

This memo is intended to outline operational details of the two-level parking lot proposed for the Hotel Champlain and George Street Lofts project. Updates have been made based on a *reduction of 15 hotel rooms, and reduction of 2 parking spaces for improved flow and safety.*

*The reduction in hotel rooms has reduced the total demand such that NO surplus vehicles are predicted at any time during the day.*

### **Parking Lot/Garage Basics:**

The proposed parking for this combined project is provided on two levels: It contains **38 surface parking** spaces accessed from Pearl St., generally in the location that they are now behind the former Bove's café. Beneath this level, there are **48 below grade**, structured parking spaces accessed from George St.

The **86 total physical spaces** actually yield more spaces on paper based on the Article 14 provision allowing each structured parking space to be counted at 1.75 spaces against project demand. With the 1.75 factor applied to the 48 underground spaces only, we generate 84 spaces + the 38 surface spaces for a **total supply of 122 spaces** on paper against a **project demand of 97 spaces**. Per the ordinance:

- Supply =  $[(48 \times 1.75) + 38] = 122 \text{ spaces}$ .
- Demand = [existing use by previous approvals (18) + hotel demand  $[78 \times 0.75] = (59)$  + apartments [with the requested waiver] (20) = 97 spaces.

Other considerations:

- The City agreement to sell the existing parking lot back to the applicant includes a provision that requires the current 30 public spaces to remain "available for public use" during the day (8am-5pm). This can be achieved under a shared arrangement as will be demonstrated below.
- The City expects that the 30 spaces that will remain available to the public be based on the number of actual parking spaces (excluding the underground bonus).

**Proposed use allocation** within lots based on the actual 86 spaces available:

#### **38 Surface Spaces:**

- (18) Victoria Place/Stannard House: On paper, we can allocate 8 surface spaces for use by Victoria Place patrons and the hotel. However, to best support the flexibility gained with shared parking, these spaces will not be permanently designated or otherwise removed from the total 38 available.
- (30) remaining surface spaces: *shared* between the Hotel use (night) and the obligation to the city for public use (8am-5pm). The Hotel will park ALL hotel generated cars using a Valet Service to actively manage Hotel parking in these spots and to ensure that the required 30 spaces will be available during the stipulated day use hours.
  - Operationally - if at any time the actual hotel demand exceeds the number of available non-public spaces, the Valet service will begin moving hotel generated cars to the lower level, or distribute surplus vehicles to City owned public garages. Cars will not be placed in the 30 public spaces, drive aisles or parked on the surrounding streets.
  - Limiting counts: available spaces not counting the 30 spaces promised to the city.
    - 56 during the week between the hours of 8am-5pm while the other 30 are available for public use per the agreement with the city, or
    - 86 spaces at all other times.
    - See the L&D Parking Analysis showing a total demand for less than 53 spaces between the hours of 8:00am and approximately 7:30pm.

**48 Lower Level Spaces:**

- (10) for the remaining Victoria Place/Stannard House parking count.
- (20) for the Apartment use- all Apartment tenants will have underground parking.
- (18) spaces for the Hotel (Valet parking)
  - The allocations listed here are for *counting* purposes only. Spaces will not be assigned to allow maximum flexibility for the shared parking. The Hotel valet service will manage vehicle counts such that the necessary residential use spaces will always be available.
  - Again, if at any time the actual vehicle demand exceeds the number of available non-residential spaces, the Valet service will move hotel generated cars to off-site Public City garages.

**Shared Use Parking:** Traffic/parking consultant Lamoureux & Dickinson’s traffic and parking analysis shows that the shared use arrangement will work, and further, that it satisfies the overall parking demand and the shared day use parking demand.

- To leave 30 spaces available per the City agreement during the required daytime hours (8am-5pm), we follow the shared parking calculations to see when the total demand falls below 56 (or 86 less 30). Based on the shared use analysis, the daytime parking total demand falls to 56 spaces or less between the hours of 8am and approximately 7:30pm. *The analysis shows that maximum demand between these hours is 53, still leaving 3 surplus parking spaces.*

Land-Use	Weekday - Required Surface Parking Spaces by Hour																		
	12-4 am	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	
Residential	36	30	26	22	20	19	19	18	18	18	18	21	23	24	25	27	30	32	
Hotel	47	45	42	30	26	23	21	21	19	18	18	21	23	24	25	29	34	40	
Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank	0	0	0	0	1	2	2	2	2	2	2	2	1	1	0	0	0	0	
Coffee/Donut Shop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>83</b>	<b>75</b>	<b>68</b>	<b>53</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>41</b>	<b>39</b>	<b>38</b>	<b>39</b>	<b>44</b>	<b>48</b>	<b>49</b>	<b>51</b>	<b>57</b>	<b>64</b>	<b>73</b>	
Max. Req'd Parking *	83 spaces																		

- Using a valet parking system, we can manage the location of hotel vehicles to ensure that the 30 public use spaces remain available during the required hours.
- **Stacked Parking:** we have evaluated the use of stacked parking to accommodate peak parking nights for hotel use. This will affect parking in the lower level only and will be achieved operationally by the valet parking attendants using temporary measures including chains and cones. Our studies indicate that we can increase lower level garage capacity to 55-60 cars.
- *The shared parking analysis shows that our projected total parking demand does not exceed 83 spaces* compared to the 86 actual spaces on site (and 122 spaces including the bonus for structured parking).
- With stacked parking to achieve 55 cars in the lower level, and 38 cars in the upper level, total capacity of 93 vehicles can be achieved. We are comfortable that for the average day/night, we will have spare capacity.
- **Check-in/Drop-off spaces:** The parking lot has been striped-out by the hotel entry and left wider than necessary along the entry drive (by the curving bollards) to allow for temporary standing or parking during guest registration, drop-off. This should not affect normal circulation or any striped parking spaces.

\*Reference Traffic and Parking Analysis by Lamoureux & Dickinson.