

PS-21-0072 – STEAMBOAT BASECAMP MIXED USE (1901 CURVE PLAZA)

SUPPLEMENTAL PARKING NARRATIVE AND PARKING MANAGEMENT PLAN

This narrative is provided to help clarify the logistics of how the Applicant proposes to allocate parking within the site for the various building uses, and successfully implement the shared parking model presented in the Parking Study, prepared by Stolfus and Associates, dated April 15, 2021 (Revised 1/18/2023). By implementing these parking management strategies, the Applicant will ensure that all building users have sufficient parking at all hours of the day.

Proposed Parking Space Lease Allocation

The Applicant's leasing plan is to structure residential lease agreements to state that Studio and 1-Bedroom units will only have the ability to lease 1 parking space and 3 Bedroom units will have the ability to lease up to 2 parking spaces. By doing this, the Applicant expects to cap the residential parking demand at 87 spaces (calculation below).

Use	Bldg Parking Lease Policy	Number of Spaces
1 Bedroom/Studio	1 space / du	59 x 1 = 59
3 Bedroom	2 spaces / du	14 x 2 = 28

However, to present the most conservative scenario, compliant with CDC standards and consistent with the Stolfus and Associates Parking Study Memorandum, the Applicant is presenting a Parking Management plan which provides the full CDC-required 117 spaces during peak residential demand (between the hours of 12:00 AM and 4:00 AM).

Shared Parking Approach

The Stolfus and Associates Parking Study Memorandum supports a shared parking model, based on the premise that peak parking demand for the residential use is staggered from those of the Retail, office and fitness studio uses. Stolfus' Study gathers peak parking demand data from "Parking Generation" (Institute of Transportation Engineers) and assembles the data for each hour of the day to find the shared peak parking demand at any given time of the day. This analysis results in a peak shared demand of 119 spaces at 5 AM, which is less than the parking being provided by the Applicant. Below, the Applicant is including a more detailed version of the Table on page 2 of Stolfus' study which includes quantity of spaces, in addition to peak demand percentages, so it is clear to see how many spaces each use requires at any given time.

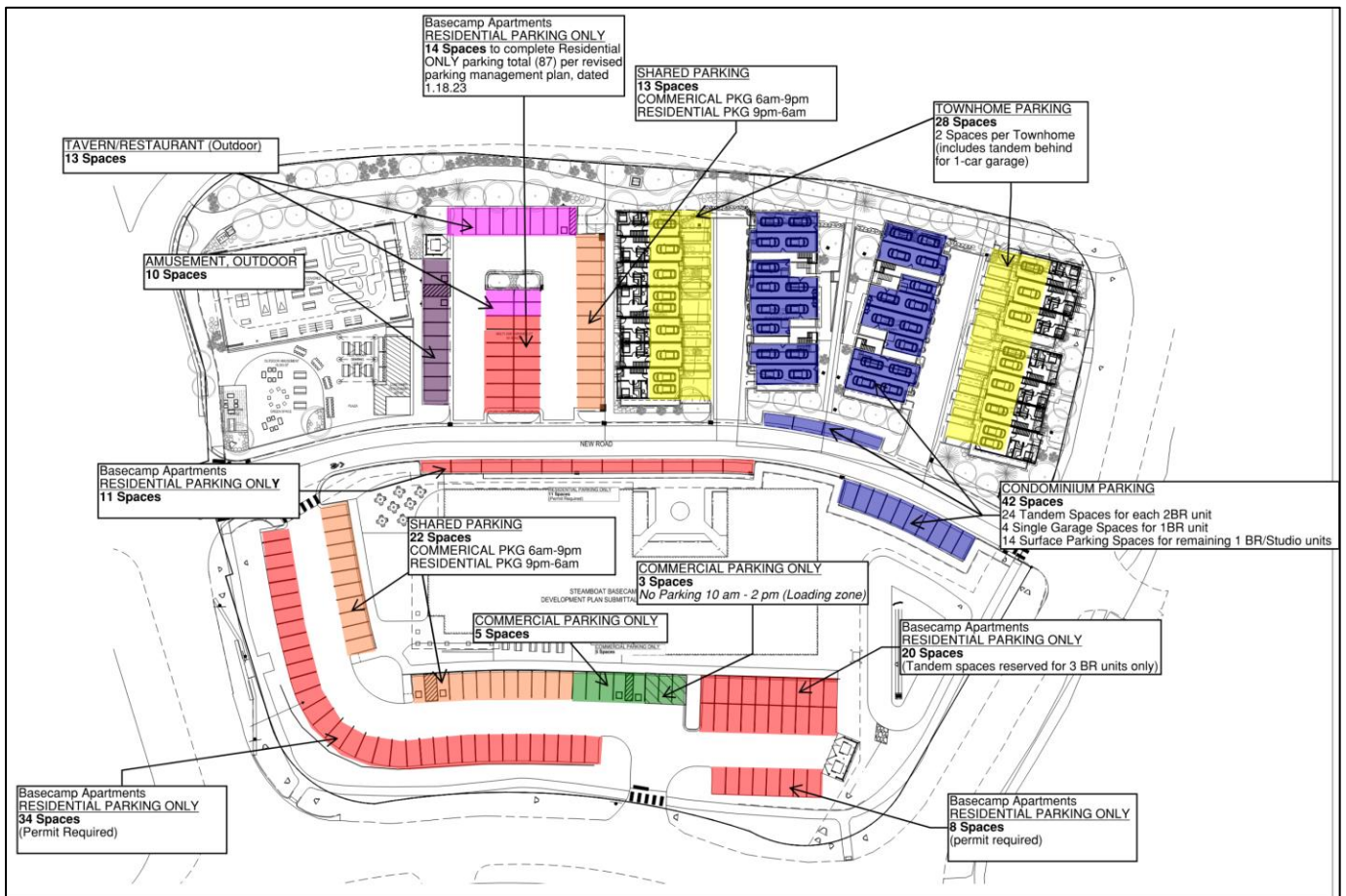
Parking Generation Land Use	221 - Low/Mid-Rise Apartment		492 - Health/Fitness Club		701 - Office Building		820 - Shopping Center			
CDC Classification	Multifamily Residential		Studio, Instruction		Office		Retail/Service, General Indoor (<3001SF)		Commercial Shared Demand	Shared Parking Demand
CDC Pkg Spaces Required		Apartment Space Count		Studio Space Count		Office Space Count		Retail/Service Space Count		
		116.5		11.6		3.6		8.5		140.2
12:00-4:00	100%	117	0%	-	0	-	0	-	-	117
5:00	96%	112	61%	7	0%	-	0%	-	7	119
6:00	92%	107	84%	10	0%	-	0%	-	10	117
7:00	74%	86	91%	11	59%	2	9%	1	13	100
8:00	64%	75	100%	12	79%	3	60%	5	20	94
9:00	64%	75	50%	6	95%	3	82%	7	16	91
10:00	64%	75	51%	6	100%	4	77%	7	16	91
11:00	64%	75	48%	6	98%	4	93%	8	17	92
12:00	64%	75	42%	5	90%	3	100%	9	17	91
13:00	64%	75	47%	5	77%	3	100%	9	17	91
14:00	64%	75	38%	4	84%	3	97%	8	16	90
15:00	64%	75	41%	5	81%	3	96%	8	16	90
16:00	44%	51	61%	7	72%	3	89%	8	17	68
17:00	59%	69	84%	10	46%	2	93%	8	19	88
18:00	69%	80	91%	11	25%	1	100%	9	20	100
19:00	66%	77	100%	12	0%	-	93%	8	20	96
20:00	75%	87	50%	6	0%	-	96%	8	14	101
21:00	77%	90	0%	-	0%	-	87%	7	7	97
22:00	92%	107	0%	-	0%	-	0%	-	-	107
23:00	94%	110	0%	-	0%	-	0%	-	-	110

The above shows that the Commercial parking peak demand occurs at 8:00 AM, requiring a combined **20** spaces between the fitness studio, retail and office uses, while the Apartment use peaks between 12:00 and 4:00 AM, requiring **117** spaces. The shared peak indicates **119** at 5:00 AM.

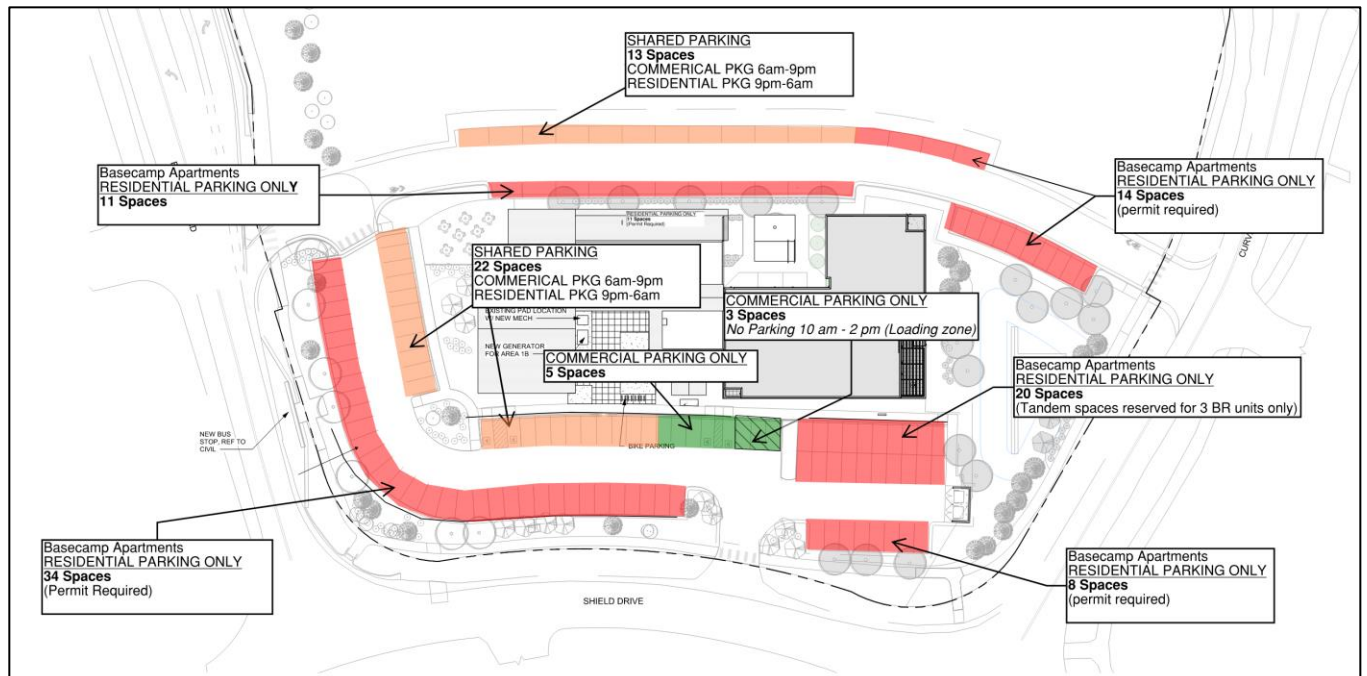
Parking Zones/Allocations

In order to ensure all building users have sufficient parking during the hours they most need it, below is an example of how the Applicant initially proposes to allocate the parking spaces and provide the associated signage to identify zones where each building user should park. By providing three (3) zones of assigned parking, it minimizes confusion for building users and allows for better enforcement by building management. The breakdown of allocations is as follows, and a color-coded parking diagram is included thereafter:

- 1) **(87) Spaces designated for RESIDENTIAL PARKING ONLY at ALL TIMES (shown in red)** – these reserved spaces ensure that residential parking demand is met during non-peak hours of the day, and corresponds with the parking space lease allocation plan identified above.
- 2) **(5) Spaces designated for COMMERCIAL PARKING ONLY at all times (shown in green)**
- 3) **(3) Spaces designated for COMMERCIAL PARKING ONLY, except for loading hours 10AM-2PM (shown in green with hatch)** – this area will serve as a loading area between 10AM-2PM but be available for Commercial parking for the remaining hours of the day. Resident move-ins and move-outs can also make use of this space by reservation only.
- 4) **(35) Spaces designated as SHARED PARKING (shown in orange)**. These spaces are allocated for Residential Parking only during peak residential hours (9:00 PM – 6:00 AM), but available for commercial use during the remaining hours of the day (6:00 AM – 9:00 PM). The **35** shared spaces ensure the total of **117** spaces (**CDC Parking Requirement for Multiple Family Residential**) for residents is met during peak parking demand hours of 10 PM and 6 AM are provided, **with a surplus of 5 spaces for guest/staff/service contractor parking**. The 35 shared spaces also allows for a Commercial parking count of up to **40** spaces during the hours of 6 AM – 9 PM, which is well in excess of the the peak of **20** spaces projected at 8 AM and the **24 required by the CDC**, per the shared parking model chart above.



The above illustrates the parking counts in the final condition of the site, once the additional Phases of the Basecamp project are complete. In the nearer-term (only phase 1 being complete) the parking zones/allocations outlined on page 2 are still met as follows:



Parking Management Strategies

Some of the strategies that will be implemented to ensure the success of the shared parking model include the following:

- 1) Signage on posts for all parking zones to clearly identify the designated parking areas for each type of building user. Striped signage on the pavement will be utilized for the outer tandem spaces as well as the loading area to clearly identify the intended use.
- 2) Residents will have resident parking permits (hang-tags for their vehicle) should they decide to rent a parking space along with their unit. Daily walks by building staff will take place in the mornings and early evenings to ensure compliance and that commercial users are not using resident parking and vice versa. Notice of fines for repeat offense will be included in each lease to stress to residents that parking compliance is important and help ensure compliance. Leases will also include language that states vehicles must be vacated by 7 AM if resident parks in a “shared” space or be subject to a warning and then a fine for repeat offenses.
- 3) A site walk will be completed by building staff at 8 PM each evening to ensure commercial users have vacated the shared spaces allotted for residential use. Warning notices will be placed on windshields, and towing will be enforced for repeat offenses.
- 4) Building staff will also monitor loading hours between 10 AM and 2 PM and ensure no commercial users are parked in the loading area during these dedicated hours. Use of cones to block off the zone during this time could be effective to ensure the area is available for any vans or trucks that need to unload deliveries. Towing for repeat offenders will be enforced.

Conclusion

By utilizing a shared parking model, a practical approach widely recognized and implemented by Transportation Engineers, the Applicant can provide sufficient parking for each building user at any given time of the day. The proposed shared parking model and allocations outlined above work and are supported by the accompanying Stolfus and Associates Parking Study Memorandum.