

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

August 5, 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, updated 8/4/2025. 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>Parking Lease Policy</b>	<b>Number of Spaces req'd per Lease</b>
Existing 1 Bedroom and Studio units (Ph1)	1 space / du	59 x 1 = 59
Existing 3 Bedroom (Ph1)	2 spaces / du	14 x 2 = 28
Proposed WFH 1 Bedroom OR Studio units (Ph2)	1 space / du	41 x 1 = 41
Proposed 1 Bedroom and Studio units (Ph2)	1 space / du	33 x 1 = 33
Proposed 2 Bedroom units (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 219 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 219 spaces between the hours of 12-4 AM, which is less than the 231 (233 total spaces, less 2 reserved for loading/deliveries) parking spaces being provided by the Applicant. Below, please find 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		XXX - Coffee Shop		701 - Office Building		820 - Shopping Center		932 - High Turnover sitdown Restaurant		815 - Freestanding store			
CDC Classification	Multifamily Residential		Studio, Instruction		Coffee Shop		M3 Golf/Office		Retail/Service, General Indoor (<3001SF)		Restaurant		Neighborhood Market			
CDC Pkg Spaces Required	219	Apartment Space Count	11.6	Studio Space Count	6.5	Coffee Space Count	3.6	Office Space Count	5.2	Retail/Service Space Count	13.3	Restaurant Space Count	6.7	Market Space Count	47.0	Shared Parking Demand
12:00-4:00	100%	219	0%	-	0%	-	0	-	0	-	0	-	0	-	-	219
5:00	96%	210	61%	7	20%	1	0%	-	0%	-	0%	-	0%	-	7	217
6:00	92%	201	84%	10	40%	3	0%	-	0%	-	20%	3	0%	-	10	214
7:00	74%	162	91%	11	73%	5	59%	2	9%	0	30%	4	46%	3	20	182
8:00	64%	140	100%	12	100%	7	79%	3	60%	3	51%	7	56%	4	28	168
9:00	64%	140	50%	6	63%	4	95%	3	82%	4	73%	10	77%	5	28	169
10:00	64%	140	51%	6	57%	4	100%	4	77%	4	94%	13	79%	5	31	172
11:00	64%	140	48%	6	42%	3	98%	4	93%	5	100%	13	89%	6	33	173
12:00	64%	140	42%	5	39%	3	90%	3	100%	5	93%	12	99%	7	32	173
13:00	64%	140	47%	5	27%	2	77%	3	100%	5	84%	11	93%	6	31	171
14:00	64%	140	38%	4	15%	1	84%	3	97%	5	63%	8	98%	7	27	168
15:00	64%	140	41%	5	15%	1	81%	3	96%	5	39%	5	100%	7	25	165
16:00	44%	96	61%	7	15%	1	72%	3	89%	5	48%	6	97%	6	27	124
17:00	59%	129	84%	10	15%	2	46%	2	93%	5	55%	7	98%	7	30	159
18:00	69%	151	91%	11	15%	2	25%	1	100%	5	63%	8	94%	6	31	183
19:00	66%	145	100%	12	15%	2	0%	-	93%	5	74%	10	38%	3	29	173
20:00	75%	164	50%	6	15%	2	0%	-	96%	5	55%	7	36%	2	21	185
21:00	77%	169	0%	-	0%	-	0%	-	87%	5	39%	5	36%	1	11	180
22:00	92%	201	0%	-	0%	-	0%	-	0%	-	40%	5	0%	-	5	207
23:00	94%	206	0%	-	0%	-	0%	-	0%	-	53%	7	0%	-	7	213

The above shows that the Commercial parking peak demand occurs at 11:00 AM, requiring a combined 33 spaces between the fitness studio, retail and office uses, while the Apartment use peaks between 12:00 and 4:00 AM, requiring 219 spaces. The residential peak of 219 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) (86) 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 and is NOT included in the total count of 86.
- 3) (7) Spaces designated for COMMERCIAL PARKING ONLY at all times (shown in green); One space directly in front of the building entrance will be designated reserved for loading/unloading and postal deliveries, as is NOT included in the total count of 7.



## **Parking Management Strategies**

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

- 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.