

**Boulder Junction Access District (BJAD)
 Joint Commission – Parking and TDM
 August 5, 2015
 9 - 11 am
 Council Chambers, 1777 Broadway
 AGENDA**

1. Roll Call
 - BJAD TDM: Pedersen, Pawlowski, Koval, Hyde-Wright, Osborne
 - BJAD Parking: Pedersen, Shanahan, Koval, Wells, Osborne
2. Approval of the May 6 (will be presented at September meeting) and June 3, 2015 Meeting Minutes
3. Disclosure of Conflicts of Interest
4. Public Participation
5. Form Based Code Update - Guiler
6. Update on Bike Shelter - Stafford
7. Matters from Commissioners
8. Matters from Staff
 - Update on Depot Square Garage Gate Access System: Monitoring of TDM, Methods
 - Plaza Rules
 - Parking Purchase Agreement – Final
 - Steelyards
 - New Meeting Date/Timing
8. Action Items

Attachments:

- Meeting Minutes
- Parking Purchase Agreement
- Depot Square Garage Parking Operating Policy

Upcoming Meetings/Topics

City Council Study Session – 30th & Pearl City-Owned Site Options: 9/29/15, tentative
 AMPS Joint Board Meeting – September TBD

Commissioner Terms:

TDM Commission Term Expires

John Pawlowski	3/2018	Property Owner/Rep
Scott Pedersen	3/2017	Property Owner/Rep
John Koval	3/2016	Property Owner/Rep
Alex Hyde-Wright	3/2020	Citizen at Large
Susan Osborne	3/2019	Citizen at Large

Parking Commission Term Expires

Jeff Shanahan	3/2018	Property Owner/Rep
Scott Pedersen	3/2017	Property Owner/Rep
John Koval	3/2016	Property Owner/Rep
Thomas Wells	3/2020	Citizen at Large
Susan Osborne	3/2019	Citizen at Large

BJAD 2015 Priorities:

- Boulder Junction's new community implementation
- Planning on Pollard site
- Installation of quiet zones
- "Last mile" transportation strategies
- Council / Commission knowledge collaboration
- BJAD two boards' consolidation potential
- Informational sessions with City Council

**CITY OF BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING MINUTES**

NAME OF BOARD/COMMISSION: **BOULDER JUNCTION ACCESS DISTRICT**

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: **Ruth Weiss – 303-413-7318**

NAMES OF MEMBERS, STAFF, AND INVITED GUESTS PRESENT:

BOARD MEMBERS: TDM: Pedersen, Pawlowski, Hyde-Wright, Shanahan, Osborne

PARKING: Pedersen, Shanahan, Koval, Wells, Osborne

STAFF: WINTER, WEISS, GUILER, MATTHEWS, HAGELIN, CHASANSKY,
HADDOCK, BRACKE

GUESTS:

TYPE OF MEETING: **Retreat – Hyatt Place Boulder** **June 3, 2015**

Roll Call: Meeting called to order at 9:03 a.m.

Tour of Depot and Affordable Housing

Disclosure of Conflict of Interest: Completed.

Amendment to Depot Square Parking Agreement: Discussed

Form Based Code Update – Guiler: Karl Guiler is the project manager for Form Based Code (FBC) in Boulder Junction. Six month timeline for Boulder Junction to begin in a small area; Codometrics and Victor Dover are the consultants. Guiding Principles will be developed and presented to Planning Board and to City Council on June 16th. FBC is a learning process and each project area will have different characters. Pedersen mentioned that if you want taller buildings, use different materials that smaller ones.

RTD – Charles Sisk, Chair and RTD Board of Directors: Sisk said there are 15 members on the RTD Board. Sisk spoke about fare increase with the board voting 12 – 1 in favor, and a reduction in fare to DIA from Boulder \$12 to \$9. Boulder Rapid Transit implementation was discussed and looking at schedules with 15 minute intervals and, routes are a concern. RTD needs to raise the numbers of people using system. It's a fiduciary responsibility and RTD can't depend on tax revenue. A direct service to Union Station is being worked on from Boulder Junction. There are no dollars for direct service to DIA, service is based on demand. Osborne said that business center to business center service is critical along with the need for service for employees. Sisk said that service to Boulder Junction will only occur during peak hours. Winter queried how boards can be supportive with RTD's work. Sisk replied to continue to work staff to staff to get more service to Boulder Junction.

Edward Stafford, Update on Bike Shelter: There is a debate about the location of the bike shelter in Depot Square but there are a lot of challenges. Currently, how to integrate a shelter in a pocket park is being considered. Pawlowski requested that shelter plans be brought to the commission for review. Osborne cautioned putting a shelter in limited park space. Koval questioned shelter capacities. Stafford said that the Walnut bike station has 140 spaces and staff is looking at 75 – 100 spaces at Boulder Junction. Winter questioned putting it in the bus barn. Stafford remarked that it's still an option. Stafford said there are timing implications with the grant. Wells offered that the shelter needs to be in proximity of bus.

July 1st BJAD meeting is cancelled.

Meeting adjourned at 1 p.m.

FUTURE MEETINGS:

August 5, 2015

Council Chambers

Regular Meeting

APPROVED BY:

BOULDER JUNCTION ACCESS DISTRICT JOINT

COMMISSION

Attest:

Ruth Weiss, Secretary

Susan Osborne, Chair - Parking

John Pawlowski, Chair - TDM



City of Boulder
Downtown and University Hill Management Division
and Parking Services

Downtown Management Commission • University Hill Commercial Area Management Commission • Parking Services

Memorandum

TO: BJAD Parking Commissioners

FROM: Molly Winter, Director, DUHMD/PS

RE: Depot Square Garage: District Guiding Principles and Operating Policies

DATE: August 2, 2015

In January, the BJAD Parking Commission staff presented the Commission with the initial parking pricing approach and amount. See Attachment A. As a follow up, please find attached Guiding Principles and Operating Policies (Attachment B) which goes into greater detail about the parking rates and the approach to the initial distribution and the management of the parking within the District's 100 parking spaces.

As noted, these are initial approaches to parking management. Staff will be monitoring the actual utilization as the District grows and matures and make the necessary changes to meet the guiding principles. It is important to note that Boulder Junction is introducing paid and managed parking into an area with primarily free parking with minimal regulations.

I look forward to your comments and feedback.

Thank you.

Attachment A: January memorandum to BJAD-P

Attachment B: Boulder Junction Parking Guiding Principles and Operating Policies

Attachment A: January Memorandum to BJAD-P

DUHMD/PS
MEMORANDUM

To: BJAD Parking Commissioners

From: Molly Winter, Director, DUHMD/PS
Kurt Matthews, Parking Manager, DUHMD/PS
Donna Jobert, Finance Manager, DUHMD/PS

Ref: Depot Square BJAD Parking Pricing

Date: January, 7, 2015

Background

As part of the Depot Square project a shared parking garage is being built to provide parking for the district. Garage ownership is shared between the district, RTD, the hotel, and the housing unit as a Condominium Association. A parking management agreement (PMA) is also in place governing aspects of the garage, in that all parking is to be shared, unbundled, managed, and paid (SUMP). (See Attachment A) Each owner will have their own management system. PMA allows for owners to place unused spaces into pool that would be managed by the BJAD Parking District.

Negotiations and design considerations are currently underway for the parking access and revenue control system (PARCS) that will control access to the garage and monitor utilization by all condominium members. It is envisioned that the garage will be managed via this PARC system, and there will not be a lot attendant present during hours of operation.

The Depot Square garage parking allocation is as follows:

- 100 - BJAD Parking
- 71 - Residential units
- 136 - Hyatt Hotel
- 75 - RTD
- 9 - Depot Square Restaurant.

Current development projections show that demand on the District spaces will be generated by the overflow RTD bus station patrons, commercial properties, employees and restaurant users. New development is underway north of the new bridge with commercial and residential uses that will also be a factor. Boulder Junction is a nascent district and demand is unknown and very dependent upon development and the types of uses.

Parking Pricing Approach

The BJAD parking pricing approach is based on the SUMP principles, current parking management strategies as well as incorporating the TOD approach of Boulder Junction with the overlay of the BJAD TDM district. The AMPS project which is developing a citywide strategy for access and parking management will also be applicable to the on-going development of parking management and pricing throughout the city. A key element of the strategy will be to monitor utilization and demand and remain flexible to the evolutionary nature of Boulder Junction.

As background information, below are the essential components of the current parking pricing in the existing access/parking districts:

- Current rates in the Downtown and Hill managed parking are \$1.25/hour for on-street parking (average time limit of three hours) and \$1.25/hour in the garages for the first 4 hours, then \$2.50/hour after that.
- There is no limit on hours charged in the garages; however, we set a \$20 maximum per day, which is in line with a lost ticket fee of \$20.
- Permit rates are currently \$330/quarter in the downtown garages; surface lots are \$200/quarter downtown and \$175/quarter on the hill. (There is currently a 1200 person waiting list for downtown permits.)

In considering the parking pricing strategy, there are a number of factors that will influence the decisions. These include:

- integration with the TDM access district programs;
- additional demand for residential permits from Solana;
- the rates charged to the affordable housing units for their parking spaces and potential additional demand;
- potential demand for employee permits particularly from the Hotel;
- the short term demand from the Hotel and the Depot restaurant;
- the number of spaces that will be allocated to District management from the other condominium members;
- the spillover parking demand from the RTD station (scheduled to open in August 2015);
- the timing and type of development within the area; and,
- the financial viability of the District.

Staff Recommendations:

Short Term Rates

Staff recommends that the short term District parking rates for the Depot Square garage be consistent with the current on-street parking rate of \$1.25/hour in the other access districts. The

AMPS project will be considering changes to parking pricing both in terms of rates and how parking is charged by location and by duration.

Regarding the duration of charging for parking, staff is recommending that the short term rates be charged 24/7. There are several reasons for this. First, we are not envisioning a parking lot attendant at this location since there are multiple users with varying needs. Parking attendants allow for more flexibility in when parking is charged. Secondly, the district is just one of five garage users and automated entry is the best system to accommodate all users (RTD, housing, Depot, Hotel and the district). All parking rates will be integrated into the PARCS system based on the individual users needs. And finally, given the proximity to the RTD BRT station, it is important that the district spaces are not used for long term storage by individuals that would arrive when parking is not charged; leave their car during vacation and take RTD to DIA; and then return when parking is not charged and depart the garage without paying. It would essentially be providing free long term parking to non-district users.

Long Term Permit Rates

Paying for permit parking is a new concept in the Boulder Junction area – both for residents and employee; and thus there is not a robust market from which to make comparisons. The most immediate comparable is the permit rate at the residential Solana development which is \$50/month. To our knowledge, there is not a comparable for employee parking permits in the area.

Given the uncertainty of demand and lack of comparable pricing for long term permit parking, staff recommends following the current market rate of \$50/permit or \$150/quarter. It will be very important to closely monitor the demand and utilization during the next several years as the Boulder Junction area and surrounding developments are built out and make the appropriate adjustments.

Allocation of Parking between Permits and Short Term

As with the permit parking rates, it is currently difficult to have a definitive formula for the allocation spaces between short and long term users. The demand for parking will drive the allocation of the spaces. As a starting point, the initial approach will be to ensure that all user types – permits for residential and employees, and short term users – will have accessibility to parking. A lesson learned from the other districts includes the potential for overselling employee permits. The introduction of residential permits into the parking mix is a new one; the other district management districts do not include residential permits. Again, closely monitoring the situation and remaining flexible and responsive to the evolving demand will be essential to both meet the needs of the Boulder Junction residents, employees and users, and remain consistent with the TOD and SUMP principles.

Questions for the Board:

- Does BJAD Parking Commission support the staff approach to the BJAD parking pricing strategy?
- Does BJAD Parking Commission support the staff recommendations regarding: short term pricing, long term permit rates and parking allocation?
- Does BJAD Parking Commission have any other suggestions or comments?

**Boulder Junction Access District – Parking
Parking Guiding Principles and Operating Policies
August 2015**

The Boulder Junction Access District – Parking (BJAD-P) was created with the goal to support the multi-modal strategies of the transit oriented development. The guiding principles and operating policies for parking are created to align with support that goal. The Depot Square parking garage is a shared facility with five different users. The District has 100 spaces to manage with the goal of supporting the access needs of all users within the district.

Guiding Principles:

- SUMP Principles: Parking that is shared, unbundled, managed and paid
- The parking management strategies support the District’s economic, social and environmental viability as a mixed neighborhood within the broader city context
- Enhance the goal of the transit-oriented development (TOD) focus of Boulder Junction.
- Sound, effective and efficient financial management and operating practices.
- Responsiveness and flexibility to change and evolve policies and practices as the District develops, builds out and matures.

Operating Policies:

- Parking will be paid. The rates will be competitive with the private market in the surrounding area as well as considering citywide, public parking rates, and in consideration of the property tax all properties pay into the district.

The proposed rates are: \$1.25 per hour for short term parking; \$50 per quarter for residents; and \$50 per quarter for employees. The \$1.25 per hour for short term parking is consistent with the rates in the other parking districts both on-street and in the garages. Currently, there are on-street meters within Boulder Junction with the \$1.25 rate. In the Depot Square garage, the rate will be \$1.25 per hour and will be charged 24/7.

For comparison, please find below the rates charged in the downtown (CAGID), on Uni Hill (UHGID) and within our Neighborhood Parking Permit (NPP) zones. All rates reflect the proposed 2016 rates. While providing a broader context for parking pricing, it is important to understand that parking is generally free within the surrounding Boulder Junction area and it will be important to monitor the parking demand for the Depot Square garage and make changes accordingly.

Employee:	Monthly	Quarterly	Annually
CAGID Garage	\$120	\$360	\$1440
CAGID Lot	\$70	\$210	\$840
UHGID Lot	\$61.66	\$185	\$740

Attachment B: Boulder Junction Parking Guiding Principles and Operating Policies

Commuter NPP	\$30	\$90	\$360
Residents:	Monthly	Quarterly	Annually
NPP	\$1.42		\$17
Solano Apts	\$50	\$150	\$600
S'Park, proposed	\$75	\$225	\$900
Depot Square	\$50	\$150	\$600

Once the garage is in operation and the parking demand is understood, the District will revisit the pricing structure to ensure that the various objectives are met: addressing demand, market rate comparison and the financial obligations of the District to cover its operating and repayment costs.

- The parking will be shared and unbundled; there will not be any reserved spaces nor will there be a distinction between short or long term spaces. Permits will be renewed quarterly and there is no guarantee to permits beyond the quarter.
- The users within Boulder Junction will be given priority access to permits. All residents and employees must provide documentation of proof of residency and/or employment within the Boulder Junction Access – Parking district.
- There will be a balance between users: residents, employees and short term parkers. The goal is to manage the District spaces to have maximum utilization as well as predictability of access by the permit holders. Since there is no data or evidence of potential demand, the distribution of the spaces will initially be equally divided between all user groups and managed to achieve the goal of 1/3 short term parkers; 1/3 employees and 1/3 residents. The District reserves the right to re-distribute permit allocations based on the changing the demand.
- The number of permits issued to users representing a specific property will be distributed proportionately. Not all the properties within the District are completed and occupied yet all properties deserve the right to access to permits. Initially, permits will be allocated proportionately; and, once all the properties are completed there will be a re-distribution process which could result in fewer permits available to the properties in the original allocation. The goal will be to reduce permits through attrition.

For the garage opening in 2015, there will be a total of 413 residential units within Boulder Junction (Solana 326 or 79%, Nickel Flats 16 or 4%; Depot Square 71 or 17%). As there are 33 permits allocated to residential, the proportion initial allocation would be: Solana 26 permits; Nickel Flats 2 permits; and Depot Square 5 permits.

Attachment B: Boulder Junction Parking Guiding Principles and Operating Policies

A similar ratio would be applied to the employee permits available once it is understood the number of employees per property: the Hyatt, Solana and the Depot initially; then the Commons and S'Park projects as they come on line.

Staff will track the utilization amongst the different groups to determine if overselling of permits is possible.

- In the initial, start-up phase, the operating policies are a beginning point to be evaluated, considered and modified as the situation changes and the access demand is better understood and tracked.