



DATE: December 2, 2021
Updated January 17, 2022 to incorporate January 5, 2022
DRT Comments

TO: Mr. Jim Schneider, Vice President

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PROJECT NAME: Wild Blue Gondola Phase I Parking Impacts

PROJECT NUMBER: 23-008321.00

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This summary memo prepared by Walker Consultants was developed to accompany the Wild Blue Gondola Mid-Station Development Application.

CURRENT PARKING UTILIZATION SUMMARY

The parking supply of 1,960 spaces provided on-site currently provides adequate capacity to meet the Resort’s parking demands during both a holiday weekend and a non-holiday weekend where fresh snowfall occurred during the days leading up to the weekend.

During the holiday weekend, the Resort's parking system was observed to have approximately 805 spaces of excess capacity on-site (40% of total parking supply), still available to serve guests as of noon on Saturday. If the overflow lots were included, available spaces increased to 1,145.

During the non-holiday 20/21 "powder day" weekend, the Resort's parking system was observed to have approximately 353 spaces of excess capacity (17% of total supply) available to serve guests as of noon on Sunday. If the overflow lots were included, available spaces increased to 693.

Of course, there are a handful of days where parking demand nears or reaches capacity, including overflow, per season. However, parking systems are typically not designed to support the absolute record busiest day or time of the year. They are typically designed to support peak demand on the 85th percentile busiest day, which is more representative of a “typical” busy day. Analogously, a gondola designed to accommodate person loads during the absolute busiest day of the year would be oversized, with too much carrying capacity, for all other days of the year, including more typical busy days or weekends, and thus operate inefficiently.

Though there is currently adequate parking supply available for guests, there remains a perception of a general lack of available parking at the Resort. This perception is primarily due to traffic congestion resulting from drivers driving around and around in search of close-in available parking that has already reached capacity, and not an actual supply shortage. The Resort is actively working to resolve parking capacity perceptions by developing a comprehensive and actively managed parking program.

APPROACH TO PROJECTING PARKING DEMAND

Considerations for new parking demand at the Resort are most closely related to increases from the following categories: new guests, increase in ticket sales, increase in staffing, new services or activities, new lodging offerings, new restaurant amenities, etc. While Comfortable Carrying Capacity (CCC) is sometimes used to describe an overall increase in the Resorts' services, it is more directly related to the vertical lift capacity. This is not always directly related to new parking demand. This methodology was used, so there is constancy with the traffic study modeling at the request of the City.

PROJECTED IMPACTS ON PARKING

The parking impact resulting from the CCC increase associated with Phase I of the Wild Blue Gondola was modeled (consistent with the traffic study). This analysis included the relocation of the SnowSports School carpets from the Base Area, removing the Easy Rider and Priest Creek lifts, adding the Rough Rider lift at Green Horn Ranch, and constructing Phase I of the Wild Blue Gondola. These changes result in a 2.15% net increase in the CCC. The overall net increase in CCC results in the parking demand increasing by 36 vehicles on a busy non-holiday and 26 vehicles on a holiday weekend. The existing parking supply can currently accommodate an increase of 693 vehicles (353 vehicles if overflow spaces are not included); therefore, the existing parking supply is adequate to accommodate this increase in new parking demand.

ASSUMPTIONS

*Assumptions provided and confirmed by the Resort.

1. No growth in parking from other Resort development is included in this analysis.
2. No changes to the current transportation demand management strategies that would reduce overall parking demand are included in this analysis.
3. Staffing required to operate the relocated SnowSports School is assumed to remain the same as when it was located at the Base Area.
4. Student enrollment/ number of participants for the relocated SnowSports School is assumed to remain the same as when it was located at the Base Area.
5. Parking needed to support the relocated SnowSports School will continue to be served by the existing Resort parking lots/garages.
6. New cafeteria food services at the Wild Blue Gondola Mid-Station Terminal are used to support the SnowSports School. Staffing to support this space will be relocated from existing cafeteria services that supported the SnowSports School when it was located in the Base Area.
7. The Steamboat Gondola Lower Terminal station was relocated to the area previously occupied by the SnowSports School; therefore, the vacated space will generate no new parking demand.
8. Staffing required to operate the new Cabin Maintenance Building located at the Mid-Station Terminal of the Wild Blue Gondola is anticipated to be staffed by lift operators that are reassigned from the Preview lift that is being removed. Because the lift operations of the staff that are reassigned change from fixed grip to a gondola operation, a small number of additional lift operators will be required. We assigned the same 90% captive factor outlined in the traffic study, resulting in a projected increase of eight parking spaces being utilized at the base area to support staffing the new gondola operation.
9. Future increases in Resort visits resulting from terrain expansion after the Wild Blue Gondola Mid-Station expansion of the is not considered.

End of Memo