



Memorandum

To: City of Steamboat Springs
From: Max Rusch, PE, PTOE, RSP
Date: 8/4/2025
Re: Steamboat Base Camp Parking Study

Overview

This memo evaluates the required parking demands for the Steamboat Base Camp (Phases 1, 2, & 3), 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 there will be 233 spaces on site, two of which will be reserved for loading, so there will be a total of 231 spaces available for parking. Phase 1 of the site has been constructed and is currently operational, while construction on Phase 2 and Phase 3 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			143.4
Phase 2			
Multifamily Housing (Deed Restricted WFH Studio/1 BR)	41	1 space/DU	41
Multifamily Housing (Studio)	16	1.5 space/DU	24
Multifamily Housing (1 BR)	17	1.5 space/DU	25.5
Multifamily Housing (2 BR)	6	2 space/DU	12
Phase 2 Total			102.5
Phase 3			
Restaurant	2000	1 space/150 SF	13.3
Market	2000	1 space/300 SF	6.7
Phase 3 Total			20
Phases 1, 2, & 3 Total			266

If the peak parking demand of all the land uses peaked at the same time, 266 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 assumptions. 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 219 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

Parking Generation Land Use	221 - Low/Mid-Rise Apartment	492 - Health/Fitness Club	701 - Office Building	815- Free Standing Discount Store	820 - Shopping Center	932- High Turnover Restaurant	936 - Coffee/Donut Shop	Shared Parking Demand
CDC Classification	Multifamily Residential	Studio, Instruction	Office	Neighborhood Market	Retail/Service, General Indoor (<3001 SF)	Restaurant	Coffee Shop	
CDC Pkg Spaces Required	219	11.6	3.6	6.7	5.2	13.3	6.5	266.0
12:00-4:00	100%	0%	0%	0%	0%	0%	0%	219
5:00	96%	61%	0%	0%	0%	0%	20%	217
6:00	92%	84%	0%	0%	0%	20%	40%	214
7:00	74%	91%	59%	46%	9%	30%	73%	182
8:00	64%	100%	79%	56%	60%	51%	100%	168
9:00	64%	50%	95%	77%	82%	73%	63%	169
10:00	64%	51%	100%	79%	77%	94%	57%	172
11:00	64%	48%	98%	89%	93%	100%	42%	173
12:00	64%	42%	90%	99%	100%	93%	39%	173
13:00	64%	47%	77%	93%	100%	84%	27%	171
14:00	64%	38%	84%	98%	97%	63%	15%	168
15:00	64%	41%	81%	100%	96%	39%	15%	165
16:00	44%	61%	72%	97%	89%	48%	15%	124
17:00	59%	84%	46%	98%	93%	55%	15%	159
18:00	69%	91%	25%	94%	100%	63%	15%	183
19:00	66%	100%	0%	38%	93%	74%	15%	173
20:00	75%	50%	0%	36%	96%	55%	15%	185
21:00	77%	0%	0%	36%	87%	39%	0%	180
22:00	92%	0%	0%	0%	0%	40%	0%	207
23:00	94%	0%	0%	0%	0%	53%	0%	213

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.

815 – Free Standing Discount Store

Parking Generation does not have a land use category for a Market, so the Free Standing Discount Store was used instead as it was assumed to have the closest parking trends. The Non-December Weekday rates were used. The parking rates are zero from 10:00 PM – 7:00 AM, as the stores are typically closed during this time period.

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.

932 – High-Turnover (Sit-Down) Restaurant

The Saturday parking rates were used for this land use. The parking rates are zero from 12:00 PM – 4:00 AM, as restaurants are typically closed during this time period.

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 219 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 231 parking spaces, it can be concluded that a sufficient number of parking spaces will be provided.