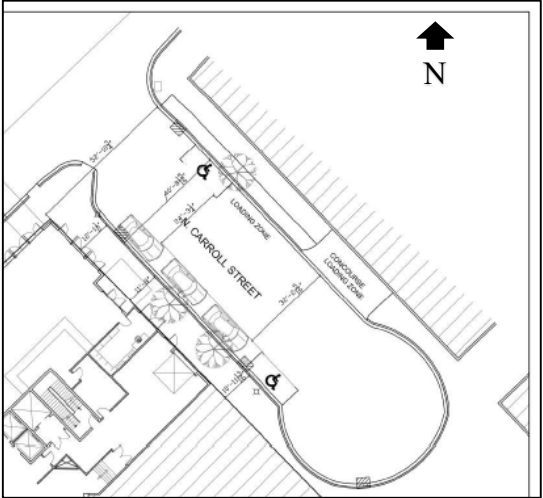
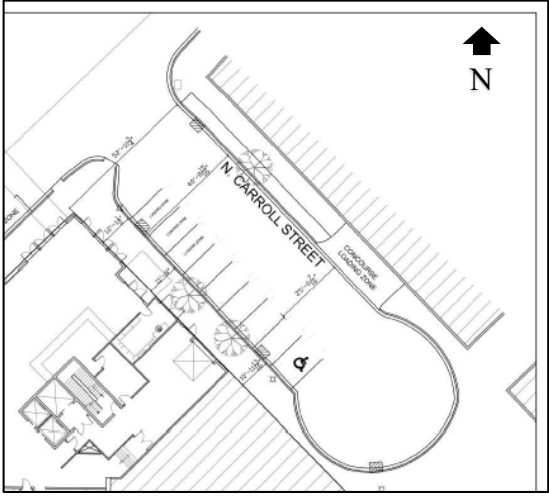


	Existing Conditions	Option 1: Parallel Stalls	Option 2: Perpendicular Stalls	Option 3: On-site Loading
Layout	 See attached sheet 4 for existing parking/geometric alignments	 See attached sheet 1 from TE for suggested parking/geometric alignments	 See attached sheet 2 from TE for suggested parking/geometric alignments	 See attached sheet 3 from TE for suggested parking/geometric alignments
Suggested Design Revision		- Minor redesign of building suggested to allow for valet operations - Building suggested to have recessed entrance to accommodate valet operations	- Minor redesign of building suggested to allow for valet operations - Building suggested to have recessed entrance to accommodate valet operations	Major redesign of building suggested, current design of hotel has conflicting structural issues with proposed valet loading area.
Parking Impacts	<u>Carroll Street</u> 7 metered public parking stalls 1 ADA parking stall <u>Dayton Street</u> 3 metered public parking stalls 1 freight loading zone (non-revenue)	<u>Carroll Street</u> 2 Hotel Loading Zones (non-revenue) 1 Public Loading Zone (non-revenue) 1 ADA to be relocated to Dayton Street <u>Dayton Street</u> 3 metered public parking stalls 1 freight loading zone (non-revenue) <u>Total Impact</u> Net loss of 7 metered parking stalls Net addition of 3 loading zones (non-revenue)	<u>Carroll Street</u> 3 public metered parking stalls 1 ADA parking stall 1 Hotel Loading Zone (non-revenue) <u>Dayton Street</u> 3 public metered parking stalls 1 freight loading zone (non-revenue) <u>Total Impact</u> Net loss of 4 metered parking stalls Net addition of 1 loading zone (non-revenue)	<u>Carroll Street</u> 3 public metered parking stalls 1 ADA parking stall 1 Hotel Loading Zone (non-revenue) <u>Dayton Street</u> 1 public metered parking stalls 1 freight loading zone (non-revenue) <u>Total Impact</u> Net loss of 6 metered parking stalls Net addition of 1 loading zone (non-revenue)
Pedestrian/Terrace Environment	13’ Sidewalk/Terrace area (existing building to curb) - No existing driveways on South side of street	18’ Sidewalk/Terrace area (proposed building to curb) - Proposed delivery driveway on South side of street - Valet loading will not cross the sidewalk pedestrian environment - Delivery loading will have to either back-in or back-off across the sidewalk	13’ Sidewalk/Terrace area (proposed building to curb) 2’ easement suggested to allow for 13’ area - Proposed delivery driveway on South side of street - Valet loading will not cross the sidewalk pedestrian environment - Delivery loading will have to either back-in or back-off across the sidewalk	11’ Sidewalk/Terrace area (proposed building to curb) - Proposed driveway on South side of street - Valet loading will cross the sidewalk pedestrian environment two separate times - Delivery loading will not have to back in or back off across the sidewalk
Loading Operations	Currently, loading operations on Carroll Street are disorganized and sometimes results in partial blockage of the street and existing parking stalls	Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses.	Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses.	Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses.
Use of Right of Way	Currently, 7 parking stalls and additional ADA stall on Carroll Street are available for public use and occupied the majority of the time.	Valet operations, during peak times, may conflict with general public usage of Carroll Street and lead to congestion and queueing issues	Valet operations, during peak times, may conflict with general public usage of Carroll Street and lead to congestion and queueing issues	Internal valet operations allows for greater general public usage of Carroll Street
Special Event Accessibility		Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent)	Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent)	Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent)
Traffic Circulation	- In most cases, vehicles parked in stalls do not use bulb - Motorists can be blocked by loading vehicles parking on North side of Carroll Street - Various loading operations dominate bulb area making it difficult for motorists to use	- In most cases, valet operations and motorists will use bulb - When bulb is blocked by loading vehicles, motorists are required to make 3-point turn - Various loading operations often block bulb area making it difficult for motorists to use	- In most cases, valet operations and motorists will not use bulb - Motorists can be blocked by loading vehicles parked on North side of Carroll Street. - Various loading operations often block bulb area making it difficult for motorists to use	- Valet operations and motorists will not use bulb - Hotel users and loading vehicles enter on Dayton Street and circulate to Carroll Street exit.
Increasing Activity on Carroll	Limited activity due to vacant store fronts	Proposed hotel will replace the existing vacant buildings and increase pedestrian activity on Carroll Street	Proposed hotel will replace the existing vacant buildings and increase pedestrian activity on Carroll Street	Proposed hotel is oriented toward Dayton Street, with Carroll Street functioning more as an alley with less pedestrian traffic