

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).

Use	Parking Lease Policy	Number of Spaces req'd per Lease
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	17 33 x 1 = 33 17
Proposed 2 Bedroom units (Ph2)	2 spaces / du	14 6 x 2 = 12 28
Total Spaces Provided per Leases		173

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). 211

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 211 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	211	219	11.6		6.5		3.6		5.2		13.3		6.7				47.0	266.0
12:00-4:00	100%	211	0%	-	0%	-	0	-	0	-	0	-	0	-	-	-	-	211
5:00	96%	210	61%	7	20%	1	0%	-	0%	-	0%	-	0%	-	-	-	7	211
6:00	92%	207	84%	10	40%	3	0%	-	0%	-	20%	3	0%	-	-	-	10	211
7:00	74%	182	91%	11	73%	5	59%	2	9%	0	30%	4	46%	3	20	20	182	
8:00	64%	140	100%	12	100%	7	79%	3	60%	3	51%	7	56%	4	28	28	188	
9:00	64%	140	50%	6	63%	4	95%	3	82%	4	73%	10	77%	5	28	28	188	
10:00	64%	140	51%	6	57%	4	100%	4	77%	4	94%	13	79%	5	31	31	172	
11:00	64%	140	48%	6	42%	3	98%	4	93%	5	100%	13	89%	6	33	33	173	
12:00	64%	140	42%	5	39%	3	90%	3	100%	5	93%	12	99%	7	32	32	173	
13:00	64%	140	47%	5	27%	2	77%	3	100%	5	84%	11	93%	6	31	31	171	
14:00	64%	140	38%	4	15%	1	84%	3	97%	5	63%	8	98%	7	27	27	168	
15:00	64%	140	41%	5	15%	1	81%	3	96%	5	39%	5	100%	7	25	25	168	
16:00	44%	106	61%	7	15%	1	72%	3	89%	5	48%	6	97%	6	27	27	124	
17:00	59%	129	84%	10	15%	2	46%	2	93%	5	55%	7	98%	7	30	30	158	
18:00	69%	157	91%	11	15%	2	25%	1	100%	5	63%	8	94%	6	31	31	185	
19:00	66%	148	100%	12	15%	2	0%	-	93%	5	74%	10	38%	3	29	29	178	
20:00	75%	187	50%	6	15%	2	0%	-	96%	5	55%	7	36%	2	21	21	185	
21:00	77%	189	0%	-	0%	-	0%	-	87%	5	39%	5	36%	1	11	11	180	
22:00	92%	207	0%	-	0%	-	0%	-	0%	-	40%	5	0%	-	5	5	207	
23:00	94%	208	0%	-	0%	-	0%	-	0%	-	53%	7	0%	-	7	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.

- 4) (39) Spaces designated as SHARED PARKING (shown in orange). These spaces are available for Residential or Guest Parking only during peak residential hours (9:00 PM – 6:00 AM), but reserved for commercial use during the remaining hours of the day (6:00 AM – 9:00 PM). The 39 shared spaces ensure the total of ~~219~~ **211** spaces (CDC Parking Requirement for Multiple Family Residential, incorporating the 41 WFH units) for residents is met during peak parking demand hours of 9 PM and 6 AM are provided. The 39 shared spaces also allows for a Commercial parking count well in excess of the commercial peak of 33 spaces projected at 11 AM (and with the 12 dedicated spaces on lot 2, provides more than the 47 required by the CDC for all commercial uses).
- 5) (12) Spaces will be reserved for the exclusive use of the Restaurant and Market at all times. The restaurant and market will also be able to use the other shared parking spaces during commercial hours, however these twelve (12) spaces are exclusive to the restaurant and market use at all times.



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.