon data contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition,* 2017. The Springhill Suites project trip generation was estimated based on ITE Land Use Code 310, Hotel (LUC 310). The resulting weekday daily, weekday AM peak hour, and weekday PM peak hour trip generation for the Springhill Suites project is shown in **Table 1**. Complete trip generation calculations can be found attached to this report.

Table 1 – Weekday Site Generated Trips

Time Period	Hotel (LUC 310)
Average Daily, Inbound (vtpd)	531
Average Daily, Outbound (vtpd)	531
Total Daily	**1,062**
AM Peak Hour, Inbound (vtph)	35
AM Peak Hour, Outbound (vtph)	25
Total AM Peak	**60**
PM Peak Hour, Inbound (vtph)	39
PM Peak Hour, Outbound (vtph)	38
Total PM Peak	**77**

vtpd - vehicle trips per day, vtph - vehicle trips per hour

Parking Requirements per City of Scottsdale Codes

The City of Scottsdale provides parking requirements for various land uses in their *Zoning and Development Code*. Per Section 9.103 "Parking Requirements", the parking requirements shown in **Table 2** are applicable to the proposed project. It should be noted that, per the City of Scottsdale *Old Town Scottsdale Character Area Plan*, the Springhill Suites site is located within the boundaries of Old Town Scottsdale.

Table 2 – City of Scottsdale Parking Requirements

Jurisdiction	Land Use	Required Parking	Total Size	Minimum Parking Spaces
City of Scottsdale	Travel Accommodations	1.25 parking spaces per guest room	127	159

Table 2 shows that the Springhill Suites will require a minimum 159 parking spaces, which is 33 more than the 126 parking spaces proposed.

Peak Parking Evaluation

Parking generation for the project was developed utilizing nationally agreed upon data contained in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition, 2010. ITE provides rates of expected parking demands during peak periods of demand based on land use. When the peak parking demand rate occurs over several hours of the day, the average parking demand rate of these peak periods is calculated and used to predict the number of required parking spaces to meet the highest parking demand. The ITE peak period parking requirements for the Springhill Suites project was based on ITE LUC 310, Hotel. Peak period parking demand for the Springhill Suites hotel is shown in **Table 3** for a typical weekday.

Table 3 – ITE Peak Parking Requirements

Land Use	Required Parking	Total Size	Minimum Parking Spaces
Hotel (LUC 310)	0.89 parking spaces per occupied room	127	114

As shown in **Table 3**, the required number of parking spaces based on the ITE peak period calculations is 114 parking spaces (12 less than Springhill Suites will provide).

Parking Comparison

Some of the parking requirements for hotels throughout North America are reported by the American Planning Association (APA) in their latest edition of *Parking Standards*, 2002. In addition, parking requirements for City of Phoenix and City of Tempe from their respective Zoning and Development Code were reviewed. **Table 4** shows a comparison of parking requirements for Springhill Suites based on parking requirements in various jurisdictions throughout the United States.

Table 4 – Parking Requirements by Jurisdiction

Land Use	Required Parking	Jurisdiction	Total Size	Minimum Parking Spaces
Hotel	1 parking space per room	Eugene, Oregon	127 rooms	127
Hotel	1 parking space per room plus 1 space per 20 rooms	Colombia, Missouri	127 rooms	134
Hotel	0.8 parking spaces per room plus 1 parking space per 800 sqft of restaurant/meeting area	San Antonio, Texas	127 rooms, 3,275 sqft	106
Hotel	1 parking space per room	Phoenix, Arizona	127 rooms	127
Hotel	1 parking space per unit	Tempe, Arizona	127 rooms	127

Table 4 shows that similar land uses in other jurisdictions within the United States would require a minimum 106 to 134 parking spaces for the proposed Springhill Suites site (53 to 25 parking spaces fewer than the City of Scottsdale requires). The Springhill Suites hotel is expected to need significantly less parking than the City of Scottsdale minimum requirements.

Conclusion

The new Springhill Suites hotel is expected to generate 60 AM weekday peak hour trips and 77 PM weekday peak hour trips to the roadway network adjacent to the project site. This limited number of trips is not expected to have a significant impact on the surrounding roadway network.

Parking requirements for similar land uses in other jurisdictions show that significantly fewer spaces are needed than the City of Scottsdale requires. The City of Scottsdale requires a minimum of 159 parking spaces to be provided on the project site. ITE peak parking generation recommends a minimum of 114 parking spaces. A study of similar land uses in other jurisdictions within the United States shows that the project could be served by as few as 106 parking spaces. The Springhill Suites site will provide 126 parking spaces, which is less than City of Scottsdale parking space requirements, but more than the parking requirements for ITE and similar jurisdictions in the United States.

No explicit on demand taxi service reduction was utilized to help ensure that the overall results of this report are conservative. However, it is expected that some portion of traffic to the site will utilize rideshare services to travel to/from Springhill Suites due to its proximate location to Sky Harbor Airport and adjacent entrainment venues. A porte-cochère will be located on the project site near the hotel's main entrance to serve as temporary vehicle parking for guest check-in/check-out and as a drop-off/pick-up area for ridesharing and on demand taxi services.

The proposed 126 parking spaces at the Springhill Suites site are predicted to exceed guest needs, employee needs, and ITE standards.

SPRINGHILL SUITES
68TH STREET/CAMELBACK ROAD
PARKING ANALYSIS

APPENDIX

Trip Generation Calculations

Peak Parking Demand Calculations

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SPRINGHILL SUITES
68TH STREET/CAMELBACK ROAD
PARKING ANALYSIS

APPENDIX

Trip Generation Calculations

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Hotel

LAND USE: 127 Rooms Hotel

TRIP GENERATION CALCULATIONS ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' TRIP GENERATION, 10TH EDITION. THE ITE LAND USE CODE IS
Hotel (310), General Urban/Suburban

Weekday

Average Rate = 8.36 Trips per Room (Room)
T = 8.36 Trips x 127 Room
T = 1,062 VTPD
ENTER: (0.5)*(1062) = **531 VTPD**
EXIT: (0.5)*(1062) = **531 VTPD**

AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

Average Rate = 0.47 Trips per Room (Room)
T = 0.47 Trips x 127 Room
T = 60 VPH
ENTER: (0.59)*(60) = **35 VPH**
EXIT: (0.41)*(60) = **25 VPH**

PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

Average Rate = 0.6 Trips per Room (Room)
T = 0.6 Trips x 127 Room
T = 77 VPH
ENTER: (0.51)*(77) = **39 VPH**
EXIT: (0.49)*(77) = **38 VPH**

*where, T = trip ends

TRIP GENERATION SUMMARY

SATURDAY	**1,062 VTPD**
AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)	**60 VPH**
PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)	**77 VPH**

SPRINGHILL SUITES
68TH STREET/CAMELBACK ROAD
PARKING ANALYSIS

APPENDIX

Peak Parking Demand Calculations

10-ZN-2005#2
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Hotel

LAND USE: 127 Rooms Hotel

PARKING GENERATION CALCULATIONS ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' PARKING GENERATION, 4TH EDITION (2010).
THE ITE LAND USE CODE IS Hotel (310)

WEEKDAY

Average Rate = 0.89 Vehicles per Room (Rooms)
T = 0.89 Trips x 127 Rooms
T = 114 VPD

PEAK PARKING SUMMARY
WEEKDAY **114 VPD**