



CITY OF BOULDER
PLANNING BOARD MEETING AGENDA
DATE: May 21, 2015
TIME: 6 p.m.
PLACE: 1777 Broadway, Council Chambers

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
The [April 16, 2015 Minutes](#) are scheduled for approval.
3. **PUBLIC PARTICIPATION**
4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS**
5. **PUBLIC HEARING ITEMS**
 - A. [Public Hearing and Recommendation to City Council on Acceptance of the Boulder Civic Area Master Plan](#)
6. **MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**
 - A. Housing Boulder Update
 - B. [Staff briefing and Planning Board input regarding the Access Management and Parking Strategy](#)
 - C. [Information Item: 2016 – 2021 Greenways Capital Improvement Program](#)
7. **DEBRIEF MEETING/CALENDAR CHECK**
8. **ADJOURNMENT**

CITY OF BOULDER PLANNING BOARD MEETING GUIDELINES

CALL TO ORDER

The Board must have a quorum (four members present) before the meeting can be called to order.

AGENDA

The Board may rearrange the order of the Agenda or delete items for good cause. The Board may not add items requiring public notice.

PUBLIC PARTICIPATION

The public is welcome to address the Board (3 minutes* maximum per speaker) during the Public Participation portion of the meeting regarding any item not scheduled for a public hearing. The only items scheduled for a public hearing are those listed under the category PUBLIC HEARING ITEMS on the Agenda. Any exhibits introduced into the record at this time must be provided in quantities of ten (10) to the Board Secretary for distribution to the Board and admission into the record.

DISCUSSION AND STUDY SESSION ITEMS

Discussion and study session items do not require motions of approval or recommendation.

PUBLIC HEARING ITEMS

A Public Hearing item requires a motion and a vote. The general format for hearing of an action item is as follows:

1. Presentations

- a. Staff presentation (5 minutes maximum*)
- b. Applicant presentation (15 minute maximum*). Any exhibits introduced into the record at this time must be provided in quantities of ten (10) to the Board Secretary for distribution to the Board and admission into the record.
- c. Planning Board questioning of staff or applicant for information only.

2. Public Hearing

Each speaker will be allowed an oral presentation (3 minutes maximum*). All speakers wishing to pool their time must be present, and time allotted will be determined by the Chair. No pooled time presentation will be permitted to exceed ten minutes total.

- Time remaining is presented by a Green blinking light that means one minute remains, a Yellow light means 30 seconds remain, and a Red light and beep means time has expired.
- Speakers should introduce themselves, giving name and address. If officially representing a group, homeowners' association, etc., please state that for the record as well.
- Speakers are requested not to repeat items addressed by previous speakers other than to express points of agreement or disagreement. Refrain from reading long documents, and summarize comments wherever possible. Long documents may be submitted and will become a part of the official record.
- Speakers should address the Land Use Regulation criteria and, if possible, reference the rules that the Board uses to decide a case.
- Any exhibits introduced into the record at the hearing must be provided in quantities of ten (10) to the Secretary for distribution to the Board and admission into the record.
- Citizens can send a letter to the Planning staff at 1739 Broadway, Boulder, CO 80302, two weeks before the Planning Board meeting, to be included in the Board packet. Correspondence received after this time will be distributed at the Board meeting.

3. Board Action

- d. Board motion. Motions may take any number of forms. With regard to a specific development proposal, the motion generally is to either approve the project (with or without conditions), to deny it, or to continue the matter to a date certain (generally in order to obtain additional information).
- e. Board discussion. This is undertaken entirely by members of the Board. The applicant, members of the public or city staff participate only if called upon by the Chair.
- f. Board action (the vote). An affirmative vote of at least four members of the Board is required to pass a motion approving any action. If the vote taken results in either a tie, a vote of three to two, or a vote of three to one in favor of approval, the applicant shall be automatically allowed a rehearing upon requesting the same in writing within seven days.

MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY

Any Planning Board member, the Planning Director, or the City Attorney may introduce before the Board matters which are not included in the formal agenda.

ADJOURNMENT

The Board's goal is that regular meetings adjourn by 10:30 p.m. and that study sessions adjourn by 10:00 p.m. Agenda items will not be commenced after 10:00 p.m. except by majority vote of Board members present.

*The Chair may lengthen or shorten the time allotted as appropriate. If the allotted time is exceeded, the Chair may request that the speaker conclude his or her comments.

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
April 16, 2015
1777 Broadway, Council Chambers

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: <http://www.bouldercolorado.gov/>

PLANNING BOARD MEMBERS PRESENT:

Aaron Brockett, Chair
Bryan Bowen
Crystal Gray
John Gerstle
Leonard May
Liz Payton
John Putnam

PLANNING BOARD MEMBERS ABSENT:

None

STAFF PRESENT:

Hella Pannewig, Assistant City Attorney
Susan Meissner, Administrative Assistant III
Chandler Van Schaack, Planner I
Susan Richstone,
Coutland Heyser

1. CALL TO ORDER

Chair, **A. Brockett**, declared a quorum at 6:06 p.m. and the following business was conducted.

2. APPROVAL OF MINUTES

3. PUBLIC PARTICIPATION

1. **Mike Marsh, 265 31st Street**, noted that the BVCP update will define the future of Boulder. Reach out to everyone in the community and be inclusive of residents who do not use email. He recommended that the city mail a survey to everyone. Dig deeply to assure that everyone has a voice in a defensible and scientific manner, not just a representative sample.

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/ CONTINUATIONS

C. Gray thought that the staff memo and findings of fact accurately reflected the board's intention.

C. Gray moved, seconded by **L. Payton**. Passed 5-2. **J. Putnam** and **B. Bowen** opposed.

On a motion by C. Gray, seconded by L. Payton, the Planning Board voted 5-2 (B. Bowen and J. Putnam opposed) to find that application no. LUR2014-00090 fails to meet the requirements of the Boulder Revised Code, denies the application, and adopts the staff memorandum dated for the April 16, 2015 Planning Board meeting as findings of fact and conclusions of law.

7. ADJOURNMENT

The Planning Board adjourned the meeting at 9:41p.m.

APPROVED BY

Board Chair

DATE

JOINT STUDY SESSION

The Joint Study Session between the Boulder Planning Board and Boulder County Planning Commission was called to order at 6:14pm.

Introductions:

The board members and staff introduced themselves.

Staff Presentation:

L. Ellis, Pete Fogg and C. Hyser presented the item.

Board Questions:

Board members asked staff questions about the plan and process.

Board Feedback:

Following a presentation from city and county staff, the city Planning Board and county Planning Commission participated in an exercise to identify each member's top three topics for community engagement and issues. Following that exercise, the boards engaged in an open discussion of the Boulder Valley Comprehensive Plan 2015 Major Update. Both the results of the exercise and the subsequent discussion are summarized here.

Written Exercise Results

Staff asked the Planning Board and Planning Commission to provide feedback from their city or county perspective and note what is most important (i.e., "top three" topics for each) for:

1. Successful community engagement, and
2. Critical issues/topics the 2015 plan update to address.

The notes are grouped by themes below.

1—Community Engagement

General Engagement Ideas and Concerns

- What's still missing is a reason for people to participate
- Ask folks but also reflect what they say/suggest so they know they have been heard
- Aligning work/housing/transportation
- Identify and weigh various community objectives
- Make everyone aware that the comp plan exists... Rationalize and measure public feedback to distill/clarify where it is coming from and to get past most vocal to the unheard
- Provide contextual info regarding local/state/national trends to mitigate myopia

Groups and Demographics to Include

- Successful engagement reaches all ages, from children through the elderly, Incorporates scientific sampling, Is interesting enough to attract people's attention
- Community outreach – organizations, groups, schools, businesses
- Work with neighborhoods including mobile home parks, low income housing
- Consider reaching out to major Boulder Valley employers to set up/facilitate opportunities for those employees to engage
- Reach out to HOAs – see if they would host a visit
- Go to the people not normally digitally engaged. Go to the neighborhood scale and use those networks.
- Involve demographics not typically active in land use issues (e.g., young adults, non-native English speakers)
- Diverse input
- Sustained public engagement beyond the usual suspects
- Broad diverse public input
- Diverse representation
- Small groups, with diverse representation – cross pollination of ideas
- Direct outreach to underrepresented portions of the community
- Engage a broad cross section – requires innovative meeting exercises/formats. Consider field trips
- But – do not exclude groups with focus and expertise on Comp Plan
- Encourage some groups to hold meetings independent of staff

Methods

- Use traditional methods along with social media
- Absolutely suggest the idea of a city-wide poll on issues, as comprehensive and scientific as possible
- Identify means to evolve appropriate weight given to differing points of view
- Hands-on engagement so people can better understand impact of policies

- VISION engagements
- Continue city speakers program on planning topics
- Multiple collection methods
- Diverse tools
- Visual and engaging
- Tools that keep engagement
- Strong digital engagement and visibility
- Concern that if these are 15 different ways to give input we will get input from the same 30-40 people, just multiplied 15 times

2—Critical Issues and Topics

Presenting Information

- Vision – Imaging 3D urban form tool
- Showing land-use map changes and development over time – trending
- Clarify and illustrate the desired urban form for changing parts of the city – Written policy moving into visual representations – implementable actions
- Critical Topics: 3D, Urban Form, Demonstrating what growth looks like
- VISION issues
- Neighborhood mapping and area plans
- Be a document that is embraced by the community
- Enhanced visual tools (i.e., 3D, mapping, graphics)

Urban Form and Growth

- Reconcile growth with levels of service
- Decide if Hogan-Pancost should move to Area III
- Sustainable urban form – idea of regenerative improvement: what parts of the city are so good they cannot be allowed to change?
- Inform design guidelines where needed to get an outcome
- Critical topics: Land use map changes
- Give clear, regulatory guidance about development potential in infill areas of the city
- Growth
- Resolve long-standing ambiguity about parcels on the edge (e.g., Hogan-Pancost)
- Deciding on a desired urban form for areas of town that are likely to change
- Giving the community a chance to have a robust discussion about growth

Other Specific Topics

- Reconcile job growth with job types and housing and commercial space affordability
- Transit
- Community Diversity

- Energy: Solar, wind, water; natural gas? Transportation --how can this support resilience?
- Agriculture: Support local food production – both inside and outside urban centers. How does this affect energy? How does this support resilience? Does this support diversity?
- Diversity: Income; cultural; professional. How can this support resilience?
- Critical topics: Renew IGA soon.
- Begin work on IGA renewal ASAP.
- Identify ultimate population density (by area)
- Identify alternate transportation objectives by neighborhood
- Identify future public land uses by area
- Metrics/tracking
- Metrics on transit, affordable housing
- Resilience
- Addressing resiliency
- How to address jobs:housing imbalance
- Strengthening public understanding with strong visuals
- Housing – especially for younger and older segments of population (affordable and market rate)
- Tying policies and land use code clearly together. Should help de-politicize (to some degree) planning approval process
- Channel development to coincide with transportation infrastructure improvements.

Discussion Summary

Following the initial exercise to identify each board member's top priorities, the boards engaged in an open discussion of the Boulder Valley Comprehensive Plan 2015 Major Update. For this summary, comments from that discussion are grouped according to major themes that arose:

- Community Engagement
- Regional Context and Perspective
- Feedback on Foundations Tasks Underway
- Growth and Urban Form
- Presentation of the BVCP Document
- Issues to Address this Summer

Community Engagement

- Q: Is the public application process (both text and maps) going to be changed?
A: Staff has historically done a screening process to whittle down the applications to proposals relevant to the specific BVCP update cycle topics/criteria, which then goes to the four bodies for their further review and decision making. The Area III Planning Reserve application process was debated in the 2010 update, but was ultimately left unchanged. All of the applications are due and analyzed at the same time. For this update, the opening date for accepting 2015 applications is anticipated to be in August.

- There still isn't a reason for certain people to participate which could mean a risk that we will hear from the same people, just in 15 different ways. The topic of the "Comprehensive Plan" is perhaps a bit dry and not engaging. Perhaps meetings should instead be framed around relevant topics, such as building form or density that people really care about.
- Give residents of neighborhoods an overview of how staff/city identified and defined them, then have a conversation with the residents about their preferred identifying characteristics, topics/issues, and boundaries.
- Presenting the plan in a visual, quickly digestible way would help with public involvement and understanding the importance of the plan.
- Strive to engage a fuller range of the demographic spectrum that does not usually participate in BVCP updates (less affluent, ethnic minorities, elderly, the young, etc.) – they make and provide important contributions to our community.
- Reach out to organizations that already have relationships with hard-to-reach people rather than expecting staff to reach out to them directly.
- Remember that "the community" also includes county enclaves. How do we reach them?
- Try to capture input on these issues from the many ways that we are engaging the community in other projects—from other planning processes.
- Create an *affinity for interaction* (staff to public, diverse socioeconomic and ethnic groups, etc.) vs. *a fear or resistance to interaction*.
- Show how public input is actually being used and implemented vs. heard and recorded (but then vanishing). We need to provide information to people that they can relate to.
- Provide more on and off-line communication tools and connections to neighborhood/city maps – road trips, walking tours, computerized/Google Earth "fly throughs", build-out and redevelopment scenarios, etc.
- The "community" includes all those who regularly interact with Boulder, and not just those who live or own property in town.

Regional Context and Perspective

- Regional context is important (i.e., the Front Range and state)? Where do we track with these trends, and where are we divergent? "Our Vision" doesn't get set entirely by the boundaries of the Boulder Valley.
- Other communities in Boulder County are reaching their limits too (i.e., growth boundaries, services, infill/redevelopment, housing diversity, etc.). We have common issues like "what is density/what are its benefits and drawbacks?" It would be useful to share/exchange ideas about approaches to dealing with these topics.
- The regional context informs many of the problems we face, especially the things just beyond the edge of the BVCP planning area.
- It is important to look at the big picture, but also important not to let that dominate or overwhelm needs and desired vision/future of the Boulder Valley – need to balance carefully.
- Remember that the county's role in the update is important. County constituencies both within the Boulder Valley and beyond are affected by the city's actions.

Feedback on Foundations Tasks Underway

- Q: Will there be trends devoted to the acres consumed by various uses (e.g., informal parkland that gets uses in places like redeveloped schoolyards; while formal parkland is added elsewhere)?

A: Land use analysis will be a component of the foundations work. We will be meeting with Parks and Recreation staff to determine park-specific data and indicators for the trends snapshot.

- Consider how open space use has changed over the years (e.g., places with public access vs. open space saved for conservation).
- It may be interesting also to show the biodiversity of open space in terms of “non-human” use. Show progress and assess the value of open space in relation to human uses.
- Include statistics on parkland and energy use.
- Q: Is the idea of a 3D map of the city linked at all to the LIDAR mapping that is also going on?

A: Yes. There are many paths that could be taken to create a 3D model, both big and small in scope. The LIDAR data helps with mapping existing conditions.

- Spend some time with the Open Space/Other designations when doing the land use map clean up. This becomes a problem particularly when land use is not lot-based.

Growth and Urban Form

- The conversation about urban form is important even though the scope needs defining. It may be time to “bite the bullet” and really have these conversations. It will be difficult, but we should not shy away.
- We seem to have a growth management system that may be out-of-date and has been patched over time. Could there be a way to revise this system?
- Energy use/per capita energy use is an important part of the growth discussion. Need to address energy usage comprehensively. For example, the energy savings earned by smaller buildings/home designs can be negated by one larger building. Urban form issues (densities, areas of stability/areas of change) will also affect energy use and should be considered.
- Architecture and urban design excellence is something that should be elevated in our community. This doesn’t necessarily mean architecture micro-management, but it is something that should be addressed periodically.

Presentation of the BVCP Document

- Taking a graphics-driven approach is helpful. A document that is too text-heavy becomes hard to engage people. Expand the use of metrics to the extent possible.
- Integration with department master plans is a great idea. Continue working on this.
- There are aspirations in the comp plan without links to action items or implementation steps. Making the links more clear would be helpful.

- Don't be too constrained by the existing format and layout of the BVCP. There may be an opportunity to reorganize the document itself – “less can be more” in terms of comprehension and gaining interest/readership.

Issues to Address this Summer and Other Comments

- Send a BVCP update informational post card to everyone in the Boulder Valley.
- The discussion about an IGA renewal should happen sooner rather than later.
- Settle the two body vs. four body process issues raised in the 2010 update, and do it sooner rather than later (like the IGA renewal).
- The city and county need to continue working on better communication and coordination with each other about resilience issues. Where are we on developing unified/complementary plans, and what gaps or needs in resiliency planning and coordination already exist?
- Might it be possible to re-frame subcommunities with a slightly finer grain so as not to lump neighborhoods together that are, in fact, very different places? (This seems especially important in the central area.)
- Can we talk about urban gardening and food production? Should regulations or designations related to food production be changed?

DRAFT

CITY OF BOULDER
PLANNING BOARD
AGENDA ITEM

MEETING DATE: May 21, 2015

AGENDA TITLE: Staff briefing and Planning Board input regarding the Access Management and Parking Strategy

PRESENTERS:

Molly Winter, Director, Downtown and University Hill Management Division and Parking Services (DUHMD/PS)
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

EXECUTIVE SUMMARY



The purpose of this item is to provide the Planning Board with an update on the city's Access Management and Parking Strategy in advance of the May 26 City Council Study Session, with a particular focus on:

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.

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 the attached draft memo.

Questions for Planning Board:

1. What is your 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?
2. Do you have any feedback regarding the ongoing AMPS community engagement and related work plan items and next steps?

NEXT STEPS

The attached draft memo includes a timeline for the AMPS 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. This next list of AMPS work items includes:

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

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 Draft memo for May 26 City Council Study Session



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

A timeline for the project, along with major milestones and outreach activities, is being created. 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 G.**)

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 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

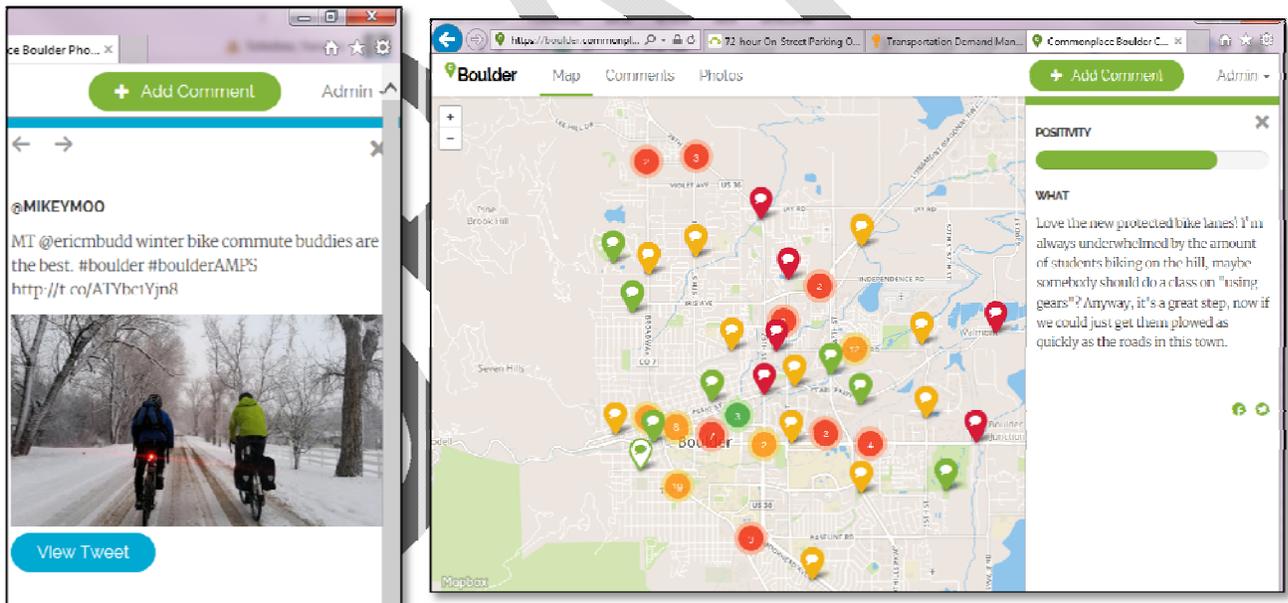
Phase I of the AMPS public outreach and involvement was driven by three goals:

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.

ATTACHMENT C: SATELLITE PARKING MAP AND ANALYSIS

DRAFT

ATTACHMENT D: MAP OF PARKING ANALYSIS LOCATIONS

DRAFT

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

DRAFT

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 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.



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.



**CITY OF BOULDER
INFORMATION ITEM FOR:**

ENVIRONMENTAL ADVISORY BOARD – May 6, 2015
PLANNING BOARD – May 21, 2015
TRANSPORTATION ADVISORY BOARD – May 11, 2015
OPEN SPACE BOARD OF TRUSTEES – May 13, 2015
WATER RESOURCES ADVISORY BOARD – May 18, 2015
PARKS AND RECREATION ADVISORY BOARD – May 18, 2015

GREENWAYS ADVISORY COMMITTEE AGENDA ITEM
MEETING DATE: May 26, 2015

<p>SUBJECT: 2016-2021 Greenways Capital Improvement Program</p>
<p>REQUESTING DEPARTMENT: Annie Noble – Flood and Greenways Engineering Coordinator</p>
<p>PURPOSE: The 2016-2021 Greenways Capital Improvement Program is being provided to board members as an information item. If you have any comments or concerns regarding the 2016-2021 Greenways Capital Improvement Program, please pass them along to your Greenways Advisory Committee representative. If you have questions on this material, please contact Annie Noble at 303-441-3242 or noblea@bouldercolorado.gov</p>
<p>GREENWAYS ADVISORY COMMITTEE ACTION REQUESTED: A recommendation from the Greenways Advisory Committee to the City’s Planning Board and City Council concerning the proposed Greenways Capital Improvement Program is requested.</p>

Attached is information concerning the proposed 2016-2021 Greenways Capital Improvement Program (CIP) for review and consideration. A recommendation by the Greenways Advisory Committee to the city’s Planning Board and Council will be requested at the May 26, 2015 GAC meeting.

- Attachment A: Greenways 2016-2021 Capital Improvement Program Overview
- Attachment B: Greenways 2016-2021 Capital Improvement Program Summary Spreadsheet
- Attachment C: Greenways Program CIP Map

Greenways

Program Overview

The City of Boulder Greenways System is comprised of a series of corridors along riparian areas including Boulder Creek and its 14 tributaries, which provide an opportunity to integrate multiple objectives, including habitat protection, water quality enhancement, storm drainage and floodplain management, alternative transportation routes for pedestrians and bicyclists, recreation and cultural resources.

The Greenways CIP follows an opportunistic approach, contributing funding toward projects that are being completed by other departments or private development in order to meet the various objectives of the Greenways Program. The Greenways CIP also looks to leverage funds with outside agencies in order to move projects forward that meet more than one objective of the Greenways Program, but may not be the highest priority when evaluating any one particular objective. Projects included in the Greenways CIP are typically called out in the Greenways Master Plan and are projects that Greenways staff can take the lead in coordinating.

Funding Overview

The total 2016 Greenways capital budget is \$320,441, with \$105,000 in the operating budget. Greenways projects are funded from the Transportation Fund, Stormwater and Flood Management Utility Fund, and the Lottery Fund. Annual funding distribution for the Greenways Capital Program for 2016 is as follows:

Transportation	-	\$97,500
Flood Utility	-	\$97,500
Lottery Fund	-	\$125,441

Historically the Lottery contribution to the Greenways Program has been \$150,000 per year. As a result of a projected reduction of the city's allocation of Lottery funds, starting in 2015, the Lottery contribution to Greenways is expected to be reduced to \$125,441 (based on Greenways receiving 15% of the city's funding allocation, with a projection of total Lottery proceeds being \$836,275). Should the city's allocation of Lottery funds exceed the projected amount, a budget adjustment will be made to reflect the increase.

Accomplishments and Highlights

Projects to be Completed in 2015:

- The Goose Creek Restoration Project includes restoration improvements along Goose Creek between Foothills Highway and 55th Street. This project was completed in 2014. However, it was determined that reinforcement of the multi-use path was necessary after several small storm events last summer. This work will be completed this summer. This project is primarily being funded through a Section 206 Restoration grant through the U.S. Army Corps of Engineers. The city's 35% funding match is being met mostly through credits from city owned real estate.
- Flood mapping studies are expected to be completed in 2015 and submitted to FEMA for Boulder Slough, and Upper Goose and Twomile Canyon Creeks and Skunk, Kings Gulch and Bluebell Canyon Creeks.
- Flood mitigation major drainageway plans are anticipated to be completed by the end of 2015 for South Boulder Creek and Gregory Canyon Creek.
- Construction of the Wonderland Creek Foothills to Winding Trail Greenways Improvement Project is anticipated to begin in 2015 and is scheduled to be completed in 2017.
- The Urban Drainage and Flood Control District (UDFCD) also completes maintenance projects along the major drainageways. In 2015 this includes a request for sediment removal along Wonderland Creek from Foothills Parkway to the confluence with Goose Creek. Selective thinning of non-native vegetation is also planned and coordinated through the UDFCD for Bear Canyon Creek. These maintenance projects will help maintain conveyance capacity in these drainageways.

Projects Expected for Completion in 2016:

- A CEAP for the Fourmile Canyon Creek stream reach upstream of Upland Avenue to west of Broadway is expected to be completed in 2016.
- Flood mitigation plans are anticipated to be completed in 2016 for Boulder Creek and Bear Canyon Creek.
- Stream bank restoration work, which is being funded by the Community Culture and Safety projects November 2014 tax increase is anticipated to be completed in 2016.

Projects Started in 2016, but Not Completed:

- Fourmile Canyon Creek at 19th Street is in preliminary design but was put on hold following the September 2013 flood event. It is anticipated that the design of this

project will be completed in 2015 and the project will be bid in 2016 and completed in 2017.

Highlights of 2016 – 2021 Projects:

The focus of the 2016–2021 Greenways CIP is on flood mitigation, bicycle and pedestrian multi-use paths and underpasses, and habitat and water quality improvements along the Fourmile and Wonderland Creek corridors. In addition to the projects along Fourmile Canyon Creek and Wonderland Creek, possible habitat restoration projects during the next few years include:

- Confluence of Bear Creek and Boulder Creek at Foothills Community Hospital
- Dry Creek habitat improvements through Flatirons Golf Course
- Goose Creek, railroad to 47th Street tree plantings
- Fish Passage enhancement projects in association with Fishing is Fun grants
- South Boulder Creek minimum stream flow
- Removal of Russian Olive trees east of 75th Street along Boulder Creek

Relationship to Guiding Principles

CIP Guiding Principles:

Greenways projects address many of the CIP guiding principles. Greenways projects are identified in multiple master plans and meet the community sustainability goals. Most of the Greenways projects leverage outside or interdepartmental funding. Greenways habitat improvements seek to be sustainable and are intended to reduce the future maintenance required.

The Greenways CIP has been developed within the context of and is consistent with the Boulder Valley Comprehensive Plan (BVCP), the Transportation Master Plan (TMP), the major drainageway flood mitigation plans, the Comprehensive Flood and Stormwater Master Plan and the Greenways Master Plan. The Greenways Master Plan was updated in 2011 to reflect improvements that had been completed, and adopted changes that have been made in other master plans, city policies and ordinances that affect the Greenways Program since the last Master Plan update in 2001.

Prioritization:

Many of the Greenways projects shown in the CIP are being designed and constructed in

coordination with major flood or transportation improvements. The Greenways funding associated with these projects focuses on habitat restoration, water quality improvements and trail connections. In addition to leveraging funding with the Transportation and Flood Utilities budgets, funding for Greenways projects is also available through the Urban Drainage and Flood Control District and Federal Transportation funds.

Projects not in Master Plans:

It should be noted that the city experienced a major flood in September 2013 that resulted in extensive flooding along most of the city's major drainageways. Following the flood, additional funds have been allocated in the Flood Utility CIP to reflect an increased interest in pursuing flood mitigation efforts along the city's major drainageways. As a result of updated mapping and the September 2013 flood, flood mitigation plans were initiated for Gregory Creek, Bear Canyon Creek and Boulder Creek to identify economically feasible improvement projects. Flood mitigation plans will be initiated in 2016 for Upper Goose Creek and Twomile Canyon Creek, and Skunk, King's Gulch and Bluebell Creeks after completion of flood mapping updates on these drainageways. Results from these flood mitigation plans will inform future capital improvements. Continued evaluation of potential improvement may result in additional changes to the Flood Utility and Greenways CIP in upcoming years.

New Projects

The 2016–2021 CIP continues to focus on Fourmile Canyon and Wonderland Creeks. As stated above, flood mitigation plans are currently being developed for several of the drainageways as a result of either flood mapping updates or deficiencies identified during the September 2013 flood. These plans will identify potential economically feasible CIP projects which may provide opportunities for future Greenways improvements.

Operation and Maintenance Impacts

\$105,000 is budgeted each year for Greenways operations and maintenance. \$80,000 of the operating budget is dedicated to habitat maintenance. The Greenways habitat crew works closely with Parks and Open Space maintenance staff to provide on-going maintenance, as well as on collaborative projects as part of the operations budget. Major drainageway improvements are maintained by the flood maintenance staff and multi-use paths and underpasses are maintained by either Transportation or Parks maintenance, depending upon jurisdiction.

Deferred, Eliminated, or Changed Projects

None

Unfunded Projects and Emerging Needs

Since the Greenways Program is opportunistic, taking advantage of projects that are funded through other departments, there are no unfunded needs.

Board Action

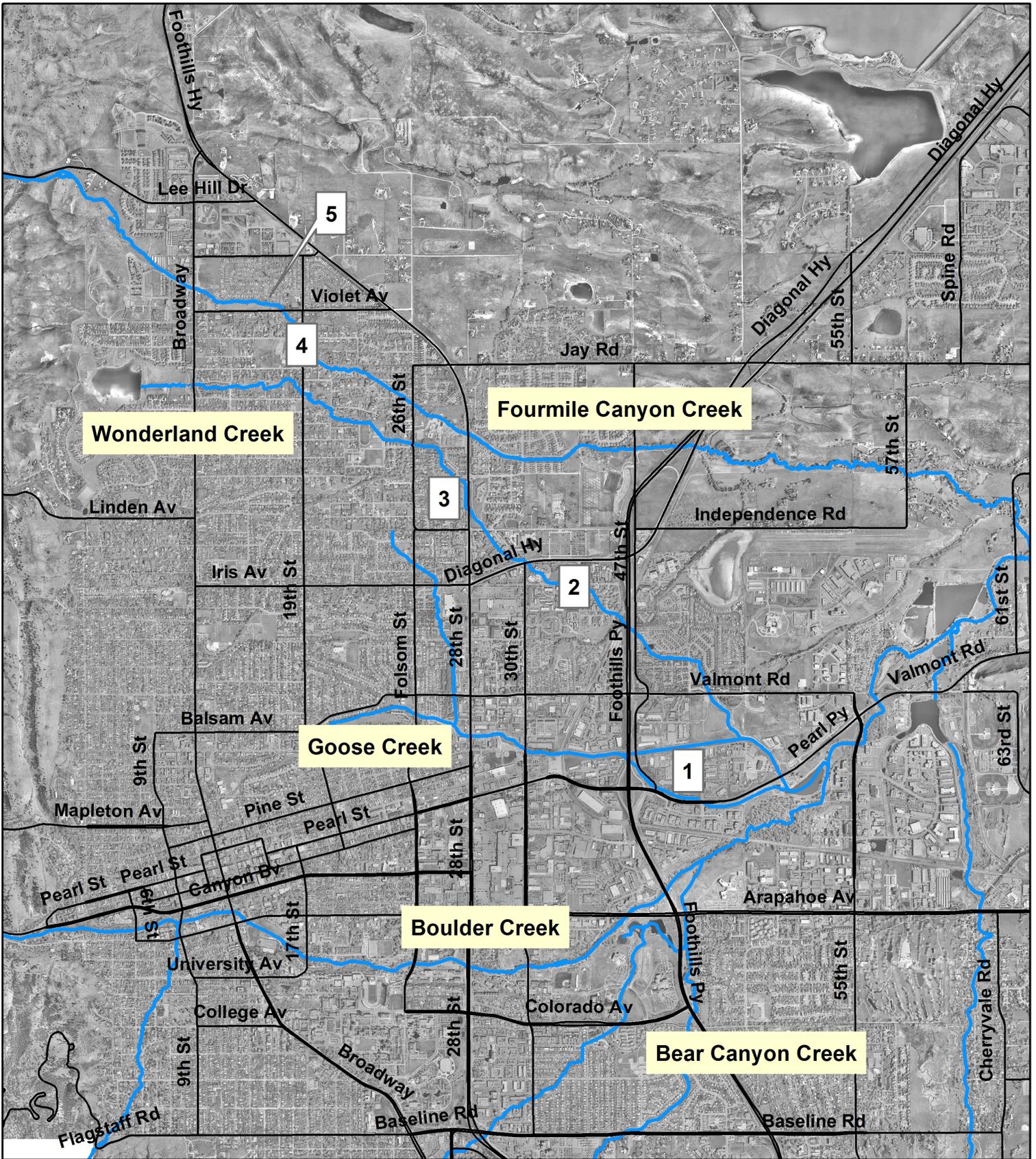
The Greenways Advisory Committee will meet on May 26, 2015 to make a recommendation on the 2016–2021 Greenways Program CIP to Planning Board and City Council.

**CITY OF BOULDER
CAPITAL IMPROVEMENTS PROGRAM**

GREENWAYS PROGRAM 2016-2021 SUMMARY SHEET with Carry Overs from 2014 to 2015												
CAPITAL IMPROVEMENTS PROGRAM		Total Greenways	Expended in Prior Years	2014 Carry Over	2015 Budget	2015 Budget + Carry Over	2016 Projected	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected
1	Goose Creek Restoration	\$170,566	\$170,566	\$0	\$0	\$0						
2	Wonderland Foothills to 30th Street	\$391,716	\$42,689	\$349,027	\$0	\$349,027						
3	Wonderland 28th Street Underpass	\$565,441	\$0	\$295,000	\$270,441	\$565,441						
4	Fourmile 19th to 22nd	\$747,900	\$29,072	\$718,828	\$0	\$718,828						
5	Fourmile Upland to Violet	\$1,622,646	\$0	\$0	\$0	\$0	\$270,441	\$270,441	\$270,441	\$270,441	\$270,441	\$270,441
6	Restoration, Water Quality and Trail Improvements		\$0	\$102,439	\$50,000	\$152,439	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
7	CU Bike/Ped Bridge Replacement	\$200,000	\$0	\$200,000	\$0	\$200,000						
TOTAL GREENWAYS BUDGET				\$1,665,294	\$320,441	\$1,985,735	\$320,441	\$320,441	\$320,441	\$320,441	\$320,441	\$320,441

FLOOD FUNDING BY YEAR										
CAPITAL IMPROVEMENTS PROGRAM	Expended in Prior Years	2015 Budget + Unencumbered Carry Over	2016 Projected	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected	Total	
1	Goose Creek Restoration	\$0	\$0							\$0
2	Wonderland Foothills to 30th		\$23,337,000							\$23,337,000
3	Wonderland 28th Street Underpass		\$0							\$0
4	Fourmile 19th to 22nd		\$2,000,000							\$2,000,000
5	Fourmile Upland to Violet	\$0		\$500,000	\$500,000	\$1,000,000	\$1,500,000	\$1,250,000	\$500,000	\$5,250,000
6	Bear Canyon Creek	\$0	\$100,000	\$500,000						\$600,000
7	Gregory Canyon Creek	\$0	\$100,000	\$500,000						\$600,000
8	Boulder Creek	\$0	\$600,000		\$2,500,000	\$2,250,000				\$5,350,000
9	Boulder Slough	\$788,164	\$0							\$788,164
10	Twomile Canyon Creek	\$0			\$100,000	\$500,000				\$600,000
11	Bluebell Canyon / Kings Gulch Creek	\$0			\$100,000	\$500,000				\$600,000
12	Skunk Creek	\$0			\$100,000	\$500,000				\$600,000

TOTAL PROJECT FUNDING					
CAPITAL IMPROVEMENTS PROGRAM	All Years Greenways	Pre-flood Funds	Flood Funds	TIP	Project Total
1	Goose Creek Restoration	\$170,566	\$0		\$170,566
2	Wonderland Foothills to 30th Street	\$391,716	\$23,337,000	\$2,000,000	\$25,728,716
3	Wonderland 28th Street Underpass	\$565,441	\$0	\$900,000	\$1,465,441
4	Fourmile 19th to 22nd	\$747,900	\$2,000,000		\$2,747,900
5	Fourmile Upland to Violet	\$1,622,646	\$5,250,000		\$6,872,646



- Projects
- 1 Goose Creek Restoration
 - 2 Wonderland Foothills to 30th Street/
 - 3 Wonderland 28th Street Underpass
 - 4 Fourmile - 19th to 22nd
 - 5 Fourmile - Upland to Violet

2016-2021
Greenways Program CIP
Attachment C

