

## **PS25-0010 – STEAMBOAT BASECAMP PH2 APARTMENTS**

March 3, 2025

### **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 2/28/25. 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 can only lease 1 parking space and 2 Bedroom 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 173 spaces (calculation below).

<b>Use</b>	<b>Bldg Parking Lease Policy</b>	<b>Number of Spaces req'd per Lease</b>
Existing 1 Bedroom/Studio (Ph1)	1 space / du	59 x 1 = 59
Existing 3 Bedroom (Ph1)	2 spaces / du	14 x 2 = 28
Proposed WFH 1 Bedroom/Studio (Ph2)	1 space / du	30 x 1 = 30
Proposed 1 Bedroom/Studio (Ph2)	1 space / du	44 x 1 = 44
Proposed 2 Bedroom (Ph2)	2 spaces / du	6 x 2 = 12
<b>Total Spaces Provided per Leases</b>		<b>173</b>

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 225 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 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 225 spaces between the hours of 12-4 AM, which is less than the 230 parking spaces being provided by the Applicant. Below, the Applicant includes 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.

<b>Parking Generation Land Use</b>	221 - Low/Mid-Rise Apartment		492 - Health/Fitness Club		XXX - Coffee Shop		701 - Office Building		820 - Shopping Center			
<b>CDC Classification</b>	Multifamily Residential		Studio, Instruction		Coffee Shop		M3 Golf/Office		Retail/Service, General Indoor (<3001SF)		Commercial Shared Demand	Shared Parking Demand
<b>CDC Pkg Spaces Required</b>		<b>Apartment Space Count</b>	<b>11.6</b>	<b>Studio Space Count</b>	<b>6.5</b>	<b>Coffee Space Count</b>	<b>3.6</b>	<b>Office Space Count</b>	<b>5.2</b>	<b>Retail/Service Space Count</b>	<b>27.0</b>	<b>251.5</b>
12:00-4:00	100%	225	0%	-	0%	-	0	-	0	-	-	225
5:00	96%	216	61%	7	20%	1	0%	-	0%	-	7	223
6:00	92%	207	84%	10	40%	3	0%	-	0%	-	10	216
7:00	74%	166	91%	11	73%	5	59%	2	9%	0	13	179
8:00	64%	144	100%	12	100%	7	79%	3	60%	3	18	161
9:00	64%	144	50%	6	63%	4	95%	3	82%	4	14	157
10:00	64%	144	51%	6	57%	4	100%	4	77%	4	14	157
11:00	64%	144	48%	6	42%	3	98%	4	93%	5	14	158
12:00	64%	144	42%	5	39%	3	90%	3	100%	5	13	157
13:00	64%	144	47%	5	27%	2	77%	3	100%	5	13	157
14:00	64%	144	38%	4	15%	1	84%	3	97%	5	13	156
15:00	64%	144	41%	5	15%	1	81%	3	96%	5	13	156
16:00	44%	99	61%	7	15%	1	72%	3	89%	5	14	113
17:00	59%	132	84%	10	15%	2	46%	2	93%	5	16	149
18:00	69%	155	91%	11	15%	2	25%	1	100%	5	17	172
19:00	66%	148	100%	12	15%	2	0%	-	93%	5	17	165
20:00	75%	168	50%	6	15%	2	0%	-	96%	5	11	179
21:00	77%	173	0%	-	0%	-	0%	-	87%	5	5	177
22:00	92%	207	0%	-	0%	-	0%	-	0%	-	-	207
23:00	94%	211	0%	-	0%	-	0%	-	0%	-	-	211

The above shows that the Commercial parking peak demand occurs at 8:00 AM, requiring a combined 18 spaces between the fitness studio, retail and office uses, while the Apartment use peaks between 12:00 and 4:00 AM, requiring 225 spaces. The residential peak is also the peak of the shared parking demand.

### **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 four (4) 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 LOFTS AT BASECAMP 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) (88) Spaces designated for BASECAMP APARTMENTS PH2 PARKING ONLY at ALL TIMES (shown in blue) - 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. One space directly in front of the building entrance will be designated reserved for loading/unloading and postal deliveries.
- 3) (8) Spaces designated for COMMERCIAL PARKING ONLY at all times (shown in green), (3) Spaces of which are designated for COMMERCIAL PARKING ONLY, except for loading hours 10AM-2PM –

(47) 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 47 shared spaces ensure the total of 225 spaces (CDC Parking Requirement for Multiple Family Residential, incorporating the 30 WFH units) for residents is met during peak parking demand hours of 10 PM and 6 AM are provided, with a surplus of 4 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.



3

- 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.
- 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 6 AM if resident parks in a “shared” space or be subject to a warning and then a fine for repeat offenses.
- 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, followed by stickers on windshield prior to towing taking place.
- 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 are effective and currently work well at the Lofts at Basecamp and adjacent commercial spaces. There would simply be additional residential units included under the same shared parking model.