Access, Parking & Circulation Study

Mountain Village Commercial Core

Technical Memorandum #2: Village Core Parking Needs

Prepared for

Town of Mountain Village

Mountain Village, Colorado

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Town of Mountain Village
Access, Parking & Circulation Study
Mountain Village Commercial Core

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INTRODUCTION

This technical memorandum is the second in a series dealing with a parking, access and circulation study being conducted by TDA Colorado in conjunction with Peter Jamar Associates for the Mountain Village core area. The study was commissioned to assist the Town of Mountain Village address parking and circulation needs of the Town's 16-acre, 50-. mixed-use center as it reaches complete development. The Town's Parking Committee has identified several concerns with current conditions. These include perceived inadequate public parking supply, parking (public and private) management practices, truck access and loading provisions and, adequacy of current parking regulations.

From this base, the consultant team has set out to quantify current Core Village needs and deficiencies and suggest specific measures to ensure that adequate provisions are incorporated in the final phases of Village Core development. Current conditions were documented *qualitatively* and *quantitatively* as discussed below.

Background

A series of one-on-one interviews with Village business owners and operators in spring 2000 provided a qualitative perspective of the current Village core access and parking experience. Common themes we heard were:

- Not enough short-term parking in the Village Core.
- Short-term visitors (dining, shopping) may be dissuaded from driving into the Village Core by the signing at the entry gate. Some interpret the message as ALL VISITORS must park at the Station Parking intercept (Lots A and B) rather than proceed through the manned gate and look for a space in the Core, ½ mile beyond.
- The Chondola should operate in the summer so Meadows residents can work, shop and dine without the hassle of driving to the commercial core or transferring to the gondola at the Intercept Lot
- Restaurant managers can't get employees to work in time for breakfast business because the gondola doesn't start until 7:00 AM
- Food and beverage employees have to leave before 11:00 PM because gondola shuts down
- Too many "exempt" vehicles parking in the few Plaza (Lot E, Fire Lane) short-term stalls
- Absence of loading docks and freight elevators
- Large semi's won't venture into the Village since there's no easy turnaround and return

Tech Memo #1, September 2000 *Existing Traffic, Parking and Circulation Conditions, Summer* discussed findings from field data collection conducted during the past 4th of July holiday.

Key **summer** findings from this two-day travel mode and parking observation were:

1. Out of a total of 340 parking spaces (surface lots and underground structures) in the Core Village (not counting The Peaks), only 9% of the supply is available for free short-term public use during the workday (surface lots C, E and F, 29 spaces). This limited daytime supply probably discourages some casual visits to the commercial center for fear of not finding a place to park.

2. Public parking supply increases to 116 spaces in the evening and summer weekends after daytime restrictions are relaxed. This results in an abundance of public parking available during summer evenings and weekends. There were at least 75 spaces available through Saturday afternoon when the peak accumulation occurred.
3. Private parking supply (mostly underground) had a surplus of at least 185 spaces on Friday, reducing to 129 spaces available at peak accumulation (6:00 PM) on Saturday.
4. The transport gondola system accounted for 40% of person arrivals on Friday, increasing to 60% of Village Core arrivals on Saturday.
5. Construction vehicles comprised 19% of the traffic entering on Friday and 6% of Saturday traffic. The Friday volume was probably lower than actual as some workers and supplies arrived before the 8:00 AM start of the count.
6. The 80-space surface Lot A at Station Village Parking is at capacity throughout the workday but spaces are readily available from 5 PM on. The adjacent 350-space parking structure had a maximum accumulation of 120 cars over the two days. This occurred on Saturday around noon.

Conclusions from the summer observations are:

1. There is a perception that parking in the core Village is exclusively for registered guests and business owners. This is re-enforced by the "Visitor Parking" directional signing at the approach to a manned Reception gate. Many casual visitors may interpret the combination of signage and gated-entry as a "Visitors MUST Park Here" message.
2. While parking at the Intercept lot and using the gondola to get to the commercial core may be acceptable for many day visitors and workers, it is not convenient for some short-term (less than 2-hour) visitors wishing to dine or conduct business in the core. However, the summer daytime public parking supply was too small (29 spaces) to effectively manage a concerted real time information program to promote greater use.
3. The Village core in summer exhibits characteristics of a *small urban center* on weekdays and a *resort community* on weekends. The Village is a weekday *attracter* of work trips and *producer* of Telluride Region trips made by guests and owners.
4. On weekends the gondola is the major travel mode for Village visits, particularly for Town of Telluride based trips.
5. The Town's zoning requirement for parking supply in the Village core is similar to Beaver Creek Village and less than requirements in Vail, Steamboat Springs and Aspen base area.
6. The current street infrastructure cannot accommodate occasional semi-trailer trucks efficiently. Unless rectified, this limitation on goods delivery may hamper core area commercial potential as it achieves to reach full buildout.

The summer parking findings led to two Parking Committee directives for this study:

1. The Town will institute (December 2000) a short-term (free) and long term (day skier) cash parking program at Lot D for the 2000-01 ski season to test the market for close in public parking and,
2. TDA will conduct a similar parking survey during high winter occupancy to determine whether winter season parking needs exceed those of the summer season. Accordingly, a survey was designed and conducted during the day and evening of Friday December 29th.

This Technical Memorandum #2 discusses the findings from the recent data collection and presents specific recommended actions. It contains the following sections:

- Village Core Setting – The status of land use and parking supply in the study area are presented in this section.
- Village Core Parking Demand – Observed parking traits of guests, day skiers, Village Core employees and visitors are presented in this section.
- Village Parking Demand vs. Supply - Adequacy of public, private and truck parking, now and in the future, is presented in this section.
- Findings & Recommendations – This section presents specific recommendations for accommodating Village Core parking needs as the few remaining parcels are developed.

Data Collection, Winter

Winter season parking use was observed during Christmas week 2000 (Thursday evening December 28th and Friday the 29th). Occupancy was reported to be at the 90% level in Village Core lodgings.

A Friday was selected for both summer and winter observations in order to include Village and construction workers in the data although the Christmas week would obviously be a lighter than normal day for both worker categories. Telluride winter visitors arrive in much greater numbers via air and have less need for a car than summer day and destination visitors. While the winter observation did not repeat the mode of arrival screenline of the summer count it did include morning, midday and late-afternoon tabulations of skier/boarder and nonskier boardings and alightings at the Village Gondola Plaza in the core. This information helped identify non-skier (transport) versus skiing (lift) riders of the gondola and thus helped categorize the purpose of those parking remotely.

VILLAGE CORE SETTING

Figure 1 illustrates the Mountain Village 16-acre commercial core area. This 50-lot study area (including The Peaks) contains the high-density zone of the community. Approximately 10 acres are developed in the core area.

Land Use

The developed lots include 220 hotel/lodge units and 180 condominiums and six employee housing units. Condo development and hotel/lodge development have the potential to more than double the number of existing units. Lot 59, next to the Gondola Plaza, was under construction during the July and December observations. This project will add 11,700 SF of first floor commercial space and 10 condominium units.

Current Village Core commercial floor space (office, restaurant, retail, skier services and vacant first floor space) accounts for over 150,000 SF.

Residential/ Lodging Land Use	Unit	Built Development (units)	Potential Future (units)	Buildout Total (units)	% Built December 2000
Single Family/Duplex	Dwelling Unit	0	0	0	-
Condo	Dwelling unit	180	232	412	*44%*
Hotel/Lodge	Dwelling unit	221	243	464	*48%*
Employee	Dwelling unit	6	12	18	*33%*

Source: Town of Mountain Village Development Status Report, June 30, 2000 and Peter Jamar & Associates commercial space compilation, .

Parking Supply

The high-density commercial core of Mountain Village provides about 478 parking spaces (including 100 spaces at The Peaks). During weekdays 119 of the spaces (25%) are available to the public. Public supply increases to 144 spaces (30% of total supply) on evenings and weekends as Monday-Friday daytime restrictions are relaxed at Lot G. During our *summer* observation, public parking supply was limited to less than 30 daytime weekday parking spaces. For the winter observation, Lot D was utilized as a pay public lot, providing 80 additional daytime public spaces for the winter season.

Parking supply within the Village Core, at Station Village Parking and at the Meadows end of the Chondola is described below.

Public Parking in Village Core

Within the Village Core, public parking is provided at four surface parking lots. These are lots C, D, E and F. Each of these is described below.

Lot C (11 public spaces)
Lot C is a paved and striped lot located between Mountain Village Boulevard and Blue Mesa. It is signed for two-hour parking between 8 AM and 5 PM and has 11 parking spaces including 1 handicap space.

Figure 1 Mountain Village Project Area

Lot D – Public/Permit Parking (80 public spaces)
Lot D is a manned, unpaved lot covering future development Parcels 50, 51 and 38 in the center of the Village. It is comprised of two compartments totaling about 90 spaces connected by a short driveway that ramps down from west to east. The current configuration and use differ somewhat from the summer observation. Daytime use during the summer was restricted effectively to permit and construction vehicle use. Starting in December, in time for the winter ski season, the Town reconfigured Lot D as a manned lot in the interest of testing the market for short and long-term (cash) daytime visitor use. With the current configuration the west compartment (Parcels 50 and 38) abuts Mountain Village Boulevard and contains about 50 spaces. The east compartment abuts the Plaza and the Plaza Building. It can park about 40 vehicles. Attendants in the east compartment (Parcel 51) monitor the designated passenger drop off/pick up zone near the Plaza. Of the 90 spaces, six are reserved for short-term 15-minute parking and 10 are reserved for monthly permit holders

Lot E – Loading, Reserved, Handicap Parking (15 restricted spaces)
Lot E, adjacent to Heritage Plaza, is accessed by a Fire Lane off Mountain Village Boulevard. It provides an area for truck loading, handicap parking spaces and spaces reserved for fire and police vehicles. A total of about 15 unpaved spaces are provided in this area

Lot F (13 public spaces)
Lot F is located along Mountain Village Boulevard near the Shirana building. It consists of 13 30-minute paved spaces. Transit and dial-a-ride vehicles use the Lot F. drive-thru provision for their Village turnaround.

Lot G (25 evening public spaces)
Lot G is 15 unpaved parking spaces located near the Westermere building. It is signed for public use in the evenings and weekends. During weekdays it is reserved for leased monthly parkers exclusively. Because our study was conducted on a Friday, these spaces were observed as private parking supply. This area is planned to be part of pedestrian path linking the Village Core to Seeforever Plaza (under construction) on the north side of Mountain Village Drive via an existing underpass.

Remote Public Parking
There are three parking lots located outside Village Core that provide remote parking for Mountain Village visitors, skiers and employees. These are Lots A and B located at gondola Station Village Parking and Lot M located at the base of the chondola (Lift 1) in the Meadows area of the community. These areas currently comprise about 510 spaces that can support Village Core needs. The Town has applied for a federal grant (Federal Transit Administration) to assist with funding an additional two levels (140 net spaces) of structured parking at Lot B. Through the ski season the Town doesn't open Lot A to the public until ~~10~~ 9 AM. This precludes early arrival workers that use it the rest of the year from using these convenient spaces for long-term parking. These workers proceed past Lot A and enter the parking structure.

Lots A and B - Station Village Parking (430 spaces)
Station Village Parking is located at the terminus of the gondola near the Mountain Village Boulevard reception gate. It consists of an 80-space surface parking lot referred to as Lot A and a 350-space parking structure referred to as Lot B for a total supply of 430 spaces.

Lot M - Meadows Parking (~~80~~ 100 spaces)
Lot M, the Meadows Parking Lot, is a free, unpaved close to the base of the Chondola, near Big Billies along Adams Ranch Road.

Private Parking In Village Core
A number of the lodges provide underground parking reserved for guests. These include Blue Mesa, Inn at Lost Creek, Granita, Franz Klammer, Centrum, Palmyra, Shirana and the Peaks. In addition to these spaces, Lot G is reserved for permit parking during the weekdays and approximately 10 spaces in Lot D are reserved for permit parking. There are a total of 360 private parking spaces in the Village Core.

Parking Utilization

This section describes the utilization of the 478 Village Core spaces and 510 remote spaces during the course of our Friday December 29th observations. Turnover rates and short-term (less than 2-hours) utilization was also noted at the public lots C, D and F. A total of 204 different vehicles parked in these 119 public spaces between 8 AM and 6 PM. Hence, public spaces in the Village Core are accommodating 1.7 vehicles per space during the daytime hours.

Public Parking Use, Village Core
Lot C – The Blue Mesa lot occasionally had a space or two available during the day and was about half full after 6 PM. A total of 38 different vehicles used the 10 general use spaces between 8 AM and 6 PM. Thirty of these (79%) parked two hours or less. One vehicle used the handicap space from 10 AM to 5 PM.

Lot D - The maximum number of vehicles parked in Lot D was 71 between noon and 2:00 PM. While the East compartment was essentially full, West compartment spaces reserved exclusively for monthly permit parkers remained unused throughout the entire day. Staff at the lot report that permit parkers, arriving early in the day and many staying through the day, tend to park in the East compartment closer to The Plaza Building and Columbia Place.

The lower portion, virtually full all day, had 51 parkers (a 1.3 turnover ratio). At least an additional eight vehicles utilized the 15-minute zone. Nearly half (42%) of the no limit zone parkers were short term.

The upper portion, near Mountain Village Boulevard, had 56 parkers during the day. 25 of these (45%) parked less than two hours.

Lot E - The maximum number of vehicles observed in the Lot E area was eight at 2:00 PM. Of these one vehicle had been there all morning and another since 10 AM. The rest were recent arrivals that were gone by the 2 PM observation.

Lot F – This lot (Pal ~~Centrum~~, 30-minute) was full from 10 o'clock on. A total of 49 vehicles were recorded of which 42 (85%) parked less than two hours. One vehicle parked all day and three parked at least six hours. These remaining spaces experienced the highest turnover rate in the Village.

Remote Public Parking Use
Lots A & B (Station Vilage Parking) - Station Village Parking spaces were full with 432 vehicles parked at 1:30 PM. Fifteen stalls were open but vehicles were parked along the access drive, closer to the gondola terminal. A parking facility is effectively FULL when 90% of the delineated supply is occupied. During our observation demand exceeded supply. Based on gondola passenger counts at the Village transfer plaza that distinguished skiers from non skiers

and those destined for Mountain Village from those destined for Telluride, we found that about 10% (43) of those parking at Lots A and B were non skiers destined for Telluride. These are probably Telluride workers/shoppers avoiding the resident-only or pay-and-display on-street parking provisions in Telluride. By 5:30 PM only 162 vehicles (40% of supply) were still parked at the Station Village Parking areas. By comparison, peak demand during our summer observation was 120 vehicles, just 25% of the Christmas week observation.

Lot M - Forty-five vehicles were parked at Lot M at 2:00 PM. This appeared to be about 60% of capacity available on that day.

Private Parking Use, Village Core

Peak occupancy of these spaces occurred at noon on the observation day when 277 vehicles were present (77% of capacity). Very few spaces experienced turnover.

VILLAGE CORE PARKING DEMAND

This section describes overall peak parking demand observed, grouped by the primary purpose: permit parking, lodging, or day visitor/employee. This breakdown helps identify specific needs as the Village proceeds toward buildout.

Table 1 lists the vehicles parked by location and identifiable purpose. As shown Mountain Village workers and visitors (non-skiing) with 325 vehicles generate the largest demand. The second highest parking demand is attributed to day skiers, 280 vehicles. Total **peak parking demand** for the Core Area, Lot D, Station Parking and Meadows parking was 805 vehicles. Not included in this tabulation are 45 Station Village Parking vehicles attributed to non-skiers that continued through to Telluride on the gondola and hence, did not have a Village Core destination.

Table 1
Peak Parking Demand (Vehicles)
Mountain Village Core Area and Remote Lots
December 29, 2000

Parker	Core Area Parking	Lot D Parking	Station Parking	Meadows Parking	Total Vehicles	*Percent of Total*
Lodge/Condo - guest	130	0	0	0	130	*16%*
Stored Vehicle	20	0	0	0	20	3%
Permit Holder	25	25	0	0	50	*6%*
Day Skiers	0	25	230	25	280	*35%*
Employees/Visitors/Other	125	25	155	20	325	*40%*
Total	300	75	385	45	805	*100%*
Percent of Total	*37%*	*9%*	*48%*	*6%*	*100%*	
Peak Utilization	77%	83%	100%	60%		

Source: TDA Colorado, Inc.

Monthly Permit Parking Parkers

During the Christmas week observation, a maximum of 25 vehicles were parked in Lot G (permit parking only). An additional 25 permit vehicles parked throughout Lot D for a total demand of 50 spaces for permit parkers.

Lodging Parking Demand

There are approximately 410 lodge units in the Core Area (includes The Peaks). During the Christmas week occupancy was reported to be at the 90% level. Of the 150 vehicles parked in lodge private parking areas **at 11:00 PM**, 20 appeared to be in long-term storage. These may belong to owners who store them for their use when in town. Assuming that the remaining parked vehicles directly relate to lodging, lodge units in the core area generated a demand of **0.38 spaces per occupied unit** (150 "guest"vehicles/400 units) during this observation. Current zoning requires 1.0 parking space per condominium unit and 0.5 parking spaces per hotel room.

Day Visitor/Employee/Other Parking Demand

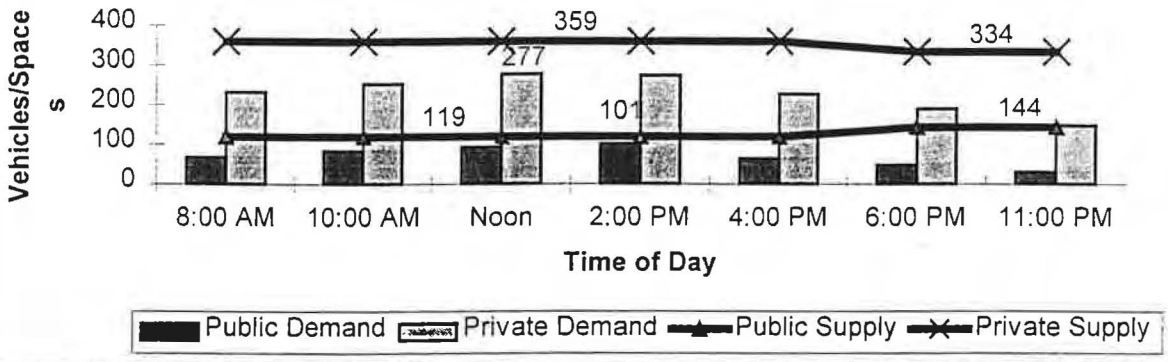
Personal business, shopping, The Peaks spa and restaurant patrons, and workers in the Core Area generate day visitor and employee parking demand. Subtracting lodge and permit parking demand from the peak that occurred on the observation day derives this demand. Peak parking accumulation occurred at 2:00 when 375 vehicles were parked in the Core Area, including 75 parked at Lot D. Accordingly, we estimate a **demand of 150 visitor/employee spaces** prevailed in the Core Area on our observation day.

In addition, visitors and employees park at both the Station Parking lots (A and B) and the Meadows lot. At 2:00 PM, 430 vehicles were parked in Lots A and B. Ninety percent of these (385) were skiers or Mountain Village employees, guests or visitors. The remaining 10% were destined for Telluride. Forty-five vehicles were parked in the Meadows lot. Sample counts taken at Gondola Plaza indicated that 40% of the people arriving at the transfer plaza from Station Parking were not skiing. The other 60% were active skiers/boarders. For the purpose of *estimating* the number of vehicles related to skiers/boarders we will assume that 60% of the vehicles parked at Station Parking and Meadows are skiing or boarding related.

TOTAL VILLAGE CORE PARKING SUPPLY VS. DEMAND

Figure 2 illustrates the total public and private Village Core parking supply vs. parking demand variation throughout the day. As shown, public parking utilization peaked at 2:00 PM on the study day when 101 vehicles were parked in the core area. This represented 85% of the public supply. By 11:00 PM, public parking demand had dropped to 30 vehicles.

Figure 2
Parking Demand vs. Parking Supply
Mountain Village Core Area
December 29, 2000



Private parking demand peaked at noon when 277 vehicles were parking in the core area. This represents 77% of the capacity. By 11:00 PM the private demand dropped to 150 vehicles.

Table 2 depicts a comparison of observed peak summer parking demand to peak winter parking demand. The Peaks parking is not included, as it was not observed in the summer count. As shown, winter parking demand was almost two times higher than summer parking demand (272 vs 144).

Table 2
Peak Parking Demand
Summer and Winter 2000
Mountain Village Core Area

	June 30th (noon)	July 1st (6 PM)	Dec. 29[1] (2 PM)
Public	20	35	101
Private	124	93	171
Total	144	128	272

Note: Does not include vehicles parked at The Peaks.
During 12-29-00 study 104 vehicles were parked at the Peaks at 2 PM.

Truck Loading Docks

The commercial center of Mountain Village is not well suited for truck deliveries. Small single-unit trucks, vans and stepvans (UPS, FedEx) can access the six designated short-term parking stalls adjacent to Heritage Plaza along Lot 51. During the two-day observation not more than two of the six spaces were occupied at one time. Merchants report that it is not uncommon for all of these spaces to be occupied.

Semi-trailer trucks don't have a central off-street area to maneuver, dock and unload. Currently there is only one truck loading dock in the Village Core (excludes two at The Peaks). This is at the south face of the Klammer Building, accessed via the Fire Lane connection to the Plaza. It is used primarily by the Conference Center located in Klammer. Semi's using this dock block the Fire Lane leading to the Plaza. None of the underground parking structures has the 12-foot clearance needed for trucks. Trucks, particularly semi-trailers, have been observed unloading along northbound Mountain Village Boulevard and, if they can negotiate the small turnaround loop at the end, along Lost Creek Lane at Blue Mesa. Because of these limitations some vendors will not bring semi-trailer trucks into the Village, opting instead to transfer goods and materials at a Valley location. Large trucks that do venture into the Village will park curbside along Mountain Village Boulevard and use Country Club Drive and the Peaks parking lot as a de facto turnaround. This is not an option in the winter if the drivers don't want to chain up to negotiate the grade on Country Club Drive.

High density commercial centers typically have either a central "truck court" or individual loading docks/freight elevators at individual sites. Zoning codes typically require two docks for the first 40,000 SF of commercial space and one addition dock for each 40,000 SF added increment. Excluding The Peaks, Village Core currently has about 150,000 SF of commercial space of which 42,000 SF is part of the Klammer Building. Office, restaurant, retail and skier services space is included in this category. After discounting Klammer, it would appear the Core Village has a current need of three additional off street loading docks.

FINDINGS

Analysis of Mountain Village summer and winter parking conditions leads to the following Village Core findings:

- Village Core overall parking needs are governed by **winter** visitation and activity levels. Hence, the winter observation will guide specific parking needs as we look forward.

- About 47% of the Village Core on and off-site peak parking demand of 805 spaces is being satisfied **within the Core** supply. Most of the remainder is accommodated at Station Village Parking (Lots A and B), ½ mile distant. *The gondola, as a transport mode, is clearly key to the successful and substantial Village Core remote parking program.*

- Employees and day visitors other than skiers constitute the largest (40%) source of parkers at peak accumulation (noon to 2:00 PM). Just under half, (46%) actually park in the Village Core.

- In both summer and winter, Village Core **short-term public parking supply is deficient** from mid-morning until late afternoon even with the boost in the number of spaces provided at Lot D for the winter season. Since there was little turnover of remote spaces at Station Village Parking until 4 PM, Village Core daytime short-term parking opportunities are clearly limited on busy ski days. Once into the evening hours there is an abundance of free, short-term public parking available, summer and winter.

- Short-term parkers generated a demand rate of 0.25 space of per 1,000 SF of commercial space (about 150,000 SF in December 2000) at peak accumulation in the Village Core. The rate occurred during a period of virtually full use of the designated public parking areas. Hence, there is likely a latent demand for short-term parking that needs to be considered over and above the demonstrated rate. We estimate the short-term **need** could be half again as much as the observed demand or about **0.40 space per 1,000 SF** of commercial space. Using this ratio, the Village Core currently has a **deficit of 23, 2-hour limit, parking spaces** (0.15 per 1,000 SF x 150 KSF).

- The Lot D cash parking experiment establishes that there is a market for **long-term close-in pay parking**. The current demand approaches 50 spaces through most of the day. With better information in advance of the Reception Gate this number may easily double.

- Lodge units are generating on-site parking demand at a rate of **0.38 spaces per occupied unit** at 90% occupancy. Adjusting for full occupancy and the provision for a lot being "full" when 90% of the supply is used, a parking **supply** ratio of about **0.47 spaces per unit** would satisfy current **on-site** lodge parking generation characteristics. Part of the entire lodge parking need is being satisfied **off-site** by lodge workers and day visitors parked in Village Core surface lots or at Station Village Parking.

- On the day of the observation we estimate a total of 150 vehicles in the Core during peak accumulation were non-guest, i. e. workers, day visitors, others. These vehicles were parked in surface and underground spaces. After deducting the 33 or so short-term parkers already in this total (see above), the **current long-term day visitor demand is about 115 spaces** in The Village Core. Since this need can not be attributed to a specific land use in the Village as it comprises day skiers, workers, guests of owners or lodgers and other day visitors. Those non-guests that park in private below grade "lodging" spaces are meeting some of this demand. How many long-term spaces should be accommodated directly in the Village Core? While there is a clearly demonstrated market for close-in pay parking, the amount provided is clearly a matter of space availability, resort image and policy. Beaver Creek, for example, allocates 200 spaces for this market in the Village Hall parking garage. On most days the spaces are full by 9 o'clock.

attendant at Village Hall calls down to Gate

RECOMMENDATIONS

The Town, in concert with property owners and managers, residents and development interests, should undertake the following near term and forward looking actions as the Village Core reaches complete buildout:

Near Term (The rest of this ski season and summer 2001)

1. **Designate 25 spaces in the underutilized compartment of Lot D (Upper lot) as free, 2-hour spaces.** This will bring the total supply to 60 spaces and should rectify current daytime short-term public parking supply deficiencies, winter and summer. Lot attendants can monitor compliance.

2. **Supplemental Signing and Parking Management** – Once Village Core short-term public parking supply is augmented and managed to more closely meet demand as described above, a corresponding signing, way finding and real time information program should be instituted. Signing should start in advance of the Reception Gate (the point of parking decision) and continue into the Village Core (to confirm route and space availability). Reception gate staff should also know on a real-time basis, the status of short and long-term public spaces in the Village Core ahead.

3. **Prepare a Lot 50/51 Parking Development Plan** – Lots 50 and 51 (includes most of current surface parking Lot D) taken together, is the only undeveloped parcel that has a sufficient footprint and is suitably situated to augment Village Core buildout parking needs. Specific public parking provisions should include:
   - **Provide 40 free, short term parking spaces** that when combined with short-term supply at Lots C & F, will offer a total of 60 daytime spaces to maintain **current needs** (includes Lot D spaces lost by site development). Plus, provide additional short-term spaces at a rate of 0.4 spaces per 1,000 SF for the planned increment of new Village Core commercial floor space. This will be credited toward a commercial project meeting its total requirement of 1.0 space/1,000 SF by Code.
   - Provide **at least** 115 long-term (more than 2-hour) parking spaces for public use. There is clearly a market greater than this but it's a matter of resort policy, physical site constraints and finances that will determine the outcome. We understand preliminary design concepts shows 200 structured spaces within this development parcel, of which 104 are needed to satisfy Town Code requirements. If so, the "extra" 96 spaces could be segregated for use as free 2-hour spaces (40 spaces plus the additional required to satisfy new commercial space). Any residual would be used toward satisfying part of the 115-space long-term parking need for cash (after two hours) spaces. We understand another level of parking on the site could yield an additional 125 spaces. This potential supply gain in revenue generating spaces should be weighed against the alternative of providing more free capacity at Station Village Parking, the "shadow competition" coming from non-guests now parking long term in Village Core private parking structures, and the bigger issue of attracting more vehicles into the Village Core.
   - **Allocate part of the project's Code required lodge parking supply to public use** – The Village land use code requires 1.0 space per condominium unit or 0.5 space per hotel type unit. Excluding The Peaks, the bulk of the

units generating the effective supply rate of 0.47 space per unit are condominium units. This suggests future condominium projects should provide **0.5 on-site space per unit.** This is not to say the current Code should be reduced. It merely acknowledges that part of each Village Core developments' parking needs (workers, day visitors) are being met off site within the Village Core and/or at Station Village Parking. As a matter of convenience and need we are suggesting that with the Lot 50/51 opportunity the non-guest part of the requirement be provided on-site as "public" spaces (see short and long-term parking recommendations above).

- **Provide three truck-loading docks** - Current commercial space in the Village Core appears to warrant **three more off street truck loading docks** (exclusive of The Peaks and Klammer docks). Site development could incorporate the docks on a lower (Fire Lane) level not unlike the current provision at The Peaks. Maneuvering and turning space for semi-trailer trucks in tight quarters can be readily established by using standard software design aids (AutoTurn). Even with these docks there may still be a desire by some commercial drivers to continue selective on-street loading.
  Commercial carriers should be brought into the design development process early to better understand their unique needs.

Long Term

The Town should periodically observe and record parking conditions, not unlike the methods used for recent summer and winter studies. This will help monitor trends and behavior that could cause revisiting parking ratios, determining best parking management practices for typical weekdays, events and seasonal changes and, generally ensuring a pleasant experience when visiting this world class resort