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2/16/2022

Mr. Bob Keenan  
City of Steamboat Springs

Subject: Base Area Plaza Improvements – Plaza Building  
Submittal #3 DRT Comment Response PL20210078  
Project Number: 003.7835.000

Dear Bob:

Please see the attached Development Plan DRT comment responses for the Base Area Plaza Improvements – Plaza Building (211077001).

Also included in this response are the following attachments:

- Steamboat Ski and Resort Corporation Parking Needs Analysis dated 2/10/2022.
- Parking Impacts from Resort Development Memo dated 2/10/2022.

Sincerely,

A handwritten signature in black ink, appearing to read "Adam Ambro".

Adam Ambro  
Senior Associate  
Gensler

Mr. Bob Keenan

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Planning Review (Reviewed By: Bob Keenan, AICP)

### **Methodology Questions**

1. *Were the two days that were studied the busiest of the 2020/2021 season?*

**RESPONSE:** Historical parking data is summarized in the “Steamboat Ski and Resort Corporation Parking Needs Analysis” dated 2/10/2022. The parking and traffic studies were conducted by separate entities and Steamboat Ski & Resort Corp (SSRC) is happy to consider aligning parking and traffic study dates going forward.

2. *Why was MLK weekend selected for study if it was a blackout weekend for IKON pass. It seems as though non-blackout holiday weekend would have been a better indicator for peak parking as out of state guests are more likely to visit the resort without a personal vehicle.*

**RESPONSE:** MLK weekend is understood to be one of the busier holiday weekends for the resort; therefore, we wanted to capture a representative sample from a holiday weekend. We also wanted to study the impacts of when Base IKON passes are blacked out. IKON Base passes are restricted on most major holidays. This includes Christmas and New Year’s (December 26, 2021 – January 2, 2022), MLK Weekend (January 15-16, 2022), and Presidents Day Weekend (February 19-20, 2022). A non-holiday weekend was also studied, which turned out to be a busy day as a result of fresh snow after a rather long period of dry weather.

3. *It appears the study only went to noon on those days studied. How is the peak parking determined without studying the entire day that the resort is open?*

**RESPONSE:** Peak parking demand is highest in the morning at resorts. Activity trails off into the afternoon; therefore, data collection into the afternoon was not necessary.

4. *For the Wild Blue parking demand, it appears that CCC was used to assess the increase in parking required. Should the CCC also be used to assess what the resort should have for parking spaces?*

**RESPONSE:** The City asked the team to revise the original planning methodology per DRT Comments #1 to use CCC so it was consistent with the traffic analysis methodology. Using the CCC methodology increased parking demand from the methodology used previously. Please see the “Parking Impacts from Resort Development Memo” dated 2/10/2022.

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5. *Is CCC the best indicator for parking needs or observations/study days?*

**RESPONSE:** The City asked the team to revise the original planning methodology to use CCC so it was consistent with the traffic analysis methodology. Using the CCC methodology increased parking demand from the methodology used previously. The “Parking Impacts from Resort Development Memo” dated 2/10/2022 accounts for an 8.98% increase in CCC. CCC is the single most important planning criterion the resort uses in developing its master plans and USFS required NEPA analysis’. It includes all related skier services facilities on mtn and in the base area (including restaurant seating), restrooms, parking, and other guest services tied to the resort’s true capacity. CCC is just that, a measure of the ski area’s true capacity, and same as within the traffic study, in practice, any parking needs increase associated with the resort expansion is not likely realized until the increase in lodging and other amenities to support the additional visitors is added. Ongoing parking and traffic studies will be necessary to confirm actual needs.

#### **General Questions/Comments**

1. *Is the Parking Needs Analysis Memo the actual study or a summary of the study?  
Please provide the study if the latter.*

**RESPONSE:** The “Steamboat Ski and Resort Corporation Parking Needs Assessment dated 1/19/2022” that was submitted as part of the DRT Comment Response #2 is the actual study that outlines the current parking findings of the supply/demand analysis, persons per vehicle observations, and future strategies being evaluated to continually actively manage parking. This study has been updated and is included in this DRT Comment Response #3 called “Steamboat Ski and Resort Corporation Parking Needs Analysis” dated 2/20/2022. It now includes a summary of the 5-year historical parking needs.

2. *The parking needs assessment shall establish a parking requirement for current resort operations. This “baseline” can then be added to with future development to ensure adequate parking supply.*

**RESPONSE:** Acknowledged. A baseline parking demand is established in the “Steamboat Ski and Resort Corporation Parking Needs Analysis” dated 2/10/2022.

3. *The parking needs assessment should include a study of parking during special event weekends and how parking is to be accommodated during those weekends.*

**RESPONSE:** A statement about special event parking is provided in the “Steamboat Ski and Resort Corporation Parking Needs Analysis” dated 2/10/2022.

4. *The parking study may incorrectly state the amount of overflow parking on page 2 at the bottom. It should be 2,240 not 2,360.*

**RESPONSE:** Overflow parking has been removed.

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5. *Needs analysis says on site capacity is 2020 and Impact Memo says 1960.*

**RESPONSE:** Noted. This was a typo and has been corrected.

6. *The off-site/off-ski area owned property used to calculate total parking capacity for the resort must be excluded from the available parking for the following reasons:*
- Per CDC Section 406.E.2, Off-Site Parking Facilities, these off-site facilities need to be approved by City Council in accordance with this section.*
  - The use of these sites for ski area parking may conflict with the development approvals that require a minimum number of parking spots for these sites.*
  - Any agreements for the use of these properties may be terminated at any time and without notice to the City.*

**RESPONSE:** The use of the non-Resort owned parking lots has been removed from the analysis. Without using these lots, the Resort owned parking lots/garages are sufficient to meet the design day parking demand. Refer to the "Steamboat Ski and Resort Corporation Parking Needs Analysis" dated 2/10/2022 for additional information on this.

7. *If the Ski Area would like to formalize the use of these site, please include a request to do so as part of your development application.*

**RESPONSE:** SSRC is not looking to formalize the use of these sites as part of any development application.

## Mitigation

1. *The parking memo is unclear on any mitigation proposed by the applicant in association with the approval of these projects.*

**RESPONSE:** Future strategies the Resort is evaluating have been added to the "Parking Impacts from Resort Development Memo" dated 2/10/2022.