

Submittal Requirement Waiver: Waivers must be approved by the respective reviewing agency and the approved waiver must be submitted with the application to be considered complete. If the waiver is not approved, the report is required for a complete submittal.

Project Information

Project Name SSRC - Base Area Plaza Improvements
Physical Address 2305 Mt. Werner Circle, Steamboat Springs, CO 80487
Legal Description Lot 1 Ski Hill Subdivision Replat Parcel D
Parcel ID # 320200001

**To waive any of the following items, contact the Community Development Engineer at
970-871-8227 or sking@steamboatsprings.net**

Traffic Impact Analysis Report

Reason for Waiver Removal of the existing Gondola Building and construction of a new Under-Plaza Building is anticipated to reduce traffic volumes - See attached memorandum dated February 4, 2021

Approved? ☐ Y ☐ N Determined By _____ Date _____

Soils & Geo-Technical Report

Reason for Waiver _____

Approved? ☐ Y ☐ N Determined By _____ Date _____

Drainage Study

Reason for Waiver _____

Approved? ☐ Y ☐ N Determined By _____ Date _____

**To waive the report below, contact City of Steamboat Springs Water District Utilities Engineer at
970-871-8211 or agregory@steamboatsprings.net**

Water Demand Report

Reason for Waiver _____

Approved? ☐ Y ☐ N Determined By _____ Date _____

Traffic Memorandum

To: City of Steamboat Springs
Engineering Department
Attn: Ben Beall
136 10th Street
Steamboat Springs, CO 80477

From: Kari J. McDowell Schroeder, PE, PTOE

Date: February 4, 2021

Re: **Steamboat Springs Base Village Redevelopment
Traffic Study Waiver Request**

Purpose

The Alterra Mountain Company is undergoing a plan to make improvements to the Gondola Plaza at the Steamboat Ski Resort. As a part of the redevelopment effort, the Silver Bullet Gondola will be relocated to the east and the existing gondola building will be replaced with a proposed “Under-Plaza” Building. A traffic memorandum dated December 18, 2020 addressed the gondola relocation and requested a waiver from performing a traffic study for this effort.

This memorandum will address the replacement of the existing Gondola Building with the smaller Under-Plaza Building, and the associated uses and related traffic generation. The proposed building is not anticipated to increase traffic volumes to the Steamboat Ski Resort. As such, this memorandum is requesting a waiver for performing a traffic study associated with the City’s approval process for the proposed Under-Plaza Building.

Anticipated Operational Changes with Proposed Under-Plaza Building

The existing Gondola Building houses several different uses. It is anticipated that many of these uses will be relocated to differing locations and buildings. **Table 1** contains a detailed summary of the locations, use types, existing and proposed areas, and provides a summary of the net increase or decrease for each use type. Detailed trip generation calculations are included for each of the use types in the **Appendix** of this memorandum.

Use Types:

The existing uses at the Gondola Building have been categorized into seven (7) categories. Each of these use types is listed in **Table 1** in the first column. The use types are as follows: Office, Meeting, Medical, Adaptive Program, Kid’s Vacation Club, Ski Storage Lockers, and Food (Storage). Each use type is explained below.

Office. The Office *use type* consists of general office space that is used by the employees. Approximately 13,300 sf of office space will be relocated to an existing downtown office building. A decrease in 13,860 square feet is anticipated for the proposed Under-Plaza Building. ITE Land Use #710 – Office, from the ITE Trip Generation Manual¹ was used to estimate the decrease in trip generation. A ten percent (10%) multi-modal reduction was taken for trip generation purposes. Detailed calculations are included in the **Appendix** as Item #1, Office Use Type, *Base Village Traffic Generation Calculations*.

Meeting. The meeting *use type* is located in the Sheraton Building and will be completely removed. This results in a decrease of 15,100sf of meeting use. ITE Land Use #710 – Office is used for this use type. A seventy five percent (75%) on-site reduction was taken due to most meeting patrons staying at the hotel. Detailed calculations are included in the **Appendix** as Item #2, Meeting Use Type, *Base Village Traffic Generation Calculations*.

Medical. The medical *use type* will be a new use that will be located in the proposed Under-Plaza building. ITE Land Use #630 – Clinic was used the estimate trip generation. A seventy five percent (75%) on-site reduction was taken due to the facility being designed for persons on the premise, and not as a destination facility. Detailed calculations are included in the **Appendix** as Item #3, Medical Use Type, *Base Village Traffic Generation Calculations*.

Adaptive Program. The adaptive program (Steamboat STARS) *use type* will be relocated from the Gondola Building to the Under-Plaza Building, and is anticipated to decrease by approximately 500 square feet. There are no operational changes, and therefore the trip generation is anticipated to not change.

Kid's Vacation Club. The kid's vacation club *use type* will be relocated from the Gondola Building to the Sheraton Building utilizing the previously mentioned meeting space, and is anticipated to decrease by 1,475 square feet. There are no operational changes, and therefore the trip generation is anticipated to not change.

Ski Storage Lockers. The ski storage lockers *use type* will remain the same size and will be relocated from the existing "Building A" (adjacent to the Gondola Building) and the Gondola Building to the Sheraton and the Under-Plaza buildings. There are no operational changes, and therefore the trip generation is anticipated to not change.

Storage (Food): The food storage *use type* is will consist of an increase of 1,500 square feet for the storage of food utilized for the restaurant uses. ITE Land Use #932 – High-Turnover (Sit Down) Restaurant was used to estimate the increase in trip generation. A seventy five percent (75%) on-site reduction was taken due to the facility being utilized for food storage and not additional seating capacity. Furthermore, this facility will serve existing on premise restaurants.

¹ ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, September 2017.

Table 1: Summary of Existing and Proposed Uses and Resulting Trip Generation

Use Type/Location	Existing (sf)	Proposed (sf)	Difference at Base Village	Base Village Trip Generation		Notes/Reference
				Increase (decrease) AM Peak Trips (vph)	PM Peak Trips (vph)	
Office	25,660	25,100				
Base Village	25,660	11,800	(13,860)	(27)	(18)	Calculations, Item #1
Gondola Building	25,660					
Building F, Building A, Sheraton		11,800				
Downtown		13,300	N/A			Not Included in Base Village Calculation
Downtown Building (Existing)		13,300				
Meeting	15,100					
Base Village	15,100		(15,100)	(8)	(5)	Calculations, Item #2
Sheraton Building	15,100					
Medical		1,550				
Base Village		1,550	1,550	7	6	Calculations, Item #3
Under-Plaza Building		1,550				
Adaptive Program	1,500	1,000				
Base Village	1,500	1,000	(500)	0	0	No Operational Changes, Reduced Service Area
Gondola Building	1,500					
Under-Plaza Building		1,000				
Kid's Vacation Club	14,175	12,700				
Base Village	14,175	12,700	(1,475)	0	0	No Operational Changes, Reduced Service Area
Gondola Building	14,175					
Sheraton Building		12,700				
Ski Storage Lockers	4,550	4,550				
Base Village	4,550	4,550	0	0	0	No Operational Changes
Building A	2,150					
Gondola Building	2,400					
Sheraton Building		2,400				
Under-Plaza Building		2,150				
Storage (Food)	1,500	3,000				
Base Village	1,500	3,000	1,500	5	6	Calculations, Item #4
Gondola Building	1,500					
Under-Plaza Building		3,000				
Grand Total	62,485	47,900	(14,585)	(23)	(11)	



Traffic Impact Analysis Report Waiver Request

The replacement of the proposed Under-Plaza Building and the resulting relocation of the above-mentioned use types is anticipated to generate 23 fewer vehicle trips per hour during the morning peak, and 11 fewer vehicle trips per hour during the evening peak hour.

Therefore, a waiver is being requested for the preparation of a traffic study for the City's approval process for the proposed Under-Plaza Building construction. The waiver is included as an enclosure to this memo.

Conclusion

The proposed Under-Plaza Building is not anticipated to increase the current traffic accessing the Steamboat Ski Resort. Therefore, a waiver from the City's Traffic Impact Analysis Report requirement is appropriate for this phase of the redevelopment.

As future plaza uses are developed, the above-mentioned traffic reduction should be applied to credit these uses.

Please call if you would like any additional information or have any questions regarding this matter.

Sincerely,
McDowell Engineering, LLC



Kari J. McDowell, PE, PTOE
Traffic Engineer

Enclosure:
Base Village Traffic Generation Calculations

Steamboat Springs Base Village Redevelopment
Base Village Traffic Generation Calculations
Estimated Use Type Generated Traffic¹

ITE Trip Generation Equation ³							Average Weekday	Morning Peak Hour		Outbound		Evening Peak Hour		Inbound	
ITE Code	Units ²		Eq. Coef	Avg. Weekd ay	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips
Item #1 - Office Use Type															
#710 - General Office Building	13.86	kSF	Type a= b=	B 0.97 2.50	B 0.88 1.06	Rate 1.42	Rate 0.53	156	88%	26	12%	4	18%	4	82% 16
Multi-Modal Reduction	-10%							-16		-3		0		0	-2
Item #1 - Office Use Type								140		23		4		4	14
Item #2 - Meeting Use Type															
#710 - General Office Building	15.1	kSF	Type a= b=	B 0.97 2.50	B 0.88 1.06	Rate 1.42	Rate 0.53	170	88%	28	12%	4	18%	4	82% 18
On-Site Reduction	-75%							-128		-21		-3		-3	-14
Item #2 - Meeting Use Type								42		7		1		1	4
Item #3 - Medical Use Type															
#630 - Clinic (Medical)	5	Empl-oyees	Type a= b=	A 8.12 191.73	A 0.76 24.66	A 0.75 19.75		232	54%	15	46%	13	48%	11	52% 12
On-Site Reduction	-75%							-174		-11		-10		-8	-9
Item #3 - Medical Use Type								58		4		3		3	3
Item #4 - Restaurant Use Type															
#932 - High-Turnover (Sit Down) Restaurant	1.5	kSF	Type a= b=	Rate 112.18	Rate 14.04	Rate 17.41	Rate 11.19	168	57%	12	43%	10	52%	14	48% 13
On-Site Reduction	-75%							-126		-9		-8		-11	-10
Item #4 - Restaurant Use Type								42		3		2		3	3

Notes:

¹ Values obtained from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

² DU = Dwelling Units, kSF = 1,000 Square Feet

³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$