

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

1. Roll Call
2. Approval of September 14, 2015 Meeting Minutes
3. Public Participation
4. Police Update
5. Parks Update
6. BID Update
7. Update of the Comprehensive Plan (bouldervalleycompplan.net). – Jean Gatza and Courtland Hyser
8. AMPS Presentation and Recommendation
 - a. Satellite Parking Presentation – Fox Tuttle Hernandez
 - b. DMC recommendation for Council
9. Matters from Commissioners
10. Matters from Staff
 - a. Trinity Lutheran Partnership Update - Matthews
 - b. International Downtown Association Conference - Winter
11. Action Summary

Attachments

- Meeting Minutes – September 14, 2015
- Sales and Use Tax Revenue Report – July 2015
- Police Stats
- Downtown Boulder Open/Close List
- Boulder Valley Comprehensive Plan 2015 Update – Briefing on Foundational Work, Community Kick Off, Focused Topics, and Next Steps
- AMPS Study Session Memo

Upcoming Meetings/Topics

DMC Meeting November 2, 2015:

Lost Boulder/Downtown Parking Lots – Cameron

Downtown Development Projections Presentation: RRC and Fox Tuttle Hernandez

AMPS Study Session November 12, 2015

Commissioner Terms

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

DMC 2015/16 Priorities:

-AMPS and Downtown Parking
- Civic Area Plan
- Homelessness
- Civic Use Pad
- Development of the CAGID Asset Plan
- Council Use of DMC's Advisory Feedback

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

NAME OF BOARD/COMMISSION: **DOWNTOWN MANAGEMENT COMMISSION**

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

NAMES OF MEMBERS, STAFF, AND INVITED GUESTS PRESENT:

BOARD MEMBERS: CRABTREE, SHAPINS, DEANS, MILLSTONE (late arrival), FELDMAN

STAFF: WINTER, MARTIN, LANDRITH, JOBERT, MCELLOWNEY, SMITH

GUESTS: DAVE ADAMS

TYPE OF MEETING: **1777 West Conference Room** **September 14, 2015**

AGENDA ITEM 1 – Meeting/Roll Call: Called to order at 5:32 p.m.

AGENDA ITEM 2 – Approval of the August 3, 2015 Meeting Minutes: (see below)

AGENDA ITEM 3 – Public Participation: None

AGENDA ITEM 4 – Police Update: McEldowney said there wasn't much to report on the August stats and numbers are down slightly from last year for citations and arrest. There were more assaults and DUI arrests. Overtime officers on the muni campus have been cut back and will continue for three days a week. Increased patrols around the library will help supplement with the muni campus. The mall team is five and looking to increase it to 6 in 2016. Council has approved two additional officers for the homeless team in 2016. The hiring of additional officers was discussed. A Youth Academy started this summer and was very successful. A Cadet Academy is scheduled to start this fall with 16 – 21 year olds. Shapins asked if there was an advocacy program for the police and McEldowney responded that there had been one but it was discontinued this spring. Deans questioned the Task Force that had been working on the homeless issues. Winter replied that it is being addressed by Human Services. McEldowney said that crisis counselors are being used in a program called Edge and they have been very effective. Martin said that the Bridge House has expanded their Ready to Work program at a housing facility on Table Mesa and Moorhead. This is a housing facility with 46 beds, computers labs on site, in house mental health and addiction counselors. Deans asked how many Ready to Work people are working for the city. Martin replied with one crew of a supervisor and 4 to 5 crew members. This group is shared with Parking Services.

AGENDA ITEM 5 – Parks Update: Martin said there is a new park supervisor, Josh Benedict. Staff on the Mall has planted pots with mums. Octagon planter is being repaired. Winter activation of the Civic Area on 13th Street, with lights and activities, being planned. Shapins questioned fees for Band shell use. Martin said the concept is approved by council and know the fees have to change. Fee base for use of the Civic Area is being reviewed along with activation. September 26 is a Bee Boulder event. Contest at Shine for Honey based cocktails on September 27.

AGENDA ITEM 6 – BID Update: Adams said Band on the Bricks is all wrapped up, 8/19 is the Beer Festival and it's sold out; Fall Fest is this weekend, and 9/26 is Fashion Night in downtown Boulder. Marketing Fall Fest and Fashion Night Out, Pearl Street Stampede, and Small Business Saturday will start. The Boulder Arts Cinema will be held at the library - a weekend cinema showing first run movies and opens mid November. Deans mentioned the cinema is working with the Dairy. Currently, selected alleys are being power washed and working on holiday lighting.

AGENDA ITEM 7 – Public Hearing and Consideration of a Motion to Make a Recommendation to City Council of the Downtown and University Hill Management, Parking Services 2016 Budget – Jobert: Millstone met with Jobert on the budget. Jobert gave a synopsis of the budget process to the commission. Some increases to the budget included EcoPass cost increase, CIP request to refurbish 4 garage elevators, AMPS additional funds and Trinity upcoming financial increase/needs were discussed. A rate increase of 9% for the garages and 5% for the lots for long term rates proposed and part of the budget. The demand for parking downtown and biking was discussed. Millstone motioned to make a recommendation to City Council of the Downtown and University Hill Management, Parking Services budget. Shapins seconded the motion. Open Public Hearing, Closed Public Hearing. The motion passed unanimously 5 – 0.

AGENDA ITEM 8 - Matters from the Commissioners: Feldman said that he and Shapins have been working on a policy position paper regarding the loss of parking. Feldman continued that they believe there is a “war” on the car and the alternative modes of transportation are sufficient to meet the needs of access to downtown. There is a need to spend money on improving transit, buses and walk-ability and need to keep spending money on new parking. There is concern for major redevelopment of the Civic Center that will increase demand to the area and could reduce the total public supply by 400+ spaces or 17% of the total public supply. They are concerned with the lack of a plan and would like to convey their feelings to council and the public at large. Feldman queried the commissions on their support of this position paper. The policy statement is a ‘no net loss policy’, not saying to build 1500 spaces but if spaces are removed, make a budget to replace them. Shapins said that the new plan is to have bookend parking on both ends. Deans moved to approve the Position Paper: No Net Loss of Downtown Parking Supply from the Downtown Management Commission to use a vehicle to inform others in the community, including city council, about the commission’s position on parking. Crabtree said he would like to get Molly Winter’s input, Planning Board’s input along with City Manager Jane Brautigam and city staff. Action and implementation strategy has not been done. Millstone seconded the motion. All commissioners approved and the motion passed 5 – 0.

Deans said that Winter and staff will need to vet the numbers. Next, there is a need to decide who else needs to see this paper. A schedule of when and how to get it out is necessary. Feldman asked if the public needs contact for input. Feldman asked Winter if parking were to be included in the Civic Area Plan, is there a place to put it? Matthews replied that it needs to be a structure both above and below grade, Matthews would not recommend surface parking lots and it would need to be a shared facility. The surface parking around the library was discussed and its hazards with the flood plain. Winter said that the bookends concept will drive the parking demand along with what facilities will be constructed said staff needs a clear policy on how to move forward. Feldman would like to add the wait list of the general public of 1500 to the Position Paper.

AGENDA ITEM 9 – Matters from the Staff: Winter introduced Lisa Smith, new Communications Specialist, who will work on the Parking Infographic. Winter continued that the Civic Use Pad is moving forward, the Letter of Intent with the St. Julien has passed, and Porcelli has been queried for key issues needing resolution. Eric Ameigh will be the project manager for the Civic Use Pad. Winter mentioned the AMPS Joint Board meeting on 9/21 focusing on policy issues for the TDM Tool Kit and parking regulations for new development. Parking pricing will be previewed and parking rate increases planned. Different ways to address short term parking through pricing will be discussed. Parking fines at meters will be strategized. TAB, Planning and EAB will be present. Winter mentioned the memo regarding department reorganization to provide better service to the community. There will be a name change to the Department of Community Vitality. Shapins said it is a great move, more direct and purposeful.

Action Summary:

Downtown Design Guideline Update: Shapins said the guidelines are outdated, have had two great meetings and should represent the intentions of Downtown.

Staff working on Car Share policy.

Check on latest copy of the cultural plan for an action item - Deans said the cultural plan would be ready at this time.

Meeting adjourned at 7:30 pm.

ACTION ITEMS:

MOTION: Shapins motioned to approve the August 3, 2015 meeting minutes. Crabtree seconded the motion. All commissioners were in favor and the motion was approved 4-0 (Millstone absent).

MOTION: Millstone motioned to make a recommendation to City Council of the Downtown and University Hill Management, Parking Services budget. Shapins seconded the motion. Public Hearing opened. Public Hearing. The motion passed unanimously 5 – 0.

MOTION: Deans moved to approve the Position Paper: No Net Loss of Downtown Parking Supply from the Downtown Management Commission to use a vehicle to inform others in the community, including city council, about the commission’s position on parking. Millstone seconded the motion. All commissioners approved and the motion passed 5 – 0.

October 5, 2015

Council Chambers

Regular Meeting

APPROVED BY:

DOWNTOWN MANAGEMENT COMMISSION

Attest:

Ruth Weiss, Secretary

Sue Deans, Chair

City of Boulder

Sales & Use Tax Revenue Report

July, 2015

Issued September 8, 2015

This report provides information and analysis related to 2015 Year-to-Date (YTD) sales and use tax collections. Results are for actual sales activity through the month of July, the tax on which is received by the city in the subsequent month. For clarification of any information in this report, please contact Patrick Brown, Revenue & Licensing Officer, at (303) 441-3921 or brownp@bouldercolorado.gov.

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

REVENUE COMPARISONS TO COMPARABLE PERIOD IN PRIOR YEAR

As reflected in Table 1, "normalized" Sales and Use Tax has increased from the comparable 2014 base by 4.40%.

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

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	5.85%	78.08%
Business/Consumer Use Tax	(14.47%)	9.42%
Construction Use Tax	16.70%	9.64%
Motor Vehicle Use Tax	4.34%	2.86%
Total Sales & Use Tax	4.40%	100.00%

Any time a new commodity (such as recreational marijuana) becomes taxable, it generates additional revenue and increases the revenue "base," but the percentage increase in revenue may distort perception of the strength of the underlying economy. For that reason, Table 2 is presented to illustrate "normalized" sales and use tax revenue excluding revenue from the sale of recreational marijuana.

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

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	4.78%	77.69%
Business/Consumer Use Tax	(14.59%)	9.57%
Construction Use Tax	16.70%	9.81%
Motor Vehicle Use Tax	4.34%	2.92%
Total Sales & Use Tax	3.56%	100.00%

COMMUNITY CULTURE AND FACILITIES TAX

For July 2015 YTD, the newly enacted Community Culture and Facilities Tax (an additional 0.30%, effective for 3 years beginning January 1, 2015) has generated \$5,602,959. This tax is dedicated to fund a variety of projects in the Civic area along the Boulder Creek Path and on University Hill as well as improvements for several culturally oriented projects. It will also fund pedestrian safety lighting improvements along Baseline Road at the entrance to Chautauqua Park.

DETAILED ANALYSIS OF MAJOR CATEGORIES

The following monthly information is provided to identify trends in the various retail categories. While this information is useful, it is important to remember that relatively small aberrations (like the timing of remittances by certain vendors) can make relatively large monthly variances.

Retail Sales Tax – July YTD retail sales tax revenue was up 5.85% from that received in 2014. It is important to note that any significant sales of recreational marijuana did not begin until the second quarter of 2014. Therefore, comparisons are not "apples to apples" for the first quarter.

Jan	Feb	Mar	Apr	May	Jun	Jul
6.50%	9.40%	8.54%	4.87%	2.81%	3.00%	6.41%

Food Stores - YTD retail sales tax revenue for food stores was up 9.25% from that received in 2014. This large increase is primarily due to companies who file thirteen four-week periods instead of reporting monthly. Companies who file thirteen four-week periods do so because of reporting purposes. Each reporting period has the same number of days in the period. Since the city reports monthly, there is one month out of the year where our report contains two filing periods.

Jan	Feb	Mar	Apr	May	Jun	Jul
46.51%	8.69%	2.00%	1.77%	0.70%	8.22%	3.74%

Sales at **Eating Places** are both an important revenue source (Eating Places comprise approximately 12.00% of sales/use tax) and are often an indicator of the health of the economy in the city. This discretionary category is often correlated with disposable income and consumer confidence. Total July YTD retail tax at Eating Places is up by 7.14%.

Jan	Feb	Mar	Apr	May	Jun	Jul
4.82%	10.46%	6.98%	4.87%	11.00%	0.98%	10.84%

Apparel Stores - YTD retail sales were up by 7.16%. The significant increase in April is due to multiple circumstances. Timing was an issue with one large vendor who did not remit in April of 2014. Multiple other vendors also improved their performance during the month

Jan	Feb	Mar	Apr	May	Jun	Jul
(29.55%)	15.03%	(1.28%)	53.97%	2.21%	16.20%	(3.11%)

General Retail sales are up by 4.75% YTD.

Jan	Feb	Mar	Apr	May	Jun	Jul
1.97%	3.75%	3.02%	4.94%	8.42%	5.55%	5.39%

Public Utilities (primarily retail sales tax on natural gas and electricity) are down by 6.44% YTD. Tax on Public Utilities comprises approximately 4.50% of total sales and use tax revenue. Even if rates increase, the direction for this category may be uncertain if conservation strategies are successful and businesses significantly cut their energy use. According to a 2006 study by the City of Boulder, commercial and industrial sector energy use makes up 83% of Boulder's energy use.

TOTAL MARIJUANA REVENUE

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

The sale of medical marijuana generates:

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

The sale of recreational marijuana generates:

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

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

Total July YTD Marijuana Related Revenue			
Medical marijuana:			
3.86% Sales/Use Tax	\$629,723		
Sub-total Medical marijuana revenue		\$629,723	
Recreational marijuana			
3.86% Base Sales/Use Tax	682,749		
3.50% Additional Sales/Use Tax	618,964		
5.00% Excise Tax	579,995		
State Share-back	232,938		
Sub-total Recreational Marijuana revenue		\$2,114,646	
TOTAL MARIJUANA RELATED REVENUE			\$2,744,369

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

Total July YTD "Incremental" Recreational Marijuana Related Revenue		
3.50% Additional Sales/Use Tax	\$682,747	
5.00% Excise Tax	618,964	
State "Share-back"	232,938	
TOTAL "INCREMENTAL" RECREATIONAL MARIJUANA REVENUE		\$1,534,649

Medical Marijuana Retail Sales Tax

Total July YTD sales/use tax revenue collected in this category is down by 7.40% from the same period in 2014. The percentage change by month is presented below.

Jan	Feb	Mar	Apr	May	Jun	Jul
26.96%	(7.57%)	(9.21%)	(1.96%)	(16.06%)	(16.23%)	(26.71%)

Recreational Marijuana Retail Sales Tax

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

Jan	Feb	Mar	Apr	May	Jun	Jul
na	na	82.89%	60.56%	42.84%	38.64%	49.71%

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

TABLE 3

2015 YTD RETAIL SALES TAX (% Change in Comparable YTD Collections)	
<p>STRENGTHS:</p> <ul style="list-style-type: none"> ▪ Food Stores up by 9.25% (January had two returns for each store by a 13 period filing taxpayer) ▪ Eating Places up by 7.14% ▪ Apparel Stores up by 7.16% ▪ Home Furnishings up by 3.11% ▪ General Retail up by 4.75% ▪ Automotive Trade up by 0.43% ▪ Building Material - Retail up by 1.87% ▪ Computer Related Business up by 19.94% ▪ All Other up by 6.97% ▪ Recreational Marijuana up by 87.19% ▪ Downtown up by 9.64% ▪ UHGID (the "hill") up by 0.08% ▪ N. 28th St Commercial up by 15.49% ▪ University of Colorado up by 2.49% ▪ Basemar up by 3.96% ▪ BVRC (excl 29th St) up by 3.97% ▪ Twenty-Ninth St up by 3.98% ▪ The Meadows up by 13.29% ▪ All Other Boulder up by 7.27% ▪ Out of State up by 2.11% ▪ Metro Denver up by 18.52% ▪ Pearl Street Mall up by 18.57% ▪ Gunbarrel Commercial up by 18.52% ▪ Boulder Industrial up by 10.16% 	<p>WEAKNESSES:</p> <ul style="list-style-type: none"> ▪ Transportation/Utilities down by 4.96% ▪ Medical Marijuana down by 7.40% ▪ Consumer Electronics down by 8.41% ▪ Table Mesa down by 1.04% ▪ Public Utilities down by 6.44%

2015 USE TAX (% Change in YTD Comparable Collections)	
<p>STRENGTHS:</p> <ul style="list-style-type: none"> ▪ Construction Use Tax up by 16.70% (when adjusted to exclude dedicated Boulder Junction tax in both years, up by 22.51%) ▪ Motor Vehicle Use Tax up by 4.34% 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> ▪ Business Use Tax down by 14.47%

BUSINESS USE TAX

July YTD Business Use Tax is down by 14.47%. This tax category can be very volatile as it is associated primarily with the amount and timing of purchase of capital assets by businesses in the city and the amount and timing of audit revenue.

MOTOR VEHICLE USE TAX

July YTD Motor Vehicle Use Tax is up by 4.34%, this tax category applies to the purchase of vehicles registered in the city. As individuals and businesses became more confident about jobs and the economy, they have replaced their vehicles and thus reduced the average age of their fleet. 2014 was a strong year for motor vehicle sales, but the change reversed in late 2014 and early in 2015 as the average age of the total vehicle fleet in the city declined and the comparative numbers from the prior year became more difficult to meet or exceed. Both November and December 2014 results were negative (down 17.88% and 12.16% respectively when compared to the very strong sales in the comparative months of 2013) and comparative results continued to be negative through May of 2015. Comparative revenue in this category began to increase again in June 2015 and has continued this increase into July. If the economy remains strong, we may see revenue in this category flatten or even increase for the total year.

CONSTRUCTION USE TAX

Construction Use Tax is up by 16.70% YTD. This is a very volatile tax category as it depends upon the number and timing of construction projects in any given period. Revenue in this category assumes "base" number of projects will continue indefinitely, plus revenue from large projects in the "pipeline" (based upon a review of information from the City Planning Department and the CU Capital Improvement Plan). Even when we know projects are pending, the timing of payment of Construction Use Tax can occur in the prior or subsequent year to the planned construction date. We are currently in a strong period for large project construction in the City but know that this level of activity cannot continue forever. Therefore, it is important that we not commit to ongoing operating expenses from this revenue source, as it will eventually decline.

ACCOMMODATION TAX

July Accommodation Tax revenue is up by 10.95% from the same period in 2014. The hotel industry in Boulder is in a state of flux. It is uncertain when new properties in the pipeline will open. Some upward adjustment in room and occupancy rates has occurred during the transition when the total number of rooms available in the City was down slightly. Some of the changes follow:

- America Best Value – closed March 2014 (to be converted to student housing)
- Golden Buff – closed December 2013 (to be redeveloped into two hotels)
- Boulder Outlook – closed November 2014
- Hyatt Place Depot Square – opened in April 2015
- Other Planned Properties – in concept or site review

ADMISSIONS TAX

Year-to-date 2015 Admission Tax revenue is up by 14.05% from the same period in 2014. Admissions Tax collections are dependent on the number of taxable productions and events held in the City and the level of attendance at such events.

TRASH TAX

July YTD Trash Tax receipts are up by 0.97%. On-going Trash Tax remittances are due on a quarterly basis. Variances also occur when smaller trash collection companies work levels vary, due primarily to pickups related to larger construction projects.

REVIEW OF VARIOUS ECONOMIC DATA & PREDICTIONS FOR THE FUTURE

Because of slower than projected growth in the first half of 2015, the *National Retail Federation* has revised its 2015 forecast:

The NRF has issued a revised retail sales tax forecast for 2015, lowering its anticipated figures due to unexpected slow growth during the first half of the year. The original NRF forecast in

February predicted a 4.1 percent growth in retail sales over 2014, but the new revision lowers the forecast to 3.5%.

A U.S. Department of Commerce report on June sales noted that sales were down. Excluding autos, gas, building materials and restaurants, core retail sales fell 0.1 percent in June after an increase of 0.7 percent in May. The report precipitated the NRF revision. NRF calculations found that sales during the first six months of 2015 saw 2.9 percent growth, with an anticipated increase at a more positive pace of 3.7 percent over the next five months.

Following a sharp decline in July, The *Conference Board Consumer Confidence Index*® rebounded in August:

The Conference Board *Consumer Confidence Index*®, which had declined in July, rebounded in August. This survey was conducted before the recent stock market volatility. The Index registered 101.5 (1985=100), up from 91.0 in July. The Present Situation Index increased from 104.0 last month to 115.1 in August, while the Expectations Index improved to 92.5 from 82.3 in July.

“Consumer confidence rebounded in August, following a sharp decline in July,” said Lynn Franco, Director of Economic Indicators at The Conference Board. “Consumers’ assessment of current conditions was considerably more upbeat, primarily due to a more favorable appraisal of the labor market. The uncertainty expressed last month about the short-term outlook has dissipated and consumers are once again feeling optimistic about the near future. Income expectations, however, were little improved.”

The *University of Michigan Consumer Sentiment Index* declined in late August:

The Sentiment Index was 91.9 August, down from 93.1 in July. Consumer confidence declined in late August mainly due to the recent volatility in stock prices. The overall decline was quite small, occurring very late in the month, as well as being offset by still quite favorable job and income prospects. To be sure, when data become available in mid September, much more will be known about consumers' reactions to the volatile stock market. Overall, the data suggest that real personal consumption expenditures will expand by a still healthy 2.9% in 2015, with the pace of growth rising to 3.0% in 2016. Needless to say, consumer sentiment must be carefully monitored in the months ahead.

Accompanying the index result was the following commentary from Richard Curtin, Chief Economist: "How will consumers react to volatile stock prices? The Black Mondays of October 17, 1987 and August 24, 2015 represent two episodes when the stock market declined mainly due to reasons other than the domestic economy. Prior to each stock decline, the Sentiment Index was very positive, but immediately following, it fell by about 10%. Consumers quickly dismissed the 1987 episode since it didn't involve their jobs or incomes, and today's consumers hold similar favorable views about their job and income prospects. While this preliminary reading must be confirmed by additional data, there is every reason to expect continued growth."

According to the *Denver Business Journal*, August retail sales were hampered by lower back-to-school shopping:

The number of retailers reporting same-store sales has declined significantly over the past several years, but the reported numbers do provide a kind of interim report on quarterly performance at the country's retail stores.

While consumers were out in force purchasing new vehicles at a 17.7 million (seasonally adjusted annual rate) at levels not seen since prior to the Great Recession, traffic at the nation's retailers during the key Back-to-School shopping season was not quite as robust. ...Value conscious

American consumers came out in decent numbers. Back-to-School shopping surveys including the National Retail Federation survey found that consumers were going to spend less this year on B2S and this may have very well come to fruition as mall traffic looked sluggish throughout the month but did pick up in the latter half of August.

As reported in the *Denver Business Journal*, the U.S. Federal Reserve System is out with its latest "Beige Book" economic survey for Colorado and nearby states, charting winners and losers in the regional economy over the last several weeks.

Overall, the survey of business leaders says the multistage region's economy continued to rise modestly in July and early August, with mixed conditions across sectors." Among the winners: Consumer spending, tech, transportation and real estate. Sectors not doing so well: Manufacturing, energy and agriculture. The Fed's latest survey, issued today, spans the six-week period that ended Aug. 24.

Summary

Economic activity in the Tenth District continued to rise modestly in July and early August, with mixed conditions across sectors. Consumer spending continued to grow at a moderate pace as retail, restaurant, and auto sales increased and District tourism activity was flat. Manufacturing activity continued to decline primarily due to weakness in food, beverage, plastics, and metal production, but expectations remained modestly positive. Professional, high-tech, and transportation firms reported moderately higher sales compared to a year ago and expected further gains over the coming months. Real estate activity across the Tenth District continued to increase at a modest pace, but residential real estate contacts expected the pace of expansion to slow over the coming months. Banking contacts reported stable loan demand, loan quality and credit standards as well as a slight increase in deposit levels. Energy activity remained weak as oil prices fell to six-year lows. District farm income remained subdued, agricultural credit conditions weakened, and crop prices dropped sharply as a strong fall harvest was expected. Prices were mixed across sectors in the District, and wage growth slowed despite some reported labor shortages.

Consumer Spending

Consumer spending activity rose at a moderate pace, with further growth expected in the months ahead. Retail sales increased moderately from the previous survey period and remained higher than year-ago levels. Several retailers noted an increase in sales for lumber, upholstery, and summer-related products, while sales of higher-end products were weak. Expectations for future retail sales remained strong, and inventory levels were expected to rise moderately. Auto sales increased moderately and were slightly above year-ago levels, with sales expected to climb higher in the months ahead. Dealer contacts noted increased sales of larger vehicles such as trucks and SUVs, and slower sales for small and hybrid cars. Auto inventories fell modestly, although most contacts expected levels to rebound in the next six months. Restaurant sales remained solid and were moderately higher than year-ago levels, with a slight increase in activity expected over the coming months. District tourism activity was roughly flat since the previous survey, but contacts expected activity to fall moderately in the months ahead.

***BizWest* reported that the Region's unemployment rates took a healthy dip in July:**

Unemployment rates dipped across the four-county region in July, with Boulder and Weld counties each seeing theirs decline by half a percentage point from June. The drops came as the state of Colorado as a whole saw its rate decline one-tenth of a percentage point to 4.3 percent. Boulder County's rate dropped to 3.3 percent, down from 3.8 percent in June and down from 4.2 percent from July 2014. There, 168,835 people were employed, with 5,846 looking for work.

Although retail sales taxes are collected and remitted on some retail purchases (primarily those with brick and mortar stores in the City or State), many go untaxed. Therefore, it important to follow trends in this sales category. IBM's annual *Online Retail Readiness Report* published in April of 2015, based upon a Forrester Research Study includes the following:

The e-commerce industry is steadily growing, faster than expected. A previous report from 2010 didn't expect the industry to top \$300 billion until 2017. By the end of this year, the industry is projected to reach nearly \$334 billion in consumer spend.

As e-commerce grows overall, holiday spending is increasing as well, though at a slower rate. A study by the National Retail Federation shows that shoppers spent more both in store and online during the 2014 holiday season (which includes November and December sales). Overall online spend amounts to just one-sixth of in-store spend, but it's increasing faster year-over-year. Online sales grew 6.8 percent over 2013, while in-store sales grew 4 percent over 2014.

Mobile shopping is on the rise. ...retailers are using the promotional techniques they use during the main holiday season during smaller holidays around the year, like Father's Day. We're seeing that holiday shopping retailers are investing in mobile websites and applications. We're also seeing retailers looking to find ways to bring the best of online shopping into stores. Mobile devices are the remote control of our lives, and retailers need to leverage that.

According to the 3rd Quarter 2015 Leeds *Business Confidence Index* published by the University of Colorado's Leeds School of Business, expectations are tempered ahead of Q3:

The panel of business leaders surveyed notched expectations downward ahead of Q3 2015, marking the largest decrease in confidence since Q2 2013. The index remains in positive territory (above 50) for all individual metrics of the index. The greatest optimism was in the state economy, which was also the source of the greatest decline in expectations compared to a year ago. Expectations for the national economy took the largest step back compared to a quarter ago coming on the heels of weak first-quarter real GDP growth. Hiring expectations recorded the second-largest quarterly reduction.

The Leeds Business Confidence Index, which captures Colorado business leaders' expectations for the national economy, state economy, industry sales, profits, hiring plans, and capital expenditures is at 58.3 for Q3 2015 compared to 61.7 ahead of Q2 2015. The LCBI is down 2.9 points from one year ago and 3.4 points from last quarter.

Excerpts from the latest publication of *Focus Colorado: Economic and Revenue Forecast*, from the Colorado Legislative Council Staff, follow:

The economy is strong. Colorado's expansion grew out of a recovery into a mid-cycle expansion nearing full employment in 2014. Low oil prices are expected to slow the pace of Colorado's expansion in 2015. The expansion and inflationary pressure will be moderated over the forecast period by tightening monetary policy.

The biggest risk to expectations for Colorado's economy is the trajectory of oil prices and its impact on employment and income growth in Denver and the northern Front Range. Cutbacks in the oil industry are expected to be a moderating influence in employment, wages, and income gains in the Denver metropolitan area and the northern front range.

Total Net Sales/Use Tax Receipts by Tax Category	JULY YTD Actual			
	2014	2015	% Change	% of Total
Sales Tax	49,044,726	56,287,932	5.85%	78.08%
Business Use Tax	7,323,388	6,791,170	-14.47%	9.42%
Construction Sales/Use Tax	5,490,808	6,947,863	16.70%	9.64%
Motor Vehicle Use Tax	1,824,733	2,064,437	4.34%	2.86%
Total Sales and Use Tax	63,683,655	72,091,403	4.40%	100.00%

Total Net Sales/Use Tax Receipts by Industry Type	JULY YTD Actual			
	2014	2015	%Change	% of Total
Food Stores	8,009,387	9,399,325	8.23%	13.04%
Eating Places	8,131,666	9,460,882	7.30%	13.12%
Apparel Stores	2,141,305	2,486,827	7.11%	3.45%
Home Furnishings	1,544,290	1,724,422	2.99%	2.39%
General Retail	12,406,957	13,870,606	3.11%	19.24%
Transportation/Utilities	4,949,683	5,128,990	-4.43%	7.11%
Automotive Trade	4,467,333	4,932,143	1.82%	6.84%
Building Material-Retail	2,245,918	2,483,108	1.97%	3.44%
Construction Firms Sales/Use Tax	5,029,663	6,503,386	19.25%	9.02%
Consumer Electronics	1,336,170	1,375,054	-5.09%	1.91%
Computer Related Business Sector	3,860,740	4,240,187	1.29%	5.88%
Rec Marijuana	639,471	1,301,711	87.74%	1.81%
Medical Marijuana	606,691	629,723	-4.27%	0.87%
All Other	8,314,381	8,555,038	-5.10%	11.87%
Total Sales and Use Tax	63,683,655	72,091,403	4.40%	100.00%

Total Net Sales/Use Tax Receipts by Geographic Area	JULY YTD Actual			
	2014	2015	% Change	% of Total
North Broadway	763,465	878,625	6.14%	1.22%
Downtown	4,431,925	5,580,607	16.13%	7.74%
Downtown Extension	411,386	453,609	1.69%	0.63%
UHGID (the "hill")	658,368	712,902	-0.13%	0.99%
East Downtown	527,694	485,098	-15.22%	0.67%
N. 28th St. Commercial	2,842,340	3,582,913	16.26%	4.97%
N. Broadway Annex	258,718	284,078	1.27%	0.39%
University of Colorado	608,830	538,893	-18.37%	0.75%
Basemar	1,705,702	1,869,842	1.10%	2.59%
BVRC-Boulder Valley Regional Center	12,463,406	14,077,362	4.17%	19.53%
29th Street	4,515,654	5,074,789	3.65%	7.04%
Table Mesa	1,496,880	1,597,550	-1.57%	2.22%
The Meadows	585,011	672,946	6.09%	0.93%
All Other Boulder	4,023,234	5,360,153	22.88%	7.44%
Boulder County	675,412	746,461	1.93%	1.04%
Metro Denver	1,918,426	4,491,265	115.92%	6.23%
Colorado All Other	209,063	363,928	60.55%	0.50%
Out of State	6,201,153	6,073,456	-9.67%	8.42%
Airport	22,024	29,466	23.39%	0.04%
Gunbarrel Industrial	5,067,608	3,906,016	-28.91%	5.42%
Gunbarrel Commercial	672,649	832,357	14.13%	1.15%
Pearl Street Mall	1,727,955	2,220,644	18.52%	3.08%
Boulder Industrial	6,058,293	6,836,161	4.07%	9.48%
Unlicensed Receipts	955,758	290,735	-71.94%	0.40%
County Clerk	1,824,733	2,064,437	4.34%	2.86%
Public Utilities	3,057,970	3,067,110	-7.50%	4.25%
Total Sales and Use Tax	63,683,655	72,091,403	4.40%	100.00%

Miscellaneous Tax Statistics	JULY YTD Actual		
	2014	2015	% Change in Taxable
Total Food Service Tax	356,497	376,467	5.60%
Accommodations Tax	3,331,306	3,696,212	10.95%
Admissions Tax	311,041	354,730	14.05%
Trash Tax	910,767	919,618	0.97%
Disposable Bag Fee	132,645	128,316	-3.26%
Rec Marijuana Excise Tax	157,512	579,995	268.22%

USE TAX BY CATEGORY

USE << SALES

SALES TAX BY CATEGORY

JULY YTD Actual			Standard Industrial Code	JULY YTD Actual		
2014	2015	% Change		2014	2015	% Change
123,967	58,374	-56.57%	Food Stores	7,885,420	9,340,952	9.25%
101,110	131,639	20.08%	Eating Places	8,030,555	9,329,243	7.14%
8,112	8,321	-5.40%	Apparel Stores	2,133,193	2,478,506	7.16%
14,746	14,444	-9.66%	Home Furnishings	1,529,544	1,709,979	3.11%
1,780,870	1,801,899	-6.68%	General Retail	10,626,087	12,068,706	4.75%
246,610	282,753	5.74%	Transportation/Utilities	4,703,074	4,846,237	-4.96%
1,876,428	2,110,818	3.75%	Automotive Trade	2,590,905	2,821,325	0.43%
11,045	14,552	21.51%	Building Material-Retail	2,234,873	2,468,556	1.87%
4,826,890	6,246,597	19.35%	Construction Sales/ Use Tax	202,773	256,788	16.80%
23,958	71,922	176.87%	Consumer Electronics	1,312,212	1,303,132	-8.41%
2,706,129	2,738,587	-6.67%	Computer Related Business	1,154,611	1,501,600	19.94%
4,602	13,184	164.22%	Rec Marijuana	634,869	1,288,527	87.19%
14,244	34,888	125.90%	Medical Marijuana	592,447	594,835	-7.40%
2,900,217	2,275,492	-27.64%	All Other	5,414,165	6,279,546	6.97%
14,638,928	15,803,470	-0.44%	Total Sales and Use Tax	49,044,726	56,287,932	5.85%

USE TAX BY CATEGORY

SALES TAX BY CATEGORY

JULY YTD Actual			Geographic Code	JULY YTD Actual		
2014	2015	% Change		2014	2015	% Change
49,303	65,846	23.17%	North Broadway	714,162	812,778	4.96%
697,033	1,140,446	50.90%	Downtown	3,734,892	4,440,161	9.64%
45,030	-590	-101.21%	Downtown Extension	366,356	454,199	14.34%
27,777	28,644	-4.89%	UHGD (the "hill")	630,591	684,258	0.08%
135,213	52,314	-64.32%	East Downtown	392,480	432,783	1.70%
47,871	83,520	60.91%	N. 28th St. Commercial	2,794,468	3,499,392	15.49%
4,215	5,606	22.66%	N. Broadway Annex	254,503	278,473	0.91%
125,386	1,653	-98.78%	University of Colorado	483,444	537,240	2.49%
550,656	567,894	-4.88%	Basemar	1,155,046	1,301,948	3.96%
314,645	382,510	12.12%	BVRC	12,148,761	13,694,852	3.97%
51,441	41,746	-25.15%	29th Street	4,464,213	5,033,043	3.98%
23,141	16,310	-35.00%	Table Mesa	1,473,739	1,581,239	-1.04%
66,402	35,877	-50.17%	The Meadows	518,610	637,069	13.29%
1,944,345	2,942,285	39.56%	All Other Boulder	2,078,889	2,417,868	7.27%
122,986	166,878	25.14%	Boulder County	552,426	579,583	-3.24%
320,531	2,437,785	601.44%	Metro Denver	1,597,895	2,053,480	18.52%
69,969	53,207	-29.87%	Colorado All Other	139,094	310,720	106.03%
843,828	142,267	-84.45%	Out of State	5,357,325	5,931,189	2.11%
8,362	5,949	-34.39%	Airport	13,662	23,517	58.76%
4,371,866	3,208,872	-32.31%	Gunbarrel Industrial	695,742	697,144	-7.59%
27,815	3,713	-87.69%	Gunbarrel Commercial	644,834	828,644	18.52%
26,949	33,869	15.91%	Pearl Street Mall	1,701,006	2,186,775	18.57%
2,175,870	2,198,708	-6.80%	Boulder Industrial	3,882,423	4,637,453	10.16%
667,752	61,603	-91.49%	Unlicensed Receipts	288,006	229,132	-26.63%
1,824,733	2,064,437	4.34%	County Clerk	0	0	#DIV/0!
95,811	62,120	-40.20%	Public Utilities	2,962,159	3,004,990	-6.44%
14,638,928	15,803,470	-0.44%	Total Sales and Use Tax	49,044,726	56,287,932	5.85%

Tax by Mo & Category

TOTAL CITY SALES AND USE TAX COLLECTIONS

REVENUE CATEGORY	YEAR	JAN.	FEB.	MAR.	APR.	MAY.	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	TOTAL	% Change in Taxable Sales
RETAIL SALES TAX															
Rate 3.41%	2008	5,197,400	5,105,109	6,005,946	5,331,447	5,488,450	6,572,335	5,508,796	6,258,640	6,620,535	5,382,779	5,253,155	7,443,455	70,170,045	0.04%
	2009	4,919,570	4,659,632	5,850,038	5,077,648	5,131,444	5,206,770	5,790,533	6,093,314	5,170,325	6,735,769	7,814,230	8,414,157	66,877,613	-4.69%
	2010	4,578,034	5,386,190	6,195,697	5,320,225	5,470,585	6,895,283	5,522,076	5,943,315	6,855,985	5,652,938	5,240,211	8,414,157	71,473,106	6.87%
	2011	5,394,367	5,132,437	6,692,597	5,630,200	5,708,608	7,016,826	5,960,953	6,531,707	7,286,644	5,763,805	5,830,545	8,390,145	74,960,833	4.88%
	2012	5,363,541	5,129,096	6,754,740	5,599,150	5,998,770	7,303,270	5,551,489	7,062,958	7,502,227	6,188,194	5,693,025	9,604,529	77,741,989	3.71%
	2013	5,557,163	5,824,808	7,171,949	5,707,649	6,197,302	7,968,604	6,161,076	6,944,797	7,500,133	6,591,707	5,934,326	9,925,508	81,485,022	4.81%
	2014	5,965,991	6,438,048	7,706,036	6,619,759	6,990,628	8,303,288	7,020,977	7,893,039	8,564,506	7,452,664	7,031,634	9,966,741	89,973,310	5.76%
	2015	6,889,039	7,636,464	9,068,947	7,527,277	7,792,804	9,273,066	8,100,335	8,441,000	9,100,000	8,100,000	8,100,000	8,100,000	56,287,933	-42.30%
Change from prior year (Month)		6.50%	9.40%	8.54%	4.87%	2.81%	3.00%	6.41%	-10.00%	-10.00%	-10.00%	-10.00%	-10.00%		
Change from prior year (YTD)		6.50%	8.00%	8.21%	7.38%	6.43%	5.76%	5.65%	-8.82%	-20.77%	-28.86%	-35.11%	-42.30%		

CONSUMER USE TAX															
(includes Motor Vehicle)	2008	818,034	991,472	1,109,160	669,214	736,901	1,067,769	732,334	596,399	899,934	989,683	599,876	1,253,267	10,464,043	-6.53%
Rate 3.41%	2009	909,558	657,250	1,062,587	997,891	531,724	790,819	858,325	1,298,767	989,089	741,578	698,452	1,600,457	11,137,497	6.44%
	2010	687,502	778,796	913,223	701,931	662,382	945,800	620,328	633,593	909,315	752,143	618,493	1,386,131	9,589,636	-13.90%
	2011	1,247,135	650,595	1,034,670	727,395	850,561	1,166,185	958,724	771,357	1,044,032	703,092	903,665	1,410,793	11,468,205	19.59%
	2012	763,425	768,580	859,971	976,451	1,212,011	1,033,899	729,829	940,127	957,894	1,417,818	737,310	1,469,940	11,867,314	3.48%
	2013	1,132,015	762,369	979,120	866,143	1,111,993	963,938	835,063	768,003	1,338,726	1,121,736	807,130	1,522,486	12,008,722	1.19%
	2014	924,895	901,234	1,328,607	1,727,996	666,706	2,541,847	1,056,846	1,297,348	1,409,960	1,012,343	1,011,907	1,429,435	15,309,114	22.11%
	2015	1,274,337	1,134,561	1,713,016	965,772	1,127,357	1,638,029	1,002,535	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	8,855,608	-46.65%
Change from prior year (Month)		27.07%	16.11%	18.91%	-48.45%	55.95%	-40.57%	-12.51%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		27.07%	21.66%	20.50%	-3.90%	3.29%	-10.49%	-10.72%	-21.81%	-31.11%	-36.53%	-41.16%	-46.65%		

CONSTRUCTION USE TAX															
Rate 3.41%	2008	330,080	347,219	748,549	454,797	327,855	241,649	100,759	442,652	347,954	217,865	107,831	381,753	4,048,982	-13.02%
	2009	944,905	111,907	425,028	776,511	279,761	995,132	721,209	676,301	235,485	223,169	591,970	1,467,798	7,449,176	83.98%
	2010	591,599	242,591	245,629	362,619	226,230	1,921,675	1,075,078	467,423	245,361	234,021	406,868	531,670	6,550,964	-12.06%
	2011	622,872	281,210	274,661	240,970	2,150,036	352,336	352,846	465,211	478,988	314,958	177,137	471,157	6,172,383	-5.78%
	2012	385,392	1,697,323	315,656	503,719	342,448	375,499	595,334	214,896	422,866	473,523	798,552	371,254	6,497,662	5.27%
	2013	732,539	941,380	298,613	577,351	386,959	728,141	845,123	1,182,131	1,196,147	876,749	622,491	1,511,632	9,879,257	52.04%
	2014	716,118	1,110,714	600,580	430,524	571,269	1,688,472	373,129	379,130	713,014	908,032	325,754	1,557,635	9,374,372	-9.11%
	2015	387,123	680,064	2,527,741	776,513	1,008,019	985,050	583,353	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	6,947,863	-31.64%
Change from prior year (Month)		-50.14%	-43.53%	288.17%	66.35%	62.74%	-46.19%	44.19%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		-50.14%	-46.12%	36.59%	41.07%	44.68%	14.70%	16.70%	9.16%	-2.66%	-14.46%	-18.02%	-31.64%		

TOTAL FOR MONTH & CHANGE FROM PREVIOUS YEAR (MONTH & YTD)	2008	2009	2010	2011	2012	2013	2014	2015	% Change (month)	% Change (YTD)				
Rate 3.56%	6,345,513	6,443,800	7,863,654	6,455,459	6,553,206	7,891,753	6,341,889	7,297,691	7,868,423	6,590,347	5,962,862	9,078,475	84,663,070	0.92%
Rate 3.41%	6,774,033	5,428,789	7,337,653	6,852,049	5,942,829	8,214,294	6,786,304	7,766,601	7,317,887	6,135,072	6,025,191	10,882,485	85,464,286	2.51%
	5,855,134	6,407,577	7,355,749	6,384,774	6,359,207	9,762,758	7,217,482	7,044,332	8,010,061	6,633,102	6,265,572	10,311,957	87,613,706	5.69%
	7,264,374	6,064,242	8,001,928	6,598,565	8,709,205	8,935,347	6,892,523	7,756,275	8,809,664	6,783,855	6,911,348	10,272,096	92,601,421	3.79%
	6,512,359	7,594,999	7,930,567	7,079,320	7,543,289	8,713,668	8,676,652	8,217,981	8,882,987	7,229,887	7,229,887	11,445,723	96,106,966	7.56%
	7,421,717	7,528,557	8,449,682	7,151,142	7,476,254	9,660,683	7,841,262	8,894,931	10,035,006	8,590,192	7,363,947	12,959,626	103,373,001	6.24%
	7,607,004	8,449,996	9,635,223	8,778,269	8,228,603	12,533,607	8,450,951	9,569,517	10,707,479	9,373,039	8,369,295	12,953,810	114,656,795	-42.01%
	8,550,499	9,451,089	13,309,704	9,269,562	9,928,180	11,896,145	9,686,223	0	0	0	0	0	72,091,403	
Change from prior year (Month)	3.67%	3.15%	3.40%	-2.61%	11.28%	-12.46%	5.71%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)	3.67%	3.40%	12.40%	8.58%	9.10%	4.20%	4.40%	-9.23%	-20.81%	-28.76%	-34.62%	-42.01%		

Sales and Use Tax Revenues Generated on The Downtown Mall by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)								
2012 TOTAL	55184	1287832	555044	147717	674189	18311	82826	2,821,103
2013 (sales tax rate of 3.41%)								
January	2,384	90,901	31,131	7,642	41,822	1,586	6,857	182,323
February	4,983	86,618	27,557	7,387	39,312	2,291	4,270	172,418
March	4,635	108,923	54,375	8,575	47,799	20	3,847	228,174
April	2,481	105,544	40,522	7,830	49,521	1,074	3,829	210,801
May	4,537	106,528	53,177	10,486	60,409	85	6,036	241,258
June	3,446	126,332	58,360	10,248	72,037	2,944	6,796	280,163
July	6,696	124,982	56,676	11,621	74,025	746	5,706	280,452
August	5,256	123,766	64,299	12,501	72,927	2,929	8,334	290,012
September	4,312	107,396	40,456	7,928	51,124	127	7,288	218,631
October	4,367	105,884	59,110	9,853	52,023	-	8,810	240,047
November	4,232	88,149	39,058	14,429	55,342	-	7,290	208,500
December	6,143	85,900	63,723	28,709	101,846	9,161	10,088	305,570
2013 TOTAL	53472	1260923	588444	137209	718187	20963	79151	2,858,349
2014 (sales tax rate of 3.56%)								
January	3,302	85,271	28,026	6,829	37,742	833	4,568	166,571
February	3,856	98,027	41,026	7,082	40,703	7,671	12,000	210,365
March	4,685	102,057	43,182	9,116	55,194	654	10,524	225,412
April	4,410	112,112	44,846	8,721	53,203	-	8,957	232,249
May	4,508	123,034	52,234	11,002	65,929	3,840	12,701	273,247
June	5,258	127,320	52,274	10,898	73,635	4,995	11,843	286,223
July	4,754	143,732	50,214	12,113	92,479	267	30,327	333,886
August	4,389	134,391	82,240	12,979	83,641	759	39,329	357,728
September	5,325	139,802	58,892	10,453	70,284	399	34,606	319,761
October	2,026	129,217	50,497	10,877	60,860	912	37,720	292,109
November	7,579	94,378	49,894	14,138	59,580	218	32,000	257,787
December	6,770	96,845	63,634	30,429	125,330	114	39,477	362,599
2014 TOTAL	56862	1386186	616958	144637	818580	20662	274052	3,317,937
2015 (sales tax rate of 3.86%)								
January	2,941	109,410	30,709	8,172	52,338	-	32,595	236,165
February	4,397	100,639	41,494	6,837	43,947	8	34,467	231,789
March	5,575	133,176	50,437	9,918	71,278	579	36,036	306,999
April	5,000	128,825	51,621	8,534	62,021	1,887	34,292	292,180
May	5,421	147,148	76,362	14,678	65,319	51	43,259	352,238
June	8,647	144,758	61,774	13,337	107,913	2,511	43,811	382,751
July	5,840	171,249	62,580	13,463	109,327	1,067	54,989	418,515
August	-	-	-	-	-	-	-	0
September	-	-	-	-	-	-	-	0
October	-	-	-	-	-	-	-	0
November	-	-	-	-	-	-	-	0
December	-	-	-	-	-	-	-	0
2015 TOTAL	37821	935205	374977	74939	512143	6103	279449	2,220,637

% Change from 2012-2013	-3.10%	-2.09%	6.02%	-7.11%	6.53%	14.48%	-4.44%	1.32%
% Change from 2013-2014	1.86%	5.30%	0.43%	0.97%	9.18%	-5.59%	231.65%	11.19%
% Change from 2014-2015	13.35%	8.97%	10.91%	5.10%	12.76%	-69.17%	183.47%	18.52%
% Change from previous year month	13.30%	9.88%	14.94%	2.51%	9.03%	268.57%	67.23%	15.60%

Sales Tax Revenues Generated on the Downtown Mall by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)	-	-	-	-	-	-	-
2012 TOTAL	54,676	1,277,112	553,212	147,717	668,472	76,260	2,777,449
2013 (sales tax rate of 3.41%)							
January	2,371	90,449	30,728	7,642	41,481	4,938	177,609
February	4,966	86,268	26,262	7,387	39,036	4,152	168,071
March	4,599	108,576	54,250	8,575	47,728	3,724	227,452
April	2,460	104,357	40,083	7,830	49,460	3,775	207,965
May	4,472	104,775	53,053	10,486	60,344	5,997	239,127
June	3,425	125,845	57,695	10,248	71,962	5,863	275,038
July	6,673	124,038	56,534	11,621	73,650	5,608	278,124
August	5,229	123,237	63,898	12,501	72,838	8,298	286,001
September	3,655	106,135	40,282	7,928	51,067	5,261	214,328
October	4,156	105,602	59,054	9,853	51,866	8,810	239,341
November	3,982	87,939	38,478	14,429	55,242	7,290	207,360
December	5,780	85,521	63,020	28,709	101,738	8,973	293,741
2013 TOTAL	51,768	1,252,742	583,337	137,209	716,412	72,689	2,814,157
2014 (sales tax rate of 3.56%)							
January	3,236	84,800	27,857	6,829	37,714	3,444	163,880
February	3,761	97,322	40,355	7,082	40,619	11,915	201,054
March	4,630	101,711	43,040	9,116	55,124	9,184	222,805
April	4,355	111,784	44,765	8,721	53,147	8,886	231,658
May	4,472	122,720	52,090	11,002	66,848	12,602	268,734
June	5,226	126,868	52,226	10,826	73,635	11,412	280,193
July	4,738	143,241	50,205	12,113	92,197	30,185	332,679
August	4,293	133,918	81,234	12,979	83,494	39,117	355,035
September	5,243	139,468	58,707	10,453	69,876	33,321	317,068
October	2,026	128,849	50,406	10,877	60,773	37,351	290,282
November	7,500	94,051	49,653	14,138	59,435	31,905	256,682
December	6,636	96,442	63,565	30,429	125,222	32,897	355,191
2014 TOTAL	56,116	1,381,174	614,103	144,565	817,084	262,219	3,275,261
2015 (sales tax rate of 3.86%)							
January	2,914	108,654	30,699	8,172	52,251	31,958	234,648
February	4,343	100,213	41,179	6,837	43,844	28,851	225,267
March	5,553	132,841	50,427	9,918	71,103	37,013	306,855
April	4,894	128,445	51,613	8,534	61,919	34,122	289,527
May	5,140	146,575	76,334	14,531	65,319	41,514	349,413
June	5,909	142,438	61,765	13,096	107,913	42,255	373,376
July	5,770	162,080	62,558	13,463	109,125	54,688	407,684
August	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-
2015 TOTAL	34,523	921,246	374,575	74,551	511,474	270,401	2,186,770
Total % Change from 2012-2013	-5.32%	-1.91%	5.45%	-7.11%	7.17%	-4.68%	1.32%
Total % Change from 2013-2014	3.83%	5.61%	0.84%	0.92%	9.25%	245.54%	11.48%
Total % Change from 2014-2015	4.67%	7.76%	11.25%	4.67%	12.78%	184.60%	18.57%
% Change from previous year month	12.32%	4.36%	14.92%	2.51%	9.16%	67.10%	13.02%

Sales and Use Tax Revenues Generated in CAGID (Excluding the Mall) by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Auto. Transport.	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)									
2013 TOTAL	30,389	3,262,719	469,321	196,012	1,747,183	32,464	116,176	597,014	6,451,278
January	1,006	208,424	24,850	17,256	126,402	2,281	37,975	24,434	442,628
February	1,028	210,415	26,859	7,102	127,502	2,259	(214)	11,667	386,618
March	4,113	288,457	36,275	21,116	143,321	2,654	27,222	39,452	562,610
April	2,424	258,801	43,256	15,318	151,707	2,777	12,626	14,987	501,896
May	1,125	265,298	41,881	17,532	172,042	7,355	17,727	7,355	526,228
June	4,082	319,612	38,360	12,453	181,523	8,688	26,860	80,843	672,421
July	1,400	288,575	37,641	9,584	178,565	3,615	9,101	17,439	545,920
August	1,372	298,780	32,025	13,847	156,795	3,893	3,075	17,771	527,558
September	3,495	252,537	54,161	10,612	192,476	14,503	22,719	104,711	655,214
October	1,302	288,691	48,857	12,373	195,086	3,277	7,234	23,983	580,803
November	1,754	268,369	28,424	11,611	158,229	2,643	23,128	7,661	501,819
December	6,038	265,730	28,172	18,957	200,039	4,472	33,750	67,085	624,243
2013 TOTAL	29,139	3,213,689	440,761	167,761	1,983,687	54,330	221,203	417,388	6,527,958
2014 (sales tax rate of 3.56%)									
January	1,034	210,406	30,654	8,922	90,948	2,837	102,750	43,978	491,529
February	1,073	252,127	22,042	20,930	88,938	2,858	19,465	39,988	447,421
March	4,028	302,651	46,602	23,393	96,791	8,085	22,998	112,444	616,992
April	1,113	322,362	30,744	17,488	93,794	7,774	8,238	229,441	710,954
May	1,230	344,174	35,775	19,525	117,079	6,826	116,907	86,567	728,083
June	1,241	342,762	39,418	21,944	116,443	3,471	92,745	145,132	763,156
July	1,241	343,892	39,443	9,291	129,161	3,861	49,451	97,450	673,790
August	1,376	335,701	53,456	10,084	132,085	4,052	659	105,899	643,312
September	5,306	348,143	29,438	15,047	129,869	3,585	242,311	241,860	1,015,559
October	113	341,684	61,413	47,735	107,146	3,418	587,243	106,862	1,255,614
November	3,444	275,434	55,964	18,224	100,631	2,794	841	91,598	548,930
December	3,293	307,986	46,989	13,531	174,488	2,923	100,995	179,083	829,288
2014 TOTAL	24,492	3,727,322	491,938	226,114	1,377,373	52,484	1,344,603	1,480,302	8,724,628
2015 (sales tax rate of 3.86%)									
January	5,766	248,126	18,443	13,922	84,422	3,553	48,161	101,519	523,912
February	157	321,171	33,209	25,020	79,430	3,026	63,708	106,428	632,149
March	2,696	350,710	47,098	9,318	100,871	3,600	149,323	181,437	845,053
April	1,386	344,103	65,812	29,486	140,963	3,536	67,442	95,392	748,120
May	1,662	401,730	32,604	10,333	113,758	3,681	110,845	134,046	808,659
June	4,167	358,095	58,568	9,138	136,548	3,798	376,325	225,018	1,171,657
July	229	402,234	34,214	11,517	132,516	4,233	153,211	112,896	851,050
August	5,840	171,249	62,580	13,463	109,327	-	1,067	54,989	418,515
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-	-	-
2015 TOTAL	21,903	2,597,418	352,528	122,197	897,835	25,427	970,082	1,011,725	5,999,115
% Change from 2012-2013	-4.11%	-1.50%	-6.09%	-14.41%	13.54%	67.35%	90.40%	-30.09%	1.19%
% Change from 2013-2014	-19.49%	11.10%	6.91%	29.10%	-33.49%	-7.47%	482.25%	239.72%	28.02%
% Change from 2014-2015	35.17%	5.63%	9.29%	-17.46%	-0.81%	-34.33%	116.63%	16.87%	16.13%
% Change from previous year month	-82.98%	7.87%	-20.00%	14.32%	-5.38%	1.11%	185.74%	6.85%	16.49%

Sales Tax Revenues Generated in CAGID (Excluding the Mail) by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Auto. Transport.	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)	30,389	3,206,102	488,356	173,873	1,738,783	32,204	333	483,357	6,133,397
2013 (sales tax rate of 3.41%)									
January	1,006	206,696	24,850	14,530	123,652	2,280	-	7,914	380,908
February	1,028	208,483	26,801	4,980	123,545	2,239	-	6,225	373,301
March	4,023	284,345	36,265	14,006	140,205	2,626	9	20,399	501,878
April	1,117	256,655	43,256	11,041	148,093	2,716	-	13,241	476,119
May	1,125	267,228	41,789	14,957	164,852	3,246	-	6,514	499,711
June	4,001	316,158	38,360	8,573	178,036	8,568	16	61,664	615,366
July	1,400	286,388	37,641	7,119	174,918	8,568	-	7,660	518,595
August	1,372	296,554	31,923	13,847	153,274	3,876	-	9,962	510,808
September	3,354	250,116	54,152	7,410	173,883	14,486	7	72,130	575,538
October	1,302	286,269	48,817	8,890	163,693	3,144	-	8,158	520,273
November	1,754	266,285	28,390	8,962	153,712	2,625	-	6,613	468,341
December	5,911	263,671	28,136	16,208	194,814	4,457	157	45,561	558,915
2013 TOTAL	27,393	3,188,848	440,380	130,523	1,892,677	53,702	189	266,041	5,999,753
2014 (sales tax rate of 3.56%)									
January	1,034	208,722	30,629	8,922	86,769	2,678	-	42,572	381,326
February	1,073	247,007	21,874	18,048	78,528	2,518	-	38,648	407,696
March	3,907	295,393	46,561	18,883	93,923	7,699	75	100,754	567,195
April	1,113	314,507	30,701	16,145	93,324	7,593	-	75,028	538,351
May	1,230	337,737	35,379	16,836	116,424	6,811	-	85,009	599,426
June	1,241	337,783	39,404	19,727	115,867	3,449	55	118,693	636,219
July	1,376	337,779	39,360	6,981	127,785	3,839	-	87,697	604,682
August	5,089	329,737	53,406	7,706	131,264	4,032	-	102,825	630,346
September	113	334,781	61,291	11,507	129,046	3,567	-	218,090	738,527
October	3,444	269,896	55,943	43,257	105,149	3,401	-	104,095	652,087
November	3,275	301,696	46,957	11,766	100,082	2,775	-	84,393	533,092
December	24,136	3,656,943	490,828	196,337	1,335,582	2,902	380	152,826	677,223
2014 TOTAL	1,351	245,768	18,441	11,554	83,769	3,521	-	95,337	459,741
2015 (sales tax rate of 3.86%)									
January	157	312,712	33,162	20,822	72,701	3,014	-	80,747	523,315
February	2,696	345,198	47,026	7,227	100,369	3,579	4	180,906	687,005
March	1,386	338,223	65,751	23,126	140,165	3,536	-	93,416	665,603
April	1,662	395,975	32,570	7,052	112,849	3,670	-	107,896	661,674
May	4,167	352,650	58,474	5,033	131,899	3,784	-	204,236	760,243
June	229	394,306	34,165	6,545	131,455	4,221	-	111,660	682,581
July	-	-	-	-	-	-	-	-	-
August	-	-	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-	-	-
2015 TOTAL	11,648	2,384,832	289,589	81,359	773,207	25,325	4	874,198	4,440,162
Total % Change from 2012-2013	-9.86%	-0.54%	-5.97%	-24.93%	8.85%	66.76%	-43.24%	-44.96%	-2.18%
Total % Change from 2013-2014	-15.60%	9.85%	6.76%	44.09%	-32.41%	-8.67%	158.47%	335.88%	11.22%
Total % Change from 2014-2015	-0.89%	5.80%	9.50%	-28.90%	0.07%	-32.35%	-97.16%	47.02%	9.64%
% Change from previous year month	-82.98%	7.66%	-19.94%	-13.53%	-5.12%	1.41%	#DIV/0!	17.43%	4.11%

	Does not factor tax rate changes											
	3.41 2005	3.41 2006	3.56 2007	3.41 2008	3.41 2009	3.41 2010	3.41 2011	3.41 2012	3.41 2013	3.56 2014	3.86 2015	
January	428,679	500,130	482,428	518,849	487,710	560,031	539,435	527,526	558,519	545,206	694,389	
February	480,561	521,590	535,979	547,789	473,426	484,820	534,348	579,961	541,371	608,750	748,582	
March	587,831	624,521	704,243	637,871	566,690	582,620	672,618	745,914	729,329	790,000	993,860	
April	541,195	612,044	610,029	623,468	552,281	609,595	644,111	696,264	684,086	770,009	955,130	
May	582,705	647,568	696,047	713,579	646,112	669,398	733,274	770,788	738,837	868,160	1,011,087	
June	676,115	733,917	799,000	736,287	1,074,918	753,018	829,054	856,497	890,404	916,411	1,133,619	
July	634,356	679,183	702,834	718,557	654,639	727,545	802,877	741,295	796,720	937,361	1,090,265	
August	653,113	706,316	740,097	767,013	732,097	734,903	765,314	868,158	796,810	985,381		
September	684,271	722,706	789,130	692,174	624,411	723,979	775,627	822,775	789,862	1,055,595		
October	607,382	635,866	688,559	666,347	617,267	688,420	759,660	695,018	759,613	942,369		
November	544,120	469,178	602,818	551,792	535,953	621,221	597,762	698,993	675,701	789,774		
December	793,483	896,526	829,816	726,256	657,741	798,946	813,953	907,657	852,655	1,032,414		
Totals	7,213,810	7,749,546	8,180,981	7,899,981	7,623,245	7,954,497	8,468,033	8,910,846	8,813,907	10,241,430	6,626,932	

**City Wide Yearly Summary
CAGID and Mail Sales and Use Tax as a Percent of Total City Wide Sales and Use Tax**

		Eating		Apparel		Home		General		
		Food Stores	Places	Stores	Furnishings	Merch	All Other	Total		
2015	\$9,399,325	\$9,460,882	\$2,486,827	\$3,099,476	\$13,870,606	\$33,775,287	\$72,092,403			
	1%	37%	29%	6%	10%	7%	11.4%			
2014	\$14,681,607	\$14,447,798	\$4,180,365	\$5,475,586	\$22,124,094	\$53,747,345	\$114,656,795			
	1%	35%	27%	7%	10%	6%	10.5%			
2013	\$13,454,838	\$13,174,730	\$3,774,426	\$4,692,270	\$20,776,166	\$47,500,571	\$103,373,001			
	1%	34%	27%	6%	13%	2%	9.1%			
2012	\$13,060,743	\$12,937,276	\$3,717,039	\$22,440,706	\$19,948,416	\$24,002,787	\$96,106,967			
	1%	35%	28%	2%	12%	4%	9.6%			
2011	\$12,241,084	\$11,838,300	\$3,426,738	\$5,259,120	\$19,948,416	\$39,725,073	\$92,438,731			
	1%	35%	29%	6%	12%	2%	9.5%			
2010	\$11,130,533	\$10,930,482	\$2,690,372	\$4,459,406	\$19,279,577	\$38,940,102	\$87,430,472			
	1%	36%	33%	6%	12%	2%	9.4%			
2009	\$11,160,109	\$10,572,840	\$2,626,020	\$4,304,383	\$17,515,062	\$39,002,103	\$85,180,517			
	1%	35%	33%	17%	11%	2%	9.3%			
2008	\$11,204,475	\$10,910,035	\$2,819,260	\$4,827,635	\$18,101,297	\$36,708,245	\$84,570,947			
	0%	36%	34%	7%	13%	3%	10.1%			
2007	\$11,205,584	\$10,888,135	\$2,804,311	\$5,522,090	\$18,040,152	\$39,631,459	\$88,091,731			
	1%	36%	33%	7%	13%	2%	9.8%			
2006	\$10,392,069	\$9,582,212	\$2,424,694	\$4,611,056	\$15,402,540	\$37,371,060	\$79,783,631			
	1%	38%	37%	9%	15%	4%	11.0%			
2005	\$10,046,723	\$8,995,846	\$2,362,366	\$4,465,788	\$14,587,419	\$35,882,350	\$76,340,492			
	1%	38%	37%	9%	15%	2%	10.0%			
2004	\$10,148,861	\$8,637,718	\$2,232,147	\$4,118,312	\$14,123,007	\$32,171,342	\$71,431,387			
	1%	36%	41%	10%	15%	2%	9.9%			
2003	\$9,052,658	\$7,847,285	\$2,046,951	\$3,922,549	\$13,185,423	\$31,552,637	\$67,607,503			
	1%	35%	41%	10%	15%	3%	10.4%			
2002	\$9,294,397	\$8,133,237	\$2,346,305	\$4,164,992	\$13,572,651	\$33,815,600	\$71,327,182			
	1%	35%	37%	11%	15%	3%	10.1%			
2001	\$9,312,676	\$8,384,190	\$2,646,021	\$4,537,112	\$15,553,807	\$38,279,526	\$78,713,332			
	1%	34%	37%	11%	13%	2%	9.1%			
2000	\$9,080,910	\$8,484,601	\$3,159,262	\$5,915,794	\$17,887,211	\$36,269,737	\$80,797,515			
	1%	32%	37%	9%	12%	3%	9.5%			
1999	\$9,207,721	\$7,790,648	\$3,359,914	\$5,553,219	\$17,008,884	\$33,893,706	\$76,814,092			
	1%	30%	35%	9%	12%	3%	9.2%			
1998	\$8,932,097	\$7,469,094	\$3,252,729	\$3,570,448	\$15,736,140	\$30,637,104	\$69,597,612			
	1%	29%	34%	12%	11%	3%	9.1%			
1997	\$7,739,779	\$6,797,237	\$2,781,018	\$3,129,089	\$15,439,169	\$28,494,047	\$64,380,339			
	1%	30%	28%	14%	13%	2%	9.3%			
1996	\$7,611,055	\$6,614,561	\$2,782,149	\$2,862,572	\$15,111,950	\$26,975,579	\$61,957,866			
	1%	29%	27%	15%	13%	2%	9.1%			

COMMERCIAL AND RESIDENTIAL MALL POLICE CALL STATISTICS

MONTH	Assault		Auto Theft		Burglary		Crim. Mis.		Crim. Tres.		Disturbance		Domestic		Drunk		DUI		Felony Menacing		Fight	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January	3	3					4	3	2		23	23		1	20	18	3	5				
February	3	1					5	4	1	2	22	27	2	4	22			9				
March	8	5				1	3	8	1		39	25	3	1	11	12	3	6				
April	3						5				24		3		14		4					
May		6						3				15		3		10		3				
June	3						5				29		1		15		3					
July	4						5		2		38		1		17		7					
August	4	2						6		1	46	37	4	3	9	13	4					
September		3					2	2			35	30	1	1	9	8	3					
October	2						6				39		2		16		8					
November	3						2		1		23		1		12		3					
December	4				1		2		1		24		3		13		7					
MONTH	Fireworks		Hang Ups		Harassment		Indec. Exp.		Liq. Law Vio.		Littering		Loitering		Narcotics		Noise		Open Door		Party	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January			14	8	2	3	1	1					12	10	5	1			3	1		
February			5	11	6	8			2				2	11	2	4			7			
March			7	3	5	8			4				13	8	2	4						
April			10		9		2		5				14		6							
May				6		7				2				21		7						
June			12		6		1						17		5							
July			11		10		3		1				17		9							
August			12	13	11	10	2	1	5				18	8	12	3			1	1		
September			9	8	4	2	1	2	1	10			17	6	2	10						
October			5		8				7						7				2			
November			8		2		1		1					7		5						
December			4		6				1					9		4						
MONTH	Prowler		Robbery		Sex Assault		Shoplifting		Shots		Stabbing		Suicide		Suspicious		Theft		Trespass		Weapon	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January					1										2	2	27	15				
February						1									5	1	22	18				
March						1									5	2	29	22				
April					1										4		33					
May																2		19				
June	1				1										2		22					
July					1										2		33					
August	1				2										4	3	11	32				
September															2	4	5	31				
October					2										4		13					
November															1		13					
December															2		12					

Opened in 2013-2015

Business			Open Date	Notes
Earthbound Trading	935	Pearl	February-13	national soft goods (replacing Eclectix)
Timothy's of Colorado	1136	Spruce	February-13	fine jewelry
Meta Skateboards	1505	Pearl	March-13	
Island Farm	1122	Pearl	April-13	Soft goods/clothing
The Riverside	1724	Bdwy	April-13	Event center, café, wine bar, co-working space
Bohemian Biergarten	2017	13th	April-13	Replaces Shugs
Bishop	1019	10th	April-13	home furnishings (owners of 3rd and Vine)
ReMax of Boulder	1320	Pearl	April-13	replaces Little Buddha
Old Glory Antiques	777	Pearl	May-13	Replaces West End Gardener
Yeti Imports	2015	Brdwy	May-13	Replaces BolderWorld
Into Earth	1200	Pearl	July-13	Replaces LeftHand Books
The Savvy Hen	1908	Pearl	July-13	
The Dragontree	1521	Pearl	July-13	Day Spa
Steele Photography	2039	11th	July-13	
FlipFlopShop	1110	Pearl	August-13	Replaces Blue Skies
BOCO Fit	2100	Pearl	August-13	Fitness gym
Ceder & Hyde	2015	10th	October-13	Apparel
Fjall Raven	777	Pearl	October-13	replaces Old Glory
Lon	2037	13th	November-13	Gifts
Boulder Brands	1600	Pearl	November-13	Marketing services
Wok Eat	946	Pearl	December-13	replaces World Café
Zeal	1710	Pearl	December-13	replaces H Burger
AlexandAni	1505	Pearl	January-14	Jewelry
Made in Nature	1708	13th	January-14	Organic food products
Foundation Health	1941	Pearl	January-14	Medical office
Sforno	1308	Pearl	March-14	replaces Roma
Regus	1434	Spruce	March-14	Shared office
Cariloha	1468	Pearl	April-14	bamboo products
Explicit	2115	13th	April-14	Street ware
Fine Art Associates	1949	Pearl	June-14	
Fior di Latte	1433	Pearl	June-14	gelato
Goorin Bros Hat Shop	943	Pearl	June-14	Hats
Nature's Own	1215	Pearl	July-14	replaces Giaim
PMG	2018	10th	August-14	replaces Beehive
Ramble on Pearl	1638	Pearl	August-14	
VPK by Maharishi ayurve	2035	Bdwy	September-14	
Ninox	1136	Spruce	September-14	
LYFE Kitchens	1600	Pearl	October-14	former Gondolier space
Liberty Puzzles	1420	Pearl	October-14	Replaces KidRobot
Iris Piercing/Jewelry	1713	Pearl	October-14	
Vilona Gallery	1815	Pearl	December-14	
Voss Art + Home	1537	Pearl	December-14	
Green Rush Café	2018	Brdwy	December-14	
Formation Data	1505	Pearl	December-14	
Sage Dental Care	2440	Pearl	December-14	Replaces Boulder General Denistry
Enigma Escape Room	1426	Pearl	December-14	
Endurance Conspiracy	1717	Pearl	January-15	
Organic Sandwich	1500	Pearl	January-15	
Firefly Garden	1211	Pearl	February-15	
Newtion Running	1222	Pearl	February-15	
Seeds Library Café	1001	Arapah	April-15	

Wonder Press	946	Pearl	June-15	replaces Wok Eat
Thrive	1509	Arapahoe	July-15	replaces Pita Pit
Sherpani	1711	Pearl	August-15	replaces Mila
Rosetta Stone	1301	Canyon	August-15	
Sunflower Bank	18th &	Pearl	August-15	new space
Ragstock	1580	Canyon	August-15	
Fuji Café&Bar	2018	Brdwy	August-15	replaces Green Rush
Topo Designs	935	Pearl	August-15	replaces Earthbound Trading
Ivy Lazar	1911	11th	September-15	
Wild Standard	1043	Pearl	September-15	replaces PastaVino
Installation	2015	13th	September-15	returning, replacing Explict
Business			Close Date	Notes
Silhouette	2115	10th	January-13	
Sensorielle	1300	13th	January-13	Moved to Lafayette
Little Buddha	1320	Pearl	February-13	Moved to Yehti Imports
Boulder Map Gallery	1708	13th	March-13	Moved to Table Mesa
Blue Skies	1110	Pearl	March-13	
Left Hand Books	1200	Pearl	March-13	
Installation	1955	Bdwy	March-13	
West End Gardener	777	Pearl	March-13	
Bolder World	2015	Bdwy	April-13	replaced by Yeti Imports
Swiss Chalet	1642	Pearl	Jun-13	
Lilli	1646	Pearl	June-13	Chelsea to replace
H Burger	1710	Pearl	June-13	
Timothy's of Colorado	1136	Spruce	July-13	
Atlas Coffee	1500	Pearl	July-13	
Sweet Bird Studio	2017	17th	July-13	
Old Glory Antiques	777	Pearl	July-13	
A Café	2018	Bdwy	September-13	
Independent Motors	250	Pearl	November-13	
Om Time	2035	Bdwy	November-13	
Boulder Mart	1713	Pearl	December-13	
Retail Therapy	1638	Pearl	December-13	
Jovie	2115	13th	December-13	
Holiday & Co	943	Pearl	January-14	
Il Caffe	1738	Pearl	January-14	converted to private event space for Frasca
Roma	1308	Pearl	January-14	being replaced by Sforno
Twirl	1727	15th	January-14	rethinking concept
Bacaro	921	Pearl	March-14	new owner/concept
Maiberry	1433	Pearl	March-14	replaced by gelato
hip consignment	1468	Pearl	March-14	moved out of Downtown
Gaiam Living	1215	Pearl	March-14	
Define Defense	1805	11th	March-14	
Julie Kate Photography	1805	11th	March-14	
Bacaro	921	Pearl	March-14	
Steele Photography	2039	11th	April-14	
Trattoria on Pearl	1430	Pearl	May-14	
Into Earth	1200	Pearl	May-14	
Gypsy Wool	1227	Spurce	June-14	Moved to 30th & Arapahoe, Rebecca's took space
3rd and Vine Design	1815	Pearl	July-14	
kidrobot	1420	Pearl	August-14	
Enchanted Ink	1200	Pearl	August-14	Moved to Broomfied
Pita Pit	1509	Arapahoe	August-14	
Roger the Barber	1200	Pearl	August-14	
Boulder and Beyond	1211	Pearl	September-14	

I Support U	1825	Pearl	September-14	bought building @ 47th and Valmont
PastaVino	1043	Pearl	November-14	
GOLITE	1222	Pearl	December-14	Company bankrupcy
Ninox	1136	Spruce	January-15	
Prudential Real Estate	1505	Pearl	Fall 14	
Boulder General Denistry	2440	Pearl	December-14	Purchased by Sage Dental Care
Boulder Army Store	1545	Pearl	January-15	
Savvy Hen	1908	Pearl	February-15	
Wok Eat	946	Pearl	March-15	
Barris Laser&SkinCare	1966	13th	May-15	moved to Arapahoe Village
Mila Tibetan Carpets	1711	Pearl	May-15	
Bishop	2019	10th	May-15	
Bolder Café	1247	Pearl	June-15	
Earthbound Trading	935	Pearl	August-15	
Smart Wool	2008	8th	August-15	moving to 55th.
Green Rush Café	2018	Brdwy	August-15	
Poppy	2098	Bdwy	August-15	
Explicit	2115	13th	September-15	replaced by Installation
Future				
Business			Open Date	Notes
World of Beer	921	Pearl	Fall 2015	replaces Bacaro
Food Lab	1825	Pearl	Fall 2015	replaces I Support U
Crossroads Trading	1545	Pearl	Fall 2015	replaces Boulder Army Store
Colorado Limited	1428	Pearl	Fall 2015	
Kilwins	1430	Pearl	Fall 2015	
Cured/Fawns Leap/ Ceder & Hyde	2019	10th	Fall 2015	
Mud Facial Bar	2098	Bdwy	Fall 2015	replaces poppy
Capital One Bank	1247	Pearl	Early 2016	replaces Boulder Café

**CITY OF BOULDER
MEMORANDUM**

TO: Downtown Management Commission

FROM: Molly Winter, Executive Director, DUHMD
Susan Richstone, Deputy Director, Planning, Housing + Sustainability
Lesli Ellis, Comprehensive Planning Manager, PH+S
Courtland Hyser, Senior Planner, PH+S
Jean Gatza, Sustainability Planner, PH+S
Caitlin Zacharias, Associate Planner, PH+S



DATE: September 28, 2015

SUBJECT: Boulder Valley Comprehensive Plan 2015 Update – Briefing on Foundational Work, Community Kick Off, Focused Topics, and Next Steps

PURPOSE

The purpose of this item is to provide an update on the Boulder Valley Comprehensive Plan (BVCP) 2015 Update and receive feedback on the foundational work to date (i.e., Trends Report, projections, fact sheets, and mapping); the community engagement plan and input so far; the initial focused topics for the BVCP update; and next steps for the 18-month project.

Downtown Management Commission Role in the BVCP

The BVCP is jointly adopted by the City of Boulder (“city”) (Planning Board and City Council) and Boulder County (“county”) (County Commissioners and Planning Commission). While this board is not responsible for approving the plan, staff is seeking feedback and ideas from the Downtown Management Commission about relevant policy areas of the plan, including management of downtown, the Pearl Street Mall, and the Central Area General Improvement District, as well as community engagement. The planning team will advance the feedback to the four approval bodies at their meetings in December 2015.

Feedback

Does the Downtown Management Commission have any questions about the foundational information (i.e., Community Profile, draft Trends Report, Subcommunity Fact Sheets, 2040 projections), or feedback about:

1. Community engagement and next steps?
2. Focused topics for the 2015 update and/or specific policy areas relevant to the work of the DMC including management of downtown, the Pearl Street Mall, and the Central Area General Improvement District?

BACKGROUND

Plan Purpose and Joint Adoption

The BVCP is the community's plan for the future. The core components of the plan include policies and maps. The policies are intended to guide decisions about growth, development, preservation, environmental protection, economic development, affordable housing, culture and the arts, urban design, neighborhood character and transportation for the next 15 years. Two maps, namely the Land Use and Area I, II, III Maps, define the desired land-use pattern and location, type, and intensity of development.

Despite its 15 year horizon, the BVCP is updated every five years to respond to changed circumstances or evolving community needs and priorities.

Since the 1970s, the City of Boulder ("city") (Planning Board and City Council) and Boulder County ("county") (County Commissioners and Planning Commission) have adopted the plan jointly. The ongoing collaboration to address issues of shared concern is relatively unique among communities.

2015 Update

The webpage for the 2015 update and portal for interested participants to sign up for project updates is: www.bouldervalleycompplan.net. The webpage also includes a link to the 2010 plan and maps. The 2015 BVCP update will carry forward long-standing core values, as noted (above). Additionally, an updated plan will be able to more clearly and graphically convey the community's vision; better align the city organization and its services; provide clear guidance and tools for implementation; and include metrics to monitor progress, among other goals for the update.

Plan Implementation

The plan is the overarching policy guide for the community. As such, its policies tend to be less detailed than those that are found in the city's 20+ master plans. The BVCP is implemented through many means as shown in the graphic to the right. The BVCP's land use map sets parameters around future growth and guides development standards and zoning, and regulations in the Boulder Land Use Code are largely instrumental in guiding development to achieve plan goals consistent with the land use map. The city and county closely adhere to the BVCP as guided by an intergovernmental agreement.

BVCP Core Values

(p. 9, 2010 Plan)

1. Sustainability as a unifying framework to meet environmental, economic, and social goals
2. A welcoming and inclusive community
3. Culture of creativity and innovation
4. Strong city and county cooperation
5. A unique community identity and sense of place
6. Compact, contiguous development and infill that supports evolution to a more sustainable urban form
7. Open space preservation
8. Great neighborhoods and public spaces
9. Environmental stewardship and climate action
10. A vibrant economy based on Boulder's quality of life and economic strengths
11. A diversity of housing types and price ranges
12. An all-mode transportation system to make getting around without a car easy and accessible to everyone
13. Physical health and well-being



Feedback and Input to date

A summary of all the feedback to date, including input from boards and commissions, public events and online polls, and Board of County Commissioners (BOCC), Planning Board, Planning Commission, and City Council will be updated regularly and can be found on the [project webpage](#).

Staff also has met monthly with a BVCP Process Subcommittee (Elise Jones and Lieschen Gargano - Boulder County; Sam Weaver, Macon Cowles, John Gerstle, and Leonard May - City of Boulder) to brief them on Update progress and receive guidance on ways to effectively develop and implement public involvement opportunities.

Work Plan and Schedule

The project began earlier this year with focus on the technical foundational work and development of a community engagement plan and kick off events. The plan process will continue through summer 2016. Input and guidance received to-date from elected officials, boards and commissions, and the public has resulted in continual refinements to the process and approach for the 2015 BVCP update schedule. The four phases will each entail extensive community dialogue and engagement. **The project timeline is on the project webpage, [here](#).**

Phase 1—Foundations and Community Engagement Plan (to August 2015)

Phase 2—Issues Scoping with Community (through fall 2015)

Phase 3—Analyze and Update Plan Policies and Maps (fall 2015 - early 2016)

Phase 4—Prepare Draft Plan for Adoption, Extend IGA (to mid 2016)

Implementation steps, such as changes to code and zoning map updates would be completed following plan adoption.

During **Phase 1—Foundations/Community Engagement Plan**—the planning team is completing the background data collection, projections, Trends Report, creation of subcommunity fact sheets, and preparation for interactive, 3D, and visualization maps.

The short **Phase 2—Issues Identification—currently underway** is aimed at working with the community to refine and solidify the priority issues to be addressed through the 2015 BVCP update through 2016.

Phase 3—Plan Analysis and Updated Policies and Maps—is a longer phase starting in the fall aimed at doing the substantive work to develop choices and analysis for the plan update as well as the “housekeeping” updates to align it better with plans and policies. Several events/milestones will provide opportunities for the community to help shape the plan.

During this phase, the team will advance the 3D modeling and visualization tools to help convey conditions, options, and tradeoffs. Policy refinements and additions (e.g., adding arts and culture, climate commitment policies, local foods, etc.) will also occur with community input. Gaps in metrics to measure plan outcomes will be identified and the full set of measurements further refined. Finally, the Land Use Plan and Area maps will be updated, reflecting input and analysis from the public request process as well as scenarios and analysis.

Finally, **Phase 4—Draft Plan and IGA**—will synthesize all the previous phase deliverables in a draft plan for consideration/adoption. Additionally, the “Comprehensive Development Plan Intergovernmental Agreement” (IGA) between the city and county (valid through Dec. 31, 2017) will need to be updated before its expiration.

Community Engagement

The city and county are aiming for an open and engaging update process that is focused on critical issues. The process should result in a useful, relevant, and updated plan completed in 2016. The update will entail extensive, authentic community dialogue and engagement as described in the Community Engagement Plan. A Draft Community Engagement Plan can be found [on the project webpage](#). Staff has continued to refine the engagement plan based on feedback and has worked with a consultant, Heather Bergman to make improvements to it. Recent and ongoing engagement events include:

- **Kickoff Event** - A communitywide “Boulder 2030” kickoff event was held on Monday, August 31 at Chautauqua. The event included previews of videos and presentations about the plan and its role, information about current conditions and trends, interactive ways of capturing community input, and family activities. About 225 members of the public attended the event, excluding staff and support personnel.
- **Culturally-Sensitive Engagement** – Staff and decision-makers seek a meaningful engagement process with Boulder’s immigrant communities and culturally-sensitive venues and processes. The approach focuses on one-on-one conversations with community leaders and spokespeople, building on their knowledge and trust within the community; working with bilingual partners at events or “pop-up” meetings using comment forms in Spanish and English; partnering with Intercambio to get input from immigrant students in English classes.
- **Outreach with Civic, Businesses, and Community Groups** - Staff is in the process of reaching out to civic, nonprofit, and other organizations and offering to have a city staff member join them to talk about the update process and hear input.
- **Pop-Up Meetings** - “Pop-up” meetings in conjunction with events and at gathering places will occur around town in August and September. Their purpose is to provide information, increase awareness about the plan process, invite people to engage, and ask initial questions about what people love and consider to be issues facing the community.
- **Youth Engagement** – Some of the pop-up meetings and other events are geared for younger segments of the community – children, youth, and university students. YOAB and Growing Up Boulder are partnering with the planning team.
- **BVCP Statistically Valid Survey** – Staff with RRC Associates worked with the four approval bodies to develop a survey and get feedback in August. In mid-September, RRC will be distributing the survey to 6,000 households with follow-up focus groups. It is expected that results of the survey and focus groups will be available in November.
- **Boards and Commissions** – the planning team will be updating city boards and commissions on the plan and inviting early input between September and December. Dates for meetings with boards and commissions are identified under “Next Steps.”
- **Local Listening Sessions** – The city (and in some cases the county) will coordinate local listening sessions around the community in the fall to share the fact sheets and information about the local community and hear from community members about issues of relevance in different parts of the community. The process committee will advise on best timing and locations for local listening sessions.
- **Data and Trends Discussions** – The planning team also held several drop in sessions geared to allow discussion of the more technical aspects of the project -- data, trends, forecasts and maps.

ANALYSIS AND FOUNDATIONAL WORK

This section highlights the work completed to date to aid in future conversations about the 2015 plan update.

Community Profile

The 2015 Community Profile, partially updated in April and mostly complete as of Aug. 31, 2015, provides a snapshot of the Boulder community. It can be [found here](#).

2040 Projections

During each five year update, the city updates the long term (i.e., 25 year) projections for housing units and jobs. Projections give a broad sense of what type, location, and pace of housing and jobs might occur communitywide *based on current adopted policies*—reflecting what could happen under current zoning and reasonable assumptions regarding demographic and household trends and economic growth. They help inform conversations about the kind of future Boulder wants and potential changes to current policies. They do not represent a “given.” For example, in the past, the city has made changes to land uses – from commercial and industrial to mixed use and residential – based on the projections and community-defined priorities and desired future outcomes. Once the plan and projections are updated, city departments such as transportation, parks, and utilities use them to plan for system needs in long range master plans.

Projections have their limitations for planning. They are not particularly helpful when it comes to discussing quality or character of development or social issues (e.g., diversity, cost of housing, types of future jobs and incomes, etc.). Additionally, they are not useful at the site-specific level because the methods of calculation are based on broad assumptions.

In general, the BVCP projections are based on a Geographic Information Systems model estimating capacity. **Attachment C** contains the full report, maps, sources of data, and methodology that accompany the projections. For additional details, refer to the *2015-2040 BVCP Projections Methodology* on www.BoulderValleyCompPlan.net.

The 2040 projection results indicate existing housing units of 45,700 in the city limits; 104,800 people, and 98,500 jobs in the city and potential by 2040 for almost 6,300 new future housing units (including almost 1,000 new CU housing units) in the city, 18,200 new people (including group quarters), and 18,500 new jobs. Growth rates are based on an average residential rate of 0.6% and an average non residential rate of 0.7% annually. Current zoning allows greater capacity for jobs than housing, with housing reaching capacity by 2040 and an additional 34,200 jobs possible beyond 2040.

Subcommunity and Regional Fact Sheets

The city and county have prepared a series of ten Fact Sheets: one for each of the nine Boulder subcommunities, and one for Area III (located outside of the city but within the BVCP planning area). The sheets document existing land use, facilities, and demographic conditions at the local level and include historic information. Draft versions are on the [project website](#) and can be the basis for local Listening Sessions and focused planning at the local level to better understand needs that are more specific to localized areas rather than the entire Boulder Valley or citywide. The sheets are also being digitized to create online “stories” with interactive maps and data.

Trends Report and Top Trends

The Trends Report highlights Boulder’s trends and presents information at the city, county, and regional scales and organizes the information according to the sustainability framework. The

latest draft is online (available [here](#)) and incorporates input received from elected officials, boards, commissions, and city and county staff as well as some local agencies including the school district, CU, and others. For the community kickoff, the planning team distilled the cross-cutting trends into the posters and in the presentation, and as summarized below.

1. Boulder has Potential for Redevelopment—Mostly in the Northeastern Part of the Community
2. Boulder Continues to be a Center for Employment in the Region
3. Boulderites are Changing How they Travel – At least within the City
4. The Community is Taking Action and Getting more Prepared for Climate Change and Other Threats
5. Boulder’s Housing Types and Availability are Shifting Toward Multi-Family Units; Costs are Rising
6. Population is Growing and Aging
7. Social Disparities Exist; Some are Widening
8. People Seek more Walkable Neighborhoods
9. Healthy Living and Eating Continues as a Way of Life
10. Quality of Life is High

Interactive Mapping and 3D and Visualization

The planning team is working with ESRI to develop online interactive story board maps for different parts of the community. Online maps will have the ability to display different conditions and data as well as 3D buildings and topography. These maps can be the basis for scenario testing and analysis and visualization later in the planning process.

Focused Topics for the 2015 Update

At previous meetings of the Planning Board, Planning Commission, City Council, and the Board of County Commissioners have continually refined a list of focused topics for the 2015 Plan update. Some of the initial ideas evolved from findings of the Consultant Report from late 2014/early 2015 which incorporated feedback from several city boards, and the most recent community kickoff helped to further shape the topics, which generally are noted below.

“21st Century” Opportunities and Challenges

The Boulder Valley Comprehensive Plan will integrate with other plans, initiatives, and emerging issues including:

- **Aging Population** – Age-friendly community (i.e., programs and policies to address anticipated needs of an aging population by 2040)
- **Arts and Culture** (e.g., policies from the Community Cultural Plan, work of the library, and other programs)
- **Biodiversity** (e.g., policies from urban wildlife, integrated pest management, and open space programs)
- **Climate Action and Alternative Energy** (e.g., policies and goals relating to the Climate Action plan and renewable energy goals)
- **Community character – diversity** (i.e., goals emerging from the Design Excellence project and Form Based Code pilot)
- **Local Food** (e.g., improving upon existing goals in the plan and incorporating new initiatives and programs relating to health, wellness, and local foods).
- **Resilience / Regional issues** (i.e., incorporating work from the 100 Resilient Cities grant program and coordination with the city’s Chief Resilience Officer)

Growth Management and Livability/Housing

The city and county may identify possible changes to the land use map in focused areas or policies to accomplish community goals such as housing or growth management, or to adjust the jobs and housing mix. Questions to address include but are not limited to: What should be the future mix and rate of growth of jobs and housing? Where are appropriate locations for future housing and what types are needed to address “missing middle” income ranges?

Neighborhoods and Character

The city has been hearing a lot of interest from neighborhoods in the past year to improve communications, address land use incompatibilities, and address other service and infrastructure needs. The BVCP update can potentially address topics such as: Are there additional policies to preserve existing neighborhoods and housing? What programs, services, and infrastructure might be necessary to improve neighborhoods lacking such services? How can neighborhoods be more resilient and communicate better in times of emergency?

Improve Plan Document / Update IGA

Additionally, the 2015 BVCP plan can become one that:

- retains its long standing values but that contains a clearer, more graphic vision and values;
- has stronger links between the policies and actions and implementation; and
- is measurable with metrics and tied to data.

Renewal of the City/County Intergovernmental Agreement should also occur and be initiated well in advance of its expiration on Dec. 31, 2017.

NEXT STEPS

Mid-Sept.	Survey invitation mailed to 6,000 households; survey available online
Oct. 2	Change request period closes and staff begins review and analysis of requests
Mid-Oct.	Survey focus groups
Nov/Dec	Local listening tour around different parts of Boulder Valley
Dec. 15	Joint Study Session of the City Council and Planning Board to discuss Survey and focus group results; initial screening of requests; and focused topics for plan options and analysis
Dec./Jan.	(TBD) Discussion with Planning Commission and Board of County Commissioners

Upcoming City Boards and Commissions:

Sept. 28	Parks and Recreation Advisory Board (PRAB)
Oct. 5	Downtown Management Commission (DMC)
Oct. 7	Landmarks Board (LB)
Oct. 7	Environmental Advisory Board (EAB)
Oct. 7	Boulder Design Advisory Board
Oct. 12	Transportation Advisory Board (TAB)
Oct. 19	Human Relations Commission
Oct. 21	Boulder Arts Commission (BAC)
Nov. 16	Open Space Board of Trustees (OSBT)
Dec. 2	Library Commission



MEMORANDUM

To: Downtown Management Commission

From: Molly Winter, Director, Department of Community Vitality
Kathleen Bracke, GO Boulder Manager, Public Works Transportation
Chris Hagelin, Senior Transportation Planner, GO Boulder
Bill Cowern, Transportation Operations Engineer
Karl Guiler, Senior Planner, Planning Housing + Sustainability
Jay Sugnet, Senior Planner, Planning Housing + Sustainability

Date: October 5, 2015

EXECUTIVE SUMMARY



The purpose of this memo is to:

1. Seek the Downtown Management Commission's input on draft recommendations for key priorities for 2015 and 2016:
 - a. options and draft recommendations on car sharing policy;
 - b. options and draft recommendation for parking code amendments; and
 - c. draft recommendations for Transportation Demand Management (TDM) policies for new developments.
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 in a manner 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 2015 priorities for further research and community discussion. Ongoing outreach to the city advisory boards and the community has served the dual purposes of educating the public about the multimodal access system and seeking input and ideas about future opportunities for enhancements. The community and board members attended an AMPS open house in September

2015, and provided the input summarized in Section II below. Staff is preparing the most recent feedback from the boards and commissions, surveys, and September 21 open house, which will be submitted to council prior to the study session.

Questions for the Boards and Commissions

1. What is your input on the following AMPS 2015 priority work program items:

Updates to Off-Street Parking Code Regulations

a. Recent parking data shows that current parking requirements generally require more parking city wide than is needed for land uses. Which scenario for parking code changes would be advised moving forward (*see Section III*)?

TDM Plans for New Development

b. What are the pros and cons related to the two approaches – district focused and city-wide – for a TDM Plan ordinance for new developments?

c. Should staff include in the city-wide approach an option to have the trigger based on the number of employees or bedrooms/housing units or number of peak hour vehicle trips?

Car Share On-Street Parking Policy

d. Should the city include a designated on-street parking alternative for car share companies in our car share on-street parking policy?

e. Should the city include a permitting process for geo-tracked car share vehicle to park in undesignated public right-of-way parking spaces in managed districts, in excess of time restrictions present in these areas?

2. Do the Boards and Commissions 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. Updates to Off-Street Parking Code Regulations (Land Use Code)

IV. Transportation Demand Management Plans for New Development

V. Car Share On-Street Parking Policy

VI. Parking Pricing Preview

VII. AMPS Implementation

VIII. Ongoing Work and Coordination Related to AMPS

IX. Next Steps

I. BACKGROUND

The Access Management and Parking Strategy (AMPS) project approach emphasizes collaboration among city departments and close coordination with the numerous interrelated planning efforts and initiatives such as the Transportation Master Plan (TMP), Economic Sustainability Strategy, and Climate Commitment. Guiding principles for AMPS include:

- provide for all transportation modes;
- support a diversity of people;

- customize tools by area;
- seek solutions with co-benefits;
- plan for the present and future; and
- cultivate partnerships.

In addition of considering enhancements to existing districts, AMPS is examining parking and multimodal 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 focus on 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 parking districts as role models for other transitioning areas within the community and incorporating national best practices research.

The full text of the project purpose, goals and guiding principles are shown in **Attachment A**.

City Council held study sessions on [June 10](#), [July 29](#), [Oct. 28](#), 2014 and [May 26](#), 2015 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. Staff prepared summaries of the study sessions for [June and July 2014](#), [October 2014](#), and [May 2015](#).

It is important to note that if Ballot Questions No. 300 and 301 are passed by the voters on November 3, there will be implications for the AMPS work effort. This memo reflects current staff thinking on AMPS. If the ballot measures pass between now and the City Council Study Session on November 12, staff will need to reevaluate the overall AMPS work plan to reflect the city's approach to implementing the two measures. The City Attorney's Office submitted an [information packet memorandum](#) to City Council on Oct. 6 with additional information on plans for implementation of the ballot measures if they pass.

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, surveys, Inspire Boulder, and a series of coffee talks throughout Boulder to help develop an understanding of how the community currently views parking and access management. To provide feedback on the relationship of potential changes to the parking code and the TDM Plan ordinance for new developments, staff has convened a stakeholder group consisting of neighborhood and business representatives, developers, and transportation

engineers to gather feedback on proposed changes. This group will be meeting throughout the fall of 2015 as staff prepares for the November study session with Council.

Associated with the current phase of work the following community, board and commission activities have occurred or been scheduled.

- September 21 – AMPS Joint Board Workshop
- September 28 – AMPS Open House
- October 5 – Downtown Management Commission
- October 8 – Downtown Boulder Business Improvement District
- October 12 – Transportation Advisory Board
- October 14 – Downtown Boulder, Inc.
- October 15 – Boulder Junction Access Districts Commissions
- October 15 – Planning Board
- October 21 – University Hill Commercial Area Management Commission
- November 12 – City Council Study Session

A summary of feedback from the commissions and boards will be provided at the study session. A summary of recent community engagement, as well as the full documentation of comments received as part of this phase of AMPS, is available on the [AMPS website](#).

III. UPDATES TO OFF-STREET PARKING REGULATIONS (LAND USE CODE)

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 or updated the standards for some time. The current parking requirements do not reflect the travel mode shift that has occurred in Boulder in recent years or 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 in 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 travel needs. These needs should take into account the higher percentages of people choosing to walk, bike and ride transit as alternatives to the automobile. This memo outlines the best practices that staff has researched and discussed in previous memoranda, includes new data on parking supply and demand in the city (see **Attachment B** – Parking Study), and specifies three scenarios ranging from conservative to more aggressive related to how much of the parking regulations should be updated. Based on direction received from review boards and council on these scenarios, staff will return with more specific land use changes and analysis for consideration. It should be noted that parking regulations, particularly those that may impact residential areas may be affected if the Ballot Questions 300 and 301 pass on November 3 as discussed in the Executive Summary.

Staff’s work on evaluating the current parking requirements are informed by policies in the Boulder Valley Comprehensive Plan, discussed below, and the Transportation Master Plan’s (TMP) goals of encouraging transportation options and reducing vehicle miles traveled (VMT).

City policies 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.

Consistent with the policies mentioned above, staff is considering incorporating the following best practices from other communities into the land use code:

- Updated parking requirements that include new parking minimums and parking maximums;
- Shared parking requirements;
- Automatic parking reductions;
- Unbundled parking in areas outside of Boulder Junction; and
- Requirements for electric vehicle charging stations.

Staff worked with Fox Tuttle Hernandez Transportation Consultants on analyzing different land uses throughout Boulder in different contexts (e.g., suburban locations away from transit vs. mixed-use locations along transit routes) to evaluate current parking needs. The study, which looked at the parking supply and demand of over thirty locations during peak and non-peak periods and during the university school year, found that parking supply exceeds demand in all instances. Therefore, consistent with the policy direction provided by the Boulder Valley Comprehensive Plan and goals of the Transportation Master Plan (TMP), reducing parking requirements – principally for commercial and office uses – is warranted.

The data also indicates that there is not a strong correlation between the parking needs of properties in more urban, walkable mixed-use locations versus more isolated, vehicle-oriented, suburban locations. This is due to city's high level of walk-ability, bike-ability and transit access. While differences can be seen between these locations, they are not large enough to necessitate complicated, localized parking requirements, but rather it makes sense to have updated parking requirements per land use citywide.

Based on the parking data results and the intrinsic connection between reducing parking requirements and encouraging transportation options, staff has been working on creating updated parking regulations that are linked to new Transportation Demand Management (TDM) requirements (in addition to those TDM requirements discussed later in this memorandum). The approach is to create new parking maximums and parking minimums per land use such that if a new development includes parking amounts towards the lower end of required parking, the required TDM strategies would need to be more robust to offset the need for parking and encourage transportation options. Staff is looking for direction on whether this is a good approach and also how aggressive the numeric parking amounts should be changed.

Questions:

- a. The Fox Tuttle Hernandez parking data shows that current parking requirements generally require more parking city wide than is needed for land uses. Which scenario for parking code changes below would be advised moving forward?

Scenario 1

- Minimal change to current parking requirements.
- Parking lots would continue to take up large portions of sites.
- Spillover impacts would be largely avoided.
- May result in continued applications for parking reductions.
- Would have the least impact to businesses reliant on provision on parking.
- Least alignment with city BVCP policies and Transportation Master Plan (TMP) goals.

Scenario 2

- Recognizes that alternative modes are a growing trend in Boulder based on transit use and bike-ability.
- Would entail a reduction in parking supply requirements closer to the average parking demand numbers in the data.
- More flexibility in site design as parking lots would take up some portions of sites.
- Would likely result in tighter parking availability during peak periods and potential for some spillover for some land uses. If spillover parking into neighborhoods occurred during peak periods, mitigation through the Neighborhood Parking Permit (NPP) program may be necessary.
- Would include implementation of new TDM requirements in the land use code.
- Would likely reduce the amount of applications for parking reductions.
- May have a moderate impact to businesses reliant on provision on parking.
- Better alignment with city BVCP policies and TMP goals.
- Would be more of an incremental approach towards TMP goals.

Scenario 3

- Recognizes that use of transportation options is a growing trend in Boulder based on transit use and bike-ability.
- Would entail a more significant reduction in parking supply requirements to potentially less than the current demand.

- Greatest level of site design flexibility with parking lots and garages taking up minimal portions of sites.
- Spillover parking may be more likely. If spillover parking into neighborhoods occurred during peak periods, mitigation through the NPP program may be necessary.
- Would include implementation of more robust TDM requirements in the land use code.
- This scenario would result in minimal applications for parking reductions.
- May have a detrimental impact on businesses reliant on provision of parking.
- Most alignment with city BVCP policies and TMP goals.
- May have biggest impact to travel behavior and modal choice if less parking is available.

IV. TRANSPORTATION DEMAND MANAGEMENT PLANS FOR NEW DEVELOPMENT

Staff is developing a Transportation Demand Management (TDM) Plan ordinance for new developments. The work represents a systematic approach to holistically address the impacts of new commercial and residential developments on our transportation system. This TDM Plan ordinance work is moving forward together with two other initiatives that are also addressing the impact of new developments. The two initiatives include changes to the city parking code and an impact fee study that includes evaluating the feasibility, design and implementation of a multi-modal impact fee.

Parking Code Changes

As described above, staff is considering changes to the city parking code which establishes parking supply requirements for new developments. One possible modification includes the establishment of parking maximums in addition to current parking minimums. Due to the connection between parking supply, parking management and TDM, there is a need to evaluate the relationship between the parking code and TDM strategies and move these two work items in tandem. For example, if both parking maximums and minimums were implemented, the closer the parking supply is to the minimum required number of parking spaces, the more robust the TDM program should be to limit parking demand and prevent spillover parking in surrounding areas.

To move the parking code changes together with TDM Plans for new developments, staff formed a new stakeholder group with representatives from the development, commercial and neighborhood communities. The group met in early September and will meet together two more times during the next several months to provide input and feedback on the design of a TDM ordinance within the context of a modified parking code. The need to develop the TDM Plan ordinance and parking code changes together was a direct outcome of earlier input from developers and property owners in the spring of 2015.

Development-Related Impact Fees and Excise Taxes

A second related initiative is the city's update to the [development-related fee studies](#). The city has retained TishlerBise and Keyser Marston Associates to assist in the analysis. The update is examining four different areas:

1. an update of the 2009 Impact Fee study;

2. affordable housing linkage fee on non-residential development;
3. the preparation of a study to create a public art program for new development; and
4. a study of both the capital and operating impacts to multimodal transportation facilities and services of new development.

The last area related to multimodal transportation facilities and services will employ new thinking regarding traditional Transportation Impact Fee and other funding programs. TischlerBise will employ innovative approaches toward Multimodal Mobility Fees that consider different requirements for infill/redevelopment; variations due to geographic subareas and multimodal options; and approaches to recognize the need to move people, not cars, and finding ways to pay for those improvements. For example, the revenue could be used to fund the installation of electric vehicle charging stations, bike-sharing stations, long-term secure bicycle parking, car share vehicles, or transit facility improvements. This type of fee has the potential to work as a foundation for the TDM Plan Ordinance in which the fee provides for initial capital improvements and long-term TDM programs and service commitments are required through the ordinance.

The development related fee study is expected to conclude in 2016.

TDM Plan Ordinance for New Developments

The overarching reasons for incorporating TDM into the Site Review process and regulating implementation and evaluation is to meet the goals and objectives of the Boulder Valley Comprehensive Plan, the City of Boulder's Sustainability Framework and the Transportation Master Plan. At the last AMPS Study Session, City Council directed staff to study two approaches for a TDM Plan ordinance for new developments; a city-wide approach and a district approach.

City-wide Approach

There is wide variety of ways a city-wide TDM Plan ordinance could be designed in terms of:

- what is measured to determine compliance;
- level of the specific targets of the measurable objective(s);
- triggers for requiring compliance;
- required elements of the TDM Plans;
- timing and duration of monitoring; and
- enforcement.

Other considerations include identifying a sustainable way of monitoring and administrating the program. Depending on the triggers and thresholds for compliance, a city-wide TDM ordinance could require significant staff time and resources.

Based on feedback from boards and council, a possible city-wide TDM Plan ordinance would measure single occupant vehicle (SOV) mode share and use vehicle trip generation as a way to verify survey results of residents and employees. The specific targets would be based on existing SOV mode share data, land use, size and location in terms of level of multi-modal access and service. These targets would likely be lowered over time to reflect the city's long-term sustainability and transportation master plan objectives.

The trigger for requiring compliance would be based on peak trip generation as currently outlined in the city's Design and Construction Standards. Currently TDM plans are required when a commercial development is expected to exceed 100 vehicle trips at peak hour and 20 vehicle trips at peak hour for residential developments. Boards and council have discussed lowering the commercial threshold, but there has been no clear consensus.

Another option for a trigger that has come out of the stakeholder process at this point is size of commercial and residential developments in regard to the number of employees or the number of housing units or bedrooms. One advantage of this trigger is that the ordinance would be designed to require the compliance of commercial tenants as oppose to property owners on the commercial side. One of the difficulties of a TDM ordinance linked to the property is that the owner of the property has less influence on the travel behavior of their tenants as a business has on its employees.

In terms of the TDM Plan design and the question of required elements, feedback supports the idea of maintain as much flexibility as possible with very few required elements. Of the wide variety of possible elements, Eco Pass participation, appointment of an employee transportation coordinator, participation in the evaluation process, and the unbundling of parking were identified as being required elements when appropriate.

Based on initial feedback, city boards and council support allowing a three year period to meet targets with annual monitoring. If after three years the property is in compliance, the annual monitoring ends but properties would be periodically monitored as targets are lowered over time. If the property is in non-compliance, a revised TDM plan would be required with additional programs and incentives and the property would have one more year to reach compliance. It has also be discussed as an option to require support from a transportation consultant or membership in transportation management organization to receive the necessary technical assistance if a property is non-compliant after the initial three years. If the property continues to be in non-compliance – an enforcement phase would be initiated.

After several board and council meetings, there remains little consensus on what enforcement looks like. The spectrum of input ranged from making a good faith effort is sufficient to meaningful fines and penalties. Some feedback from the stakeholder groups on this topic is that using fines is counterproductive as it takes away from funding possible TDM programs and services. Often if a property is in noncompliance it is related to the level of multi-modal service. In other words, it may not matter how robust a TDM Plan is or how much “teeth” an ordinance has, if there are no accessible transportation options for employees or residents to use.

District Approach

The district approach is modeled after the system that has been implemented in Boulder Junction. In Boulder Junction, the city adopted a Trip Generation Allowance, which states that only 45 percent of all trips by residents and employees can be completed in a single-occupant vehicle. Rather than meeting the ordinance as individual properties, the owners voted to establish a TDM Access District. The TDM Access District is a general improvement district that collected property taxes to provide TDM programs and services designed to meet the target of

the trip generation allowance. The TDM Access Districts works in conjunction with a Parking Access District that provides funding for parking management and the construction of shared parking structures. The revenue from the TDM Access District is currently used to provide Eco Passes to all residents and employees, discounted bike share memberships and free memberships to car sharing organizations.

There are many benefits of this approach. The taxes provide a sustainable and flexible source of revenue for TDM programs and administration of the district. The focus is not on individual property compliance and monitoring, but on how the district operates as a whole, and providing incentives for travel behavior change by providing the necessary programs and services rather than on the disincentive of fines and penalties. If in non-compliance, enforcement and penalties are not necessarily required as taxes can be raised to provide the necessary programs and services to increase mode shift. The district approach would also provide a way to bring not only new developments, but also existing commercial and residential properties in our highest trip generation area under the ordinance. The citywide model would only cover new developments and has a limited impact on overall trip generation.

If the Boulder Junction model is applied to our current parking districts in downtown and on University Hill, this approach would concentrate resources on the higher density commercial areas of the city where parking demand and vehicle trip generation are the highest. Furthermore, a district approach could be coupled with an ordinance covering any significant developments that occur outside of existing districts. With increased development in North Boulder and along East Arapahoe, a TDM Access District approach combined with capital investments in multi-modal facilities and service could significantly improve long term sustainability and reduce the impacts of new developments. One critical disadvantage of the approach is that the establishment of a general improvement district (GID) requires the vote of property owners even with an ordinance in place. In Boulder Junction, the option to form a district was developed as an alternative to individual properties meeting the requirement of the Trip Generation Allowance on their own.

Next Steps

The next steps in designing a TDM Plan ordinance for new developments is to develop the criteria for setting targets and produce a matrix outline the targets for different land uses, sizes and locations for the city-wide approach. For both approaches, staff will be working with an internal working group and the City Attorney's Office to begin to craft potential ordinances reflective of the two models. Similar to potential parking code changes, the current approach to the TDM Plan ordinance will need to be reevaluated if the Ballot Measures 300 and 301 pass on November 3 as discussed in the Executive Summary.

Questions:

- b. What are the pros and cons related to the two approaches for a TDM Plan ordinance for new developments?
- c. Should staff include in the city-wide approach an option to have the trigger based on the number of employees or bedrooms/housing units? Or number of peak hour vehicle trips?

V. CAR SHARE ON-STREET PARKING POLICY

Car sharing has been recognized as a viable transportation option for use in urban areas. The City of Boulder currently has a relationship with eGo car share that operates out of public and private parking lots. Staff has been approached by other car share companies wishing to operate in Boulder and a clear on-street parking policy is needed to help guide those conversations.

There are two basic models for on-street car sharing parking. The first is a roundtrip model where the vehicle is located in an assigned position and must be returned to that position. The second model allows for geo-tracked vehicles to be rented from any geo-fenced location, driven to another geo-fenced location, and left for the next customer to find using a GPS-based mobile application. Both business models have asked for (geo-tracked requires) on street parking privileges. The roundtrip model would require a specific marked space in the public right of way, while the geo-tracked, one-way model would require some type of permit or exemption from parking at a pay station or in an NPP or other managed parking location. Current policy is that on-street parking is shared, unbundled, managed and paid (SUMP), to meet these requests would require both a change in policy and in ordinance. A [draft consultant report](#) is available for more information.

Questions:

- d. Should staff include a designated on-street parking alternative for car share companies in our car share on-street parking policy?
- e. Should staff include a permitting process for geo-tracked car share vehicle to park in undesignated public right-of-way parking spaces in managed districts, in excess of time restrictions present in these areas?

VI. PARKING PRICING PREVIEW

Based on the SUMP principles, parking pricing is a key component of parking management ensuring parking turnover and creating an incentive to use other transportation modes. It is also a critical element in creating economically viable and accessible community commercial districts. Since the three access/parking districts – downtown, University Hill and Boulder Junction – are the only commercial centers that have customer paid parking, it is essential to approach parking pricing policies carefully and thoughtfully, mindful of the impacts to businesses and the perceptions of the public consumers who have the alternative to shop, dine and visit commercial areas without paying for parking.

All elements of parking pricing are under consideration: long-term, permit parking, short term, hourly parking, and short term parking fines, as well as the cost of the parking permits in the Neighborhood Parking Permit (NPP) areas. The consideration of parking pricing will be undertaken in a phased approach from 2015 through 2016. Community engagement and outreach will be an important component throughout the process. Please find below an update the status and next steps of parking pricing in all areas:

Progress Update

- Long-term, Permit Rates: Updates to long-term permit rates in the downtown and on the hill, and in NPP commuter permit rates are included in the 2016 budget process which take into account increases in permit parking rates charged in the private and non-profit sector.

Historically, permit rates have been increased on a regular basis. Prior to 2014 the rates were increased every other year. Beginning in 2014, the permit rates have been increased on an annual basis based on demand and monitoring of private parking rates. In the last three years the permit rates have increase 28.6 percent in the downtown. The proposed rates for 2016 are:

- Downtown garages: **\$360 per quarter**
- Downtown surface lots: **\$210 per quarter**
- University Hill surface lots: **\$185 per quarter**
- NPP Commuter permits: **\$90 per quarter**

Staff will continue monitoring parking supply and parking rates on a regular basis to recommend further adjustments as needed.

- Parking Fines: The current on-street, overtime at meter parking fines have not been increased for more than 20 years and staff will be presenting council with recommendations for fine increases, as well as considering a graduated fine approach, in the first quarter of 2016. Currently, staff is working with the AMPS consultant, Kimley-Horn, who surveyed communities nationwide and in Colorado to research rates for a number of parking fines. A summary of the research to date is included in **Attachment C**. This background data will inform the recommendations. The rate of the overtime at meter fines has a proportional relationship with the short term parking rates so it is important that these two issues are considered together.
- Short-term, Hourly Parking Rates: The on-street and garage hourly rates will also be reviewed, including the option of variable rates at different times of day or in different locations. Numerous communities across the country have instituted different approaches to short term parking rates using performance or geographically based criteria. A report from Kimley-Horn on potential pricing strategies and applications is available [here](#). Prior to developing any recommended changes the first step will be to determine the goals of parking pricing. Short term parking rates were last increased in 2007. Outreach and community engagement will be critical to arrive at an informed and balanced recommendation. In order to learn directly from other communities, staff will be organizing along with our consultants a panel of representatives from peer municipalities to share their experience with performance based parking pricing.
- Boulder Junction: The Boulder Junction district developed a parking pricing strategy to implement the shared, unbundled, managed and paid (SUMP) principles and reflect the market of the surrounding area. Staff is also phasing in on-street parking management as newly constructed streets become available.
- Neighborhood Parking Program: The rates for the Neighborhood Parking Program (NPP) permits will be evaluated – both business and resident – to ensure a comprehensive pricing approach. Currently, the residential permit rate is \$17 per year and the permits for businesses embedded with an NPP is \$75 per year. The residential rates were last increased in 2006. Community outreach and engagement will be integrated into every stage of this process. It is estimated a recommendation will be forthcoming in the first quarter of 2016.

Next Steps

Staff will continue to work on the policy options described above and will return to the boards and city council in the first quarter of 2016.

VII. ACTIONS IN PROGRESS

The following are AMPS related action items currently in progress.

New Technology Improvements

- Staff has selected a vendor (contract negotiations are underway) for the replacement of the 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 two months to complete. Installation will be phased and managed to maintain access to the garages.
- With the projected completion of the Depot Square mixed-use development in Boulder Junction in the second quarter of 2015, staff is 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.
- The Department of Community Vitality 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, in on-street spaces downtown, 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. The 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 the details and specifications are worked out.

Shared Parking

The goal of a shared parking partnership policy is to maximize potential opportunities for additional shared and managed parking between private developments and established parking districts. The proposed policy could require a mandatory step in the development review process for projects of a certain size located inside one of 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 developments. These include St. Julien Hotel and the downtown parking district Central Area General Improvement District (CAGID); the Depot Square garage in Boulder Junction between multiple parties (RTD, Hyatt Hotel, affordable housing, the depot and the Boulder Junction Access District - Parking); the current negotiations between CAGID and

the Trinity Commons project; and the University Hill General Improvement District (UHGD) and Del Mar Interests. 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.

Based on Council feedback from the last study session, staff is proceeding with the development of a policy that would be incorporated as a step in the development review process.

District Satellite Parking Strategy

Parking opportunities are becoming more limited for employees in the downtown and the University 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.” Commuters could park their vehicle at vacant lots outside of the commercial districts and then finish their trip into work by transit, bike, carpool, bike share, or car share. RTD already has several free Park-n-Ride locations that are primarily used for trips from Boulder to areas outside of the community that could be used by in-commuters. Staff is reviewing different types of locations:

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

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. Satellite parking lots could also be used for special events parking.

As one of the action items from the [Transportation Master Plan](#), the city is continuing to work with CDOT, RTD, Boulder County, and area property owners 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-n-Ride), kiss-and-ride, etc. The project team is currently revising the conceptual site plan designs based on prior City Council input.

The city's consultant is working on an 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. A presentation of the consultant findings is available [here](#). All sites will be reviewed to ensure compliance with existing zoning regulations and project specific requirements. Staff is pursuing the short term options as well as working with other entities such as CDOT and the County to include satellite parking options in corridor studies along SH119 and East Arapahoe.

Coordination with Civic Area project for access/parking/TDM programs

In conjunction with proposed changes to the Civic Area, staff is working to develop recommendations on how to holistically manage civic area parking and a strategic TDM plan to increase access to the Civic area by city staff, residents, library patrons, and visitors. With construction set to begin in 2016 and the potential loss of some parking spaces, staff will be implementing new TDM strategies and enhancing existing programs to reduce the parking demand by employees of the city government. Some of these programs will be piloted at the end of 2015 and potentially formally adopted in 2016 prior to construction.

VIII. ONGOING WORK AND COORDINATION RELATED TO AMPS

In addition to the items described above, the project team is advancing work in several AMPS focus areas in 2016.

Districts

- 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.
- Negotiations are also continuing for a public-private partnership redevelopment of one of the catalyst sites - the University Hill General Improvement District (UHGID) Pleasant Street parking lot - for a hotel, and a district parking garage.
- 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 employee travel surveys. This is a valuable tool in anticipating the access needs, including parking, for the downtown area.
- 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. Based on the data from the final report and recommendations, additional bike parking was added to the West Pearl area.
- Staff will be developing recommendations for guidelines for the creation of new access/parking districts. Suggested locations include East Arapaho and North Boulder.

Transportation Demand Management

- The communitywide Boulder Valley Employee Survey was completed at the end of 2014 with a special subsample taken from downtown employees. A survey of the travel patterns of the University Hill commercial district employees was completed in the beginning of 2015. A hill employee pilot Eco Pass program is recommended in the 2016 budget for implementation in 2016.
- The property owner of the future Google campus at the southwest corner of 30th and Pearl streets petitioned to join the Boulder Junction Access District (BJAD) – Travel Demand Management (TDM) and was accepted by the Boulder Junction Access District-Parking. In addition, staff is in initial discussions with the Reve project at the southeast corner of 30th and Pearl about their petitioning to join the TDM district.

On-Street/Off-Street

- A downtown parklet study determined potential criteria and locations, operational parameters and considerations, installation requirements, and recommendations for potential parklet 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.
- An alley master plan for the University Hill commercial district is proposed in the 2016 budget.
- Beginning in 2015 and continuing into 2016, a review will be conducted of the Neighborhood Parking Permit program's regulations and how the program serves the variety of community needs. Staff will also be preparing the Chautauqua Access Management Plan (CAMP) that is called out in the Chautauqua lease. In addition to the Chautauqua leasehold, the surrounding neighborhoods will be included to address any spillover impacts. Preliminary discussions are underway with the Steelyards Association regarding the potential for 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 a NPP in their mixed-use neighborhood.

IX. NEXT STEPS

Information from the community outreach and input from the City Council and boards will be used to refine the AMPS 2016 work plan items. In second quarter of 2016, staff will schedule a joint board workshop in preparation for a council study session to consider a final AMPS Summary Report. Not all AMPS topics will be addressed within the AMPS umbrella, therefore an on-going strategy will identify future action items to address the next generation of Boulder access and parking needs. A timeline of all AMPS work plan items is shown in **Attachment D**.

As noted throughout this memo, the potential passage of Ballot Questions No. 300 and 301 on November 3 will influence the discussion at the City Council study session on November 12. This memo reflects the current thinking on AMPS and if the measures pass, staff will need to reevaluate the overall AMPS work plan to reflect how the city implements the two measures.

Community engagement and outreach will continue to ensure public feedback and participation with the AMPS. **Attachment E** shows an info-graphic that staff will use to help explain the overall purpose of AMPS, moving forward.

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. Tuttle, Fox Hernandez Parking Study
- C. Parking Fines in Boulder and Other Cities
- D. AMPS Timeline
- E. 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.

Date: September 11, 2015

To: Karl Gulier – City of Boulder

From: Carlos Hernandez – Fox Tuttle Hernandez Transportation Group
 Bill Fox - Fox Tuttle Hernandez Transportation Group
 Drew Willsey – Fox Tuttle Hernandez Transportation Group

RE: 2015 Parking Study Results

This memo summarizes the results of a parking study conducted in the City of Boulder between Spring and Fall 2015. This study is an extension of a prior study that was conducted in Summer 2014. The purpose of these studies is to provide the Transportation Advisory Board, Planning Board, and the AMPS project with actual parking data from selected sites around the city. The attached summary presentation provides specific details. The key findings from the 2015 parking study are summarized in Table 1 below. The ranges shown in the table include sites studied in 2014 as well as the ones studied in 2015. A detailed list of all sites studied and when their peak demands occurred can be found at the end of this document.

Table 1: Parking Supply and Demand Rate Ranges (2014 & 2015) by Land Use Type (Not Including On Street)

Land Use Type	Observed Supply Range		Observed Demand Range		Units
	Lowest	Highest	Lowest	Highest	
Residential	0.48	1.72	0.43	1.27	(Spaces per DU)
Commercial	2.57	5.92	1.96	4.39	(Spaces/1000 sq. ft.)
Office	1.92	4.15	0.92	2.79	(Spaces/1000 sq. ft.)
Mixed-use (Residential)	0.82	1.58	0.42	1.17	(Spaces per DU)
Mixed-use (Commercial)	1.69	2.89	1.3	2.22	(Spaces/1000 sq. ft.)

2015 Parking Study Results

September 11, 2015

Page 2

2015 Study Details

In April and early May of 2015, Fox Tuttle Hernandez (FTH) staff conducted a comprehensive city-wide parking study of 6 commercial sites, 5 office/light industrial sites, 8 residential sites, and 3 mixed-use sites. The data-gathering phase of this study was completed before the end of the spring semester at the University of Colorado. Additional follow-up mid-week counts were conducted at selected commercial retail sites in August and September.

Sites were chosen in the interest of obtaining a representative sample of the entire city. Therefore, sites adjacent to the Community Transit Network and bike network were evaluated as well as sites with fewer destinations and higher reliance on motor vehicle access. A visual survey of building occupancy and resident occupancy was also conducted, and only commercial and residential sites that appeared to be near or at full occupancy were studied. Finally, follow-up calls to some of the residential sites were made to determine the ratio of students to non-students for those complexes to enable better understanding of parking patterns of university students.

For all commercial sites, parking demand was sampled 3 times: weekday afternoons between noon and 2 pm, Friday evenings between 5:30 and 7:30 pm, and Saturday afternoons between noon and 2 pm. For all residential sites, parking demand was sampled once on weekdays after 8 pm. For all office sites, parking demand was sampled once on weekday afternoons between 2 and 3 pm. Mixed-use sites were sampled 4 times in order to ensure the peak demand was captured considering the unique and more complex demand fluctuations at those sites. These samples were taken on Friday afternoons between noon and 2 pm, Friday evenings between 5:30 and 7:30 pm, Saturday afternoons between noon and 2 pm, and Saturday evenings between 5:30 and 7:30 pm. Additional mid-week samples were conducted at four commercial retail sites in August and September. These additional samples were taken on Tuesday afternoons between noon and 2 pm and Tuesday evenings between 5:30 and 7:30 pm. Parking supplies were determined at the time of the first demand observation at all sites, and any significant changes in supply that occurred during subsequent samples were noted and taken into account. FTH staff photographed peak demand at all sites when possible (i.e., when peak demand occurred during daylight hours). Supply rates were observed in the field on study days and adjusted when necessary for temporary supply constraints such as special events taking place in the lot.

Results, once entered, were then used in conjunction with gross square footage figures and/or residential unit counts that city planning staff provided to determine the observed supply rates and peak demand rates for all sites (spaces per 1000 square feet for commercial and office sites and spaces per dwelling unit for residential sites). Rates were calculated both including and excluding any applicable on-street parking.

2015 Parking Study Results

September 11, 2015

Page 3

Chart 1: Parking Supply & Highest Demand Rates for Residential Sites (Excluding On Street)

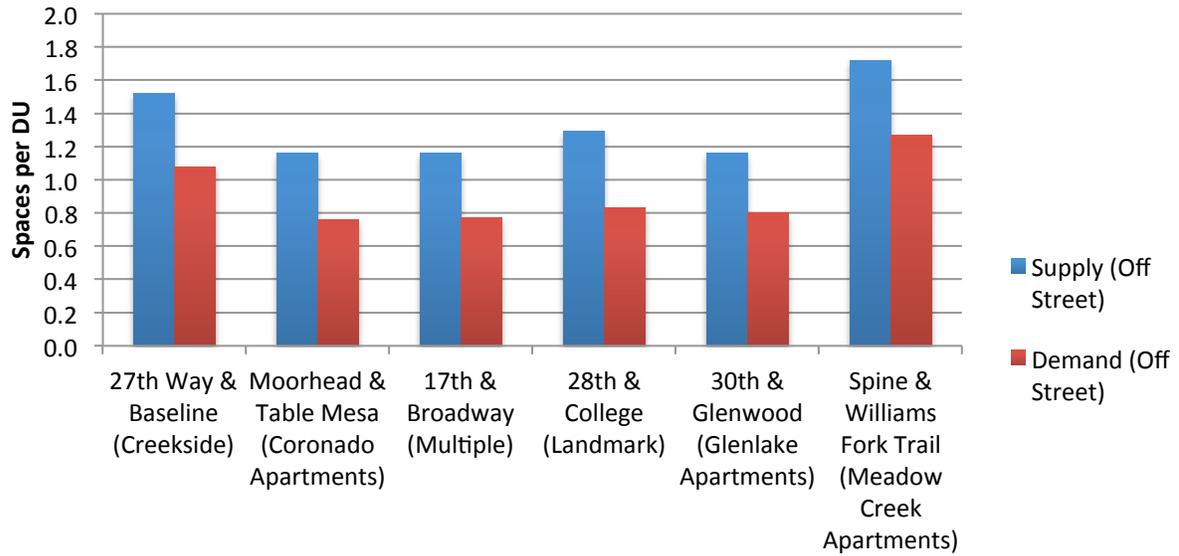
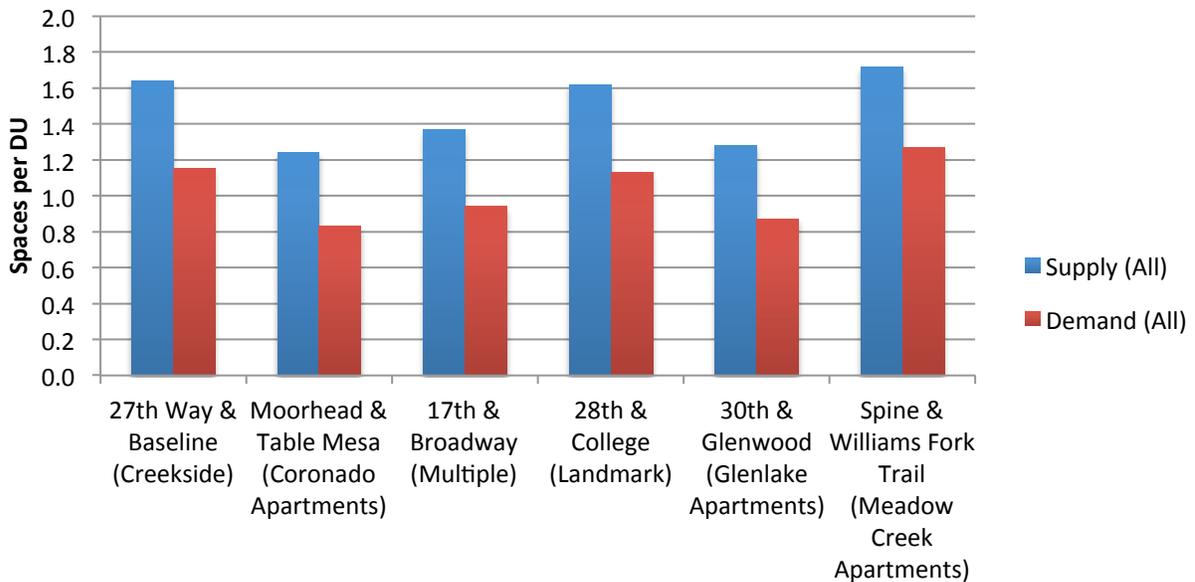


Chart 2: Parking Supply & Highest Demand Rates for Residential Sites



2015 Parking Study Results

September 11, 2015

Page 4

Chart 3: Parking Supply & Highest Demand Rates for Commercial Sites (Excluding On Street)

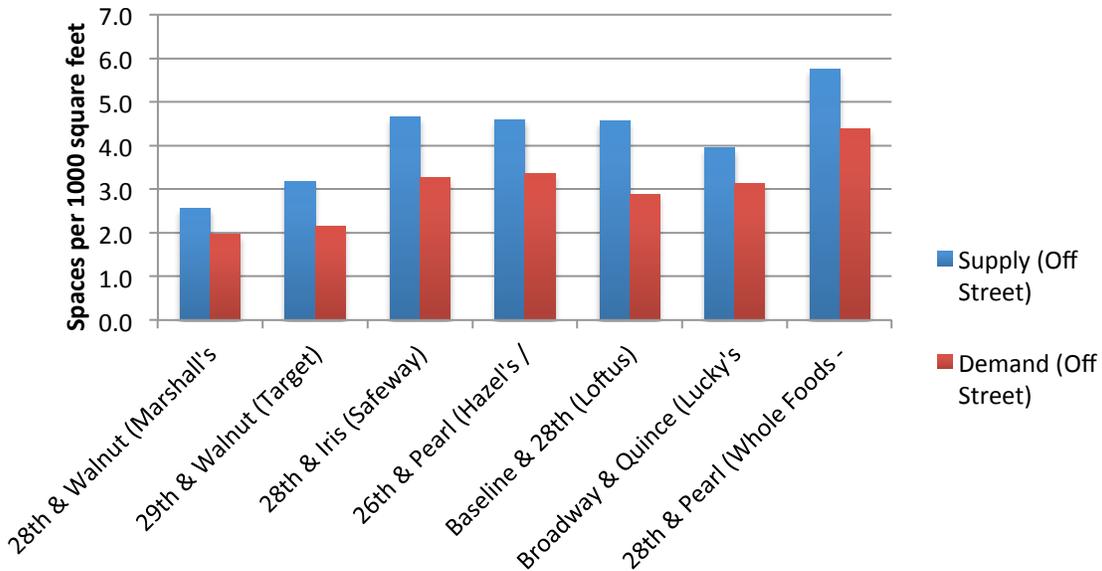
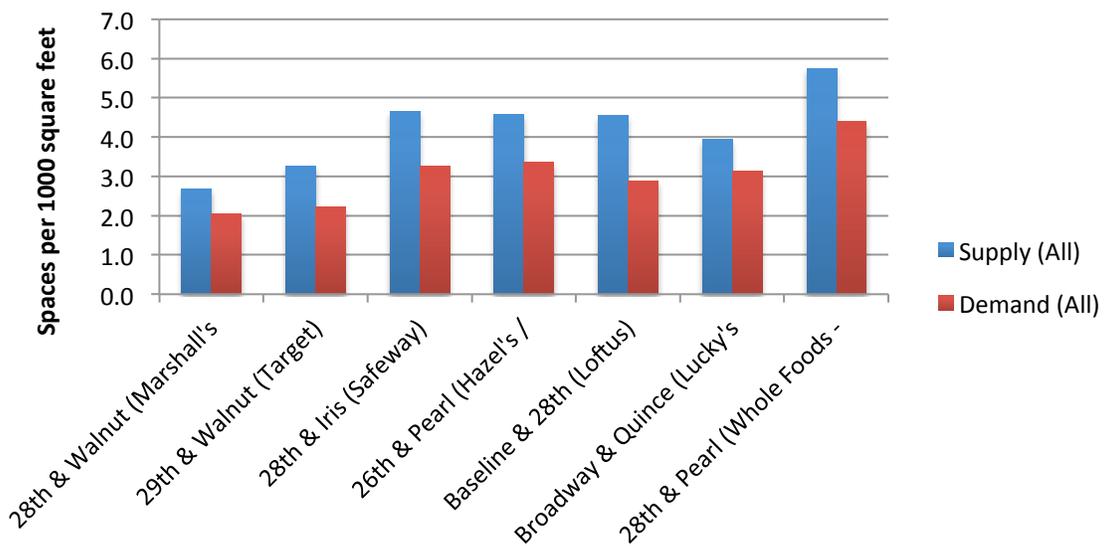


Chart 4: Parking Supply & Highest Demand Rates for Commercial Sites



2015 Parking Study Results

September 11, 2015

Page 5

Chart 5: Parking Supply & Highest Demand Rates for Office Sites (Excluding On Street)

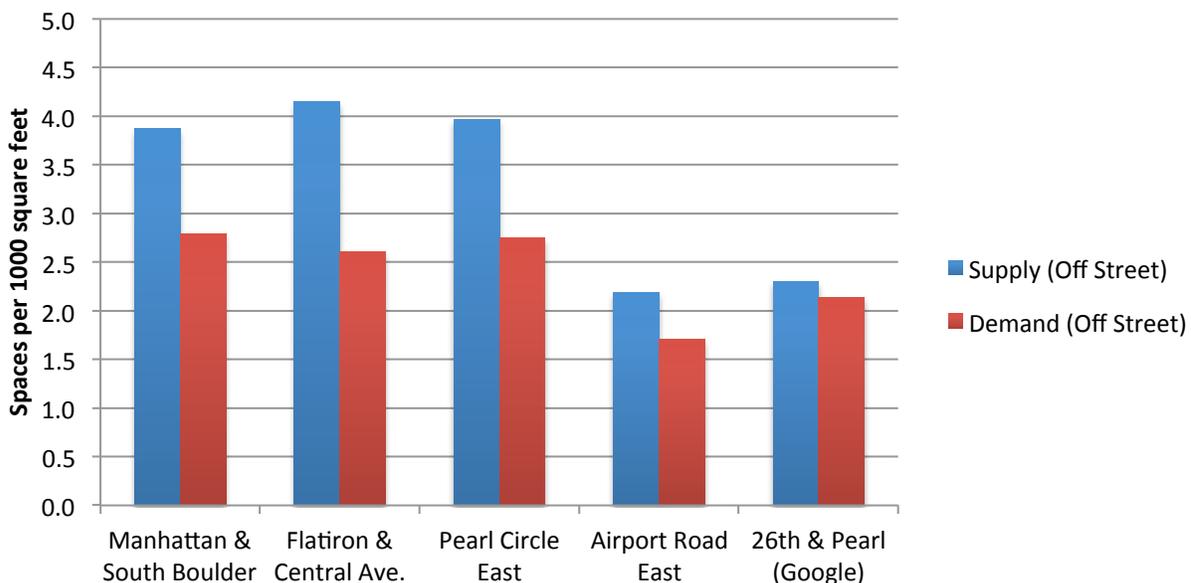
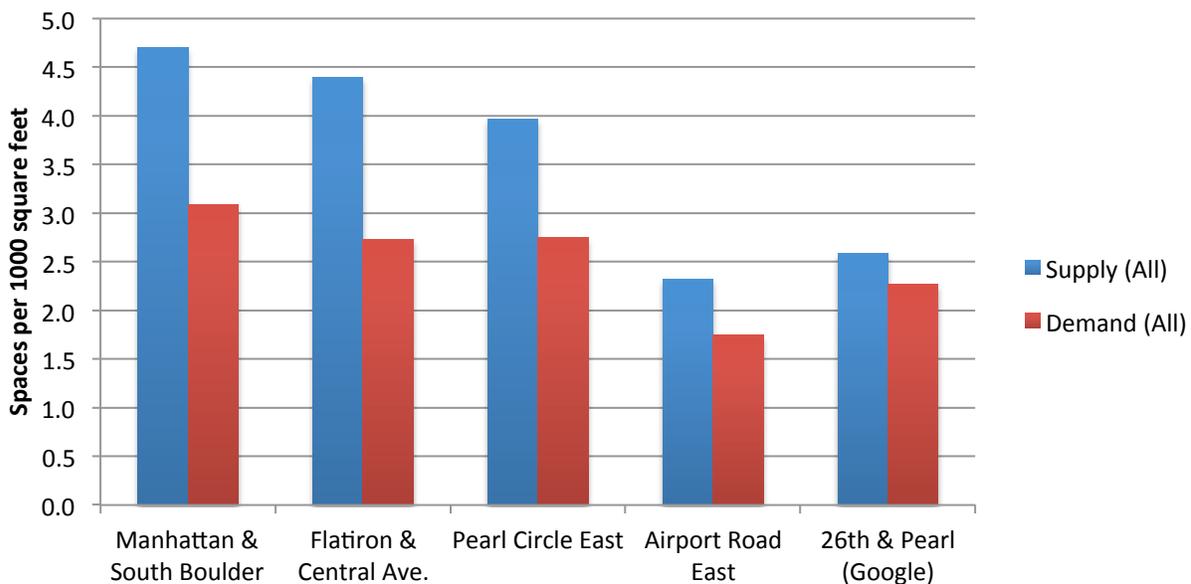


Chart 6: Parking Supply & Highest Demand Rates for Office Sites



2015 Parking Study Results

September 11, 2015

Page 6

Chart 7: Parking Supply & Highest Demand Rates for Mixed-Use (Residential) Sites (Excluding On Street)

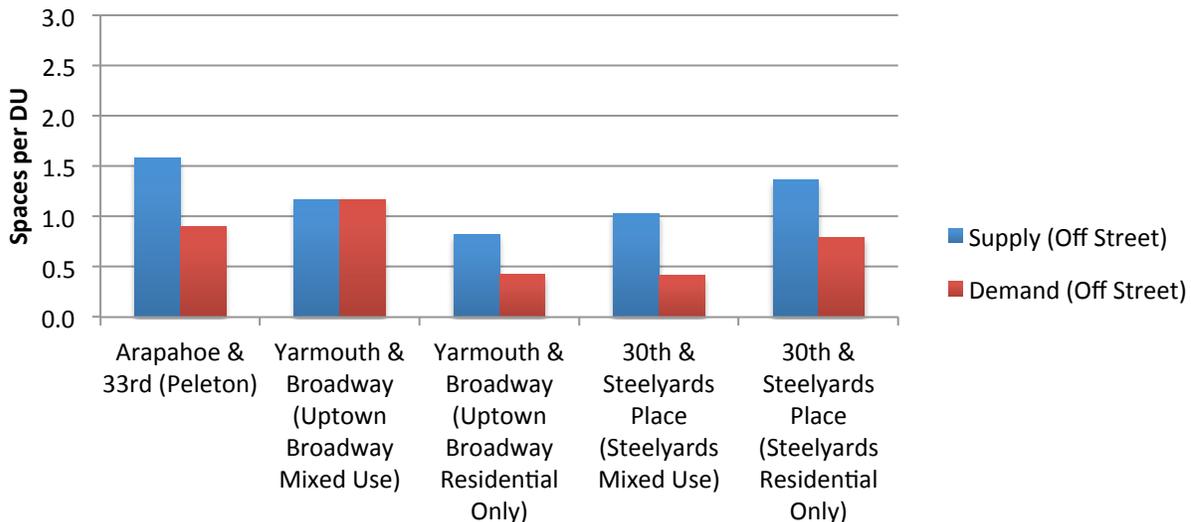
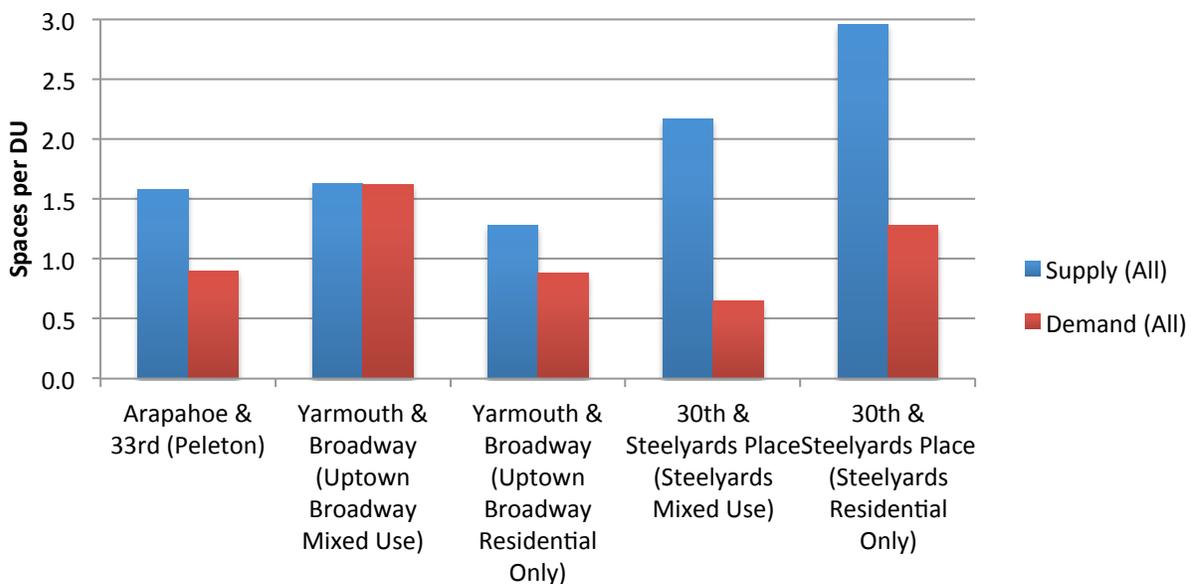


Chart 8: Parking Supply & Highest Demand Rates for Mixed-Use (Residential) Sites



2015 Parking Study Results

September 11, 2015

Page 7

Chart 9: Parking Supply & Highest Demand Rates for Mixed-Use (Commercial) Sites (Excluding On Street)

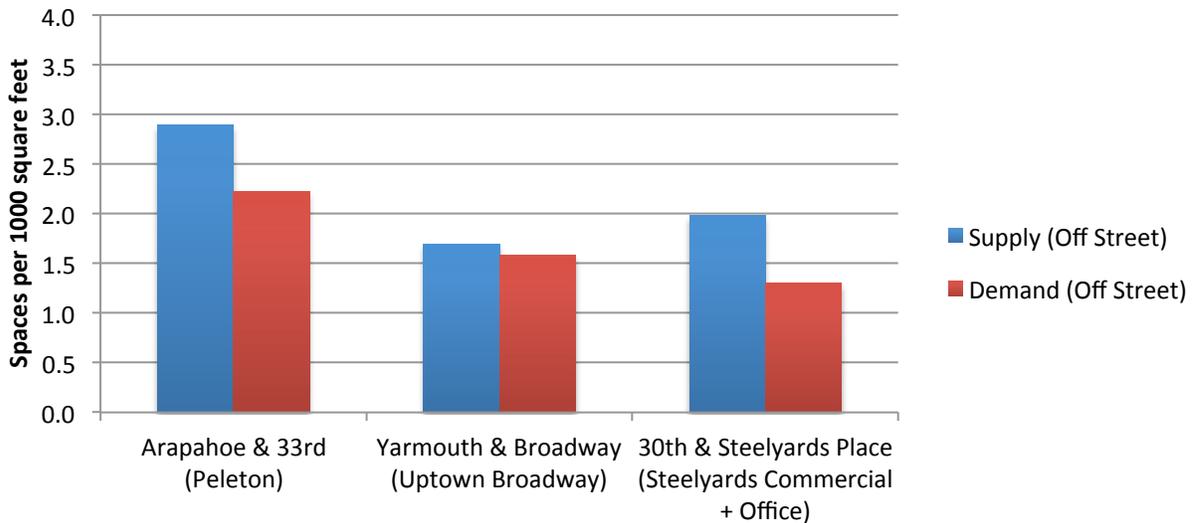


Chart 10: Parking Supply & Highest Demand Rates for Mixed-Use (Commercial) Sites



2015 Parking Study Results

September 11, 2015

Page 8

Comparison to Peer Cities

In order to gather perspective on and context to Boulder's existing parking code, FTH staff reviewed the parking rate requirements of three other selected cities: Davis, CA; Walnut Creek, CA; and Portland, OR. Tables summarizing how Boulder's code compares to these peer cities are given below.

Table 2: Summary of Basic Rate Requirements Across Selected Cities by Major Land Use Type

Use Type	Davis, CA	Portland, OR	Walnut Creek, CA	Boulder, CO
Detached Dwellings	1 covered space, 1 uncovered space for 0 - 4 bedrooms; 1 additional uncovered space per additional bedroom.	Typically, 1 space per DU.	2 covered spaces per DU.	Typically, 1 space per DU; 0 for MU-4 or RH-7.
Attached Dwellings	1 covered space, 1 uncovered for 0 - 3 bedrooms, 1 additional space per additional bedroom.		1 additional space per DU compared to detached dwelling requirement.	Minimum: Varies by zoning. Either 1 space per DU; 1 for 1 - 2 bedrooms, 1.5 for 3 bedrooms, and 2 for 4 + bedrooms; or 1 for 1 bedroom, 1.5 for 2 bedrooms, 2 for 3 bedrooms, and 3 for 4 + bedrooms. No minimum for MU-4 or RH-7. Maximum: typically, no maximum except for MU-4 and RH-7 (1 space per DU maximum).
Multi-family Dwellings	1 space for 0 - 1 bedrooms, 1.75 for 2 bedrooms, 3 for for 3+ bedrooms.		1.25 spaces per studio, 1.5 per 1 bedroom, 2 per 2 bedrooms, 2.25 per 2+ bedrooms. At least one space must be covered.	
Retail	1 space per 300 square feet of gross area.	Minimum: 1 space per 500 square feet of net building area. Maximum: 1 per 196 square feet.	1 space per 250 square feet of RFA.	Minimum: Varies by zoning. No minimum for RH-3, RH-6, RH-7, MU-4; 1 space per 400 square feet of floor area for BCS, MR-1, IS, IG, IM, A; 1 per 400 sq. ft. if residential is less than 50% of FA (otherwise 1 per 500 sq. ft.) for RMX-2, MU-2, IMS, BMS; 1 per 300 sq. ft. if residential is less than 50% of FA (otherwise 1 per 400 sq. ft.); 1 per 300 sq. ft. of FA for all other zones. Maximum: typically, no maximum except for RH-3, RH-6, RH-7, and MU-4 (1 space per 400 sq. ft. of FA if residential is less than 50% of FA, otherwise 1 space per 500 sq. ft.).
Restaurants (Dine-in)	1 space per 3 seats.	Minimum: 1 space per 250 square feet of net building area. Maximum: 1 per 63 square feet.	1 space per 5 seats and 1 per 75 square feet of floor area for portable seats or tables.	
Mixed Use	1 space per 350 square feet of gross commercial area; 1 per DU.	N/A	1 space per 200 square feet of rentable floor area up to 50,000 square feet, 1 per 250 square feet after 50,000. Residential requirement determined on case-by-case basis.	

* Requirements listed are minimums unless otherwise noted

Table 3: Examples of Space Requirements per Parking Code by Selected City and Land Use Type (Not Including Reductions)

Example Number of DU's or Amount of Square Feet	Davis, CA	Portland, OR	Walnut Creek, CA	Boulder, CO****
Detached Dwellings				
1BR DU	2	1	2	1
2BR DU	2	1	2	1
3BR DU	2	1	2	1
4+BR DU	2	1	2	1
Attached Dwellings				
1BR DU	2	1	3	1
2BR DU	2	1	3	1.5
3BR DU	2	1	3	2
4+BR DU	3	1	3	3
Multi-family Dwellings				
1BR DU	1	1	1.5	1
2BR DU	1.75	1	2	1.5
3BR DU	3	1	2.25	2
4+BR DU	3	1	2.25	3
Retail				
5,000 SF	17	10	20	17
15,000 SF	51	30	60	51
40,000 SF	133	80	160	133
Restaurants (Standalone Dine-In)**				
5,000 SF	67	20	40	67
10,000 SF	133	40	80	133
15,000 SF	200	60	120	200
Mixed Use***				
10,000 SF with 10 DU	39	40	60	0 - 43
25,000 SF with 40 DU	111	90	165	0 - 123
50,000 SF with 200 DU	343	300	400	0 - 367

* Requirements listed are minimums

** Assuming 200 seats per 5,000 sq. ft. of restaurant space

*** Assuming 1 space per DU for Walnut Creek, CA and Boulder, CO mixed-use residential (actual requirement determined on case-by-case basis)

**** Assuming typical suburban zoning type (highest minimum possible listed; minimums may be lower depending on other criteria)

2015 Parking Study Results

September 11, 2015

Page 9

Correlations to Transit Network Accessibility and Bicycle Facilities

In addition to comparing Boulder’s parking code to that of selected peer cities, FTH staff researched each 2015 study site’s proximity to transit routes, both on and off the Community Transit Network (CTN), as well as proximity to existing bicycle facilities, and related those proximities to parking demand in order to ascertain if any correlations exist. These correlation graphs are depicted below.

Chart 11: Commercial Demand versus All Nearby Transit Routes

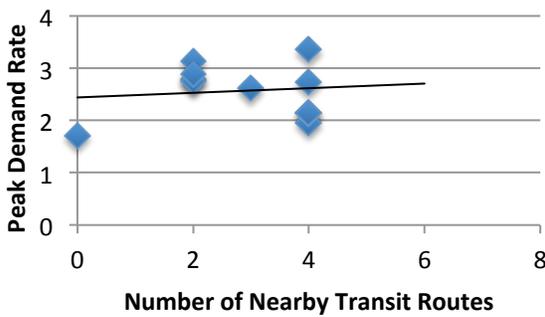


Chart 12: Commercial Demand versus Nearby CTN Routes

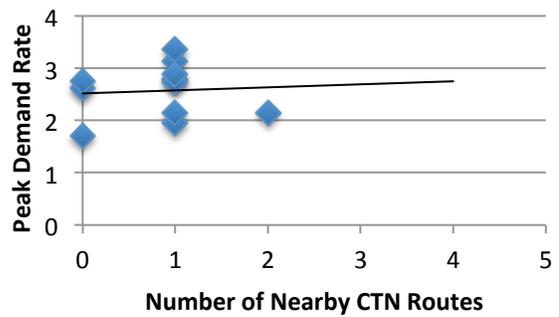


Chart 13: Commercial Mixed Use Demand versus All Nearby Transit Routes

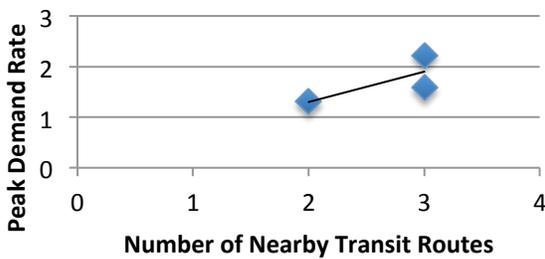
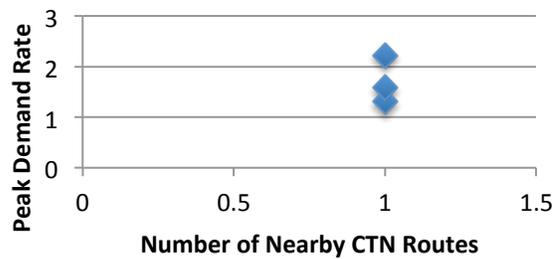


Chart 14: Commercial Mixed Use Demand versus Nearby CTN Routes



2015 Parking Study Results

September 11, 2015

Page 10

0

Chart 15: Residential Demand versus All Nearby Transit Routes

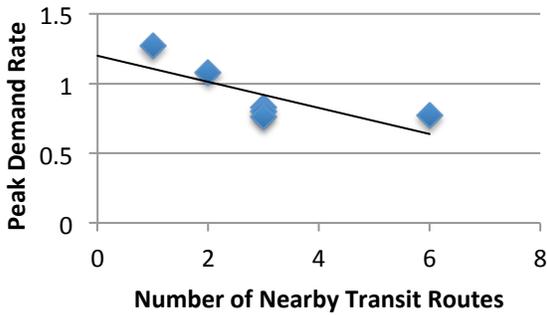


Chart 16: Residential Demand versus Nearby CTN Routes

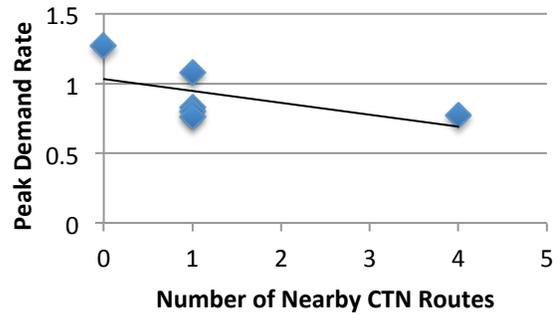


Chart 17: Residential Mixed Use Demand versus All Nearby Transit Routes

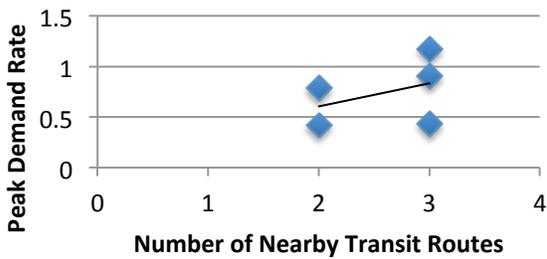
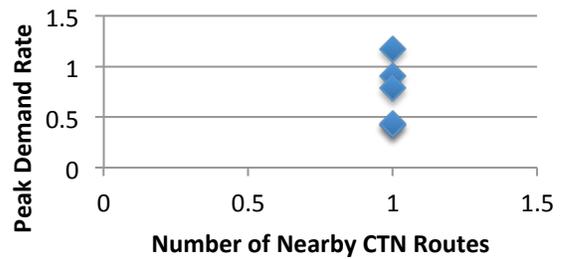


Chart 18: Residential Mixed Use Demand versus Nearby CTN Routes



2015 Parking Study Results

September 11, 2015

Page 11

1

Chart 19: Commercial Demand versus Nearby Bike Facilities

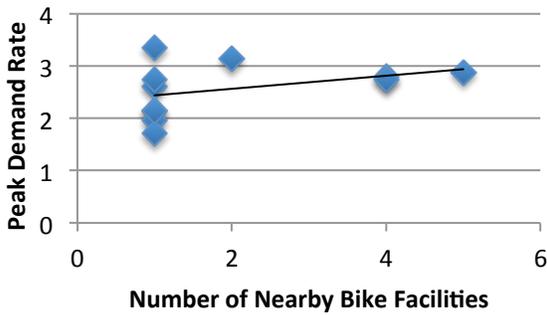


Chart 20: Residential Demand versus Nearby Bike Facilities

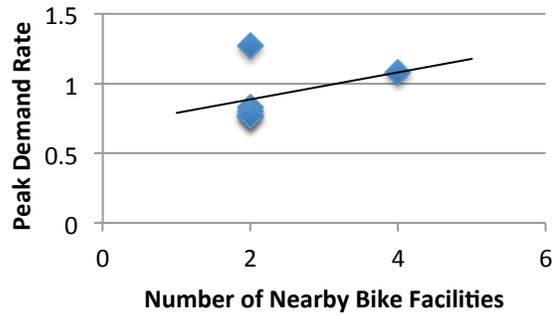


Chart 21: Commercial Mixed Use Demand versus Nearby Bike Facilities

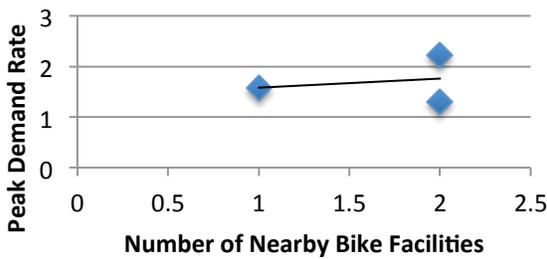
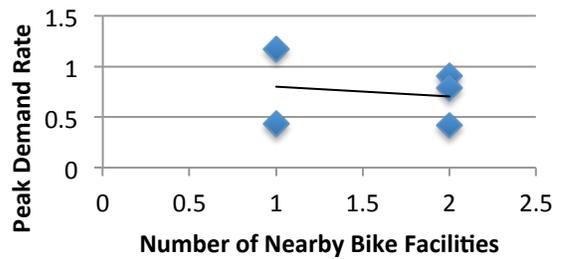


Chart 22: Residential Mixed Use Demand versus Nearby Bike Facilities



2015 Parking Study Results

September 11, 2015

Page 12

2

Key Questions To Consider

The following questions can be considered as part of upcoming conversations with Transportation Advisory Board and Planning Board regarding parking code adjustments:

- Should new requirement be a parking minimum, parking maximum, or both?
 - If no minimum, should parking reductions be eliminated?
 - If maximum, should a new exception process be created to allow for more parking in certain circumstances and/or when requested?
- Should different parking requirements be created depending on zoning district/typology or by land use type, or a combination of the two?
 - If by typology, should proximity to multi-modal networks or CTN routes be considered?
- If parking reductions are kept, should the criteria for obtaining a reduction be more stringent or more lenient?
- What methodology should be used to determine option ranges (i.e., conservative, moderate, progressive)?
- Can the data determine automatic percentage parking reductions that should apply under certain scenarios?
- How do other AMPS components factor into any proposed code changes (e.g., TDM, district parking enforcement, et cetera)?
- Where should, if at all, unbundled parking be required outside of Boulder Junction?
- Should special considerations be made in the updated code for electric vehicles (EVs)?
 - If so, how many EV stations should be required?
 - What type(s) of EV stations should be required?

Table 5: Site Transit & Bike Route Access Analysis

Site	Highest Commercial Demand Rate Observed (Excluding On Street)	Highest Residential Demand Rate Observed (Excluding On Street)	Transit										Bike Facilities								Walkability Rating	Walkability Rating Index				
			Boulder Community Transit Network						Other Transit			Total Proximate Boulder Transit Routes	Total Proximate Numbered Transit Routes	Total Proximate Transit Routes (All)	Designated Bike Route	Multi-use Path	On Street Bike Lane	Paved Shoulder	Sidewalk Connection	Soft Surface Multi-use			Street with Single Bike Lane	Total Proximate Bike System Features		
			Existing			Future			1	2	3															
			1	2	3	4	1	2				3														
1	2.79		DASH				LEAP				206			1	1	2	1				1	4	36	3		
2		0.83	STAM				ORBIT				201	J		1	2	3						2	36	3		
4	2.61						LEAP				206	208	S	0	3	3						1	15	1		
5	2.75						LEAP				206		S	0	2	2						1	15	1		
6	1.96		HOP				LEAP	ORBIT	DART	205	F/H/T	206		1	3	4					1	1	70	6		
8	2.15		HOP	BOUND			ORBIT	LEAP		205	206			2	2	4						1	70	6		
9		0.8	BOUND							205	208			1	2	3	1				1	2	57	5		
10		1.08	BOUND							204				1	1	2	1	1	1		1	4	57	5		
11	1.71													0	0	0						1	0	0		
12	3.14		SKIP							M				1	1	2	1				1	2	46	4		
14		1.27								205				0	1	1	1			1		2	36	3		
15	3.36		HOP				ORBIT	DART		205	206	F/H/T		1	3	4					1	1	70	6		
16		0.76	DASH				LEAP			204	206			1	2	3					1	2	57	5		
17	2.73		BOUND				ORBIT			205	208	F/H/T		1	3	4						4	70	6		
19		0.77	HOP	SKIP	DASH	STAM				203	204			4	2	6	1	1	1	1	1	2	57	5		
20	2.88		BOUND							203				1	1	2	1	1	1	1		1	70	6		
21	2.14		HOP				ORBIT	DART		205	206	F/H/T		1	3	3						1	70	6		
Mixed Use Sites																										
3	2.22	0.9	JUMP							S	J			1	2	3	1	1					2	57	5	
7	1.3	0.42	BOUND							208				1	1	2	1	1	1			2	70	6		
13	1.58	1.17	SKIP							M	204			1	2	3					1	1	57	5		
22		0.79	BOUND							208				1	1	2					1	2	57	5		
23		0.43	SKIP							M	204			1	2	3					1	1	57	5		

ATTACHMENT C: PARKING FINES IN BOULDER AND OTHER CITIES

Parking Fines in Boulder and Other Cities

INFRACTION	Boulder, CO	Ann Arbor, MI	Austin, TX	Breckenridge, CO	Colorado Springs, CO	Denver, CO (Including Cherry Creek)	Fort Collins, CO	Longmont, CO	Madison, WI	Pasadena, CA	Portland, OR	Santa Monica, CA	Seattle, WA
Most Recent change	2007*	2010		2015						2010		2012	
Expired/Unpaid Meter	\$15	\$20	\$30	N/A	\$20	\$25	NA	NA	\$25	\$47	\$60	\$53	\$44
Overtime Parking-Meter	\$15	\$35	\$40	\$30-300**	\$30	\$25	NA	NA	\$35	\$47	\$39/45/65	\$53	\$ 47
Overtime -Non-Meter	\$20	\$35	\$30	\$30-300**	\$30	\$25	W-\$50**	\$20	\$35	\$47	\$39/45/65	\$64	\$47
Outside Lines/Markings	\$15	\$ 35	\$40	\$30	\$40	\$25	\$25		\$30	\$41	\$39	\$53	\$47
Double Parking	\$15	\$50	\$70	\$30	\$50	\$25	\$ 25	\$10	\$30	\$47	\$80	\$53	\$47
Loading Zones (Commercial)	\$20	\$45	\$40	\$30	\$50	\$ 25	\$25		\$40	\$41	\$90	\$53	\$53
No Permit (in Permit Zone)	\$25	\$25	\$40	\$30		\$25	\$25		\$30	\$47		\$64	\$53
Bus Stop	\$25	\$35	\$40	\$30		\$25	\$25		\$45	\$281	\$100	\$304	\$47
Crosswalk	\$25	\$35	\$40	\$30	\$50	\$25	\$25	\$20	\$30	\$ 47	\$90	\$53	\$47
Red Zone/Fire Lane	\$50	\$50	\$70	\$30	\$70	\$50	\$25		\$30-100	\$58	\$80	\$53-64	\$47
Parking Prohibited	\$25	\$35	\$40	\$30	\$50	\$25	\$25	\$25	\$ 30	\$47		\$64	\$47
No Stopping/Standing	\$25	\$35	\$40	\$30	\$50	\$25	\$25		\$30-45	\$53	\$80	\$64	\$47
Fire Hydrant	\$50	\$40	\$70	\$30	\$50	\$25	\$25	\$35	\$30	\$53	\$150	\$53	\$47
Blocking Traffic	\$15	\$35	\$40	\$30	\$50	\$25	\$25			\$41	\$50	\$53	\$47
Disabled Parking	\$112	\$125	\$300	\$100	\$350	\$150	\$100	\$100	\$150	\$362	\$160-435	\$ 399	\$250
Blocking Driveway	\$25	\$35	\$40	\$30	\$50	\$25	\$25		\$30	\$47	\$90	\$ 53	\$ 47

*Increase was for “safety violations” only, not overtime fines.

**Escalating fines: Breckenridge is based on 365 days; Fort Collins has no meters; overtime fine escalated based on 180 days (Initial infraction is warning)

Note: Pasadena fines have been increased based on the CPI so are not in even dollars. Table data is rounded to nearest dollar. Austin has “standard” fines, with a lesser amount accepted for a certain period after issuance. Table displays the reduced “early payment” amounts.

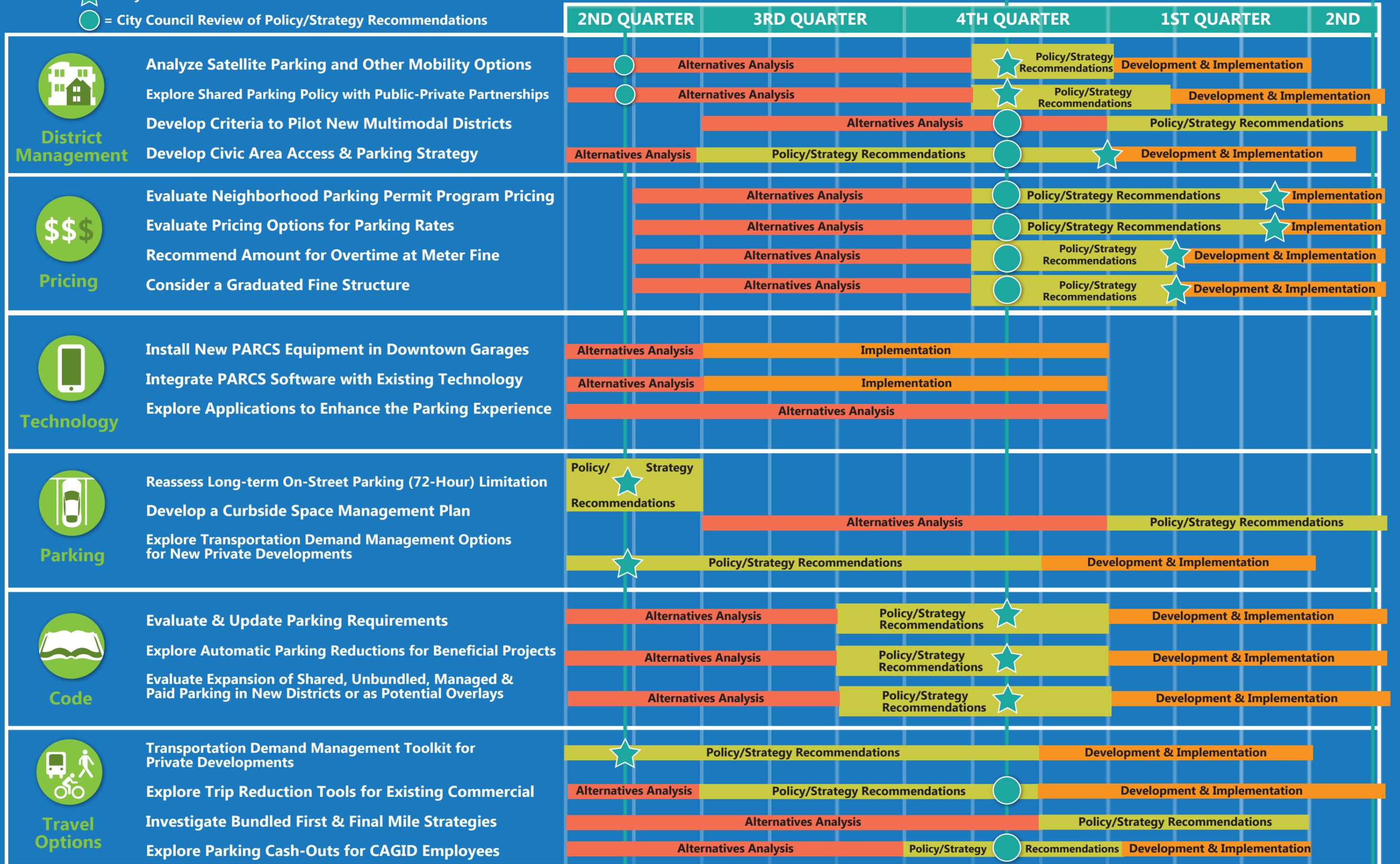
Access Management & Parking Strategy Timeline

☆ = City Council Review of Draft Recommendations
● = City Council Review of Policy/Strategy Recommendations

2015

City Council Study Session on AMPS - Nov. 10, 2015

2016





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



district management



pricing



technology



parking



code



travel options



mixed use neighborhoods
• North Boulder



transit oriented development
• Boulder Junction
• Depot Square



historic commercial
• Downtown
• University Hill



office park
• East Arapahoe
• Flatirons Park



residential
• Mixed Use
• Multi-Family
• Single-Family



suburban commercial
• 29th Street
• Table Mesa
• BaseMar



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

