

November 22, 2024

Brian Averill
1380 Wisconsin Avenue
Whitefish, MT 59937

RE: 56 Bridge Street Parking Needs Study

Dear Mr. Averill:

The purpose of this letter is to provide a parking needs study for the development of the proposed 56 Bridge St. Hotel ("Site") at the intersection of Sandpoint Ave and Bridge Street in Sandpoint, Idaho. This study was prepared by Kimley-Horn, a national planning, surveying, engineering, and design firm of over 7,000 employees with a long-standing parking consulting practice. Kimley-Horn contributes to ULI (Urban Land Institute) publications and assisted in developing the Shared Parking Model published in ULI's *Shared Parking, 3rd Edition*. This study has been reviewed and approved by a licensed professional engineer in the state of Idaho.

Pursuant to the requirements of the City of Sandpoint ("City") Zoning Code ("Code") Section 9-5-1, this parking demand analysis demonstrates that the actual parking demands of the project are less than the minimum parking requirements of the Code, supporting a 40% percent reduction to the required number of 239 parking spaces. To validate the sufficiency of the proposed 145 parking spaces planned at the Site, the following sections summarize the proposed project's development program, the local multimodal transportation context, and the projected parking demand at the Site based on observed demand at comparable resort-style hotels with adjustments supported by ULI published data. By combining these factors, this analysis projects that the Site will generate demand for up to **144 parking spaces** during peak season conditions.

Code Requirement

The Code describes minimum and maximum surface parking space requirements in section 9-5-15. The Code also provides guidance for a parking demand analysis to justify any requested reductions to required parking minimums in Section 9-5-1-E. The hotel, event, and restaurant space combined result in a code requirement for 239 parking spaces on the Site, as shown in Table 1. Since 3,400 SF of the 8,800 SF total restaurant space will be guest-only and as such only 5,000 SF of public restaurant space would generate additional parking demand, the guest-only restaurant square footage has been excluded from the Code parking calculations shown in Table 1.

Table 1: Parking Required by Code

Use	Code Requirement	Keys or SF	Parking Spaces ¹
Hotels guest rooms	1 space for each room or unit; plus, as required for accessory uses, such as restaurants, meeting halls, etc.	176	176
Event courtyard	1 for every 350 square feet of floor area ²	5,000	14
Indoor event space	1 for every 350 square feet of floor area ²	11,000	31
Restaurant space	1 for every 300 square feet of floor area	5,000	17
Total			239

¹ Rounded up to the nearest whole parking space per parking planning standard practice.

² Per Code requirement for all other types of business or commercial uses permitted in any Commercial Zone.

Use	Code Requirement	Units	Parking Spaces ¹
Hotels guest rooms	1 space for each room or unit; plus, as required for accessory uses, such as restaurants, meeting halls, etc.	176	176
Event courtyard	1 for every 350 square feet of floor area ²	5,000	14
Indoor event space	1 for every 350 square feet of floor area ²	11,000	31
Restaurant space	1 for every 300 square feet of floor area	5,000	17
Total			239

¹Rounded up to the nearest whole parking space per parking planning standard practice

²Per Code requirement for all other types of business or commercial uses permitted in any Commercial Zone

Based on Kimley-Horn's analysis, the proposed resort hotel would generate less parking demand than the Code-required supply of 239 parking spaces calculated in Table 1. By analyzing historical use patterns found in similar resort hotels, industry standard ratios from ULI, and the context of transportation options in the area, Kimley-Horn found that the proposed 145 parking spaces will be sufficient for peak Site demand.

Development Plan Summary

SITE PLAN

The 56 Bridge St. Hotel Site Plan (Figure 6 in Attachments) proposes a 171,100 SF resort hotel with 176 rooms (keys), an 5,000 SF ground floor restaurant space open to the public, a ~3,400 SF restaurant area available only to Hotel guests, an 11,000 SF indoor event space, and a 5,000 SF outdoor event space. The developer is planning to accommodate self-park and valet parking spaces totaling 145 spaces in a 40,300 SF two-story parking structure on-site. This plan supplies parking at a ratio of **0.82 space per key**.

SITE CONTEXT

The Site under consideration for the 56 Bridge Street Hotel is currently the Best Western Edgewater Resort at the corner of Bridge St. and Sandpoint Ave. The Site is located within comfortable walking distance of the Sandpoint Amtrak station, multiple trails and bike paths, Downtown Sandpoint, Sandpoint Marina, and several other hotels where special event attendees may stay.

Sandpoint's 1.5 hour driving time from the closest international airport in Spokane, WA, suggests that hotel guests arriving in groups are likely to consolidate their parties into larger rental vans and SUVs for the journey from the airport. Guests can easily access local destinations via walking, biking, or transit options, making them unlikely to rent more vehicles than they need to get their party to and from the airport. This local transportation context suggests that there will be a lower ratio of parking demand to hotel guest keys than is typical for some other resort hotels. The following section provides more detailed access and mobility characteristics to inform the true parking need of the Site.

Access and Mobility Characteristics

OUT-OF-TOWN ARRIVALS

Airport

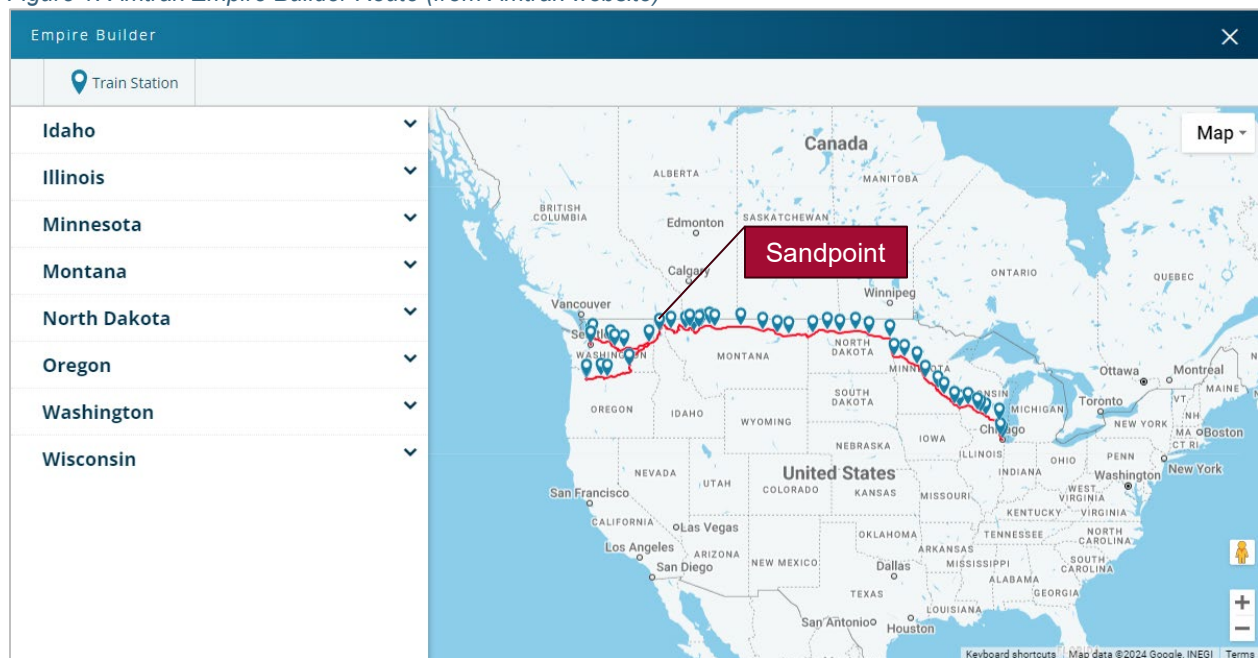
Guests and visitors from out of state are most likely to fly into Spokane International Airport and use the airport shuttle being offered by the 56 Bridge St. Hotel. They may also transfer to a rental car, rideshare car, or taxi. Visitors flying privately may choose to fly directly to nearby Sandpoint Airport. Visitors who travel via shuttle, rideshare, or taxi from an airport will not contribute to parking demand on-Site, but visitors who rent a car near the airport and drive the last portion of their journey will require parking spaces. Due to the remote nature of Sandpoint, it is more likely that related parties will carpool to the greatest extent possible for the 1.5-hour drive from Spokane, thereby reducing parking demand on-Site.

Amtrak

The Site is located directly across the street from Sandpoint Amtrak Station, which services Amtrak's Empire Builder train route. Site visitors might enjoy following portions of the Lewis and Clark Trail via passenger rail to reach their hotel in Sandpoint. This Amtrak line connects to major destinations such as (west to east): Portland, Seattle, Spokane, Whitefish, Glacier National Park, St. Paul, Milwaukee, and Chicago.

Due to the relative ease and appeal of the Airport shuttle and Amtrak rail options, we have applied a **3% shuttle/transit adjustment** to our parking demand model since users of these modes would not generate additional parking demand onsite.

Figure 1: Amtrak Empire Builder Route (from Amtrak website)



LOCAL TRANSPORTATION

Hotel visitors and employees who live in Sandpoint and the surrounding area can take advantage of the extensive trail network and local transit options, reducing the parking demand on-Site. These alternative transportation assets are shown in Figure 3 below and Figure 4 on the following page.

Figure 2: Transportation Context Map from Sandpoint Multimodal Transportation Master Plan

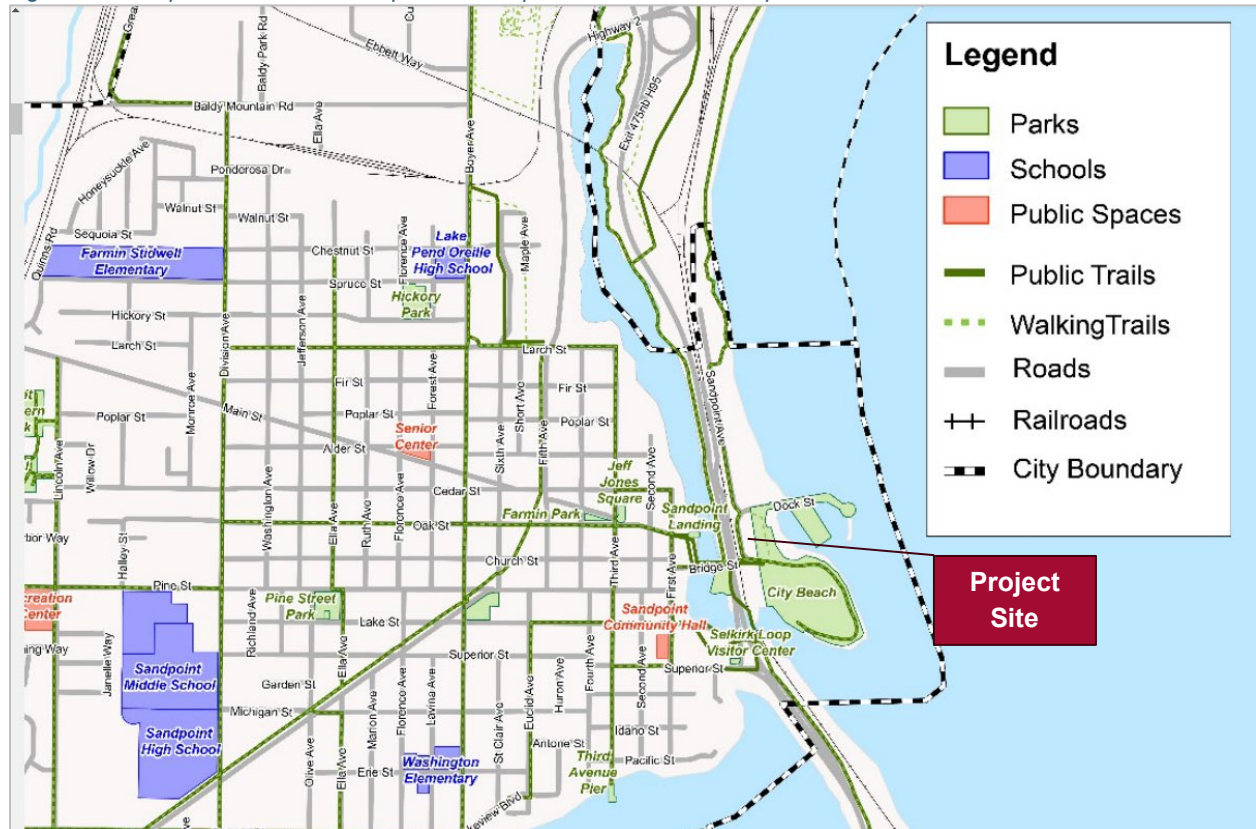
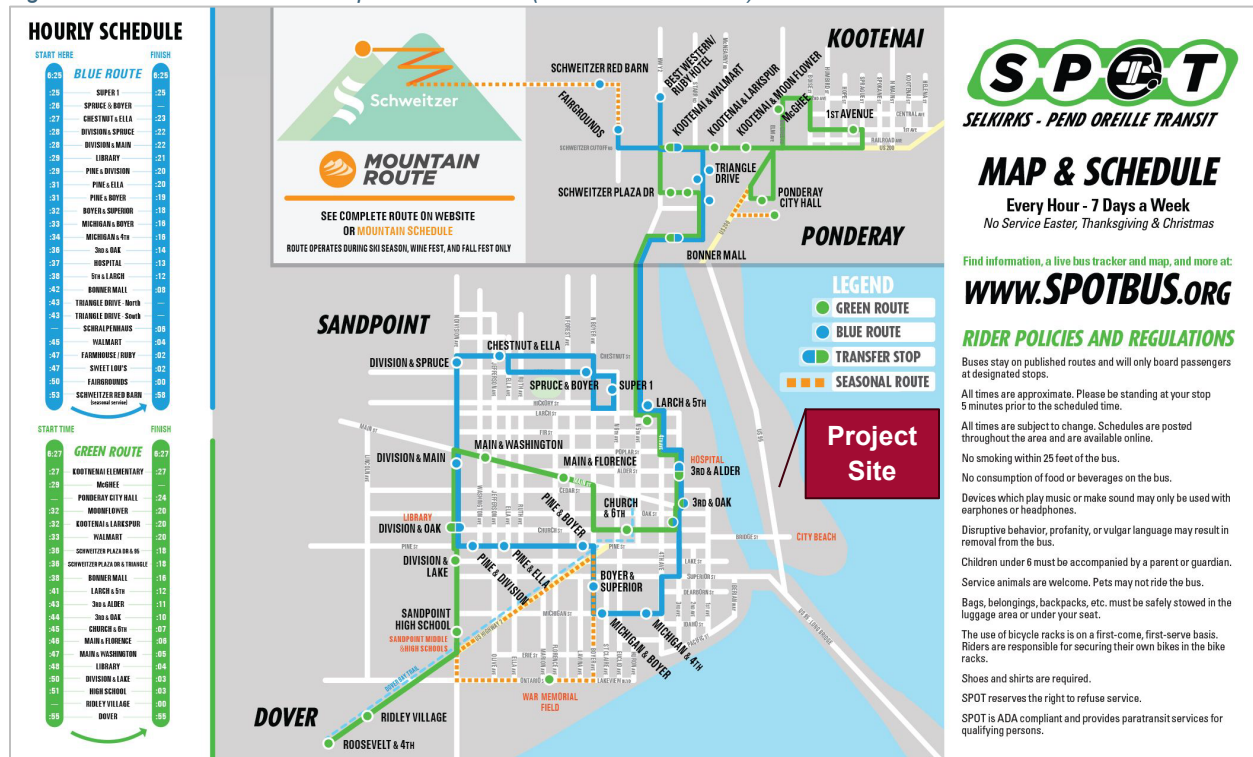


Figure 3: SPOT Local Transit Map and Schedule (from SPOT website)



A 9-minute walk from the Site, the Third & Oak bus stop serves the fare free Blue and Green routes in the SPOT local bus network. That runs once an hour, 7 days a week, year-round. The buses connect users to destinations like Dover, Ponderay, Kootenai, Bonner County Fairgrounds, Schweitzer ski resort, and several shopping and restaurant options in the area.

Comparable Use Study

Kimley-Horn analyzed parking utilization at three comparable hotels to demonstrate how the parking supply at proposed at the Site is expected to be utilized. The comparable sites are all existing hotels in Whitefish, MT operated by Averill Hospitality. The Lodge at Whitefish Lake and the Firebrand Hotel both have restaurant and event spaces, while the Pine Lodge does not.

These sites in Whitefish have similar demographic and transportation network characteristics, including similar city populations around 9,000 people. The availability of bike trails and pedestrian infrastructure in both towns is similar, as are weather conditions, which impact viable active transportation options. While Whitefish is closer to the Glacier International Airport than Sandpoint is to Spokane International Airport, Sandpoint has a more extensive bus network which runs all year compared to Whitefish's seasonal S.N.O.W. bus option. These similarities suggest that parking conditions at the three hotels in Whitefish, MT closely resemble those expected at the proposed Site in Sandpoint, ID but may be higher due to reduced transit availability in Whitefish.

Table 2 describes all relevant characteristics of the three comparison hotels alongside the proposed Site.

Table 2: Characteristics of Comparable Use Study Hotels

Site Characteristics	Lodge at Whitefish Lake	Firebrand Hotel	Pine Lodge	(PROPOSED) 56 Bridge St.
Hotel guest rooms	117	89	76	176
Event space (s.f.)	18,751	1,740	0	16,000
Restaurant space (s.f.) ¹	5,040	1,620	0	5,000
Parking spaces	146	67	67	145
Supply ratio (spaces/key)	1.25	0.75	0.88	0.82

¹There is the equivalent of 1 seat for every 18ft² of dining space.

The Site's project management company, Actus, provided Kimley-Horn with parking supply and occupancy counts on October 22, 2024, during the daytime. Actus provided an additional overnight count for the Lodge at Whitefish Lake on October 31, 2024. We calculated the highest observed demand ratio of occupied parking spaces to hotel guest keys given the counts provided, which was the Firebrand Hotel at a ratio of 0.56 occupied spaces per key.

ULI Adjustments

Parking demand can be influenced by seasonality, and this parking study occurred during late October, when neither lake nor winter sports activity are at peak activity. To account for this, we increased the ratios by 50% to project parking demand during the expected peak hotel guest seasons. The 50% adjustment is based on seasonal variances found in ULI studies of land uses that are heavily impacted by seasonal change, i.e., outdoor amphitheaters. The highest demand ratio observed at the comparable hotels in Whitefish was 0.56 occupied parking spaces per key at the Firebrand Hotel, which equates to 100 spaces at the proposed Hotel. Using the +50% seasonal adjustment, we projected that the Firebrand Hotel demand ratio, which was the highest among the comparison sites, would increase to **0.84 occupied parking spaces per key** during peak seasons.

Table 3: Comparable Use Observed Demand

Site	Parking Supply	Hotel Guest Keys	Observed Occupancy		Highest Observed Demand Ratio ¹	Adjusted for Peak Season ²
			10/22/2024, Daytime	10/30/2024, Overnight		
Lodge at Whitefish Lake	146	117	20	32	0.27	0.41
Firebrand Hotel	67	89	50	-	0.56	0.84
Pine Lodge	67	76	11	-	0.14	0.22

¹ Peak Demand Ratio = Highest Observed # of Parking Spaces Occupied / Hotel Guest Keys.

² Increased by 50% to account for higher room occupancies during peak season, which are roughly 50% higher during peak conditions.

This adjusted peak season demand ratio results in a projected demand for 148 spaces at the proposed hotel. Given the Site's very close proximity to the Amtrak rail station and the robust and free SPOT bus options, which exceed the quality of transit options available to Whitefish hotel guests, we applied a 3% adjustment to the projected demand. This additional adjustment results in a final peak demand projection of **144 spaces**, a demand ratio of 0.82 spaces per hotel room. With 145 proposed on-site parking spaces, the parking supply available to the proposed Hotel is projected to be sufficient for expected demand, and spillover into the surrounding parking areas is not projected to occur.

Summary & Conclusions

This parking demand analysis justified a parking supply 40% lower than the number of parking spaces required by the Code. The comparable use study demonstrated that the 56 Bridge St. Hotel could generate demand for as many as 148 spaces during peak season, comparable to the Firebrand Hotel in Whitefish, which had the highest observed occupancy rate of the studied hotels. The ULI demand analysis utilized the comparable use study ratio and applied additional, reasonable seasonal and alternative mode adjustments, finding that the Site will likely generate demand for about **144 spaces** during peak seasons and hours of activity.

Table 4: Summary of Supply & Demand Methodologies

Analysis Method	Demand Ratio (spaces/key)	Demand (Spaces)
Comparable Use Study	0.56	100
w/ ULI-Based Seasonal Demand and Alternative Mode Adjustments	0.82	144
Proposed Supply On-Site		145
Parking Sufficiency		1

This study concludes that the proposed number of **145 parking spaces** will adequately fulfill the maximum parking needs for the 56 Bridge Street Hotel.

Please reach out to Kimley-Horn with any questions regarding this analysis.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC



Jeremiah Simpson
Parking and Mobility Planner



Curtis D. Rowe, P.E., PTOE
Senior Vice President

Attachments:

- Figure 4: 56 Bridge St. Hotel Site Plan

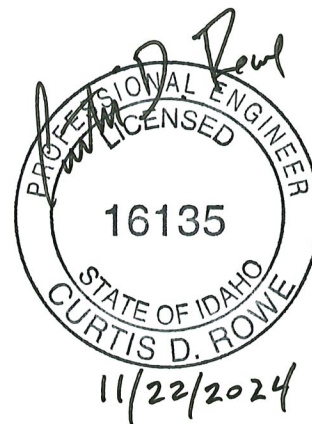


Figure 4: 56 Bridge St. Hotel Site Plan (2024-10-14)

PROGRAM DIAGRAMS

A-01



56 BRIDGE ST. HOTEL | AVERILL HOSPITALITY | 2024/10/09