

DOWNTOWN MANAGEMENT COMMISSION
May 4, 2015
5:30 p.m. - Regular Meeting
Council Chambers, 1777 Broadway
AGENDA

1. Swearing in of New Commissioner – Eli Feldman
2. Roll Call
3. Election of Officers: Chair and Vice Chair
4. Public Participation
5. Police Update
6. Parks Update
7. BID Update
8. Parklet Plan Presentation
9. Feedback for City Council on AMPS Policy Issues
10. Matters from Commissioners
11. Matters from Staff
 - CAGID Infographic Update
 - West Pearl Construction Update – Matthews
 - Civic Use Pad Status
 - DMC Retreat - Date

Attachments

- Meeting Minutes – April 6, 2015
- Sales and Use Tax Revenue Report – February 2015
- Police Stats
- Downtown Boulder Open/Close List
- Parklet Plan
- AMPS City Council memorandum

Upcoming Meetings/Topics

City Council meeting regarding Civic Use Pad: May 19th

AMPS Study Session: May 26th

City Council Civic Area Plan: June 16th

Commissioner Terms

Crabtree: 2012-2017 Citizen at Large
Feldman: 2015-2020 Property Rep
Millstone 2013-2018 Property Rep
Deans 2014-2019 Property Rep
Shapins 2013-2016 Citizen at Large

DMC 2015 Priorities:

- AMPS and Downtown Parking
- Civic Area Plan
- Homelessness
- Civic Use Pad
- Council Use of DMC's Advisory Feedback
- RTD Utilization Stats – Obtain and Analyze

City of Boulder

Sales & Use Tax Revenue Report

February, 2015

Issued April 20, 2015

This report provides information and analysis related to February 2015 Year-to-Date (YTD) sales and use tax collections. Results are for actual sales activity through the month of February, the tax on which is received by the city in the subsequent month. For clarification of any information in this report, please contact Cheryl Pattelli, Director of Finance, at (303) 441-3246 or pattellc@bouldercolorado.gov.

PLEASE NOTE: Pursuant to a vote in November of 2014, the sales and use tax rate changed on January 1, 2015 from 3.56% to 3.86%. The additional 0.30% tax was approved for a three year period and is earmarked for "Community Culture and Facilities." Actual dollars collected in the report may show as being higher in 2015 solely because of that tax rate increase. However, the percentage changes included in this report have been "normalized" to be able to compare the actual increase or decrease for this year compared to the same period in 2014 as if the rates were the same. This "normalized" percentage better reflects the underlying economic activity in the city and enables city staff to more readily determine if revenue targets are being met.

REVENUE COMPARISONS TO COMPARABLE PERIOD IN PRIOR YEAR

Historically, remittances in January and February have been somewhat erratic and do not provide sufficient information to extrapolate trends for taxable activity later in the year. As reflected in Table 1, "normalized" Sales and Use Tax has increased from the comparable 2014 base by 2.10%.

TABLE 1
"NORMALIZED" ACTUAL SALES AND USE TAX REVENUE
 (Adjusted to exclude change in tax rate)

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	6.29%	80.69%
Business/Consumer Use Tax	29.92%	10.12%
Construction Use Tax	(46.13%)	5.93%
Motor Vehicle Use Tax	0.78%	3.26%
Total Sales & Use Tax	2.10%	100.00%

Any time a new commodity (such as recreational marijuana) becomes taxable, it generates additional revenue and increases the revenue "base," but the percentage increase in revenue may distort perception of the strength of the underlying economy. For that reason, the following chart is presented to illustrate "normalized" sales and use tax revenue excluding revenue from the sale of recreational marijuana.

TABLE 2
"NORMALIZED" ACTUAL SALES AND USE TAX REVENUE, EXCLUDING REVENUE FROM THE SALE OF RECREATIONAL MARIJUANA
 (Adjusted to exclude change in tax rate)

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	4.48%	80.44%
Business/Consumer Use Tax	29.68%	10.24%
Construction Use Tax	(46.13%)	6.01%
Motor Vehicle Use Tax	0.78%	3.31%
Total Sales & Use Tax	0.67%	100.00%

DETAILED ANALYSIS OF MAJOR CATEGORIES

The following monthly information is provided to identify trends in the various categories. While this information is useful, it is important to remember that relatively small aberrations (like the timing of remittances by certain vendors) can make relatively large monthly variances. Particularly near the beginning of the year, limited months do not necessarily define a trend.

Retail Sales Tax – February YTD retail sales tax revenue was up 6.29% from that received in 2014. It is important to note that any significant sales of recreational marijuana did not begin until the second quarter of 2014. Therefore, comparisons are not "apples to apples" for the first quarter.

Jan	Feb
6.50%	9.40%

Food Stores - YTD retail sales tax revenue for food stores was up 24.74% from that received in 2014. The increase is primarily due to companies who file thirteen four-week periods instead of reporting monthly. Companies who file thirteen four-week periods do so because of reporting purposes. Each reporting period has the same number of days in the period. Since the city reports monthly, there will be one month out of the year where our report contains two filing periods.

Jan	Feb
46.51%	8.69%

Sales at **Eating Places** are both an important revenue source (Eating Places comprise approximately 14.00% of sales/use tax) and are often an indicator of the health of the economy in the city. This discretionary category is often correlated with disposable income and consumer confidence. Total February YTD retail tax at Eating Places is up by 7.04%.

Jan	Feb
4.82%	10.46%

Apparel Store - YTD retail sales are down by 8.90%.

Jan	Feb
(29.55%)	15.03%

General Retail is down by 0.98% YTD.

Jan	Feb
1.97%	3.75%

Public Utilities (primarily retail sales tax on natural gas and electricity) are down by 5.52% YTD. Tax on Public Utilities comprises approximately 6.00% of total sales and use tax revenue. Even as natural gas prices and rates increase, the direction for this category may be uncertain if conservation strategies are successful and businesses significantly cut their energy use. According to a 2006 study by the City of Boulder, commercial and industrial sector energy use makes up 83% of Boulder's energy use.

TOTAL MARIJUANA REVENUE

The latest revenue source for the City of Boulder is the sale of both medical and recreational marijuana. These sources represent 1.07% and 1.14% of the total sales/use tax collected respectively in 2014.

The sale of medical marijuana generates:

- 3.86% sales and use tax on product sales paid by the purchaser and/or costs of any construction materials, furniture, fixtures, or equipment paid by the business.

The sale of recreational marijuana generates:

- 7.36% sales tax on product sales paid by the purchaser (3.86% base and 3.50% additional).
- 7.36% use tax on the cost of any construction materials, furniture, fixtures, or equipment paid by the business (3.86% base and 3.50% additional).
- A 5.00% excise tax paid by the grow facility when shipping product to dispensaries and/or marijuana infused product facilities.
- A "share-back" of certain State of Colorado revenue. The State collects a 10.00% tax on recreational marijuana sales and "shares back" 15.00% of that 10.00% to each city where such revenue is generated.

A summary of all year-to-date 2015 marijuana related revenue follows:

Total February YTD Marijuana Related Revenue			
Medical marijuana:			
3.86% Sales/Use Tax	\$225,229		
Sub-total Medical marijuana revenue		\$225,229	
Recreational marijuana			
3.86% Base Sales/Use Tax	199,255		
3.50% Additional Sales/Use Tax	180,641		
5.00% Excise Tax	132,689		
State Share-back	72,107		
Sub-total Recreational Marijuana revenue		\$584,692	
TOTAL MARIJUANA RELATED REVENUE			\$809,921

While the City's base 3.86% sales/use tax is distributed to City funds based upon various past voter decisions, certain other revenue has been dedicated to cover incremental costs related to the sale and use of marijuana in the City of Boulder. Year-to-date collections for these dedicated revenue sources follow:

Total January "Incremental" Recreational Marijuana Related Revenue		
3.50% Additional Sales/Use Tax	\$180,641	
5.00% Excise Tax	132,689	
State "Share-back"	72,107	
TOTAL "INCREMENTAL" RECREATIONAL MARIJUANA REVENUE		\$385,437

Medical Marijuana Retail Sales Tax

Total February YTD sales/use tax revenue collected in this category is up 18.07% from the same period in 2014. The percentage change by month is presented below.

Jan	Feb
26.96%	(7.57%)

Recreational Marijuana Retail Sales Tax

The first remittances in 2014, related to sales of recreational marijuana, were received in the month of February. Significant retail establishments were not open until April of 2014. Therefore, increases for the first quarter of 2015 are not representative due to the non-existent or low comparative base.

Jan	Feb
na	na

Significant YTD increases / decreases by sales/use tax category are summarized in Table 3.

TABLE 3

2014 YTD RETAIL SALES TAX (% Change in Comparable YTD Collections)	
<p>STRENGTHS:</p> <ul style="list-style-type: none"> ▪ Food Stores up by 24.74% (January had two returns for each store by a 13 period filing taxpayer) ▪ Eating Places up by 7.04% ▪ Automotive Trade up by 6.48% ▪ Computer Related Business up by 0.90% ▪ All Other up by 4.18% ▪ Medical Marijuana up by 8.06% ▪ Downtown up by 14.91% ▪ UHGID (the "hill") up by 4.93% ▪ N. 28th St Commercial up by 23.67% ▪ Basemar up by 11.13% ▪ BVRC (excl 29th St) up by 5.46% ▪ The Meadows up by 22.27% ▪ All Other Boulder up by 9.79% ▪ Metro Denver up by 37.35% ▪ Gunbarrel Industrial up by 7.43% ▪ Gunbarrel Commercial up by 22.84 % ▪ Pearl Street Mall up by 16.23% ▪ Boulder Industrial up by 17.47% 	<p>WEAKNESSES:</p> <ul style="list-style-type: none"> ▪ Apparel Stores down by 8.90% ▪ Home Furnishings down by 6.11% ▪ General Retail down by 0.98% ▪ Transportation/Utilities down by 1.88% ▪ Building Material Retail down by 3.27% ▪ Consumer Electronics down by 36.12% ▪ University of Colorado down by 0.75% ▪ Twenty-Ninth St down by 9.78% ▪ Out of State down by 1.94% ▪ Table Mesa down by 2.02% ▪ Boulder County down by 24.32% ▪ Public Utilities down by 5.52%

2014 USE TAX (% Change in YTD Comparable Collections)	
<p>STRENGTHS:</p> <ul style="list-style-type: none"> ▪ Motor Vehicle Use Tax up by 0.78% ▪ Business Use Tax up by 29.92% 	<p>WEAKNESSES:</p> <ul style="list-style-type: none"> ▪ Construction Use Tax down by 46.13% (when adjusted to exclude dedicated Boulder Junction tax, down by 56.36%)

BUSINESS USE TAX

February YTD Business Use Tax is up by 29.92%. This tax category can be very volatile as it is associated primarily with the amount and timing of purchase of capital assets by businesses in the city and the amount and timing of audit revenue. 2014 YTD audit revenue was over \$2 million.

MOTOR VEHICLE USE TAX

February YTD Motor Vehicle Use Tax is up by a modest 0.78%. This tax category applies to the purchase of vehicles registered in the city. As individuals and businesses become more confident about jobs and the economy, they have replaced their vehicles and thus reduced the average age of their fleet. 2014 was a strong year for motor vehicle sales, but at some point the rate of increase will slow as the average age of the total vehicle fleet in the city declines and the comparative numbers from the prior year become more difficult to meet or exceed. Motor Vehicle Use Tax may have already reached that inflection point as both November and December 2013 results were negative (down 17.88% and 12.16% respectively when compared to the very strong sales in the comparative months of 2013).

ACCOMMODATION TAX

January Accommodation Tax revenue is up by 6.32% from the same period in 2014. The hotel industry in Boulder is in a state of flux. It is uncertain if/when new properties in the pipeline will open. Some upward adjustment in room and occupancy rates has occurred during the transition when the total number of rooms available in the City is down slightly. Some of the changes follow:

- America Best Value – closed March 2014 (to be converted to student housing)
- Golden Buff – closed October 2014 (to be redeveloped into two hotels)
- Boulder Outlook – proposed to close November 2014
- Hyatt Place Depot Square – broke ground, projected opening in early 2015
- Other Planned Properties – in concept or site review

ADMISSIONS TAX

Year-to-date 2014 Admission Tax revenue is down by 1.36% from the same period in 2014. Admissions Tax collections are dependent on the number of taxable productions and events held in the City and the level of attendance at such events.

TRASH TAX

February YTD Trash Tax receipts are down by 97.67%. Trash Tax remittances are due on a quarterly basis. The large variance in February is due to timing of remittances in 2014.

REVIEW OF VARIOUS ECONOMIC DATA & PREDICTIONS FOR THE FUTURE

A March 12, 2015 analysis by Reuters finds that U.S. Retail Sales have been down in January and February of 2015:

U.S. retail sales unexpectedly fell in February as harsh weather kept consumers from auto showrooms and shopping malls, tempering the outlook for first-quarter growth and a June interest rate increase by the Federal Reserve. Even accounting for the snowy and cold weather, which blanketed much of the country in late February, there is little doubt that consumer spending has slowed significantly after robust growth in the fourth quarter. The Commerce Department said on Thursday retail sales dropped 0.6 percent as receipts fell in almost all categories marking the third straight month of declines. Retail sales excluding automobiles, gasoline, building materials, and food services were flat after a downwardly revised 0.1 percent dip in January. February was the first time since 2012 that retail sales had dropped for three consecutive months.

Economists are confident economic activity will accelerate in the second quarter of the year, as consumer spending gets a tailwind from the massive savings from the lower gasoline prices in late 2014 and early this year. Most believe consumers saved the bulk of the windfall from cheaper prices at the pump and expect the money to be spent starting in March as temperatures warm up. Prospects for a pick-up in spending were also brightened by a report from the Fed showing household net worth posted its biggest rise in a year... "Consumers may have throttled back spending, but they maintain the ability and means to spend," said Jack Kleinhenz, chief economist at the National Retail Federation.

Colorado business confidence continues to rise, says CU Leeds report, as reported in an April 1, 2015 article in the *Denver Business Report*:

Confidence among Colorado business leaders about the coming months rose again at the start of the second quarter of 2015 from previous quarters, and hiring expectations were up sharply, according to the latest quarterly Leeds Business Confidence Index report from the University of Colorado Boulder's Leeds School of Business.

"Overall, the greatest optimism is in sales expectations and the greatest boost in optimism was recorded for hiring expectations," the report says. Business leaders were less optimistic about capital expenditures over the coming quarter. The report has shown greater stability over the last several quarters in terms of expectations for business than at any time previously in its 11-year history.

"People are not only evaluating the economy and saying, 'things look good,' but they're very confident quarter after quarter that their beliefs are very solid," said economist Richard Wobbekind. "They're on firm ground. This really bodes well for not only just the next quarter or two, but for the longer term."

Zacks.com in an April 14, 2015 article regarding Retail ETF's includes the following data:

The Commerce Department revealed that consumer spending for January fell 0.2%, after a 0.3% decline reported in Dec 2014, mainly due to lower energy prices. However, adjusting for inflation, consumer spending rose 0.3% for the month due to higher wages and salaries, as the labor market tightens. Looking ahead at 2015, economists expect consumer spending to remain on the upside driven by wage gains in an improving job market.

However, concern remains regarding the unexpected slowdown in GDP growth rate, which is hampering consumer confidence to some extent. According to the Bureau of Economic Analysis, GDP expanded at a rate of 2.2% in the fourth quarter of 2014, lacking the vigor of 5% and 4.6% growth portrayed in the third and second quarters, respectively. Moreover, the Conference Board's recent data on *Consumer Confidence Index* reflected a 7.4% decline to 96.4 in February, following the January reading of 103.8. Meanwhile, the University of Michigan's Consumer Sentiment survey showed a 2.8% sequential decline to 95.4.

According to an economist speaking at the Boulder Economic Council's annual economic forecast event, as reported by *BizWest* on January 14, 2015, lagging sales tax may threaten Colorado's future budgets:

Phyllis Resnick, lead economist at CSU's Colorado Futures Center, stated ... the rates of retail sales tax growth are starting to fall in Colorado for a variety of reasons. E-commerce has been cutting into retail sales tax collected locally for years as people shop online rather than in local stores. The United States as a whole is also becoming increasingly unmarried, with single people traditionally spending less on goods and services than married individuals. Resnick also said there's evidence mounting that as income inequality rises, the nation will see further decline in sales tax collections. When you concentrate income up high...you have fewer people buying those things that contribute to the tax base.

Perhaps the greatest threat to sales tax revenues, though, is the fact that physical taxable goods are becoming a smaller share of consumption as more and more people hire for services like lawncare or other household services that don't bring in sales tax revenue. Especially among younger segments of the population, the trend is steering toward spending on experiences and services and away from goods. And things like smartphones have already replaced the need for several other devices that individuals used to buy. The shift away from purchasing goods will also be magnified by the aging population, as those 65 and older also tend not to spend a lot of money on goods but rather on experiences like travel. We're going to have to start to acknowledge the new way of consuming," Resnick said. "It's going to take a lot of work to start thinking about the ways we generate public revenues off a system of consumption that is changing quite rapidly.

Total Net Sales/Use Tax Receipts by Tax Category	FEBRUARY YTD Actual			
	2014	2015	% Change	% of Total
Sales Tax	12,603,893	14,525,503	6.29%	80.69%
Business Use Tax	1,292,916	1,821,340	29.92%	10.12%
Construction Sales/Use Tax	1,827,180	1,067,187	-46.13%	5.93%
Motor Vehicle Use Tax	537,692	587,558	0.78%	3.26%
Total Sales and Use Tax	16,261,681	18,001,588	2.10%	100.00%

Total Net Sales/Use Tax Receipts by Industry Type	FEBRUARY YTD Actual			
	2014	2015	%Change	% of Total
Food Stores	2,071,715	2,786,218	24.04%	15.48%
Eating Places	2,026,853	2,362,787	7.51%	13.13%
Apparel Stores	521,262	515,150	-8.85%	2.86%
Home Furnishings	410,223	420,399	-5.48%	2.34%
General Retail	3,152,745	3,387,989	-0.89%	18.82%
Transportation/Utilities	1,474,813	1,581,632	-1.09%	8.79%
Automotive Trade	1,208,075	1,360,084	3.83%	7.56%
Building Material-Retail	491,584	520,340	-2.38%	2.89%
Construction Firms Sales/Use Tax	1,794,319	1,048,722	-46.10%	5.83%
Consumer Electronics	493,109	353,181	-33.94%	1.96%
Computer Related Business Sector	922,925	1,309,428	30.85%	7.27%
Rec Marijuana	0	251,261	n/a	1.40%
Medical Marijuana	197,167	252,410	18.07%	1.40%
All Other	1,496,890	1,851,987	14.11%	10.29%
Total Sales and Use Tax	16,261,680	18,001,588	2.10%	100.00%

Total Net Sales/Use Tax Receipts by Geographic Area	FEBRUARY YTD Actual			
	2014	2015	% Change	% of Total
North Broadway	205,866	220,052	-1.42%	1.22%
Downtown	938,949	1,156,062	13.55%	6.42%
Downtown Extension	101,282	109,312	-0.46%	0.61%
UHGD (the "hill")	187,244	192,705	-5.08%	1.07%
East Downtown	106,749	108,752	-6.04%	0.60%
N. 28th St. Commercial	748,176	1,011,569	24.70%	5.62%
N. Broadway Annex	50,182	58,584	7.67%	0.33%
University of Colorado	256,021	274,783	-1.01%	1.53%
Basemar	350,237	349,201	-8.04%	1.94%
BVRC-Boulder Valley Regional Center	3,393,774	4,011,499	9.02%	22.28%
29th Street	1,259,614	1,229,908	-9.95%	6.83%
Table Mesa	415,133	444,333	-1.28%	2.47%
The Meadows	211,520	217,090	-5.34%	1.21%
All Other Boulder	862,441	1,407,405	50.51%	7.82%
Boulder County	148,097	120,061	-25.23%	0.67%
Metro Denver	301,695	449,193	37.32%	2.50%
Colorado All Other	29,319	42,476	33.62%	0.24%
Out of State	1,550,136	1,566,638	-6.79%	8.70%
Airport	3,884	3,601	-14.49%	0.02%
Gunbarrel Industrial	1,446,304	1,080,959	-31.07%	6.00%
Gunbarrel Commercial	182,168	226,086	14.46%	1.26%
Pearl Street Mall	376,935	467,956	14.50%	2.60%
Boulder Industrial	1,548,606	1,623,827	-3.29%	9.02%
Unlicensed Receipts	76,794	55,531	-33.31%	0.31%
County Clerk	537,692	587,557	0.78%	3.26%
Public Utilities	972,863	986,449	-6.48%	5.48%
Total Sales and Use Tax	16,261,681	18,001,588	2.10%	100.00%

Miscellaneous Tax Statistics	FEBRUARY YTD Actual		
	2014	2015	% Change in Taxable
Total Food Service Tax	88,708	94,700	6.75%
Accommodations Tax	674,362	717,010	6.32%
Admissions Tax	97,733	96,400	-1.36%
Trash Tax	380,762	8,878	-97.67%
Disposable Bag Fee	12,384	1,555	-87.44%
Rec Marijuana Excise Tax	0	132,689	#DIV/0!

USE TAX BY CATEGORY			USE << SALES	SALES TAX BY CATEGORY		
FEBRUARY YTD Actual			Standard Industrial Code	FEBRUARY YTD Actual		
2014	2015	% Change		2014	2015	% Change
23,348	15,858	-37.36%	Food Stores	2,048,367	2,770,361	24.74%
27,052	41,818	42.57%	Eating Places	1,999,801	2,320,969	7.04%
2,276	2,529	2.48%	Apparel Stores	518,986	512,621	-8.90%
1,097	3,889	226.96%	Home Furnishings	409,126	416,509	-6.11%
263,352	285,677	0.05%	General Retail	2,889,393	3,102,312	-0.98%
43,394	58,762	24.89%	Transportation/Utilities	1,431,419	1,522,869	-1.88%
546,859	596,722	0.64%	Automotive Trade	661,216	763,361	6.48%
3,774	8,738	113.54%	Building Material-Retail	487,811	511,603	-3.27%
1,773,764	1,011,146	-47.42%	Construction Sales/ Use Tax	20,556	37,576	68.59%
4,743	14,930	190.31%	Consumer Electronics	488,366	338,251	-36.12%
579,317	933,516	48.62%	Computer Related Business	343,608	375,912	0.90%
0	3,353	n/a	Rec Marijuana	0	247,909	n/a
4,930	27,181	408.49%	Medical Marijuana	192,237	225,229	8.06%
383,881	471,966	13.39%	All Other	1,113,008	1,380,021	14.35%
3,657,789	3,476,085	-12.35%	Total Sales and Use Tax	12,603,893	14,525,503	6.29%

USE TAX BY CATEGORY			USE << SALES	SALES TAX BY CATEGORY		
FEBRUARY YTD Actual			Geographic Code	FEBRUARY YTD Actual		
2014	2015	% Change		2014	2015	% Change
10,179	11,483	4.04%	North Broadway	195,687	208,571	-1.70%
149,929	173,005	6.42%	Downtown	789,020	983,055	14.91%
32,281	4,139	-88.17%	Downtown Extension	69,001	105,173	40.58%
18,272	463	-97.66%	UHGIS (the "hill")	168,972	192,242	4.93%
22,678	5,091	-79.30%	East Downtown	84,071	103,661	13.72%
6,900	17,619	135.50%	N. 28th St. Commercial	741,276	993,950	23.67%
-4,018	1,561	-135.83%	N. Broadway Annex	54,200	57,022	-2.97%
667	0	-100.00%	University of Colorado	255,354	274,783	-0.75%
67,646	8,681	-88.16%	Basemar	282,591	340,520	11.13%
66,397	206,574	186.94%	BVRC	3,327,376	3,804,925	5.46%
10,274	7,732	-30.59%	29th Street	1,249,340	1,222,176	-9.78%
2,834	6,328	105.93%	Table Mesa	412,300	438,005	-2.02%
53,009	6,946	-87.91%	The Meadows	158,511	210,142	22.27%
446,936	912,768	88.36%	All Other Boulder	415,505	494,637	9.79%
30,890	23,881	-28.70%	Boulder County	117,207	96,180	-24.32%
31,065	46,146	37.00%	Metro Denver	270,630	403,047	37.35%
892	7,777	704.10%	Colorado All Other	28,426	34,698	12.58%
144,162	71,798	-54.07%	Out of State	1,405,975	1,494,840	-1.94%
2,525	356	-87.00%	Airport	1,359	3,243	120.08%
1,319,972	933,801	-34.75%	Gunbarrel Industrial	126,332	147,158	7.43%
12,859	582	-95.83%	Gunbarrel Commercial	169,309	225,504	22.84%
12,000	8,040	-38.21%	Pearl Street Mall	364,936	459,917	16.23%
608,539	426,437	-35.37%	Boulder Industrial	940,068	1,197,389	17.47%
51,077	-5,167	-109.33%	Unlicensed Receipts	25,717	60,698	117.68%
537,692	587,558	0.78%	County Clerk	0	0	#DIV/0!
22,133	12,484	-47.98%	Public Utilities	950,730	973,966	-5.52%
3,657,789	3,476,085	-12.35%	Total Sales and Use Tax	12,603,893	14,525,503	6.29%

Tax by Mo & Category

TOTAL CITY SALES AND USE TAX COLLECTIONS

REVENUE CATEGORY	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	% Change in Taxable Sales
RETAIL SALES TAX	2008	5,197,400	5,105,109	6,005,946	5,331,447	5,488,450	6,572,335	5,508,796	6,258,640	6,620,535	5,382,779	5,255,155	7,443,455	70,170,045	0.04%
Rate 3.41%	2009	4,919,570	4,659,632	5,850,038	5,077,648	5,131,444	6,428,343	5,206,770	5,790,533	6,093,314	5,170,325	4,735,769	7,814,230	66,877,613	-4.69%
	2010	4,576,034	5,386,190	6,196,697	5,320,225	5,470,595	6,895,283	5,522,076	5,943,315	6,855,385	5,652,938	5,240,211	8,414,157	71,473,106	6.87%
	2011	5,394,367	5,132,437	6,692,597	5,630,200	5,708,608	7,016,826	5,580,953	6,531,707	7,286,644	5,765,805	5,830,545	8,390,145	74,960,833	4.88%
	2012	5,363,541	5,129,096	6,754,740	5,599,150	5,988,770	7,304,270	5,551,489	7,062,958	7,502,227	6,188,194	5,693,025	9,604,529	77,741,989	3.71%
	2013	5,557,163	5,824,808	7,171,949	5,707,649	6,197,302	7,968,604	6,161,076	6,944,797	7,500,133	6,591,707	5,934,326	9,925,508	81,485,022	4.81%
Rate 3.56%	2014	5,965,991	6,438,048	7,706,036	6,619,759	6,990,628	8,303,288	7,020,977	7,893,039	8,584,506	7,452,664	7,031,634	9,966,741	89,973,310	5.76%
Rate 3.86%	2015	6,889,039	7,636,464											14,525,503	-85.11%
Change from prior year (Month)		6.50%	9.40%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		6.50%	8.00%	-33.38%	-49.88%	-60.27%	-68.12%	-72.68%	-76.47%	-79.55%	-81.64%	-83.26%	-85.11%		
CONSUMER USE TAX	2008	818,034	991,472	1,109,160	669,214	736,901	1,067,769	732,334	596,399	899,934	989,683	599,876	1,253,267	10,464,043	-6.63%
(includes Motor Vehicle)	2009	909,558	657,250	1,062,587	997,891	531,724	790,819	858,325	1,299,767	989,089	741,578	698,452	1,600,457	11,137,497	6.44%
Rate 3.41%	2010	687,502	778,796	913,223	701,931	662,382	945,800	620,328	633,593	909,315	752,143	618,493	1,366,131	9,589,636	-13.90%
	2011	1,247,135	650,595	1,034,670	727,395	850,561	1,166,185	958,724	771,357	1,044,032	703,092	903,665	1,410,793	11,468,205	19.59%
	2012	763,425	768,580	859,971	976,451	1,212,071	1,033,899	729,829	940,127	957,894	1,417,818	737,310	1,469,940	11,867,314	3.48%
	2013	1,132,015	762,369	979,120	866,143	911,993	963,938	835,063	768,003	1,338,726	1,121,736	807,130	1,522,486	12,008,722	1.19%
Rate 3.56%	2014	924,895	901,234	1,328,607	1,727,986	666,706	2,541,847	1,056,846	1,297,348	1,409,960	1,012,343	1,011,907	1,429,435	15,309,114	22.11%
Rate 3.86%	2015	1,274,337	1,134,561											2,408,898	-85.49%
Change from prior year (Month)		27.07%	16.11%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		27.07%	21.66%	-29.58%	-54.50%	-59.97%	-72.54%	-75.71%	-78.73%	-81.26%	-82.73%	-83.99%	-85.49%		
CONSTRUCTION USE TAX	2008	330,080	347,219	748,549	454,797	327,855	241,649	100,759	442,652	347,954	217,885	107,831	381,753	4,048,982	-13.02%
Rate 3.41%	2009	944,905	111,907	425,028	776,511	279,761	995,132	721,209	676,301	235,485	223,169	591,970	1,467,798	7,449,176	83.98%
	2010	591,599	242,591	245,829	362,619	226,230	1,921,675	1,075,078	467,423	245,361	234,021	406,868	531,670	6,550,964	-12.06%
	2011	622,872	281,210	274,661	240,970	2,150,036	352,336	352,846	455,211	478,988	314,958	177,137	471,157	6,172,383	-5.78%
	2012	385,392	1,697,323	315,856	503,719	342,448	375,499	595,334	214,896	422,866	473,523	799,552	371,254	6,497,662	5.27%
	2013	732,539	941,380	298,613	577,351	366,959	728,141	845,123	1,182,131	1,196,147	876,749	622,491	1,511,632	9,879,257	52.04%
Rate 3.56%	2014	716,119	1,110,714	600,580	430,524	571,269	1,688,472	373,129	379,130	713,014	908,032	325,754	1,557,635	9,374,372	-9.11%
Rate 3.86%	2015	387,123	680,064											1,067,187	-89.50%
Change from prior year (Month)		-50.14%	-43.53%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		-50.14%	-46.12%	-59.45%	-65.56%	-71.30%	-80.77%	-82.07%	-83.23%	-85.05%	-86.86%	-87.41%	-89.50%		
TOTAL FOR MONTH & CHANGE FROM PREVIOUS YEAR (MONTH & YTD)															
Ratechg 3.56%>3.41%	2008	6,345,513	6,443,800	7,863,654	6,455,459	6,553,206	7,881,753	6,341,889	7,297,691	7,868,423	6,590,347	5,962,862	9,078,475	84,683,070	
Rate 3.41%	2009	6,774,033	5,428,789	7,337,653	6,852,049	5,942,929	8,214,294	6,786,304	7,766,601	7,317,887	6,135,072	6,026,191	10,882,485	85,464,286	0.92%
	2010	5,855,134	6,407,577	7,355,749	6,384,774	6,359,207	9,762,758	7,217,482	7,044,332	8,010,061	6,639,102	6,265,572	10,311,957	87,613,706	2.51%
	2011	7,264,374	6,064,242	8,001,928	6,598,565	8,709,205	8,535,347	6,892,523	7,758,275	8,809,664	6,783,855	6,911,348	10,272,096	92,601,421	5.69%
	2012	6,512,359	7,594,999	7,930,567	7,079,320	7,543,289	8,713,668	6,876,652	8,217,981	8,882,987	8,079,535	7,229,887	11,445,723	96,106,966	3.79%
	2013	7,421,717	7,528,557	8,449,682	7,151,142	7,476,254	9,660,683	7,841,262	8,894,931	10,035,006	8,590,192	7,363,947	12,959,626	103,373,001	7.56%
Rate 3.56%	2014	7,607,004	8,449,996	9,635,223	8,778,269	8,228,603	12,533,607	8,450,951	9,569,517	10,707,479	9,373,039	8,369,295	12,953,810	114,656,795	6.24%
Rate 3.86%	2015	8,550,499	9,451,089	0	0	0	0	0	0	0	0	0	0	18,001,588	-85.52%
% Change (month)		3.67%	3.15%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
% Change (YTD)		3.67%	3.40%	-35.38%	-51.84%	-61.12%	-69.94%	-73.93%	-77.34%	-80.23%	-82.21%	-83.68%	-85.52%		

BID Arrests - April 2015

<u>Report No</u>	<u>Reported Date</u>	<u>Location</u>
April 2015		
150004212	04/07/2015	10TH ST/PEARL ST
150004905	04/23/2015	1124 PEARL ST
150004813	04/20/2015	11TH ST/PEARL ST
150004012	04/03/2015	1200-BLK CANYON BV
150004182	04/07/2015	1203 PEARL ST
150005089	04/27/2015	1300 CANYON BV
150004291	04/09/2015	1320 PEARL ST
150004326	04/10/2015	1320 PEARL ST
150004046	04/04/2015	13TH ST/PEARL ST
150004366	04/10/2015	13TH ST/PEARL ST
150005008	04/25/2015	13TH ST/PEARL ST
150005053	04/26/2015	13TH ST/SPRUCE ST
150004949	04/23/2015	1400 WALNUT ST
150004095	04/05/2015	1425 PEARL ST
150005114	04/27/2015	1425 PEARL ST
150005112	04/27/2015	1425 PEARL ST
150003903	04/01/2015	1480 CANYON BV
150003920	04/01/2015	1480 CANYON BV
150004159	04/06/2015	1480 CANYON BV
150004293	04/09/2015	1480 CANYON BV
150004302	04/09/2015	1480 CANYON BV
150004792	04/20/2015	1480 CANYON BV
150005064	04/26/2015	1480 CANYON BV
150004535	04/14/2015	14TH ST/CANYON BV
150004957	04/24/2015	14TH ST/CANYON BV
150004761	04/20/2015	14TH ST/WALNUT ST
150004496	04/13/2015	1500 PEARL ST
150004808	04/20/2015	15TH ST/CANYON BV
150004432	04/12/2015	1608 WALNUT ST #2
150004323	04/10/2015	1830 16TH ST
150003981	04/03/2015	1911 11TH ST
150004226	04/07/2015	1911 11TH ST
150004406	04/11/2015	2015 13TH ST
150004406	04/11/2015	2015 13TH ST
150004502	04/14/2015	8TH ST/PEARL ST
150004084	04/05/2015	9TH ST/CANYON BV
150004344	04/15/2015	9TH ST/CANYON BV

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BID Tickets - April 2015

<u>Citation No</u>	<u>Date</u>	<u>Location</u>
April 2015		
		126
G000136812	04/04/2015	1005 PEARL ST
G000139302	04/07/2015	10TH ST/PEARL ST
G000142805	04/20/2015	1100 PEARL ST
AC00003479	04/11/2015	1100-BLK PEARL ST
G000142807	04/20/2015	1100-BLK PEARL ST
G000142806	04/20/2015	1108 PEARL ST
T000210141	04/18/2015	11TH ST/PEARL ST
CR00100638	04/24/2015	11TH ST/PEARL ST
G000143027	04/25/2015	11TH ST/PEARL ST
G000141164	04/11/2015	11TH ST/WALNUT ST
T000218285	04/16/2015	11TH ST/WALNUT ST
G000143104	04/26/2015	11TH ST/WALNUT ST
G000141222	04/03/2015	1200-BLK CANYON BV
G000142706	04/25/2015	1200-BLK PEARL ST
G000140704	04/09/2015	1300 PEARL ST
G000140705	04/09/2015	1300 PEARL ST
G000140706	04/09/2015	1300 PEARL ST
G000140710	04/11/2015	1300 PEARL ST
G000140711	04/11/2015	1300 PEARL ST
G000129681	04/05/2015	1300 WALNUT ST
G000128021	04/01/2015	1300-BLK PEARL ST
G000128019	04/01/2015	1300-BLK PEARL ST
G000128020	04/01/2015	1300-BLK PEARL ST
G000100029	04/09/2015	1320 PEARL ST
CR00122421	04/10/2015	1320 PEARL ST
G000140755	04/25/2015	1326 PEARL ST
G000140702	04/06/2015	13TH ST/CANYON BV
T000218637	04/09/2015	13TH ST/CANYON BV
E01504046A	04/04/2015	13TH ST/PEARL ST
CR00122422	04/10/2015	13TH ST/PEARL ST
G000141979	04/11/2015	13TH ST/PEARL ST
G000140709	04/11/2015	13TH ST/PEARL ST
E01505053A	04/26/2015	13TH ST/SPRUCE ST
G000140811	04/21/2015	1400 CANYON BV
G000140703	04/08/2015	1400 PEARL ST
G000141221	04/03/2015	1400 WALNUT ST
G000127658	04/12/2015	1400 WALNUT ST
G000142606	04/18/2015	1400 WALNUT ST
G000140332	04/23/2015	1400 WALNUT ST
G000140810	04/21/2015	1400-BLK CANYON BV
G000143028	04/25/2015	1400-BLK PEARL ST
G000141225	04/10/2015	1400-BLK SPRUCE ST
CR00094976	04/04/2015	1408 PEARL ST
G000141220	04/03/2015	1434 SPRUCE ST
G000141465	04/06/2015	1480 CANYON BV
G000141466	04/06/2015	1480 CANYON BV
G000142406	04/06/2015	1480 CANYON BV
CR00122420	04/09/2015	1480 CANYON BV
G000142904	04/20/2015	1480 CANYON BV
G000140606	04/20/2015	1480 CANYON BV
G000141629	04/06/2015	14TH ST/CANYON BV
T000218638	04/09/2015	14TH ST/CANYON BV
G000139304	04/14/2015	14TH ST/CANYON BV
G000139962	04/22/2015	14TH ST/CANYON BV
E01504957A	04/24/2015	14TH ST/CANYON BV
G000128025	04/08/2015	14TH ST/PEARL ST
G000127331	04/15/2015	14TH ST/PEARL ST
T000218406	04/01/2015	14TH ST/WALNUT ST
E01504761A	04/20/2015	14TH ST/WALNUT ST
E01504761Z	04/20/2015	14TH ST/WALNUT ST

<u>Citation_No</u>	<u>Date</u>	<u>Location</u>
T000217062	04/01/2015	15TH ST/PEARL ST
T000215834	04/02/2015	15TH ST/PEARL ST
T000217205	04/19/2015	15TH ST/PEARL ST
AC00003418	04/02/2015	15TH ST/SPRUCE ST
T000207411	04/15/2015	15TH ST/SPRUCE ST
CR00111619	04/02/2015	15TH ST/WALNUT ST
AC00003417	04/02/2015	15TH ST/WALNUT ST
T000213184	04/04/2015	15TH ST/WALNUT ST
G000139717	04/05/2015	15TH ST/WALNUT ST
TS00135410	04/07/2015	15TH ST/WALNUT ST
T000218201	04/13/2015	15TH ST/WALNUT ST
TS00128132	04/16/2015	15TH ST/WALNUT ST
G000143006	04/18/2015	15TH ST/WALNUT ST
G000143011	04/19/2015	15TH ST/WALNUT ST
G000143013	04/24/2015	15TH ST/WALNUT ST
E01504432A	04/12/2015	1608 WALNUT ST #2
AC00003415	04/01/2015	1700-BLK PEARL ST
AC00003416	04/01/2015	1700-BLK PEARL ST
G000141224	04/09/2015	1750 15TH ST
G000142903	04/18/2015	1750 15TH ST
T000217760	04/02/2015	17TH ST/PEARL ST
T000216069	04/14/2015	17TH ST/PEARL ST
TS00125110	04/01/2015	1800 PEARL ST
G000141467	04/14/2015	1800 PEARL ST
G000141468	04/14/2015	1800 PEARL ST
E01504323A	04/10/2015	1830 16TH ST
T000216167	04/11/2015	1877 BROADWAY
T000216067	04/12/2015	18TH ST/WALNUT ST
T000216068	04/13/2015	18TH ST/WALNUT ST
T000215434	04/22/2015	18TH ST/WALNUT ST
E01504226A	04/07/2015	1911 11TH ST
G000142603	04/10/2015	1941 PEARL ST
G000142602	04/10/2015	1941 PEARL ST
G000127659	04/23/2015	1941 PEARL ST
TS00133260	04/05/2015	19TH ST/ALPINE AV
TS00135791	04/23/2015	19TH ST/ALPINE AV
T000219580	04/23/2015	19TH ST/ALPINE AV
T000219581	04/23/2015	19TH ST/ALPINE AV
T000218019	04/10/2015	19TH ST/ARAPAHOE AV
T000217797	04/12/2015	19TH ST/ARAPAHOE AV
T002172207	04/26/2015	19TH ST/EDGEWOOD DR
T000215425	04/08/2015	19TH ST/VIOLET AV
T000218054	04/26/2015	2000-BLK BROADWAY
CR00083451	04/10/2015	2015 13TH ST
CR00100857	04/10/2015	2015 13TH ST
G000142307	04/04/2015	2032 14TH ST
TS00135806	04/19/2015	20TH ST/BROADWAY
E01504502A	04/14/2015	8TH ST/PEARL ST
TS00125111	04/02/2015	9TH ST/CANYON BV
E01504084A	04/05/2015	9TH ST/CANYON BV
T000218527	04/06/2015	9TH ST/CANYON BV
G000140701	04/06/2015	9TH ST/CANYON BV
T000218306	04/09/2015	9TH ST/CANYON BV
G000142876	04/10/2015	9TH ST/CANYON BV
G000142278	04/03/2015	BROADWAY/CANYON BV
G000142277	04/03/2015	BROADWAY/CANYON BV
T000153561	04/05/2015	BROADWAY/CANYON BV
G000136818	04/07/2015	BROADWAY/CANYON BV
T000210994	04/07/2015	BROADWAY/CANYON BV
T000215108	04/08/2015	BROADWAY/CANYON BV
G000142628	04/12/2015	BROADWAY/CANYON BV
W000054153	04/13/2015	BROADWAY/CANYON BV
T000205211	04/14/2015	BROADWAY/CANYON BV
TS00134112	04/17/2015	BROADWAY/CANYON BV

Citation No
TS00126145
T000218582

Date
04/10/2015
04/16/2015

Location
BROADWAY/PINE ST
BROADWAY/PINE ST

Opened in 2013-2014

Business			Open Date	Notes
Earthbound Trading	935	Pearl	February-13	national soft goods (replacing Eclectix)
Timothy's of Colorado	1136	Spruce	February-13	fine jewelry
Meta Skateboards	1505	Pearl	March-13	
Island Farm	1122	Pearl	April-13	Soft goods/clothing
The Riverside	1724	Bdwy	April-13	Event center, café, wine bar, co-working space
Bohemian Biergarten	2017	13th	April-13	Replaces Shugs
Bishop	1019	10th	April-13	home furnishings (owners of 3rd and Vine)
ReMax of Boulder	1320	Pearl	April-13	replaces Little Buddha
Old Glory Antiques	777	Pearl	May-13	Replaces West End Gardener
Yeti Imports	2015	Brdwy	May-13	Replaces BolderWorld
Into Earth	1200	Pearl	July-13	Replaces LeftHand Books
The Savvy Hen	1908	Pearl	July-13	
The Dragontree	1521	Pearl	July-13	Day Spa
Steele Photography	2039	11th	July-13	
FlipFlopShop	1110	Pearl	August-13	Replaces Blue Skies
BOCO Fit	2100	Pearl	August-13	Fitness gym
Ceder & Hyde	2015	10th	October-13	Apparel
Fjall Raven	777	Pearl	October-13	replaces Old Glory
Lon	2037	13th	November-13	Gifts
Boulder Brands	1600	Pearl	November-13	Marketing services
Wok Eat	946	Pearl	December-13	replaces World Café
Zeal	1710	Pearl	December-13	replaces H Burger
AlexandAni	1505	Pearl	January-14	Jewelry
Made in Nature	1708	13th	January-14	Organic food products
Foundation Health	1941	Pearl	January-14	Medical office
Sforno	1308	Pearl	March-14	replaces Roma
Regus	1434	Spruce	March-14	Shared office
Cariloha	1468	Pearl	April-14	bamboo products
Explicit	2115	13th	April-14	Street ware
Fior di Latte	1433	Pearl	June-14	gelato
Goorin Bros Hat Shop	943	Pearl	June-14	Hats
Nature's Own	1215	Pearl	July-14	replaces Gaiam
PMG	2018	10th	August-14	replaces Beehive
Ramble on Pearl	1638	Pearl	August-14	
VPK by Maharishi ayurve	2035	Bdwy	September-14	
Ninox	1136	Spruce	September-14	
LYFE Kitchens	1600	Pearl	October-14	former Gondolier space
Liberty Puzzles	1420	Pearl	October-14	Replaces KidRobot
Iris Piercing/Jewelry	1713	Pearl	October-14	
Vilona Gallery	1815	Pearl	December-14	
Voss Art + Home	1537	Pearl	December-14	
Green Rush Café	2018	Brdwy	December-14	
Formation Data	1505	Pearl	December-14	
Sage Dental Care	2440	Pearl	December-14	Replaces Boulder General Denistry
Enigma Escape Room	1426	Pearl	December-14	
Endurance Conspiracy	1717	Pearl	January-15	
Organic Sandwich	1500	Pearl	January-15	
Firefly Garden	1211	Pearl	February-15	
Newtion Running	1222	Pearl	February-15	
Closed in 2013-2014				

Business			Close Date	Notes
Silhouette	2115	10th	January-13	
Sensorielle	1300	13th	January-13	Moved to Lafayette
Little Buddha	1320	Pearl	February-13	Moved to Yehti Imports
Boulder Map Gallery	1708	13th	March-13	Moved to Table Mesa
Blue Skies	1110	Pearl	March-13	
Left Hand Books	1200	Pearl	March-13	
Installation	1955	Bdwy	March-13	
West End Gardener	777	Pearl	March-13	
Bolder World	2015	Bdwy	April-13	replaced by Yeti Imports
Swiss Chalet	1642	Pearl	Jun-13	
Lilli	1646	Pearl	June-13	Chelsea to replace
H Burger	1710	Pearl	June-13	
Timothy's of Colorado	1136	Spruce	July-13	
Atlas Coffee	1500	Pearl	July-13	
Sweet Bird Studio	2017	17th	July-13	
Old Glory Antiques	777	Pearl	July-13	
A Café	2018	Bdwy	September-13	
Independent Motors	250	Pearl	November-13	
Om Time	2035	Bdwy	November-13	
Boulder Mart	1713	Pearl	December-13	
Retail Therapy	1638	Pearl	December-13	
Jovie	2115	13th	December-13	
Holiday & Co	943	Pearl	January-14	
Il Caffe	1738	Pearl	January-14	converted to private event space for Frasca
Roma	1308	Pearl	January-14	being replaced by Sforno
Twirl	1727	15th	January-14	rethinking concept
Bacaro	921	Pearl	March-14	new owner/concept
Maiberry	1433	Pearl	March-14	replaced by gelato
hip consignment	1468	Pearl	March-14	moved out of Downtown
Gaiam Living	1215	Pearl	March-14	
Define Defense	1805	11th	March-14	
Julie Kate Photography	1805	11th	March-14	
Bacaro	921	Pearl	March-14	
Steele Photography	2039	11th	April-14	
Trattoria on Pearl	1430	Pearl	May-14	
Into Earth	1200	Pearl	May-14	
Gypsy Wool	1227	Spruce	June-14	Moved to 30th & Arapahoe, Rebecca's took space
3rd and Vine Design	1815	Pearl	July-14	
kidrobot	1420	Pearl	August-14	
Enchanted Ink	1200	Pearl	August-14	Moved to Broomfied
Pita Pit	1509	Arapahoe	August-14	
Roger the Barber	1200	Pearl	August-14	
Boulder and Beyond	1211	Pearl	September-14	
I Support U	1825	Pearl	September-14	bought building @ 47th and Valmont
GOLITE	1222	Pearl	December-14	Company bankrupcy
Mila Tibetan Carpets	1711	Pearl	January-15	
Prudential Real Estate	1505	Pearl	Fall 14	
Boulder General Denistry	2440	Pearl	December-14	Purchased by Sage Dental Care
Savvy Hen	1908	Pearl	February-15	
Barris Laser&SkinCare	1966	13th	May-15	moved to Arapahoe Village
Future				
Business			Open Date	Notes
World of Beer	921	Pearl	Early 2015	

Sunflower Bank	18th &	Pearl	Summer 2015	
Food Lab	1825	Pearl	Spring 2015	

City of Boulder Parklet Program Recommendations



1 Overview

2 Precedents

3 Pilot Program

4 Administration

Draft: April 6, 2015



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1 Overview

Many cities in the United States have implemented successful parklet programs where public land, particularly streets, are being re-purposed into community gathering spaces. Parklets have proven to be a positive social and economic asset for neighboring businesses. The City of Boulder is considering implementing a phased parklet program in the downtown (Business Improvement District). If successful, the program could be expanded to other areas of town.

There are a variety of locations and types of spaces in the BID where a more active street life and additional public space will benefit the public and local businesses. To meet these goals, the City of Boulder is considering a versatile, streamlined and phased parklet program. Following the success of the trial parklet on University Hill during the summer of 2014, this program will explore the possibilities of extending community spaces to the sidewalks and streets of Downtown Boulder.



Doors Open - the City of Boulder's first parklet - was located on Pennsylvania Avenue in 2014 and explored public space ideas on University Hill.

What is a Parklet?

San Francisco's Parklet program describes a parklet as: "A parklet repurposes part of the street into a public space for people. They are intended as aesthetic enhancements to the streetscape, providing an economical solution to the need for increased public open space. Parklets provide amenities like seating, planting, bike parking, and art... and are publicly accessible to all." In downtown Boulder, the public right-of-way offers a variety of spaces that both fit the physical requirements for a parklet and also activate public life.



Parklets across the country have provided a platform to explore art and design in the Right-of-Way.

In order to gauge interest in sponsorships from the community, to study the use and public interaction with parklets and to streamline the administration of the parklet program, a mobile parklet is recommended as a pilot program. This mobile parklet can be tested in a variety of location types for a variety of durations. The following precedents demonstrate how other cities have used the mobile parklet as a way of testing out the program or expanding an existing parklet program.

2 Precedents

Many other cities, such as San Francisco, Rahway, NJ and Vancouver have incorporated mobile parklets as a component of their parklet program. The cities differ in their administration of the parklet programs, sponsorship structure and intended audiences, but offer a menu of parklet program options for Boulder to choose from.

For example, San Francisco students in the Youth Art Exchange architecture program designed and fabricated

The Youth Art Exchange Parklet on Ocean Avenue, and some of the art and architecture students who designed and constructed the mobile parklet.



a parklet on wheels that travels along Ocean Avenue to a new location every six months.

The Yerba Buena neighborhood has a fleet of six “parkmobiles” that are moved around the area as needed. They stay for two months or longer and are easily moved as needed. These were designed and fabricated by the Yerba Buena Community Benefit District and can be sponsored by a local business, community organization or nonprofit institution. These provide a solid model for a potential mobile parklet program for the City of Boulder.

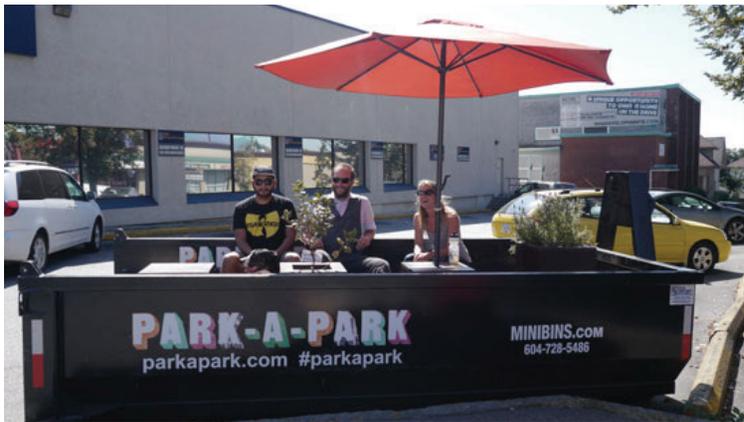
Yerba Buena Parkmobile



The Downtown San Diego Partnership recently held a competition for the design and fabrication of a mobile parklet. This parklet will be installed at locations as requested by the business owner, and approved by the City of San Diego. Part of the selection criteria required the entrants to demonstrate not only the modularity of the parklet for a variety of spaces but also a streamlined process for transporting the parklet to various destinations.

Parklet Program

In Vancouver, the Park-A-Park project consists of a repurposed dumpster bin filled with tables, chairs, an umbrella and some plants. It was designed to be very flexible and easy to move. The parklet's goal is to be a catalyst for businesses and individuals to start to envision the kinds of permanent public spaces they want in their city that will help its people connect in a time of rapid development. Its simple design allows it to be moved very easily from place to place.



Vancouver Park-A-Park

Ease of mobility was taken further when San Francisco's Re-bar launched the Walklet in 2010. This is a modular parklet that can be customized to fit the individual needs of the location, prospective use and site constraints. It is a kit-of-parts that links together modules such as benches, planters, high tables, decking and the curb attachment. This

fast and flexible approach allows for improvements to the streetscape that are less expensive and can quickly make positive changes. The Walklet can be selected from an on-line ordering system and was designed to meet the City of San Francisco's Pavement to Parks permit requirements.

A MIX-AND-MATCH, MODULAR SYSTEM. CREATE YOUR OWN PROGRAM:

	SIMPLE SEAT Find space to walk, a spot to sit, and room to breathe in a crowded urban space. Our simple bench does it all.		HIGH TABLE Pause for a coffee, a slice, or a chat at our tall table. This perch also provides a nice visual barrier between sidewalk and street.
	DEEP SEAT Relax and put your feet up, lounge in the sun, or spread out an entire picnic on our most accommodating urban surface.		SIMPLE PLANTER Provide seating and green space in one fell swoop. Plant vertical species like bamboo for shade and a friendly visual barrier.
	SIMPLE EXTENSION The ultimate space-maker, our sturdy filler platform will expand your sidewalk horizons. Also available with a bike rack attachment.		DEEP PLANTER Natural shade is easy with our deep planter box, which can easily accommodate a large box tree plus ground cover.
	END RETURN Provide a stylish entry into your new public space with our angled cap piece.		



The Walklet installed at 22nd and Bartlett in the Mission, San Francisco.

3 Parklet Pilot Program

Starting with a year-long pilot program, the City of Boulder might initiate a mobile parklet to test out the viability of a permanent parklet program. The City should facilitate the design, fabrication, and permitting process that will be needed for implementation of the pilot parklet and will establish the administrative guidelines moving forward. Here are some recommended steps:

Step 1 – The City will begin conceptual design of the mobile parklets. There will be (2) sizes (large and mini) to maximize the location options. They will have a similar design and materiality and will meet the Design Criteria (see below for sample design criteria). Potential to partner with art and design groups will be explored as an outreach project.

Step 2 – The City will identify sponsoring businesses and organizations for the parklets. Locations for the (2) mobile parklets will be selected. The locations will meet the Site Selection Criteria (see below for sample site selection criteria).

Step 3 – The City of Boulder will fabricate the two mobile parklets and secure all necessary permits and approvals.

Step 4 – The parklets will be installed according to a master schedule that incorporates a range of locations

and durations to determine the most beneficial parklet program moving forward.

Step 5 – The parklets will be maintained according to an agreement between the City and Sponsors, outlining each party's roles and responsibilities.

Step 6 – Routine observation of each parklet location will be performed to assess the functionality and success of each location type. Periodic input will be gathered via survey of neighboring businesses, parklet users and city staff involved with the program's administration.

Step 7 – Using the data and lessons learned from the pilot parklet program, the City will assess the feasibility of creating a permanent parklet program. It is anticipated that this program will enable interested sponsors to design and fabricate a parklet based on their own designs and assume a greater share of the implementation and operational/ maintenance costs. These parklets will be subject to a permit and review process and could remain in the selected location for extended periods of time.

Mobile Parklet Guidelines

The pilot parklet should meet some minimum requirements in order to provide an adequate study for future programs.

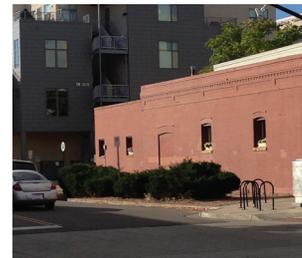
- Parklet should be designed to be easily transported to different locations.
- Can be set up during special events or at specific times of the year
- Designed to be modular and durable for ease of transfer and longevity.
- Involvement of sponsoring business desired for monitoring parklet and providing some level of maintenance.
- The parklet is a logical first step to determine the effectiveness/success of future parklets in the BID and possibly other areas in Boulder.
- Two sizes (one large and one mini) to increase the range of types and sizes of locations that can be used.



A mini parklet in Vancouver, it can be grouped with others when space allows.

Recommended locations for the mobile parklet include:

1. Parking Space Parklet (On-street) - Large
Located in designated parking spaces on street that fit site selection criteria (see below).



A line of parking spaces in the ROW that have potential to become active public space.

2. Right-of-Way Parklet (Not in parking spaces) - Mini
 - Locations include bulb-outs, wide sidewalks and other underutilized public spaces within ROW
 - Generally smaller in size than parking space parklet



Bulb-outs and extra-wide sidewalks provide the space for mini parklets.

Recommended locations for the mobile parklet, cont.

3. Unique Spaces Parkets - Large or Mini
Libraries, plazas, other open space, parking lots, private businesses, spaces in transition, etc.



Other small spaces have art or seating that could be enhanced with a parklet.

4 Administration

Pilot Program - Phase 1

- The administration, design, fabrication and maintenance will initially be through DUHMD/PS.
- Each location must follow the permit and review process to verify the suitability of the location.
- Permits will be required and design plans will be reviewed through Transportation, Fire Department, ROW permit (TBD), building permit.

Sponsorships

- The goal is to involve an organization or business with a vested interest in parklet due to visibility, adjacency, etc.
- Sponsorship funds will initially cover a fraction of the parklet construction costs; The City will cover all other costs.
- The sponsor will be identified on the parklet in some way. This scope to be determined.

Maintenance

- Day-to-day and overall maintenance of the parklet (including plants) will be outlined in a maintenance agreement between the City and the sponsor.
- The parklet must be designed with ease of maintenance issues in mind.

Permanent Program - Phase 2

- The administration will be through DUHMD/PS. Permit applications and all other planning documents will also be developed by DUHMD/PS.
- Design, fabrication, funding and maintenance will be the responsibility of the sponsor.
- Each parklet must follow the permit and review process to verify the suitability of the location.
- Permits will be required and design plans will be reviewed through Transportation, Fire Department, ROW permit (TBD), building permit.
- Permits will be valid for a specific duration (i.e. 6 months) and can be renewed if so desired.

Ownership

- An organization or business can initiate an application for a parklet in their desired location.
- The City will approve the location.
- The parklet will operate as public feature, not necessarily as an extension of the business (i.e., a restaurant cannot use it for additional outdoor seating).

Maintenance

- Day-to-day and overall maintenance will be outlined in a maintenance agreement between the City and the sponsor.
- The parklet must be designed with ease of maintenance issues in mind.

Site Selection Criteria:

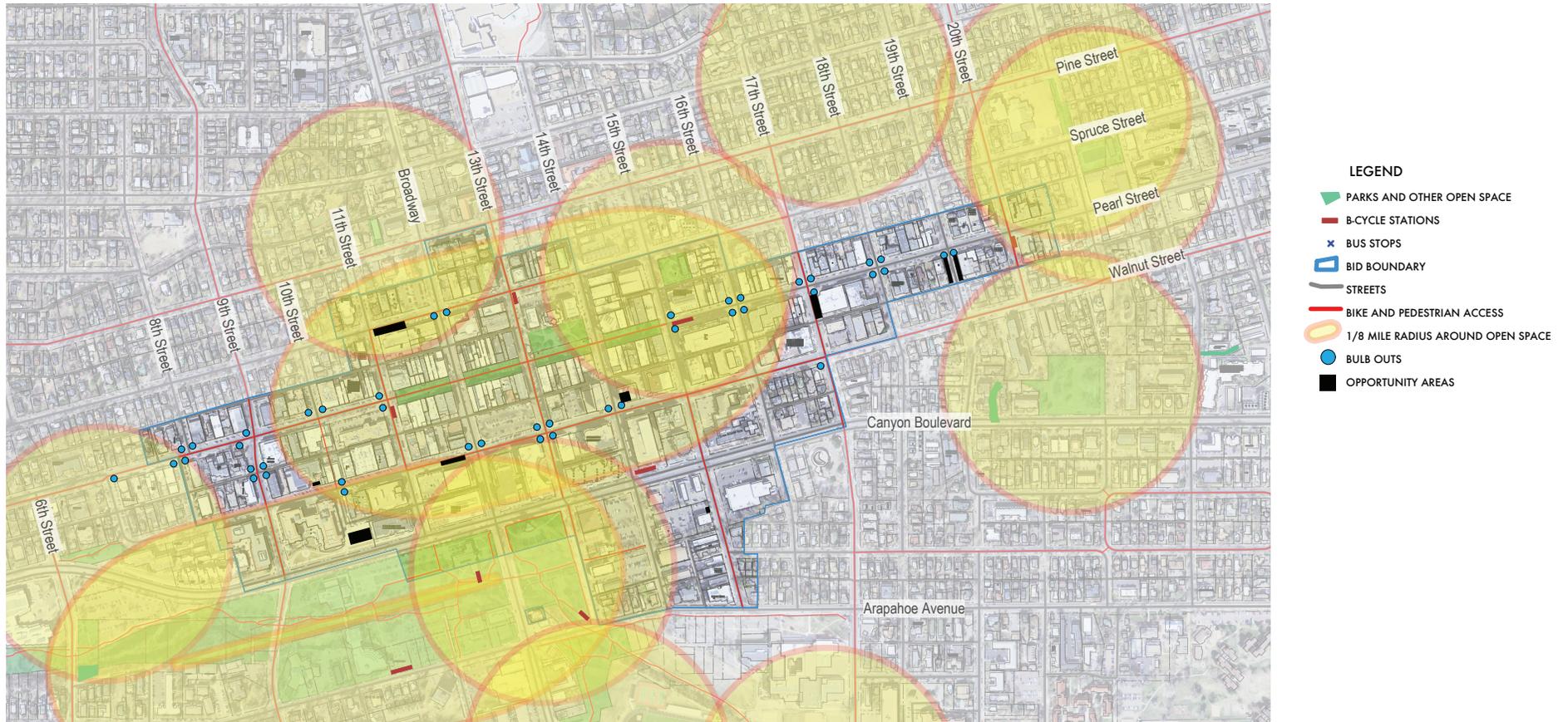
The following criteria will be applied to selecting sites for the parklets. Each parklet design and location will be evaluated on a case-by-case basis.

- Locations are within the Business Improvement District.
- Spaces with preexisting community support to be identified (if any exist).
- Lack of public space in the surrounding area (see map), priority given to areas further than 1/8 mile from open space (these are areas maintained by Parks and Recreation).
- Located adjacent to uses that will attract users.
- Areas not on the Pearl Street Mall that front retail/commercial businesses are preferred.
- Not blocking a bus stop, no-parking zone, fire zone or loading zone.
- Located a certain distance from a corner for visibility and safety.
- Not on a street that is in the city's near-term paving plan (this doesn't matter for the mobile version).
- Slope of the street is less than 5% grade for ease of installation.
- Not located near fire hydrants, certain underground utilities, newspaper boxes, bike corrals or B-Cycle stations, etc.
- Other opportunity areas include wide sidewalks, buildings frontages with atypical setbacks, atypical parking situations, irregular bulb-outs or islands, for example.
- See map on the following page for specific locations.



Parklets can add fun and play to street life.

Parklet Site Mapping



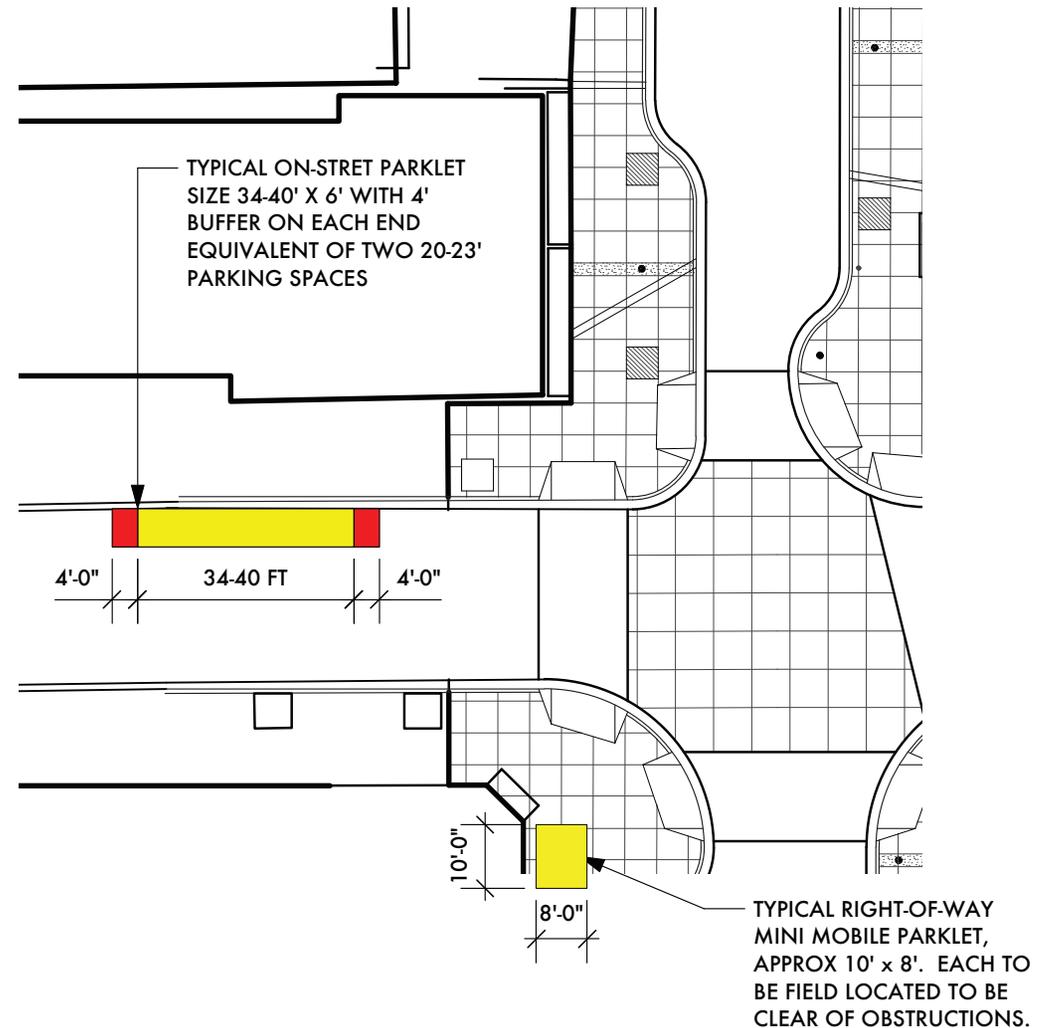
Site Selection

1. Parking Space Parklet (On-Street) Locations
 - These are TBD pending sponsor involvement and will meet site selection criteria.
2. Right of Way Parklets
 - Can be located in bulb-outs, wide sidewalks, other opportunity areas.
3. Unique Spaces Parklets
 - Located in atypical spaces, may be on public or private property, transitional spaces or other opportunity areas.

Design Guidelines:

The following criteria will be used to evaluate the design of parklets and will also consider the parklet's intended site placement.

- Every parklet should be easily accessible to all.
- Some plant material is expected and must be included.
- Parklet should be visually permeable to enable people to rest and experience the street off the sidewalk.
- Parklet should conform to ADA access guidelines.
- Incorporate art displays, art demonstrations or a "mobile studio" concept into both mobile and fixed parklets.
- Parklet must be open to the public and display standard signage (per city template) stating "public parklet."
- Should feel public and be devoid of cues (e.g. umbrellas and condiment bottles on tables) that signify that the space's primary function is for commercial activity.
- Seating should be included and furniture must be distinct from those of nearby restaurants, fixed seating is recommended.
- Parklet to retain minimum buffers on three exterior sides.
- Advertising beyond that defined in the sponsorship agreement is not allowed on the parklet.





Study Session MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Maureen Rait, Executive Director, Public Works
Michael Gardner-Sweeney, Acting Director of Public Works for Transportation
David Driskell, Director, Community Planning and Sustainability
Molly Winter, Director, Downtown and University Hill Management Division
and Parking Services (DUHMD/PS)
Susan Richstone, Deputy Director, Community Planning and Sustainability
Lesli Ellis, Comprehensive Planning Manager
Kathleen Bracke, GO Boulder Manager, Public Works Transportation
Chris Hagelin, Senior Transportation Planner, GO Boulder
Bill Cowern, Transportation Operations Engineer
Karl Guiler, Senior Planner, Community Planning and Sustainability
Jay Sugnet, Senior Planner, Community Planning and Sustainability

Date: May 26, 2015

Subject: Update on the Access Management and Parking Strategy (AMPS)

EXECUTIVE SUMMARY



The purpose of this Study Session is to:

1. Seek input on:
 - a. refined options and draft recommendations for Transportation Demand Management (TDM) policies for new development;
 - b. potential modifications to the existing 72-hour on-street parking restriction;
 - c. options for satellite parking;
 - d. a potential shared parking policy between districts and private development; and
 - e. considerations for parking related code changes.
2. Share ongoing community engagement and work plan items related to AMPS and next steps.

The purpose of AMPS is to review and update the current access and parking management policies and programs and develop a new, overarching citywide strategy in alignment with city

goals. The project goal is to evolve and continuously improve Boulder's citywide access and parking management policies, strategies and programs tailored to address the unique character and needs of the different parts of the city. The project purpose, goals and guiding principles are shown in **Attachment A**. The primary focus of the study session is to provide council input on draft staff recommendations on key priority areas for 2015 options and draft recommendations for the following: Transportation Demand Management (TDM) policies for new development; modifications to the existing 72-hour on-street parking regulations; options for satellite parking; a potential shared parking policy between districts and private development; and considerations for parking related code changes.

Staff has gathered input from the community, boards and commissions to help identify priorities for further research and community discussion. Outreach to the city advisory boards and the public is essential, with the dual purpose of educating the community about the multimodal access system and seeking input and ideas about future opportunities for enhancements. The community and Board members attended a joint Civic Area and AMPS open house in January. Community and board input is summarized in Section II below. Staff is preparing the most recent feedback from the boards and commissions, coffee talks and open house which will be submitted to Council prior to the study session.

Questions for City Council

1. What is council's input on the AMPS 2015 priority work program items, including the options and draft recommendations for Transportation Demand Management (TDM) policies for new development; modifications to the existing 72-hour on-street parking regulations; options for satellite parking; a potential shared parking policy between districts and private development; and considerations for parking related code changes? The specific questions are:

Shared parking:

- a. Does Council support staff proceeding with the development of a shared parking policy?
- b. Are there other policy considerations?

Satellite Parking:

- a. Does Council support proceeding with the development of satellite parking opportunities and policies in conjunction with multi-modal transit, bike and car-share/car-pool options?

TDM for Private Development

- a. What is council's feedback on staff draft recommendations for TMP plan ordinance for new development?

Parking Standards for New Development

- a. Does City Council agree with the approach outlined above?

72 Hour Parking Regulation

- a. Does City Council agree with the approach outlined above?
- b. If not, in what manner would City Council like staff to consider changes to B.R.C. 7-6-20? When this issue was considered previously, options for change included eliminating the restriction or extending the restriction to 7 days.

2. Does council have any feedback regarding the ongoing AMPS community engagement and related work plan items and next steps?

MEMO ORGANIZATION

- I. Background
- II. Community, Board and Commission Feedback
- III. Shared Parking Partnership Policy
- IV. Satellite Parking
- V. Transportation Demand Management Plans for New Development
- VI. Parking Standards for New Development
- VII. Long-term on-street parking storage (i.e. 72-Hour Parking Restriction)
- VIII. Ongoing Work Related to AMPS
- IX. Next Steps

I. BACKGROUND

The City of Boulder's parking management and parking district system has a long history, with the first parking meters installed on Pearl Street in 1946. During the past decades, Boulder's parking system has evolved into a nationally recognized, district-based, multimodal access system incorporating transit, bicycling and pedestrians along with automobile parking in order to meet city goals, support the viability of the city's commercial centers, and maintain the livability of its neighborhoods. Parking districts are currently in place in three areas of the community: downtown, University Hill and Boulder Junction. The AMPS project approach emphasizes collaboration among city departments and close coordination with the numerous inter-related planning efforts and initiatives such as the Transportation Master Plan (TMP), Economic Sustainability Strategy, and Climate Commitment. In addition of considering enhancements to existing districts, AMPS is examining parking and access policies and strategies outside of the districts, including parking requirements by land use, bicycle parking requirements, neighborhood parking permit program, and on-street parking throughout the community.

Elements of the AMPS project include:

- Integrated planning coordinated with other master planning efforts;
- A that focuses on a particular set of goals and guiding principles that create an adaptable set of tools and methods, allowing the city to continually improve and innovate to achieve its goals;
- Evaluation of existing and new parking and access management policies and practices within existing districts and across the community, including on- and off-street parking, and public and private parking areas; and,
- Development of context-appropriate strategies using the existing districts as role models for other transitioning areas within the community and incorporating national best practices research.

City Council held study sessions on [Jun. 10](#), [Jul. 29](#), and [Oct. 28](#), 2014 to review work to-date on the seven focus areas (District Management, On- & Off-Street Parking, Technology, Transportation Demand Management, Code Changes, Parking Pricing, and Enforcement) and provide overall direction on the approach for AMPS, as well as short-term code changes. A summary of the June and July study sessions is available [here](#) and the October summary is available [here](#).

This memo contains analysis of options and draft recommendations for the following: Transportation Demand Management (TDM) policies for new development; modifications to the existing 72-hour on-street parking regulations; options for satellite parking; a potential shared parking policy between districts and private development; and considerations for parking related code changes. Also included is an update on other efforts related to AMPS and an updated timeline.

II. COMMUNITY, BOARD AND COMMISSION FEEDBACK

Staff continues to compile community, board and commission feedback to inform the development of AMPS. Staff has been conducting outreach to residents and commuters through the project website, Inspire Boulder, and a series of coffee talks throughout Boulder to help develop a good understanding of how the community currently views parking and access management.

In addition to Inspire Boulder and the coffee talks, the following community, board and commission activities are scheduled.

- January 21 – Joint Board Workshop on AMPS
- April 29 – AMPS Open house
- May 4 – Downtown Management Commission
- May 6 – Boulder Junction Access Districts Commissions
- May 11 – Transportation Advisory Board
- May 13 – Downtown Boulder, Inc.
- May 14 – Downtown Boulder Business Improvement District
- May 20 – University Hill Commercial Area Management Commission
- May 21 – Planning Board

A summary of recent engagement activities is included in **Attachment B**.

III. SHARED PARKING PARTNERSHIP POLICY

The goal of a shared parking partnership policy is to maximize opportunities for additional shared and managed parking between private developments and established parking districts avoiding lost opportunities. The proposed policy could require a mandatory step in the development review process for projects of a certain size within the three parking districts, downtown, University Hill and Boulder Junction, to explore options and opportunities for additional parking and/or parking management strategies benefiting the entire district. Partnerships could take a number of different forms including adding district-funded parking to the private development and/or district management options to increase or maximize private parking utilization to the benefit of the district as well as the private property owner. Staff is proposing the approach of requiring a mandatory discussion between the developer and the parking/access district during the review process with voluntary compliance.

There are several examples of potential and implemented partnerships between Boulder's access districts and private development. These include St. Julien Hotel and the downtown parking district CAGID, the Depot Square garage in Boulder Junction between multiple parties (RTD, Hyatt Hotel, affordable housing, the Depot and the BJAD Access District Parking), and the current negotiations between CAGID and the Trinity Commons project, and UHGID and Del

Mar Interests. Also initial discussions are underway between BJAD and the S'Park development in Boulder Junction, and between UHGID and a coalition of property owners for a potential development at the southwest corner of Broadway and University.

Policy considerations include:

- Is the right approach of mandatory review/discussion and voluntary compliance?
- What are the criteria for triggering a shared parking discussion? What size development would qualify for the mandatory review?
- How could the policy integrate with the development process?
- How could partnerships be structured?
- What are the strategies for maximizing private parking utilization?

Should Council indicate interest in pursuing this approach, next steps would include working with the city attorney's office and CP&S staff to refine the policy and determine how it would integrate with the city's development review standards and review process. Also, staff will seek feedback from the development community regarding their issues and questions.

Policy questions:

- Does Council support staff proceeding with the development of a shared parking policy?
- Are there other policy considerations?

IV. SATELLITE PARKING

Parking opportunities are becoming more limited for employees in the downtown and in the hill commercial area. This strategy explores opportunities for shared parking facilities for non-resident employees who commute into Boulder for work along major transportation corridors associated with available transit service, off-street multiuse paths, and on-street bike lanes and ideally with a multimodal "mobility hub". One could park their vehicle at lots in remote locations and finish their trip into work by transit, bike, carpool, bikeshare, or car share. Staff is reviewing different types of locations:

- existing public (city, RTD, CDOT) and/or private parking lots with multi-modal amenities;
- existing parking lots that would require amenities such as sidewalks, bus shelters, etc., and; and
- locations without existing parking facilities that could become satellite locations.

RTD already has several free park n ride locations which are primarily used for trips from Boulder to outside the community.

As one of the action items from the recently updated [Transportation Master Plan](#), the city is continuing to explore the concept of a mobility hub for North Boulder, at the intersection of North Broadway and US 36. The mobility hub could include potential opportunities for enhancing transit operations and passenger amenities, bike parking, bike-share, car-share, and satellite parking (park-and-ride), kiss-and-ride, etc. The city is continuing to work with CDOT, RTD, Boulder County, and area property owners. The project team is currently revising the conceptual site plan designs based on prior City Council input.

These types of satellite parking lots could be used by employees driving into the city and finishing their trip by transit, carpool, biking, and/or walking. Also satellite parking lots could be used for special events parking.

As next steps, staff is working with transportation consultant, Fox, Tuttle, Hernandez, on analysis of the different potential locations, travel sheds that have the greatest number of employees in-commuting, location assessments, and recommendations regarding the highest priority opportunities both long and short term (see **Attachment C**). Also all sites will be reviewed to ensure compliance with existing zoning regulations and project specific requirements.

Policy question:

- Does Council support proceeding with the development of satellite parking opportunities and policies in conjunction with multi-modal transit, bike and car-share/car-pool options?

V. TRANSPORTATION DEMAND MANAGEMENT PLANS FOR NEW DEVELOPMENT

Based on previous feedback from City Council, Boards, and the community, staff is proposing modifications to the Transportation Demand Management (TDM) Plan process for new developments. The purpose of a TDM Plan is to mitigate the transportation impacts for the new development by providing programs, amenities and services to the employees or residents. Staff is proposing the following draft recommendations for the TDM Plan ordinance, policies and process based on feedback from Boards and Council, the public, local developers and transportation consultants:

Measurable objective(s) to determine TDM Plan compliance and success:

- a. Use vehicle trip generation at AM peak hour for the ordinance through the use of vehicle counters at entrances and exits and conducted by the city or third party.
 - i. Use Single Occupant Vehicle (SOV) mode share as secondary measure through employee travel behavior surveys conducted by third party or city to verify vehicle counts.
 - ii. Travel behavior survey results will also be used to revise strategies and to improve TDM Plan effectiveness after each annual evaluation.
- b. Specific trip generation targets will be based on land use, size, and location in terms of the level of multi-modal access.
 - i. Initial targets will be based on current Transportation Master Plan (TMP) measurable objectives related to mode share targets and adjusted ITE Trip Generation Rates for transit-oriented development.
 - ii. Vehicle trip generation targets will also be designed to lower over time to meet TMP objectives and city-wide sustainability goals related to vehicle miles of travel, SOV mode share and GHG emissions.

Triggers and thresholds for requiring TDM Plans:

- a. Lower threshold for commercial properties from 100 to 20 vehicle trips at peak hour as the trigger to require a TDM Plan. Have residential property trigger remain at 20 vehicle trips at peak hour.

- b. New ordinance would apply to all new commercial and residential properties, except those located within Boulder Junction. Boulder Junction properties would be required to meet the District's current Trip Generation Allowance either on their own or by joining the TDM Access District. Staff proposes that CAGID – the downtown parking district, the University Hill parking district and future districts be managed similar to the Boulder Junction model, and this will involve developing specific trip generation allowances, mode share targets, evaluation and monitoring processes, and funding mechanisms appropriate to the unique context of each existing or new district. It is important to recognize that existing districts such as CAGID have a long-standing history of effectively developing and implementing highly successful TDM, access, and parking management strategies so the impacts of any new TDM Plan requirements will likely be centered on monitoring/reporting programs, rather than on requiring new strategies.

TDM Plans will be flexible and customized for specific development contexts with few required elements. For example, in certain contexts, Eco Pass participation and first and final mile programs will be required properties located along Community Transit Network (CTN) routes and arterial Bus Rapid Transit (BRT) corridors. Multi-tenant commercial and multi-family residential will be required to have shared, unbundled, managed, and paid parking. Over all, the plan is to offer program flexibility to account for context sensitive solutions and innovations based upon commitment to achieve vehicle trip reduction targets.

Timing and duration of TDM Plan monitoring and evaluation:

- a. Properties are evaluated annually for three years.
- b. Properties are required to reach compliance in three years
- c. Properties that are in compliance cease annual evaluations but will continue to be monitored periodically.
- d. Properties that are non-compliant after three years begin the more rigorous monitoring and enforcement process.

TDM Plan enforcement policies and process for non-compliant properties:

- a. Properties that are non-compliant are required to design and implement revised TDM Plans that include financial incentives for non-SOV travel and disincentives to SOV use.
- b. Input from Boards and Council has not produced a consensus on the use of fines or other penalties for initial non-compliance or continued non-compliance.
- c. Based on input to date, staff recommends an approach that offers both incentives with disincentives to developers, property owners and tenants. Incentives could include FAR bonuses and reduced parking requirements in exchange for requiring TDM Plan compliance.
- d. If a property is non-compliant after the first three years, the property could be required to join a transportation management organization, like Boulder Transportation Connections and/or 36 Commuting Solutions, which would provide direct on-going technical assistance.
- e. Only after repeated non-compliance would “meaningful fines” be necessary which could be re-invested into TDM programs and services targeted to tenants.

Policy questions:

- What is council's feedback on staff draft recommendations for TMP plan ordinance for new development?

VI. PARKING STANDARDS FOR NEW DEVELOPMENT

With the exception of the recently approved “fixes” and addition of new bike parking regulations to the parking code in 2014, the City of Boulder has not conducted a comprehensive review of its parking requirements and updated the standards for some time. The current parking requirements do not reflect the mode shift that has occurred in Boulder in recent years nor the desired continued mode shift in the future. Boulder's current mode split, including higher than regional and national trends for walking, biking, and transit, is reflected in the high number of parking reductions that are requested and approved for new development projects and data that shows an increasing use of transit and bike facilities. As part of the AMPS process, the city is evaluating updates to the land use (zoning) code to ensure that parking is being provided according to contemporary and future needs and in recognition of higher percentages of people are choosing to walk, bike and ride transit as alternatives to the automobile. City policies also seek to require more efficient parking solutions and avoid excessive parking as expressed in the two Boulder Valley Comprehensive Plan (BVCP) policies below:

6.09 Integration with Land Use

Three intermodal centers will be developed or maintained in the downtown, Boulder Junction and on the university's main campus as anchors to regional transit connections and as hubs for connecting pedestrian, bicycle and local transit to regional services. The land along multimodal corridors will be designated as multimodal transportation zones when transit service is provided on that corridor. In these multimodal transportation zones, the city will develop a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.

6.10 Managing Parking Supply

Providing for vehicular parking will be considered as a component of a total access system of all modes of transportation - bicycle, pedestrian, transit and vehicular - and will be consistent with the desire to reduce single occupant vehicle travel, limit congestion, balance the use of public spaces and consider the needs of residential and commercial areas. Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs.

Staff and Fox Tuttle Hernandez Transportation Consultants, are currently analyzing different land uses throughout Boulder in different contexts (e.g., suburban locations away from transit vs. mixed-use locations along transit) to evaluate current parking needs. See **Attachment D** for a map of parking analysis locations staff and the transportation consultants are planning to present at upcoming Planning Board meetings this summer and will include this information in the next AMPS update to City Council in the fall to seek direction on how the parking requirements

should be updated. Consistent with the policies mentioned above, staff is considering incorporation of the following best practices from other communities into the land use code:

- Updated parking requirements by land use or by context instead of zoning districts
- Parking maximums
- Shared parking requirements
- Automatic parking reductions
- Special parking requirements along multi-modal corridors
- Unbundled parking in areas outside of Boulder Junction
- Requirements for car charging stations

Policy question:

- Does City Council agree with the approach outlined above?

VII. LONG-TERM ON-STREET PARKING STORAGE (72 HOUR PARKING)

The City of Boulder discourages the use of on-street parking spaces as long-term storage by limiting the time that a vehicle can be parked in one on-street location to 72 hours. This restriction is enforced through B.R.C. 7-6-20 “Parking for More than Seventy-Two Hours Prohibited” which has the following code language:

No vehicle shall be parked upon any street for more than seventy-two hours without being moved or for the principal purpose of storage for more than seventy-two hours.

Proof that the vehicle's odometer shows movement of no more than two-tenths of a mile during a period of at least seventy-two hours shall constitute prima facie evidence of violation of this section.

There is concern that our current practices require community members to move their vehicles unnecessarily causing undesirable automobile use and associated environmental impacts. Concern has also been expressed that the requirement to move one’s vehicle discourages one from using other modes of transportation.

Staff has identified the following considerations which pertain to the application of this ordinance:

- The 72 hour restriction is used as part of the City’s practice for notification, ticketing and towing of parking restrictions associated with work zone traffic control and special events. Staff considered the impact any changes to this ordinance would have on these practices.
- The 72 hour restriction is also the first part of the City’s abandoned vehicles enforcement practice. Vehicles are typically ticketed for violating the 72 hour restriction before they are notified that the City is considering their vehicle abandoned and that they must take action to move the vehicle or it will be towed.
- Some residents believe that the 72 hour restriction forces needed turn-over in areas of high parking demand and that less restriction will create more local parking issues,

similar to those which created the need for the City's Neighborhood Permit Parking (NPP) program.

Staff received input from the public through an on-line survey posted on Inspire Boulder. The link to the survey is www.surveymonkey.com/s/BoulderParking. The survey was distributed to neighborhood groups and city organizations, and as of April 27, 2015 has had 329 responses. Responders are fairly split on whether they would like to see our approach to long-term parking storage change. The following information came from the survey responses:

- 41% of the responders did not know that there was an ordinance limiting on-street parking storage to 72 hours.
- 32% of responders would like to see the current ordinance change, while 29% of responders would not like to see the ordinance change. The remaining 39% of responders would need more information.
- The most common reason people wanted the ordinance to change was that they did not drive often and did not want to have to move their car.
- The most common reason people did not want the ordinance to change was that they did not want other people's vehicles parking in front of their homes for long periods of time.

There was a similar discussion concerning possible changes to this ordinance with policy makers in 1999 and then again in 2002. A summary of hotline discussion from 1999 is **Attachment E**. The April 2002 TAB memo detailing staff's findings and recommendations is **Attachment F**. Following those discussions it was determined that there was not a sufficient impact associated with the enforcement of this ordinance to justify a change in the ordinance.

This is a complicated issue as staff finds there to be compelling reasons to both change the ordinance and not to change the ordinance. At this time, staff believes the considerations surrounding this issue remain the same as they did during prior discussions and it is staff's recommendation to not change B.R.C. 7-6-20 at this time.

Policy questions:

- Does City Council agree with the approach outlined above?
- If not, in what manner would City Council like staff to consider changes to B.R.C. 7-6-20? When this issue was considered previously, options for change included eliminating the restriction or extending the restriction to 7 days.

VIII. ONGOING WORK RELATED TO AMPS

In addition to the items described above, the project team is advancing work in several other areas of AMPS in 2015:

- Parking Pricing – Updates to several parking pricing rates, including increases to the long-term permit rates in the downtown and on the hill, and NPP commuter permits will be proposed during the 2016 budget process to reflect increases in the private parking rates. The current street parking fines have not been increased for over twenty years and staff will be coming forward with recommendations for increases as well as considering a graduated fine approach. Short term parking rates on-street and in the garages will also be reviewed including the option of variable rates at different times of day or in different locations. And finally, the parking rates for the Neighborhood Parking Permits will be

evaluated –business and resident – to ensure a comprehensive pricing approach. Community outreach and engagement will be planned and integrated into the process.

- Staff is reviewing proposals for the replacement of downtown garage access, revenue control and permitting systems to a state-of-the-art system that will coordinate with other technologies such as the variable messaging system. Installation is expected in 2015 and will take approximately 2 months to complete once installation is begun. Installation will be phased and managed to maintain access to the garages.
- Negotiations are continuing for a shared parking option between the Central Area General Improvement District (CAGID) and Trinity Lutheran Church in downtown for a mixed use project including senior affordable housing, additional congregational space and additional parking; and a public-private partnership redevelopment of the University Hill General Improvement District (UHGID) 14th Street parking lot with Del Mar Interests for market-rate affordable housing, office and a district parking garage
- Staff is exploring opportunities for mobility hub(s) and potential future managed parking areas as part of the Envision East Arapahoe corridor planning process.
- Staff is considering potential policy recommendations for on-street car-share parking to provide flexibility with new car-share programs. Proposed business models may require staff bringing ordinance changes to Council.
- The communitywide and Downtown Employee Travel Survey was completed at the end of last year. And completed at the beginning of 2015 is a survey of the travel patterns of the hill commercial district employees. The potential of a hill employee pilot Eco Pass program is under consideration. This information is being used to evaluate effectiveness of existing access and TDM programs and more detailed information will be reviewed with Boards this summer and a more in-depth update provided to council as part of the AMPS study session this Fall.
- Preliminary discussions are underway with the Steelyards Association regarding the potential of a coordinated parking management and TDM program for the mixed-use neighborhood in anticipation of the completion of Depot Square at Boulder Junction. The homeowners' association has expressed interest in creating a form of an NPP in their mixed use neighborhood.
- The property owner of the future Google campus at the southwest corner of 30th and Pearl Streets has petitioned to join the Boulder Junction Access District (BJAD) – Travel Demand Management (TDM). The process is anticipated to be completed within the second quarter of 2015. Staff has also had initial discussions with the Reve project at the southeast corner of 30th and Pearl about their petitioning to join the TDM district as well.
- A downtown parklet study will determine potential criteria and locations, operational parameters and considerations, installation requirements, and recommendations for potential sites. The evaluation of the pilot parklet on University Hill has been completed and provided valuable information for the development of future parklets in the downtown. DUHMD/PS is considering implementing a phased Parklet program in the downtown (Business Improvement District). Parklets provide amenities like seating, planting, bike parking, and art and are publicly accessible to all. In downtown Boulder, the public right-of-way offers a variety of spaces that both fit the physical requirements for a parklet and also activate public life, and the city is proposing a mini Parklet adjacent to the parking garage on Spruce Street east of 11th. Staff is exploring a partnership with

Growing Up Boulder, the University of Colorado, and Boulder Valley School District to design and build a movable parklet in collaboration with local students.

- With the projected completion of the Depot Square mixed-use development in Boulder Junction in the second quarter of 2015, staff will be working with the multiple parties – the hotel, RTD, affordable housing and Boulder Junction Parking District – to implement a parking management system to accommodate the variety of users of the shared parking garage. The Boulder Junction district has developed a parking pricing strategy to implement the SUMP principles and reflect the market of the surrounding area. Staff is also phasing in on-street parking management as new streets become available following construction.
- Coordination is ongoing with Community Planning and Sustainability staff, Transportation staff, and consultants regarding the parking and access projections for the Civic Area planning effort and integration of future TDM programs and additional parking.
- Downtown and University Hill development and access projections will be updated during the second and third quarters of 2015 to reflect recent zoning changes on the hill, projected development and the results of the multi modal surveys.
- The downtown bike rack occupancy count was completed in August 2014. This survey provides valuable information and informs staff of locations for additional bike racks. The final report and recommendations will be presented in the second quarter of 2015.
- DUHMD/PS is pursuing an innovative pilot program with a downtown Boulder startup company, Parkifi. Parkifi is developing a real-time parking space occupancy technology system and is proposing to pilot the program in the Broadway and Spruce Street surface parking lot, on-street spaces and potentially in the downtown garages. The pilot consists of installing sensors in parking spaces at no cost to the city. The sensors are connected to a Parkifi gateway that is connected to a cloud-based dashboard that displays occupancy data. A goal will be to work with the city's existing mobile payment vendor, Parkmobile, to provide real-time parking data to customers. Installation of the sensors is expected within the next couple of months as details and specifications are worked out.

IX. NEXT STEPS

Attachment G includes a timeline for the project, along with major milestones and outreach activities. Information from the community outreach and input from City Council and boards will be used to refine the AMPS 2015 work plan items. In fall 2015, staff will schedule a joint board workshop in preparation for a November 10 council study session to provide an update on additional AMPS work items and seek Board and Council feedback on proposed policy recommendations and next steps. These include:

Feedback on Draft Recommendations:

- District shared parking policy
- District satellite parking strategy
- Parking code standards for new development

Initial Input on Policy/Program Direction:

- Scoping criteria for new district formation
- On-street car share policy
- Parking pricing: parking fines and short term parking and NPP permit pricing.

Community engagement and outreach will continue to ensure public feedback and participation regarding AMPS.

- Fall 2015 – Joint City Board and Commission Meeting
- November 10, 2015 – City Council Study Session next phase of AMPS work plan items
- Second Quarter 2016 – AMPS summary report presented for consideration by Boards and City Council

Moving forward, staff has created an Infographic to help explain the overall project purpose. (See **Attachment H.**)

For more information, please contact Molly Winter at winterm@bouldercolorado.gov or Kathleen Bracke at brackek@bouldercolorado.gov, or visit www.bouldercolorado.gov/amps.

ATTACHMENTS

- A. AMPS Project Purpose, Goals and Guiding Principles
- B. Engagement Summary
- C. Satellite Parking Map and Analysis
- D. Map of Parking Analysis Locations
- E. 72-Hour Parking Hotline Discussion – 1999
- F. 72-Hour Parking TAB Memo – 2002
- G. AMPS Project Timeline
- H. AMPS Infographic

ATTACHMENT A: AMPS PROJECT PURPOSE, GOALS, AND GUIDING PRINCIPLES

Purpose

Building on the foundation of the successful multi-modal, district-based access and parking system, the Access Management and Parking Strategy (AMPS) will define priorities and develop over-arching policies, and tailored programs and tools to address citywide access management in a manner consistent with the community's social, economic and environmental sustainability principles.

Goals

The Access Management and Parking Strategy (AMPS) will:

- Be consistent with and support the city's sustainability framework: safety and community well-being, community character, mobility, energy and climate, natural environment, economic vitality, and good governance.
- Be an interdepartmental effort that aligns with and supports the implementation of the city's master plans, policies, and codes.
- Be flexible and adapt to support the present and future we want while providing predictability.
- Reflect the city's values: service excellence for an inspired future through customer service, collaboration, innovation, integrity, and respect.

Guiding Principles

1. Provide for All Transportation Modes: Support a balance of all modes of access in our transportation system: pedestrian, bicycle, transit, and multiple forms of motorized vehicles—with the pedestrian at the center.
2. Support a Diversity of People: Address the transportation needs of different people at all ages and stages of life and with different levels of mobility – residents, employees, employers, seniors, business owners, students and visitors.
3. Customize Tools by Area: Use of a toolbox with a variety of programs, policies, and initiatives customized for the unique needs and character of the city's diverse neighborhoods both residential and commercial.
4. Seek Solutions with Co-Benefits: Find common ground and address tradeoffs between community character, economic vitality, and community well-being with elegant solutions—those that achieve multiple objectives and have co-benefits.
5. Plan for the Present and Future: While focusing on today's needs, develop solutions that address future demographic, economic, travel, and community design needs.
6. Cultivate Partnerships: Be open to collaboration and public and private partnerships to achieve desired outcomes.

ATTACHMENT B: ENGAGEMENT SUMMARY

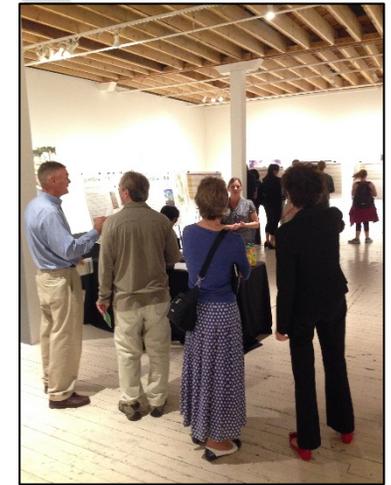
Community, Board and Commission Feedback – May 2015

Community feedback continues to be a foundational element of AMPS. Since the onset of AMPS outreach activities in late Summer 2014, staff have been working closely with representatives from Kimley-Horn and Associates to continue and expand both traditional and online outreach efforts.

A variety of public engagement strategies are being employed to inform, educate and engage community members:

Traditional Strategies

- ***Presentations to community groups*** (Ongoing)
 - Downtown Boulder Inc.
 - Downtown Boulder Business Improvement District
 - The Hill Boulder
 - Frasier Meadows
 - Senior Services Advisory Board (Scheduled)
 - Better Boulder (Scheduled)
 - Code for America (To be scheduled)
 - Commercial Brokers of Boulder (To be scheduled)
 - Boulder Tomorrow (To be scheduled)
 - PLAN Boulder County (To be scheduled)
 - Open Boulder (To be scheduled)
- ***Presentations to boards and commissions*** (Ongoing)
 - Boulder Junction Access District
 - Downtown Management Commission
 - Planning Board
 - University Hill Commercial Area Management Commission
 - Transportation Advisory Board
- ***Coffee Talks***
 - Gunbarrel
 - Spruce Confections NoBo
 - The Cup
 - Buchanan's
 - Ozo on Pearl
- ***Open Houses***
 - Joint Open House with Civic Area (October 2014)
 - AMPS Open House (April 2015)



Online & Digital Media Strategies

- **Inspire Boulder**
 - Multiple topics, surveys and polls have been covered including TDM, Curb Management and general access management questions.
- **Social Media**
 - Twitter: [@BoulderParking](#), [@Bouldergobldr](#) and [#BoulderAMPS](#)
- **Commonplace**
 - Commonplace is a geographically-based online engagement tool that allows participants to make a comment or “rate a place” using a map of Boulder County. The City of Boulder is hosting the first installation of Commonplace in the United States.

Other Outreach Strategies

- ***Walking Audit with the Youth Opportunities Advisory Board (YOAB):***

A walk audit was hosted as part of the Boulder Walks program of GO Boulder and the Access Management and Parking Strategies (AMPS) community engagement process. A primary objective of the University Hill Walk Audit with YOAB members was to gather youth input and perspectives on the current walking environment and opportunities for improving multi-modal access to the Hill commercial district. The Commonplace tool was used by students to document feedback during the Walk Audit.



What We're Hearing

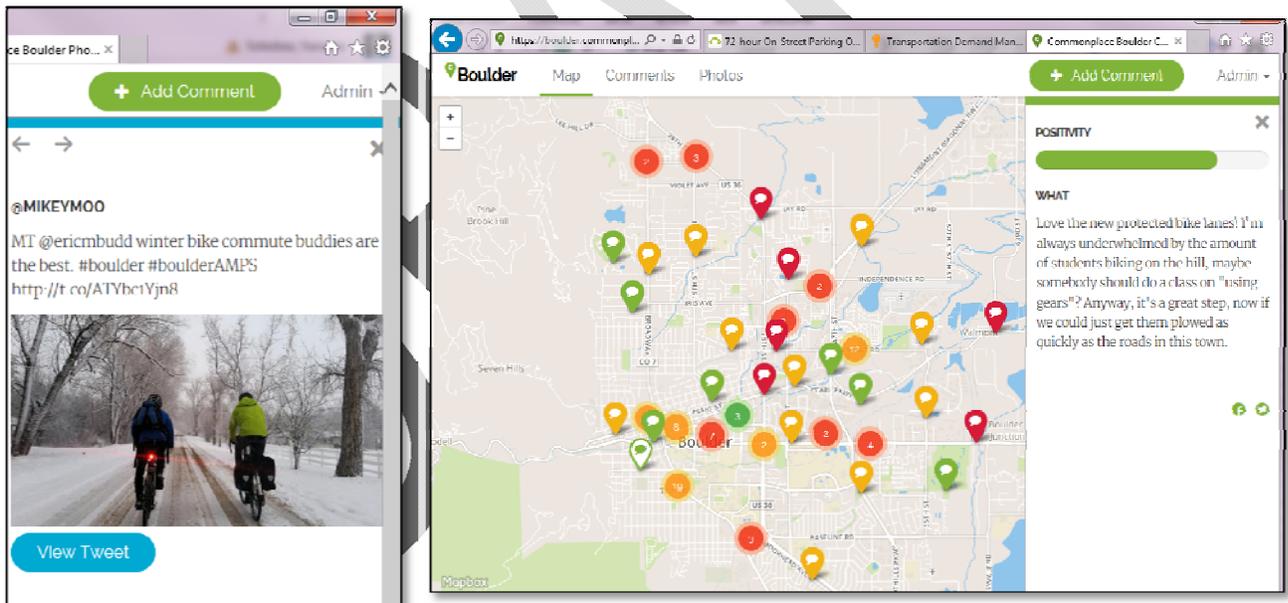
Phase I of the AMPS public outreach and involvement was driven by three goals:

1. Introduce AMPS to the community
2. Place access management and parking into the larger context of Boulder's social, economic and environmental goals
3. Begin gathering feedback from the community on how Boulder's parking and transportation system can better meet the unique goals of the city's diverse residential and commercial districts

Based on meeting notes, engagement with online tools and other outreach efforts, like the YOAB Walking Audit, several key themes were heard.

- Key Themes
 - ***Coffee Talks*** (Ranked in order of most frequent response)
 - How are community members getting around Boulder?
 1. Car
 2. Walk
 3. Biking
 - How is parking in Boulder currently?
 1. “Fine”
 2. “Congested”
 3. “Spaces are too small”
 4. “Expensive”

- Both bus and bicycle offerings were described as “good”
 - How could the way you access Boulder be improved?
 1. More off-street parking
 2. Bike parking, lockers and bike sharing offerings
 3. Cheaper parking
 - What do you think is the future of transportation in Boulder?
 1. Better bus and light rail
 2. More bicycle use
 3. Education on alternatives
- **Commonplace** (Launched at the end of January 2015)
- 135 comments to date
 - 34% of users have added one comment; 14% of users have added three or more comments
 - Majority of users are residents between ages 26-35
 - Majority of users are signing up via the Commonplace website, followed by Facebook (20%) and Twitter (15%)
 - Top 5 most frequently tagged themes are:
 1. Crosswalk enhancements
 2. Bike lanes
 3. Sidewalk improvements
 4. Traffic calming / Pedestrian safety
 5. Streetscaping



As the AMPS team transitioned into Phase II outreach in the Winter/Spring of 2015, outreach efforts became more focused around the Phase II Priorities outlined in each of the Focus Areas. Recent examples of this type of targeted outreach include a [72-Hour On-Street Parking Ordinance online survey](#) and [TDM questionnaire](#) on InspireBoulder about the role that private development companies might play in managing transportation demands of new development. In addition to targeted online outreach, the AMPS Communication and Outreach team is working to “meet people where they are” and give presentations at existing group meetings instead of creating additional meetings for community members to attend.

District Management: Satellite Parking Policy



Attachment C: Satellite Parking Map and Analysis

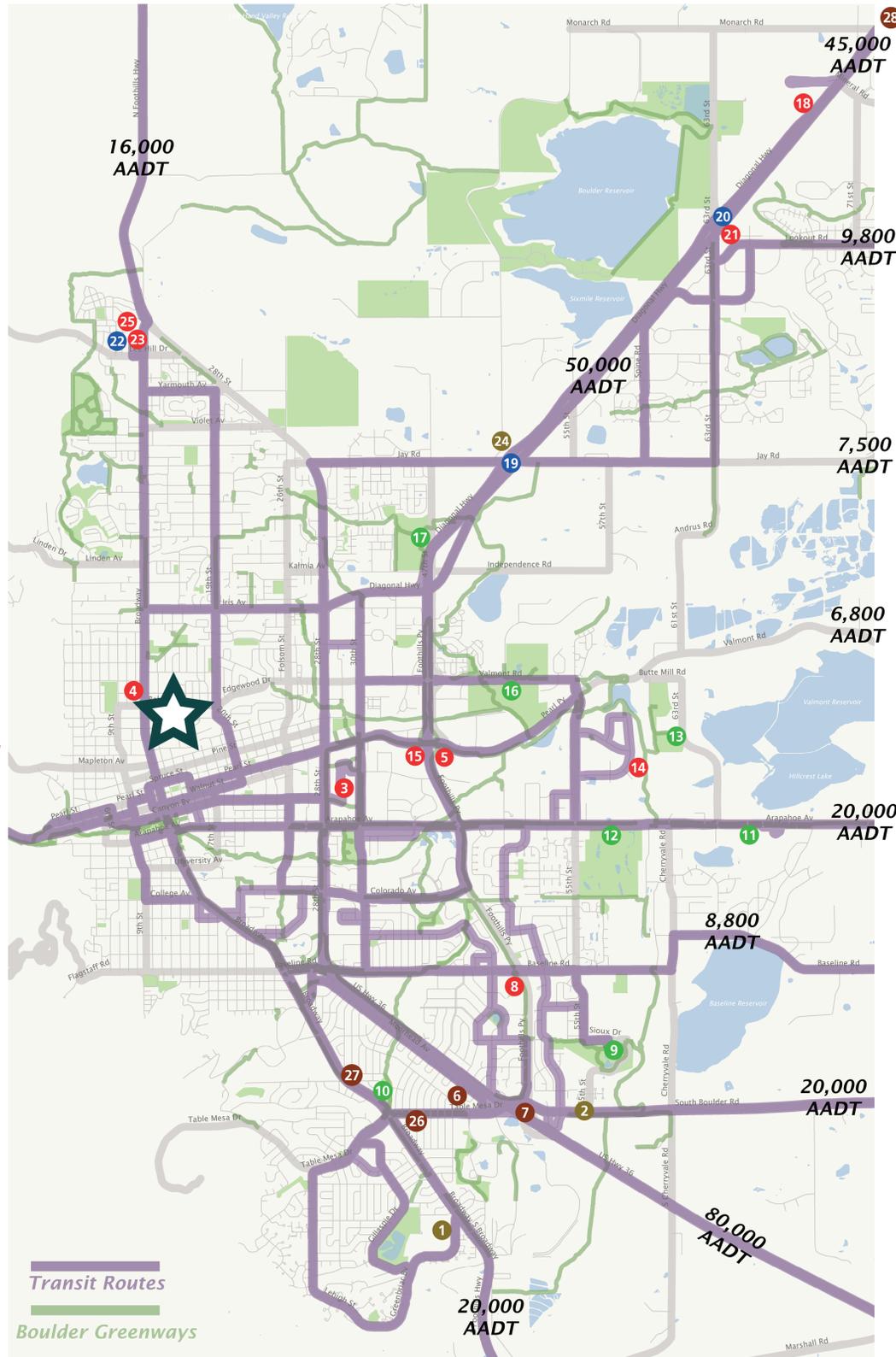
- 9 East Boulder Rec Center *City Parks Open Space*
- 10 Keewaydin Meadows Park
- 11 Resource Yard
- 12 Flatirons Golf Course
- 13 Stazio Fields
- 16 Valmont Park (north & south)
- 17 Pleasant View Soccer Fields

- 6 Tantra Drive *Existing RTD PnR*
- 7 Table Mesa
- 26 S 40th PnR
- 27 Dartmouth PnR
- 28 Niwot Road PnR

- 19 Jay Road *Potential CDOT/CITY*
- 20 63rd
- 22 Front Range Drive (city street)

- 3 29th Street *Private Commercial*
- 4 BCH North Broadway
- 5 Former RTD Park-N-Ride
- 8 Meadows Shopping Center
- 14 Flatirion Business Park- Ozo
- 15 UPS/Frontier Industrial
- 18 IBM Visitor Lot
- 21 Hampton Inn
- 23 Bus Stop Club
- 25 North Boulder Industrial

- 1 Mt Hope - S. Broadway *Church Parking*
- 2 Baptist - SBR
- 24 Chinese Baptist - Jay Rd



Space Summary

350 @ Parks Open Space

295 @ Private parking lots

200 @ RTD Park-N-Rides

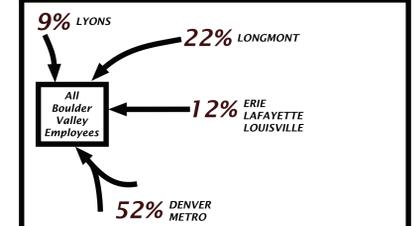
60 @ within CDOT ROW

55 @ Churches

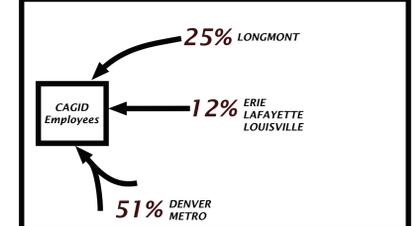
960 Total Spaces

255 North Corridor
435 East Corridor
305 South Corridor

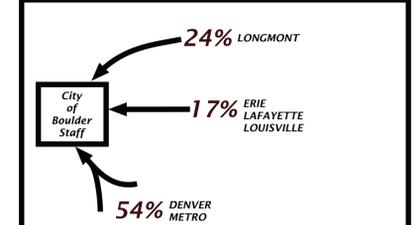
All Boulder Valley Employees - 50,000 Total Employees



CAGID Employees - 7,300 Total Employees



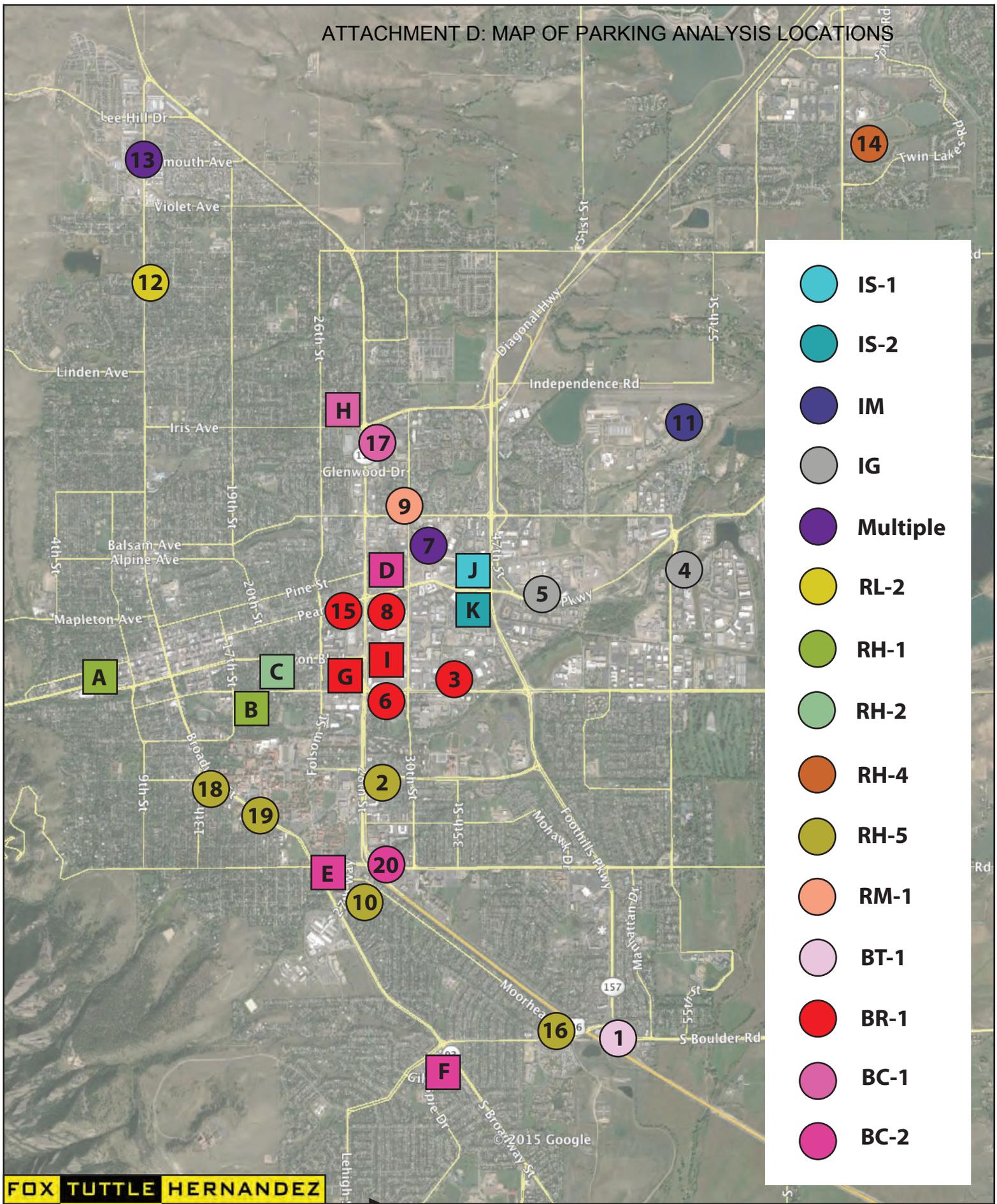
All City of Boulder Staff - Total Employees TBD



Satellite Parking Study - All Locations

Corridor Map ID Grouping	East Boulder Rec Center		Keewaydin Meadows Park		Resource Yard		Flatirons Golf Course		Stazio Fields		Valmont Park North		Valmont Park South		Pleasant View Soccer Fields		Dartmouth PnR		South PnR		Tantra Drive PnR		Table Mesa PnR		Niwot Road PnR		Jay Road		63rd		Front Range Drive		29th Street		BCH North Broadway		Meadows Shopping Center		Flatirons Business Park Ozo		UPS/Frontier Industrial		Former RTD PnR		IDM Visitor Parking		Bus Stop Club		Hampton Inn		North Boulder Industrial		Mt Hope - S. Broadway		Baptist - SBR		Chinese Baptist - Jay Rd																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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ATTACHMENT D: MAP OF PARKING ANALYSIS LOCATIONS



FOX TUTTLE HERNANDEZ
TRANSPORTATION GROUP

SPRING 2015 BOULDER PARKING STUDY

PREVIOUS (LETTERS) AND PROPOSED (NUMBERS) PARKING STUDY LOCATIONS



FT Project #	14015	Date	3/15/15	Drawn by	DW	Figure #	1
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ATTACHMENT D: MAP OF PARKING ANALYSIS LOCATIONS

Spring 2015 Boulder Parking Study - Field Work Detail

Proposed 2015 Study Sites					
Observation Day Group*	Location**	Map ID Number	Type	Proposed Number of Observations	Day of Week and Time of Observations*
1	Manhattan & South Boulder Road	1	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	26th & Walnut (Marshalls Plaza)	6	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	29th & Walnut (Target)	8	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
2	Broadway & Quince (Lucky's Market)	12	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	28th & Iris (Safeway)	17	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
3	27th & Pearl (Google/Hazel Beverage)	15	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	Baseline & 28th (Loftus)	20	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
4	Arapahoe & 33rd (Peleton)	3	MU	3	Friday Evening, Saturday Afternoon, Saturday Evening
5	Yarmouth & Broadway (Uptown Broadway)	13	MU	3	Friday Evening, Saturday Afternoon, Saturday Evening
	30th & Foundry (Steelyards)	7	MU	3	Friday Evening, Saturday Afternoon, Saturday Evening
6	Flatiron & Central	4	Office	1	Weekday Late Morning or Early Afternoon
	Pearl East	5	Office	1	Weekday Late Morning or Early Afternoon
	Airport Road East End	11	Office/Warehouse	1	Weekday Late Morning or Early Afternoon
7	30th & Glenwood	9	Residential	1	Weekday Late Night
	27th Way & Baseline (Creekside)	10	Residential	1	Weekday Late Night
8	College & 28th (Landmark)	2	Residential	1	Weekday Late Night
	Nautilus Court North (Twin Lakes)	14	Residential	1	Weekday Late Night
	Moorhead & Table Mesa	16	Residential	1	Weekday Late Night
	Regent & Broadway (Acacia)	18	Residential	1	Weekday Late Night
	17th & Broadway	19	Residential	1	Weekday Late Night

* Groups indicate sites that can be surveyed on the same observation day

** All site boundaries include any applicable on-street and garage parking

Sites Already Studied in 2014					
Observation Day Group	Location	Map ID Number	Type	Number of Observations	Day of Week and Time of Observations
1	7th & Walnut	A	Residential	2	Weekday Late Night (Before School Start), Weekday Late Night (After School Start)
	Marine & 18th (Multiple)	B	Residential	2	Weekday Late Night (Before School Start), Weekday Late Night (After School Start)
	21st and Goss (Multiple)	C	Residential	2	Weekday Late Night (Before School Start), Weekday Late Night (After School Start)
2	Pearl and 29th (Whole Foods)	D	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	Baseline & Broadway (Basemar)	E	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	Table Mesa & Broadway	F	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
3	27th and Arapahoe (The Village)	G	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	28th & Iris (Willow Springs)	H	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	29th Street	I	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
4	Pearl & Foothills (NW Corner) (Multiple)	J	Industrial	1	Weekday Late Morning or Early Afternoon
	Pearl & Foothills (SW Corner) (Multiple)	K	Industrial	1	Weekday Late Morning or Early Afternoon

ATTACHMENT E: 72-HOUR PARKING HOTLINE DISCUSSION 1999

From: Jennifer Bray
To: Patterson, Kate; WinterM.DMC.COB06
Date: 11/30/99 2:51pm
Subject: **FOLLOW-UP TO HOTLINE RESPONSE:** The 72 Hour Law

>>> Don Mock 11/30/99 01:30PM >>>

I asked about this law, along the same line of thought as Will, a few years back. What I would suggest is that the 72-hr law be extended to 7 days (or maybe even 14 days?), IF the vehicle is parked adjacent to the property address to which it is registered. That would help avoid junkers being parked in front of "other" people's houses.

-Don

<<< Will Toor 11/29 3:55p >>>

This is a law that I have always wondered about. While I understand the concern about using public streets for longterm storage of junked cars, I also think there is something a little perverse about requiring people to use their cars. As an example, I was ticketed a number of years ago under this law, for not driving enough. I had a perfectly functioning older vehicle that I only drove about once every 2 weeks, and ignored the rest of the time. It seems to me that we should encourage people to leave their cars parked for long periods of time, rather than driving them often. I wonder whether a reasonable alternative approach would be to modify the law to only apply to nonfunctioning vehicles. This would still address the concern about turning streets into junkyards, while removing the perverse incentive to drive every three days.

>>> Molly Winter 11/29/99 02:49PM >>>

Please find below our procedures for what is being call the "72 hour law."

The process can begin with a citizen complaint or the observations of a parking enforcement officer. If the citizen calls in a complaint and is willing to sign the paperwork, a ticket can be issued at that time. If the officer observes a vehicle believed to be abandoned they will mark the vehicle and return 72 hours later to confirm the vehicle has not moved. At that time a ticket will be issued.

In either case, once ticketed paperwork is started to remove the vehicle. The plate is cleared and listed through the Police Department and the registered owner is notified that they have seven days to remove the vehicle. If the vehicle is not moved after 7 days it can be impounded.

The reality is that citizens are rarely willing to sign the complaint and the officer may start the 72 hours on a Wed. afternoon and not get back until Monday to issue the ticket. We try to give the vehicle owner as much time as possible to correct the situation.

I hope this is helpful.
Best, Molly

>>> Spense Havlick 11/26/99 10:03PM >>>

Dear Jeff..You raise some useful concerns and I will forward your note to staff and council. I did observe this week after our snow, that many student cars have been stored for many days on neighborhood streets. Evidence was snow on top of car and none underneath and no tire tracks. Car storage areas off the streets are probably hard to find. One wonders when CU will discourage students from bring cars to Boulders cluttered streets.

>>> Jeff Lukas <jlukas@ibm.net> 11/09 10:20 pm >>>

Dear Will and Spense-

Given your commitment to alternative transportation in Boulder, I thought I would direct this concern your way. As you are probably aware, the City Code contains what I call the 72 Hour Law, which finds that any car parked for more than 72 hours in one spot without permission of the property owner (typically the city) to be in violation and subject to \$15 fine, if not towing.

I understand the potential utility of the 72 Hour Law in keeping literally abandoned cars off the streets, particularly in commercial areas where the free flow of commerce depends on parking. But the 72 Hour Law, has, I believe, unintended consequences when it is enforced in residential areas: 1) to encourage people to drive their cars more than they would otherwise; 2) to discourage people from using alternative transportation, and 3) to needlessly diminish the goodwill generated by the City's myriad useful services. I'll use three anecdotes (at least 95% true) to support my point:

Case #1: A friend of mine lived three years ago at 4th and Arapahoe, from where he would either walk or bike to campus for work. His car was driven maybe once a week or less, and was parked on the street because the 3-bedroom condo where he lived only had two private spaces, both occupied by the owner's cars. The 72 Hour Law was enforced fairly regularly in that neighborhood, apparently because parking is fairly tight. My friend began accumulating tickets, and soon found himself, for no good reason, starting the car at odd intervals and parking it elsewhere on the block. Unfortunately, he did not master the art of musical cars, and ended up with maybe a dozen tickets in a year's time, penalized essentially for not using his car.

Case #2: Another friend of mine, who works for the City Water Department, told me the tale of her coworker who used to bike or bus to work religiously, before he ran afoul of the 72 Hour Law. After numerous tickets, he reluctantly began driving to work to avoid the hassle.

Case #3: I live in Martin Acres on a quiet street that has houses with one-car driveways and households with 2 or more adults (many are rentals). So about every house typically has at least one car parked on the street, though it is far from crowded. My car, shared with my partner, is technically in violation much of the time because we bike or shuttle to work every day. The enforcers of the 72-hour law had left us in relative peace for about two years, but came last week. They luckily passed over my car but nailed my neighbor's ELECTRIC car (a converted Saab), which, because he is still tinkering with it, he drives only once a month or so (it does have current registration). He got a ticket AND a tow order, and he will be hard-pressed to move the car since he's in Nepal until the 15th.

I also note, as suggested in the examples above, that the 72 Hour Law is effectively biased

against those who live in residences, typically older ones, without multi-car driveways/garages or otherwise adequate off-street parking. These places, furthermore, are concentrated in the core area of the city, where the residents have better access to alternative transportation to get to their jobs, school, etc. And further, these same areas are probably the ones that receive the lion's share of enforcement.

If the 72 Hour Law must remain on the books, I would at least hope that those who enforce it could show more restraint when enforcing it in residential areas. The general concept of ticketing someone's otherwise legally parked and registered car in front of their own home disturbs me, and the specific effects of doing so, as suggested above, are equally egregious.

Thank you very much for your time and consideration; I look forward to hearing from you (and/or any city employee you feel would provide a thoughtful response).

Regards,
Jeff Lukas
120 S. 34th Street
Boulder, CO 80303
(303) 499-5815
jlukas@ibm.net

ATTACHMENT F: 72-HOUR PARKING TAB MEMO 2002

**CITY OF BOULDER
TRANSPORTATION ADVISORY BOARD AGENDA ITEM
(MEETING DATE: April 8, 2002)**

SUBJECT: Public hearing and consideration of a recommendation to City Council regarding options for the 72-Hour Parking Prohibition, BRC 7-6-20
REQUESTING DEPARTMENT: <u>City Attorney's Office</u> Joe de Raismes, City Attorney Jerry Gordon, Deputy City Attorney <u>Downtown University Hill Management Division</u> Molly Winter, DUHMD/Parking Services Dave Bradford, DUHMD/Parking Services
BOARD ACTION REQUESTED: Board recommendation to City Council.
FISCAL IMPACT: To be determined based on alternative selected.

PURPOSE:

City Council has asked staff to reevaluate the policy reflected in ordinance 7-6-20, B.R.C., "Parking for More than 72 Hours Prohibited." This memorandum is intended to seek feedback from the Transportation Advisory Board before staff reports back to Council on this subject.

BACKGROUND:

At the request of city council, staff has reviewed issues associated with the 72-hour parking ordinance. Section 7-6-20, B.R.C., provides, in part:

- (a) No vehicle shall be parked upon any street for more than seventy-two hours without being moved or for the principal purpose of storage for more than seventy-two hours.

A Weekly Information Packet memorandum (WIP) on this subject was presented to Council in March 2000. (See Attachment A.) It provides the background relating to the ordinance and some enforcement and amendment alternatives. No change in the ordinance or its enforcement was initiated as a result of the March 2000, memorandum.

Council most recently discussed this ordinance within the context of a concern about encouraging the use of alternative transportation modes. Several Council members expressed a concern that individuals who use alternative modes will, as a consequence, sometimes leave their cars parked on City streets. They worried that forcing such alternative mode users to move their cars every 72 hours works as a disincentive to their use of alternative modes.

On the other side of the issue, Parking Services regularly receives requests from citizens to shorten the period of time during which motor vehicles are allowed to remain parked on City streets. Neighbors sometimes complain that the regular utilization of streets as long-term storage facilities for motor vehicles

creates a visually unattractive environment and, thereby, contributes to a decline in the quality of life in our neighborhoods.

Current City Practice:

Currently, Parking Services handles “abandoned” vehicles largely on a complaint basis. During 2001, Parking Services began processing a total of 235 vehicles as possibly abandoned. The majority were from citizen complaints rather than initiated by Parking Services officers as a result of observation of accumulated trash. Of the initial 235 vehicles that were initially observed, 111 vehicles (47%) were still in the same spot after 72 hours and issued citations; and 27 (11.5%) were never moved and were actually impounded. Parking Services issues approximately 110,000 parking tickets per year.

OPTIONS:

Following the expression of concern by some Council members, staff discussed a number of options. Those include the following:

1. Establish a defense for people who park their cars in front of their own homes by adding an element of proof that a motor vehicle was not parked in front of its owner’s home:

One Council member suggested that while the seventy-two hour street parking restriction might be retained, it would be appropriate to allow people to park in front of their own homes for as long as they like. One way to accomplish that would be to add an “element” of proof that a car was not parked in front of its owner’s home. This means that a prosecutor would have to prove this fact in order to get a conviction in a 72 -hour parking situation.

This approach would present several logistical challenges.

- It may not be easy for an enforcement officer (or prosecutor) to know that a car is not parked in front of its owner’s home. Cars are not always registered at a particular address, as in the case where a young college student lives near college but drives a car registered to a parent’s address.
- No matter what a prosecutor or enforcement officer knows in this respect, it may be hard to establish this element at trial. Proving a negative is always difficult. In this case, a prosecutor would have to prove that a given car does not belong to anyone in an adjacent house.
- It may be hard to establish which car is in front of which house. Where does the property line end?
- It may be hard for all residents to park directly in front of their own houses. Sometimes there is a fire hydrant or other parked car that causes some residents to park only partially in front of their own homes or a short distance down the street. This could, in individual cases, mean that citizens would feel that the law was not fair in their individual situations.

2. Establish an affirmative defense for people who park their cars in front of their own homes by adding an affirmative defense for such owners.

This approach is similar (in intent) to the one noted above. However, instead of making a prosecutor prove that a given car was *not* parked in front of a given owner’s house, the burden of proof would be shifted to the car’s owner to establish the defense. In other words, an owner who is cited for parking on the street for more than seventy-two hours could come to court and prove the defense of having parked in front of his or her own home.

The main problem with this approach is that it would require citizens who parked in front of their own houses to take time off from work and go to court to prove their defense. This would result in a number of trials and be less convenient for most people than just moving their car a short distance every 3 days.

3. Change the ordinance to reflect a policy that ordinarily tickets for this offense will not be issued in the absence of a citizen complaint, but make clear that such complaint is not an element of the offense that must be proven in court.

This approach would be very unusual in the Code. It would express a general policy preference for complaint based enforcement of the seventy-two hour ordinance, but would not require the proof of a complaint in a court case.

Difficulties with this approach include the following:

- This approach is apt to play into the hands of some offender who challenges a ticket based upon a theory of selective (improper) prosecution. The argument would be that while no element of proof is required, a “preference” is clearly expressed. The challenger might then argue that the fact that the preferred approach was violated in his or her case demonstrates improper motives on the part of the officer who wrote the citation.
 - Enforcement systems that are wholly complaint based put a lot of power in the hands of potential complainers. Such systems can foster very differential enforcement. Thus, in neighborhoods where neighbors tend not to be upset by a long-term street parking, one standard of legal enforcement will prevail. Identical parking conduct on another block might be stringently prosecuted because a single neighbor on that block is hypersensitive with regard to the matter. A resultant pattern of variable enforcement might be hard to defend legally against a due process attack since it could be seen as arbitrary and capricious.
- 4. Establish a permit system for those who can prove that they regularly utilize alternative transportation modes.**

To the extent that the contemplated change is motivated by a desire to assist those who regularly utilize alternative modes, one idea would be to create a permit system for those people allowing more long term street storage.

Such a system would require that special permits be given to individuals who pledged to use alternative transportation modes for some predetermined percentage of their travel.

Challenges associated with this approach might include the following:

- Appropriate criteria for participation in the program would need to be developed. For example, participation in educational programs and a pledge relating to the use of alternative modes might be required.
- It would be very difficult to determine compliance with alternative modes utilization. How would staff know if a citizen violated their percentage of travel by alternative modes pledge?
- The administrative demands to administer this program, either by Transportation or Parking Services, are considered excessive for unpredictable results.

5. Repeal the ordinance and allow people to park on the street for as long as they like.

Another approach to this issue is to simply rescind the ordinance and allow cars to be parked on the streets indefinitely. This resolves the perceived problem of discouraging the use of alternative modes. On the other hand, this approach would very likely cause great anxiety on the part of neighborhood activists who think that aesthetic qualities of a streetscape set the tone for behavioral norms in a neighborhood.

6. Leave the ordinance and its enforcement the way it is.

There have not been many complaints about the manner in which the ordinance is being enforced. Therefore, an option is simply to continue the enforcement protocol as outlined above. That enforcement is largely compliant-based, with the notable exception of those vehicles that clearly show signs of long-term storage, such as accumulation of debris around the vehicle.

7. Increase the permitted street storage period for motor vehicles to a period longer than the current 72 hours.

The ordinance could be amended to allow motor vehicles to remain on street for a longer period such as 7 days. Once a complaint was received from a citizen, or an Officer observed a vehicle that appears to be abandoned, the vehicle would be observed for 7 days. After 7 days if the vehicle is still there, and has not been moved, a ticket would be issued and paperwork would be started giving it another 7 days to move or it would be towed. That gives the owner a total of 14 days to move their vehicle. Citizen calls to Parking Services to shorten the time period outnumber citizen calls to extend the time period.

8. Exclude trailers and RV's.

During the discussion of vehicle parking on-street, the case arose whether trailers, boats or RV's should be treated differently than vehicles. Staff has received several complaints from citizens about trailer, boat or RV storage on street regarding their aesthetic appearance and safety concerns.

A number of different approaches could be taken to minimize or exclude trailers or RV's from on-street parking:

- Trailers and RV's could be excluded from any lengthening of the 72-hour ordinance. Trailers and RV's could remain with a 72-hour restriction. Due to their nature of being larger and occupying more space residents tend to become irritated more quickly when they sit on the street for extended periods.
- Another option for Trailers and RV's is to include them into Ordinance 7-6-24a that would restrict their being parked on-street, overnight. The ordinance states:

No vehicle with a gross vehicle weight of six thousand pounds or more shall be parked on any street in any district of the city zoned RR, RR1, ER, LR, MR, MXR, HR, HZ, MH, P, or A for more than thirty minutes between 8:00 p.m. and 7:00 a.m. The penalty for a first violation of this section is \$10.00. The penalty for a second violation of this section by the same vehicle or the same registered owner of a vehicle is \$20.00. The penalty for a third and any subsequent violation of this section by the same vehicle or the same registered owner of a vehicle is \$30.00.

This ordinance could be amended to say: No vehicle with a gross vehicle weight of six thousand pounds or more, or any trailer or RV, etc., shall be parked on-street, overnight.

9. Enforce existing ordinance on a non-compliant basis after a two-week time period.

The ordinance could remain as it is, be enforced on a non-complaint basis, if vehicles have been left for longer than two weeks. This would not be practicable. Parking Control Officers rotate through districts on a daily basis. With twelve districts this means that an Officer may only go through any given district once every 12–14 days. Another option would be to go through large areas of the City, chalking all vehicles in the area, and then returning two weeks later to see if any still remain. Then a ticket would be issued and abandoned paperwork started and impounded seven days later. This is not practicable either because of the large amount of time required to administer and it would require pulling an Officer out of an existing district.

RECOMMENDATIONS:

Staff does not recommend options 1, 2, 3, 4, 5 and 9 for reasons stated above. Options that staff recommends for consideration are:

6. Leave the Ordinance and its enforcement the way it is.

The ordinance strikes a balance between the counter demands of supplying storage for vehicles of individuals who do not need to drive or use alternative modes, and of maintaining a level of neighborhood livability.

7. Increase the permitted street storage period for motor vehicles to a period longer than 72 hours.

Changing the ordinance to extend the amount of time for on-street vehicle storage could have a positive impact on alternative mode use, however staff does not have the data to support this at this time. Staff would anticipate an increase in complaints from citizens who view extended on-street vehicle storage as a detriment to the quality of their neighborhood.

8. Exclude trailers and RV's.

Staff would recommend additional public input on this issue. While Parking Services does receive some citizen complaints regarding trailer, boat and RV on-street storage, staff does not have done a thorough investigation of this issue to make an informed recommendation. However, staff would not recommend including trailers, RV, etc. in any extension of the 72-hour time period.

ATTACHMENT G: AMPS PROJECT TIMELINE

DRAFT



Access Management & Parking Strategy

Boulder is a national leader in providing options for access, parking and transportation. To support the community's social, economic and environmental goals, it is important to create customized solutions that meet the unique access goals of Boulder's diverse districts, residential and commercial.

AMPS: A balanced approach to enhancing access to existing districts and the rest of the community by increasing travel options — biking, busing, walking and driving — for residents, commuters, visitors and all who enjoy Boulder.

TOOLS FOR CHANGE



Mixed-income, mixed-use neighborhoods where residents can easily walk or bicycle to meet all basic daily, non-work needs.

