December 11, 2018

Mr. David Hill
Replay Healdsburg, LLC
190 Pine Grove Road, Suite 204
Steamboat Springs, CO 80487

Addendum to Parking Analysis in the *Traffic Impact Study for the Mill District*

Dear Mr. Hill;

The Mill District project has been subject to some changes since W-Trans completed the project's traffic impact study on March 1, 2018. The changes affect the housing units and the type of retail, though the amount of retail space did not change. The following information supplements or replaces information in the parking analysis chapter of the *Traffic Impact Study for the Mill District* (TIS) resulting from changes to the project description. It is noted that the underlying assumptions and methodologies remain the same and so are not repeated here.

Changes to the Project Description

The project as evaluated in the TIS included 140 condominiums, 48 apartments, a 53-room hotel, 12,500 square feet of retail space, and a 2,500 square foot tavern. Under the Full Buildout scenario, the project was expected to generate 1,830 daily trips, including 121 trips during the a.m. peak hour and 138 trips during the p.m. peak hour.

The revised project description now consists of a 53-room hotel, 15,000 square feet of retail space, and 208 residential units. As proposed, Phase 1 includes 34 condominiums, 41 apartment units, the 53-room hotel, and 8,500 square feet of commercial space. Phase 2 consists of 26 condominiums and 5,500 square feet of retail space. Phase 3 is to be comprised of 56 condominiums, 13 apartment units, and 1,000 square feet of commercial space, while Phase 4 is to include 38 condominiums.

Parking Evaluation

Proposed Parking Supply

The project as proposed includes a total of 473 spaces, comprised of 379 reserved spaces allocated to the hotel and residential units, and 94 shared spaces for residential overflow, residential guests, and retail patrons. A total of 41 reserved spaces will be constructed in surface parking lots, while the remaining 338 reserved spaces will be constructed within parking garages. The 94 shared spaces will be comprised of 19 garage spaces and 75 new on-street parking spaces. The breakdown of parking spaces allocated to each land use including reserved and shared spaces is shown in Table 13a.

Table 13a – Proposed Parking Supply			
Land Use	**Units**	**Proposed Parking Supply**	
		Reserved	**Shared**
Condominiums	154 du	280	94
Apartments	54 du	54	
Hotel	53 rooms	45	
Hotel Spa	2.775 ksf	0*	
Retail	15.0 ksf	-	
Total Parking Proposed		**379**	**94**

Notes: du = dwelling unit; ksf = 1,000 square feet; * = parking for the spa is included in the hotel supply

Zoning Code Parking Requirements

Based on the parking requirements for land uses as contained in the City's zoning code, the revised project would be required to provide a total of 580 parking spaces. It is noted that the hotel spa was conservatively treated separately to ensure adequate parking for the hotel component of the project. The proposed supply of 473 parking spaces would fall approximately 18 percent short of meeting this requirement. It is important to note that for uses not specified in their parking requirement table, the City of Healdsburg Municipal Code requires that parking be provided based on the most similar specified use. While a hotel may include event space, as that is not specifically included in the description for a hotel, the parking requirement for this use was assumed to be based on that for places of public assembly. For the purposes of this analysis, it is understood that the hotel would not include an event space, thus no associated parking demand was assumed. Similarly, it was assumed that the hotel would not have a restaurant, so parking demand associated with a restaurant was also not included in the analysis. A summary of the required parking by land use is shown in Table 13 (Updated) for reference.

Table 13 – Parking Requirements per City of Healdsburg Municipal Code (Updated)			
Land Use	**Units**	**City Requirements**	
		Rate	**Spaces Required**
Condominiums	154 du	2.0 per unit + 1.0 guest space per 3 dwelling units	359
Apartments	54	1.5 per unit + 1.0 guest space per 3 dwelling units	99
Hotel	53 rooms	1.0 per guest room (or 2 beds) + 1.0 for each 2 employees	63*
Hotel Spa	2.775 ksf	1.0 per 300 sf	9
Retail	15.0 ksf	1.0 per 300 sf	50
Total Parking Required			**580**

Notes: du = dwelling unit; ksf = 1,000 square feet; *20 employees assumed

ULI Shared Parking Methodology Aggregate Parking Demand

The ULI shared parking methodology focuses on temporal data, determining when the overall peak demand for various land uses occurs, including what time of day, whether it is a weekday or weekend. The recommended parking supply is then tied to that maximum demand period. The ULI model considers the proposed mix of land uses, including intensities of each type of use.

The ULI shared parking model separately considers the hourly parking demand created by hotel guests, employees, restaurants/lounges, and meeting rooms. To calculate the anticipated parking demand, the ULI shared parking methodology utilizes several sources, including ITE's *Parking Generation*, 3rd Edition, 2004. Like parking utilization rates provided by ITE, the ULI shared parking methodology consists of several rates for land uses based on variables such as square footage, number of employees, dwelling units, etc. For the purposes of this study, the proposed number of dwelling units was used to calculate the anticipated temporal parking demand associated the residential land uses while the number of rooms was used to calculate the parking demand associated with hotel, and square footage was used for the commercial portion of the proposed project. The ULI methodology also accounts for anticipated reserved, shared, and guest parking demand. Reserved parking spaces include those to be restricted to residents, hotel guests, and employees, while shared spaces are to be for patrons, residential guests, and resident overflow.

It is also important to note that internal capture rates were applied to the spa to be located within the hotel, as well as the retail portion of the proposed project. In addition, mode adjustments were applied to hotel, residential, retail land uses based on rates from the US Census 2014 American Community Survey as cited in *Shared Parking,* 2nd Edition, Urban Land Institute, 2006. The specific rates applied each of the proposed land uses related to internal capture and mode adjustment are outlined in Table 14 of the TIS dated March 1, 2018.

Total Parking Demand

Based on the revised site plan, the projected demand for the entire project at full build-out estimated using ULI Shared Parking methodologies would be 439 parking spaces. This demand would be accommodated within the proposed 473-space supply. Table 14 (updated) provides a summary of the aggregate parking demand with a breakdown of demand generated by each phase of construction.

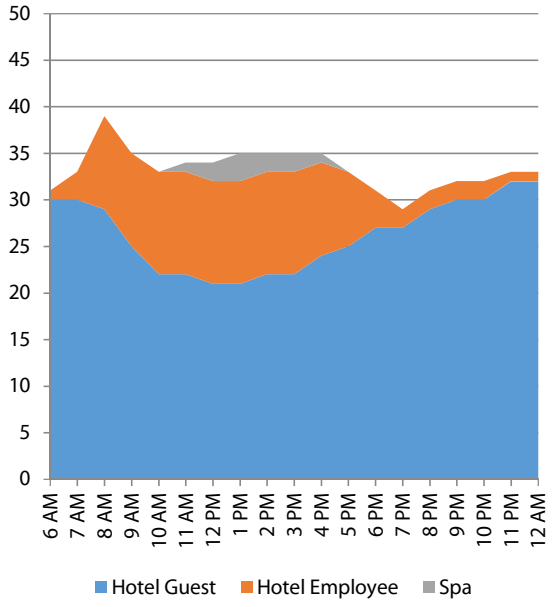
Table 14 – Parking Demand by Phase (Updated)			
Land Use	**Units**	**Weekday**	**Weekend**
Phase 1			
Condominiums	34 du	59	59
Apartments	41 du	65	65
Hotel	53 rooms	45	45
Commercial	8.5 ksf	16	19
Total Phase 1		*185*	*188*
Phase 2			
Condominiums	26 du	45	45
Commercial	5.5 ksf	15	18
Total Phase 2		*60*	*63*
Phase 3			
Condominiums	56 du	97	97
Apartments	13 du	21	21
Commercial	1.0 ksf	3	3
Total Phase 3		*121*	*121*
Phase 4			
Condominiums	38 du	67	67
Sub-total Condos	154 du	268	268
Sub-total Apartments	54 du	86	86
Sub-total Hotel	53 rooms	45	45
Sub-total Commercial	15 ksf	34	40
Total Demand		**433**	**439**

Notes: du = dwelling unit; ksf = 1,000 square feet

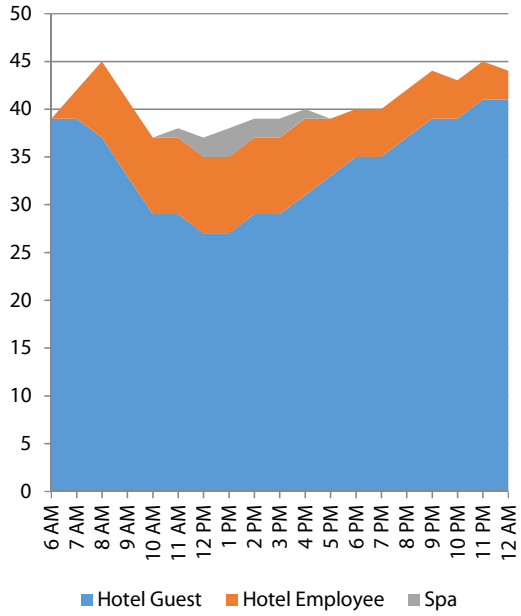
Hotel Parking Demand

With the revised project, the hotel's peak parking demand would remain unchanged at 45 spaces, equaling the proposed 45-space supply. It is important to note that typically when calculating the anticipated parking demand of a hotel, ancillary uses such as spas and restaurants associated with the hotel are included as part of the land use. Thus, trips associated with the ancillary land uses are reflected in the anticipated demand. The aggregate demand generated by the hotel throughout the day during a weekday and weekend is shown Graphs 1 and 2.

Graph 1 – Aggregate Weekday Hotel Parking Demand



Graph 2 – Aggregate Weekend Hotel Parking Demand



Residential

Condominium Units

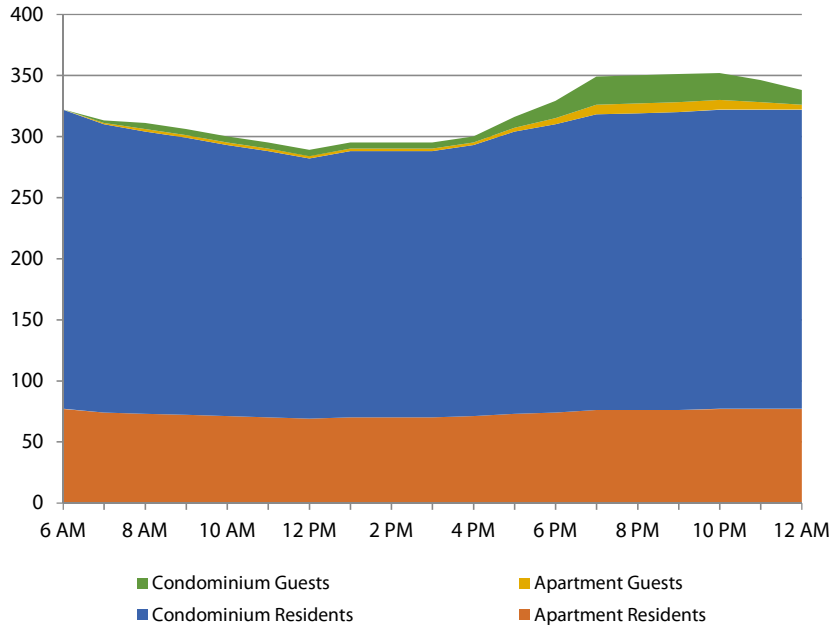
The 154 condominium units included in the revised project would generate a peak parking demand of 245 spaces for residents and 23 guest spaces, for a total of 268 spaces. The project would include a total of 280 reserved spaces for the condominium units, reflecting a surplus of 14 spaces.

Apartment Units

The 54 apartment units would generate a peak parking demand of 78 spaces for residents and eight spaces for guests, for a total of 86 spaces. A total of 54 reserved parking spaces would be provided for the apartment units. The remaining peak parking demand of 32 spaces would be accommodated in on-street shared parking spaces, with the greatest resident and guest demand for on-street spaces being in the southerly portion of the site closest to the apartment units.

A summary of the aggregate residential parking demand, which is the same on weekdays and weekends for residential uses, is shown in Graph 3. The portion of the apartment units' parking demand that would be accommodated in adjacent on-street parking spaces is discussed below.

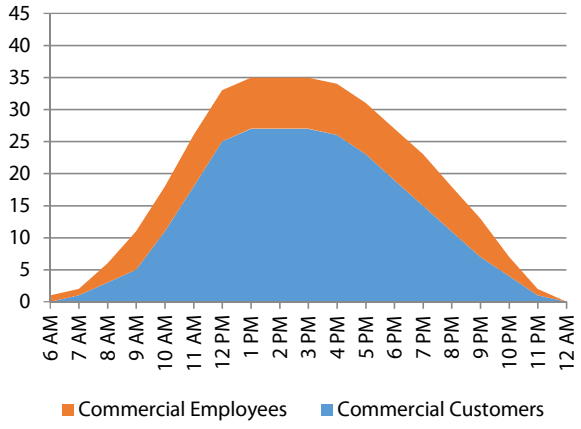
Graph 3 - Aggregate Residential Parking Demand



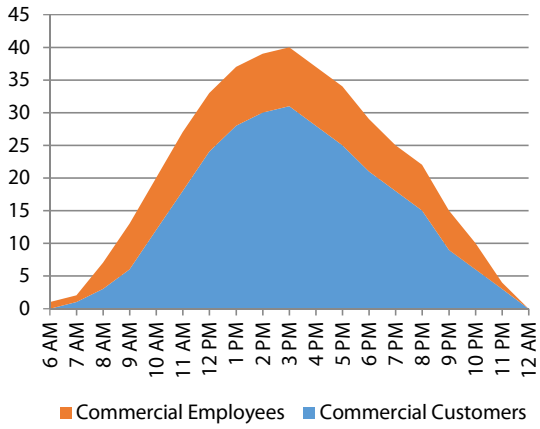
Commercial

The peak parking demand generated by the 15,000 square feet of commercial uses in the revised project is expected to occur at 3:00 p.m. on weekends with a peak demand of 40 spaces. On weekdays, a slightly lower peak parking demand of 35 spaces is projected to occur between 1:00 and 4:00 p.m. The retail parking demand would be accommodated in 94 shared spaces, comprised of 19 garage spaces and 75 new on-street parking spaces. The aggregate demand for the commercial uses for weekdays and weekends are summarized in Graph 4 and Graph 5.

Graph 4 – Aggregate Weekday Commercial Parking Demand



Graph 5 – Aggregate Weekend Commercial Parking Demand



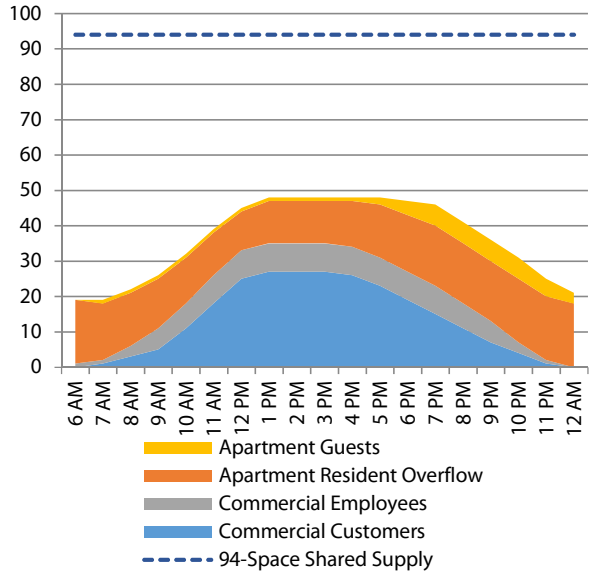
Parking Demand within Shared Parking Spaces

The project would include a total of 94 shared parking spaces, including 19 spaces in a garage at Lot 1 in the northern portion of the site, and 75 new on-street spaces to be constructed by the project throughout the site. The newly-created 75 on-street spaces are counted toward meeting the project's parking requirement, consistent

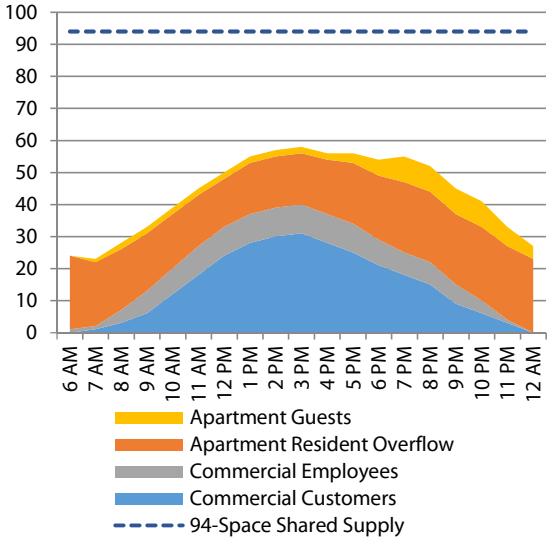
with the Central Healdsburg Area Plan. It is noted that the Central Healdsburg Avenue Plan suggests that on-street parking be metered, allowing motorists to occupy stalls for a maximum duration of three hours. Since the parking is intended to be shared, no adverse parking impacts are anticipated during the hours when parking would normally be time-limited, though the three-hour maximum would need to be lifted during evening and overnight hours to accommodate residents and guests.

The project's shared parking spaces would be used by commercial customers and employees, guests of the apartment units, and residents of the apartment units who have more than one vehicle (residents would have one reserved space on-site at the apartment building and would need to park any additional vehicles on-street). Parking demand associated with retail uses would peak during the daytime, whereas residential parking demand would peak overnight. The maximum shared parking demand projected to occur in the 94 shared parking spaces is 58 vehicles on weekends between 3:00 and 4:00 p.m. During this peak parking demand period, approximately 36 non-reserved parking spaces are projected to remain available for use. During off-peak periods between 9:00 p.m. and 11:00 a.m., at least 42 unoccupied parking spaces are projected to be available. The aggregate parking demand occurring in the shared spaces is shown in Graph 6 and Graph 7.

Graph 6 – Weekday Parking Demand in Shared Spaces



Graph 7 – Weekend Parking Demand In Shared Spaces



The distribution of shared parking spaces on the project site is anticipated to be convenient for customers, employees, residents, and guests. Commercial uses would generate the greatest demand in the northern and central portions of the site, where the 19 underground spaces and additional on-street spaces are located, whereas the apartment uses would generate the greatest demand for on-street shared spaces in the southern portion of the site.

Total Peak Parking Demand

Based on the parking analysis using the applied ULI rates and shared parking methodology, the proposed parking supply of 473 parking spaces is projected to adequately accommodate the peak parking demand for 439 parking spaces. Each of the site's individual uses would have an adequate parking supply to meet the anticipated demand, and no adverse effects are anticipated to result within the 94-space shared parking supply.

Parking demand could be reduced further through the provision of a car-share program for the project site. The City should use the municipal code's allowance of shared parking and consider a parking reduction of at least 18.5

percent, which would allow for the construction of 473 spaces, but a higher parking reduction could reasonably be justified.

Car-Share

Car-sharing can reduce the need for automobile ownership by allowing residents to have on-demand access to shared vehicles on an as-needed basis. The proposed project includes plans to provide two vehicles on-site to be shared. This parking demand strategy is estimated to reduce parking demand by 3 to 5 percent based on the Metropolitan Transportation Commission (MTC)'s *Reforming Parking Policies to Support Smart Growth*. Based upon the proposed land uses, the expected reduction in parking demand resulting from implementation of car share vehicles should be only applied to the residential land uses, as well as the hotel, which serves as a type of temporary residence. The car-share would therefore result in a 12-space reduction in the parking demand based on an assumed three percent reduction, or up to 20 spaces if reduction closer to five percent were achieved. If car-sharing results in a three percent reduction, the proposed project would need to provide a parking supply for 427 vehicles or 419 if the higher five percent reduction is reached. With plans to provide up to 473 parking spaces, the proposed project is providing enough parking with or without the car-share reductions. The expected reduction in parking demand based on inclusion of two car share vehicles provided by the applicant is shown below in Table 15.

Table 15 – Expected Peak Parking Demand with Car-Share

Land Use	Units	With Three Percent Reduction	With Five Percent Reduction
Full Buildout			
Sub-total Condos	154 du	268	268
Sub-total Apartments	54 du	86	86
Sub-total Hotel	53 rooms	45	45
Expected Car Share Reduction		-12*	-20*
Sub-total Commercial	15 ksf	40	40
Total Demand with Car Share		**427**	**419**

Notes: du = dwelling unit; ksf = 1,000 square feet; * = reduction applies to non-commercial proposed land uses

The planned parking supply is adequate to meet parking requirements based on the expected parking demand generated by the proposed project. Parking demand could be reduced further through the provision of a car-share program for the project site. With a projected parking demand of between 419 and 427 with car-share provided, or 439 parking spaces without car-share provided, the proposed supply of up to 473 spaces would sufficiently accommodate peak demand and provide a surplus, with or without the provision of car-share vehicles. The project is not expected to result in any adverse parking impacts on-site or within the immediate project area.

We hope this information is adequate to address the changes to the project since our study was completed. Please call if you have any questions.

Sincerely,

Andre Huff
Assistant Planner

Dalene J. Whitlock, PE, PTOE
Principal

DJW/arh/HEA065.L3