



Memorandum

To: City of Steamboat Springs
From: Max Rusch, PE, PTOE, RSP
Date: 2/28/2025
Re: Steamboat Base Camp Parking Study

Overview

This memo evaluates the required parking demands for the Steamboat Base Camp (Phases 1 & 2), located in the northeast corner of the Shield Drive/Curve Court intersection, to determine whether enough parking spaces will be provided to accommodate the forecasted parking demand. Upon completion of the development, 230 parking spaces will be provided on site. Phase 1 of the site has been constructed and is currently operational, while construction on Phase 2 has not yet begun.

Parking Demand

The City of Steamboat Springs parking requirements from the Community Development Code (CDC) Table 300-1 were used to determine the number of required parking spaces. Table 1 details the number of parking spaces required from each phase of the Steamboat Basecamp.

Table 1: Parking Space Requirements

Land Use	Units	Per CDC Table 300-1	
		Rate	CDC Req'd Spaces
Phase 1			
Multifamily Housing (Studio)	29	1.5 space/DU	43.5
Multifamily Housing (1 BR)	30	1.5 space/DU	45
Multifamily Housing (3 BR)	14	2 space/DU	28
Retail/Service <3,001 SF	1572	1 space/300 SF	5.2
Office (M3)	1072	1 space/300 SF	3.6
Café	979	1 space/150 SF	6.5
Studio/Instruction	3493	1 space/300 SF	11.6
Phase 1 Total			143
Phase 2			
Multifamily Housing (Deed Restricted WFH Studio/1 BR)	30	1 space/DU	30
Multifamily Housing (Studio)	22	1.5 space/DU	33
Multifamily Housing (1 BR)	22	1.5 space/DU	33
Multifamily Housing (2 BR)	6	2 space/DU	12
Phase 2 Total			108
Phases 1 & 2 Total			251

If the peak parking demand of all the land uses peaked at the same time, 251 parking spaces would be required for the Steamboat Basecamp. Peak parking demand, however, occurs at different times of day for different types of land uses. Applying data from Parking Generation, 4th Edition published by the Institute of Transportation Engineers, the table on the following page shows how parking on the site is expected to fluctuate throughout a typical weekday. Parking Generation does not provide data for all time periods with every land use type. The percentages highlighted in grey on the following page include various documented assumption. Excerpts from Parking Generation are attached to this memo for reference.

As shown in the far right column of the table on the following page, shared parking demand for the site is expected to peak at 225 spaces from 12:00 – 4:00 AM. Since most of the required parking spaces are from the residential units, it was expected that the peak parking demand would be overnight when the residents are home. It is noted that the site meets CDC 406.D criteria for reduced parking based on transit access, but this reduction has not been applied to provide a more conservative parking estimate.

Table 2: Weekday Hourly Parking Demand as a % of Peak Period

<u>Parking Generation</u> Land Use	221 - Low/Mid- Rise Apartment	492 - Health/ Fitness Club	701 - Office Building	820 - Shopping Center	936 - Coffee/Donut Shop	Shared Parking Demand
CDC Classification	Multifamily Residential	Studio, Instruction	Office	Retail/Service, General Indoor (<3001SF)	Coffee Shop	
CDC Pkg Spaces Required	222	12	4	5	7	248
12:00-4:00	100%	0%	0%	0%	0%	225
5:00	96%	61%	0%	0%	20%	223
6:00	92%	84%	0%	0%	40%	216
7:00	74%	91%	59%	9%	73%	179
8:00	64%	100%	79%	60%	100%	161
9:00	64%	50%	95%	82%	63%	157
10:00	64%	51%	100%	77%	57%	157
11:00	64%	48%	98%	93%	42%	158
12:00	64%	42%	90%	100%	39%	157
13:00	64%	47%	77%	100%	27%	157
14:00	64%	38%	84%	97%	15%	156
15:00	64%	41%	81%	96%	15%	156
16:00	44%	61%	72%	89%	15%	113
17:00	59%	84%	46%	93%	15%	149
18:00	69%	91%	25%	100%	15%	172
19:00	66%	100%	0%	93%	15%	165
20:00	75%	50%	0%	96%	15%	179
21:00	77%	0%	0%	87%	0%	177
22:00	92%	0%	0%	0%	0%	207
23:00	94%	0%	0%	0%	0%	211

The Parking Generation manual did not provide data for some of the time periods, and the Health/Fitness club is expected to experience a different demand pattern than the Health/Fitness data provided in the Parking Generation Manual. To account for this, the following assumptions were made regarding the hourly parking demand:

221 – Low/Mid Rise Apartment

Parking Generation does not provide data from 9:00 a.m. to 4:00 p.m., so the higher 8:00 a.m. parking percentage was maintained in the calculation to be conservative.

492 – Health/Fitness Club

Parking Generation percentages from 4:00 p.m. to 8:00 p.m. were copied to 5:00 a.m. to 9:00 a.m. to reflect both an evening and a morning peak given the anticipated instructional fitness use type.

701 – Office Building

The “Weekday Suburban” percentages of peak were used, as they are more conservative than the Urban, which might have more public transportation options and require less parking.

820 – Shopping Center

Parking Generation does not have a land use category for smaller Retail/Service, thus the Shopping Center percentages were used, as this was the closest option. A combination of the DECEMBER non-Friday Weekday, Friday, and Saturday percentages was used (the highest percentage between the three at each specific time throughout the day) to represent the most conservative scenario.

936 – Coffee/Donut Shop

Parking Generation does not provide data from 5:00 a.m. to 7:00 a.m. and from 2:00 p.m. to 9:00 p.m. Some use of this café may be anticipated during these morning hours, while the peak use is likely to remain from 8:00 a.m. to 9:00 a.m. Afternoon and evening percentages were added to reflect that this café may also serve prepackaged food and beverages, but minimal use is anticipated during these times.

Conclusions

This study has forecasted that 225 parking spaces will be required to accommodate the peak hour parking demand upon completion of Phase 2 of the Steamboat Basecamp. The peak parking demand will occur between 12:00 – 4:00 AM on a weekday. Since the development will contain 230 parking spaces, it can be concluded that a sufficient number of parking spaces will be provided.