

Attachment 4

February 7, 2020

LDMUD, LLC
c/o The Chartres Lodging Group, LLC
50 California Street
San Francisco, CA 94111

RE: Dr. Wilkinson's Hot Springs Resort-Parking Study
 Project Number: 2019086

Dear Maki Bara:

Summit Engineering, Inc. has prepared a parking study to determine if the number of parking stalls proposed is adequate for the resort and the new food and beverage accommodations. The project site, Dr. Wilkinson's Hot Spring Resort, is located at 1507 Lincoln Avenue, Calistoga, CA.

Project Description

Dr. Wilkinson's Hot Spring Resort currently has 42 rooms and a spa, with 35 parking stalls (this includes 1 ADA accessible parking stall). The proposed improvements include updating the resort, increasing the number of rooms to 50, relocating the parking to the back of the property and increasing to 56 parking stalls to meet the parking demand described in this report. Two new container buildings will be placed on site and used for a "grab-and-go" café, bar, and outdoor seating. The café will also have outdoor seating. The "grab-and-go" café will have a total of 22 seats from the indoor and outdoor areas. The proposed improvements will also include renovations to the spa, rooms, and exterior courtyards and pools. The purpose of this study was to determine the number of spaces required for the proposed improvements.

This project warrants consideration of shared parking among the various activities onsite because the resort functions are complimentary and that visitors of one will use multiple services onsite. It is not practical to consider each of the parking demands in an additive method.

City of Calistoga Parking Requirements

The City of Calistoga Municipal code Section 17.36.140 indicates the number of off-street parking stalls required per use. The following table summarizes the City code requirements for parking for the various uses without considering shared parking uses. The proposed uses impacting required parking at the resort include the "visitor accommodations" (the hotel), the "spa without units", the bar, and the "grab-and-go" café walkaway business with seating.

Table 1. Parking stalls required without shared uses

Item	Parking Ratio required by the City	Amount at the site	Notes	Parking stalls needed
Visitor accommodations	1.1 stall/unit	50	$50 * 1.1 = 55$	55
Visitor accommodations Manager Parking	1 stall for the manager	1	N/A	1
Spa (w/out units)	1 stall/400 sf	5,360 sf	$5360 / 400 = 13$	13
Bar	1 space/100 sf	300 sf bar	$300 / 100 = 3$	3
Walkaway business with seating	1 space/3 seats	22 seats	$22 / 3 = 7$	7
Total				74

Parking Demand Vs. Supply

In order to determine a practical peak number of vehicles on the site, we performed a parking study using the Urban Land Institute: *Shared Parking*, Second edition. This document provides hourly parking demands based on actual data collected for parking studies. The recommended "time of day factors" for a weekend day were used to calculate the parking study, Table 2-6, in *Shared Parking*. Weekend values were selected because it is anticipated to represent, as this is the peak day of the week for customers and employees at the resort. See the enclosed Figure 1 and Figure 2 for the parking study.

Visitor Accommodations

Based on *Shared Parking*, Table 2.2, hotel use specifies a 1.0 stall/room ratio for guest and 0.18 stall/room for employees. This results in 1.18 stalls/room which is more than the 1.1 stalls/person and one manager parking stall specified in the City code. The numbers in *Shared Parking* were used to develop the parking demand as this was determined to be more conservative of the two values.

Spa

The literature used for parking calculations does not include spa use alternative. Additionally, ownership has provided information that majority (up to 90%) of the spa attendees are anticipated to be the spa hotel guests. The spa hours are anticipated to be 9AM to 5PM with a maximum accommodation of 36 spa users. Assuming that 90% of the spa users are hotel guests, then during peak use at the spa, there would be 4 off site guests. Throughout the day when the spa is open, there are more than enough available spaces in parking lot at peak usage. Therefore, it is determined that the spa use does not need to be included in the parking study calculations as vacant parking stalls throughout the day can be used for the spa guests and employees. See Figure 1.

Café and Bar

The “grab-and-go” café will be utilized primarily during breakfast and lunch, while the bar peak customer use is anticipated in the evenings. It is assumed most of the café and bar attendees will be guests at the resort. Values for the required parking for these uses are based on “grab and go” walkway café having 22 seats and the bar occupying 300 sf. It is anticipated that these facilities may provide food or beverage consumed by guests elsewhere on the property such as the pool, other seating areas and common areas placed onsite for hotel use. No additional parking is anticipated for these activities.

Time of Day Factors

The time of day factor for the “grab-and-go” cafe, the bar, the outdoor seating areas, and the spa with units, are included in the parking study calculation as a Hotel Restaurant/Lounge from *Shared Parking*, Table 2-6. The number of parking stalls for each specific use is based on the calculation in Table 1 of this report, 10 parking stalls total for the “grab-and-go” café and the bar.

Results

The calculated peak demand occurs at 8AM and 9PM and requires 56 parking spaces. The site has been designed to provide 56 parking spaces. There are also two additional temporary loading spaces provided adjacent to reception. Parking for spa visitors who are not staying at the hotel was not considered as additional parking demand for this parking study as many of the spa users will also be guests, especially when the hotel is fully booked. As shown on the attached documents, there are available parking stalls throughout the day; this allows for non- hotel guest spa users to park in the spaces vacated by hotel guests and therefore can be accommodated in the parking lot. See attached Figure 1.

Conclusions and Recommendations

1. The resort is currently under parked. The proposed improvements will increase parking to meet the resort demands, including the new uses.
2. The parking demand calculation considers hotel use by employees and guests as well as customer bar and café use.
3. The peak parking demand occurs at 8AM and 9PM with 56 parking stalls required. The proposed site provides 56 parking stalls to meet this demand.
4. Stalls vacant throughout the day can be utilized for spa, café, and bar guests who are not already staying at the hotel.

As the parking layout is adequate for the anticipated parking needs at the resort, in-lieu parking fees do not need to be assessed.

Attached:

Figure 1. Weekend Parking Projection Graph

Figure 2. Weekend Parking Projection Table

Figure 3. Café and Bar Area

Figure 4. Proposed Parking Layout

Sincerely,

Jasper Lewis-Gehring, P.E.
Principal

Weekend Parking Projection

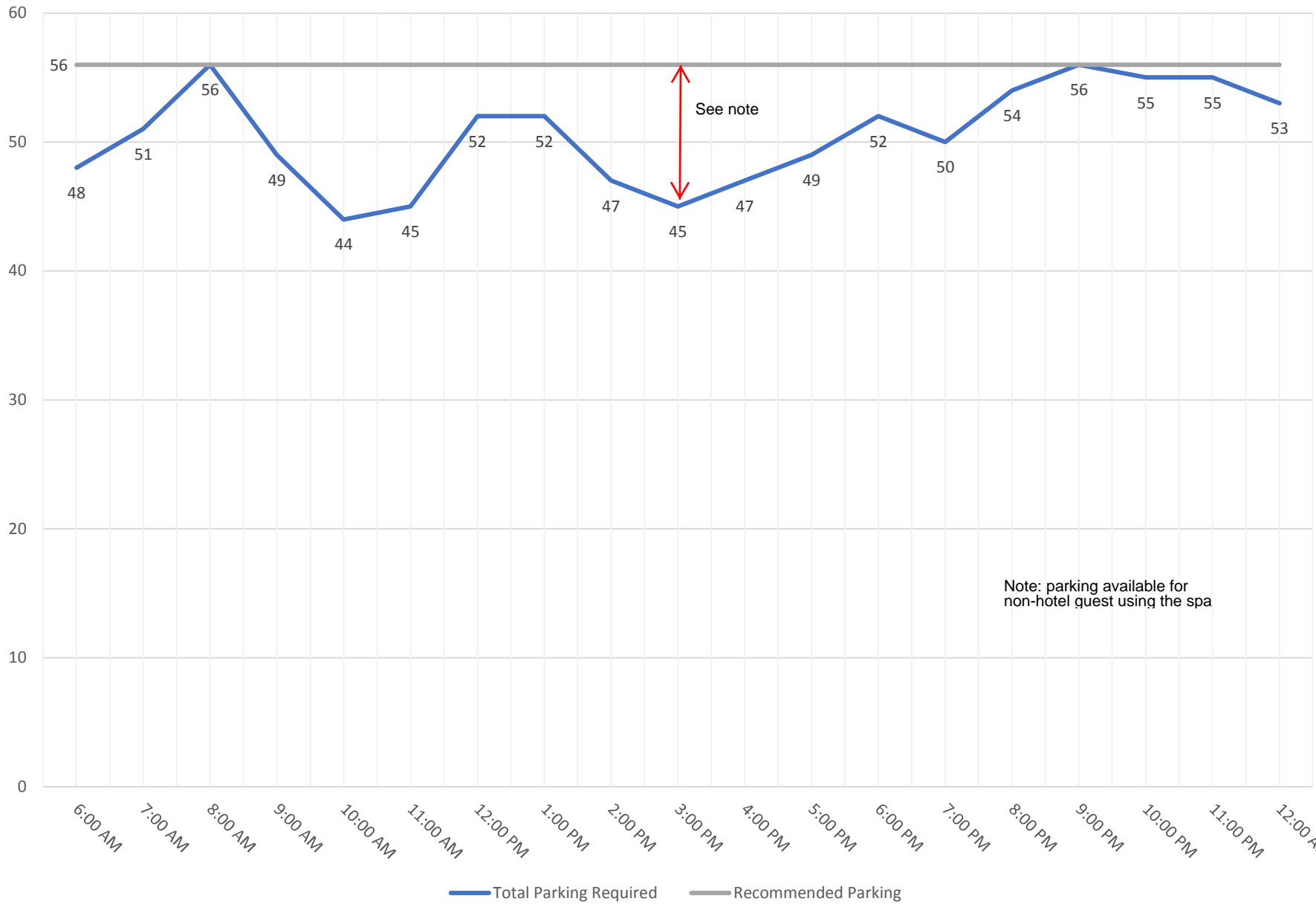


Figure1

	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Hotel Use Time of Day factor (Visitor)	0.95	0.95	0.90	0.80	0.70	0.70	0.65	0.65	0.70	0.70	0.75	0.80	0.85	0.85	0.90	0.95	0.95	1.00	1.00
Parking Required-visitors	48	48	45	40	35	35	33	33	35	35	38	40	43	43	45	48	48	50	50
Hotel Use Time of Day factor (Employee)	0.05	0.30	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	0.90	0.70	0.40	0.20	0.20	0.20	0.20	0.10	0.05
Parking Required-Employees	0	3	8	8	8	9	9	9	9	9	8	6	4	2	2	2	2	1	0
Total Parking Required for Hotel	48	50	53	48	43	44	42	42	44	44	46	46	46	44	47	49	49	51	50
Restraunt/Lounge Time of Day factor -CAFÉ (customers)	0.00	0.10	0.30	0.10	0.10	0.05	1.00	1.00	0.33	0.10	0.10	0.30	0.55	0.60	0.70	0.67	0.60	0.40	0.30
Parking Required-Restraunt/Lounge	0	1	3	1	1	1	10	10	3	1	1	3	6	6	7	7	6	4	3
Total Parking Required	48	51	56	49	44	45	52	52	47	45	47	49	52	50	54	56	55	55	53
Minimum Recommended Parking	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56

Figure2