DOWNTOWN MANAGEMENT COMMISSION
November 2, 2015
5:30 - 9 pm
Regular Meeting
Council Chambers, 1777 Broadway
AGENDA

1. Roll Call
2. Approval of October 5, 2015 Meeting Minutes
3. Public Participation
4. Police Update
5. Parks Update
6. BID Update
7. Lost Boulder/Downtown Parking Lots - Cameron
8. 2016 Priorities for City Council Consideration
9. Matters from Commissioners
    a. Review of DMC Interview Questions
    b. Millstone Resignation
10. Matters from Staff
    a. Special Event Application Review
    b. Trinity Lutheran Shared Garage
11. Action Summary

Attachments

- Meeting Minutes – October 5, 2015
- Sales and Use Tax Revenue Report – August 2015
- Police Stats
- Downtown Boulder Open/Close List
- 2015 Board and Commission Annual Application
- Request from Council Regarding 2016 Priorities
- AMPS Study Session Memo

Upcoming Meetings/Topics

DMC Meeting December 7, 2015:

Downtown Development Projections Presentation: RRC and Fox Tuttle Hernandez

AMPS Study Session November 12, 2015

Commissioner Terms

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

DMC 2015/16 Priorities:

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

CITY OF BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING MINUTES

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

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: **Ruth Weiss – 303-413-7318**
NAMES OF MEMBERS, STAFF, AND INVITED GUESTS PRESENT:
BOARD MEMBERS: **CRABTREE, SHAPINS, DEANS (absent), MILLSTONE, FELDMAN (absent)**
STAFF: **WINTER, MARTIN, LANDRITH, JOBERT, MCELDOWNEY, SMITH, BRACKE, WEISS, HAGELIN, GATZA, HYSER**
GUESTS: **Sean Maher, Bill Fox, Carlos Hernandez**

TYPE OF MEETING: **Council Chambers** **October 5, 2015**

AGENDA ITEM 1 – Meeting/Roll Call: Called to order at 5:37 p.m.

AGENDA ITEM 2 – Approval of the September 14, 2015 Meeting Minutes: (see below)

AGENDA ITEM 3 – Public Participation: None

AGENDA ITEM 4 – Police Update: McEldowney said stats were down last month, not much happening. Fifty three arrests, 8 assaults at local bars, 5 DUI's. Tickets were down slightly from last year. Some overtime assignment at the Muni Campus and the Library. A directive from the police chief, panhandling ordinance enforcement on hold, due to a recent federal court ruling; will have mall and hill impact.

AGENDA ITEM 5 – Parks Update: Martin said staff is working on removing annual flowers, bulbs to arrive in 10 days. Repairing seating on the mall continues. Pansies are being planted on top of tulip bulbs. Civic Area lights are being worked on and events are being planned. There will be a November 19th event with the Denver Broncos in Central Park.

AGENDA ITEM 6 – BID Update: Maher said the summer was fantastic with all revenues up including 6% to the city. Many retailers have commented that this is the best summer in years. Munchkin Masquerade is Saturday, October 31, Switch on the Holidays will be the Sunday before Thanksgiving, Snowball Express and other events mentioned. Police were thanked for their diligence.

AGENDA ITEM 7– Update of the Comprehensive Plan – Gatza/Hyser: Hyser said the Comprehensive Plan has been in place since the 1970's. It is jointly approved on by both the city and the county. Core values include open space preservation, stewardship; city and county working together, an inclusive community and creating great new places. There is a land use plan that guides future growth and development. Zoning is how the land use plan is implemented. This five year update is an opportunity to update the map. Hyser demonstrated the timeline of this 1.5 year process. The foundations and kick off phase is completed. Phase Two is Options and Analysis for content of plan. Phase Three is a draft plan document and Phase Four should have a plan for adoption. The Foundational Work consists of Trends Report. There are nine sub communities for localized land use and demographics. ESRI is a geographic consultant and map can be three dimensional and interactive, and it's a work in process. Projections under the current policy are reviewed. By 2040, city wide, there will be 6300 new housing units, 18,200 new residents and 18,500 new jobs. There is more capacity for jobs growth within the city the than residential growth due land restraints and existing policies.
Gatza said the work items, and research and analysis are the focus, not starting over with the plan but a check in with the community that we are on the right course and looking for new and emerging issues. Focused topics include growth management and affordable housing; neighborhood focus and character; new emerging issues included aging population, arts and culture. Community engagement is in a kick off phase which began at the end of August, meeting with a lot of different community organizations and boards and commissions within the sub communities; did data projections and have materials available for the community. Millstone questioned the aging population as critically important.
Shapins appreciated the comprehensive approach, encouraged staff to be as strategic as possible with the community to empower them. Shapins asked how and what form does the urban design element become real. Hyser said it may take more than this update to get there.

AGENDA ITEM 8– AMPS Presentation and Recommendation: Hernandez, Fox Tuttle Hernandez, gave an overview of why satellite parking should be considered. Hernandez said that it a great opportunity for the 1700 people on the wait list who want a parking permit downtown. The tagline is that this is about choice for those who want to save parking and driving costs. There are co benefits: within the Transportation Master Plan and its goals, and car share. Twenty locations were researched and evaluation measures were created. Census data shows pockets of activity, some with higher and lower employment; survey data collected showed patterns of in commuting trends. It is compelling that the primary travel sheds are routes 36 and 93 to bring employees into Boulder, Longmont and the north corridor. Multi modal options at potential locations were also examined. The north travel shed is 325 parking spaces in 11 locations. There will be a mobility hub in north Boulder. The average travel time was from 10 – 21 minutes from the satellite sites to downtown. Proposed recommendations: #1 -Table Mesa/Tantra PnR; #2 – Eco Cycle /Resource Yard; #3 – BCH Campus on Broadway; #4 – SH 119 Park N Rides. There are four recommendations with implementation items and would bring 400 satellite parking spaces. It is a program to try.
Millstone asked how frequently the bus runs; from Table Mesa/Tantra is very frequent at peak times; from Eco Cycle is 7.5 minutes; some of the most frequent timing. Hernandez said they are trying to be more programmatic. Shapins asked about other co benefits such as the Table Mesa structure. Crabtree said the sustainability of the length of options and when over utilitized, some church sites are becoming development sites; pilot program - is there a cost? Winter said that it hasn't come to that level yet but there would be permit program pilot to monitor. Millstone said this could have promise.

Winter gave details on downtown parking pricing and long term parking rate increase details. These rates are not competing with other parking providers. Next phase is to increase parking fines and approach, NPP resident permit rates and short term parking pricing. Other charging considerations were discussed such as geographic demand based, time of day/ day of week; seasonal, et al. Council asked to examine how late to charge and where employees would park in the structures. There will be extensive outreach.

Hagelin gave an overview, changes to the parking code and the Transportation Demand Management that go hand in hand. Hagelin said a stakeholder process with developers and business owners have meet in Joint Board Sessions, Open Houses with the public and prepping for a November City Council Study Session. The desired outcome is a draft ordinance for changes to the parking code and development. The parking codes best practices with parking maximums. High frequency transit programs are looking at with Jump, Skip, Dash and how they can assist with new development. Boulder Junction has unbundled parking and electric vehicle charging stations. Hagelin said that there have been spring and fall research for peak demand for supply/demand analysis. The report said that most locations are over parked. Fox Tuttle Hernandez parking study results were presented. TDM plans for new development, have parking codes changes and impact fee study with multi modal improvements and how are the ongoing fees paid for. The TDM Plan Program will consider how we commit to enforcement and ongoing programs. It is goal oriented to reach long term goals in the community. Hagelin gave a focus area update between the district approach and the city wide approach. The district approach, as in Boulder Junction model, is to provide ongoing funding. The city wide approach is an ordinance for a TDM plan with a measurable objective. There would be triggers and thresholds. There would be TDM requirements such as the EcoPass, the unbundled parking. Monitoring would be required, annually, must be in compliance and after three years, they would cease to be annually monitored. Enforcement was discussed next.
Shapins said we should focus on the critical issues and not the minor issues. Shapins would like staff to take more of a leadership role with these issues. Winter said there are vastly different areas. Hagelin said there is a Envision East Arapahoe corridor study. Winter said to look at things with co benefits. Millstone voiced concern with the impact on the businesses and would never recommend a parking code that is negative to businesses.
Bracke discussed Car Share for Cowern in his absence. Bracke said the Car Share policy for the city has been researched nationally and internationally. Eco Car Share, Zip Car and Car to Go are different types with different models. Car Share services are becoming more popular. The different models, eGo car share has designated spaces for their vehicles. Car to Go vehicles use any space with GPS to locate vehicle. Should parking spaces for car share be general or designated? Should it vary within districts? Should GPS car share have a permitting process to manage it?
Winter said the eGo Car Share has been leasing spaces within the city parking lots and Zip car was offered the same program.
Hagelin said the models eGo and Zip Car are a one way situation and Car to Go would need to change city laws to operate in Boulder. Crabtree questioned the details of a car share pilot program. Matthews said that Car to Go would like to put 100 cars in Boulder. Zip Car has two in Boulder and would like more spaces in Boulder. Matthews said the Hertz and other car rental companies are also coming up with similar programs. Policy issues include parking in an NPP for

over three hours for car share. Control, available data on usage, story should be about turnover. Neighborhood outreach will need to occur.

AGENDA ITEM 8 - Matters from the Commissioners: Crabtree would like to know the number of people on permit waitlist.

AGENDA ITEM 9 – Matters from the Staff: Winter said staff is working through issues with 'Trinity Commons and Matthews said that there are design issues for access, several engineers are looking it over.

Action Summary:
Downtown Design Guideline Update: Shapins said the guidelines are outdated, have had two great meetings and should represent the intentions of Downtown.
Staff working on Car Share policy.
Check on latest copy of the cultural plan for an action item.

Meeting adjourned at 8:00 pm.

ACTION ITEMS:

MOTION: Shapins motioned to approve the September 14, 2015 meeting minutes. Millstone seconded the motion. All commissioners were in favor and the motion was approved 3-0 (Millstone and Feldman absent).

November 2, 2015	**Council Chambers**	**Regular Meeting**

APPROVED BY: DOWNTOWN MANAGEMENT COMMISSION

Attest:
Ruth Weiss, Secretary

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Scott Crabtree, Vice Chair

City of Boulder
Sales & Use Tax Revenue Report
August, 2015

Issued October 9, 2015

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

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

REVENUE COMPARISONS TO COMPARABLE PERIOD IN PRIOR YEAR

As reflected in Table 1, "normalized" Sales and Use Tax has increased from the comparable 2014 base by 4.99%.

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

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	5.82%	78.35%
Business/Consumer Use Tax	(15.20%)	9.18%
Construction Use Tax	24.67%	9.52%
Motor Vehicle Use Tax	7.38%	2.96%
Total Sales & Use Tax	**4.99%**	**100.00%**

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

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

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	4.78%	77.96%
Business/Consumer Use Tax	(15.31%)	9.34%
Construction Use Tax	24.67%	9.69%
Motor Vehicle Use Tax	7.38%	3.01%
Total Sales & Use Tax	**4.16%**	**100.00%**

COMMUNITY, CULTURE AND SAFETY FACILITIES TAX

For August 2015 YTD, the newly enacted Community, Culture and Safety Facilities Tax (an additional 0.30%, effective for 3 years beginning January 1, 2015) has generated $6,194,633. This tax is dedicated to fund a variety of projects in the Civic area along the Boulder Creek Path and on University Hill as well as improvements for several culturally oriented projects. It will also fund pedestrian safety lighting improvements along Baseline Road at the entrance to Chautauqua Park.

DETAILED ANALYSIS OF MAJOR CATEGORIES

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

Retail Sales Tax – August YTD retail sales tax revenue was up 5.82% from that received in 2014. It is important to note that any significant sales of recreational marijuana did not begin until the second quarter of 2014. Therefore, comparisons are not "apples to apples" for the first quarter.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
6.50%	9.40%	8.54%	4.87%	2.81%	3.00%	6.41%	5.67%

Food Stores - YTD retail sales tax revenue for food stores was up 8.61% from that received in 2014. This large increase is primarily due to companies who file thirteen four-week periods instead of reporting monthly. Companies who file thirteen four-week periods do so because of reporting purposes. Each reporting period has the same number of days in the period. Since the city reports monthly, there is one month out of the year where our report contains two filing periods.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
46.51%	8.69%	2.00%	1.77%	0.70%	8.22%	3.74%	5.10%

Sales at **Eating Places** are both an important revenue source (Eating Places comprise approximately 12.00% of sales/use tax) and are often an indicator of the health of the economy in the city. This discretionary category is often correlated with disposable income and consumer confidence. Total August YTD retail tax at Eating Places is up by 7.72%.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
4.82%	10.46%	6.98%	4.87%	11.00%	0.98%	10.84%	11.31%

Apparel Stores - YTD retail sales were up by 5.18%. The significant increase in April is due to multiple circumstances. Timing was an issue with one large vendor who did not remit in April of 2014. Multiple other vendors also improved their performance during the month

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
(29.55%)	15.03%	(1.28%)	53.97%	2.21%	16.20%	(3.11%)	(4.50%)

General Retail sales are up by 5.21% YTD.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1.97%	3.75%	3.02%	4.94%	8.42%	5.55%	5.39%	7.96%

Public Utilities (primarily retail sales tax on natural gas and electricity) are down by 6.86% YTD. Tax on Public Utilities comprises over 4% of total sales and use tax revenue. Even if rates increase, the direction for this category may be uncertain if conservation strategies are successful and businesses significantly cut their energy use. According to a 2006 study by the City of Boulder, commercial and industrial sector energy use makes up 83% of Boulder's energy use.

TOTAL MARIJUANA REVENUE

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

The sale of medical marijuana generates:

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

The sale of recreational marijuana generates:

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

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

Total August YTD Marijuana Related Revenue			
Medical marijuana:			
3.86% Sales/Use Tax	$716,654		
Sub-total Medical marijuana revenue		$716,654	
Recreational marijuana			
3.86% Base Sales/Use Tax	810,987		
3.50% Additional Sales/Use Tax	735,223		
5.00% Excise Tax	656,314		
State Share-back	279,268		
Sub-total Recreational Marijuana revenue		$2,481,792	
TOTAL MARIJUANA RELATED REVENUE			$3,198,446

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

Total August YTD "Incremental" Recreational Marijuana Related Revenue		
3.50% Additional Sales/Use Tax	$735,223	
5.00% Excise Tax	656,314	
State "Share-back"	279,268	
TOTAL "INCREMENTAL" RECREATIONAL MARIJUANA REVENUE		$1,470,805

Medical Marijuana Retail Sales Tax

Total August YTD retail sales tax revenue collected in this category is down by 13.00% from the same period in 2014. The retail percentage change by month is presented below.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
26.96%	(7.57%)	(9.21%)	(1.96%)	(16.06%)	(16.23%)	(26.71%)	(38.60%)

Recreational Marijuana Retail Sales Tax

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

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
na	na	82.89%	60.56%	42.84%	38.64%	49.71%	51.91%

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

TABLE 3

2015 YTD RETAIL SALES TAX (% Change in Comparable YTD Collections)	
STRENGTHS:	WEAKNESSES:
▪ Food Stores up by 8.61% (January had two returns for each store by a 13 period filing taxpayer)	▪ UHGID (the "hill") down by 1.98%
▪ Eating Places up by 7.72%	▪ Transportation/Utilities down by 6.32%
▪ Apparel Stores up by 5.18%	▪ Medical Marijuana down by 13.00%
▪ Home Furnishings up by 1.97%	▪ Consumer Electronics down by 10.98%
▪ General Retail up by 5.21%	▪ Table Mesa down by 0.87%
▪ Automotive Trade up by 0.48%	▪ Public Utilities down by 6.86%
▪ Building Material - Retail up by 1.67%	
▪ Computer Related Business up by 15.82%	
▪ All Other up by 10.92%	
▪ Recreational Marijuana up by 80.55%	
▪ Downtown up by 9.67%	
▪ N. 28th St Commercial up by 15.34%	
▪ University of Colorado up by 10.06%	
▪ Basemar up by 3.32%	
▪ BVRC (excl 29th St) up by 3.87%	
▪ Twenty-Ninth St up by 2.44%	
▪ The Meadows up by 13.16%	
▪ All Other Boulder up by 10.14%	
▪ Out of State up by 1.41%	
▪ Metro Denver up by 16.02%	
▪ Pearl Street Mall up by 15.72%	
▪ Gunbarrel Commercial up by 17.10%	
▪ Boulder Industrial up by 8.66%	

2015 USE TAX (% Change in YTD Comparable Collections)	
STRENGTHS:	WEAKNESSES
▪ Construction Use Tax up by 24.67% (when adjusted to exclude dedicated Boulder Junction tax in both years, up by 31.09%)	▪ Business Use Tax down by 15.20%
▪ Motor Vehicle Use Tax up by 7.38%	

BUSINESS USE TAX

August YTD Business Use Tax is down by 15.20%. This tax category can be very volatile as it is associated primarily with the amount and timing of purchase of capital assets by businesses in the city and the amount and timing of audit revenue. The Leeds Business Confidence Index has slipped for two quarters in a row. This may have had an impact on capital expenditures by businesses.

MOTOR VEHICLE USE TAX

August YTD Motor Vehicle Use Tax is up by 7.38%, this tax category applies to the purchase of vehicles registered in the city. As individuals and businesses became more confident about jobs and the economy, they have replaced their vehicles and thus reduced the average age of their fleet. 2014 was a strong year for motor vehicle sales, but the change reversed in late 2014 and early in 2015 as the average age of the total vehicle fleet in the city declined and the comparative numbers from the prior year became more difficult to meet or exceed. Both November and December 2014 results were negative (down 17.88% and 12.16% respectively when compared to the very strong sales in the comparative months of 2013) and comparative results continued to be negative through May of 2015. Comparative revenue in this category began to increase again in June 2015 and has continued this increase into August. If the economy remains strong, we may see revenue in this category flatten or even increase for the total year.

CONSTRUCTION USE TAX

Construction Use Tax is up by 24.67% YTD. This is a very volatile tax category as it depends upon the number and timing of construction projects in any given period. Revenue in this category assumes "base" number of projects will continue indefinitely, plus revenue from large projects in the "pipeline" (based upon a review of information from the City Planning Department and the CU Capital Improvement Plan). Even when we know projects are pending, the timing of payment of Construction Use Tax can occur in the prior or subsequent year to the planned construction date. We are currently in a strong period for large project construction in the City but know that this level of activity cannot continue forever. Therefore, it is important that we not commit to ongoing operating expenses from this revenue source, as it will eventually decline. August includes significant revenue from permitting related to construction of below-grade parking structures for two new hotels.

ACCOMMODATION TAX

August Accommodation Tax revenue is up by 9.83% from the same period in 2014. The hotel industry in Boulder is in a state of flux. It is uncertain when new properties in the pipeline will open. Some upward adjustment in room and occupancy rates has occurred during the transition when the total number of rooms available in the City was down slightly. The Rocky Mountain Lodging Report for August indicated the occupancy rate for Boulder was 87%. Some of the changes follow:

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

ADMISSIONS TAX

Year-to-date 2015 Admission Tax revenue is up by 12.95% from the same period in 2014. Admissions Tax collections are dependent on the number of taxable productions and events held in the City and the level of attendance at such events.

TRASH TAX

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

REVIEW OF VARIOUS ECONOMIC DATA & PREDICTIONS FOR THE FUTURE

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

The NRF has issued a revised retail sales tax forecast for 2015, lowering its anticipated figures due to unexpected slow growth during the first half of the year. The original NRF forecast in February predicted a 4.1 percent growth in retail sales over 2014, but the new revision lowers the forecast to 3.5%.

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

The Conference Board *Consumer Confidence Index®,* which had increased in August, improved moderately in September:

The Index now stands at 103.0 (1985=100), up from 101.3 in August. The Present Situation Index increased from 115.8 last month to 121.1 in September, while the Expectations Index edged down to 91.0 from 91.6 in August.

"Consumer confidence increased moderately in September, following August's sharp rebound," said Lynn Franco, Director of Economic Indicators at The Conference Board. "Consumers' more positive assessment of current conditions fueled this month's increase, and drove the Present Situation Index to an 8-year high. Consumers' expectations for the short-term outlook, however, remained relatively flat, although there was a modest improvement in income expectations. Thus, while consumers view current economic conditions more favorably, they do not foresee growth accelerating in the months ahead."

The *University of Michigan Consumer Sentiment Index* continued to narrow in September:

Final Results for September 2015

	Sep 2015	Aug 2015	Sep 2014	M-M Change	Y-Y Change
Index of Consumer Sentiment	87.2	91.9	84.6	-5.1%	+3.1%
Current Economic Conditions	101.2	105.1	98.9	-3.7%	+2.3%
Index of Consumer Expectations	78.2	83.4	75.4	-6.2%	+3.7%

Surveys of Consumers chief economist, Richard Curtin - The decline in optimism continued to narrow in late September as consumers increasingly concluded that the stock market declines had more to do with international conditions than the domestic economy. While the September Sentiment Index was at the lowest level in eleven months, it was still higher than in any prior month since May 2007. To be sure, a raft of recent events have been viewed as negative economic indicators by consumers, including falling commodity prices, weakened Chinese and other economies as well as continued stresses on European countries. Although most believe the domestic economy is still largely insulated, they have lowered the pace of job and wage growth that they now anticipate. The true significance of these findings is not the diminished economic prospects, but that consumers now believe that global economic trends can directly influence their own job and wage prospects as well as indirectly via financial markets. While now small, the influence of the global economy is certain to rise in the future and prompt widespread adjustments by consumers and policy makers.

According to an October 1, 2015 article in *BizWest*, business leaders' confidence has slipped for the second quarter in a row:

> Colorado business leaders' confidence, despite remaining positive overall, weakened for the second quarter in a row, according to the latest Leeds Business Confidence Index. The index shows an overall reading of 53.5 entering the fourth quarter. That's down from 58.3 entering the third quarter. Readings of 50 or higher are considered positive, and the overall index has remained in positive territory for 16 quarters in a row now.
>
> The reading for confidence in the national economy slid seven points. Confidence in profit expectations saw the next largest slide, from 58.3 last quarter to 53.6, while capital expenditures fell 4.5 points and sales expectations 4.3 points.

***BizWest* reported that the Region's unemployment rates dipped again in August:**

> Boulder County's rate fell from 3.3 percent in August, down from 3.5 percent in July. Colorado's unemployment rate was down from 4.6 percent for the same month last year. The national rate, meanwhile, has fallen from 6.1% a year ago to 5.1 percent in August of this year.

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

> The e-commerce industry is steadily growing, faster than expected. A previous report from 2010 didn't expect the industry to top $300 billion until 2017. By the end of this year, the industry is projected to reach nearly $334 billion in consumer spend.
>
> As e-commerce grows overall, holiday spending is increasing as well, though at a slower rate. A study by the National Retail Federation shows that shoppers spent more both in store and online during the 2014 holiday season (which includes November and December sales). Overall online spend amounts to just one-sixth of in-store spend, but it's increasing faster year-over-year. Online sales grew 6.8 percent over 2013, while in-store sales grew 4 percent over 2014.

According to a September 16, 2015 article in the *Denver Business Journal*, Xcel Energy bills are expected to drop significantly in the coming months. (Retail sales tax on the sale of natural gas and electricity make up over 4.0% of Sales/Use Tax revenue.)

> Low commodity prices for natural gas....(will result in) the average monthly gas bill during October, November, and December to be 20% less than the average bills during the same three months of 2014.
>
> On the electricity side of the bill, the change will be smaller. Electricity bills are expected to be about 2% lower in during the fourth quarter of 2015.

Total Net Sales/Use Tax Receipts by Tax Category	AUGUST YTD Actual			
	2014	2015	% Change	% of Total
Sales Tax	56,937,765	65,330,986	5.82%	78.35%
Business Use Tax	8,328,074	7,657,399	-15.20%	9.18%
Construction Sales/Use Tax	5,869,937	7,934,480	24.67%	9.52%
Motor Vehicle Use Tax	2,117,395	2,465,305	7.38%	2.96%
Total Sales and Use Tax	**73,253,172**	**83,388,170**	**4.99%**	**100.00%**

Total Net Sales/Use Tax Receipts by Industry Type	AUGUST YTD Actual			
	2014	2015	%Change	% of Total
Food Stores	9,457,899	11,048,214	7.74%	13.25%
Eating Places	9,424,369	11,033,190	7.97%	13.23%
Apparel Stores	2,579,162	2,939,075	5.10%	3.52%
Home Furnishings	1,882,666	2,078,291	1.81%	2.49%
General Retail	14,377,545	16,162,951	3.68%	19.38%
Transportation/Utilities	5,674,237	5,792,055	-5.86%	6.95%
Automotive Trade	5,180,559	5,793,102	3.13%	6.95%
Building Material-Retail	2,606,745	2,875,893	1.75%	3.45%
Construction Firms Sales/Use Tax	5,375,553	7,422,412	27.35%	8.90%
Consumer Electronics	1,524,253	1,516,398	-8.25%	1.82%
Computer Related Business Sector	4,460,509	4,769,521	-1.38%	5.72%
Rec Marijuana	787,846	1,546,210	81.00%	1.85%
Medical Marijuana	737,238	716,654	-10.35%	0.86%
All Other	9,184,589	9,694,206	-2.65%	11.63%
Total Sales and Use Tax	**73,253,172**	**83,388,170**	**4.99%**	**100.00%**

Total Net Sales/Use Tax Receipts by Geographic Area	AUGUST YTD Actual			
	2014	2015	% Change	% of Total
North Broadway	907,327	1,070,728	8.84%	1.28%
Downtown	5,075,240	6,459,794	17.39%	7.75%
Downtown Extension	467,992	517,228	1.93%	0.62%
UHGID (the "hill")	782,625	830,038	-2.18%	1.00%
East Downtown	596,912	579,762	-10.42%	0.70%
N. 28th St. Commercial	3,297,903	4,150,006	16.06%	4.98%
N. Broadway Annex	291,675	322,182	1.87%	0.39%
University of Colorado	826,657	846,487	-5.56%	1.02%
Basemar	1,917,493	2,105,650	1.28%	2.53%
BVRC-Boulder Valley Regional Center	14,674,731	16,967,196	6.64%	20.35%
29th Street	5,347,229	5,916,660	2.05%	7.10%
Table Mesa	1,705,579	1,832,770	-0.89%	2.20%
The Meadows	663,346	766,617	6.59%	0.92%
All Other Boulder	4,517,754	6,150,324	25.56%	7.38%
Boulder County	752,214	843,500	3.42%	1.01%
Metro Denver	2,177,413	4,822,206	104.25%	5.78%
Colorado All Other	221,682	397,745	65.48%	0.48%
Out of State	6,852,482	6,712,467	-9.66%	8.05%
Airport	26,267	34,609	21.52%	0.04%
Gunbarrel Industrial	5,774,155	4,477,333	-28.49%	5.37%
Gunbarrel Commercial	779,041	959,439	13.58%	1.15%
Pearl Street Mall	2,085,684	2,642,213	16.84%	3.17%
Boulder Industrial	6,934,299	7,632,620	1.52%	9.15%
Unlicensed Receipts	974,962	399,539	-62.21%	0.48%
County Clerk	2,117,395	2,465,305	7.38%	2.96%
Public Utilities	3,485,116	3,485,752	-7.76%	4.18%
Total Sales and Use Tax	**73,253,172**	**83,388,170**	**4.99%**	**100.00%**

Miscellaneous Tax Statistics	AUGUST YTD Actual		
	2014	2015	% Change in Taxable
Total Food Service Tax	415,353	435,038	4.74%
Accommodations Tax	4,070,156	4,470,238	9.83%
Admissions Tax	356,016	402,132	12.95%
Trash Tax	910,767	919,618	0.97%
Disposable Bag Fee	133,800	128,687	-3.82%
Rec Marijuana Excise Tax	187,655	656,314	249.75%

USE >< SALES

USE TAX BY CATEGORY AUGUST YTD Actual 2014	2015	% Change	Standard Industrial Code	SALES TAX BY CATEGORY AUGUST YTD Actual 2014	2015	% Change
132,479	66,357	-53.80%	Food Stores	9,325,421	10,981,857	8.61%
112,742	157,877	29.15%	Eating Places	9,311,627	10,875,313	7.72%
9,880	8,989	-16.09%	Apparel Stores	2,569,282	2,930,086	5.18%
18,022	16,683	-14.62%	Home Furnishings	1,864,644	2,061,608	1.97%
1,986,170	2,027,881	-5.84%	General Retail	12,391,375	14,135,070	5.21%
272,404	305,069	3.29%	Transportation/Utilities	5,401,833	5,486,986	-6.32%
2,174,519	2,518,036	6.80%	Automotive Trade	3,006,040	3,275,065	0.48%
13,068	16,730	18.07%	Building Material-Retail	2,593,676	2,859,164	1.67%
5,151,830	7,139,286	27.81%	Construction Sales/ Use Tax	223,723	283,126	16.72%
30,730	74,857	124.66%	Consumer Electronics	1,493,524	1,441,541	-10.98%
3,204,780	3,192,602	-8.12%	Computer Related Business	1,255,730	1,576,918	15.82%
5,844	15,336	142.03%	Rec Marijuana	782,002	1,530,874	80.55%
15,146	35,501	116.17%	Medical Marijuana	722,092	681,153	-13.00%
3,187,793	2,481,980	-28.19%	All Other	5,996,797	7,212,227	10.92%
16,315,406	**18,057,184**	**2.07%**	**Total Sales and Use Tax**	**56,937,765**	**65,330,986**	**5.82%**

USE TAX BY CATEGORY AUGUST YTD Actual 2014	2015	% Change	Geographic Code	SALES TAX BY CATEGORY AUGUST YTD Actual 2014	2015	% Change
43,093	77,309	65.46%	North Broadway	864,233	993,419	6.01%
710,001	1,269,164	64.86%	Downtown	4,365,240	5,190,630	9.67%
45,307	-406	-100.83%	Downtown Extension	422,685	517,634	12.95%
30,997	31,189	-7.20%	UHGID (the "hill")	751,628	798,849	-1.98%
142,272	73,052	-52.64%	East Downtown	454,640	506,710	2.79%
57,565	97,664	56.47%	N. 28th St. Commercial	3,240,338	4,052,342	15.34%
4,402	6,683	40.02%	N. Broadway Annex	287,272	315,499	1.29%
125,386	9,663	-92.89%	University of Colorado	701,271	836,824	10.06%
551,123	575,020	-3.77%	Basemar	1,366,370	1,530,630	3.32%
338,771	821,302	123.59%	BVRC	14,335,960	16,145,894	3.87%
62,576	46,802	-31.02%	29th Street	5,284,653	5,869,858	2.44%
23,609	24,913	-2.68%	Table Mesa	1,681,970	1,807,858	-0.87%
68,355	36,578	-50.65%	The Meadows	594,991	730,040	13.16%
2,156,003	3,329,807	42.44%	All Other Boulder	2,361,751	2,820,516	10.14%
129,005	174,615	24.84%	Boulder County	623,208	668,885	-1.01%
350,152	2,523,632	564.71%	Metro Denver	1,827,261	2,298,574	16.02%
73,185	55,984	-29.45%	Colorado All Other	148,497	341,761	112.26%
888,636	154,563	-83.96%	Out of State	5,963,846	6,557,903	1.41%
8,824	8,381	-12.40%	Airport	17,442	26,228	38.69%
5,019,547	3,696,188	-32.09%	Gunbarrel Industrial	754,608	781,144	-4.53%
27,828	5,622	-81.37%	Gunbarrel Commercial	751,212	953,817	17.10%
29,642	62,523	94.53%	Pearl Street Mall	2,056,041	2,579,690	15.72%
2,476,846	2,380,942	-11.34%	Boulder Industrial	4,457,453	5,251,678	8.66%
728,214	56,741	-92.81%	Unlicensed Receipts	246,748	342,798	28.13%
2,117,395	2,465,305	7.38%	County Clerk	0	0	na
106,670	73,946	-36.07%	Public Utilities	3,378,446	3,411,806	-6.86%
16,315,406	**18,057,184**	**2.07%**	**Total Sales and Use Tax**	**56,937,765**	**65,330,986**	**5.82%**

Tax by Mo & Category

TOTAL CITY SALES AND USE TAX COLLECTIONS

REVENUE CATEGORY	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	% Change in Taxable Sales
RETAIL SALES TAX	2008	5,197,400	5,105,109	6,005,946	5,331,447	5,488,450	6,572,335	5,508,796	6,258,640	6,620,535	5,382,779	5,255,155	7,443,455	70,170,045	0.04%
Rate3.41%	2009	4,919,570	4,659,632	5,850,038	5,077,648	5,131,444	6,428,343	5,206,770	5,790,533	6,093,314	5,170,325	4,735,769	7,814,230	66,877,613	-4.69%
	2010	4,576,034	5,386,190	6,196,697	5,320,225	5,470,595	6,895,283	5,522,076	5,943,315	6,855,385	5,652,938	5,240,211	8,414,157	71,473,106	6.87%
	2011	5,394,367	5,132,437	6,692,597	5,630,200	5,708,608	7,016,826	5,580,953	6,531,707	7,286,644	5,765,805	5,830,545	8,390,145	74,960,833	4.88%
	2012	5,363,541	5,129,096	6,754,740	5,599,150	5,988,770	7,304,270	5,551,489	7,062,958	7,502,227	6,188,194	5,693,025	9,604,529	77,741,989	3.71%
	2013	5,557,163	5,824,808	7,171,949	5,707,649	6,197,302	7,968,604	6,161,076	6,944,797	7,500,133	6,591,707	5,934,326	9,925,508	81,485,022	4.81%
Rate 3.56%	2014	5,965,991	6,438,048	7,706,036	6,619,759	6,990,628	8,303,288	7,020,977	7,893,039	8,584,506	7,452,664	7,031,634	9,966,741	89,973,310	5.76%
Rate 3.86%	**2015**	6,889,039	7,636,464	9,068,947	7,527,277	7,792,804	9,273,066	8,100,335	9,043,053					65,330,986	-33.03%
Change from prior year (Month)		6.50%	9.40%	8.54%	4.87%	2.81%	3.00%	6.41%	5.67%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		6.50%	8.00%	8.21%	7.38%	6.43%	5.76%	5.85%	5.82%	-8.04%	-17.43%	-24.69%	-33.03%		
CONSUMER USE TAX	2008	818,034	991,472	1,109,160	669,214	736,901	1,067,769	732,334	596,399	899,934	989,683	599,876	1,253,267	10,464,043	-6.63%
(includes Motor Vehicle)	2009	909,558	657,250	1,062,587	997,891	531,724	790,819	858,325	1,299,767	989,089	741,578	698,452	1,600,457	11,137,497	6.44%
Rate 3.41%	2010	687,502	778,796	913,223	701,931	662,382	945,800	620,328	633,593	909,315	752,143	618,493	1,366,131	9,589,636	-13.90%
	2011	1,247,135	650,595	1,034,670	727,395	850,561	1,166,185	958,724	771,357	1,044,032	703,092	903,665	1,410,793	11,468,205	19.59%
	2012	763,425	768,580	859,971	976,451	1,212,071	1,033,899	729,829	940,127	957,894	1,417,818	737,310	1,469,940	11,867,314	3.48%
	2013	1,132,015	762,369	979,120	866,143	911,993	963,938	835,063	768,003	1,338,726	1,121,736	807,130	1,522,486	12,008,722	1.19%
Rate 3.56%	2014	924,895	901,234	1,328,607	1,727,986	666,706	2,541,847	1,056,846	1,297,348	1,409,960	1,012,343	1,011,907	1,429,435	15,309,114	22.11%
Rate 3.86%	**2015**	1,274,337	1,134,561	1,713,016	965,772	1,127,357	1,638,029	1,002,535	1,267,096					10,122,704	-39.02%
Change from prior year (Month)		27.07%	16.11%	18.91%	-48.45%	55.95%	-40.57%	-12.51%	-9.92%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		27.07%	21.66%	20.50%	-3.90%	3.29%	-10.49%	-10.72%	-10.62%	-21.25%	-27.45%	-32.74%	-39.02%		
CONSTRUCTION USE TAX	2008	330,080	347,219	748,549	454,797	327,855	241,649	100,759	442,652	347,954	217,885	107,831	381,753	4,048,982	-13.02%
Rate3.41%	2009	944,905	111,907	425,028	776,511	279,761	995,132	721,209	676,301	235,485	223,169	591,970	1,467,798	7,449,176	83.98%
	2010	591,599	242,591	245,829	362,619	226,230	1,921,675	1,075,078	467,423	245,361	234,021	406,868	531,670	6,550,964	-12.06%
	2011	622,872	281,210	274,661	240,970	2,150,036	352,336	352,846	455,211	478,988	314,958	177,137	471,157	6,172,383	-5.78%
	2012	385,392	1,697,323	315,856	503,719	342,448	375,499	595,334	214,896	422,866	473,523	799,552	371,254	6,497,662	5.27%
	2013	732,539	941,380	298,613	577,351	366,959	728,141	845,123	1,182,131	1,196,147	876,749	622,491	1,511,632	9,879,257	52.04%
Rate 3.56%	2014	716,119	1,110,714	600,580	430,524	571,269	1,688,472	373,129	379,130	713,014	908,032	325,754	1,557,635	9,374,372	-9.11%
Rate 3.86%	**2015**	387,123	680,064	2,527,741	776,513	1,008,019	985,050	583,353	986,617					7,934,480	-21.94%
Change from prior year (Month)		-50.14%	-43.53%	288.17%	66.35%	62.74%	-46.19%	44.19%	140.01%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		-50.14%	-46.12%	36.59%	41.07%	44.68%	14.70%	16.70%	24.67%	11.16%	-2.31%	-6.38%	-21.94%		
TOTAL FOR MONTH & CHANGE FROM PREVIOUS YEAR (MONTH & YTD)															
Ratechg3.56%>3.41%	2008	6,345,513	6,443,800	7,863,654	6,455,459	6,553,206	7,881,753	6,341,889	7,297,691	7,868,423	6,590,347	5,962,862	9,078,475	84,683,070	
Rate3.41%	2009	6,774,033	5,428,789	7,337,653	6,852,049	5,942,929	8,214,294	6,786,304	7,766,601	7,317,887	6,135,072	6,026,191	10,882,485	85,464,286	0.92%
	2010	5,855,134	6,407,577	7,355,749	6,384,774	6,359,207	9,762,758	7,217,482	7,044,332	8,010,061	6,639,102	6,265,572	10,311,957	87,613,706	2.51%
	2011	7,264,374	6,064,242	8,001,928	6,598,565	8,709,205	8,535,347	6,892,523	7,758,275	8,809,664	6,783,855	6,911,348	10,272,096	92,601,421	5.69%
	2012	6,512,359	7,594,999	7,930,567	7,079,320	7,543,289	8,713,668	6,876,652	8,217,981	8,882,987	8,079,535	7,229,887	11,445,723	96,106,966	3.79%
	2013	7,421,717	7,528,557	8,449,682	7,151,142	7,476,254	9,660,683	7,841,262	8,894,931	10,035,006	8,590,192	7,363,947	12,959,626	103,373,001	7.56%
Rate 3.56%	2014	7,607,004	8,449,996	9,635,223	8,778,269	8,228,603	12,533,607	8,450,951	9,569,517	10,707,479	9,373,039	8,369,295	12,953,810	114,656,795	6.24%
Rate 3.86%	**2015**	8,550,499	9,451,089	13,309,704	9,269,562	9,928,180	11,896,145	9,686,223	11,296,766	0	0	0	0	83,388,170	-32.92%
% Change (month)		3.67%	3.15%	27.40%	-2.61%	11.28%	-12.46%	5.71%	8.87%	-100.00%	-100.00%	-100.00%	-100.00%		
% Change (YTD)		3.67%	3.40%	12.40%	8.58%	9.10%	4.20%	4.40%	4.99%	-8.40%	-17.60%	-24.38%	-32.92%		

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

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Auto. Transport.	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)									
2012 TOTAL	30,389	3,206,102	468,356	173,873	1,738,783	32,204	333	483,357	6,133,397
2013 (sales tax rate of 3.41%)									
January	1,006	206,696	24,850	14,530	123,652	2,260	-	7,914	380,908
February	1,028	208,483	26,801	4,980	123,545	2,239	-	6,225	373,301
March	4,023	284,345	36,265	14,006	140,205	2,626	9	20,399	501,878
April	1,117	256,655	43,256	11,041	148,093	2,716	-	13,241	476,119
May	1,125	267,228	41,789	14,957	164,852	3,246	-	6,514	499,711
June	4,001	316,158	38,360	8,573	178,036	8,558	16	61,664	615,366
July	1,400	286,388	37,641	7,119	174,918	3,469	-	7,660	518,595
August	1,372	296,554	31,923	13,847	153,274	3,876	-	9,962	510,808
September	3,354	250,116	54,152	7,410	173,883	14,486	7	72,130	575,538
October	1,302	286,269	48,817	8,890	163,693	3,144	-	8,158	520,273
November	1,754	266,285	28,390	8,962	153,712	2,625	-	6,613	468,341
December	5,911	263,671	28,136	16,208	194,814	4,457	157	45,561	558,915
2013 TOTAL	27,393	3,188,848	440,380	130,523	1,892,677	53,702	189	266,041	5,999,753
2014 (sales tax rate of 3.56%)									
January	1,034	208,722	30,629	8,922	86,769	2,678	-	42,572	381,326
February	1,073	247,007	21,874	18,048	78,528	2,518	-	38,648	407,696
March	3,907	295,393	46,561	18,883	93,923	7,699	75	100,754	567,195
April	1,113	314,507	30,701	16,145	93,324	7,533	-	75,028	538,351
May	1,230	337,737	35,379	16,836	116,424	6,811	-	85,009	599,426
June	1,241	337,783	39,404	19,727	115,867	3,449	55	118,693	636,219
July	1,241	337,779	39,360	6,981	127,785	3,839	-	87,697	604,682
August	1,376	329,737	53,406	7,706	131,264	4,032	-	102,825	630,346
September	5,089	341,905	29,323	11,507	129,046	3,567	-	218,090	738,527
October	113	334,781	61,291	43,257	105,149	3,401	-	104,095	652,087
November	3,444	269,896	55,943	16,559	100,082	2,775	-	84,393	533,092
December	3,275	301,696	46,957	11,766	157,421	2,902	380	152,826	677,223
2014 TOTAL	24,136	3,656,943	490,828	196,337	1,335,582	51,204	510	1,210,630	6,966,170
2015 (sales tax rate of 3.86%)									
January	1,351	245,768	18,441	11,554	83,769	3,521	-	95,337	459,741
February	157	312,712	33,162	20,822	72,701	3,014	-	80,747	523,315
March	2,696	345,198	47,026	7,227	100,369	3,579	4	180,906	687,005
April	1,386	338,223	65,751	23,126	140,165	3,536	-	93,416	665,603
May	1,662	395,975	32,570	7,052	112,849	3,670	-	107,896	661,674
June	4,167	352,650	58,474	5,033	131,899	3,784	-	204,236	760,243
July	229	394,306	34,165	6,545	131,455	4,221	-	111,660	682,581
August	3,112	394,156	75,351	8,036	143,765	4,328	-	121,721	750,469
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-	-	-
2015 TOTAL	14,760	2,778,988	364,940	89,395	916,972	29,653	4	995,919	5,190,631

Total % Change from 2012-2013	-9.86%	-0.54%	-5.97%	-24.93%	8.85%	66.76%	-43.24%	-44.96%	-2.18%
Total % Change from 2013-2014	-15.60%	9.85%	6.76%	44.09%	-32.41%	-8.67%	158.47%	335.88%	11.22%
Total % Change from 2014-2015	11.44%	6.41%	13.21%	-27.20%	0.22%	-29.07%	-97.16%	41.04%	9.67%
% Change from previous year month	108.59%	10.25%	30.13%	-3.82%	1.01%	-1.00%	#DIV/0!	9.18%	9.80%

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

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Auto. Transport.	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)									
2012 TOTAL	30,389	3,262,719	469,321	196,012	1,747,183	32,464	116,176	597,014	6,451,278
2013 (sales tax rate of 3.41%)									
January	1,006	208,424	24,850	17,256	126,402	2,281	37,975	24,434	442,628
February	1,028	210,415	26,859	7,102	127,502	2,259	(214)	11,667	386,618
March	4,113	288,457	36,275	21,116	143,321	2,654	27,222	39,452	562,610
April	2,424	258,801	43,256	15,318	151,707	2,777	12,626	14,987	501,896
May	1,125	265,298	41,881	17,532	172,042	3,268	17,727	7,355	526,228
June	4,082	319,612	38,360	12,453	181,523	8,688	26,860	80,843	672,421
July	1,400	288,575	37,641	9,584	178,565	3,615	9,101	17,439	545,920
August	1,372	298,780	32,025	13,847	156,795	3,893	3,075	17,771	527,558
September	3,495	252,537	54,161	10,612	192,476	14,503	22,719	104,711	655,214
October	1,302	288,691	48,857	12,373	195,086	3,277	7,234	23,983	580,803
November	1,754	268,369	28,424	11,611	158,229	2,643	23,128	7,661	501,819
December	6,038	265,730	28,172	18,957	200,039	4,472	33,750	67,085	624,243
2013 TOTAL	29,139	3,213,689	440,761	167,761	1,983,687	54,330	221,203	417,388	6,527,958
2014 (sales tax rate of 3.56%)									
January	1,034	210,406	30,654	8,922	90,948	2,837	102,750	43,978	491,529
February	1,073	252,127	22,042	20,930	88,938	2,858	19,465	39,988	447,421
March	4,028	302,651	46,602	23,393	96,791	8,085	22,998	112,444	616,992
April	1,113	322,362	30,744	17,488	93,794	7,774	8,238	229,441	710,954
May	1,230	344,174	35,775	19,525	117,079	6,826	116,907	86,567	728,083
June	1,241	342,762	39,418	21,944	116,443	3,471	92,745	145,132	763,156
July	1,241	343,892	39,443	9,291	129,161	3,861	49,451	97,450	673,790
August	1,376	335,701	53,456	10,084	132,085	4,052	659	105,899	643,312
September	5,306	348,143	29,438	15,047	129,869	3,585	242,311	241,860	1,015,559
October	113	341,684	61,413	47,735	107,146	3,418	587,243	106,862	1,255,614
November	3,444	275,434	55,964	18,224	100,631	2,794	841	91,598	548,930
December	3,293	307,986	46,989	13,531	174,488	2,923	100,995	179,083	829,288
2014 TOTAL	24,492	3,727,322	491,938	226,114	1,377,373	52,484	1,344,603	1,480,302	8,724,628
2015 (sales tax rate of 3.86%)									
January	5,766	248,126	18,443	13,922	84,422	3,553	48,161	101,519	523,912
February	157	321,171	33,209	25,020	79,430	3,026	63,708	106,428	632,149
March	2,696	350,710	47,098	9,318	100,871	3,600	149,323	181,437	845,053
April	1,386	344,103	65,812	29,486	140,963	3,536	67,442	95,392	748,120
May	1,662	401,730	32,604	10,333	113,758	3,681	110,845	134,046	808,659
June	4,167	358,095	58,568	9,138	136,548	3,798	376,325	225,018	1,171,657
July	229	402,234	34,214	11,517	132,516	4,233	153,211	112,896	851,050
August	6,331	399,554	75,433	10,048	145,000	4,338	85,461	153,023	879,188
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-	-	-
2015 TOTAL	22,394	2,825,723	365,381	118,782	933,508	29,765	1,054,476	1,109,759	6,459,788
% Change from 2012-2013	**-4.11%**	**-1.50%**	**-6.09%**	**-14.41%**	**13.54%**	**67.35%**	**90.40%**	**-30.09%**	**1.19%**
% Change from 2013-2014	**-19.49%**	**11.10%**	**6.91%**	**29.10%**	**-33.49%**	**-7.47%**	**482.25%**	**239.72%**	**28.02%**
% Change from 2014-2015	**67.42%**	**6.20%**	**13.03%**	**-16.74%**	**-0.50%**	**-30.96%**	**135.36%**	**18.89%**	**17.39%**
% Change from previous year month	**324.34%**	**9.77%**	**30.15%**	**-8.10%**	**1.25%**	**-1.26%**	**11860.39%**	**33.27%**	**26.04%**

Sales Tax Revenues Generated on the *Downtown Mall* by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)	-	-	-	-	-	-	-
2012 TOTAL	**54,676**	**1,277,112**	**553,212**	**147,717**	**668,472**	**76,260**	**2,777,449**
2013 (sales tax rate of 3.41%)							
January	2,371	90,449	30,728	7,642	41,481	4,938	177,609
February	4,966	86,268	26,262	7,387	39,036	4,152	168,071
March	4,599	108,576	54,250	8,575	47,728	3,724	227,452
April	2,460	104,357	40,083	7,830	49,460	3,775	207,965
May	4,472	104,775	53,053	10,486	60,344	5,997	239,127
June	3,425	125,845	57,695	10,248	71,962	5,863	275,038
July	6,673	124,038	56,534	11,621	73,650	5,608	278,124
August	5,229	123,237	63,898	12,501	72,838	8,298	286,001
September	3,655	106,135	40,282	7,928	51,067	5,261	214,328
October	4,156	105,602	59,054	9,853	51,866	8,810	239,341
November	3,982	87,939	38,478	14,429	55,242	7,290	207,360
December	5,780	85,521	63,020	28,709	101,738	8,973	293,741
2013 TOTAL	**51,768**	**1,252,742**	**583,337**	**137,209**	**716,412**	**72,689**	**2,814,157**
2014 (sales tax rate of 3.56%)							
January	3,236	84,800	27,857	6,829	37,714	3,444	163,880
February	3,761	97,322	40,355	7,082	40,619	11,915	201,054
March	4,630	101,711	43,040	9,116	55,124	9,184	222,805
April	4,355	111,784	44,765	8,721	53,147	8,886	231,658
May	4,472	122,720	52,090	11,002	65,848	12,602	268,734
June	5,226	126,868	52,226	10,826	73,635	11,412	280,193
July	4,738	143,241	50,205	12,113	92,197	30,185	332,679
August	4,293	133,918	81,234	12,979	83,494	39,117	355,035
September	5,243	139,468	58,707	10,453	69,876	33,321	317,068
October	2,026	128,849	50,406	10,877	60,773	37,351	290,282
November	7,500	94,051	49,653	14,138	59,435	31,905	256,682
December	6,636	96,442	63,565	30,429	125,222	32,897	355,191
2014 TOTAL	**56,116**	**1,381,174**	**614,103**	**144,565**	**817,084**	**262,219**	**3,275,261**
2015 (sales tax rate of 3.86%)							
January	2,914	108,654	30,699	8,172	52,251	31,958	234,648
February	4,343	100,213	41,179	6,837	43,844	28,851	225,267
March	5,553	132,841	50,427	9,918	71,103	37,013	306,855
April	4,894	128,445	51,613	8,534	61,919	34,122	289,527
May	5,140	146,575	76,334	14,531	65,319	41,514	349,413
June	5,909	142,438	61,765	13,096	107,913	42,255	373,376
July	5,770	162,080	62,558	13,463	109,125	54,688	407,684
August	5,579	160,963	64,583	13,717	98,479	49,594	392,915
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-
2015 TOTAL	**40,102**	**1,082,209**	**439,158**	**88,268**	**609,953**	**319,995**	**2,579,685**
Total % Change from 2012-2013	**-5.32%**	**-1.91%**	**5.45%**	**-7.11%**	**7.17%**	**-4.68%**	**1.32%**
Total % Change from 2013-2014	**3.83%**	**5.61%**	**0.84%**	**0.92%**	**9.25%**	**245.54%**	**11.48%**
Total % Change from 2014-2015	**6.55%**	**8.21%**	**3.38%**	**3.48%**	**12.11%**	**132.85%**	**15.72%**
% Change from previous year month	**19.86%**	**10.85%**	**-26.68%**	**-2.53%**	**8.78%**	**16.93%**	**2.07%**

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

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)								
2012 TOTAL	**55184**	**1287832**	**555044**	**147717**	**674189**	**18311**	**82826**	**2,821,103**
2013 (sales tax rate of 3.41%)								
January	2,384	90,901	31,131	7,642	41,822	1,586	6,857	182,323
February	4,983	86,618	27,557	7,387	39,312	2,291	4,270	172,418
March	4,635	108,923	54,375	8,575	47,799	20	3,847	228,174
April	2,481	105,544	40,522	7,830	49,521	1,074	3,829	210,801
May	4,537	106,528	53,177	10,486	60,409	85	6,036	241,258
June	3,446	126,332	58,360	10,248	72,037	2,944	6,796	280,163
July	6,696	124,982	56,676	11,621	74,025	746	5,706	280,452
August	5,256	123,766	64,299	12,501	72,927	2,929	8,334	290,012
September	4,312	107,396	40,456	7,928	51,124	127	7,288	218,631
October	4,367	105,884	59,110	9,853	52,023	-	8,810	240,047
November	4,232	88,149	39,058	14,429	55,342	-	7,290	208,500
December	6,143	85,900	63,723	28,709	101,846	9,161	10,088	305,570
2013 TOTAL	**53472**	**1260923**	**588444**	**137209**	**718187**	**20963**	**79151**	**2,858,349**
2014 (sales tax rate of 3.56%)								
January	3,302	85,271	28,026	6,829	37,742	833	4,568	166,571
February	3,856	98,027	41,026	7,082	40,703	7,671	12,000	210,365
March	4,685	102,057	43,182	9,116	55,194	654	10,524	225,412
April	4,410	112,112	44,846	8,721	53,203	-	8,957	232,249
May	4,508	123,034	52,233	11,002	65,929	3,840	12,701	273,247
June	5,258	127,320	52,274	10,898	73,635	4,995	11,843	286,223
July	4,754	143,732	50,214	12,113	92,479	267	30,327	333,886
August	4,389	134,391	82,240	12,979	83,641	759	39,329	357,728
September	5,325	139,802	58,892	10,453	70,284	399	34,606	319,761
October	2,026	129,217	50,497	10,877	60,860	912	37,720	292,109
November	7,579	94,378	49,894	14,138	59,580	218	32,000	257,787
December	6,770	96,845	63,634	30,429	125,330	114	39,477	362,599
2014 TOTAL	**56862**	**1386186**	**616958**	**144637**	**818580**	**20662**	**274052**	**3,317,937**
2015 (sales tax rate of 3.86%)								
January	2,941	109,410	30,709	8,172	52,338	-	32,595	236,165
February	4,397	100,639	41,494	6,837	43,947	8	34,467	231,789
March	5,575	133,176	50,437	9,918	71,278	579	36,036	306,999
April	5,000	128,825	51,621	8,534	62,021	1,887	34,292	292,180
May	5,421	147,148	76,362	14,678	65,319	51	43,259	352,238
June	8,647	144,758	61,774	13,337	107,913	2,511	43,811	382,751
July	5,840	171,249	62,580	13,463	109,327	1,067	54,989	418,515
August	5,625	162,037	64,585	13,956	98,479	3,362	73,525	421,569
September	-	-	-	-	-	-	-	0
October	-	-	-	-	-	-	-	0
November	-	-	-	-	-	-	-	0
December	-	-	-	-	-	-	-	0
2015 TOTAL	**43446**	**1097242**	**439562**	**88895**	**610622**	**9465**	**352974**	**2,642,206**

% Change from 2012-2013	**-3.10%**	**-2.09%**	**6.02%**	**-7.11%**	**6.53%**	**14.48%**	**-4.44%**	**1.32%**
% Change from 2013-2014	**1.86%**	**5.30%**	**0.43%**	**0.97%**	**9.18%**	**-5.59%**	**231.65%**	**11.19%**
% Change from 2014-2015	**13.96%**	**9.29%**	**2.88%**	**4.12%**	**12.07%**	**-54.10%**	**149.94%**	**16.84%**
% Change from previous year month	**18.20%**	**11.20%**	**-27.57%**	**-0.83%**	**8.59%**	**308.52%**	**72.42%**	**8.69%**

Total Downtown Sales Tax Revenue (CAGID and Pearl St) Does not factor tax rate changes

	3.41	3.41	3.56	3.41	3.41	3.41	3.41	3.41	3.41	3.56	3.86
	2005	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
January	428,679	500,130	482,428	518,849	487,710	560,031	539,435	527,526	558,519	545,206	694,389
February	480,561	521,590	535,979	547,789	473,426	484,820	534,348	579,961	541,371	608,750	748,582
March	587,831	624,521	704,243	637,871	566,690	582,620	672,618	745,914	729,329	790,000	993,860
April	541,195	612,044	610,029	623,468	552,281	609,595	644,111	696,264	684,086	770,009	955,130
May	582,705	647,568	696,047	713,579	646,112	669,398	733,274	770,788	738,837	868,160	1,011,087
June	676,115	733,917	799,000	736,287	1,074,918	753,018	829,054	856,497	890,404	916,411	1,133,619
July	634,356	679,183	702,834	718,557	654,639	727,545	802,877	741,295	796,720	937,361	1,090,265
August	653,113	706,316	740,097	767,013	732,097	734,903	765,314	868,158	796,810	985,381	1,143,384
September	684,271	722,706	789,130	692,174	624,411	723,979	775,627	822,775	789,862	1,055,595	
October	607,382	635,866	688,559	666,347	617,267	688,420	759,660	695,018	759,613	942,369	
November	544,120	469,178	602,818	551,792	535,953	621,221	597,762	698,993	675,701	789,774	
December	793,483	896,526	829,816	726,256	657,741	798,946	813,953	907,657	852,655	1,032,414	
Totals	**7,213,810**	**7,749,546**	**8,180,981**	**7,899,981**	**7,623,245**	**7,954,497**	**8,468,033**	**8,910,846**	**8,813,907**	**10,241,430**	**7,770,316**

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

	Food Stores	Eating Places	Apparel Stores	Home Furnishings	General Merch	All Other	Total
2015	$11,048,214	$11,033,190	$2,939,075	$3,594,689	$16,162,951	$38,610,051	$83,388,170
	1%	36%	27%	6%	10%	7%	10.9%
2014	$14,681,607	$14,447,798	$4,180,365	$5,475,586	$22,124,094	$53,747,345	$114,656,795
	1%	35%	27%	7%	10%	6%	10.5%
2013	$13,454,838	$13,174,730	$3,774,426	$4,692,270	$20,776,166	$47,500,571	$103,373,001
	1%	34%	27%	6%	13%	2%	9.1%
2012	$13,060,743	$12,937,276	$3,717,039	$22,440,706	$19,948,416	$24,002,787	$96,106,967
	1%	35%	28%	2%	12%	4%	9.6%
2011	$12,241,084	$11,838,300	$3,426,738	$5,259,120	$19,948,416	$39,725,073	$92,438,731
	1%	35%	29%	6%	12%	2%	9.5%
2010	$11,130,533	$10,930,482	$2,690,372	$4,459,406	$19,279,577	$38,940,102	$87,430,472
	1%	36%	33%	6%	12%	2%	9.4%
2009	$11,160,109	$10,572,840	$2,626,020	$4,304,383	$17,515,062	$39,002,103	$85,180,517
	1%	35%	33%	17%	11%	2%	9.3%
2008	$11,204,475	$10,910,035	$2,819,260	$4,827,635	$18,101,297	$36,708,245	$84,570,947
	0%	36%	34%	7%	13%	3%	10.1%
2007	$11,205,584	$10,888,135	$2,804,311	$5,522,090	$18,040,152	$39,631,459	$88,091,731
	1%	36%	33%	7%	13%	2%	9.8%
2006	$10,392,069	$9,582,212	$2,424,694	$4,611,056	$15,402,540	$37,371,060	$79,783,631
	1%	38%	37%	9%	15%	4%	11.0%
2005	$10,046,723	$8,995,846	$2,362,366	$4,465,788	$14,587,419	$35,882,350	$76,340,492
	1%	38%	37%	9%	15%	2%	10.0%
2004	$10,148,861	$8,637,718	$2,232,147	$4,118,312	$14,123,007	$32,171,342	$71,431,387
	1%	36%	41%	10%	15%	2%	9.9%
2003	$9,052,658	$7,847,285	$2,046,951	$3,922,549	$13,185,423	$31,552,637	$67,607,503
	1%	35%	41%	10%	15%	3%	10.4%
2002	$9,294,397	$8,133,237	$2,346,305	$4,164,992	$13,572,651	$33,815,600	$71,327,182
	1%	35%	37%	11%	15%	3%	10.1%
2001	$9,312,676	$8,384,190	$2,646,021	$4,537,112	$15,553,807	$38,279,526	$78,713,332
	1%	34%	37%	11%	13%	2%	9.1%
2000	$9,080,910	$8,484,601	$3,159,262	$5,915,794	$17,887,211	$36,269,737	$80,797,515
	1%	32%	37%	9%	12%	3%	9.5%
1999	$9,207,721	$7,790,648	$3,359,914	$5,553,219	$17,008,884	$33,893,706	$76,814,092
	1%	30%	35%	9%	12%	3%	9.2%
1998	$8,932,097	$7,469,094	$3,252,729	$3,570,448	$15,736,140	$30,637,104	$69,597,612
	1%	29%	34%	12%	11%	3%	9.1%
1997	$7,739,779	$6,797,237	$2,781,018	$3,129,089	$15,439,169	$28,494,047	$64,380,339
	1%	30%	28%	14%	13%	2%	9.3%
1996	$7,611,055	$6,614,561	$2,782,149	$2,862,572	$15,111,950	$26,975,579	$61,957,866
	1%	29%	27%	15%	13%	2%	9.1%

COMMERCIAL AND RESIDENTIAL MALL POLICE CALL STATISTICS

MONTH	Assault		Auto Theft		Burglary		Crim. Mis.		Crim. Tres.		Disturbance		Domestic		Drunk		DUI		Felony Menacing		Fight	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January	3	3					4	3	2		23	23		1	20	18	3	5				
February	3	1					5	4	1	2	22	27	2	4	22			9				
March	8	5				1	3	8	1		39	25	3	1	11	12	3	6				
April	3						5				24		3		14		4					
May		6						3				15		3		10		3				
June	3						5				29		1		15		3					
July	4						5		2		38		1		17		7					
August	4	2						6		1	46	37	4	3	9	13	4					
September		3					2	2			35	30	1	1	9	8	3					
October	2	4					6	3			39	28	2	5	16	4	8	1				
November	3						2		1		23		1		12		3					
December	4				1		2		1		24		3		13		7					

MONTH	Fireworks		Hang Ups		Harassment		Indec. Exp.		Liq. Law Vio.		Littering		Loitering		Narcotics		Noise		Open Door		Party	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January			14	8	2	3	1	1					12	10	5	1			3	1		
February			5	11	6	8			2				2	11	2	4			7			
March			7	3	5	8			4				13	8	2	4						
April			10		9		2		5				14		6							
May				6		7				2				21		7						
June			12		6		1						17		5							
July			11		10		3		1				17		9							
August			12	13	11	10	2	1	5				18	8	12	3			1	1		
September			9	8	4	2	1	2	1	10			17	6	2	10						
October			5	7	8	7		1	7					3	7	2			2	1		
November			8		2		1		1				7		5							
December			4		6				1				9		4							

MONTH	Prowler		Robbery		Sex Assault		Shoplifting		Shots		Stabbing		Suicide		Suspicious		Theft		Trespass		Weapon	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January					1										2	2	27	15				
February						1									5	1	22	18				
March						1									5	2	29	22				
April					1										4		33					
May																2		19				
June	1				1										2		22					
July					1										2		33					
August	1				2										4	3	11	32				
September															2	4	5	31				
October					2	1									4	2	13	16				
November															1		13					
December															2		12					

Opened in 2013-2015

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

Wonder Press	946	Pearl	June-15	replaces Wok Eat
Thrive	1509	Arapaho	July-15	replaces Pita Pit
Sherpani	1711	Pearl	August-15	replaces Mila
Rosetta Stone	1301	Canyon	August-15	
Sunflower Bank	18th &	Pearl	August-15	new space
Ragstock	1580	Canyon	August-15	
Fuji Café&Bar	2018	Brdwy	August-15	replaces Green Rush
Topo Designs	935	Pearl	August-15	replaces Earthbound Trading
Ivy Lazar	1911	11th	September-15	
Wild Standard	1043	Pearl	September-15	replaces PastaVino
Installation	2015	13th	September-15	returning, replacing Explict
Mud Facial Bar	2098	Bdwy	October-15	replaces poppy
Boulder House	1109	Walnut	October-15	replaces Absinthe House
Food Lab	1825	Pearl	November-15	replaces I Support U
Business			**Close Date**	**Notes**
Silhouette	2115	10th	January-13	
Sensorielle	1300	13th	January-13	Moved to Lafayette
Little Buddha	1320	Pearl	February-13	Moved to Yehti Imports
Boulder Map Gallery	1708	13th	March-13	Moved to Table Mesa
Blue Skies	1110	Pearl	March-13	
Left Hand Books	1200	Pearl	March-13	
Installation	1955	Bdwy	March-13	
West End Gardener	777	Pearl	March-13	
Bolder World	2015	Bdwy	April-13	replaced by Yeti Imports
Swiss Chalet	1642	Pearl	Jun-13	
Lilli	1646	Pearl	June-13	Chelsea to replace
H Burger	1710	Pearl	June-13	
Timothy's of Colorado	1136	Spruce	July-13	
Atlas Coffee	1501	Pearl	July-13	
Sweet Bird Studio	2017	17th	July-13	
Old Glory Antiques	777	Pearl	July-13	
A Café	2018	Bdwy	September-13	
Independent Motors	250	Pearl	November-13	
Om Time	2035	Bdwy	November-13	
Boulder Mart	1713	Pearl	December-13	
Retail Therapy	1638	Pearl	December-13	
Jovie	2115	13th	December-13	
Holiday & Co	943	Pearl	January-14	
Il Caffe	1738	Pearl	January-14	converted to private event space for Frasca
Roma	1308	Pearl	January-14	being replaced by Sforno
Twirl	1727	15th	January-14	rethinking concept
Bacaro	921	Pearl	March-14	new owner/concept
Maiberry	1433	Pearl	March-14	replaced by gelato
hip consignment	1468	Pearl	March-14	moved out of Downtown
Gaiam Living	1215	Pearl	March-14	
Define Defense	1805	11th	March-14	
Julie Kate Photography	1805	11th	March-14	
Bacaro	921	Pearl	March-14	
Steele Photgraphy	2039	11th	April-14	
Trattoria on Pearl	1430	Pearl	May-14	
Into Earth	1200	Pearl	May-14	
Gypsy Wool	1227	Spurce	June-14	Moved to 30th & Arapahoe, Rebecca's took space
3rd and Vine Design	1815	Pearl	July-14	
kidrobot	1420	Pearl	August-14	
Enchanted Ink	1200	Pearl	August-14	Moved to Broomfied

Pita Pit	1509	Arapaho	August-14	
Roger the Barber	1200	Pearl	August-14	
Boulder and Beyond	1211	Pearl	September-14	
I Support U	1825	Pearl	September-14	bought building @ 47th and Valmont
PastaVino	1043	Pearl	November-14	
GOLITE	1222	Pearl	December-14	Company bankrupcy
Wasted Sun	1420	Pearl	December-14	
Ninox	1136	Spruce	January-15	
Prudential Real Estate	1505	Pearl	Fall 14	
Boulder General Denistry	2440	Pearl	December-14	Purchased by Sage Dental Care
Boulder Army Store	1545	Pearl	January-15	
Savvy Hen	1908	Pearl	February-15	
Wok Eat	946	Pearl	March-15	
Barris Laser&SkinCare	1966	13th	May-15	moved to Arapahoe Village
Mila Tibetan Carpets	1711	Pearl	May-15	
Bishop	2019	10th	May-15	
Boulder Café	1247	Pearl	June-15	
Earthbound Trading	935	Pearl	August-15	
Smart Wool	2008	8th	August-15	moving to 55th.
Green Rush Café	2018	Brdwy	August-15	
Poppy	2098	Bdwy	August-15	
Newton HQ	1375	14th	August-15	moved to 3655 Pearl
Explicit	2115	13th	September-15	replaced by Installation
VPK by Maharishi ayurve	2035	Bdwy	November-15	
Design within Reach	2049	Bdwy	Early 2016	
Future				
Business			**Open Date**	**Notes**
Crossroads Trading	1545	Pearl	Fall 2015	replaces Boulder Army Store
Colorado Limited	1428	Pearl	Fall 2015	replaces Trattoria on Pearl
Kilwins	1430	Pearl	Fall 2015	replaces Trattoria on Pearl
Cured/Fawns Leap/ Ceder & Hyde	2019	10th	Fall 2015	replaces Bishop
World of Beer	921	Pearl	Spring 2016	replaces Bacaro
Capital One Bank	1247	Pearl	Late 2016	replaces Boulder Café
Community Banks	2049	Bdwy	Late 2016	replaces Design within Reach

DOWNTOWN MANAGEMENT COMMISSION

Annual Application - 2015

Date
02/11/15

The Downtown Management Commission consists of five members appointed by the City Council, each to five-year terms. Three appointees must either own real property or represent owners of real property in the Downtown Boulder area. Two appointees are residents from the community-at-large. The Commission has the combined responsibilities of the previous Central Area General Improvement District Board and the Downtown Mall Commission. See section 8-4-10 of B.R.C.

Staff Liaison: Molly Winter (303)441-7317

Meetings are held the first Monday of the month at 5:30 PM in the City Council Chambers.

The City of Boulder believes that a diverse work force adds quality and perspective to the services we provide to the public. Therefore, it is the ongoing policy and practice of the City of Boulder to strive for equal opportunity in employment for all employees and applicants. No person shall be discriminated against in any term, condition or privilege of employment because of race, national origin, religion, disability, pregnancy, age, military status, marital status, genetic characteristics or information, gender, gender identity, gender variance or sexual orientation.

The Boulder City Charter requires representation of both genders on City Boards and Commissions.

First Name *
Eli

Last Name *
Feldman

Home Address (Not available to the public unless you are appointed.) *
410 Alpine Ave
Street Address

Address Line 2

Boulder
City

CO
State / Province / Region

80304
Postal / Zip Code

USA
Country

Best phone number where you can be reached

Home Phone (?)

Mobile Phone (?)
720-219-1209

Work Phone (?)
303-225-7905

E-mail Address *
eli@cbayco.com

Occupation
Manager, Attorney

Place of Employment/Retired
Conscience Bay Management LLC

Do you reside within the city limits? *
☑ Yes ☐ No

How long have you lived in the City of Boulder?
14 years

ANSWER ALL OF THE FOLLOWING QUESTIONS

1. What technical/professional qualifications, skill sets and relevant experiences do you have for this position (such as educational degrees, specialized training, service on governing or decision-making boards, etc.)? *
I am a 2005 graduate of the University of Colorado School of Law and have practiced real estate law in Boulder for the past 10 years. I am the president and founder of Conscience Bay Company, a real estate investment and management company based in downtown
Boulder. Conscience Bay owns and operates approximately 500,000 square feet of commercial real estate in Boulder, including 50,000 square feet of retail and office space in the downtown core. As a result of owning and managing commercial real estate, I am familiar with many of the subjects that the DMC considers on a regular basis, such as parking, sidewalks, signage, infrastructure, maintenance, snow removal, special events, lighting and safety. I have also served on the Board of the Nature Conservancy 13ers and the Woodchuck Ditch Company, which provided relevant experience in managing budgets, event planning, and maintaining infrastructure.

2. Have you had any experiences with this Board or the services it oversees that have sparked your interest in becoming a member of the Board, and, if so, please describe the experience(s) and what insight you gained. *
I have lived and worked in downtown Boulder since 2001. As a result, I have extensive indirect experience with the DMC and the services it oversees. Since becoming a commercial property owner in downtown Boulder, I became more intimately familiar with the DMC's activities and determined that I had relevant skills and experiences to help further its mission.

3. Describe a situation where you were involved with a group and had to work through a disagreement or conflict among the members. What techniques or specific actions did you find to be most effective in mitigating or resolving the disagreement/conflict? *
I serve on the Board of Directors for the Woodchuck Ditch Company, in Steamboat Springs. The Ditch Company was recently involved in an access dispute with one of its major shareholders. I negotiated a compromise solution between the Board of Directors and the shareholder to allow the necessary access for the Ditch Company's purposes, while respecting the shareholder's need for privacy and security. Viewing the dispute from multiple perspectives, and finding room for compromise was key to resolving the matter.

4. List all potential conflicts of interest you might have with respect to the work of this board, and explain how you think any potential or perceived conflicts of interest should be handled by Board members. *
My company's ownership of commercial real estate in downtown Boulder presents a potential conflict of interest, yet it is also an eligibility requirement. Other Board members should be informed of the specific properties that my company owns. I will recuse myself from votes that are likely to have substantial economic impact on my company's assets. I will follow the Code of Conduct, section 2-7 of B.R.C.

5. What are the changes to the management of parking downtown that would enhance the vitality, walkability and functioning of the core of our City? *
I am aware that several strategies are in place to improve access to downtown, and several more are under analysis. Consideration should be given to pricing, on and off-street parking policies, sharing public parking in privately owned buildings, "edge" parking, technology improvements to existing garages, and demand response parking applications. Walkability and vitality seem to be enhanced in areas that see less automobile traffic. Accordingly, the goal specific to automobiles should be to stabilize or reduce the number of cars within the downtown district, while providing adequate alternative modes of access for residents, shoppers, diners, office workers, and deliveries.

6. How do you perceive the current balance between automobile and alternate modes access to the downtown? What recommendations or improvements would you make? *
It is my perception that the balance is more heavily weighted towards automobiles than alternate modes of
transportation. To improve access to the downtown core, incentives and infrastructure investments for alternate modes of transportation should continue to be explored and

implemented, including B-Cycle, eco-passes, car shares, and bicycle lanes, among others.

7. In your opinion, what are the most important factors to maintaining the aesthetic and economic vitality of downtown and what specific recommendations would you make? *

The most important factor driving the economic vitality of downtown Boulder is the highly skilled and creative work force. The City can continue to attract these talented workers by maintaining high quality dining and shopping amenities, a clean and safe area for evening entertainment, providing nearby outdoor recreation opportunities, offering meaningful business retention and expansion incentives, maintaining good working relationships with CU, the federal labs, and the City's primary employers, providing diverse housing options, and convenient access. In terms of aesthetics, I believe that diversity in age, size, materials, setbacks, heights, roof lines, and uses provide the most interesting and pleasing urban views, as opposed to aesthetic codes that are deliberate and uniform.

8. What is your perspective on how Pearl Street Mall is being managed? Specifically address events, maintenance/improvements, partnerships with Downtown Boulder Inc. and the Business Improvement District and city/county relationships. *

The Mall is being managed well, particularly with respect to events, programming and holiday decorations. I believe there is room for improvement in the maintenance of sewer mains, alley paving, and snow removal. The Pearl streetscape improvements will provide long term benefits and the City should be commended for making the investment. However, the short term impacts to businesses could have been mitigated by adhering to a strict construction schedule.

Questions Regarding Applications:
Boulder City Council
Attention: City Council Support
cityclerkstaff@bouldercolorado.gov
303-441-3019

Powered by Laserfiche Forms

Dear Board and Commission Members,

In preparation for the annual retreat on January 22 and 23, 2016, Council invites each board and commission to provide feedback to the following questions. Your responses should reflect the consensus of your board or commission, rather than individual views. Please submit your replies to Lynnette Beck at beckl@bouldercolorado.gov no later than Monday, December 21, 2015.

1. What are your top priorities within the framework of the council work plan adopted at the last city council retreat?

2. What would you like to see done that would further advance the council goals?

3. How can your board or commission specifically help reach the council goals?

4. Are there city policies that need to be addressed that would enable your board or commission to function at a higher level?

5. Are there other items that council should address in the coming year?

6. Are there other priorities outside of the council goals that your board or commission would like to address in the coming year?

Thank you for providing this important information for Council's consideration.

Best regards,

Lynnette

Lynnette Beck, Boulder City Clerk (Incoming)
1777 Broadway - Boulder, Colorado 80302
BeckL@bouldercolorado.gov

Study Session
MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Maureen Rait, Executive Director, Public Works
Michael Gardner-Sweeney, Acting Director of Public Works for Transportation
David Driskell, Director, Planning Housing + Sustainability
Molly Winter, Director, Department of Community Vitality
Kathleen Bracke, GO Boulder Manager, Public Works Transportation
Bill Cowern, Transportation Operations Engineer
Chris Hagelin, Senior Transportation Planner, GO Boulder
Karl Guiler, Senior Planner, Planning Housing + Sustainability
Jay Sugnet, Senior Planner, Planning Housing + Sustainability

Date: November 12, 2015

Subject: Access Management and Parking Strategy (AMPS)

EXECUTIVE SUMMARY

The purpose of this study session is to:

1. Seek City Council's input on options for key priorities for 2015 and 2016:
    a. parking permit pricing considerations;
    b. off-street parking code requirements for new developments;
    c. Transportation Demand Management (TDM) policies for new developments; and
    d. on-street car share parking 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 and community 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 and 2016 priorities for further research and community discussion. Ongoing outreach to the city advisory boards and the community has served the dual purposes of sharing information with the public about the multimodal access system and seeking input and ideas about future opportunities for enhancements. The City boards and commissions held a joint meeting on Sept. 21, 2015 and individual meetings in the month of October. In addition, the board members attended a community AMPS open house on Sept. 28, 2015. The board and commission input is summarized in Section II below.

Questions for Council

1. What is City Council's input on the following AMPS 2015 priority work program items:

   Parking Permit Pricing Considerations

   a. Does Council have any feedback on the factors that influence recommendations regarding long-term permit rates in the commercial districts?

   Updates to Off-Street Parking Code Regulations

   b. Recent parking data shows that current parking requirements generally require more parking city wide than is needed for land uses. Which scenario(s) for parking code changes should be advanced for further refinement *(see Section IV)*?

   TDM Plans for New Development

   c. Should the city pursue a city-wide TDM Plan ordinance for new developments while working to create new TDM districts as opportunities arise in future area planning efforts?
   d. Should the city include in the city-wide approach an option to have the threshold based on the number of employees or bedrooms/housing units or number of peak hour vehicle trips?

   Car Share On-Street Parking Policy

   e. Should the city consider a new policy to allow designated on-street parking options for car share companies?
   f. Should the city include a permitting process for geo-tracked car share vehicles to park in undesignated public right-of-way parking spaces in excess of time restrictions or meter requirements present in these areas?

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

MEMO ORGANIZATION

I. Background
II. Community, Board and Commission Feedback
III. Parking Permit Pricing Considerations
IV. Updates to Off-Street Parking Code Regulations (Land Use Code)
V. Transportation Demand Management Plans for New Development
VI. Car Share On-Street Parking Policy
VII. AMPS Implementation and Ongoing Work Plan
VIII. 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 to 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, the Neighborhood Parking Permit Program, and on-street parking throughout the community.

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

City Council held study sessions on Jun. 10, Jul. 29, Oct. 28, 2014 and May 26, 2015 to review work to-date on the seven focus areas (District Management, On and 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 Jun. and Jul. 2014, Oct. 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 Nov. 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 topical meetings 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. Associated with the current phase of work the following community, board and commission activities have occurred:

- 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 21 – University Hill Commercial Area Management Commission
- October 22 – Planning Board

A summary of recent community engagement, with links to the full documentation of comments received as part of this phase of AMPS, is in **Attachment B** – Engagement Summary. Below is a short summary of the feedback from board and commission members regarding the priority work plan items:

Parking Permit Pricing Considerations
Downtown Management Commission
The Commission supports the rates and approach proposed by staff.

Boulder Junction Access District Parking Commission
The Commission is just starting out with parking pricing and will monitor the demand for paid parking in an area which has not had any paid parking before.

Transportation Advisory Board
The Board recommended looking at Neighborhood Parking Program (NPP) commuter permit pricing including comparisons with other communities and incremental pricing based on distance. The Board also suggested consideration of the goals for pricing including percent occupancy. They also supported unbundling parking in other areas besides Boulder Junction. Finally, the Board asked staff to be clear in public engagement about the "why" of parking pricing in addition to the "what and how" and to be sure to consider the audiences who will be affected (e.g., the in-commuter).

University Hill Commercial Area Management Commission
UHCAMC supported the staff recommendation.

Planning Board
Board members stated that the parking prices presented by staff make sense. Members expressed interest in a variety of specific policy areas, including: NPP zone fees; enforcement and the two new parking enforcement officers in the 2016 budget; metrics including Vehicle Miles Traveled (VMT) and carbon reductions; whether the district satellite parking strategy is part of parking pricing; a financial comparison between the cost of the Central Area General Improvement District (CAGID) permits and the cost of building private parking and opportunities to increase sharing of existing parking spaces at night.

Downtown Boulder Inc.
The members expressed that downtown businesses and property owners already pay taxes into the CAGID fund that to a degree offset the cost of parking. If CAGID rates were comparable to private garages, then in the end the CAGID rates would be more costly due to these property tax payments.

Updates to Off-Street Parking Code Regulations

- For the purposes of meeting city climate goals and reducing vehicle miles traveled (VMT), the boards generally agreed that Scenario 1 should be removed and recommended Scenario 2 and 3 for further study.
- Public outreach is essential and should include economic and climate change data to support the need to adjust parking requirements.
- New parking maximums and/or parking minimums should be linked to Transportation Demand Management (TDM) Plan requirements for new developments. Some felt parking minimums should be removed and therefore eliminate the need for discretionary parking reduction applications.
- Automatic parking reductions along transit corridors were supported.
- Some felt reductions in parking are necessary before unbundled parking and TDM can be successfully implemented. However, others felt that TDM should be implemented first before there are significant reductions.
- Additional Neighborhood Parking Permit (NPP) programs should be implemented to offset any spillover impacts. Neighborhoods should not have to pay to create a new NPP program.
- Most agreed that the parking code should be simplified, but some were skeptical about applying parking requirements rates citywide.
- The following additional suggestions were proposed by board members:
    - address parking for accessory dwelling units (ADUs), co-op units, boarding houses, and fraternities/sororities;
    - modify residential parking requirements to not be by bedroom count;
    - exclude interior floor area for bike parking in projects;
    - reduce multi-family dwelling unit requirements, including removing the requirement for extra parking for one-bedroom units;
    - require car share if parking over the maximum is proposed;
    - require electric vehicle charging stations for projects, and
    - remove the requirements for parking deferrals.

Transportation Demand Management Plans for New Development

- Both the Transportation Advisory Board and Planning Board support a hybrid approach for a potential TDM Plan ordinance. While the benefits of a district approach are clear, establishing new TDM access districts will be challenging. As a result, both boards support advancing the consideration of a city-wide TDM Plan ordinance that sets a foundation and can be used to encourage the establishment of future TDM access districts as future opportunities arise.

Car Share On-Street Parking Policy

- Boulder Junction Access District Parking Commission (BJAD), University Hill Commercial Area Management Commission (UHCAMC) and Transportation Advisory Board (TAB) were all generally supportive of making allowances for on-street public right-of-way parking for both the two way and one way car share business models. UHCAMC recommended a pilot program to evaluate impacts. Planning Board was supportive of making allowances for the two-way car share model (designated spaces) but was split concerning the one-way car share model with one half supporting a trial and evaluation, and the other half advocating for letting other communities experiment with one-way car sharing to understand potential benefits and impacts.
- Both Downtown Boulder Inc. (DBI) and Downtown Management Commission (DMC) expressed concern that on-street car share would have negative impacts on parking and access to the downtown. DMC was most concerned about two-way car share while DBI was most concerned about one-way car share.
- Board members who were supportive of making allowances for on-street public right-of-way car share access were generally supportive of doing this on a short-term trial basis with data reporting requirements to ensure that the program supports the city's goals and values.
- Some board members suggested that criteria for determining the location of on-street car sharing should be created, such as limitations on how many vehicles per block could be designated or parked and a petition process for nearby businesses.
- TAB was supportive of exploring options for on-street parking options to support car share models and using a pilot project. A pilot would provide local data about use and needs of the two different car share models.

III. PARKING PERMIT PRICING CONSIDERATIONS

The purpose of this section is provide information and updates regarding a variety of parking and access issues raised by Council in the last several months. The factors used to determine downtown permit parking pricing are summarized below. **Attachment C** has additional information on the following topics: times and days to charge for parking, expansion of the downtown EcoPass program to part-time employees, downtown parking utilization and waitlist status, Civic Area Plan parking and access, a satellite or edge parking pilot and issues regarding the Neighborhood Parking Permit (NPP) program.

<u>Background</u>

Parking pricing is one of the seven focus areas of AMPS and a cornerstone of the SUMP principles of parking management: shared, unbundled, managed and paid. Boulder has had paid on-street parking in downtown since 1946 and parking districts with paid parking were first created in the 1970s. The AMPS parking pricing work program includes looking at all parking fees in the parking and access districts (downtown, the Hill and Boulder Junction) and in the NPP zones as well as the fines for parking related violations. The review and recommendations regarding parking pricing will be phased, beginning with the long-term permit fee increases recommended in the 2016 city budget which takes effect in Jan. 2016. The Downtown Management Commission and the University Hill Commercial Area Management Commission both recommended the 2016 budget which included the rate increase. Downtown Boulder Inc.

and the Downtown Boulder Business Improvement District were both informed of the recommended permit rate increase, as were all permit holders.

Downtown Permit Parking Pricing Factors and Considerations

Staff considers a number of factors when determining recommendations for permit parking rates which are outlined below: analysis and comparison with private parking pricing, balancing community sustainability goals, the SUMP principles and the downtown as a parking taxing district.

Analysis and Comparison with Private Parking Pricing within the District.

An assessment of private sector long-term parking permit rates is conducted annually which influences CAGID rates in terms of alignment with the private market. Increases not only keep the permit fees within a competitive range, but also offset rising costs associated with maintaining garages and lots. The goal for pricing adjustments is to be competitive, yet below private parking rates, since CAGID serves the general public and receives downtown property taxes.

Based on staff's research, private downtown garage long-term rates in 2015 ranged from $375 per quarter up to the published rate of $600 per quarter. CAGID's proposed rate for 2016 is $360 per quarter, an increase of 10 percent. Private downtown surface parking lot long-term rates in 2015 ranged from $210 per quarter to $225 per quarter. CAGID's proposed rate for 2016 is $210 per quarter. CAGID surface lot permit spaces are not shared with short-term parkers Monday through Friday.

April 2015 survey of comparable rates in Downtown by quarter

Garage		**Lots**	
Pearl St Properties	$525	First Congregational	$225
Arete-Tebo	$450	First Methodist	$225
Canyon Center	$375	Trinity Lutheran	$210
Exeter Building	$375	One Boulder	$175
One Boulder	$285 to 600		

The 2016 rate increases will mark three consecutive years of permit price increases. In the past, permit rates were increased every other year. The rates since 2014 rose 28.6 percent for garages and 21.9 percent for lots to keep step with the rising market rates and demand in Downtown Boulder.

In the case of the larger private parking providers, particularly Unico and One Boulder Plaza, it is important to note that they provide parking permits to their tenants only. In the case of One Boulder Plaza with 22 tenants, the price of parking is negotiated as part of tenant leases and the published rate of $600 is a starting point in the lease negotiations. None of the businesses pay the published rate. With the retail tenants, the lease negotiations relate to providing free parking to the retailers' customers after 5 p.m. In the case of Unico, which owns and manages 360,000 square feet in 14 buildings with 54 tenants, they negotiate the number of permits but do not negotiate the price of the permits. According to Unico, parking availability is at the top of the list of desired features for many potential tenants. For private parking providers like Unico and One

Boulder Plaza, their sole responsibility is to their tenants and tenant parking needs. There is minimal concern about general hourly parking. The pricing of short term parking is intentionally set high to discourage general public users. Interestingly, both One Boulder Plaza and Unico also have permits in CAGID lots.

There is greater diversity in the different "markets" served by the CAGID parking facilities as opposed to the private developments. As an example, the tenants at One Boulder Plaza are "high end professional" office tenants including: UBS Financial, Sterling Rice Group, Wells Fargo Wealth Management, Holland and Hart, Morgan Stanley/Smith Barney and Caplan and Earnest. Unico tenants include Boulder Brands, several banks, Solid Fire and New Hope. Unico's retail tenants do not purchase parking permits.

In contrast, the CAGID parking facilities must provide public parking for all 1,200 downtown businesses. One percent of the total downtown businesses have full time employees numbering in the 50 to 200 range; the remaining 99 percent of employers have less than 50 full time employees and represent a wide diversity of business types.

CAGID is also obligated to provide parking for the general public, who visit downtown for many reasons including shopping and frequenting the downtown businesses and also to enjoy the Pearl Street Mall, attend events and do business with the government.

Balancing Community Sustainability Goals (Environmental, Social and Economic).
When determining appropriate parking pricing for CAGID, staff strives to find the "sweet spot" that best balances all the city's sustainability goals. In the environmental area, parking pricing is a disincentive to single occupant vehicle trips and the revenues from parking in turn provides full-time employees with a free EcoPass and discounts on other travel options.

In the realm of social sustainability, public parking pricing needs to be attainable for, and inclusive of, all users, employers and employees – not just employees of high end professional companies. According to the 2014 Downtown Employee Survey, the average distance of the work commute increased to 11.5 miles from 10.9 miles in 2011 and from 7.9 miles in 2005. As the statistics show, the increasing number of employees accessing affordable housing in distant locations is diminishing ability to use other travel options such as transit and biking.

In the economic arena, access to the city's commercial area is essential to the economic viability of the 1,200 businesses in the downtown. Providing access to employees, customers, shoppers, and tourists is paramount. The rest of the city's commercial areas, as well as surrounding cities, have a competitive advantage over the three parking districts – downtown, University Hill and Boulder Junction – in that parking is not directly charged to the user. It is also important for many businesses to have predictability about the CAGID parking rates in advance so that they can budget for the expense.

All of these factors – social, economic and environmental – must be considered and evaluated in determining parking pricing with the end goal of supporting access by all modes, including cars, to the community's core commercial areas and ensuring their vitality and success.

SUMP Principles.
The SUMP principles provide the overarching guidance for parking management. Paying for parking has been an element of the downtown environment since the 1940s and ensures parking turnover and allows for the encouragement of a multi modal transportation system. Shared parking is fundamental to the district approach in that it maximizes the utilization of a valuable resource - the garages - by not designating reserved spaces which could go unused at certain times. Unbundling parking from a specific building or land use or lease creates flexibility for the parking system to serve multiple needs.

Downtown as a Parking Taxing District.
Another factor in considering district pricing is that downtown, the University Hill commercial area and Boulder Junction are all general improvement districts for parking. This means that businesses and property owners within these districts pay an additional property tax for parking and parking related improvements. This has enabled the construction of garages and surface parking lots shared by all users. It has also been an integral factor in the development of multi modal transportation solutions such as the downtown EcoPass program which has resulted in the highest alternative mode use in the city and in the region. Downtown properties pay $1.1 million annually to support the parking systems. An analysis could be conducted to better understand the impact of these tax revenues on CAGID permit fees.

<u>Timing of Permit Rate Increases</u>
In the past, parking permit rate changes have been proposed through the annual budget process. Council asked about other options for timing permit rate increases. Depending upon the specific fee, changes may be made by City Manager Rule or may require a code change. If council deems it appropriate, changes to the fees can be made throughout the year and the budget can be amended through an adjustment to base, if needed.

<u>Upcoming Parking Pricing Review</u>
As part of AMPS, other parking pricing recommendations will be forthcoming in 2016. These include: parking ticket fines, short-term hourly parking rates on-street and in the garages, and the NPP resident and business permit rates. Overtime at meter rates have not been increased in over 20 years and have not kept pace with short term rate increases (see **Attachment E**). Staff will be recommending an updated fee structure as well as considering incorporating the concept of graduated fines, e.g., the price of the ticket would increase with the number of tickets received. Extensive community engagement and public outreach will be conducted as parking pricing can be of concern to many community members and perceived as a deterrent to coming to commercial districts with paid parking.

Question:

1a. **Does Council have any feedback on the factors that influence recommendations regarding long-term permit rates in the commercial districts?**
    - **Analysis and comparison with private parking pricing within the district to stay within a market range**
    - **Balancing community sustainability goals: environmental, social and economic**
    - **SUMP principles**
    - **Downtown as a Parking Taxing District**

IV. 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 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 staff has researched and discussed in previous memoranda, includes new data on parking supply and demand in the city (see **Attachment C** – Information about Parking and Access Requested by Council), 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 <u>develop parking maximums and encourage parking reductions</u>. 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. <u>Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will</u>*

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 aggressivly the numeric parking amounts should be changed.

Question:

1b. 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, walking, 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.

V. TRANSPORTATION DEMAND MANAGEMENT PLANS FOR NEW DEVELOPMENT

Staff is continuing to develop 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 also address 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. Furthermore, the work on the TDM Plan ordinance could also be impacted by the outcome of ballot items 300 and 301.

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 Fees 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 that recognize the need to move people, not cars, and 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 are a 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. If parking maximums and minimums are established, then the targets can also be correlated to parking supply to ensure that TDM requirements increase as parking supply gets closer to the minimum amount. These targets will also 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 is size of commercial and residential developments as measured by 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 opposed to property owners on the commercial side. One of the difficulties of a TDM ordinance linked to the developer or property owner is that the developer or owner of the property has less influence on the travel behavior of their tenants compared to the influence an employer has on employees. A TDM ordinance focused on actual commercial tenants would apply to future tenants of the property as well and not just be designed for the property and its original tenants. Furthermore, a trigger based on employee size or number of units/bedrooms also sets a foundation for a potential TDM Plan ordinance for existing commercial and residential properties. If there were a desire to require TDM plans for existing properties, one of the most common methods used in existing ordinances in other parts of the country is to have the compliance trigger based on size.

In terms of the TDM Plan design and the question of required elements, feedback supports the idea of maintaining as much flexibility as possible with very few required elements. Of the wide variety of possible elements, EcoPass 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 have supported 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. An option that has also been discussed is requiring support from a transportation consultant or membership in a 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 would look like. The spectrum of input ranged from the idea that 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. One option to the fines and penalty approach is to require non-compliant properties to work with or become members of local transportation management organizations (TMO), like Boulder Transportation Connections to improve their TDM Plan. The annual membership dues paid to the TMOs would then be reinvested into the property through direct technical assistance by the TMO staff.

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 collects property taxes to provide TDM programs and services designed to meet the target of the trip generation allowance. The TDM Access District 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 EcoPasses to all residents and employees, discounted bike share memberships and free memberships to car sharing organizations.

There are many benefits to 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.

Staff Consideration

Due to the critical implementation issue with the District approach, staff is asking City Council to consider a hybrid approach. The hybrid approach would be to design a city-wide TDM Plan ordinance while at the same time looking for opportunities to form future TDM Access Districts as part of area planning efforts. As the city conducts area plans, the feasibility of the TDM Access District approach should be analyzed as a way to incorporating both new and existing developments and to provide the critical sustainable funding source.

Staff would also like City Council to consider using employee size for commercial and the number of units/bedrooms for residential properties as the key trigger. The benefits of this trigger are that on the commercial size the focus of the ordinance is on the employer tenant and not the developer or property owner and its sets a foundation for a possible future TDM Plan ordinance on existing commercial and residential properties. Also, because administrative time and cost is a key issue with a city-wide approach, the level of the trigger can be used to control the number of properties that need to be in compliance and therefore the level of administrative effort.

Next Steps

The next steps in designing a city-wide TDM Plan ordinance for new developments are to develop the criteria for setting targets and produce a matrix outlining the targets for different land uses, sizes and locations for the city-wide approach. Staff will continue working with an internal working group and the City Attorney’s Office to begin to craft potential ordinances reflective of the city-wide approach that also can set the foundation for the formation of districts when opportunities arise. Similar to potential parking code changes, the current approach to the TDM Plan ordinance will need to be reevaluated if Ballot Measures 300 and 301 pass on Nov. 3 as discussed in the Executive Summary.

Question:

1c. **Should the city pursue a city-wide TDM Plan ordinance for new developments while working to create new TDM districts as opportunities arise in future area planning efforts?**

1d. **Should the city include in the city-wide approach an option to have the threshold based on the number of employees or bedrooms/housing units or number of peak hour vehicle trips?**

VI. 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 which operates out of both designated and undesignated spaces in public and private parking lots and undesignated spaces on-street in the public right-of-way. Staff has been approached by other car share companies wishing to operate in Boulder. Each of these companies has an interest in having special access to on-street parking in the public right-of-way and a clear on-street parking policy is needed to help guide those conversations.

There are two basic models for on-street car share parking. The first is a roundtrip model where the vehicle is located in an assigned parking space and must be returned to that space at the conclusion of the transaction. 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 specific on-street parking privileges. The roundtrip model would require a designated parking space in the public right-of-way (which only that vehicle would be able to legally park in), while the geo-tracked, one-way model would require some type of permit or exemption from rules and restrictions associated with parking at a pay station or in an NPP or other managed parking location. Neither of these requests is currently legal and accommodating them would require changes to the Boulder Revised Code. Changes for designated parking would require modifications to the code regarding franchises, while changes to allow for the geo-tracked business model would require changes to the code regarding parking on blocks with neighborhood permit parking.

There were several considerations identified by staff in researching these requests, including the following:

- The City's current policy is that on-street parking should be shared, unbundled, managed and paid (SUMP). Designated parking spaces for a single private vehicle seem at odds with this policy. However, a vehicle being shared by multiple people may constitute a different kind of "sharing";
- There is data suggesting that both car share business models reduce motor vehicle ownership, which in turn decreases the need for parking those vehicles. A 2010 report on greenhouse gas emissions suggested that for two-way car share programs, each car share vehicle deployed to a community would replace between 9 and 13 privately owned motor vehicles;
- Despite these potential benefits, it is unclear how big a role car-share might have in influencing the city's transportation and environmental goals. There are fewer than 40

car-share vehicles in the City of Boulder today and it is unclear how quickly this number could grow and what a sustainable maximum might be;

- It is possible that the designation of on-street parking spaces would result in a precedent that would prompt other requests for designated parking spaces in the public right-of-way. Any changes to the BRC should consider this possible issue.
- A report on one-way car share operations in Seattle, Washington suggested that users of their one-way car share program were almost 50% less likely to use transit once they became a member.

Staff researched available information on the benefits and impacts of car share. A draft consultant report is available for more information.

Questions:

1e. Should the city include a designated on-street parking alternative for car share companies in our car share on-street parking policy?

1f. Should the city include a permitting process for geo-tracked car share vehicle to park in undesignated public right-of-way parking spaces in excess of time restrictions or meter requirements present in these areas?

VII. ONGOING WORK AND COORDINATION RELATED TO AMPS

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 by early 2016. 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

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. 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.

Updates on the Civic Area project for access/parking/TDM programs and the satellite parking pilot are included in **Attachment C**.

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 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 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 Arapahoe 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 University Hill employee pilot EcoPass 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 joining 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) which 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 NPP in their mixed-use neighborhood. A study session is scheduled in January 2016 to review and discuss the NPP program.

Question:

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

VIII. NEXT STEPS

Information from community outreach and input from the City Council and boards will be used to refine the AMPS 2016 work plan items. In the 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 F**.

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 G** shows an info graphic that staff will use to help explain the overall purpose of AMPS, moving forward.

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

ATTACHMENTS

A. AMPS Project Purpose, Goals and Guiding Principles
B. Engagement Summary
C. Information about Parking and Access requested by Council
D. Tuttle, Fox Hernandez Parking Study
E. Parking Fines in Boulder and Other Cities
F. AMPS Timeline
G. AMPS Infographic

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

Purpose

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

Goals

The Access Management and Parking Strategy (AMPS) will:

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

Guiding Principles

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

AMPS Council Update – October 2015

Community, Board and Commission Feedback

Community engagement is a foundational element of the City of Boulder's Access Management and Parking Strategy (AMPS) initiative. Since the beginning of AMPS in early 2014, staff has worked closely with representatives from Kimley-Horn and Associates to continue and expand both traditional and online outreach efforts. A summary of outreach activities from the beginning of AMPS through April 2015 can be found here.

Beginning in May 2015, staff took the best practice and peer community research developed through Phase I of AMPS and began to identify focus areas and key priority areas for Phase II. Staff then worked with various consulting teams from summer to fall of 2015 to identify policy questions for boards, commissions, key stakeholders to weigh in on in preparation for a November 12, 2015 Boulder City Council study session.

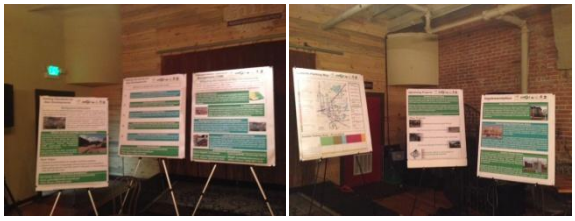
Community engagement activities for Phase II of AMPS are currently underway. The following memo outlines outreach efforts to date and what feedback has been gathered from the community thus far.

Traditional Strategies

- ***Presentations to Boards, Commissions and City Council***
  - Joint Board Meeting working session (9/21/15)
  - Downtown Management Commission (10/5/15)
  - Transportation Advisory Board (10/12/15)
  - Downtown Boulder Inc. (10/14/15)
  - Boulder Junction (10/15/15)
  - University Hill Commercial Area Management Commission (10/21)
  - Planning Board (10/22/15)
  - City Council Study Session (11/12/15)

- ***Targeted Stakeholder Meetings*** (Ongoing)
  - TDM/Parking Requirements Focus Group (9/1) – Complete
    - Two additional stakeholder meetings will be held in October/early November

- ***Open Houses***
  - AMPS Open House (9/28/15)



All of the AMPS boards presented at the open house are available here.

Online & Digital Media Strategies

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

What We're Hearing

Engagement activities for Phase II of AMPS have been less focused on general stakeholder and community education about the AMPS focus areas and more focused on:

1. Providing stakeholders with results from the best practice, peer community and outreach activities of Phase I ("What we've learned")
2. Presenting draft policy questions for specific Phase II priority areas (e.g., car sharing) to stakeholders for review and feedback (e.g., Alternatives Analysis)

As many of the priorities in Phase II of AMPS are more technical in nature, outreach efforts in September and early October 2015 have been more targeted to specific stakeholder groups that might be directly impacted by policy decisions (e.g., TDM Toolkit for New Development, parking code considerations). Staff also felt it was important to allow boards and commissions to weigh in and inform recommendations for the City Council Study Session on November 12. After Council has an opportunity to share their thoughts and provide guidance on Phase II priorities, more widespread outreach to the general public will continue – likely in late November/early December 2015.

Key Themes from Phase II Outreach

1. Stakeholder and Public Meetings
   - ***TDM / Parking Requirements Stakeholder Meeting (9/1/15)***
     - 16 Attendees
     - Attendees discussed:
       1. Parking minimums and maximums
       2. Parking reductions
       3. Unbundled parking
       4. EV charging stations
       5. TDM requirements and strategies
       6. The relationship between TDM and parking
     - Notes are available here.

- ***Joint Board Meeting Session*** ***(9/21/15)***
  - 18 board and commission members attended, representing BJAD, DMC, EAB, PAB, TAB, and UCHAMC
  - Nine staff members attended
  - Two consultants attended
  - The attendees asked questions about and discussed:
    1. Car share
    2. Transportation demand management
    3. Parking code changes
  - Notes are available here.

- ***AMPS Open House*** ***(9/28/15)***
  - Approximately 20 attendees, both staff and community members
  - Attendees asked questions about car share, parking code changes and transportation demand management

2. Online / Digital Media Outreach

- ***InspireBoulder***
  - TDM question on InspireBoulder: Should development companies be responsible for managing the transportation demands of new developments?
  - 136 surveys submitted
  - 46% of respondents responded to the question:
    - "Should development companies be responsible for managing the transportation demands of new developments?" With, "Yes, development companies should create an environment that provides transportation options, but should not be responsible for tenants' travel behavior."
    - Another 20% answered: "Yes, development companies should be responsible for managing tenants' transportation demands and travel behavior."
    - 19% provided a custom response and 15% provided some variation of a no answer.
  - The full Inspire Boulder report is available here.

- ***Commonplace*** (launched at the end of January 2015)
  - 1,001 unique visitors
  - 172 posted comments
  - 92 registered users
  - 29% of users have added one comment; 15% of users have added three or more comments
  - Majority of users are residents between ages 26-35 and identify themselves as "residents"
  - Majority of registered users are signing up via the Commonplace website (70%), followed by Facebook (17%) and Twitter (13%)
  - Top 5 most frequently tagged themes are:
    1. Crosswalk enhancements
    2. Bike lanes
    3. Sidewalk improvements
    4. Traffic calming / Pedestrian safety
    5. Streetscaping
  - The full Commonplace report is available here.

Information About Parking and Access Requested by Council

Over the last several months and during the 2016 budget process, Council has asked a number of questions regarding parking and access. This attachment addresses: parking utilization and wait lists; employee parking on upper levels of garages; status of satellite parking lots; the parking and access plan for the Civic Area; and issues regarding the Neighborhood Parking Permit program. The topics of parking pricing, EcoPasses for part-time downtown employees and expanding the hours and days of paid parking are addressed in the study session memorandum.

Downtown Parking Utilization and Wait Lists

Downtown has five parking garages and four surface lots in the downtown. In addition there are approximately 1,367 metered parking spaces. The chart below compares parking utilization rates between 2011 and 2015.

Downtown Boulder Parking Spaces

Fox Tuttle Hernandez, July 2015

Public Spaces in CAGID			
Type of space	**2011**	**2015**	**Utilization Change**
Surface lots	293	293	Constant: 90% permits; 85% metered
Garages	2209	2209	Increase: 73% to 81%
On-street metered	810	810	Constant: 85%
Sub- total:	3312	3312	Peak weekday: 74% to 80%
NPP: Commuter*	340	319	
Total CAGID:	3652	3631	

On a regular basis, Community Vitality commissions updates to the projected downtown build out and associated access demand – both parking and TDM programs. These began in the late 1990s and are updated approximately every five years. The updated projections, factoring in the increased parking utilization and alternative mode percentages, are in progress and will be available later in November. This analysis and data are the foundations for planning for future access to downtown.

Garage utilization is monitored with monthly statistics to allow staff to meet varying needs in the downtown area. Most garages see 95 percent or higher occupancy several times per day. Downtown is fortunate in that the uses of the garages are very complementary to business needs downtown. This allows for relatively high usage throughout the day. For instance, when restaurant use is highest in the evenings, most of the permit holders have exited the garages.

Downtown garages must maintain a balance of parking for long term permit holders and short term users. There are 2,209 spaces in the garages and 2,151 permits are sold, or 98 percent of the spaces are sold for long term permits. Different ‘oversells’ exist per garage as demand differs by location. Utilization reports determine how many permit holders use their permit on any given day, allowing us to maintain a balance of parking for all the competing needs downtown.

In 2010, during the last recession, there were only 102 spaces on the wait list for garage parking permits. Currently the wait list has grown to 1,723. This demand is reflective of the current downtown vacancy of 3%. In some cases, companies and individuals have joined the wait lists for multiple garages and are hence double counted. Also, some developments have added requests to the wait lists in anticipation of future demand. Staff will be considering different strategies to better monitor the CAGID garage wait lists.

There are 203 spaces in the three surface lots along 14th Street and 253 permits are sold, or 124 percent of spaces are sold for long term permits. There is no short term parking in the 14th Street surface lots. An oversell of 24 percent is allowable as we know how many permit holders are likely to use their permit on any given day. There are no gates at these parking lots to monitor access; utilization is balanced through car counts and phone complaints.

On-street parking utilization has been consistent from 2011 to 2015 at a rate of 85 percent occupancy.

EcoPasses for Part-time Employees

Currently the definition of employees eligible for the free downtown employee EcoPass program is defined by RTD as any employee who is scheduled to work an average of 25 or more hours per week and who receives all other full-time benefits. The Department of Community Vitality issues 6,700 EcoPasses and maintains an extensive database of businesses and their full-time employees. It is estimated that there are approximately 3,000 part-time employees downtown. The cost to purchase additional EcoPasses for part-time employees in 2016 is estimated to be $444,000. Because of the requirements of the EcoPass program, passes for part-time employees would need to be purchased for all part-time employees. This is potentially significant as we do not know the number of part-time employees who are also CU students who already have a College Pass which functions the same as a business EcoPass, which could lead to inefficiencies as different institutions pay for one person to hold two passes.

Determining the number of downtown part-time employees would require an added work plan item in 2016 in order to bring forward a budget request in 2017.

Permit Parking on Upper Levels of the Garage

Council has asked about the possibility of requiring permit holders to park on the upper levels of garages to provide greater convenience for short term customer parkers by freeing up spaces on the lower levels of garages. Currently, there are no designated garage areas for employee parking. A voluntary program was tried in the early 2000s with signage requesting that spots be left open for customer parking on the first levels of the garage at 11th and Spruce. The feedback received from the permit parkers was that as downtown employees they were also customers of downtown.

Permit holders gain access to the garage through an RIFD permit card that is issued to the user, not the vehicle/license plate. There is not a visual permit issued for the garages, as there are for the permit holders in surface lots. Without a visual permit or associated license plate, it is impossible to distinguish between a permit holder and a short term parker. A concern to be addressed is how designated parking areas would fit into the SUMP principles in terms of

providing shared and unbundled parking. It would be important that any unused parking spaces in the employee area could be available to all users.

In addition, staff is working with a Boulder start-up, Parkifi, to provide real-time parking space availability. This could provide all parkers with real-time information on where spaces are available within the garages as well as on-street. The system is currently in a testing phase on two levels of the 11th and Spruce garage.

Staff will research other parking systems for related programs that could be applicable in Boulder's mixed use garages.

Satellite Parking Program

As reported at the last AMPS study session on May 26, 2015, staff is developing a pilot satellite or remote parking lot program. The concept is to find locations along high-frequency transit corridors that correspond to the major in commuting routes. The goal would be to change an automobile trip to a multi-modal trip by intercepting the employee at an outlying parking facility and then having the employee complete their journey through transit, walking or a bike trip. A report by Fox Tuttle Hernandez has identified potential sites that fall into several categories: existing lots that are currently available to the public, existing private parking lots that could be leased, and future locations that would need substantial infrastructure investment to serve as satellite or remote parking lots. The near-term locations include existing RTD Park-N-Rides, as well as potentially the Boulder Community Hospital site. Discussions are ongoing regarding the Eco-Cycle facility on Arapahoe. Longer term, staff is working on including satellite or edge parking as part of the SH 119 and the Diagonal corridor studies, which are getting underway, and the mobility hub at Highway 36 and Broadway.

A pilot program is planned to begin in late 2015 targeting up to 100 employees, both in the downtown area and City of Boulder employees in the civic area.

Additional information on satellite parking is available here.

Expansion of the Time and Days the City Charges for Parking

Currently, parking is charged on-street from 9 a.m. to 7 p.m., Monday through Saturday. In the downtown garages, parking is charged Monday through Friday from 9 a.m. to 11 p.m., while the three garages west of Broadway are paid until 2 a.m. on Thursday and Friday nights. Saturday and Sunday garages are free and open to the public.

Council has asked staff to consider changing the hours and days charged to include later evening times throughout the system, on-street on Sundays and in the garages on Saturdays and Sundays. There are a number of factors to consider:

- The impact charging for parking on Sunday will have on the downtown churches whose congregations use both our garages and surface lots for their congregations.
- Consideration of the impact for charging for parking in the garages and lots on Saturday and Sunday will have on the Boulder County Farmers' Market, downtown events, and downtown retailers who have used free garage parking on the weekend as a marketing tool.

- How charging later in the evening will impact employee parking and impacts on the surrounding neighborhoods.
- The fact that the new garage parking access equipment will have the capability to charge 24/7.
- Need for additional staffing.

These proposals would have a major impact on a number of downtown businesses and organizations as well as the general public. It would be important to have agreement on the rationale, goals and objectives before making these changes. A very thorough and thoughtfully planned public engagement and communication plan would be need to be developed to have a productive community dialogue.

Staff can conduct peer city research to understand the best practices in these charging approaches and what those communities have experienced. This would be an added work plan item within AMPS.

Neighborhood Parking Permit Program

Currently the city of Boulder has 10 NPP zones: Mapleton Hill, Whittier, West Pearl, Goss Grove, Columbine, University Hill, East Ridge, Fairview, University Heights, and High Sunset. The NPP ordinance was established in the mid 1990s to support neighborhood livability while balancing a “shared” street approach. Priority is given to neighborhood residents who have resident permits; business permits are allowed for a few embedded businesses within the zones; commuter permits are allowed on a limited basis (four permits per block if there is space); and finally unrestricted parking (two to three hours) for the public. The zones have grown organically and expanded gradually over the last 20 years. In 2015, residents petitioned to expand three zones and add a new zone in the Aurora neighborhood. Council tabled the request in order to more fully discuss the NPP program, particularly the issues with spillover and number of permits allowed by regulations.

Enforcement varies with the zone, the time of year (e.g., University Hill enforcement reflects the academic year), and the areas that are experiencing greater demand. Generally the busier zones (Mapleton, Whittier, West Pearl, University Hill and Goss Grove) are enforced two and a half times a week. The other zones receive enforcement twice a week or less. As part of the 2016 budget, two additional enforcement officers are included, in part to address the expanded NPP areas and need for more directed enforcement. In the interim enforcement has increased for two areas based on additional activity. Both Whittier and University Hill adjacent to Chautauqua are receiving enforcement three times per week.

Recently, a number of issues have emerged regarding the NPP program. First, the Whittier residents requested a closer review of the number of commuter permits issued on specific blocks. In response, staff reviewed the block faces for compliance with the number of permits allowed in the regulations and have removed 16 commuter permits in the last few years. It is important to note that 21 block faces in Whittier have no commuter permits issued and 25 block faces have fewer than the allowed four permits.

Secondly, neighborhood parking issues have emerged in two other areas of the city – Steelyards and University Hill adjacent to Chautauqua. The current NPP regulations were not designed to address the issues raised by these neighborhoods.

Present NPP regulations are focused on residentially zoned neighborhoods and the regulatory design did not contemplate the type of horizontal mixed use neighborhood present in the Steelyards. For example, business permits were contemplated for the few businesses embedded in the predominately residential area but do not address a mix of commercial and residential uses, as in Steelyards. The Steelyard neighborhood is also concerned about the overflow parking impacts from the new Depot Square development and RTD bus station.

In the University Hill neighborhood adjacent to Chautauqua, residents requested a resident-only zone as they are experiencing the impacts of increased visitation to open space at the Chautauqua trailhead, which often occurs on weekends. The current NPP regulations state that there are no NPP regulations on Sunday, that NPPs do not accommodate a resident-only zone and that nighttime and weekend restrictions not be used to prohibit public parking in residential areas abutting public schools, churches, Chautauqua, large park sites and trail and greenway corridors. The issues in these neighborhoods have emerged over the last several years and were not contemplated when the regulations were created twenty years ago and hence are not addressed in the current NPP program.

A study session has been scheduled for January 2016 as an opportunity to give a full overview of the NPP program, what it has accomplished to date, understand Council's concerns and articulate the issues that need to be addressed to accommodate a changing environment and meet the original intent of the NPP program – enhancing neighborhood livability.

<u>Civic Area Plan: Parking and Access</u>

General Information

The civic area is currently served by four city parking lots. Parking is managed through a variety of means; paid, hourly customer parking; employee permit parking, and free parking for library patrons. The goal is to manage these parking spaces in a collective, comprehensive and shared manner (e.g., parking spaces are open to all users) through a variety of methods. The parking spaces will be managed under the Shared, Unbundled, Managed and Paid (SUMP) principles.

Basic Parking Principles

All four lots will be managed comprehensively. There will be no designated spaces for employees. However, employee parking will not be allowed in the Park Central lot or in a portion of the Municipal parking lot in order to allow access to city services by citizens and customers. One and one half hours of free parking will be provided at the parking kiosks to serve library patrons and citizens wishing to access city offices.

Parking Management

Hourly parking will be managed through the use of pay stations and pay by phones and will be limited to three hours Monday through Saturday, 9 a.m. to 7 p.m. Pay stations will be programmed, as will pay by phone, to grant 1.5 hours of free parking with each transaction. Employees will be required to have their employee pass displayed.

Transportation Demand Management Strategies
In addition to holistically managing the parking lots throughout the civic area campus, the city is enhancing Transportation Demand Management (TDM) strategies for city employees to improve multimodal access. These TDM strategies build on existing programs such as EcoPass, Boulder B-cycle memberships, carpool/vanpool incentives, Guaranteed Ride Home, and flextime/ telework, as well as offer new strategies such as satellite parking, parking cash out, and personalized trip planning assistance. Through these TDM strategies, the city can manage the demand for employee parking and offer more parking availability for civic area customers/visitors.

Next Steps
The following are next steps to address these issues:

- Downtown Access Projections will be completed later in November and presented to the Downtown Management Commission at their December meeting;
- Implementation of the Pilot Satellite Parking program will begin in 2015;
- Neighborhood Parking Program City Council study session is scheduled in January 2016;
- Staff will explore the scope of work, community impacts and resources needed to address:
    - EcoPasses for part-time employees;
    - permit parkers on upper levels of the garages; and
    - expanding the hours and days of charging for parking.

FOX TUTTLE HERNANDEZ
TRANSPORTATION GROUP

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 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.

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

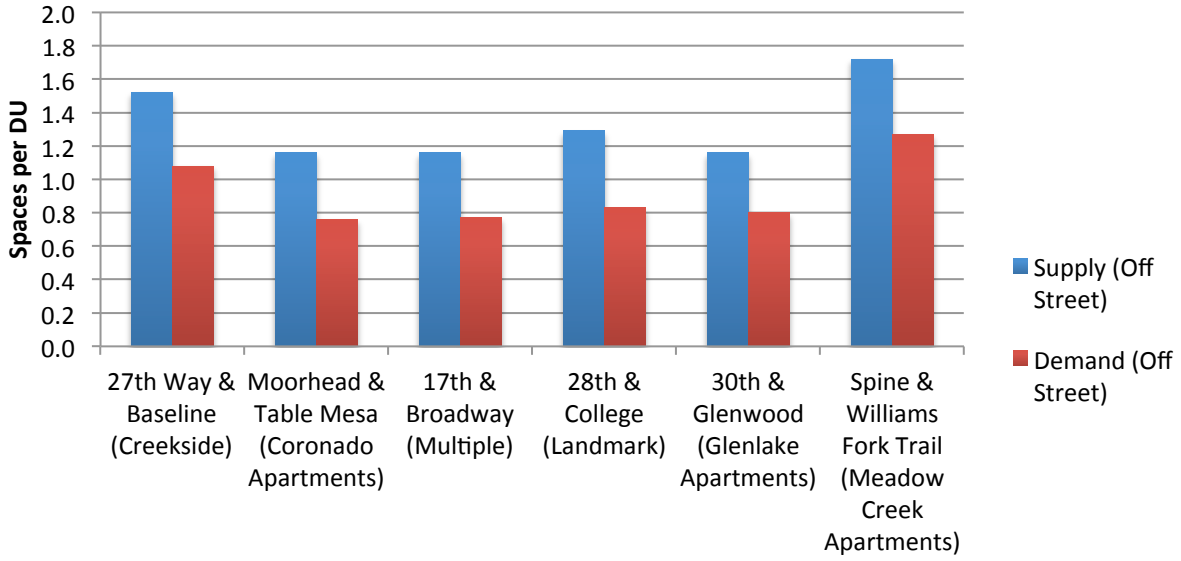


Chart 2: Parking Supply & Highest Demand Rates for Residential Sites

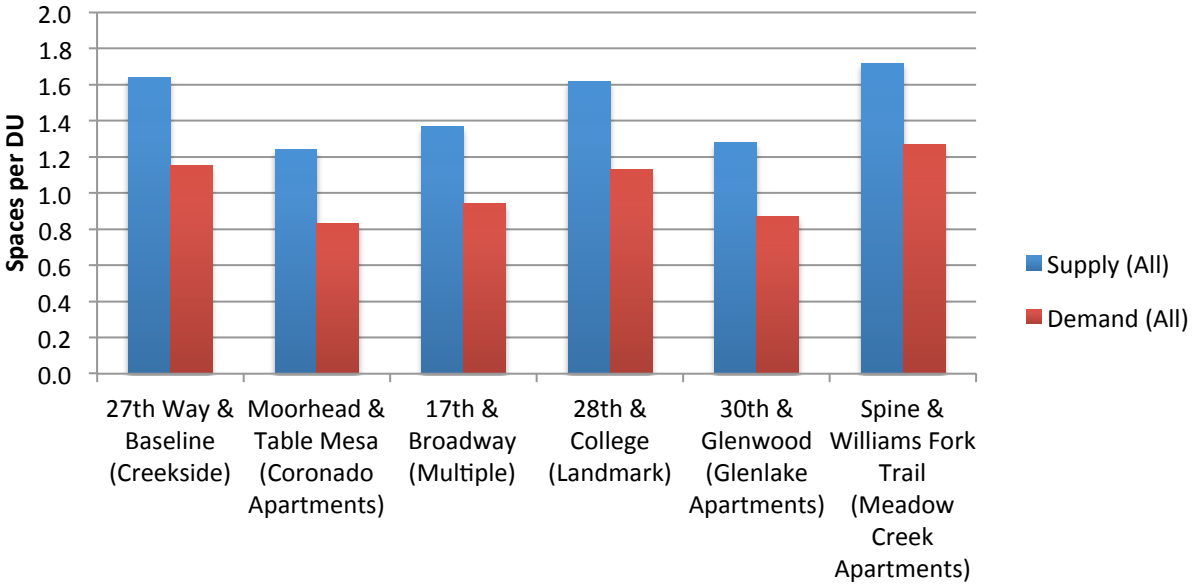


Chart 3: Parking Supply & Highest Demand Rates for Commercial Sites (Excluding On Street)

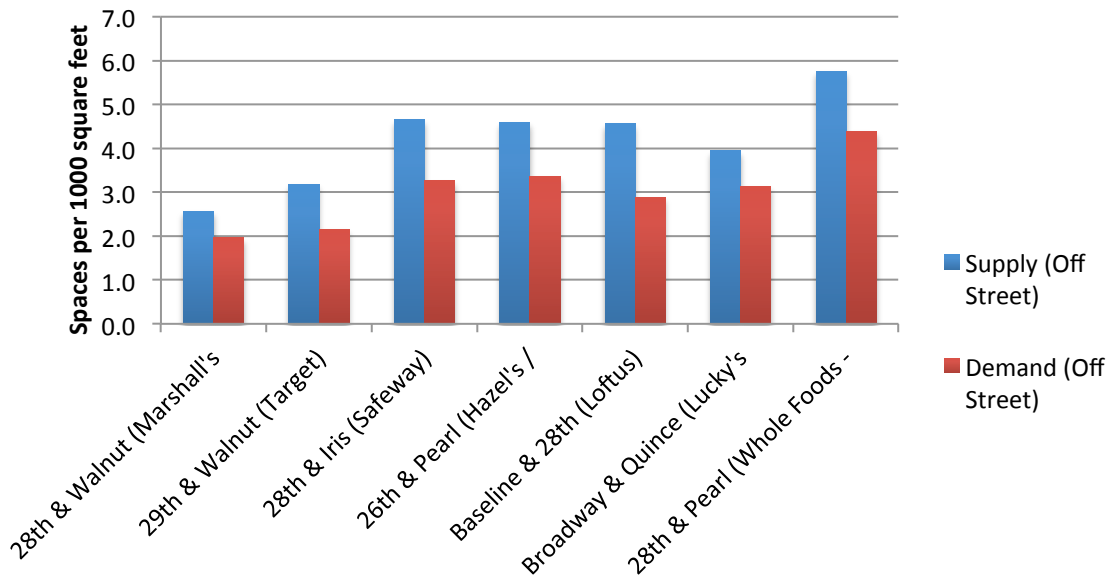


Chart 4: Parking Supply & Highest Demand Rates for Commercial Sites

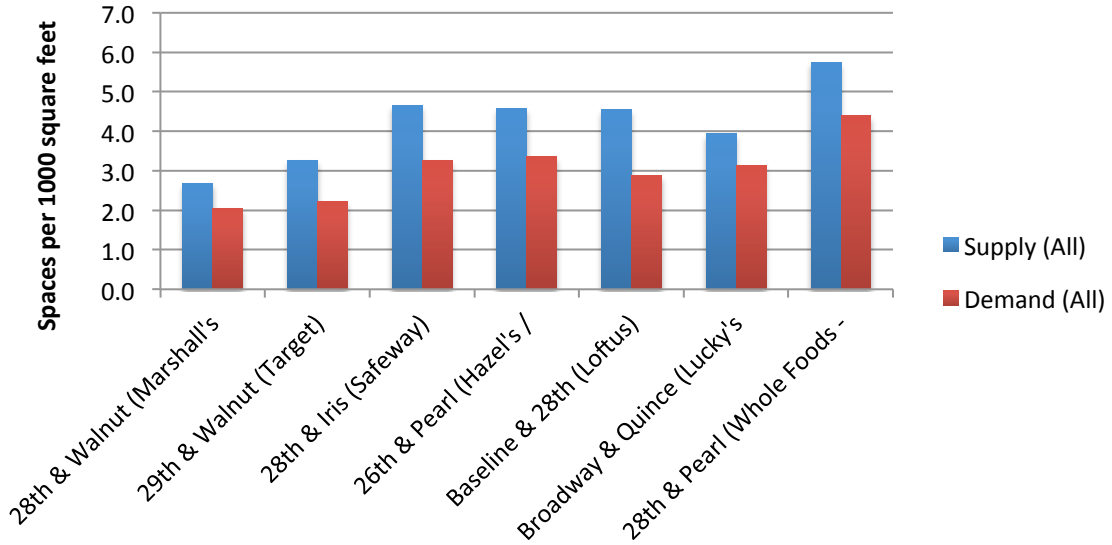


Chart 5: Parking Supply & Highest Demand Rates for Office Sites (Excluding On Street)

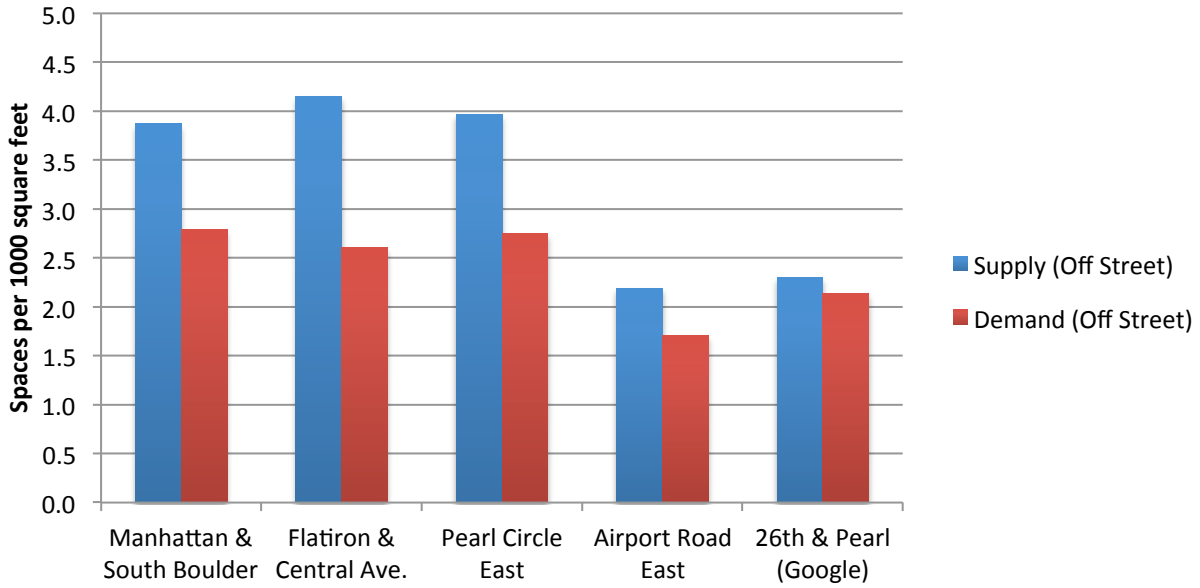


Chart 6: Parking Supply & Highest Demand Rates for Office Sites

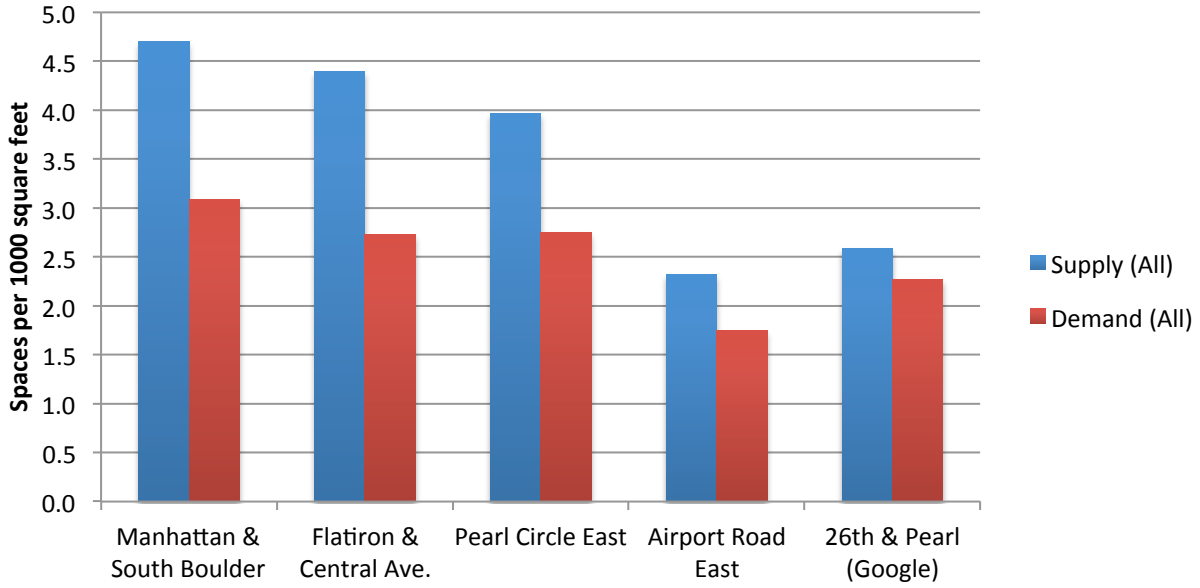


Chart 7: Parking Supply & Highest Demand Rates for Mixed-Use (Residential) Sites (Excluding On Street)

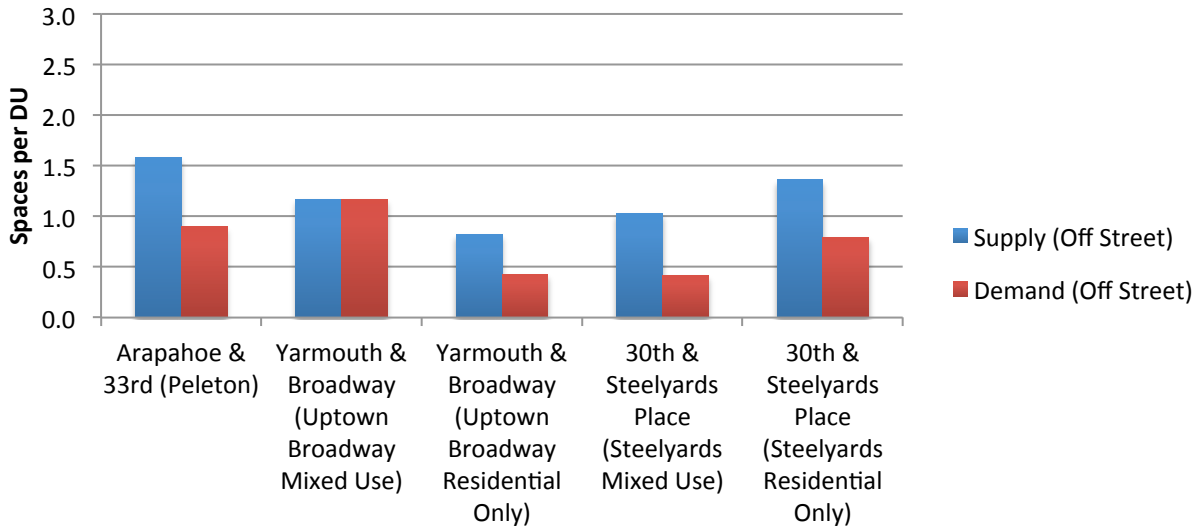


Chart 8: Parking Supply & Highest Demand Rates for Mixed-Use (Residential) Sites

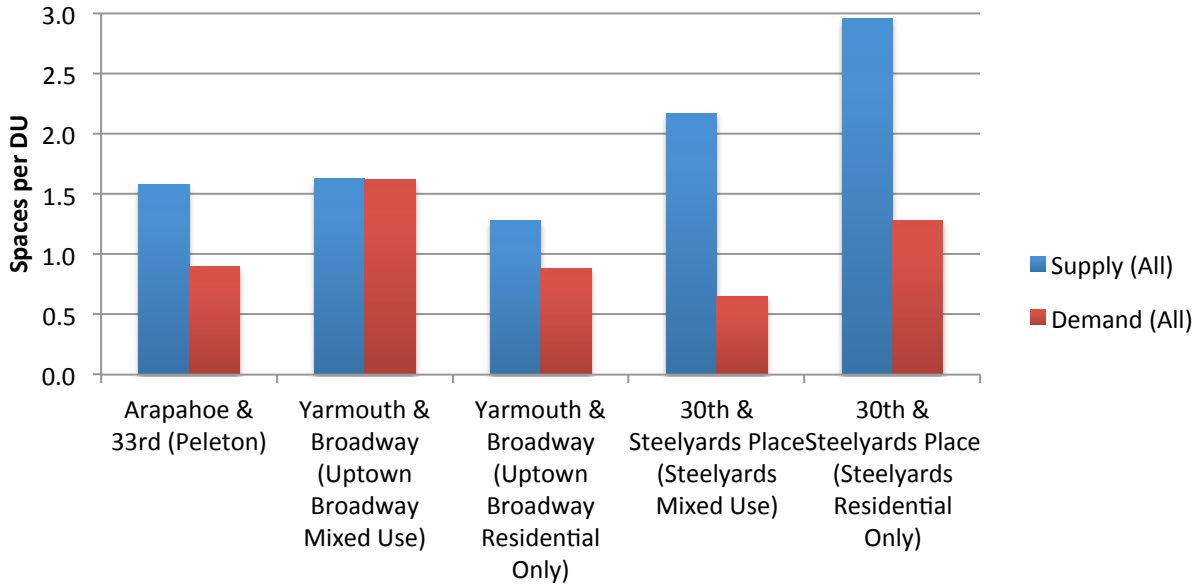


Chart 9: Parking Supply & Highest Demand Rates for Mixed-Use (Commercial) Sites (Excluding On Street)

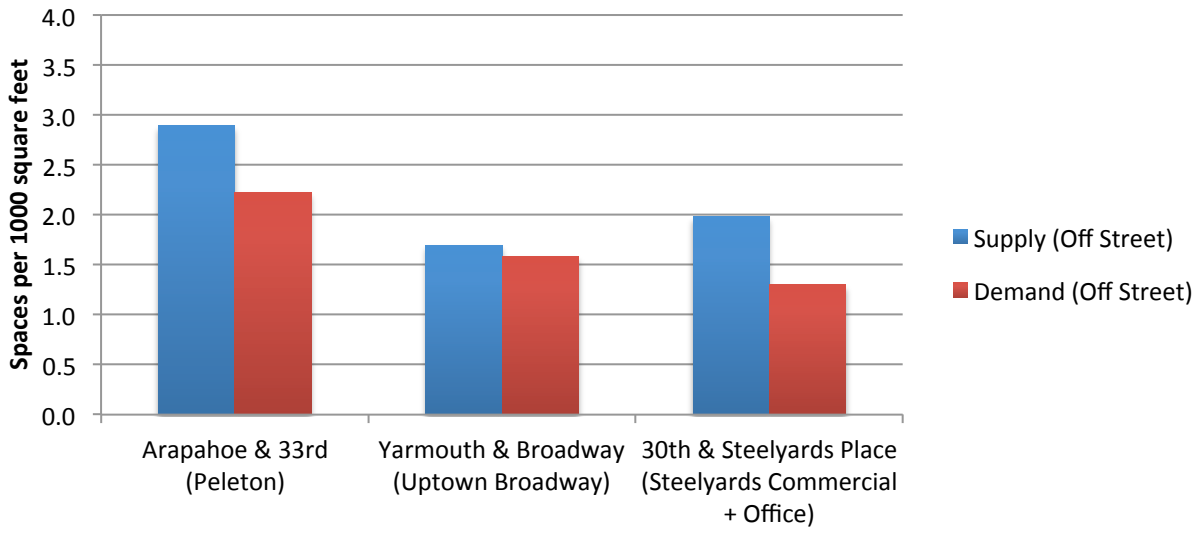
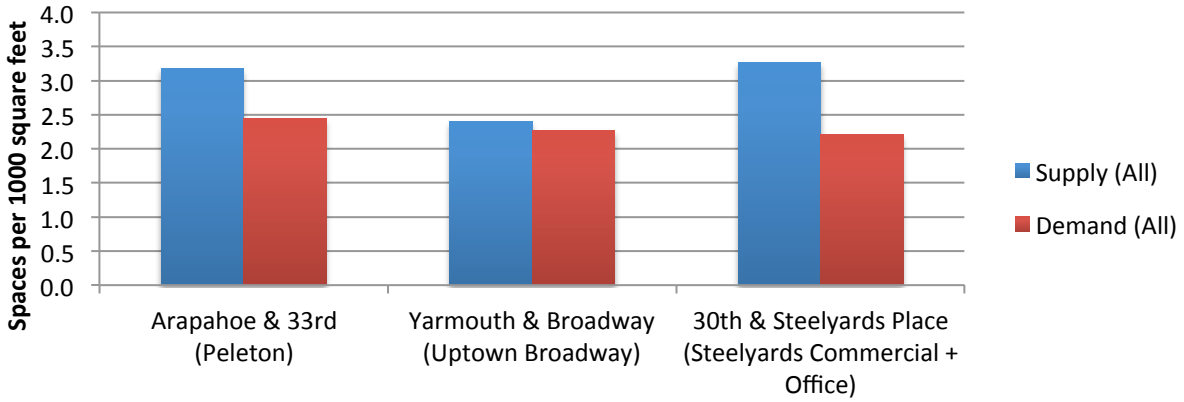


Chart 10: Parking Supply & Highest Demand Rates for Mixed-Use (Commercial) Sites



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
Detatched 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 detatched 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 sqare 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. Maxiumm: 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****
Detatched 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)**

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

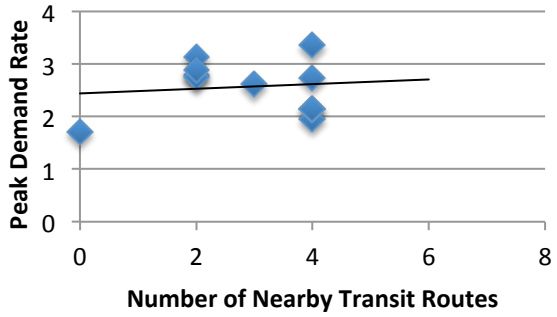


Chart 12: Commercial Demand versus Nearby CTN Routes

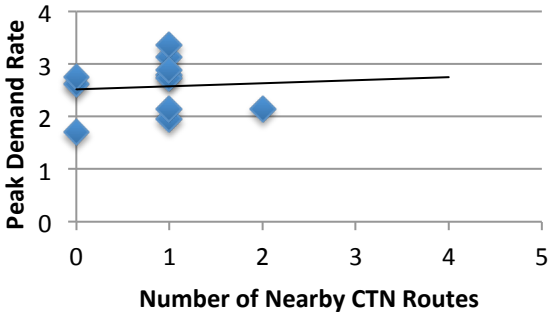


Chart 13: Commercial Mixed Use Demand versus All Nearby Transit Routes

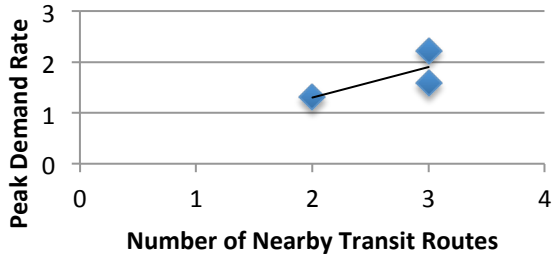


Chart 14: Commercial Mixed Use Demand versus Nearby CTN Routes

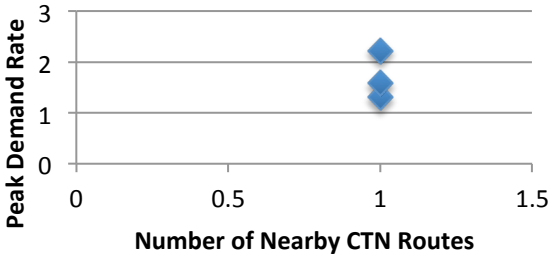


Chart 15: Residential Demand versus All Nearby Transit Routes

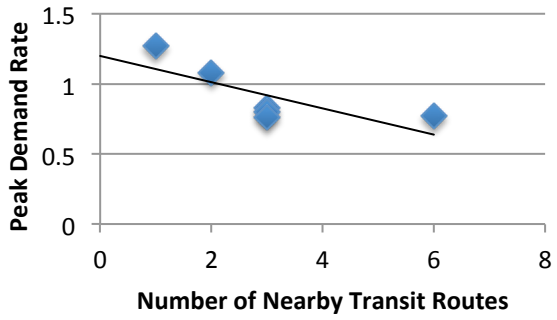


Chart 16: Residential Demand versus Nearby CTN Routes

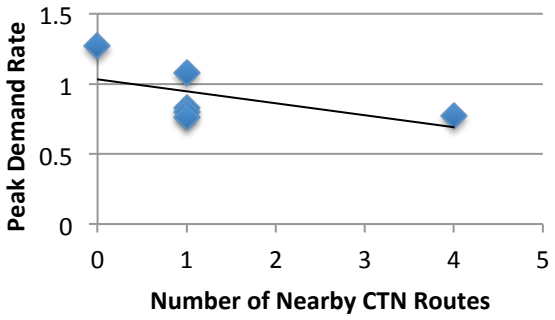


Chart 17: Residential Mixed Use Demand versus All Nearby Transit Routes

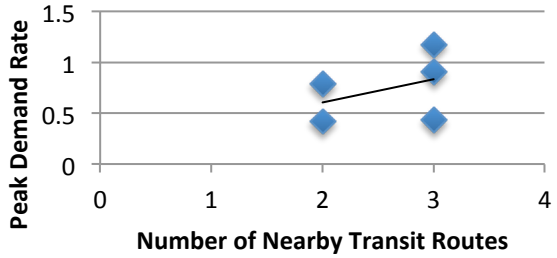


Chart 18: Residential Mixed Use Demand versus Nearby CTN Routes

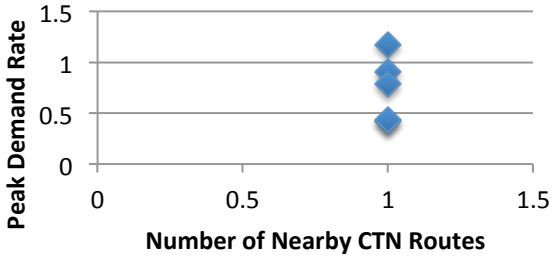


Chart 19: Commercial Demand versus Nearby Bike Facilities

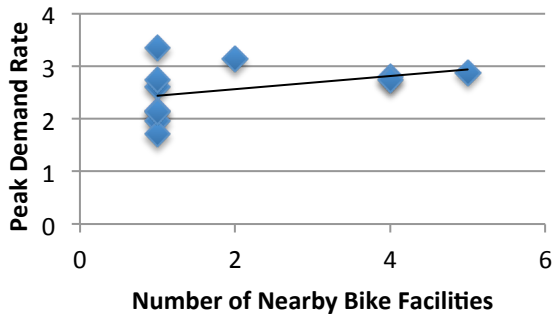


Chart 20: Residential Demand versus Nearby Bike Facilities

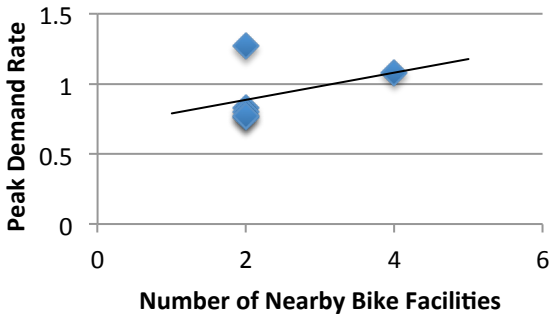


Chart 21: Commercial Mixed Use Demand versus Nearby Bike Facilities

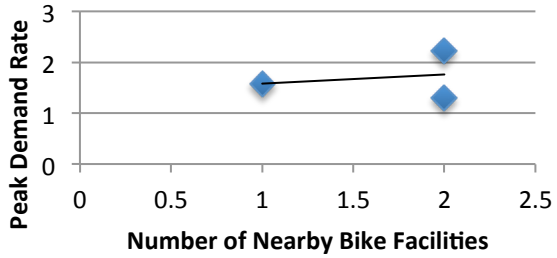
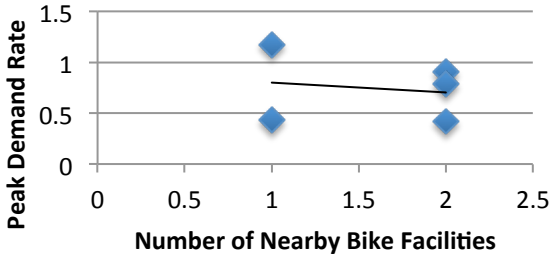


Chart 22: Residential Mixed Use Demand versus Nearby Bike Facilities



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
8	29th & Walnut (Target)*	2.15				X	X			X	X	X	
12	Broadway & Quince (Lucky's Market/Nomad)	3.14				X	X			X	X	X	
13	Yarmouth & Broadway (Uptown Broadway Mixed Use Portion)	1.58	1.17							X	X	X	X
15	26th & Pearl (Hazel's/Wahoo's)	3.36								X	X	X	
17	28th & Iris (Safeway)	3.26						X	X	X	X	X	
20	Baseline & 28th (Loftus)	2.88								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	4	1	2	3	1	2	3													
1	2.79		DASH				LEAP			206			1	1	2	1		1	1		1		4	36	3
2		0.83	STAM				ORBIT			201	J		1	2	3		1	1					2	36	3
4	2.61						LEAP			206	208	S	0	3	3		1						1	15	1
5	2.75						LEAP			206	S		0	2	2		1						1	15	1
6	1.96		HOP				LEAP	ORBIT	DART	205	F/H/T	206	1	3	4			1					1	70	6
8	2.15		HOP	BOUND			ORBIT	LEAP		205	206		2	2	4		1						1	70	6
9		0.8	BOUND							205	208		1	2	3	1		1					2	57	5
10		1.08	BOUND							204			1	1	2	1	1	1				1	4	57	5
11	1.71												0	0	0		1						1	0	0
12	3.14		SKIP							M			1	1	2	1		1					2	46	4
14		1.27								205			0	1	1	1				1			2	36	3
15	3.36		HOP				ORBIT	DART		205	206	F/H/T	1	3	4			1					1	70	6
16		0.76	DASH				LEAP			204	206		1	2	3			1	1				2	57	5
17	2.73		BOUND				ORBIT			205	208	F/H/T	1	3	4		1	1	1	1			4	70	6
19		0.77	HOP	SKIP	DASH	STAM				203	204		4	2	6	1	1						2	57	5
20	2.88		BOUND							203			1	1	2	1	1	1	1	1			5	70	6
21	2.14		HOP				ORBIT	DART		205	206	F/H/T	1	3	4			1					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					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					1	57	5

Parking Fines in Boulder and Other Cities

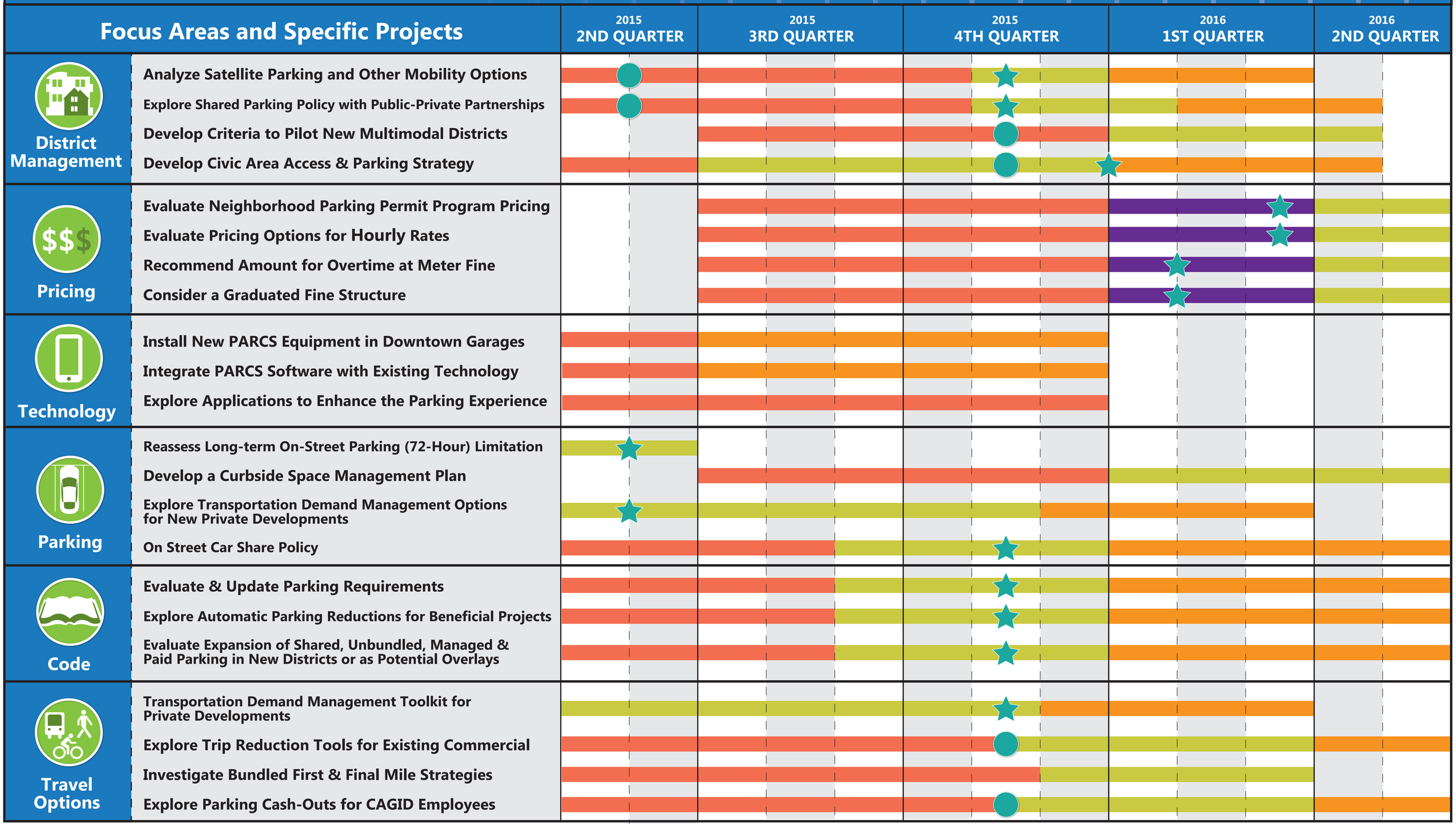
INFRACTION	Boulder, CO	Ann Arbor, MI	Austin, TX	Breckenridge, CO	Colorado Springs, CO	Denver, CO (Including Cherry Creek)	Fort Collins, CO	Longmont, CO	Madison, WI	Pasadena, CA	Portland, OR	Santa Monica, CA	Seattle, WA
Most Recent change	**2007***	2010		2015						2010		2012	
Expired/Unpaid Meter	**$15**	$20	$30	N/A	$20	$25	NA	NA	$25	$47	$60	$53	$44
Overtime Parking-Meter	**$15**	$35	$40	$30-[illegible]**	$30	$25	NA	NA	$35	$47	$39/45/65	$53	$ 47
Overtime -Non-Meter	**$20**	$35	$30	$30-[illegible]**	$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



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

ATTACHMENT G: AMPS INFOGRAPHIC

Access Management & Parking Strategy

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

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

TOOLS FOR CHANGE

- district management
- pricing
- technology
- parking
- code
- travel options

mixed use neighbor-hoods
- North Boulder

transit oriented development
- Boulder Junction
- Depot Square

historic commercial
- Downtown
- University Hill

office park
- East Arapahoe
- Flatirons Park

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

suburban commercial
- 29th Street
- Table Mesa
- BaseMar

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

15 minute neighborhood

CITY OF BOULDER

AMPS

bouldercolorado.gov/amps