Kimley»Horn

October 14, 2022

Robert B. Mudd
President and COO
Notes Live Development Company
1830 Jet Stream Drive
Colorado Springs, CO 80921

Re: ***Sunset Amphitheater - Parking & Access Plan***
Colorado Springs, CO
Project: 196575000

Dear Mr. Mudd:

Kimley-Horn and Associates, Inc. ("Kimley-Horn") is pleased to submit this parking and access plan ("Plan") to Notes Live Development Company ("Client") related to the proposed Sunset Amphitheater performance venue in Colorado Springs, Colorado ("Project" or "Venue").

This Plan has been prepared in accordance with the City Code of Colorado Springs, Colorado Sec. 7.4.203: Parking Space Requirements by Use and Sec. 7.4.204: Alternative Parking Options (the "Code").

Project Summary

The Client is developing plans for an 8,000-seat outdoor amphitheater with three on-site restaurant pads totaling 37,000 sq. ft., developed as a future phase. The Project will be located on the southeast side of Spectrum Loop within the Polaris Pointe South development district east of I-25 in northern Colorado Springs. The restaurants and their associated parking will be completed in a later phase of the Project and are not factored into this plan. Per the City Code, a total of 2,000 parking spaces (or 1:4 seats) would typically be required for a venue of this size.

The Venue will host musical performances typically May-September. Events will typically be scheduled for Thursday, Friday, and Saturday evenings, with some mid-week events also anticipated. Visitor parking lots will open between 5:00pm and 5:30pm, with most performances beginning at 7:00 pm and ending at approximately 10:00pm. The venue is seeking a permit to operate concerts until 10:30pm on Sunday-Thursday and 11:30pm on Friday and Saturday.

The Project plans to accommodate event parking demand with a mix of on-street, on-site parking lots, and off-site parking lots. City officials and the Client are interested in meeting Venue parking demand by utilizing shared parking agreements with specific nearby businesses and organizations that have excess parking lot capacity after 5:30 pm when Venue visitors start arriving. This approach is more space- and cost-efficient than building all new parking for a limited-use entertainment complex.

Per the Overall Development Plan (ODP), the Client is committed to providing a minimum of 70% of the required parking (1,400 spaces) within a ½ mile radius of the Sunset Amphitheater. For parking resources beyond roughly a ¼ mile (or 1,200 ft) walking distance, the Venue will offer an optional complimentary shuttle service for patrons that do not wish to walk. For large events, employee parking will be accommodated predominantly off-site at the Roth Industries Parking or at Compassion International.

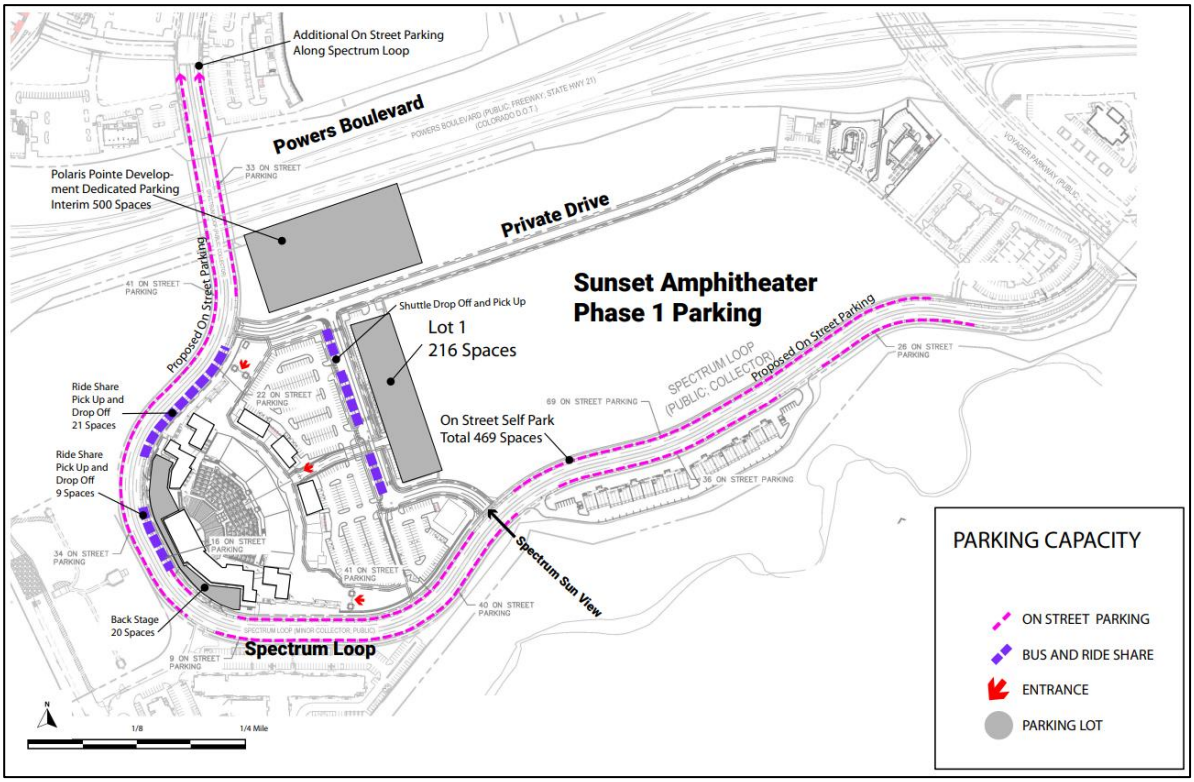
All parking lots will be actively managed and staffed with parking attendants. Contract security will be provided to monitor the lots before, after, and during the events. All event visitors will be charged a minimum of $10 per person and those arriving in personal vehicles will be assigned a lot at the point of ticket purchase. It is anticipated that some percentage of event visitors (up to 25-35%) may arrive to the Venue via rideshare (Uber or Lyft) or be dropped off. Roughly 30 site-adjacent parking spaces on Spectrum Loop are identified for pick-up / drop-off and rideshare zone.

The use and management of the on- and off-site parking lots will vary depending on the size of the event. For the purposes of this Plan, three event conditions have been identified, including small (up to 4,000 attendees), medium (4,000-6,000 attendees), and large (6,000-8,000 attendees) events. Each event category will have its own plan for shuttle operations and for traffic and parking management.

Site & Local Conditions

The Venue stage is situated on the southwest of the Site along Spectrum loop facing northeast. The entire ticketed/enclosed area is approximately 100,629 sq. ft. Stage equipment, staff, and performer access is provided by two controlled entrances behind the stage with ingress/egress on the east side of Spectrum Loop. The visitor seating area provides 8,000 seats. There is a small on-site parking area behind the stage for employees. The main on-site parking lot (Lot 1) is located east of the Venue and will likely be set aside for ADA, prepaid parking passes, and premium ticket holders. The total on-site, standard self-park capacity is 236 parking spaces, including 30 ADA spaces in Lot 1 and 20 spaces at Backstage.

Figure 1: Site Plan & Onsite Parking



**Larger versions of maps are provided as an attachment*

The City has agreed that on-street parallel parking along Spectrum Loop can be utilized by the Venue as part of the required supply. Spectrum Loop has capacity for approximately 499 spaces, 30 of which will be used for on street rideshare pickup and drop-off. Due to the difficulty in enforcing on-street parking restrictions, these stalls will likely be available on a first-come-first-served basis.

For initial operations, 500 interim parking spaces (Project Phase 1) will also be provided on the north side of the venue within Polaris Pointe for a 2-year duration. After that point, that site will be developed, and the Client must establish adequate parking supply elsewhere (Project Phase 2). The Phase 2 parking will likely include an expansion of The Classical Academy (TCA) parking lots to the west and north with a new vehicular and pedestrian access point off Spectrum loop to the south of the Venue, or through an extension of the Polaris Pointe onsite agreement.

PUBLIC TRANSIT

Currently, the Project is not served by a Mountain Metropolitan Transit route within the industry-standard reasonable bus walkshed of 0.25 mi. The northern terminus of the 40 bus is an approximately 2.5-mile walk south of the Site. Therefore, we expect visitors or employees using public transit to travel to/from the Site to be negligible or non-existent, unless this route is extended. Our parking projections and access plans accordingly do not incorporate public transit mode considerations or adjustments.

The addition of a future public transit station near the venue, such as an expansion of the 40 bus further north on Voyager Pkwy, would benefit from the sidewalk infrastructure the Client and City have agreed to build on Voyager Pkwy, Stout St, and Spectrum Loop.

PEDESTRIAN ACCESS

In present conditions, there is no sidewalk infrastructure on the south side of Spectrum Loop. There is a sidewalk on the east side of Spectrum Loop that ends just south of the Powers Blvd overpass. The Client has indicated they will work with the City of Colorado Springs to expand sidewalk access in the area as development proceeds. As a provision for Project development, the City requires that the Client install sidewalk infrastructure on both sides of Spectrum Loop and all walk paths to and from parking lots within ½ mile of the Venue.

Appropriate pedestrian crosswalks will also be added across Spectrum loop near the North and South ticketing entrances as part of the required infrastructure.

CODE-REQUIRED MINIMUM PARKING

Code Sec. 7.4.203 establishes minimum parking requirements for the “theater” land use type at a 1:4 seats-to-spaces ratio, or 2,000 spaces for this Project (excluding any requirements for the future restaurant pads). The proposed capacity of 3,039 spaces of combined on-site and off-site parking supply in Project Phase 1 and up to roughly 3,439 Project Phase 2 spaces can comfortably meet this requirement.

Because proposed onsite parking is limited, the Client seeks to meet this minimum parking requirement with the criteria in Code Sec. 7.4.204: Alternative Parking Options. Offsite parking will be crucial to meeting both the functional demand and the Code-minimum parking for the Project.

Project Agreements and Entitlements

The Client has agreed to the following development plan provisions to satisfy Code Sec. 7.4.204:

- 70% of parking spaces (1,400 spaces) must be within ½ mi. radius of the Venue
  - 236 spaces must be provided on-site
  - 469 spaces must be provided on-street on Spectrum Loop (with an additional 30 spaces allowed for Uber/Lyft)
  - Minimum of 695 additional off-site spaces within ½ mi. radius of Venue
- Minimum of 1,000 off-site overflow spaces within 2 mi. radius with shuttle service
- Walk path sidewalks within ½ mi. Venue radius and Spectrum Loop parallel parking striping must be installed
- Any event exceeding 1,700 visitors and/or available on-site + on-street parking must obtain City Special Event Permit and submit parking/pedestrian/shuttle plans

The following parking inventories meet these requirements:

Figure 2: Project Phase 1 Parking

Site	Address	Walking Distance (miles)	Spaces
Onsite			
Backstage (Staff)	-	-	20
Lot 1	-	-	216
Polaris Pointe Development Dedicated Parking, Interim	-	-	500
On-street	Spectrum Loop	-	469
Bass Pro Shops	13012 Bass Pro Dr	0.28	195
The Classical Academy	975 Stout Rd		
Existing		1.10	475
Compassion International (Sites 1-2)	12290 Voyager Pkwy	1.3-1.9	1,164
Total			**3,036**

*Not shown: 3 oversized spaces have been included in the site engineer's plans, to be located Backstage

Figure 3: Project Phase 2 Parking

Site	Address	Walking Distance (miles)	Spaces
Onsite			
Backstage (Staff)	-	-	20
Lot 1	-	-	216
On-street	Spectrum Loop	-	469
Bass Pro Shops	13012 Bass Pro Dr	0.28	195
The Classical Academy	975 Stout Rd		
Future (or other source)		0.12	900
Existing		0.30	475
Compassion International (Sites 1-2)	12290 Voyager Pkwy	1.3-1.9	1,164
Total			**3,436**

*Not shown: 3 oversized spaces have been included in the site engineer's plans, to be located Backstage

Parking Demand Projections

To project parking demand at the Venue/restaurants in a variety of conditions, we used a demand model derived from historic parking ratios provided by the Urban Land Institute's *Shared Parking, 3rd Edition* (2020) and the Institute of Transportation Engineers' *Parking Generation Manual, 5th Edition* (2019) and adjusted for local and Site-specific conditions.

We adjusted the ratio of visitors projected to park onsite to 75% of the base ratio. This adjustment is based on TNC (Uber/Lyft) usage data provided by AEG Presents that shows approximately 35-45% of venue customers with similar demographics tend to use TNC transportation to/from performance venues. We took a more conservative adjustment because Colorado Springs personal driving habits are assumed to be greater than the national average and TNC driver supply in the Colorado Springs area is assumed to be lower than the supply needed to support higher peak evening rider demand.

The employee driving ratio was adjusted to 93% to account for the venue management's assumed robust employee transportation demand management (TDM) plan focusing on carpooling resources and incentives as well as an emphasis on employee drop-offs and pickups. No public transit adjustment was applied since local bus routes do not yet extend far enough north to reasonably serve the Venue.

This adjusted model was applied to three scenarios: low event attendance with 4,000 visitors, medium event attendance with 6,000 visitors, and high event attendance (sold out) with 8,000 visitors.

Figure 4: Venue Parking Demand Projections

HIGH ATTENDANCE (Sold out)	Program		Unadjusted Parking Ratio (Spaces / Attendee)[1]	Rideshare/Dropoff/Carpool %[3]	Parking Demand
	Total	Units			
Visitors	8,000	attendees	0.40	25%	2,400
Employees	8,000	attendees	0.03	7%	248
				Total	**2,648**
MEDIUM ATTENDANCE	Program		Unadjusted Parking Ratio (Spaces / Attendee)[1]	Rideshare/Dropoff/Carpool %	Parking Demand
	Total	Units			
Visitors	6,000	attendees	0.40	25%	1,800
Employees	6,000	attendees	0.03	7%	186
				Total	**1,986**
LOW ATTENDANCE	Program		Unadjusted Parking Ratio (Spaces / Attendee)[1]	Rideshare/Dropoff/Carpool %	Parking Demand
	Total	Units			
Visitors	4,000	attendees	0.40	25%	1,200
Employees	4,000	attendees	0.03	7%	124
				Total	**1,324**

[1] Ratios are derived from Urban Land Institute / Institute of Transportation Engineers recommendations and adjusted to local conditions.
[2] Event visitor rideshare (Uber/Lyft) rate is 35-45% for similar venues. We adjusted to 25% to account for local conditions that support personal driving and a smaller supply of drivers.

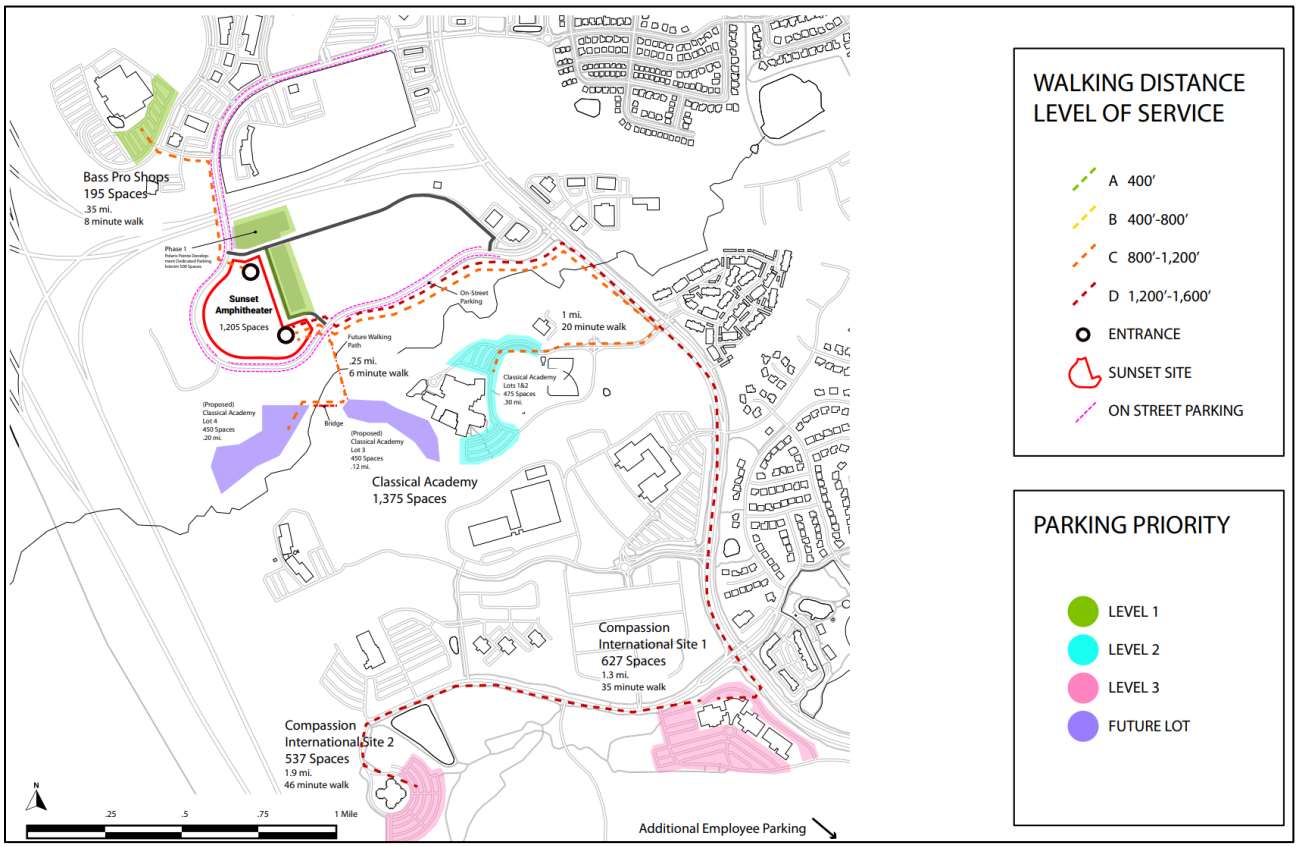
Parking Management Strategies

The Client plans to manage high parking demand during busy Venue events through land use efficiencies gained from using offsite lots that are within walking distance and served by shuttle buses. The Venue will also be TNC user-friendly.

PEDESTRIAN ACCESS

The Venue and the surrounding area include the pedestrian sidewalk network shown in Figure 5 below.

Figure 5: Pedestrian Access and Walking Distances



**Larger versions of maps are provided as an attachment*

To encourage visitors to walk to/from the Bass Pro Shops and The Classical Academy, and for the general benefit of the area's quality-of-life attributes, an extension of the sidewalk network on both sides of Spectrum Loop that runs the entire length of the street has been required by the City. Additional sidewalks may be considered for The Classical Academy parking lot expansions to shorten walk distance and time, dependent on plans to construct a bridge and road connecting The Classical Academy campus to the south end of Spectrum Loop within Polaris Pointe.

SHUTTLES

The Client has secured 50-person buses to transport visitors to and from offsite lots. Attachment A provides an offsite shuttle matrix for Project Phase 1 and 2. We project that Phase 1 parking conditions will require approximately 8 buses running 90 minutes before performances begin in order to transport all riders to the Venue pre-show, with 12 buses serving the more acute demand post-show about 15 minutes before show end and 30 minutes after show end. Approximately 6 buses will be needed to serve demand to/from the Compassion International parking lots, which are 1.3 and 1.8 miles from the Venue and thus are not feasibly walkable for most visitors. We project Phase 2 conditions will require approximately 5 buses to transport riders pre-show because of the eventual addition of two new parking lots at The Classical Academy, which is much closer to the Venue than Compassion International and will garner a much higher walk rate to the Venue. 8 buses will be needed to serve Phase 2 post-show visitor demand.

Attachment B provides shuttle graphics for the shuttle buses passing through Spectrum Sun View within the Site. It is anticipated that shuttle buses would stage along this internal roadway to take patrons back to the designate parking lots after the event, with additional needed buses staged along the north side of the private drive.

DYNAMIC SIGNAGE

Dynamic electronic signage is commonly used in dispersed parking environments to efficiently direct drivers coming from various directions to available parking lots in real time. Figure 6 below shows the recommended sign placements. These signs will ensure drivers arriving from North Gate Blvd, Voyager Pkwy, and Powers Blvd are aware of open offsite lots with vacancy.

Figure 6 on the next page displays a dynamic electronic signage placement plan.

Figure 6: Dynamic Electronic Signage Map

**Larger versions of maps are provided as an attachment*

TNC PICKUP AND DROPOFF

The curb area on the east side of Spectrum Loop between the north backstage ingress/egress and the private drive measures approximately 22 passenger vehicle lengths. This zone has been identified as the preferred TNC (e.g., Uber and Lyft) pickup/drop-off location for the Venue. In this configuration, TNC riders will not have to cross the vehicle lanes on Spectrum Loop, which is ideal from a pedestrian safety and traffic flow perspective. Figure 7 below shows service rate and curb capacity projections for low-, medium-, and high-attendance nights.

Figure 7: TNC Service and Curb Capacity Projections

PRE-SHOW						
Event Attendance	Visitors	Rideshare Trips[1]	Service Rate/Stall/Hour[2]	Required Stalls	Curb Capacity 5:30pm-7:00pm	Linear Feet[3]
High	8,000	800	60	9	810	198
Medium	6,000	600	60	7	630	154
Low	4,000	400	60	5	450	110
POST-SHOW						
Event Attendance	Visitors	Rideshare Trips	Service Rate/Stall/Hour[4]	Required Stalls	Curb Capacity 9:30pm-10:30pm[5]	Linear Feet
High	8,000	800	30	27[6]	810	594
Medium	6,000	600	30	14	630	308
Low	4,000	400	30	9	405	198

[1] Estimated trips based on assumption of 25% rideshare rate and 2.5 visitors per rideshare vehicle

[2] Assumed each stall can accommodate 1 dropoff per 1 minute

[3] Each stall measures 22 feet in length

[4] Assumed each stall can accommodate 1 pickup per 2 minutes

[5] Assumed show ending time of 10:00pm; some customers will leave up to 30 mins. early

[6] The curb area on the east side of Spectrum Loop between the north Backstage ingress/egress and private drive measures approx. 22 car lengths. An additional 8 spaces can be sourced from onstreet supply as needed.

In general, TNC drivers tend to dwell longer during pickup than drop-off because the rider(s) may not be ready to travel yet. The Uber and Lyft apps urge customers to come out to meet their driver immediately, and wait charges begin after 2-3 minutes of wait time. However, because of this inevitable wait time, we project an estimated 27 stalls needed to provide service to TNC riders post-show during high event attendance conditions, which the preferred TNC pick-up/drop-off area cannot accommodate. In this scenario, Venue staff may need to adjust variable signage and TNC lanes accordingly or implement additional staging areas elsewhere along Spectrum Loop.

ADDITIONAL CONSIDERATIONS

Unbundled Parking Fees

There are two common parking fee administration options employed by performance venues. For customer convenience, parking options and any associated payments are usually communicated and finalized during the online ticket purchase process, rather than at the venue, so that traffic flow remains steady pre-show.

Many venues build parking fees into the cost of each ticket. The venue parking is then marketed as “free.” This option, referred to as “bundled” parking, is seen as more streamlined and convenient for the customer. However, in this scenario each ticket is subsidizing the cost of a finite supply of parking whether the parking is used by the ticketholder or not. It is important to note that bundled parking creates the conditions for inefficient parking lot demand distribution at multi-lot venues, creating crowding at the lots and near the shuttle stops that degrades the visitor experience. Furthermore, it incentivizes visitors to arrive with a lower ratio of visitors per passenger vehicle, consuming finite parking resources. In general, bundled/subsidized/free parking supports a mentality that the customer “might as well drive,” at the expense of more space-efficient options like carpooling or using TNCs. This mindset tends to be more prevalent in auto-oriented suburbs.

We recommend the Venue work with its online ticketing platform to offer unbundled parking options within the ticket purchasing process. The varied parking lot pricing scheme shown below in Figure 8 below will encourage a more dispersed traffic and shuttle distribution both pre- and post-show. Event information provided at the

time of ticket purchase and in event-related emails can provide this parking scheme, with clear details explaining that fee parking lots must be paid in advance at the time of ticket purchase.

Figure 8: Unbundled Parking Pricing Scheme

Lot	On-site (VIP)	On-street[1]	Interim	Bass Pro Shops	The Classical Academy	Compassion International[3]
Inventory	216	499	500 (0)[2]	195	475 (1,375)[2]	1,164
Fee	$20	$10	$15	$15	$15	$10

[1] Public parking; potentially limited availability
[2] Interim parking within Polaris Pointe will be available upon venue opening for two years; Additional parking lots at The Classical Academy has been proposed that will not be available upon venue opening.
[3] These lots are not within a reasonable walking distance with Level of Service A-D (less than or equal to 1,600 feet walking path).

Parking pricing plays an influential role in attendees' parking lot selections and the subsequent traffic demand placed on each individual lot and the surrounding streets before and after shows. Venue management will have the ability to adjust parking pricing of individual lots over time to incentivize more even distribution of parking demand to the remote lots, specifically to Classical Academy and Compassion International lots.

The pricing scheme's effect on attendees' elastic demand for parking can help equalize lot demand and minimize vehicular traffic at the N Powers Blvd on- and off-ramp and the intersections of N Spectrum Loop / Voyager Pkwy and S Spectrum Loop / Voyager Pkwy identified in LSC's traffic impact study as primary traffic-handling areas both pre- and post-show.

TNC Incentives

The Client should coordinate directly with the TNCs to determine adequate incentives for both drivers and visitors so that a high rate of TNC usage to/from the Venue is consistently realized.

The TNCs can issue date-specific, one-time-use promo codes to venue visitors either at the time of ticket purchase or on the day of the event by email. These promo codes can be valued at the amount onsite or offsite parking would have otherwise been bundled into the event ticket price. These promo codes are commonly used to encourage TNC use. They allow venues to compensate the TNCs for the promotional value of each redeemed code from a pre-established payment account. Visitor usage can be tracked, which will help to inform further promo program and parking decisions.

Additionally, venue management can work closely with the TNCs to synchronize driver incentives with the timing and expected visitor totals of specific events. This is a common market-based approach the TNCs use to encourage local driver supply to meet the highly localized spike in rider demand that large events create.

Non-Concert Events

The Venue will be offered on a rental basis on dates when a concert is not scheduled. These events, such as weddings, high school graduations, church services, etc., are not anticipated to attract attendance and associated parking demand at the same level as high-attendance concerts. Venue management may agree to run one or more shuttle lot routes to serve these events based on anticipated or confirmed attendance that is expected to exceed the onsite parking capacity. The specific parking capacity needed for such events can be scaled according to the attendance tiers we have established in this report.

Conclusions & Summary

With a combined total of at least 3,000 on- and off-site parking stalls at Phase 1 and up to 3,400 stalls by Phase 2, the Project will easily meet the City's requirements and the projected parking demand for the Venue at all three levels of attendance. The operational recommendations included in this Plan provide for sufficient capacity for a dedicated TNC (Uber/Lyft) pick-up and drop-off zone (~30 stalls) and appropriate shuttle queuing space and operational capacity for all patrons who park beyond roughly 1,200 ft. from the Venue.

With the City's required improvements to pedestrian infrastructure and its commitment to carefully managing the on-site and off-site parking, the Venue will be able to accommodate event visitors without introducing negative impacts to nearby businesses, non-shared parking lots, or residential neighborhoods.

Please feel free to reach out to Kimley-Horn with any questions regarding this analysis.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

By: Jeremiah Simpson
Parking and Mobility Planner

By: Curtis Rowe, P.E., PTOE
Vice President

Attachments: A. Shuttle Matrices
B. Onsite Shuttle Auto-turn Exhibits
C. Larger Maps and Exhibits (from Report Figures)

Attachment A: Shuttle Bus Matrices

Project Phase 1

Condition (Event Visitor Parking Demand): 2,400

Pre-Show

Route	Bass Pro Shops				The Classical Academy (Existing)				Compassion International				
Lot Capacity	195				475				1,164				
Route Start Time	5:30 PM				5:30 PM				5:30 PM				
Minutes Before Show	90	60	30	0	90	60	30	0	90	60	30	0	
Walk Rate	75%				50%				0%				
Percent Visitors Arriving[1]	15%	35%	35%	15%	15%	35%	35%	15%	15%	35%	35%	15%	
Individual Bus Roundtrip Time (mins)	5	5	5	5	7	7	7	7	18	18	18	18	
Avg Parked Vehicle Occupancy	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Cumulative Parked Vehicles	29	98	166	195	71	238	404	475	82	273	463	545	
Individual Bus Occupancy	50	50	50	50	50	50	50	50	50	50	50	50	
Cumulative Visitors Transported	18	61	104	122	89	297	505	594	204	681	1158	1363	
Cumulative Minimum Bus Trips	1	2	3	3	2	6	11	12	5	14	24	28	Total Buses
Buses Required	1				1				6				8

Post-Show

Route	Bass Pro Shops				The Classical Academy (Existing)				Compassion International				
Lot Capacity	195				475				1,164				
Route Start Time	9:45 PM				9:45 PM				9:45 PM				
Minutes After Show	-15	0	15	30	-15	0	15	30	-15	0	15	30	
Walk Rate	75%				50%				0%				
Percent Visitors Departing[1]	10%	45%	35%	10%	10%	45%	35%	10%	10%	45%	35%	10%	
Individual Bus Roundtrip Time (mins)	5	5	5	5	7	7	7	7	18	18	18	18	
Avg Parked Vehicle Occupancy	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Cumulative Departed Vehicles	20	107	176	195	48	261	428	475	55	300	491	545	
Individual Bus Occupancy	50	50	50	50	50	50	50	50	50	50	50	50	
Cumulative Visitors Transported	12	67	110	122	59	327	534	594	136	749	1226	1363	
Cumulative Minimum Bus Trips	1	2	3	3	2	7	11	12	3	15	25	28	Total Buses
Buses Required	1				2				9				12

Legend:
Fixed Cell
Variable Cell
Low-Attendance Route
Medium-Attendance Route
High-Attendance Route

[1] Visitor arrival and departure rates based on traffic distribution survey for a comparable venue in Longmont, CO.

Additional Notes:

Assumed 25% of visitiors arrive by dropoff/Uber/Lyft, so 75% of the 8k visitors will park onsite or offsite at a 2.5 persons/vehicle ratio.

545 = spaces of the Compassion International parking supply projected to be needed under high-attendance conditions (2,400 vehicle demand, 8,000 attendees), assuming visitors have a preference for other parking lots.

Project Phase 2

Condition (Event Visitor Parking Demand): 2,400

Pre-Show

Route	Bass Pro Shops				The Classical Academy (Future)				The Classical Academy (Existing)				Compassion International[2]				
Lot Capacity	195				900				475				1,164				
Route Start Time	5:30 PM				5:30 PM				5:30 PM				5:30 PM				
Minutes Before Show	90	60	30	0	90	60	30	0	90	60	30	0	90	60	30	0	
Walk Rate	75%				75%				50%				0%				
Percent Visitors Arriving[1]	15%	35%	35%	15%	15%	35%	35%	15%	15%	35%	35%	15%	15%	35%	35%	15%	
Individual Bus Roundtrip Time (mins)	5	5	5	5	7	7	7	7	7	7	7	7	18	18	18	18	
Avg Parked Vehicle Occupancy	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Cumulative Parked Vehicles[1]	29	98	166	195	135	450	765	900	71	238	404	475	18	61	104	122	
Individual Bus Occupancy	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
Cumulative Visitors Transported	18	61	104	122	84	281	478	563	89	297	505	594	46	153	259	305	
Cumulative Minimum Bus Trips	1	2	3	3	2	6	10	12	2	6	11	12	1	4	6	7	Total Buses
Buses Required	1				1				1				2				5

Post-Show

Route	Bass Pro Shops				The Classical Academy (Future)				The Classical Academy (Existing)				Compassion International[2]				
Lot Capacity	195				900				475				1,164				
Route Start Time	10:00 PM				10:00 PM				10:00 PM				10:00 PM				
Minutes After Show	-15	0	15	30	-15	0	15	30	-15	0	15	30	-15	0	15	30	
Walk Rate	75%				75%				50%				0%				
Percent Visitors Departing[1]	10%	45%	35%	10%	10%	45%	35%	10%	10%	45%	35%	10%	10%	45%	35%	10%	
Individual Bus Roundtrip Time (mins)	5	5	5	5	7	7	7	7	7	7	7	7	18	18	18	18	
Avg Parked Vehicle Occupancy	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Cumulative Departed Vehicles	20	107	176	195	90	495	810	900	48	261	428	475	12	67	110	122	
Individual Bus Occupancy	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
Cumulative Visitors Transported	30	61	91	122	141	281	422	563	148	297	445	594	76	153	229	305	
Cumulative Minimum Bus Trips	1	2	2	3	3	6	9	12	3	6	9	12	2	4	5	7	Total Buses
Buses Required	1				2				2				3				8

Legend:
Fixed Cell
Variable Cell
Low-Attendance Route
Medium-Attendance Route
High-Attendance Route

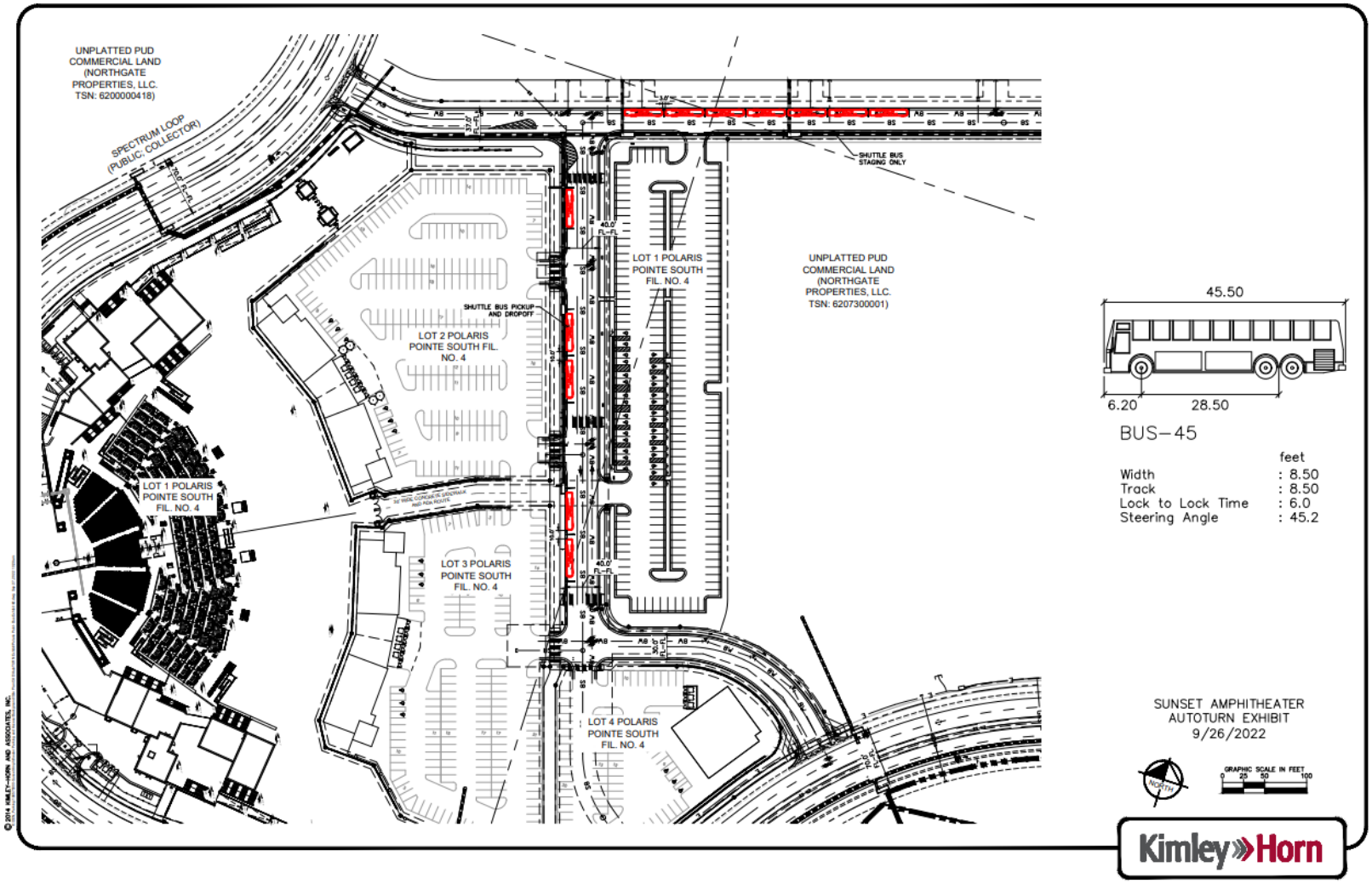
[1] Visitor arrival and departure rates based on traffic distribution survey for a comparable venue in Longmont, CO.

Additional Notes:

Assumed 25% of visitiors arrive by dropoff/Uber/Lyft, so 75% of the 8k visitors will park onsite or offsite at a 2.5 persons/vehicle ratio.

122 = number of spaces of the Compassion International parking supply projected to be needed under high-attendance conditions (2,400 vehicle demand, 8,000 attendees), assuming visitors have a preference for other parking lots.

Attachment B: On-site Shuttle Bus Staging Exhibit



Attachment C: Larger Maps and Exhibits (from Report Figures)

(Following pages)