



CITY OF BOULDER
PLANNING BOARD MEETING AGENDA
DATE: October 22, 2015
TIME: 6 p.m.
PLACE: 1777 Broadway, Council Chambers

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES**
- 3. PUBLIC PARTICIPATION**
- 4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS**
 - A. CALL UP ITEM: LUR2009-00057:** Request for approval to demolish an existing single-family residence and construct a new three-unit, three-story structure with parking located within a ground floor garage. The request includes requested modifications to setbacks (front and sides).
- 5. PUBIC HEARINGS ITEMS**
 - A. AGENDA TITLE:** Staff briefing and board input regarding the Access Management and Parking Strategy (AMPS)
- 6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**
 - A. AGENDA TITLE:** Staff will provide the board with an overview of the Housing Boulder 2015/16 Action Plan discussed with City Council at their September 1st, 2015.
- 7. DEBRIEF MEETING/CALENDAR CHECK**
- 8. ADJOURNMENT**

**CITY OF BOULDER PLANNING BOARD
MEETING GUIDELINES**

CALL TO ORDER

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

AGENDA

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

PUBLIC PARTICIPATION

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

DISCUSSION AND STUDY SESSION ITEMS

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

PUBLIC HEARING ITEMS

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

1. Presentations

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

2. Public Hearing

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

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

3. Board Action

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

MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY

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

ADJOURNMENT

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

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

MEMORANDUM

TO: Planning Board
FROM: Karl Guiler, Senior Planner/Code Amendment Specialist
DATE: October 12, 2015
SUBJECT: CALL UP ITEM: LUR2009-00057: Request for approval to demolish an existing single-family residence and construct a new three-unit, three-story structure with parking located within a ground floor garage. The request includes requested modifications to setbacks (front and sides).

Attached is the disposition of approval ([Attachment A](#)) to permit the construction of a new three-unit building within the RH-2 (Residential High - 2) zoning district (see Figure 1 below) at 944 Arapahoe Avenue in the vicinity of the West Senior Center and the Boulder Public Library.

Background: The Site Review application was originally submitted in 2009 for a larger, five-unit residential structure requiring Planning Board review and has since been revised to be a more compact, three-unit building in order to minimize impact on the rear of the property (special circumstances described below), decrease potential parking impacts on adjacent properties and result in a building that has a design and massing consistent with the surrounding context.

The context around the project is eclectic and includes a variety of designs and scales. While there are more modern structures than other historic residential neighborhoods and some that are vastly out of scale with their surroundings, the general character of the area remains more historically scaled with most buildings built in the early 1900s (roughly around 1920s).

The 9,375 square foot site (see Figure 1) is located on the south side of Arapahoe Avenue, includes a small single-family residence and is unique in that the rear of the property (south) contains underground piping and infrastructure used by Boulder Fish and Game to collect water from underground springs in the area for diversion to a facility off of Lincoln Place (see Figure 1 below) where fish are raised. The system is old and while there are underground pipes in the rear of the subject site, only a manhole inlet to the pipe system is within easement on the rear southeast corner of the property (see [Attachment B](#) for approved plans).

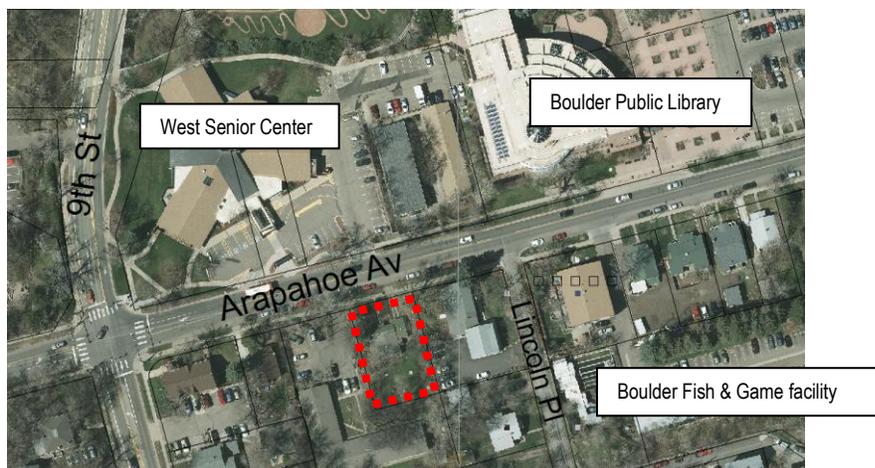


Figure 1- Vicinity Map

Project Proposal: The applicant is proposing to demolish the existing single-family residence (requires Landmarks approval, but has been approved for demolition in the past) and construct a new three-story, three-unit building with parking provided within a recessed enclosed garage. Access would be taken from Arapahoe Avenue as there is no alley access in this location. Setback modifications to position the building closer to the street are proposed in order to move the building away from the rear easement and piping used by Boulder Fish and Game in efforts to minimize impact to the water collection system. The first story parking garage, which aside from the garage entry, designed to be deemphasized, contains five parking spaces and bike parking meeting current requirements. Previous iterations included a parking reduction, but this request has been removed due to neighborhood opposition. To encourage alternative modes of transportation, a Transportation Management Plan (TDM) is included with the approved plans. The two upper stories contain the three units and open space on the lot would be provided in greenspace in the rear yard and elevated balconies.

Review Process: Three units are permitted by-right on the site. However, Site Review is required due to the requested setback modifications.

Project Analysis: Staff has found that the project would meet the Site Review criteria of Section 9-2-14(h), B.R.C. 1981. Staff responses to the criteria can be found in **Attachment D**. In summary, the building is designed with a similar massing, location and materiality as adjacent structures and would appear consistent with the eclectic character of the neighborhood with its use of historic materials of clapboard siding and brick, but with a more contemporary design. Rather than having surface parking and building in the rear, which could impact Boulder Fish and Game pipes and subsurface water flow, the building is positioned closer to the front (similar to other building locations along Arapahoe) to minimize impact. The garage is also designed to minimize subsurface water flow by not being sunken deeper than the current residence's crawlspace. To minimize any aesthetic impact of the garage its door is the minimum allowable width, is setback from the front face of the building and is further deemphasized by two more prominent building entries flanking it. Lastly, the proposed project will be required to meet the city's recently adopted energy code (International Energy Efficiency Code (IECC) plus 30 percent additional efficiency). These standards are considered to be very aggressive with regard to energy efficiency in building design. As a residential project, it is also subject to the city's green points program.

Public Comment: Previous iterations of the project were opposed by some neighbors due to its scale, number of units requests for a parking reduction and solar access exceptions. The project has since been revised to address these concerns. However, latest correspondence with Boulder Fish and Game has continued to express concern about the impact of the project to the flow of ground water with respect to the water collection system. As stated above, staff has found that the project has been appropriately downsized and designed to minimize impact as much as possible on the site as to not impact Boulder Fish and Game's interests. In fact, staff finds that the project as a Site Review project is preferred as it permits the location of the building closer to the street to minimize impact, whereas a by-right project could present greater impacts to water the collection system if the building is set back further from the street or proposed with greater massing.

Next steps:

Staff has attached the approved plans (**Attachment B**) for the Planning Board's review. The proposal was approved by Planning and Development Services staff on **Oct. 12, 2015** and the decision may be called up before Planning Board on or before **Oct. 26, 2015**. Questions about the project or decision should be directed to Karl Guiler at (303) 441-4236 or guilerk@bouldercolorado.gov. Staff will also be available to answer questions from the Planning Board at its Oct. 22, 2015 meeting within the 14-day call up period.

Attachments:

- A) Notice of Disposition dated Oct. 12, 2015
- B) Approved plans dated Aug. 20, 2015
- C) Written Statement dated October 7, 2015
- D) Staff responses to the Site Review criteria.



**CITY OF BOULDER
Community Planning & Sustainability**

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
phone 303-441-1880 • fax 303-441-3241 • web www.bouldercolorado.gov

**CITY OF BOULDER PLANNING DEPARTMENT
NOTICE OF DISPOSITION**

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION: APPROVED WITH CONDITIONS
PROJECT NAME: 944 ARAPAHOE AVENUE
DESCRIPTION: SITE REVIEW to demolish an existing single-family residence and construct a new three-unit, three-story structure with parking located within a ground floor garage.
LOCATION: 944 ARAPAHOE AVENUE
COOR: N02W07
LEGAL DESCRIPTION: See Exhibit A
APPLICANT/OWNER: The 944, LLC
APPLICATION: Site Review, LUR2009-00057
ZONING: RH-2
CASE MANAGER: Karl Guiler
VESTED PROPERTY RIGHT: NO; the owner has waived the opportunity to create such right under Section 9-2-19, B.R.C. 1981.

APPROVED MODIFICATIONS FROM THE LAND USE REGULATIONS:

Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981:

- 16-foot front yard setback when 25 feet required by-right (north side)
- 6-foot side yard setback when 10 feet is required by-right (west side)

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

Approved On: 10-12-15
Date

By: [Signature]
David Driskell, Executive Director of Community Planning and Sustainability

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

Appeal to Planning Board expires: 10-26-15

Final Approval Date: _____

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND FINAL PLANS FOR CITY SIGNATURE MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS. IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING DEPARTMENT APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the applicant must begin and substantially complete the approved development within three years from the date of final approval. Failure to "substantially complete" (as defined in Section 9-2-12) the development within three years shall cause this development approval to expire.

CONDITIONS OF APPROVAL

1. The Applicant shall ensure that the **development shall be in compliance with all plans** prepared by the Applicant on August 20, 2015 and the written statement dated October 7, 2015, on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.
2. Prior to a building permit application, the Applicant shall submit a Technical Document Review application for the following items, subject to the approval of the City Manager:
 - a) **Final architectural plans**, including materials and colors, to insure compliance with the intent of this approval.
 - b) A **final site plan** detailing all proposed site improvements, including but not limited to site open space, hardscape areas and walkways, building foundation, and bicycle parking locations.
 - c) A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and the proposed irrigation system, to insure compliance with this approval and the City's landscaping requirements. The plans must conform to the preliminary Tree Preservation Plan and arborist assessment attached to the approved plans. Any construction that affects the existing trees, including but not limited to foundations, grading, impervious surfaces, and the erection of walls within the vicinity of trees to be preserved that result in unanticipated damage to existing trees, shall require mitigation pursuant to the detailed landscape and tree protection plan.
 - d) A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, showing compliance with Section 9-9-16, B.R.C. 1981.
 - e) A **detailed parking plan** showing the arrangement, locations, dimensions, and type of parking stalls (including any areas of the site for bicycle parking or reserved for deferred parking) to ensure compliance with this approval and Section 9-9-6, B.R.C. 1981.
 - f) A **detailed shadow analysis** to insure compliance with the City's solar access requirements of Section 9-9-17, B.R.C. 1981.
 - g) A **final utility plan** meeting the City of Boulder Design and Construction Standards.
 - h) A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards.
3. Prior to a building permit application, the Applicant shall dedicate to the City, at no cost, the following easement as shown on the approved plans, meeting the City of Boulder Design and Construction Standards, as part of a Technical Document Review application, the form and final location of which shall be subject to the approval of the City Manager:

- a) A **public access easement** approximately 2 feet in width along the north property line adjacent to Arapahoe Avenue.

[Faint handwritten notes or signatures]

EXHIBIT A

Legal Description

The Easterly half of the Northerly 125 feet of Outlot 1 of Reek's Addition to the City of Boulder, according to the recorded plat thereof and more particularly described as follows: Beginning at the Northeast corner of said Outlot 1; thence Southerly along the East side of said Outlot 1, a distance of 125 feet; thence Westerly, parallel with the North line of said Outlot 1, 75 feet to the North-South centerline of said Outlot 1; thence Northerly parallel to the East line of said Outlot 1 along said centerline, 125 feet to the North line of said Outlot 1; thence Easterly along the North line of said Outlot 1, 75 feet to the point of beginning; County of Boulder, State of Colorado

944 ARAPAHOE

OWNER/DEVELOPER
THE 944 LLC
16495 GRAYS WAY
BOULDER CO
303.440.7999

ARCHITECT
CADDIS PC
1510 ZAMIA AVENUE #103
BOULDER, CO 80304
303.443.3629

CIVIL ENGINEER
THE SANITAS GROUP, LLC
1022 WILLOW PLACE
LOUISVILLE, CO 80027
303.981.9238

TRAFFIC ENGINEER
DREXEL, BARRELL & CO.
1800 38TH STREET
BOULDER, CO 80301
303.442.4338

LANDSCAPE DESIGN
EARTHSCAPED LANDSCAPING
7018 ALADAR DRIVE
WINDSOR, CO 80550
970.690.5415



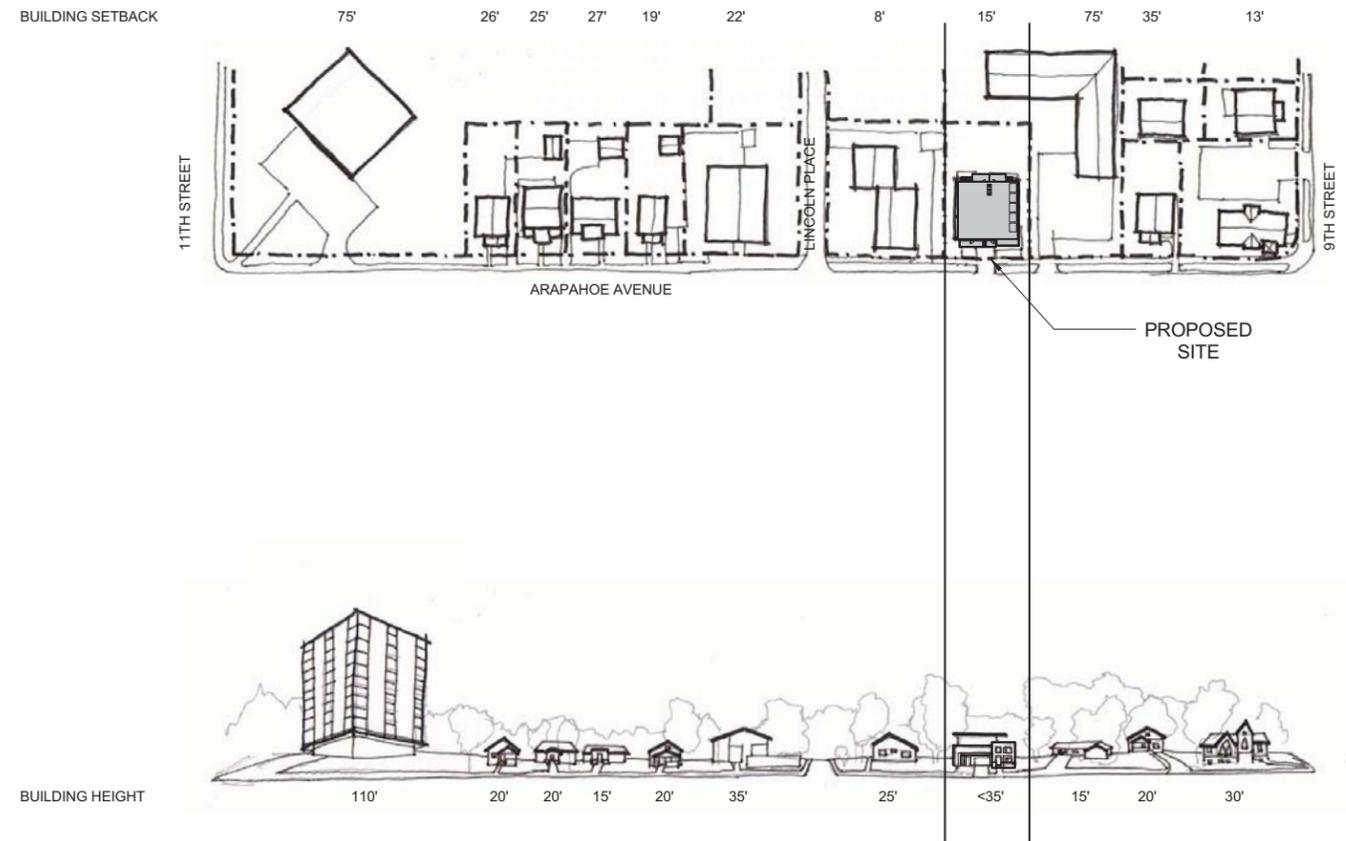
SITE REVIEW RESUBMITTAL
LUR 2009-00057
RESUBMITTAL DATE: 20 August 2015

944 ARAPAHOE AVENUE, BOULDER, CO
RESIDENTIAL REDEVELOPMENT

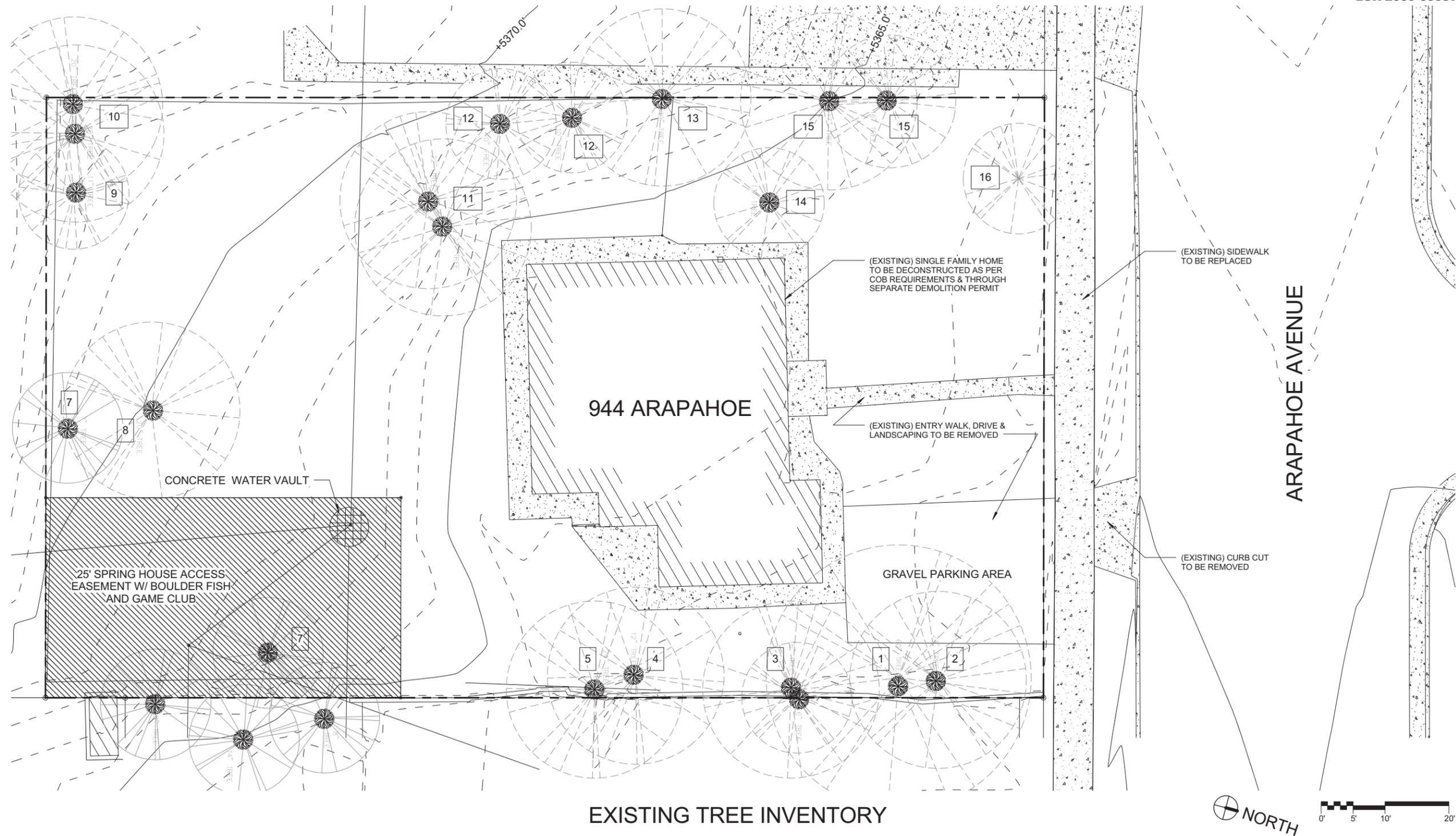




CIVIC AREA ZONING MAP



SETBACK ANALYSIS



EXISTING TREE INVENTORY

| SPECIES | CONDITION | SPECIES | CONDITION |
|--------------------------|-----------|-------------------|-------------|
| 1) WILLOW | REMOVE | 9) AMERICAN ELM | DEAD/REMOVE |
| 2) ASH | REMOVE | 10) ASH TREES (6) | REMOVE |
| 3) ASH | REMOVE | 11) ASH TREE | POOR/REMOVE |
| 4) BOX ELDER | REMOVE | 12) POPLAR (2) | DEAD/REMOVE |
| 5) AMERICAN ELM | REMOVE | 13) BOX ELDER | REMOVE |
| 6) RUSSIAN OLIVE | REMOVE | 14) CEDAR | REMOVE |
| 7) VARIOUS SMALL SPECIES | TRIM | 15) ASH (2) | REMOVE |
| 8) ASH | REMOVE | 16) PINE | REMOVE |

NOTE: INVENTORY PER NELSON TREE SERVICE; SEE PLAN FOR LOCATION AND DIAMETER)

SITE DEVELOPMENT PLAN
- EXISTING CONDITIONS
1/8" = 1'-0"
08/20/2015
PROJECT #1408
CADDIS PC

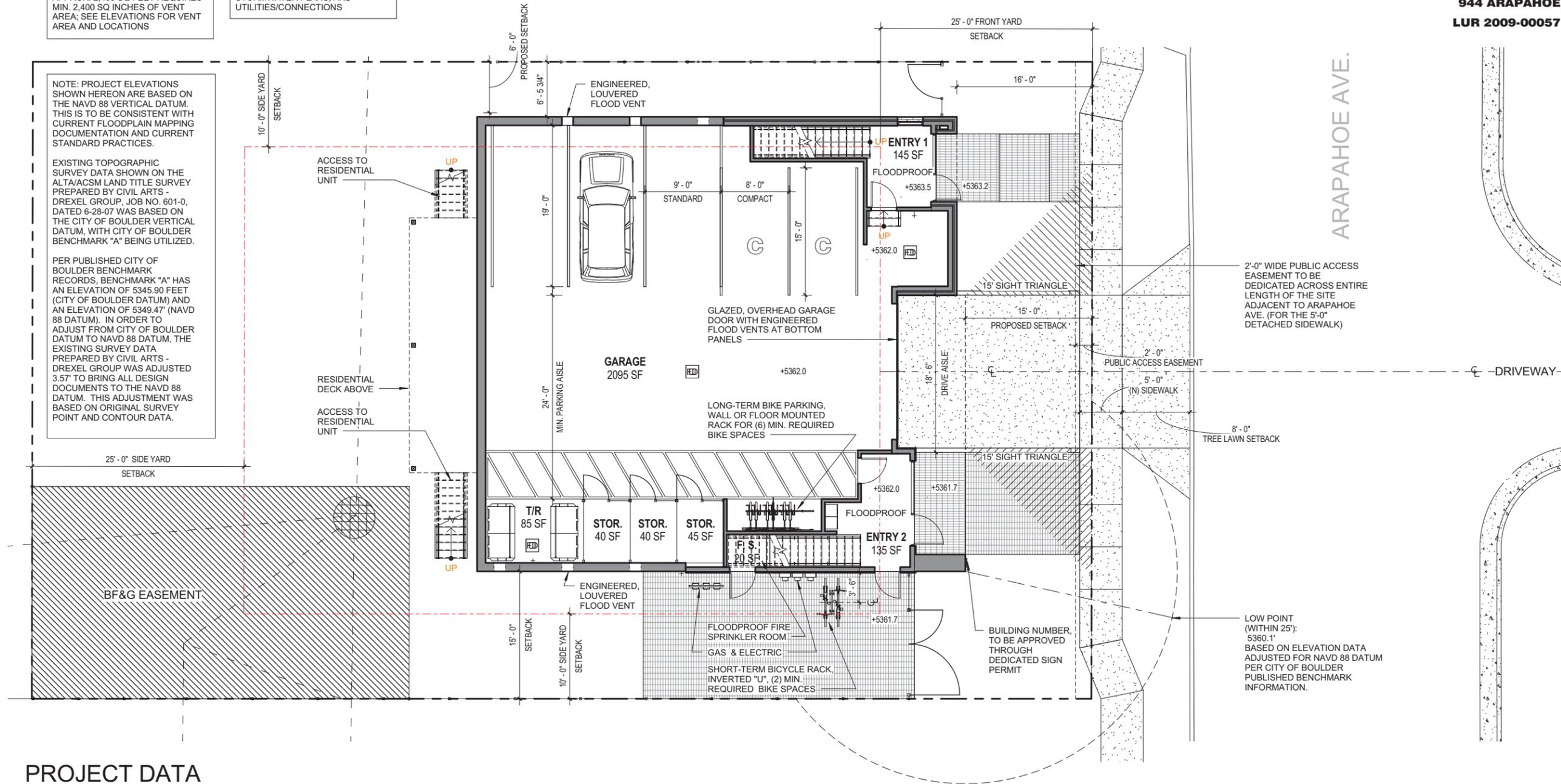
NOTE: FLOOD VENTING FOR GARAGE: TOTAL GARAGE AREA OF APPROX. 2,400 SQ FEET REQUIRES MIN. 2,400 SQ INCHES OF VENT AREA; SEE ELEVATIONS FOR VENT AREA AND LOCATIONS

NOTE: SEE CIVIL PLANS FOR GRADING, BASE FLOOD ELEVATIONS, STORMWATER PLANS, AND UTILITIES/CONNECTIONS

NOTE: PROJECT ELEVATIONS SHOWN HEREON ARE BASED ON THE NAVD 88 VERTICAL DATUM. THIS IS TO BE CONSISTENT WITH CURRENT FLOODPLAIN MAPPING DOCUMENTATION AND CURRENT STANDARD PRACTICES.

EXISTING TOPOGRAPHIC SURVEY DATA SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY PREPARED BY CIVIL ARTS - DREXEL GROUP, JOB NO. 601-0, DATED 6-28-07 WAS BASED ON THE CITY OF BOULDER VERTICAL DATUM, WITH CITY OF BOULDER BENCHMARK "A" BEING UTILIZED.

PER PUBLISHED CITY OF BOULDER BENCHMARK RECORDS, BENCHMARK "A" HAS AN ELEVATION OF 5345.90 FEET (CITY OF BOULDER DATUM) AND AN ELEVATION OF 5349.47' (NAVD 88 DATUM). IN ORDER TO ADJUST FROM CITY OF BOULDER DATUM TO NAVD 88 DATUM, THE EXISTING SURVEY DATA PREPARED BY CIVIL ARTS - DREXEL GROUP WAS ADJUSTED 3.57' TO BRING ALL DESIGN DOCUMENTS TO THE NAVD 88 DATUM. THIS ADJUSTMENT WAS BASED ON ORIGINAL SURVEY POINT AND CONTOUR DATA.



PROJECT DATA

| | | |
|------------------------------------|-------------------|-----------|
| FLOOR AREAS: (USEABLE, BY AREA) | RESIDENTIAL UNITS | 4,195 SF |
| | COMMON AREAS | 710 SF |
| | GARAGE | 2,095 SF |
| FLOOR AREAS: (GROSS, BY LEVEL) | LEVEL 3 | 1,853 SF |
| | LEVEL 2 | 2,838 SF |
| | LEVEL 1 | 2,780 SF |
| TOTAL AREA (FAR) | | 7,471 GSF |
| SITE AREA: | TOTAL | ±9,375 SF |
| FAR: | | .80 |

| | |
|-----------------|---|
| EXISTING: | SINGLE STORY WOOD STRUCTURE |
| PROPOSED: | THREE STORY BUILDING WITH (3) RESIDENTIAL UNITS AND LOWER LEVEL PARKING |
| | (2) 2 BEDROOM, 1-1/2 BATH (1,345 SF, 1,095 SF) |
| | (1) 3 BEDROOM, 2-1/2 BATH (1,755 SF) |
| DWELLING UNITS: | |
| | ALLOWED BY RIGHT: 3 |
| | PROPOSED: 3 |

| | |
|--------------------------|----------------------------------|
| PARKING SPACES REQUIRED: | 5 |
| PARKING SPACES PROPOSED: | 5 |
| COMPACT SPACES ALLOWED: | 40% |
| COMPACT SPACES PROPOSED: | 2 (40%) |
| BIKE PARKING REQUIRED: | 6 |
| BIKE PARKING PROPOSED: | 6+ (LONG-TERM) 2 (SHORT-TERM) |



SITE DEVELOPMENT PLAN - PROPOSED

1/8" = 1'-0"

08/20/2015

PROJECT #1408

CADDIS PC

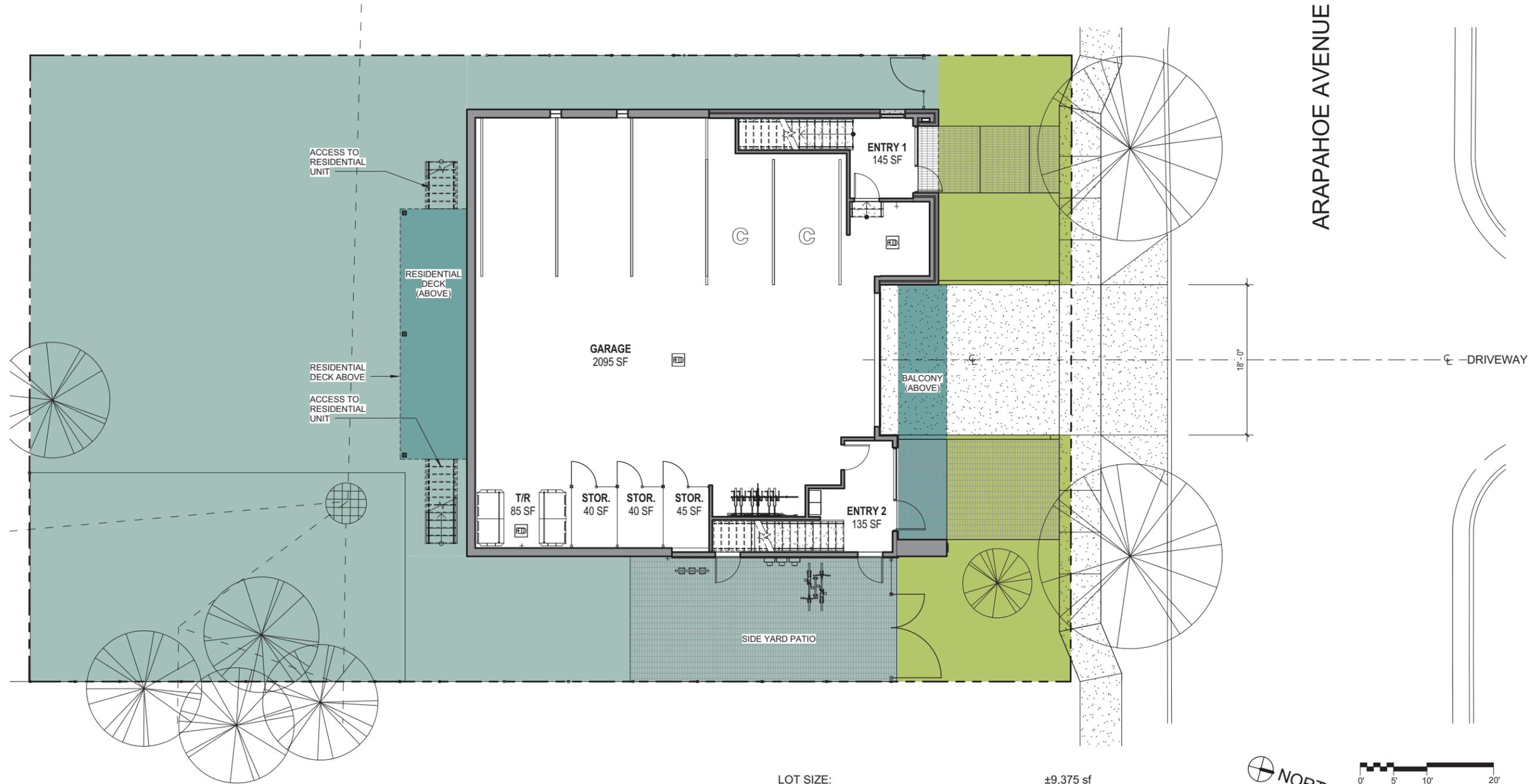
| | |
|------------------------------------|--|
| Site Location: | 944 Arapahoe, Boulder, CO |
| Program: | Description |
| Facilities and Design: | |
| 1. Protected Walk/Bike Corridor | We have (1) enclosed space on the ground level in the garage for the storage of bicycles. We anticipate the storage of a minimum of 6 bikes in this space on floor or wall mounted racks. The dedicated space is separated from the garage drive aisle by a 5' striped zone. An additional (2) short-term bike spaces are provided at the side yard on an inverted "U" ramp. We selected this particular property because of its pedestrian access to amenities such as the Library, grocery store and Downtown Boulder. Residents will not have to use their cars because of the proximity to such great amenities and transportation. If one is leaving the site via bicycle they have two possible routes. The first would be through the garage door for long-term parking and the other will be through the pedestrian gate at the side yard out to the detached sidewalk running on Arapahoe for short-term parking. |
| 2. Traveler Friendly Site Design | There is a transit stop within view of the property, and the project will allow its occupants easy access to many bus and bike routes. The 205 runs down Arapahoe right in front of the property. The property is 1/4 blocks from Broadway, which has ex. 15 local bus lines. The Creek path is one block from the site, which then links to multiple bike paths and lanes. There is no bike lane adjacent to the property however 1/4 block to the East one can cross over to the Library and then have access to the Creek path. |
| Enhancements and Amenities: | |
| Electric Vehicle Charging | It will be our intent to install outlets for the future use of plug-in cars and hybrids, and other alternative electric powered vehicles, accessible to all six (5) parking spaces. It will also be potential to power these cars via PV panels being considered for on the roof of the building. |

| | |
|---|--|
| Marketing Strategies and Outreach: | |
| 1. Liaison to GO Boulder | Applicant will provide a point of contact to serve as liaison to GO Boulder. Transportation coordinator will distribute information to tenants provided by GO Boulder, such as the Welcome Kits described below. Michael Hannan, the applicant, shall be this point of contact. |
| 2. Welcome Kits | With assistance from GO Boulder, transportation coordinator will distribute Welcome Kits to new tenants that will include brochures and pamphlets provided by GO Boulder on the bicycle and transit networks and other transportation options. Welcome kits will specifically include a bicycle rider's guide that includes bike routes, rack locations, and other pertinent information, and a bus rider's guide includes information on how to read a bus schedule, where to wait for the bus, and how to use the "bikes-on-buses" program. Transportation coordinator will alert GO Boulder at least one week prior to occupation to allow time to construct Welcome Kit. |
| 3. GO Boulder Travel Behavior Survey | Applicant will provide 10-Ride Local Ticket Books (\$18 cost) for each new resident over 6 years of age to be included in Welcome Kit. The applicant will coordinate with or allow GO Boulder to distribute a survey provided by GO Boulder to understand the effectiveness of the TDM programs provided after one year of tenant occupancy. Applicant is responsible for alerting residents upon occupancy that they will be asked to complete a short survey to collect data on travel behavior approximately one year after occupation as it is important to understand the impact of TDM plans on resident travel behavior. Residents are not required to complete the survey, but should be encouraged to do so. |

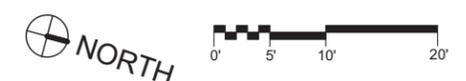
| | |
|-----------------------------|---|
| Mitigation Policies: | |
| 1. Unbundled Parking | The current proposal provides with required parking for (2) residential units. With (2) two bedroom units and (1) three bedroom unit, (5) parking spaces are required and provided. The residential units in this proposal are for sale and a rental scenario is not anticipated at this time. However, we are including two unbundled parking scenarios in which parking spaces can be unbundled and sold or unbundled and leased. • Sell to Owner Scenario: There are 3 units and 5 spaces. It is recommended that each unit have one space. The additional (2) spaces can be sold to unit owners. If more than one owner wants the space(s), they can have a lottery. Developer can decide on the value of the spot. If a unit owner doesn't need the space they get with their unit, they can lease it to another resident. • Lease Scenario: Parking is unbundled from unit sales and unit owners pay separately each month for the spot they lease at market rates (estimated \$60 - \$100 per month). Unit owners have the option of buying a single parking space. If they do not need a parking space they don't pay for it. The additional spaces can be sold to other unit owners. If more than one unit owner wants the space(s), they can have a lottery to see who gets and pays extra for it. |
| 2. Eco Passes | RTD has minimums in regard to size and contract amount. RTD will not do an Eco Pass contract for a development under 10 units. However, given this is such a small development with little impact, staff would support providing a ValPass to each unit for three years which would require a financial guarantee to be determined at a later date. |

caddis
Caddis Architecture, pc.
THE 944 LLC
944 ARAPAHOE
LUR 2009-00057

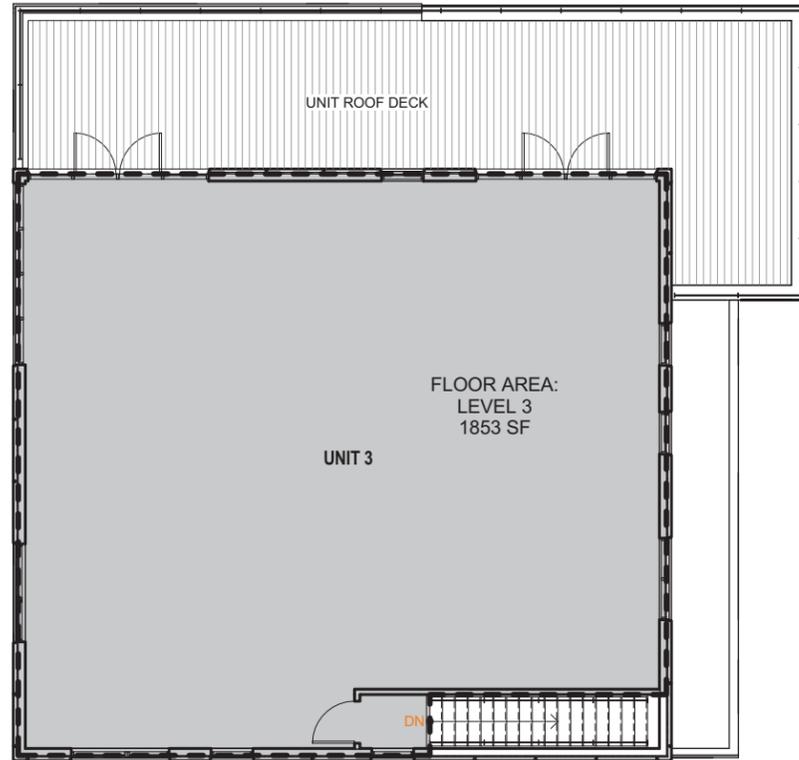
TDM PLAN



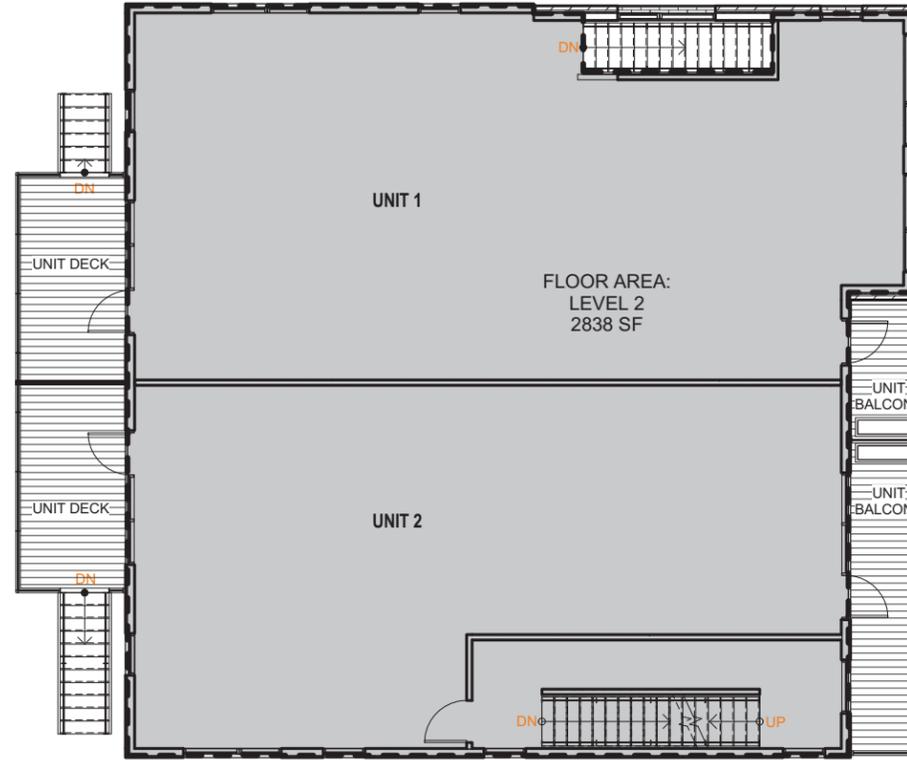
| | |
|--|-----------|
| LOT SIZE: | ±9,375 sf |
| OPEN SPACE REQUIRED: | 1,800 sf |
| OPEN SPACE PROPOSED: | 6,230 sf |
| COMMON OPEN SPACE REQUIRED: | 300 sf |
| COMMON OPEN SPACE PROPOSED: | 967 sf |
| TOTAL PATIO AREA: | 430 sf |
| MAX PATIO AREA COUNTED TOWARDS OPEN SPACE: | 750 sf |
| BACK YARD AREA: | 2,453 sf |
| SIDE YARD AREA: | 1,254 sf |
| WELL EASEMENT AREA: | 1,126 sf |



SITE OPEN SPACE & TDM
As indicated
08/20/2015
PROJECT #1408
CADDIS PC

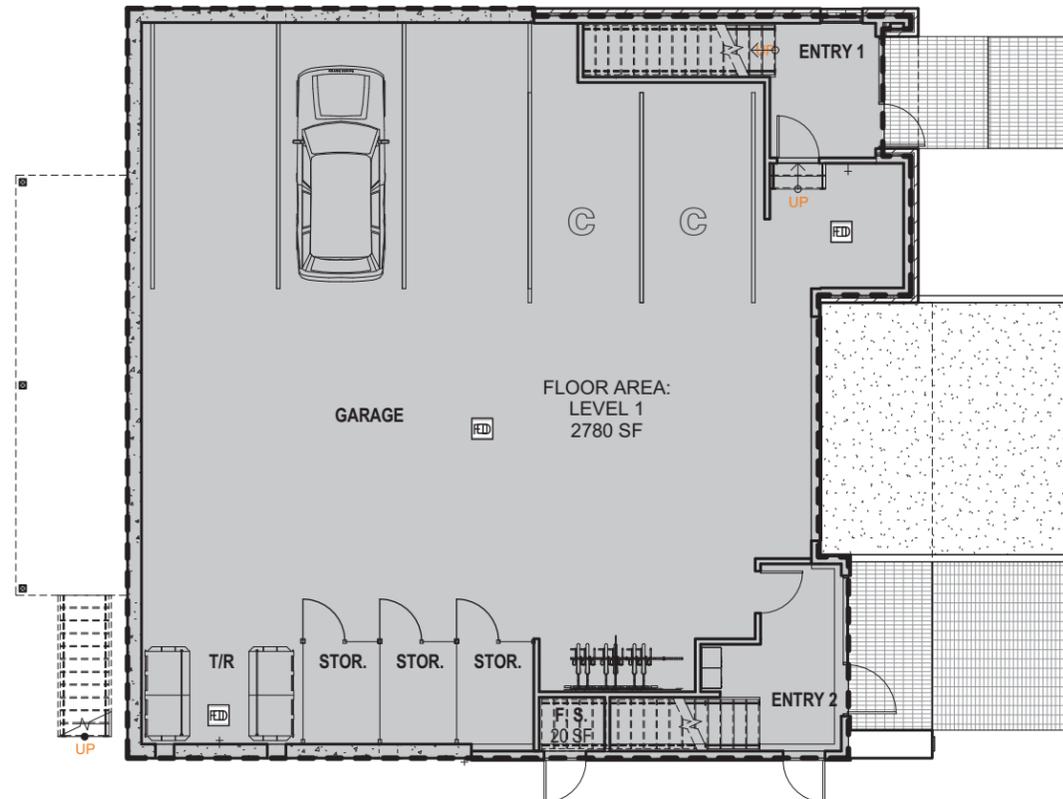


FAR DIAGRAM - LEVEL 3



FAR DIAGRAM - LEVEL 2

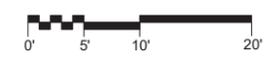
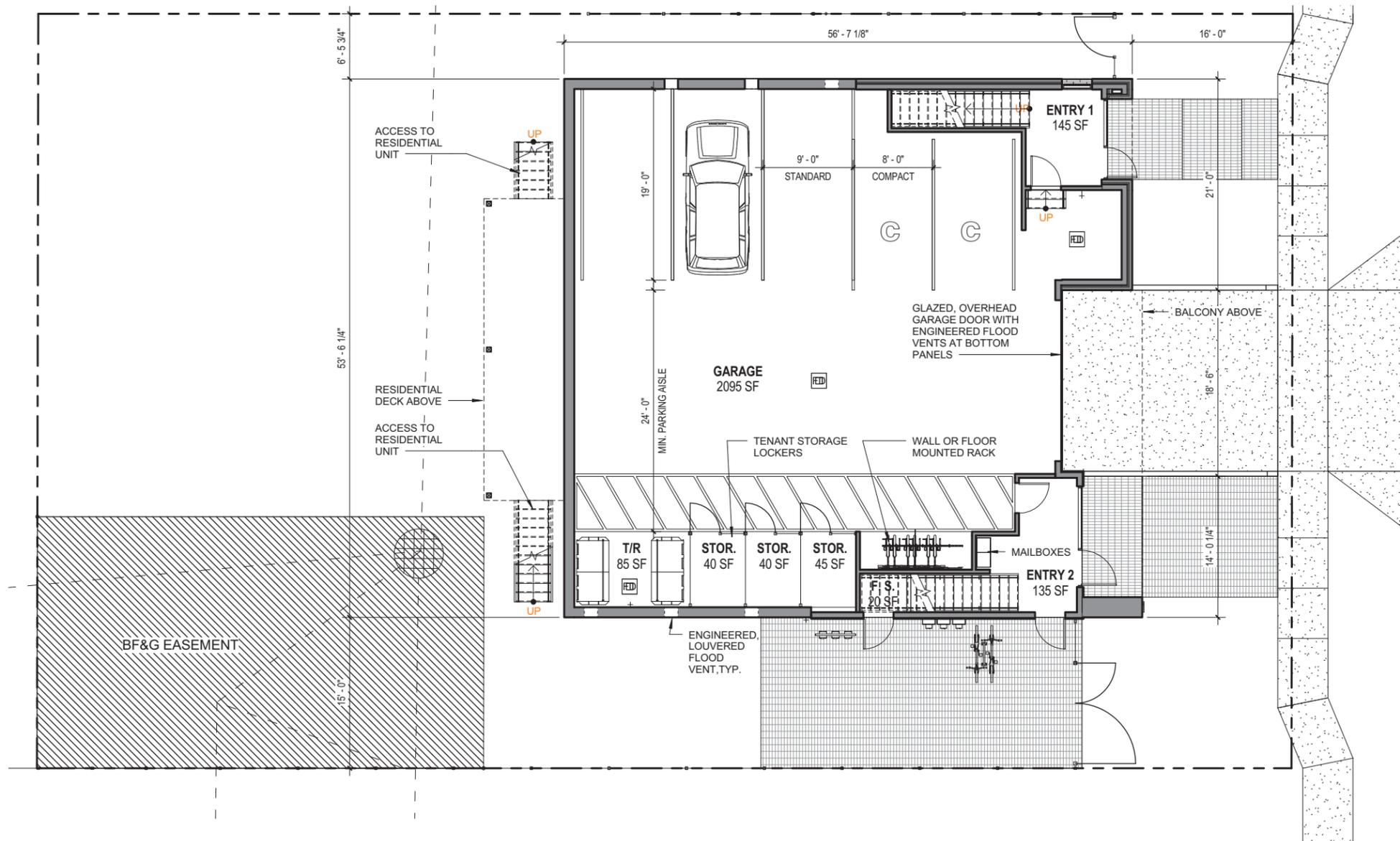
NOTE:
 SEE SITE DEVELOPMENT PLAN FOR
 PROJECT DATA INCLUDING FAR
 CALCULATIONS



FAR DIAGRAM - LEVEL 1



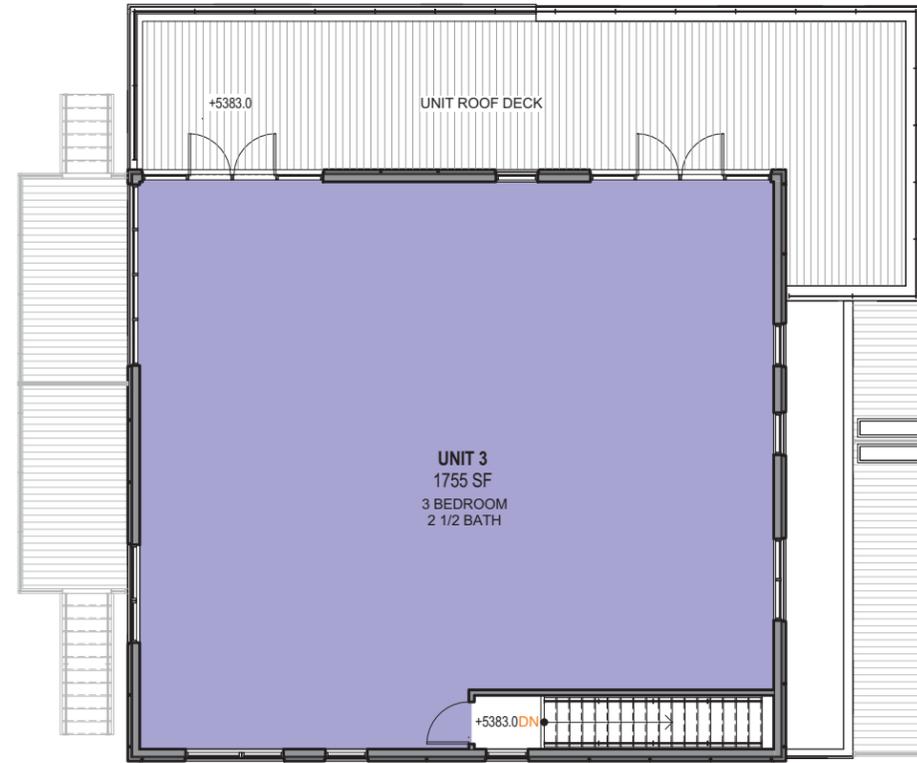
F.A.R. DIAGRAMS
 1/8" = 1'-0"
 08/20/2015
 PROJECT #1408
CADDIS PC



LEVEL 1 - GARAGE
 1/8" = 1'-0"
 08/20/2015
 PROJECT #1408
CADDIS PC

RESIDENTIAL UNIT TYPE

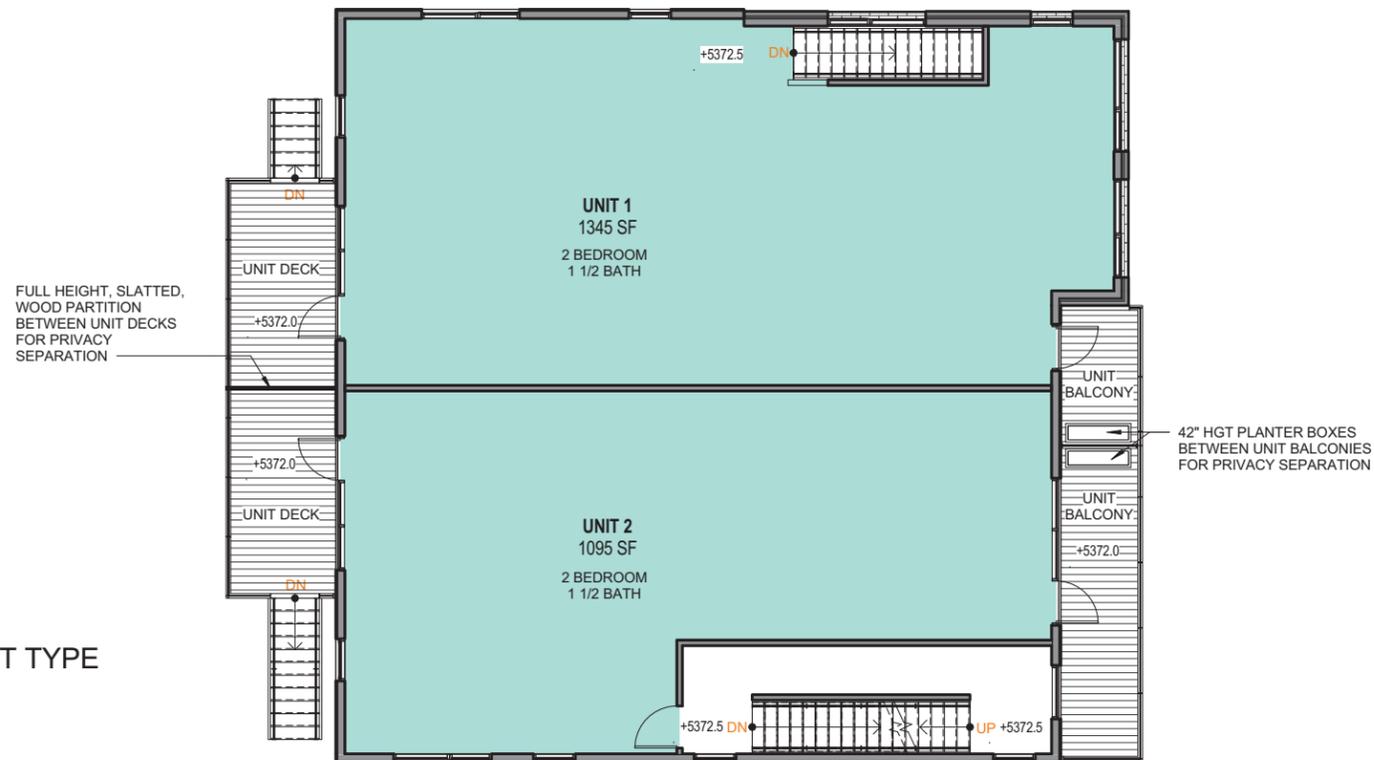
THREE BEDROOM



LEVEL 3

RESIDENTIAL UNIT TYPE

TWO BEDROOM



LEVEL 2



LEVELS 2 & 3
 1/8" = 1'-0"
 08/20/2015
 PROJECT #1408
CADDIS PC



Masonry Axon - Detail



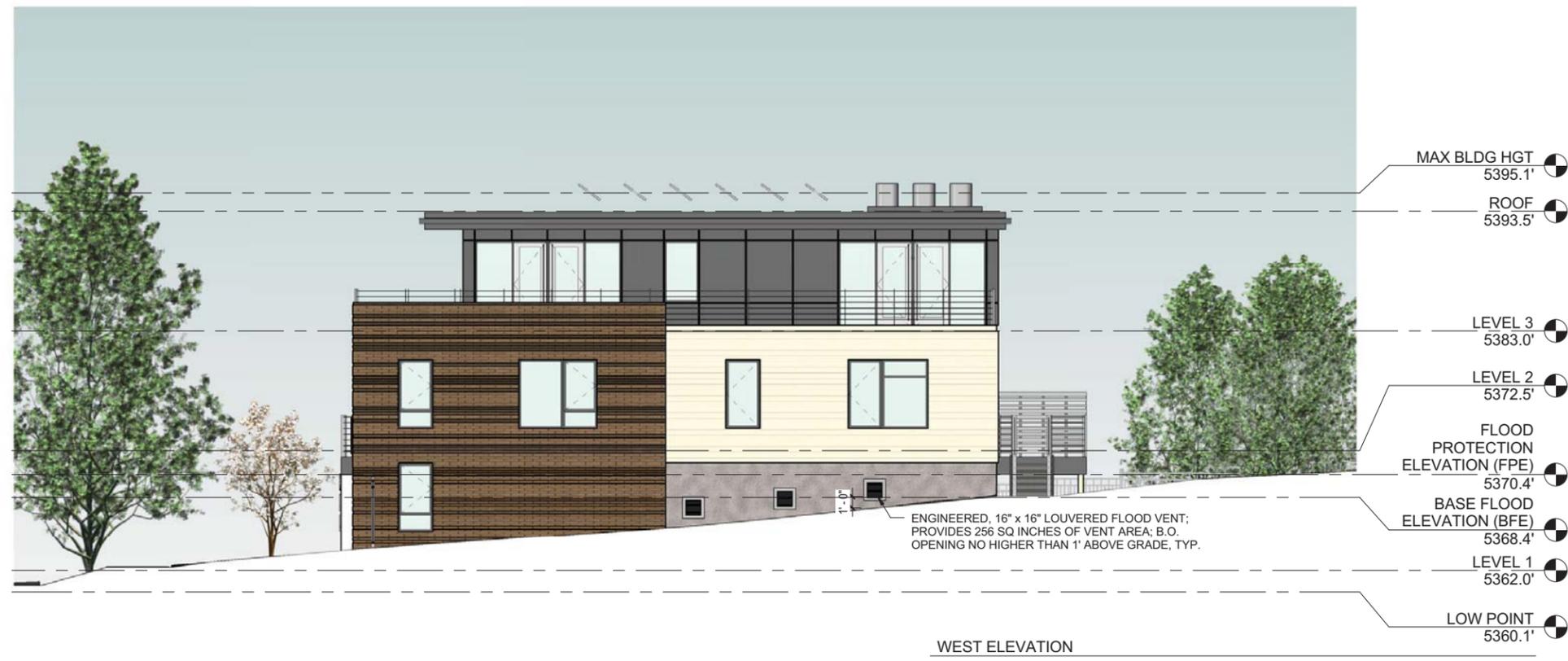
NORTH & EAST ELEVATIONS

1/8" = 1'-0"

08/20/2015

PROJECT #1408

CADDIS PC



SOUTH & WEST ELEVATIONS

1/8" = 1'-0"

08/20/2015

PROJECT #1408

CADDIS PC

CHARACTER



TOP LEVEL UNIT SET BACK FROM LOWER LEVELS



FRONT ENTRANCES AT FRONT YARD SETBACK, ORIENTED TO ENGAGE PUBLIC STREETSCAPE



RESIDENTIAL SCALE, MASONRY "TOWNHOUSE" UNIT

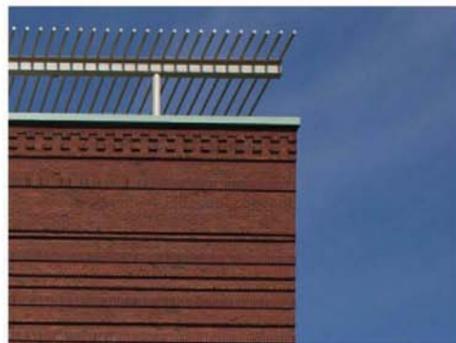
MATERIALS



METAL RAINSCREEN SYSTEM AT LEVEL 3 UNIT



FIBER CEMENT LAP SIDING WITH MITERED CORNERS AND MINIMAL ACCENT TRIM



TEXTURED BRICK DETAIL

PAVING



PERMEABLE PAVER UNITS AT SIDE YARD PATIO



NARROW PRECAST UNIT PAVERS AT FRONT YARD ENTRY WALKS



ONE-THIRD OFFSET OR STACK JOINT AT UNIT PAVERS AT FRONT YARD ENTRY WALKS

PLANTING



JAPANESE BLOODGRASS



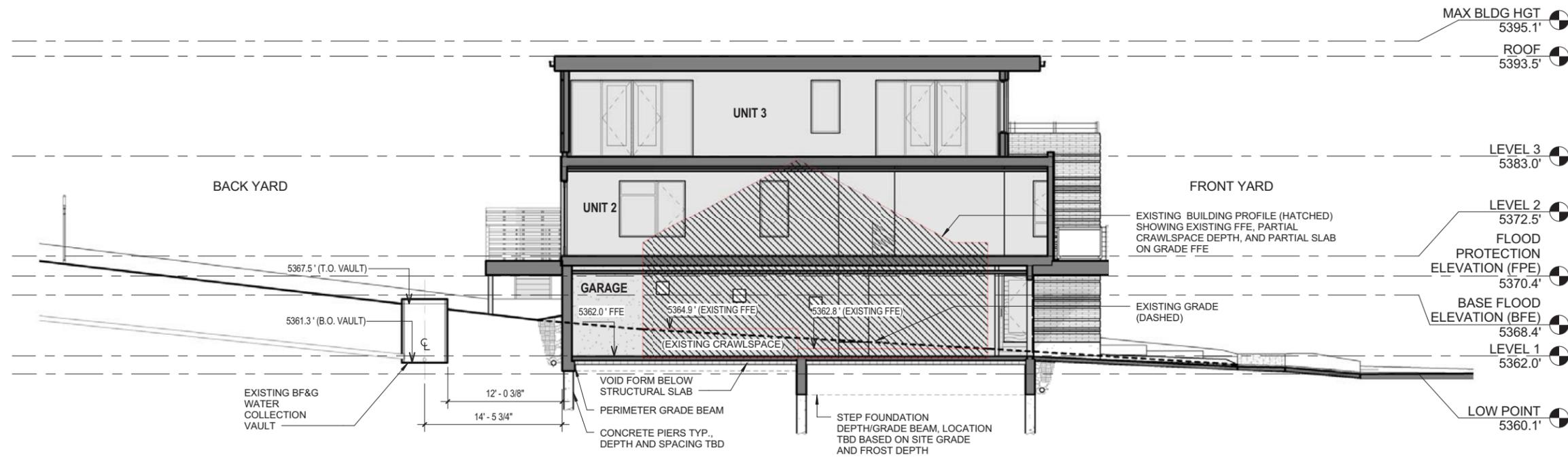
RUSSIAN SAGE BLUE SPIRES

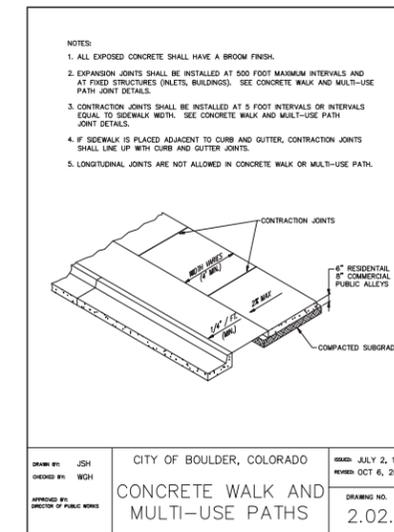
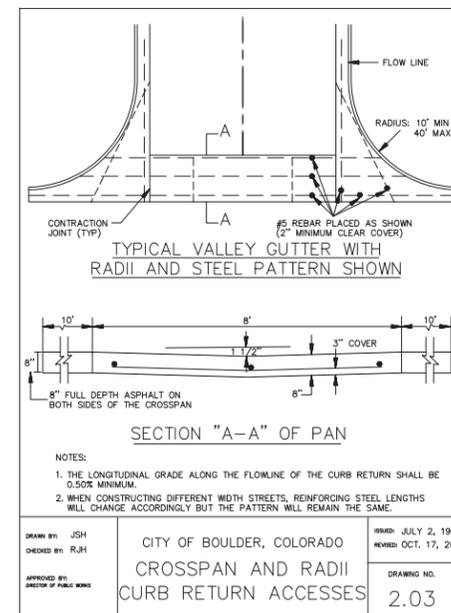
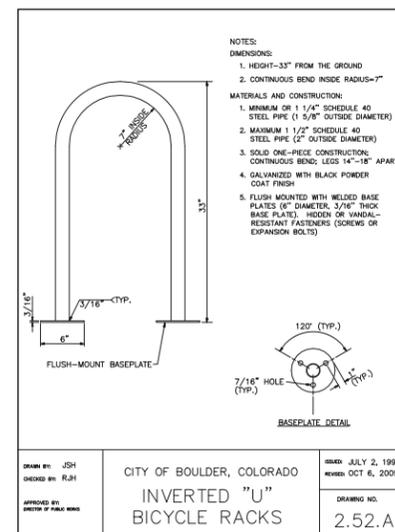
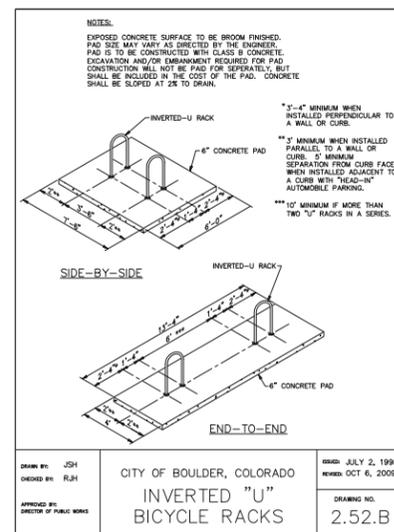
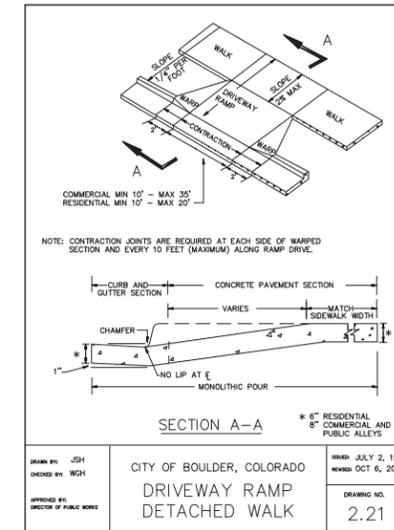
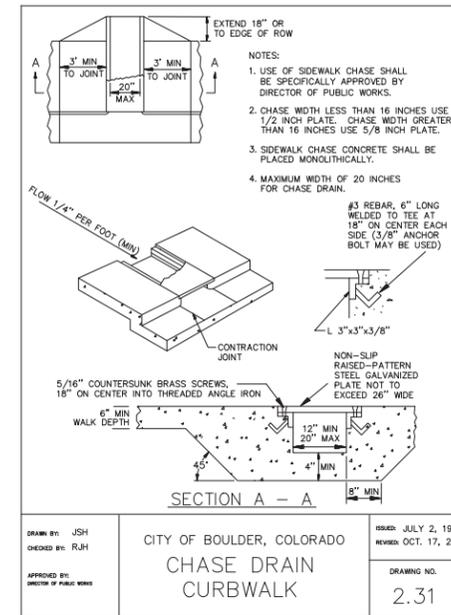
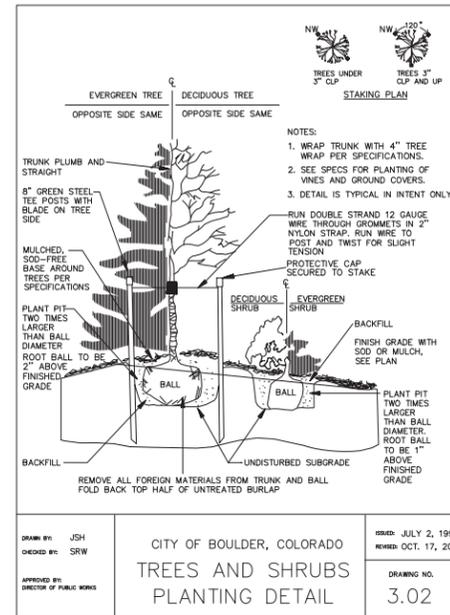
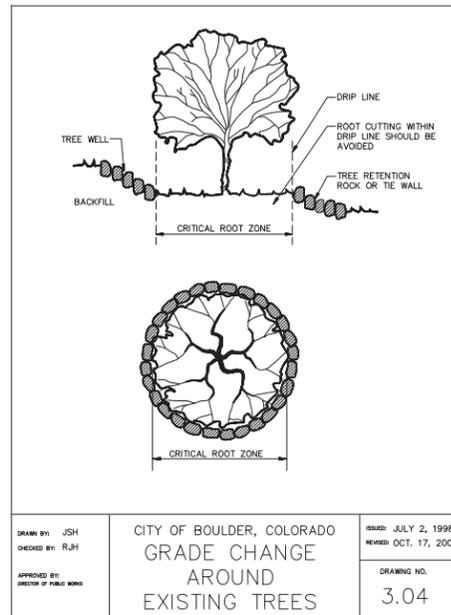


BLAZE LITTLE BLUESTEM GRASS

MATERIALS & CHARACTER

08/20/2015
 PROJECT #1408
CADDIS PC





October 7, 2015

Written Statement for Review of Site Development Criteria

For

944 Arapahoe Avenue, Boulder, Colorado
RH-2 Zoning, 9,375 s.f.

A. The above mentioned property is currently owned by THE 944 LLC, a Colorado Limited Liability Corporation and the applicant herein.

B. We propose to remove the existing single-family home and construct a building which consists of Three (3) dwelling units (two of which are two bedroom units and one three bedroom unit), and covered, at grade level parking which will accommodate 5 parking spaces as is required by code. Supporting Architectural renderings including elevations have been submitted.

C. We anticipate the following development schedule:

| | |
|----------------------------|-----------------------------|
| Latest Submittal | September 2015 |
| Site Review approval | Late October-Early November |
| Building Permit Submittal | March-April 2016 |
| Award of Permit | April-May 2016 |
| Start of Construction | August-September 2016 |
| Completion of Construction | Spring 2017 |

D. A previously submitted survey of the property, previously submitted, indicates there is an Easement at the S.E. corner of the site in favor of the Boulder Fish and Game Club which allows for a spring water pipeline, that collects water from a spring head off the site of the subject property which allows the water to flow towards a water vault within the easement. From the vault the water then flows to the east across the adjoining property to an area used to raise fish. This project has been designed so as to take this easement into account and, any other possible right or any claim that the Boulder Fish And Game Club may have with respect to the subject property. Additionally, the applicant has purposely not maximized the potential use of all the available surface area, contained within the subject property, as is permitted by City of Boulder development code, but located the development not only outside of the easement referred to in the survey but also has requested a front setback modification, similar to the majority of other improvements on the south side of 9th and Arapahoe Ave. to further mitigate any impact to the man-made water collection system of the BF&GC. We have met on site with members of the Club and have taken their concerns into consideration in the design of this project. As such, any structure, as proposed, will be located well outside of any Easement area, or other area used for water collection, and there will be no anticipated pumping of underground water other than what has co-existed on the site for many years in the past through the present not to exceed a ½ h.p. pump.

As per Criteria set forward in section 9-2-14 of the Revised Boulder Code 1981, we are requesting the following:

1.) **Minimum lot size.** As per 9-8-3(b) B.R.C. 1981, we are proposing a minimum lot size of 3,125 s.f per unit.

2.) **Number of units.** Three (3) dwelling units on this 9,375 s.f. lot, which, but for the request for setback modification in the front yard, and side yard setback on the west side of the property, made necessary as a result of City of Boulder's transportation department's requirement to align the entrance driveway with that of the Senior Center on the north side of the street, would otherwise be a development by right.

3.) **Required Parking.** As per 9-9-6 B.R.C. 1981 table 9-1, Three (3) units consisting of 1 Three (3) bedroom unit (2 spaces) Two (2) 2bedroom units (1.5 spaces each= 3 spaces) and we are showing Five(5) spaces, so no reduction in parking is being requested as part of this site review.

The site survey shows an easement at the Southeast corner of the property which allows the Boulder Fish and Game Club access to a "Spring Head", not located on the subject site, that provides for man-made water collection to a collection point within the easement area and then conveys it to the East for use in the Clubs fish-hatching facility.

The current Gregory Canyon Creek Flood plan shows the property in the 100 year flood zone so we have designed the all habitable space to be above any projected flood water and further the garage has been designed taking into consideration the 100 year flood zone requirements.

Please feel free to contact me with any questions or requests for further information.

Thank you,

Michael G. Hannan

Michael G. Hannan, Member
For THE 944 LLC
16495 Grays Way
Broomfield, CO
80023

Site Review criteria:

(h) Criteria for Review: No site review application shall be approved unless the approving agency finds that:

(1) Boulder Valley Comprehensive Plan:

(A) The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.

The project is consistent with the land use map and, on balance, meets the policies of the Boulder Valley Comprehensive Plan (BVCP), including but not limited to the following policies:

- 2.03, Compact Development Pattern
- 2.10, Preservation and Support for Residential Neighborhoods
- 2.30, Sensitive Infill and Redevelopment
- 2.33, Environmentally Sensitive Urban Design
- 2.37, Enhanced Design for Private Sector Projects
- 4.04, Energy-Efficient Land Use

(B) The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation. Additionally, if the density of existing residential development within a three-hundred-foot area surrounding the site is at or exceeds the density permitted in the Boulder Valley Comprehensive Plan, then the maximum density permitted on the site shall not exceed the lesser of:

(i) The density permitted in the Boulder Valley Comprehensive Plan, or

The proposed number of units (3) equates to 14 dwelling units per acre, which is consistent with the allowed density within the High Density Residential land use range of 14 dwelling units and up.

(ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of chapter 9-8, "Intensity Standards," B.R.C. 1981.

(C) The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques required to meet other site review criteria.

The development would not be rendered infeasible in meeting the BVCP policies or the Site Review criteria.

(2) Site Design: Projects should preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity and its physical setting. Projects should utilize site design techniques which are consistent with the purpose of site review in subsection (a) of this section and enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

(A) Open Space: Open space, including, without limitation, parks, recreation areas and playgrounds:

(i) Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;

The project includes a variety of open spaces including elevated decks and porches, greenspace in the rear and landscape areas in the front that are designed to be accessible and functional.

N/A (ii) Private open space is provided for each detached residential unit;

Not applicable. There are no detached units in the project.

- (iii) The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (*Cynomys ludovicianus*), which is a species of local concern, and their habitat;**

Subterranean water flows beneath the rear portion of the site (and the area) and provides water for Boulder Fish and Game and its nearby facility. There is an easement on the rear southeastern corner of the property where a manhole access to underground piping can be accessed, which would not be impacted by the building location. Impacts to the natural system, which affects all surrounding developed properties, would be difficult to access; however, to minimize impacts to the rear man-made system for water collection, the building is designed to be closer to the street (matching other building setbacks along the streetscape) and leaves the back part of the property largely untouched. The building is also proposed to not be sunken into the ground any lower than the current building as to minimize impacts to the subsurface flow of water.

- (iv) The open space provides a relief to the density, both within the project and from surrounding development;**

The building is situated close to the front of the property where the existing home resides and the rear yard would remain in its natural state providing relief to the density and protection of the subterranean water resources.

- (v) Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;**

The site is 0.2 acres with three units and would not be conducive to larger active recreational spaces.

- (vi) The open space provides a buffer to protect sensitive environmental features and natural areas; and**

Subterranean water flows beneath the rear portion of the site and provides water for Boulder Fish and Game and its nearby facility. Much of the catchment of this water is within a special private easement, which would not be impacted by the building location. Impacts to the natural system, which affects all surrounding developed properties, would be difficult to access; however, to minimize impacts to the rear man-made system for water collection, the building is designed to be closer to the street (matching other building setbacks along the streetscape) and leaves the back part of the property largely untouched. The building is also proposed to not be sunken into the ground any lower than the current building as to minimize impacts to the subsurface flow of water.

- (vii) If possible, open space is linked to an area- or city-wide system.**

A sidewalk would be improved along the Arapahoe frontage, which would improve resident accessibility to nearby open space – namely the Boulder Creek path to the north of the site.

(B) Open Space in Mixed Use Developments (Developments That Contain a Mix of Residential and Nonresidential Uses):

Not applicable to a 100% residential development.

- (i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the**

residential and nonresidential uses that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property; and

- (ii) **The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.**

(C) Landscaping:

- (i) **The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;**

Much of the site is left in its natural state; however, in the areas where the building is proposed there is an aesthetic enhancement of the site and streetscape through planters and hardscape elements.

- (ii) **Landscape design attempts to avoid, minimize or mitigate impacts on and off site to important native species, healthy, long lived trees, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;**

Much of the wooded area of the site is in the rear of the site, which will be left in its natural state without any building features or construction activities. No important native spaces or plant communities of special concern have been identified.

- (iii) **The project provides significant amounts of plant material sized in excess of the landscaping requirements of sections 9-9-12, "Landscaping and Screening Standards," and 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and**

The project exceeds the minimum landscaping requirements of the code.

- (iv) **The setbacks, yards and useable open space along public rights of way are landscaped to provide attractive streetscapes, to enhance architectural features and to contribute to the development of an attractive site plan.**

Landscaping is focused in the areas close to the public right-of-way and provides an appropriate and attractive interface between the project and the public realm.

(D) Circulation: Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:

- (i) **High speeds are discouraged or a physical separation between streets and the project is provided;**

Vehicular travel on the site is limited to a short driveway into a parking garage. The design would not be conducive to high speeds and an appropriate separation between the street and the project would be provided.

- (ii) **Potential conflicts with vehicles are minimized;**

The parking garage is compact, but is designed to meet the required back out and turnaround requirements. Potential conflicts with vehicles would be minimized.

- (iii) **Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrianways and trails;**

The project would connect to the city sidewalk systems and would allow pedestrian access to nearby trails like the Boulder Creek path.

- (iv) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns and supporting infrastructure that supports and encourages walking, biking and other alternatives to the single-occupant vehicle;**

Code compliant long and short-term bicycle parking and upgrades to the sidewalk along the frontage will support travel modes alternatives to the automobile.

- (v) Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques;**

A Transportation Demand Management (TDM) has been submitted and commits to a number of strategies to encourage shifts from single-occupant vehicle use.

- (vi) On-site facilities for external linkage are provided with other modes of transportation, where applicable;**

See (iii) above.

- (vii) The amount of land devoted to the street system is minimized; and**

To accommodate the parking on-site and access thereto, the amount of land devoted to the vehicular uses is the least possible.

- (viii) The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles and pedestrians, and provides safety, separation from living areas and control of noise and exhaust.**

Vehicular travel on the site is confined to a partly subterranean parking garage, which would provide appropriate separation from noise and exhaust. The project also has bike racks and connections to the sidewalk system to accommodate other modes.

(E) Parking:

- (i) The project incorporates into the design of parking areas measures to provide safety, convenience and separation of pedestrian movements from vehicular movements;**

The parking garage is compact and would require drivers to walk from their cars to the internal stairway to access the building and site. The amount of traffic expected on the site is low and therefore, no additional modifications would be required to accommodate pedestrian safety.

- (ii) The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;**

The parking garage is compact and therefore, the amount of land devoted to the vehicular uses and parking is the least possible.

- (iii) Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties and adjacent streets; and**

The parking area would be confined within the building and would not be visible from the street thereby reducing its visual impact.

- (iv) Parking areas utilize landscaping materials to provide shade in excess of the requirements in subsection 9-9-6(d), and section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.**

With internal parking, the section referenced above would not apply.

(F) Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area:

- (i) The building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area;**

No specific guidelines or plans apply to the area (although the Civic Area is nearby and a planning process for the area owned and managed by the city is underway); however, the area is predominantly within the historic core of Boulder with a gridded street network and smaller lotting pattern. The area has a mix of historic buildings as well as more contemporary examples. The building's height, mass, scale and orientation all match the pattern of development along the western stretch of Arapahoe. Its configuration and access from Arapahoe also match the development pattern of the area where topography in the rear of sites led to no alley access. Its architecture, while modern, borrows from more historic architectural elements seen on adjacent properties such as the brick church to the west or the clapboard sided residence to the immediate east. For these reasons, the project will appear consistent with the existing character of the area.

- (ii) The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans or design guidelines for the immediate area;**

The building height complies with the zoning district maximum. The height would exceed the height of some surrounding structures, but is not out of line when compared to the height of other buildings in the vicinity, such as 949 Marine Street, 1050 Arapahoe Avenue, and the Boulder Public Library.

- (iii) The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;**

The project is designed to meet the solar access regulations and will not create shadows that cast more than what a hypothetical 25-foot solar fence would. No significant views would be altered.

- (iv) If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs and lighting;**

The context around the project is eclectic and includes a variety of designs and scales. While there are more modern structures than other historic residential neighborhoods and some that are vastly out of scale with their surroundings, the general character of the area remains more historically scaled with most buildings built in the early 1900s (roughly around 1920s). The project takes this immediate context into account and includes building materials that match that of surrounding structures with clapboard siding similar to 952 Arapahoe and brick similar to the historic church at 900 Arapahoe. The building is also situated closer to the streetscape similar to the older buildings along the block. Therefore, the proposed building design is found to be consistent with the character of the area and made compatible by the appropriate use of color, materials, landscaping, signs and lighting.

- (v) Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level;**

- N/A (vi) To the extent practical, the project provides public amenities and planned public facilities;**

The size of the site and expected density are not significant enough to expect public amenities or planned public facilities.

- (vii) For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;**

The project would include five units of varying sizes and numbers of bedrooms that would be consistent with this criterion.

- (viii) For residential projects, noise is minimized between units, between buildings and from either on-site or off-site external sources through spacing, landscaping and building materials;**

High quality construction would be expected to separate the impacts of noise between units. Floor separations and the orientation of units would minimize issues of this nature.

- (ix) A lighting plan is provided which augments security, energy conservation, safety and aesthetics;**

At time of Technical Document review, a lighting plan would be required to affirm consistency with the Outdoor Lighting regulations of Section 9-9-16, B.R.C. 1981.

- (x) The project incorporates the natural environment into the design and avoids, minimizes or mitigates impacts to natural systems;**

Subterranean water flows beneath the rear portion of the site and provides water for Boulder Fish and Game and its nearby facility. Much of the catchment of this water is within a special private easement, which would not be impacted by the building location. Impacts to the natural system, which affects all surrounding developed properties, would be difficult to access; however, to minimize impacts to the rear man-made system for water collection, the building is designed to be closer to the street (matching other building setbacks along the streetscape) and leaves the back part of the property largely untouched. The building is also proposed to not be sunken into the ground any lower than the current building as to minimize impacts to the subsurface flow of water.

- (xi) Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality;**

The proposed project will be required to meet the city's recently adopted energy code (International Energy Efficiency Code (IECC) plus 30 percent additional efficiency). These standards are considered to be very aggressive with regard to energy efficiency in building design. As a residential project, it is also subject to the city's green points program.

Provided in the applicant's response to comments dated July 6, 2015 and considered a part of the written statement is the applicant's preliminary energy model for the proposed project. The preliminary energy model outlines the following construction and energy efficiency techniques:

The applicant indicates that the project has been design per IAW 2012 IBC, IECC, and Boulder Commercial Energy prescriptive standards to comply with the a full range of energy efficiency and resource conservation measures. In addition, the applicant notes that the design minimizes energy use due to solar orientation and fenestration allow for passive solar heating. Further, the reduced building footprint will allow for an increase in landscape and pervious surface along with a high albedo roofing material to mitigate urban heat island effects. The project ill employ energy and resource conserving appliances and fixtures. The roof has also been design to accommodate solar panel installation.

- (xii) Exteriors of buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;**

The use of clapboard siding and brick on the structure present a sense of permanence and detailing of the brick, in particular, are consistent with this criterion.

- (xiii) Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;**

Cut and fill are minimized and confined to the foundation of the building and to avoid conveyance drainage off the site. The building is also proposed to be situated closer to the front lot line as to minimize impacts on the rear part of the site where Boulder Fish and Game has water rights and easement. The foundation walls of the building are setback from said easement seven feet.

- (xiv) In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and**

Not applicable as the project site is within Area I and not in the boundary area of Area II and III.

- (xv) In the urbanizing areas located on the major streets shown on the map in Appendix A to this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.**

Not applicable as the project site is within Area I and not in the boundary area of Area II and III.

- (G) Solar Siting and Construction: For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:**

- (i) Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.**

The building is sited closer to the front lot line than that permitted by-right, which would be closest to the north to increase yard space on the south side consistent with this criterion. The stature of neighboring buildings would not shadow the subject structure.

- (ii) Lot Layout and Building Siting: Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.**

See (i) above.

- (iii) Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981.**

The building is designed with flat roofs that would enable the possibility of angle solar collectors on the roof in the future.

- (iv) Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized.**

No significant landscaping is proposed such that solar collectors would be impacted presently or in the future.

- (H) Additional Criteria for Poles Above the Permitted Height: No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:**

- (i) The light pole is required for nighttime recreation activities which are compatible with the surrounding neighborhood, light or traffic signal pole is required for safety or the electrical utility pole is required to serve the needs of the City; and**

- (ii) The pole is at the minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution.

(l) Land Use Intensity Modifications:

Not applicable to this zone.

(i) Potential Land Use Intensity Modifications:

- a. The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2 or MU-3 districts through a reduction in the open space requirements.
- b. The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent.
- c. The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent.
- d. Land use intensity may be increased up to twenty-five percent in the BR-1 district through a reduction of the lot area requirement.

(ii) Additional Criteria for Land Use Intensity Modifications: A land use intensity increase will be permitted up to the maximum amount set forth below if the approving agency finds that the criteria in paragraph (h)(1) through subparagraph (h)(2)(H) of this section and following criteria have been met:

- a. **Open Space Needs Met:** The needs of the project's occupants and visitors for high quality and functional useable open space can be met adequately;
- b. **Character of Project and Area:** The open space reduction does not adversely affect the character of the development or the character of the surrounding area; and
- c. **Open Space and Lot Area Reductions:** The specific percentage reduction in open space or lot area requested by the applicant is justified by any one or combination of the following site design features not to exceed the maximum reduction set forth above:
 - 1. Close proximity to a public mall or park for which the development is specially assessed or to which the project contributes funding of capital improvements beyond that required by the parks and recreation component of the development excise tax set forth in chapter 3-8, "Development Excise Tax," B.R.C. 1981: maximum one hundred percent reduction in all Downtown (DT) districts and ten percent in the BR-1 district;
 - 2. Architectural treatment that results in reducing the apparent bulk and mass of the structure or structures and site planning which increases the openness of the site: maximum five percent reduction;
 - 3. A common park, recreation or playground area functionally useable and accessible by the development's occupants for active recreational purposes and sized for the number of inhabitants of the development, maximum five percent reduction; or developed facilities within the project designed to meet the active recreational needs of the occupants: maximum five percent reduction;
 - 4. Permanent dedication of the development to use by a unique residential population whose needs for conventional open space are reduced: maximum five percent reduction;
 - 5. The reduction in open space is part of a development with a mix of residential and nonresidential uses within a BR-2 zoning district that, due to the ratio of residential to nonresidential uses and because of the size, type and mix of dwelling units, the need for open space is reduced: maximum fifteen percent reduction; and

6. The reduction in open space is part of a development with a mix of residential and nonresidential uses within a BR-2 zoning district that provides high quality urban design elements that will meet the needs of anticipated residents, occupants, tenants and visitors of the property or will accommodate public gatherings, important activities or events in the life of the community and its people, that may include, without limitation, recreational or cultural amenities, intimate spaces that foster social interaction, street furniture, landscaping and hard surface treatments for the open space: maximum twenty-five percent reduction.

(J) Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:

Not applicable to this zone.

- (i) **Process:** For buildings in the BR-1 district, the floor area ratio ("FAR") permitted under table 8-2, section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, may be increased by the city manager under the criteria set forth in this subparagraph.
- (ii) **Maximum FAR Increase:** The maximum FAR increase allowed for buildings thirty-five feet and over in height in the BR-1 district shall be from 2:1 to 4:1.
- (iii) **Criteria for the BR-1 District:** The FAR may be increased in the BR-1 district to the extent allowed in subparagraph (h)(2)(J)(ii) of this section if the approving agency finds that the following criteria are met:
 - a. Site and building design provide open space exceeding the required useable open space by at least ten percent: an increase in FAR not to exceed 0.25:1.
 - b. Site and building design provide private outdoor space for each office unit equal to at least ten percent of the lot area for buildings twenty-five feet and under and at least twenty percent of the lot area for buildings above twenty-five feet: an increase in FAR not to exceed 0.25:1.
 - c. Site and building design provide a street front facade and an alley facade at a pedestrian scale, including, without limitation, features such as awnings and windows, well-defined building entrances and other building details: an increase in FAR not to exceed 0.25:1.
 - d. For a building containing residential and nonresidential uses in which neither use comprises less than twenty-five percent of the total square footage: an increase in FAR not to exceed 1:1.
 - e. The unused portion of the allowed FAR of historic buildings designated as landmarks under chapter 9-11, "Historic Preservation," B.R.C. 1981, may be transferred to other sites in the same zoning district. However, the increase in FAR of a proposed building to which FAR is transferred under this subparagraph may not exceed an increase of 0.5:1.
 - f. For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.

(K) Additional Criteria for Parking Reductions: The off-street parking requirements of section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:

- (i) **Process:** The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The planning board or city council may grant a reduction exceeding fifty percent.

Not applicable.

- (ii) **Criteria:** Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that:

- a. For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;
 - b. The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking;
 - c. A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;
 - d. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and
 - e. If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.
- (L) **Additional Criteria for Off-Site Parking:** The parking required under section 9-9-6, "Parking Standards," B.R.C. 1981, may be located on a separate lot if the following conditions are met:

Not applicable to this project.

- (i) The lots are held in common ownership;
- (ii) The separate lot is in the same zoning district and located within three hundred feet of the lot that it serves; and
- (iii) The property used for off-site parking under this subparagraph continues under common ownership or control.

CITY OF BOULDER
PLANNING BOARD AGENDA ITEM

MEETING DATE: October 22, 2015

AGENDA TITLE: Staff briefing and board input regarding the Access Management and Parking Strategy (AMPS).

PRESENTERS:

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

EXECUTIVE SUMMARY



The purpose of this memo is to:

1. Seek the Planning Board's input on draft recommendations for key priorities for 2015 and 2016:
 - a. options and draft recommendation for parking code amendments;
 - b. draft recommendations for Transportation Demand Management (TDM) policies for new developments; and
 - c. options and draft recommendations on car sharing policy.
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 uses to help explain the overall purpose of AMPS.

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)

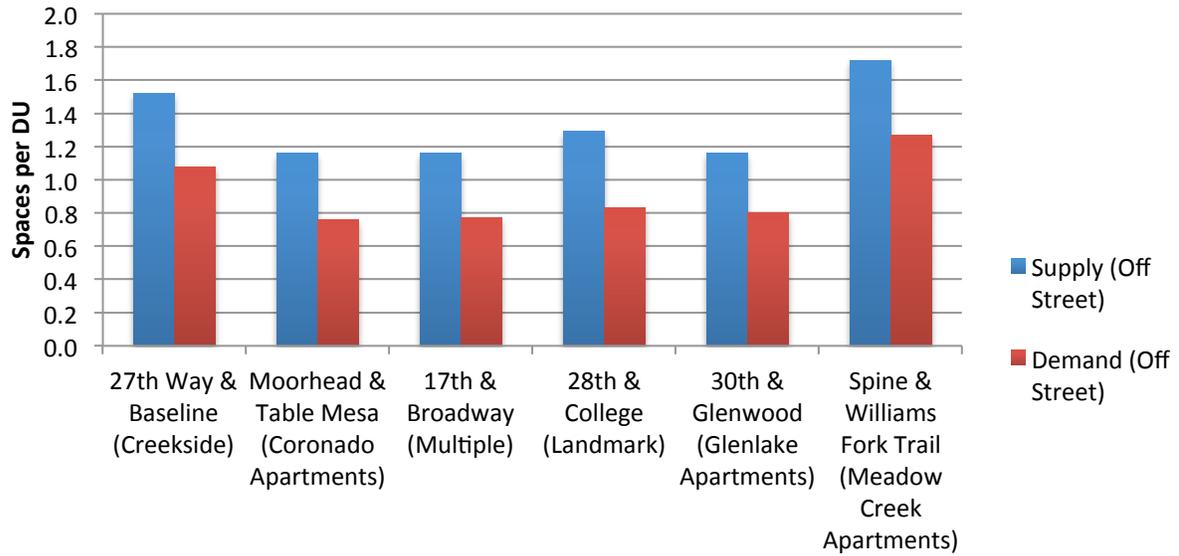
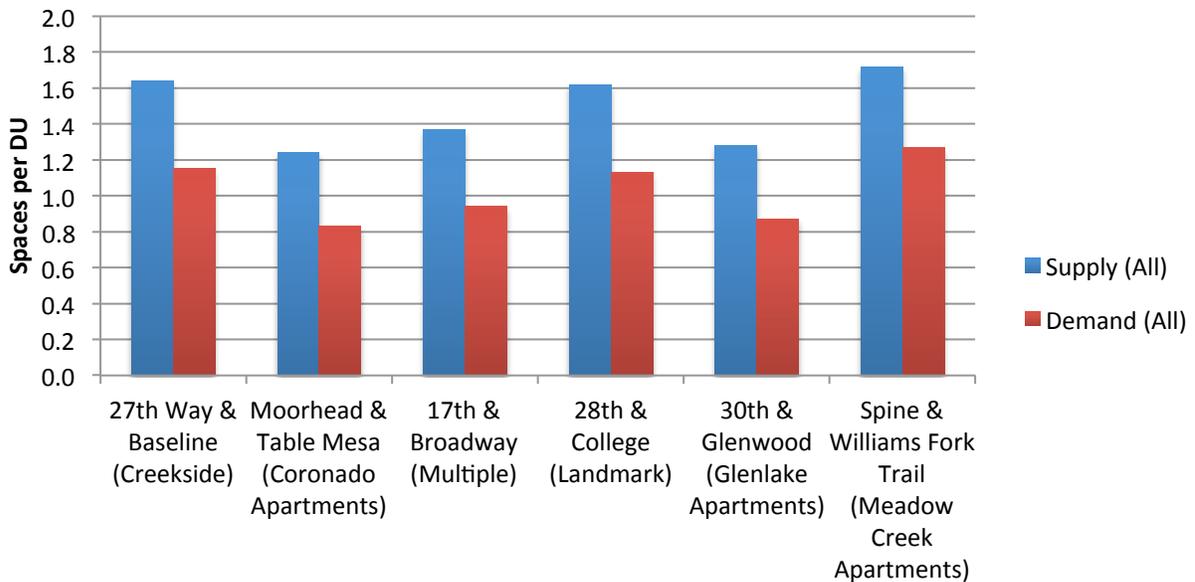


Chart 2: Parking Supply & Highest Demand Rates for Residential Sites



2015 Parking Study Results

September 11, 2015

Page 4

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

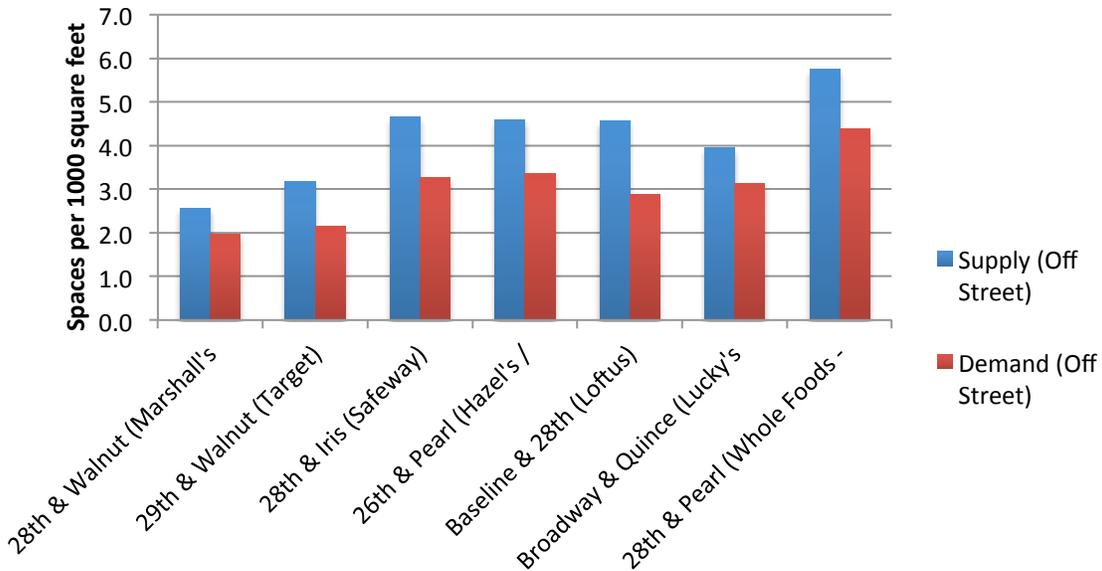
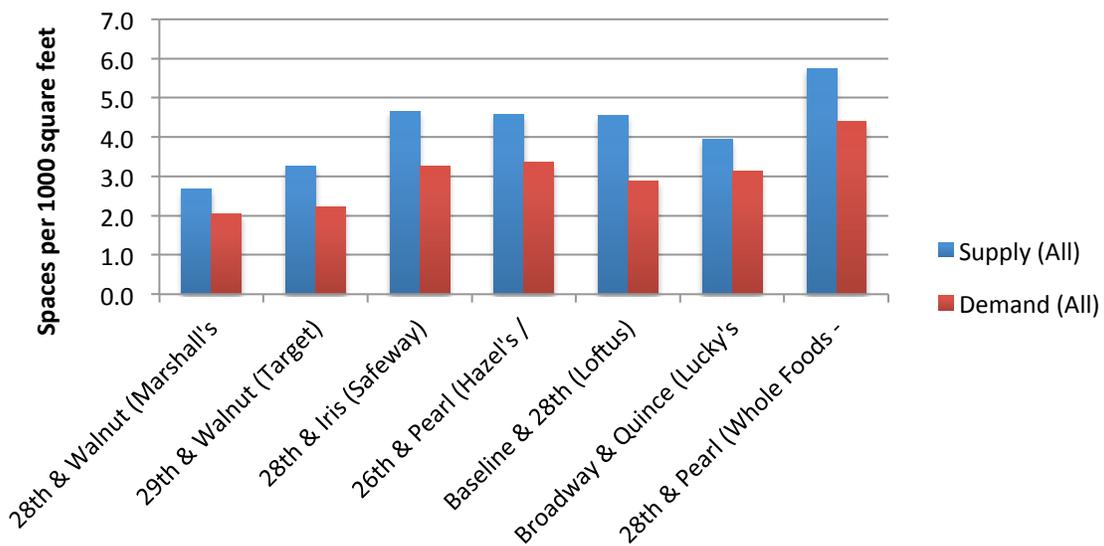


Chart 4: Parking Supply & Highest Demand Rates for Commercial Sites



2015 Parking Study Results

September 11, 2015

Page 5

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

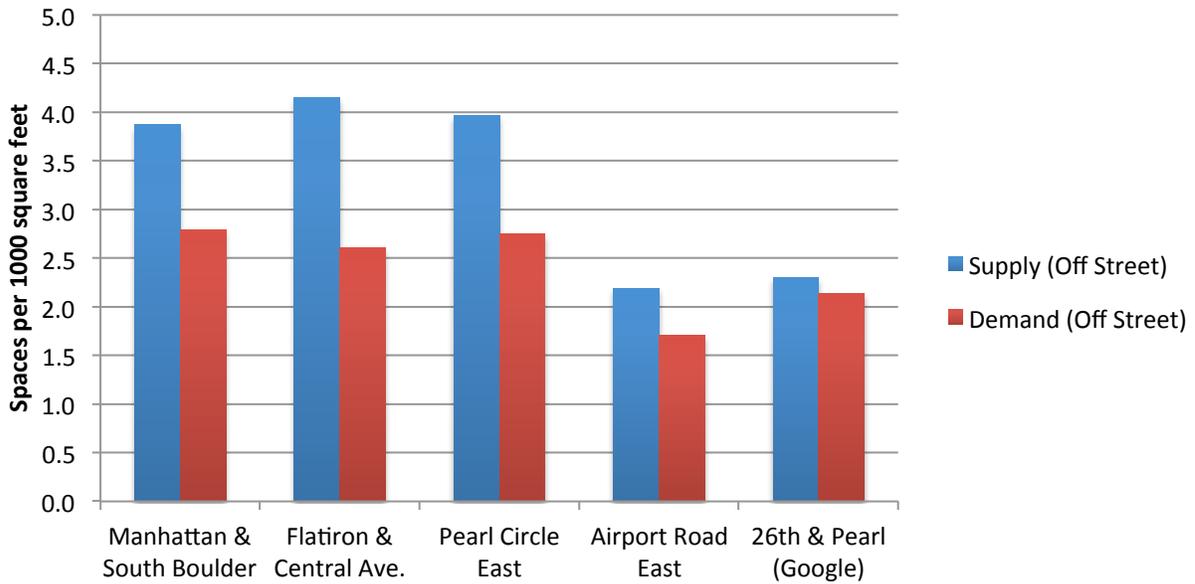
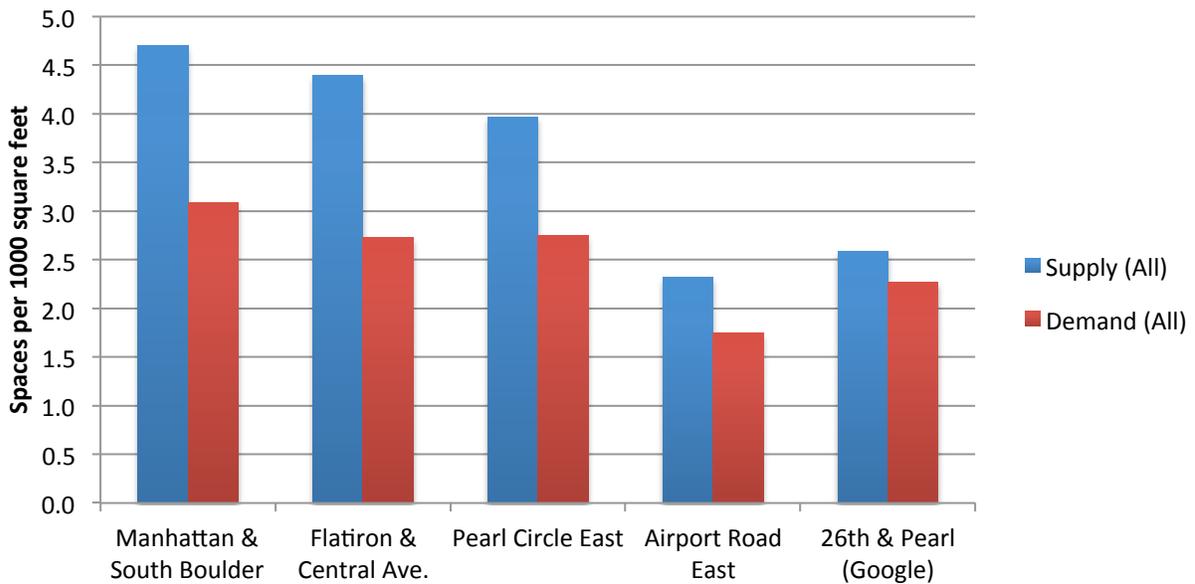


Chart 6: Parking Supply & Highest Demand Rates for Office Sites



2015 Parking Study Results

September 11, 2015

Page 6

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

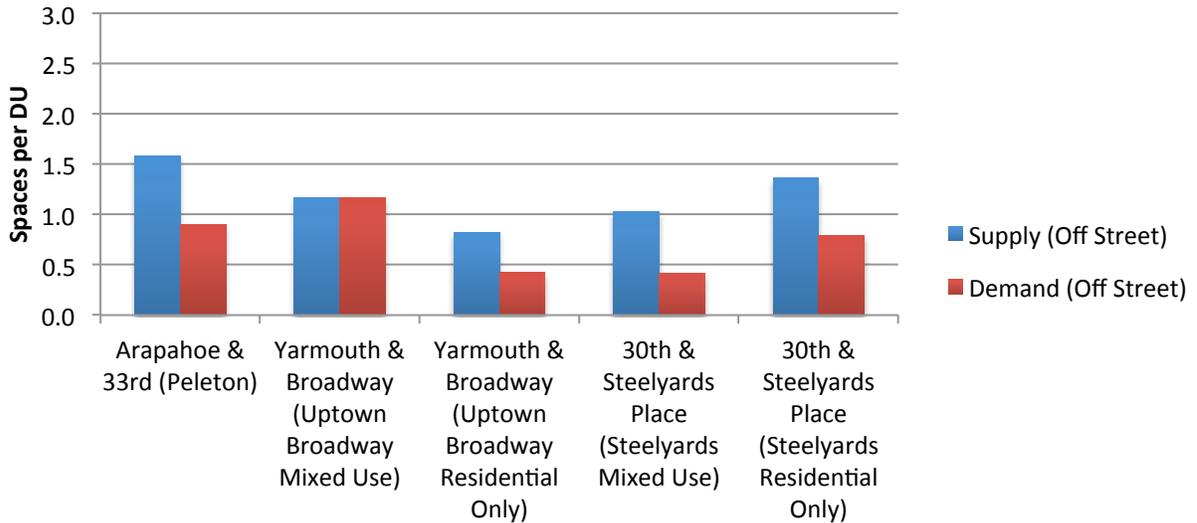
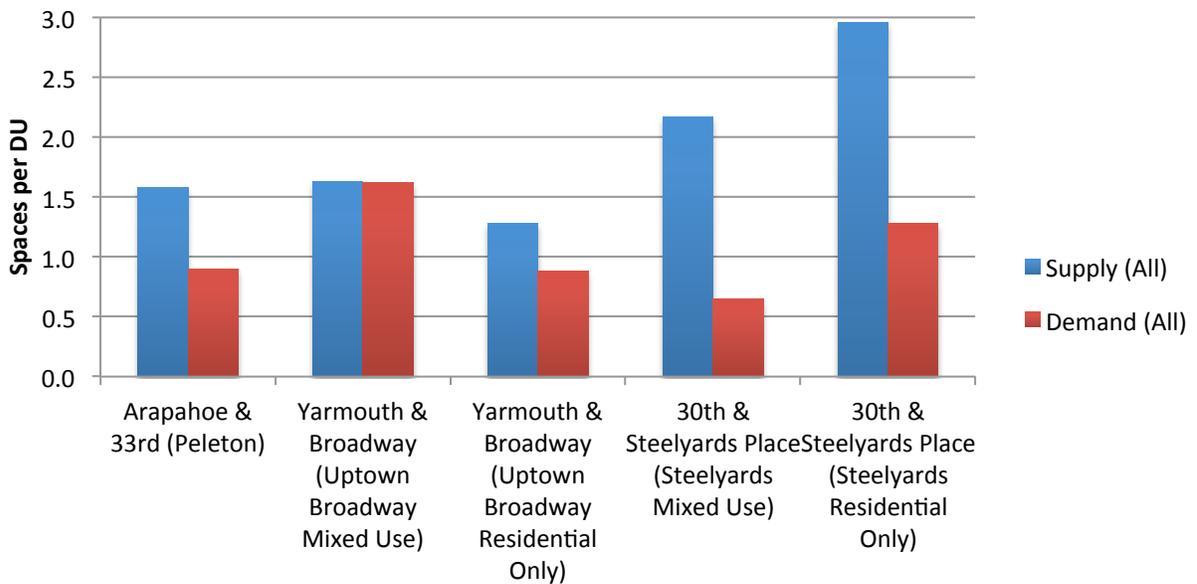


Chart 8: Parking Supply & Highest Demand Rates for Mixed-Use (Residential) Sites



2015 Parking Study Results

September 11, 2015

Page 7

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

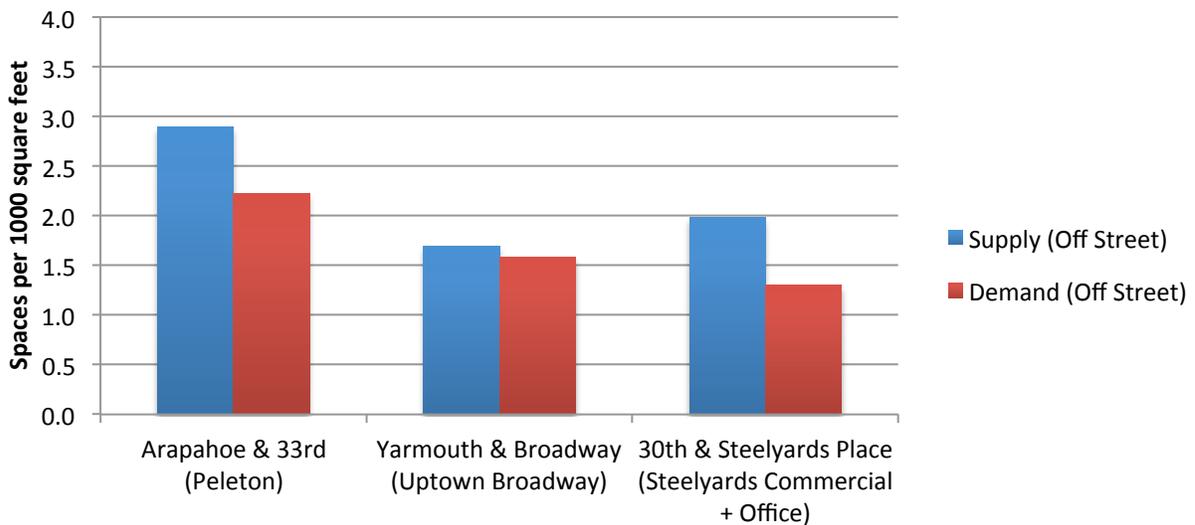


Chart 10: Parking Supply & Highest Demand Rates for Mixed-Use (Commercial) Sites



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

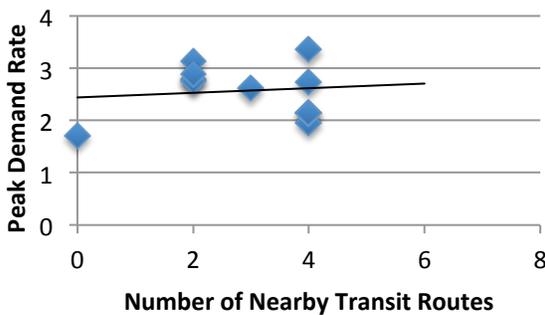


Chart 12: Commercial Demand versus Nearby CTN Routes

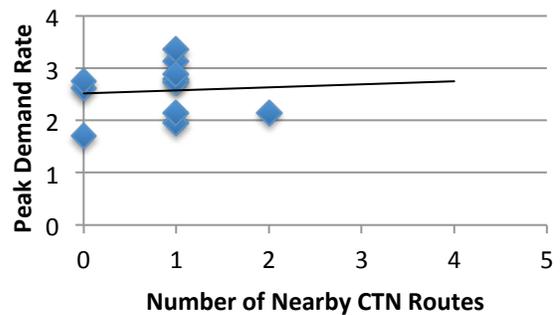


Chart 13: Commercial Mixed Use Demand versus All Nearby Transit Routes

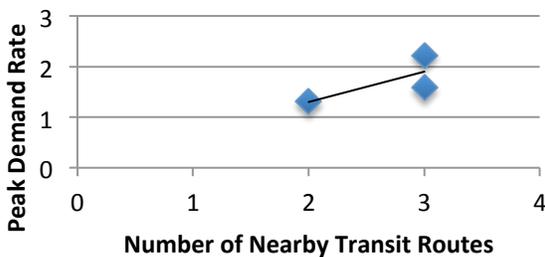
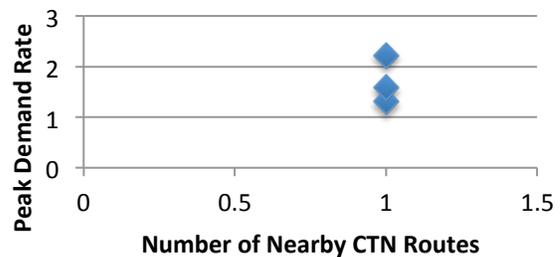


Chart 14: Commercial Mixed Use Demand versus Nearby CTN Routes



2015 Parking Study Results

September 11, 2015

Page 10

0

Chart 15: Residential Demand versus All Nearby Transit Routes

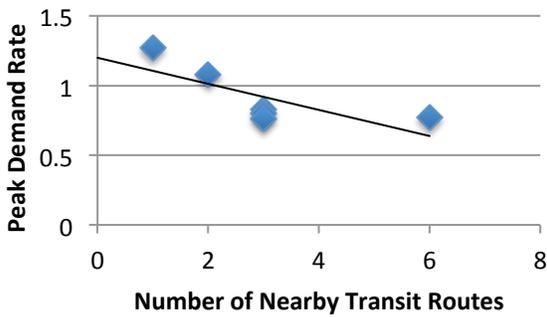


Chart 16: Residential Demand versus Nearby CTN Routes

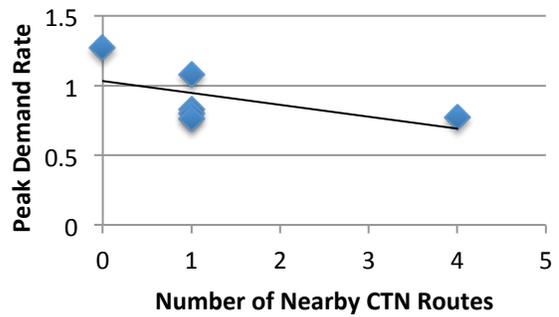


Chart 17: Residential Mixed Use Demand versus All Nearby Transit Routes

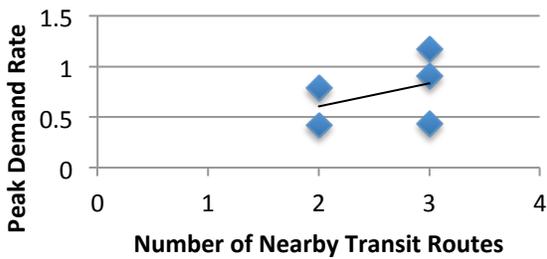
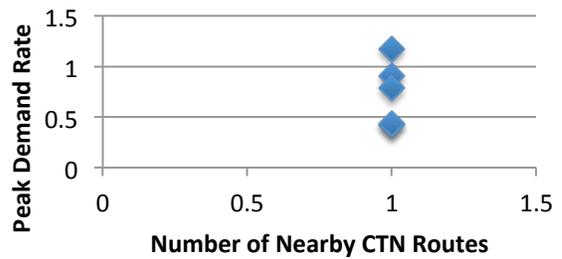


Chart 18: Residential Mixed Use Demand versus Nearby CTN Routes



2015 Parking Study Results

September 11, 2015

Page 11

1

Chart 19: Commercial Demand versus Nearby Bike Facilities

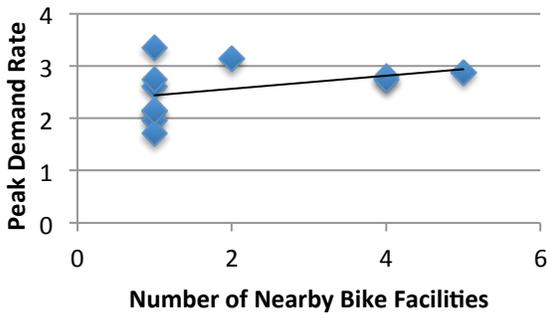


Chart 20: Residential Demand versus Nearby Bike Facilities

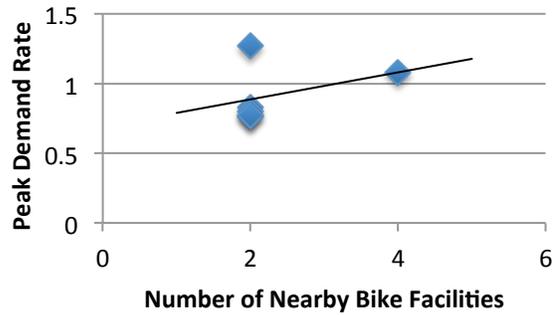


Chart 21: Commercial Mixed Use Demand versus Nearby Bike Facilities

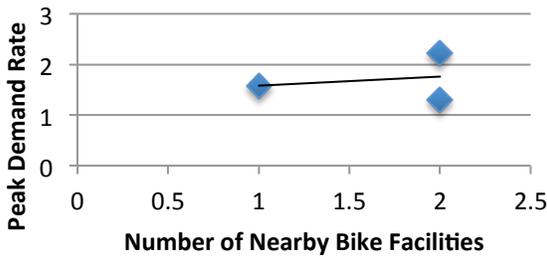
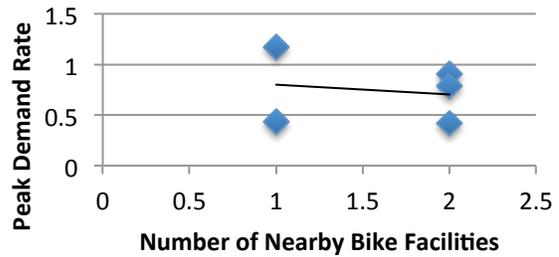


Chart 22: Residential Mixed Use Demand versus Nearby Bike Facilities



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 4: Summary of Days Observed in 2014 & 2015 by Site

2015 Sites

| Site ID Number | Site | Highest Commercial Demand Rate Observed (Excluding On Street) | Highest Residential Demand Rate Observed (Excluding On Street) | Days Studied (Highlighted Indicates Peak Demand Observed) | | | | | | | | | | |
|--------------------------|---|---|--|---|--|--|---|-----------------------------|--------------------------------|----------------------------|-------------------------------|------------------------------|---------------------------------|---|
| | | | | Weekday Afternoon 2 - 3 PM (Tuesday thru Thursday) | Weekday Late Night 8 - 11 PM (Tuesday thru Thursday) | CU Move-in Tuesday Afternoon 12 - 2 PM | CU Move-in Tuesday Evening 5:30 - 7:30 PM | Tuesday Afternoon 12 - 2 PM | Tuesday Evening 5:30 - 7:30 PM | Friday Afternoon 12 - 2 PM | Friday Evening 5:30 - 7:30 PM | Saturday Afternoon 12 - 2 PM | Saturday Evening 5:30 - 7:30 PM | |
| Residential | | | | | | | | | | | | | | |
| 2 | 28th & College (Landmark) | | 0.83 | | X | | | | | | | | | |
| 9 | 20th & Glenwood (Glenlake Apartments) | | 0.8 | | X | | | | | | | | | |
| 10 | 27th Way & Baseline (Creekside Apartments) | | 1.08 | | X | | | | | | | | | |
| 14 | Spine & Williams Fork Trail (Meadow Creek Apartments) | | 1.27 | | X | | | | | | | | | |
| 16 | Moorhead & Table Mesa (Coronado Apartments) | | 0.76 | | X | | | | | | | | | |
| 19 | 17th & Broadway (Multiple) | | 0.77 | | X | | | | | | | | | |
| 22 | 20th & Steelyards Place (Residential Only) | | 0.79 | | X | | | | | | | | | |
| 23 | Yarmouth & Broadway (Uptown Broadway Residential Only) | | 0.43 | | X | | | | | | | | | |
| Commercial/Retail | | | | | | | | | | | | | | |
| 3 | Arapahoe & 33rd (Peleton) | 2.22 | 0.9 | | | | | | | X | X | X | X | |
| 6 | 26th & Walnut (Marshall's Plaza) | 1.96 | | | | | | | X | X | X | X | X | |
| 7 | 20th & Steelyards Place (Mixed Use Portion) | 1.3 | 0.42 | | | | | | | X | X | X | X | X |
| 8 | 29th & Walnut (Target)* | 2.15 | | | | X | X | | | X | X | X | X | |
| 12 | Broadway & Quince (Lucky's Market/Nomad) | 3.14 | | | | X | X | | | X | X | X | X | |
| 13 | Yarmouth & Broadway (Uptown Broadway Mixed Use Portion) | 1.58 | 1.17 | | | | | | | X | X | X | X | X |
| 15 | 26th & Pearl (Hazel's/Wahoo's) | 3.36 | | | | | | | | X | X | X | X | |
| 17 | 28th & Iris (Safeway) | 3.26 | | | | | | X | X | X | X | X | X | |
| 20 | Baseline & 28th (Loftus) | 2.88 | | | | | | | X | X | X | X | X | |
| Office | | | | | | | | | | | | | | |
| 1 | Manhattan & South Boulder (Multiple) | 2.79 | | X | | | | | | | | | | |
| 4 | Flatiron & Central Ave. (Multiple) | 2.61 | | X | | | | | | | | | | |
| 5 | Pearl Circle East (Multiple) | 2.75 | | X | | | | | | | | | | |
| 11 | Airport Road East | 1.71 | | X | | | | | | | | | | |
| 21 | 26th & Pearl (Google Campus - Largest Two Buildings) | 2.14 | | X | | | | | | | | | | |

* Peak demand (2.61 rate) that occurred on CU move-in day is noted in red highlight. Typical peak demand is highlighted in yellow.

2014 Sites

| Site ID Number | Site | Highest Commercial Demand Rate Observed (Excluding On Street) | Highest Residential Demand Rate Observed (Excluding On Street) | Days Studied (Highlighted Indicates Peak Demand Observed) | | | | | | | | | | |
|--------------------------|--|---|--|---|--|--|---|----------------------------|-------------------------------|----------------------------|-------------------------------|------------------------------|---------------------------------|--|
| | | | | Weekday Afternoon 2 - 3 PM (Tuesday thru Thursday) | Weekday Late Night 8 - 11 PM (Tuesday thru Thursday) | CU Move-in Tuesday Afternoon 12 - 2 PM | CU Move-in Tuesday Evening 5:30 - 7:30 PM | Monday Afternoon 12 - 2 PM | Monday Evening 5:30 - 7:30 PM | Friday Afternoon 12 - 2 PM | Friday Evening 5:30 - 7:30 PM | Saturday Afternoon 12 - 2 PM | Saturday Evening 5:30 - 7:30 PM | |
| Residential | | | | | | | | | | | | | | |
| A | Walnut & 9th (Multiple) | | 0.43 | | X | | | | | | | | | |
| B | 18th & Marine (Multiple) | | 1.04 | | X | | | | | | | | | |
| C | 21st & Goss (Multiple) | | 0.53 | | X | | | | | | | | | |
| Commercial/Retail | | | | | | | | | | | | | | |
| D | 28th & Pearl (Whole Foods Shopping Center) | 4.39 | | | | | | | | | X | | | |
| E | Broadway & Baseline (Basemar) | 3.36 | | | | | | | | | X | | | |
| F | Broadway & Table Mesa (King Soopers) | 2.77 | | | | | | X | | | | | | |
| G | 28th & Arapahoe (The Village) | 2.77 | | | | | | | | | | X | | |
| H | 28th & Iris (Willow Springs Shopping Center) | 3.16 | | | | | | | | | X | | | |
| I | 29th & Arapahoe (29th Street) | 2.09 | | | | | | | | | | | X | |
| Industrial/Office | | | | | | | | | | | | | | |
| J | Pearl & Foothills Northwest Side (Multiple) | 1.73 | | X | | | | | | | | | | |
| K | Pearl & Foothills Southwest Side (Multiple) | 0.92 | | X | | | | | | | | | | |

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 | 3 | 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 | 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 | | | | | | | | 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 | | | | | | | | 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 | 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 | | | | 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 | | | | | | | 2 | 70 | 6 |
| 13 | 1.58 | 1.17 | SKIP | | | | | | | | M | 204 | | 1 | 2 | 3 | | | | | | | | | | 1 | 57 | 5 |
| 22 | | 0.79 | BOUND | | | | | | | | 208 | | | 1 | 1 | 2 | | 1 | 1 | | | | | | | 2 | 57 | 5 |
| 23 | | 0.43 | SKIP | | | | | | | | M | 204 | | 1 | 2 | 3 | | | | | | | | | | 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



| Focus Areas and Specific Projects | | 2015 2ND QUARTER | 2015 3RD QUARTER | 2015 4TH QUARTER | 2016 1ST QUARTER | 2016 2ND QUARTER |
|-----------------------------------|---|---------------------|---------------------|---------------------|---------------------|---------------------|
| <p>District Management</p> | Analyze Satellite Parking and Other Mobility Options | ● | | ★ | | |
| | Explore Shared Parking Policy with Public-Private Partnerships | ● | | ★ | | |
| | Develop Criteria to Pilot New Multimodal Districts | | | ● | | |
| | Develop Civic Area Access & Parking Strategy | | | ● | ★ | |
| <p>Pricing</p> | Evaluate Neighborhood Parking Permit Program Pricing | | | | | ★ |
| | Evaluate Pricing Options for Hourly Rates | | | | | ★ |
| | Recommend Amount for Overtime at Meter Fine | | | | ★ | |
| | Consider a Graduated Fine Structure | | | | ★ | |
| <p>Technology</p> | Install New PARCS Equipment in Downtown Garages | | | | | |
| | Integrate PARCS Software with Existing Technology | | | | | |
| | Explore Applications to Enhance the Parking Experience | | | | | |
| <p>Parking</p> | Reassess Long-term On-Street Parking (72-Hour) Limitation | ★ | | | | |
| | Develop a Curbside Space Management Plan | | | | | |
| | Explore Transportation Demand Management Options for New Private Developments | ★ | | | | |
| | On Street Car Share Policy | | | ★ | | |
| <p>Code</p> | Evaluate & Update Parking Requirements | | | ★ | | |
| | Explore Automatic Parking Reductions for Beneficial Projects | | | ★ | | |
| | Evaluate Expansion of Shared, Unbundled, Managed & Paid Parking in New Districts or as Potential Overlays | | | ★ | | |
| <p>Travel Options</p> | Transportation Demand Management Toolkit for Private Developments | | | ★ | | |
| | Explore Trip Reduction Tools for Existing Commercial | | | ● | | |
| | Investigate Bundled First & Final Mile Strategies | | | | | |
| | Explore Parking Cash-Outs for CAGID Employees | | | ● | | |

Project Phase(s)

- = Alternatives Analysis
- = Policy/Strategy Recommendations
- = Development & Implementation
- = Community Outreach
- = City Council Review of Draft Recommendations
- = City Council Review of Policy/Strategy Recommendations



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



**CITY OF BOULDER
PLANNING BOARD AGENDA ITEM**

MEETING DATE: October 22, 2015

AGENDA TITLE: Update on Housing Boulder.

REQUESTING DEPARTMENT:

David Driskell, Executive Director, Planning, Housing and Sustainability
Susan Richstone, Deputy Director, Planning, Housing and Sustainability
Jeffrey Yegian, Manager, Planning, Housing, and Sustainability
Jay Sugnet, Project Manager, Housing Boulder

OBJECTIVE:

Planning Board requested an update on the Housing Boulder Action Plan and an opportunity to discuss the Toolkit of Housing Options.

SUMMARY

On Jun. 9 and Sep. 1, 2015, City Council reviewed the key outcomes and preliminary themes that emerged from the Housing Boulder analyses and community conversations of the past year. Council provided feedback on a proposed Housing Boulder action plan for 2015 and 2016. Those actions represented priority areas of agreement as well as areas in which further analysis and discussion are needed.



The [Housing Boulder action plan for 2015 and 2016](#) acts on key areas of consensus that can be moved forward parallel to the housing-related work being undertaken in the Boulder Valley Comprehensive Plan (BVCP) update. This includes the development of a middle income housing strategy and program; articulating the city's housing preservation strategy and priorities; specific actions related to the city's existing 10 percent goal for permanently affordable housing; and exploration of governance models for overseeing implementation of the strategy over time. These are in addition to housing topics to be further explored and analyzed through the BVCP update process, including consideration of the relationship between future jobs and housing as well as the overall housing mix by type, price and households served.

The [September 1 Council memo](#) on Housing Boulder provides an overview of the process to date and proposed Housing Boulder action plan for 2015 and 2016. The [Toolkit of Housing Options](#) provides additional information on the specific tools mentioned in the action plan.

For more information, please contact Jay Sugnet at 303-441-4057 or sugnetj@bouldercolorado.gov.