MEMORANDUM

STEAMBOAT SPRINGS AMBLE PARKING STUDY

23-008710.00

10375 Park Meadows Drive, Suite 425
Lone Tree, CO 80124

303.694.6622
walkerconsultants.com

DATE:	December 2, 2022
TO:	Mr. Will Hentschel
COMPANY:	359 Design, LLC
ADDRESS:	3459 Ringsby Court, Suite 307
CITY/STATE:	Denver, CO 80216
PROJECT NAME:	Parking Study for Steamboat Springs Amble
PROJECT NUMBER:	23-008710.00

PROJECT SUMMARY

Walker Consultants ("Walker") conducted a parking needs analysis to support the Steamboat Springs Amble development, a proposed resort-style condominium development located directly across from the Steamboat Springs Ski Resort.

- A total of 42 units are proposed for the site with a parking supply of 42 spaces.
- Current parking requirements per the City's Community Development Code range from between 32 and 42 spaces, depending on if the parking is constructed above ground or underground.
    - **The proposed supply is between 0 and 10 spaces higher than the minimum requirement by Code.**
- In order to project parking needs for this development, Walker consulted parking demand ratios derived from five comparable condo sites located in another ski resort community in Colorado and applied them to this site.
- Using ratios derived from the comparable sites and calibrated to the Amble site, Walker projects a parking need for this site of about 32 spaces.
    - Walker's projected parking need for this site exactly matches the Code requirement for the site, assuming 100% underground parking.
- Compared to both the minimum requirement by Code (assuming underground parking) and Walker's projected parking need for the site, Walker has determined that the **proposed parking supply would be adequate for the site**.

INTRODUCTION

The proposed Steamboat Springs Amble, according to programming information furnished to Walker by 359 Design, Inc. (the "Client") is a 103,014-square foot, resort-style multi-family condominium development consisting of 42 dwelling units. The proposed site is located south of the Steamboat Grand with driveway access on Mount Werner Circle. The proposed development falls under RR-1 ("Resort Residential – One") zone per the City of Steamboat Springs's latest land use zone map.

Figure 1 below outlines the proposed programming for the site.

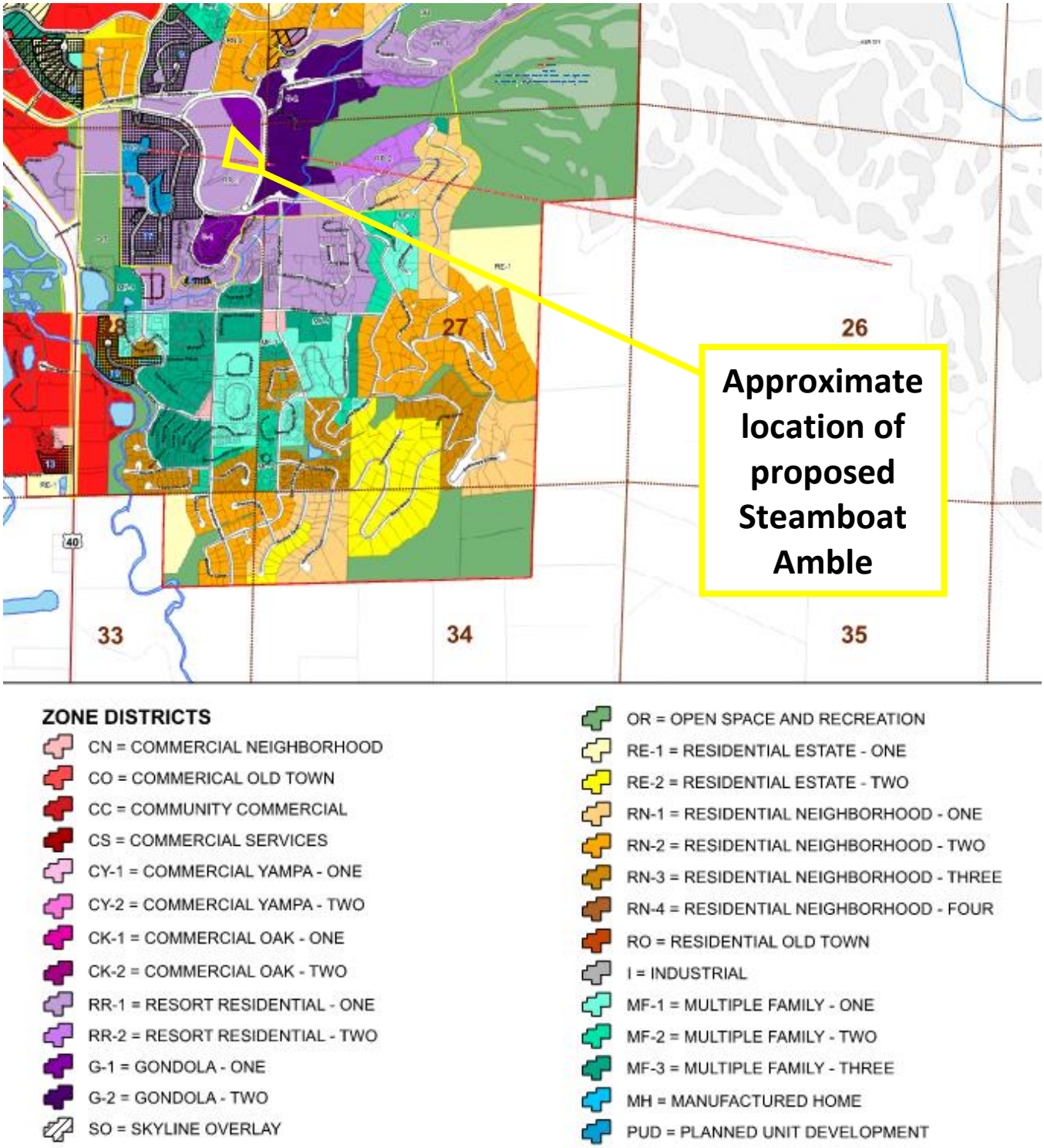
Figure 2: Proposed Site Programming

Land Use Category	Type of Unit/Specific Land Use Type	Quantity	per Unit
Multi-Family (Condominium Units)	1 Bedroom	8	Dwelling Units
	2 Bedroom	19	
	3 Bedroom	8	
	4 Bedroom	7	
	Total	**42**	**Dwelling Units**

Note that the residential use is currently the only proposed principal use. A total of 17,363 square feet of parking is planned to serve the site, consisting of 42 parking spaces. According to site plans provided to Walker, it appears that most or all parking for the development will be located underground.

Figure 2, on the next page, outlines the zoning overlay and site for the proposed development.

Figure 2: Location of New Development and Associated City Zoning



Source: City of Steamboat Community Development Code

PARKING REQUIREMENTS BY CODE

Figure 3 below shows the calculated required parking for the proposed Amble development according to the latest land use programming furnished to Walker and before taking into account any further reductions possible.

The City of Steamboat Springs's minimum off-street parking requirements per land use are specified in Chapter 26, Article 3 "Use Definitions and Standards" of the latest version of the Community Development Code (Steamboat Springs Municipal Code Chapter 26) in Section 300.F "Use Standards," Table 300-1.

After reviewing the requirements and land uses described in Table 300.1, Walker determined that the development falls under the "Multiple Family Residential" specific use per the Code. **Figure 3** below shows the minimum parking requirements for the proposed development as outlined for the RR-1 zone. Note that the requirement differs based on whether the proposed parking is to be provided underground or above ground.

Figure 3. Parking Requirements per Code for Multiple Family Residential

Zone	Principle Use Category	Specific Use	Specific Use Sub-Type	Parking Requirement (Before Reductions)
RR-1	Residential	Multiple Family Residential	Above Ground Parking	1 Space per Dwelling Unit
			Underground Parking	0.75 Space per Dwelling Unit

Figure 4 shows the calculated parking requirements as determined by either specific use described above. Note that requirements do not differ based on the number of bedrooms per dwelling unit. A range is provided based on whether the parking is located completely above ground or completely underground.

Figure 4. Required Number of Spaces by Code for This Development

Specific Use Sub-Type (Type of Parking Provided)	Number of Dwelling Units	Parking Requirement	per Unit	Number of Spaces Required (Before Reductions)
100% Above Ground Parking	42	1	Dwelling Unit	42
100% Underground Parking		0.75	Dwelling Unit	32

According to Walker's calculations, between 32 and 42 parking spaces are required for this site by Code.

PARKING REDUCTIONS POSSIBLE

The City of Steamboat Springs, in Section 406.D of its Community Development Code, allows various credits or reductions towards satisfying minimum off-street parking supply requirements.

1. New on-street parking spaces created by a development can reduce the number of off-street spaces required by a ratio of 0.5 off-street spaces reduced for every 1 on-street space created.

2. A reduction is allowed for certain mixed-use and shared parking facilities.

    a. The reduction is valid where the uses do not normally overlap; no substantial conflicts will result from the parking reduction; the location, operation, and maintenance of the parking facilities will fulfill the purpose of the off-street parking standards; and the shared parking facilities will not cause traffic congestion or an unsightly concentration of parked cars.

b. If the land uses and associated parking meet the above requirements, a reduction of 2.5% is allowed per 50 spaces after the first 50 spaces, up to a maximum reduction of 20% across 400 spaces.
c. No reduction is allowed if fewer than 50 spaces are required.

3. Finally, for land uses that are located within 660 feet of a transit line and where pedestrian connections to the transit line exist, a reduction of 10% is possible if between 50 and 200 spaces are required, and 20% if more than 200 spaces are required. No reduction is allowed if fewer than 50 spaces are required.

The site is not expected to create any new on-street parking spaces and also does not meet the definition of mixed use for purposes of shared parking, and therefore does not qualify for further reductions under items (1) and (2) above. While the entire site falls within a 660-foot radius of the Gondola Transit Center, as described in item (3), Walker has determined that the site does not qualify for further reductions in the number of spaces required by Code as the calculated total parking requirement is fewer than 50 spaces in both the above-ground and underground scenarios.

PROJECTED PARKING NEEDS

This development features a number of factors that make it unique compared to other, more typical multi-family developments. First, the development is proposed to be constructed within the context of a ski resort-support community, which results in seasonal and other notable variations in parking demand across a typical day as well as across the year. Second, the condominium units are likely to function primarily as second and third homes, and not as primary residences. For these reasons, the project's parking needs may differ, both overall and between the two different unit types, from that of a traditional multi-family development in a non-resort community/neighborhood.

As a result, to calculate parking needs for this site, Walker used and applied ratios derived from a few selected resort-adjacent condominium sites located in a comparable ski resort community in Colorado.

ABOUT COMPARABLE SITES

Walker consulted parking demand data it has available for a peer condominium development that is similarly located within another ski resort community in Colorado. These condo sites are located near or directly adjacent to a ski resort village, making them well suited for purposes of benchmarking with respect to estimating parking demand for this proposed development.

Parking demand counts were conducted for these sites on multiple different days in both Winter 2018/2019 and Summer 2019. Land use programming and associated parking demand data for these condo developments are summarized in **Figure 5** below. Data from the peak day is provided, which occurred during the summer observation period.

Note that counts were not conducted directly by Walker. Counts were conducted by another professional transportation planning firm, and the data was provided to Walker. Walker independently analyzed the methodology used in the analysis and determined that the methodology and data were sound.

Figure 5: Programming and Parking Demand Data for Selected Peer Condo SItes

Total Number of Condo Units	Total Number of Bedrooms	Average Number of Bedrooms per Unit	Total Unit Occupancy during Peak	Total Parking Demand Observed	Parking Demand Ratio per Unit	Parking Demand Ratio Assuming 100% Occupancy
103	198	1.92	74%	46	0.45	0.60

According to the data available to Walker, a peak parking demand ratio of about 0.45 spaces per unit was observed. However, at the time of data collection, overall condo unit occupancy was noted to be about 74%. Therefore, a peak demand ratio of about 0.60 spaces per occupied unit, or 0.60 spaces assuming 100% unit occupancy, was observed.

PROJECTED PARKING NEEDS FOR THE AMBLE SITE USING COMPARABLE SITE RATIOS

In order to apply the peak demand ratio per occupied unit of 0.60 spaces to the proposed Amble development, the ratio needed to be adjusted up to account for the higher average number of bedrooms per unit.

Also, the addition of a supply cushion is required. This supply cushion is typically necessary to ensure that some parking spaces are available during typical peak times, as parking systems do not operate efficiently or effectively when parking spaces are consistently above 85% occupied. However, in the context of residential developments, parking supply cushions may not be necessary as residential parking is typically reserved, assigned, and used by habitual users.

On balance, Walker included a 5% supply cushion for this development, given the fact that the units are not likely to serve as primary residences for most occupants.

Using ratios derived from this data, projected parking needs for the Amble development are shown in **Figure 6** below.

Figure 6: Projected Residential Parking Needs

Total Number of Proposed Condo Units	Total Number of Bedrooms	Average Number of Bedrooms per Unit	Parking Demand Ratio per Unit Scaled Up	Parking Supply Ratio Needed (5% Cushion)	Total Projected Parking Need
42	98	2.33	0.73	0.77	32

Overall, assuming a peak demand ratio of about 0.73 spaces per unit and an associated parking supply ratio of 0.77 spaces per unit, assuming a 5% cushion, Walker projects a total parking need for this development of about 32 spaces.

Note that this projected need may not include demand from resident guests. Also, it may not account for additional demand resulting from multiple families and associated vehicles that may result from the particular unit mix by the number of bedrooms for this development, which is weighted more towards units with more than one bedroom. However, due to the small number of overall units being proposed, such additional demand is likely to be negligible. Therefore, it is likely to be accommodated by the proposed supply, which is 10 spaces higher than our projected need.