



November 11, 2019

Ms. Sara Southam  
The Westin Verasa Napa  
1314 McKinstry Street  
Napa, CA 94559

## **Updated Trip Generation and Parking Analysis for the Westin Verasa Expansion**

Dear Ms. Southam;

As requested, W-Trans has prepared an updated parking analysis to address the changes that have been made to the parking supply due to the provision of a larger fire access lane near the rear of the building. This updated analysis supersedes the "Trip Generation and Parking Analysis for the Westin Verasa Expansion," dated January 19, 2018, though no changes were made to the trip generation analysis.

### **Project Description**

The proposed project is an expansion to the Westin Verasa hotel located on McKinstry Street in the City of Napa. The project would include 32 additional guest rooms, a spa facility, and a new 4,557 square-foot restaurant. The new facilities would be located just south of the existing hotel between McKinstry Street and the Napa River. Parking for 30 vehicles would be provided in an underground parking garage.

### **Trip Generation**

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9<sup>th</sup> Edition, 2012 using the published standard rates for Hotel (Land Use #310) and Quality Restaurant (Land Use #931), as these descriptions most closely match the proposed project. It is noted that while hotels routinely include spas and restaurants, so trips associated with these uses could reasonably be expected to be part of the trip generation rates for the hotel rooms alone, in order to present a more conservative assessment the restaurant was broken out separately. Furthermore, although there are no plans to place tables on the terrace at this time, it was included in the floor area to provide the flexibility to do so at a later date.

Based on these rates and assumptions, the proposed project is expected to generate an average of 671 trips per day, including 21 a.m. peak hour trips and 53 trips during the p.m. peak hour. After deductions due to internal capture are taken into account, the project would be expected to generate an average 556 new trips per day, including 18 trips during the a.m. peak hour and 46 trips during the p.m. peak hour; these trips represent the added traffic to the surrounding roadway network over existing volumes. These results are summarized in Table 1. Because the project would be expected to generate fewer than 50 new peak hour trips, per the City's *Traffic Study Guidelines* a full traffic analysis is not required.

**Table 1 – Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Hotel	32 rooms	8.17	261	0.53	17	10	7	0.60	19	10	9
Quality Restaurant	4.557 ksf	89.95	410	0.81	4	3	1	7.79	34	23	11
Subtotal			671		21	13	8		53	33	20
Internal Capture		17.2%	115	14.6%	3	2	1	12.7%	7	4	3
<b>NET NEW TRIPS</b>			<b>556</b>		<b>18</b>	<b>11</b>	<b>7</b>		<b>46</b>	<b>29</b>	<b>17</b>

Notes: ksf = 1,000 square feet; Restaurant floor area based on 3.054 ksf of interior and 1.5 ksf terrace; Internal capture percentages based on *Downtown Napa Specific Plan* rates for the area east of Soscol Avenue

## Parking

It is understood that the existing hotel has 232 valet spaces and an agreement to use 55 spaces in the adjacent Umpqua Bank parking lot for special event parking when the bank is closed. Based on the most recent site plan, the proposed project would relocate four existing spaces to make room for the underground connection to the new parking garage and add another space in the existing garage. The new parking garage would have 30 parking spaces resulting in a net increase of 31 spaces. Altogether, upon completion of the proposed project the site would have use of a total of 263 parking spaces for regular operation and 318 during special events.

Based on rates specified in the *Downtown Napa Specific Plan*, including 3.2 spaces per 1,000 square feet for restaurant space on the ground floor and 2.4 spaces per 1,000 square feet for restaurant space on all other floors, the proposed parking supply would be adequate to satisfy City requirements. It should be noted that the existing hotel is permitted for 180 rooms, 20 of which have adjoining doors and are typically rented as a second bedroom for the same guest as the adjoining room, but all of which were treated as individual rooms to provide conservative results. The proposed parking supply and City requirements are shown in Table 2.

**Table 2 – Parking Analysis**

Land Use	Units	Rate	Parking Spaces
<b>City Required Parking</b>			
Hotel	212 rooms, 2 mgr, 19 empl	1 space/room + 1 space/mgr + 1 space/2 empl	224
Restaurant (1 <sup>st</sup> Floor)	6.290 ksf	3.2 space/ksf	20
Restaurant (4 <sup>th</sup> Floor)	4.557 ksf	2.4 space/ksf	11
<i>City Required Parking Total</i>			255
<b>Proposed Parking Supply</b>			<b>263</b>

Notes: mgr = manager; empl = employee; ksf = 1,000 square feet

The Specific Plan does not include rates for convention/meeting space, so to estimate the demand generated by the largest event, or one with 220 guests, an occupancy rate of 2.5 persons per vehicle was used. This rate is consistent with the rate applied by the County of Napa for events held at wineries. Additionally, it was assumed that one-half of the event guests would stay at the hotel as it is understood that during large events many event attendees lodge at the hotel and do not require an additional parking space for the event. Based on these assumptions, a 220-guest event would generate demand for 44 additional parking spaces, all of which could be accommodated in the Umpqua Bank parking lot.

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**Finding** – The proposed parking supply is sufficient to satisfy City requirements and is more than adequate to accommodate the demand generated by the largest event.

**Conclusions**

- The proposed project is expected to generate an average of 556 new daily vehicle trips, including 18 trips during the morning peak hour and 46 trips during the evening peak hour. This is less than 50 trips allowed by the City's *Traffic Study Guidelines*; therefore, a full traffic study is not warranted.
- The proposed parking supply satisfies City standards and is expected to be adequate for special events.

We hope this information addresses the potential traffic issues associated with this project. Thank you for giving us the opportunity to provide these services.

Sincerely,

  
Cameron Nye, EIT  
Associate Engineer

  
Dalene J. Whitlock, PE, PTOE  
Senior Principal



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