

# **KIRKWOOD MASTER PARKING PLAN**

## **2001**

The following plan and description is best understood by reference to the attached figure 1. and associated detailed site maps.

Within Kirkwood there are six major areas to park guests. Four major areas have been designated and developed with guest ability and guest services as initial criteria. The fifth is designated entirely for cross country skiing and related activity along hwy 88 east and west of the Kirkwood Inn. The sixth is resident parking. The major parking are identified as follows:

- Red Cliffs Parking (day use for intermediate to advanced)
- Village Parking (village use, paid parking and overnight guests)
- Timber Creek Parking (day use for intermediate skiers, beginners and children.)
- Kirkwood Meadows Drive Parking (overflow)
- North of Hwy 88 parking for cross country skiers, stables and the Kirkwood Inn
- Resident Parking associated with the various multi-family and condo units

### **Parking Procedures at Kirkwood:**

Entry signage along Kirkwood Meadows Drive greets day visitors and informs guests to park by ability and services. The directional signs continue along Kirkwood Drive giving more details and direction. In addition to the signage there are strategic points where parking attendants are located to give direction and information for parking purposes. Parking attendants valley wide are connected via radio communications.

The typical parking procedure is as follows:

The parking attendants begin by directing the efficient and compact filling of the parking areas closest to the appropriate guest services and/or lifts. The parking attendants encourage the guest to park first by ability and proximity to the guest services and/or lifts they need, then by parking availability.

When the southern parking areas fill up, (Red Cliffs & Village) the parking attendants begin directing the guests to park in the next available parking along Kirkwood Meadows Drive proceeding northward toward Timber Creek.

When parking in Red Cliffs and the Village is full, a control station is set up at the junction of Kirkwood Meadows Drive and the Loop Road from which attendants direct traffic into the Timber Creek area lots.

If the Timber Creek lots become full, the attendants begin parking guests along the east side of Kirkwood Meadows Drive towards Highway 88.

On the rare occasion when the shoulders of Kirkwood Drive become full and no there are no more approved parking spaces available, the guest is intercepted at the entrance to Kirkwood and politely told that the resort is full and there is no admittance.

In times of high traffic and large numbers of vehicles entering Kirkwood, vehicles entering are grouped in a quantity of 25-50 and directed by group the four major areas by parking attendants. The concept is to avoid backup by splitting the traffic to spread the flow to all of Kirkwood parking areas. Higher traffic days require a greater number of parking attendants to maintain traffic flow and to ensure that guests park at maximum density.

## **Red Cliffs Parking**

Red Cliffs Parking includes all areas that are North of the Red Cliffs Lodge and before the entrance to the East Meadows subdivision. This area has three basic sections for guest parking and one that is specifically for buses. The guest parking sections within the Red Cliffs Parking Area are divided into three bays with lower, middle and upper divisions. The operation plan provides for the parking attendants to fill the lower parking bay first, then the middle and finally the upper bay.

## **The Village Parking**

The Village Parking at Kirkwood has four major components; Preferred Parking, Guest Parking, resident parking and Limited Time Zone Parking. The Preferred Parking (for guests) has two sections, one adjacent to The Lodge (VIP Parking) and one in front of the Snowcrest development at the base of Chair Lift #6 (Preferred Parking). VIP and preferred parking charge a fee, all other areas are free. Resident parking is located under and adjoining the various multi-family and condominium units within the village development. The Limited Time Zone Area is located around the General Store and Post Office to allow non-skiing guests short term access to retail and service areas. The Guest Parking is located on the north and east side of the preferred parking near the base of Chair #6. Limited time parking is not included in the totals indicated for day skier or event parking.

## **Timber Creek Parking**

The Timber Creek Parking Area has two main sections, one is on the mountain side of Kirkwood Meadows Drive (Chair #9 Lot) and the other is located on the meadow side of Kirkwood Meadows Drive (The Chair 7 Lots). The Chair 9 lot is designated for the beginners, ski school participants and children. The Chair 7 lots are designated for all skiers and also serve to accommodate overflow parking on higher demand days.

## **Kirkwood Meadows Drive Parking**

Kirkwood Meadows Drive Parking is restricted to the east side of the road and guest vehicles are parked in a south to north direction by filling the closest spots first. On low traffic days cars are parked parallel; on higher traffic days diagonal parking is used for more space availability.

## **Shuttle System**

In order to transport guests throughout the valley at Kirkwood there is a transportation system provided. There are six 14-passenger vans, three 28-passenger trailers and a bus which holds about 35 passengers. The shuttle system operates along Kirkwood Meadows Drive and completes constant loops, running until shortly after the lifts shut down.

## **Parking Area Capacity (March 31, 2001)**

The range of cars accommodated as shown is due to individual daily conditions, which include snow removal conditions, icy or bare ground in the areas, and the ability of staff to facilitate maximum or minimum car density.

Red Cliffs	780-850
Kirkwood Meadows Drive	500-700
VIP	30-40
Preferred Parking	140-150
Village parking	75-80
The 7 Lots	450-580
Chair 9 Lots	370-400
Cross Country N of Hwy 88	125-175
<b>Totals: Minimum</b>	<b>2470; maximum 2975</b>

On average, 2500 day visitor cars can be parked without problem.

## **Persons per vehicle / Parking Capacity in Persons**

Over the winters of 1998/1999 and 1999/2000, observed persons per vehicle from surveys ranged from 2.1 to 2.9 persons per vehicle, averaging approximately 2.5 overall.

Therefore, considering the 2.5 average occupancy per vehicle, the parking plan provides for between 6175 and 7437 guests considering only current parking areas. This range does not take into consideration guests who come by bus, therefore is biased on the low side. Four to eight busses per day, carrying an average of 50 people each are usual. The effective occupancy per vehicle is higher than 2.5 due to the effect of the 200 to 400 bus transported guests. With average bus traffic of 6, the number of day skiers capable of being accommodated is 6475 to 7737.

## **Accommodation for Special Events**

Special events of short duration have the potential to reach the upper limits of existing parking capacity. Most Special events will be of 1 to 3 day duration in warm seasons, where ski traffic is not a factor. In the warmer seasons, the absence of snow allows snow storage areas in existing parking lots to be utilized for vehicle parking. This marginal increase is estimated at 10 percent of the total, or approximately 275 additional spaces, valley wide.

## **Parking Area capacity, at Buildout**

The EIR and Draft Specific Plan estimates that at buildout, 6647 day skiers will need to be accommodated. This will require 2659 parking spaces at the 2.5 persons per vehicle rate, which is within the range of spaces available under this plan.

If skier capacity increases, or if day use vs residential/destination skiers grows, a need for additional parking capacity may be experienced.

## **Alternate Plans**

Past practice has, by special arrangement, used areas not normally considered for guest parking. These included the use of both sides of portions of Kirkwood Meadows Drive, along Fremont Street at its lower extremes, and the Juniper Ridge lower areas. This Master Parking Plan does not depend on or plan to use these areas for guest parking.

## **Planned Changes in Parking Capacity**

There are planned changes in parking areas that will increase capacity slightly. These changes are in connection with proposed development under both the 1988 existing master plan and the proposed Specific Plan. Specifically, abandonment of the chair 9 lot to development is planned, with the transfer of these spaces to an expansion of the lower 7 lots across Kirkwood Meadows Drive. This expansion of the chair 7 lots is already approved.

Additionally, the ongoing development of the Village will provide additional parking up hill to the east from East Meadows drive, along the access road to Whiskey Towers. As many as 100 new spaces are possible in this area with minimal grading.

## **Future Additional Capacity If Needed**

The future parking expansion needs, if required, have several options.

Additional parking on an opportunistic basis can be created by dressing the edges of the main access roads to be wider and thus accommodate additional cars.

If demand indicates the need, the greatest number of expansion spaces would come from the creation of one or more multi-floor parking lots on the site of existing surface parking areas. Although no design or detailed analysis has been done, the concept is to set a parking structure into a hillside, thus providing a minimalized visual impact. Half of the structure, more or less could be under the ground surface. This design can provide for multi level ramp access, and reduced snow removal requirements in addition to possibly providing areas for commercial or residential development on the top of the structure.

## **Parking associated with Development**

Local regulations provide that parking must be furnished for single and multifamily development within Kirkwood. For greater clarity, and for full understanding of this plan, it should be noted that the parking requirements for development, present or planned, are not included in the parking capacity outlined in this parking plan. At buildout, conservatively estimating an average of 1.5 parking space per unit, there will be in excess of 2200 spaces connected with the various single, multi-family, commercial and employee housing units projected at buildout.

Parking appurtenant to development is in excess of the parking that is the subject of this plan and not included in the totals described as available for the day use visitor.