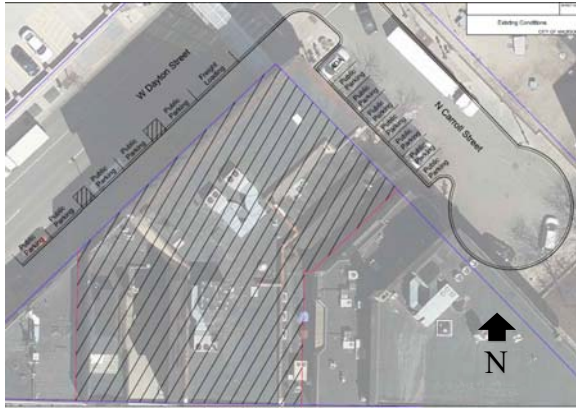
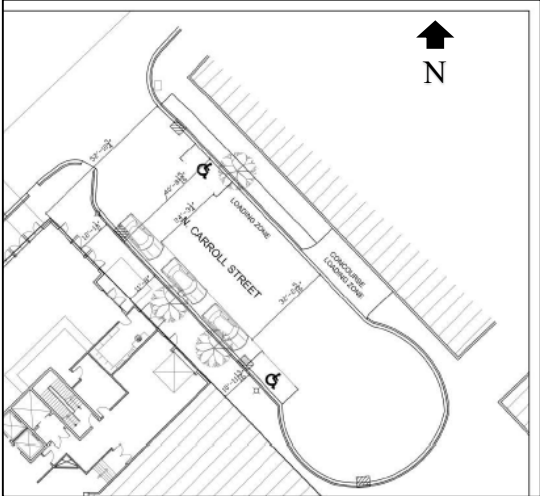
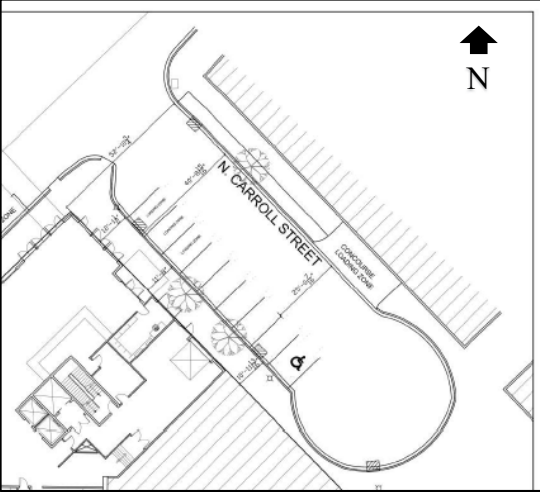
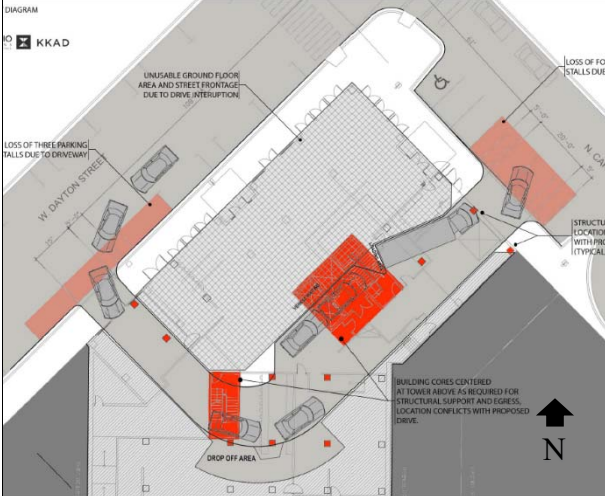


	Existing Conditions	Option 1: Parallel Stalls	Option 2: Perpendicular Stalls	Option 3: On-site Loading
Layout	 <p>See attached sheet 4 for existing parking/geometric alignments</p>	 <p>See attached sheet 1 from TE for suggested parking/geometric alignments</p>	 <p>See attached sheet 2 from TE for suggested parking/geometric alignments</p>	 <p>See attached sheet 3 from TE for suggested parking/geometric alignments</p>
Suggested Design Revision	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Minor redesign of building suggested to allow for valet operations</li> <li>• Building suggested to have recessed entrance to accommodate valet operations</li> </ul>	<ul style="list-style-type: none"> <li>• Minor redesign of building suggested to allow for valet operations</li> <li>• Building suggested to have recessed entrance to accommodate valet operations</li> </ul>	<ul style="list-style-type: none"> <li>• Major redesign of building suggested, current design of hotel has conflicting structural issues with proposed valet loading area.</li> </ul>
Parking Impacts	<ul style="list-style-type: none"> <li>• <u>Carroll Street</u> 7 metered public parking stalls 1 ADA parking stall</li> <li>• <u>Dayton Street</u> 3 metered public parking stalls 1 freight loading zone (non-revenue)</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Carroll Street</u> 2 Hotel Loading Zones (non-revenue) 1 Public Loading Zone (non-revenue) 1 ADA to be relocated to Dayton Street</li> <li>• <u>Dayton Street</u> 3 metered public parking stalls 1 freight loading zone (non-revenue)</li> <li>• <u>Total Impact</u> Net loss of 7 metered parking stalls Net addition of 3 loading zones (non-revenue)</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Carroll Street</u> 3 public metered parking stalls 1 ADA parking stall 1 Hotel Loading Zone (non-revenue)</li> <li>• <u>Dayton Street</u> 3 public metered parking stalls 1 freight loading zone (non-revenue)</li> <li>• <u>Total Impact</u> Net loss of 4 metered parking stalls Net addition of 1 loading zone (non-revenue)</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Carroll Street</u> 3 public metered parking stalls 1 ADA parking stall 1 Hotel Loading Zone (non-revenue)</li> <li>• <u>Dayton Street</u> 1 public metered parking stalls 1 freight loading zone (non-revenue)</li> <li>• <u>Total Impact</u> Net loss of 6 metered parking stalls Net addition of 1 loading zone (non-revenue)</li> </ul>
Pedestrian/Terrace Environment	<ul style="list-style-type: none"> <li>• 13' Sidewalk/Terrace area (existing building to curb)</li> <li>• No existing driveways on South side of street</li> </ul>	<ul style="list-style-type: none"> <li>• 18' Sidewalk/Terrace area (proposed building to curb)</li> <li>• Proposed delivery driveway on South side of street</li> <li>• Valet loading will not cross the sidewalk pedestrian environment</li> <li>• Delivery loading will have to either back-in or back-off across the sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>• 13' Sidewalk/Terrace area (proposed building to curb) 2' easement suggested to allow for 13' area</li> <li>• Proposed delivery driveway on South side of street</li> <li>• Valet loading will not cross the sidewalk pedestrian environment</li> <li>• Delivery loading will have to either back-in or back-off across the sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>• 11' Sidewalk/Terrace area (proposed building to curb)</li> <li>• Proposed driveway on South side of street</li> <li>• Valet loading will cross the sidewalk pedestrian environment two separate times</li> <li>• Delivery loading will not have to back in or back off across the sidewalk</li> </ul>
Loading Operations	<ul style="list-style-type: none"> <li>• Currently, loading operations on Carroll Street are disorganized and sometimes results in partial blockage of the street and existing parking stalls</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses.</li> </ul>
Use of Right of Way	<ul style="list-style-type: none"> <li>• Currently, 7 parking stalls and additional ADA stall on Carroll Street are available for public use and occupied the majority of the time.</li> </ul>	<ul style="list-style-type: none"> <li>• Valet operations, during peak times, may conflict with general public usage of Carroll Street and lead to congestion and queueing issues</li> </ul>	<ul style="list-style-type: none"> <li>• Valet operations, during peak times, may conflict with general public usage of Carroll Street and lead to congestion and queueing issues</li> </ul>	<ul style="list-style-type: none"> <li>• Internal valet operations allows for greater general public usage of Carroll Street</li> </ul>
Special Event Accessibility	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent)</li> </ul>	<ul style="list-style-type: none"> <li>• Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent)</li> </ul>	<ul style="list-style-type: none"> <li>• Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent)</li> </ul>
Traffic Circulation	<ul style="list-style-type: none"> <li>• In most cases, vehicles parked in stalls do not use bulb</li> <li>• Motorists can be blocked by loading vehicles parking on North side of Carroll Street</li> <li>• Various loading operations dominate bulb area making it difficult for motorists to use</li> </ul>	<ul style="list-style-type: none"> <li>• In most cases, valet operations and motorists will use bulb</li> <li>• When bulb is blocked by loading vehicles, motorists are required to make 3-point turn</li> <li>• Various loading operations often block bulb area making it difficult for motorists to use</li> </ul>	<ul style="list-style-type: none"> <li>• In most cases, valet operations and motorists will not use bulb</li> <li>• Motorists can be blocked by loading vehicles parked on North side of Carroll Street.</li> <li>• Various loading operations often block bulb area making it difficult for motorists to use</li> </ul>	<ul style="list-style-type: none"> <li>• Valet operations and motorists will not use bulb</li> <li>• Hotel users and loading vehicles enter on Dayton Street and circulate to Carroll Street exit.</li> </ul>
Increasing Activity on Carroll	<ul style="list-style-type: none"> <li>• Limited activity due to vacant store fronts</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed hotel will replace the existing vacant buildings and increase pedestrian activity on Carroll Street</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed hotel will replace the existing vacant buildings and increase pedestrian activity on Carroll Street</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed hotel is oriented toward Dayton Street, with Carroll Street functioning more as an alley with less pedestrian traffic</li> </ul>