C I T Y  O F  B O U L D E R
PLANNING BOARD AGENDA ITEM

MEETING DATE: October 15, 2015

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

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

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## EXECUTIVE SUMMARY

The purpose of this memo is to:

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

2. Share ongoing community engagement and work plan items related to AMPS and next steps.

The purpose of AMPS is to review and update the current access and parking management policies and programs and develop a new, overarching citywide strategy in alignment with city goals. The project goal is to evolve and continuously improve Boulder's citywide access and parking management policies, strategies, and programs in a manner tailored to address the unique character and needs of the different parts of the city.

Staff has gathered input from the community, boards and commissions to help identify 2015 priorities for further research and community discussion. Ongoing outreach to the city advisory boards and the community has served the dual purposes of educating the public about the multimodal access system and seeking input and ideas about future opportunities for enhancements. The community and board members attended an AMPS open house in September

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

**Questions for the Boards and Commissions**

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

   Updates to Off-Street Parking Code Regulations

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

   TDM Plans for New Development

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

   Car Share On-Street Parking Policy

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

2. Do the Boards and Commissions have any feedback regarding the ongoing AMPS community engagement and related work plan items and next steps?

**MEMO ORGANIZATION**



## I. BACKGROUND

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

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

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

In addition of considering enhancements to existing districts, AMPS is examining parking and multimodal access policies and strategies outside of the districts, including parking requirements by land use, bicycle parking requirements, neighborhood parking permit program, and on-street parking throughout the community.

Elements of the AMPS project include:

- integrated planning, coordinated with other master planning efforts;
- a focus on goals and guiding principles that create an adaptable set of tools and methods, allowing the city to continually improve and innovate to achieve its goals;
- evaluation of existing and new parking and access management policies and practices within existing districts and across the community, including on- and off-street parking, and public and private parking areas; and
- development of context-appropriate strategies using the existing parking districts as role models for other transitioning areas within the community and incorporating national best practices research.

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

City Council held study sessions on June 10, July 29, Oct. 28, 2014 and May 26, 2015 to review work to-date on the seven focus areas (District Management, On- & Off-Street Parking, Technology, Transportation Demand Management, Code Changes, Parking Pricing, and Enforcement) and provide overall direction on the approach for AMPS, as well as short-term code changes. Staff prepared summaries of the study sessions for June and July 2014, October 2014, and May 2015.

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

## II. COMMUNITY, BOARD AND COMMISSION FEEDBACK

Staff continues to compile community, board and commission feedback to inform the development of AMPS. Staff has been conducting outreach to residents and commuters through the project website, surveys, Inspire Boulder, and a series of coffee talks throughout Boulder to help develop an understanding of how the community currently views parking and access management. To provide feedback on the relationship of potential changes to the parking code and the TDM Plan ordinance for new developments, staff has convened a stakeholder group consisting of neighborhood and business representatives, developers, and transportation

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

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

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

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

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

With the exception of the recently approved "fixes" and addition of new bike parking regulations to the parking code in 2014, the City of Boulder has not conducted a comprehensive review of its parking requirements or updated the standards for some time. The current parking requirements do not reflect the travel mode shift that has occurred in Boulder in recent years or the desired continued mode shift in the future. Boulder's current mode split (including higher than regional and national trends for walking, biking, and transit) is reflected in the high number of parking reductions that are requested and approved for new development projects and in data that shows an increasing use of transit and bike facilities.

As part of the AMPS process, the city is evaluating updates to the land use (zoning) code to ensure that parking is being provided according to contemporary and future travel needs. These needs should take into account the higher percentages of people choosing to walk, bike and ride transit as alternatives to the automobile. This memo outlines the best practices that staff has researched and discussed in previous memoranda, includes new data on parking supply and demand in the city (see **Attachment B** – Parking Study), and specifies three scenarios ranging from conservative to more aggressive related to how much of the parking regulations should be updated. Based on direction received from review boards and council on these scenarios, staff will return with more specific land use changes and analysis for consideration. It should be noted that parking regulations, particularly those that may impact residential areas may be affected if the Ballot Questions 300 and 301 pass on November 3 as discussed in the Executive Summary.

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

City policies seek to require more efficient parking solutions and avoid excessive parking as expressed in the two Boulder Valley Comprehensive Plan (BVCP) policies below:

> ***6.09 Integration with Land Use***
> *Three intermodal centers will be developed or maintained in the downtown, Boulder Junction and on the university's main campus as anchors to regional transit connections and as hubs for connecting pedestrian, bicycle and local transit to regional services. The land along multimodal corridors will be designated as multimodal transportation zones when transit service is provided on that corridor. In these multimodal transportation zones, the city will develop a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.*
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> ***6.10 Managing Parking Supply***
> *Providing for vehicular parking will be considered as a component of a total access system of all modes of transportation - bicycle, pedestrian, transit and vehicular - and will be consistent with the desire to reduce single occupant vehicle travel, limit congestion, balance the use of public spaces and consider the needs of residential and commercial areas. Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs.*

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

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

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

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

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

**Questions:**

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

Scenario 1

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

Scenario 2

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

Scenario 3

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

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

## IV. TRANSPORTATION DEMAND MANAGEMENT PLANS FOR NEW DEVELOPMENT

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

**Parking Code Changes**

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

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

**Development-Related Impact Fees and Excise Taxes**

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

1. an update of the 2009 Impact Fee study;

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

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

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

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

<u>City-wide Approach</u>
There is wide variety of ways a city-wide TDM Plan ordinance could be designed in terms of:

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

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

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

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

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

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

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

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

<u>District Approach</u>

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

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

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

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

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

**Questions:**

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

## V. CAR SHARE ON-STREET PARKING POLICY

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

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

**Questions:**

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

## VI. PARKING PRICING PREVIEW

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

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

**Progress Update**

- Long-term, Permit Rates: Updates to long-term permit rates in the downtown and on the hill, and in NPP commuter permit rates are included in the 2016 budget process which take into account increases in permit parking rates charged in the private and non-profit sector. Historically, permit rates have been increased on a regular basis. Prior to 2014 the rates were

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

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

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

- Parking Fines: The current on-street, overtime at meter parking fines have not been increased for more than 20 years and staff will be presenting council with recommendations for fine increases, as well as considering a graduated fine approach, in the first quarter of 2016. Currently, staff is working with the AMPS consultant, Kimley-Horn, who surveyed communities nationwide and in Colorado to research rates for a number of parking fines. A summary of the research to date is included in **Attachment C**. This background data will inform the recommendations. The rate of the overtime at meter fines has a proportional relationship with the short term parking rates so it is important that these two issues are considered together.

- Short-term, Hourly Parking Rates: The on-street and garage hourly rates will also be reviewed, including the option of variable rates at different times of day or in different locations. Numerous communities across the country have instituted different approaches to short term parking rates using performance or geographically based criteria. A report from Kimley-Horn on potential pricing strategies and applications is available here. Prior to developing any recommended changes the first step will be to determine the goals of parking pricing. Short term parking rates were last increased in 2007. Outreach and community engagement will be critical to arrive at an informed and balanced recommendation. In order to learn directly from other communities, staff will be organizing along with our consultants a panel of representatives from peer municipalities to share their experience with performance based parking pricing.

- Boulder Junction: The Boulder Junction district developed a parking pricing strategy to implement the shared, unbundled, managed and paid (SUMP) principles and reflect the market of the surrounding area. Staff is also phasing in on-street parking management as newly constructed streets become available.

- Neighborhood Parking Program: The rates for the Neighborhood Parking Program (NPP) permits will be evaluated – both business and resident – to ensure a comprehensive pricing approach. Currently, the residential permit rate is $17 per year and the permits for businesses embedded with an NPP is $75 per year. The residential rates were last increased in 2006. Community outreach and engagement will be integrated into every stage of this process. It is estimated a recommendation will be forthcoming in the first quarter of 2016.

**Next Steps**

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

## VII. ACTIONS IN PROGRESS

The following are AMPS related action items currently in progress.

**New Technology Improvements**

- Staff has selected a vendor (contract negotiations are underway) for the replacement of the downtown garage access, revenue control, and permitting systems to a state-of-the-art system that will coordinate with other technologies such as the variable messaging system. Installation is expected in 2015 and will take approximately two months to complete. Installation will be phased and managed to maintain access to the garages.
- With the projected completion of the Depot Square mixed-use development in Boulder Junction in the second quarter of 2015, staff is working with the multiple parties – the hotel, RTD, affordable housing and Boulder Junction Parking District – to implement a parking management system to accommodate the variety of users of the shared parking.
- The Department of Community Vitality is pursuing an innovative pilot program with a downtown Boulder startup company, Parkifi. Parkifi is developing a real-time parking space occupancy technology system and is proposing to pilot the program in the Broadway and Spruce Street surface parking lot, in on-street spaces downtown, and potentially in the downtown garages. The pilot consists of installing sensors in parking spaces at no cost to the city. The sensors are connected to a Parkifi gateway that is connected to a cloud-based dashboard that displays occupancy data. The goal will be to work with the city's existing mobile payment vendor, Parkmobile, to provide real-time parking data to customers. Installation of the sensors is expected within the next couple of months as the details and specifications are worked out.

**Shared Parking**

The goal of a shared parking partnership policy is to maximize potential opportunities for additional shared and managed parking between private developments and established parking districts. The proposed policy could require a mandatory step in the development review process for projects of a certain size located inside one of the three parking districts (downtown, University Hill and Boulder Junction) to explore options and opportunities for additional parking and/or parking management strategies benefiting the entire district. Partnerships could take a number of different forms, including adding district-funded parking to the private development and/or district management options to increase or maximize private parking utilization to the benefit of the district as well as the private property owner. Staff is proposing the approach of requiring a mandatory discussion between the developer and the parking/access district during the review process with voluntary compliance.

There are several examples of potential and implemented partnerships between Boulder's access districts and private developments. These include St. Julien Hotel and the downtown parking district Central Area General Improvement District (CAGID); the Depot Square garage in Boulder Junction between multiple parties (RTD, Hyatt Hotel, affordable housing, the depot and the Boulder Junction Access District - Parking); the current negotiations between CAGID and the Trinity Commons project; and the University Hill General Improvement District (UHGID)

and Del Mar Interests. Initial discussions are underway between BJAD and the S'Park development in Boulder Junction, and between UHGID and a coalition of property owners for a potential development at the southwest corner of Broadway and University.

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

**District Satellite Parking Strategy**
Parking opportunities are becoming more limited for employees in the downtown and the University Hill commercial area. This strategy explores opportunities for shared parking facilities for non-resident employees who commute into Boulder for work along major transportation corridors associated with available transit service, off-street multiuse paths, and on-street bike lanes, and ideally with a multimodal "mobility hub." Commuters could park their vehicle at vacant lots outside of the commercial districts and then finish their trip into work by transit, bike, carpool, bike share, or car share. RTD already has several free Park-n-Ride locations that are primarily used for trips from Boulder to areas outside of the community that could be used by in-commuters. Staff is reviewing different types of locations:

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

These types of satellite parking lots could be used by employees driving into the city and finishing their trip by transit, carpool, biking, and/or walking. Satellite parking lots could also be used for special events parking.

As one of the action items from the Transportation Master Plan, the city is continuing to work with CDOT, RTD, Boulder County, and area property owners to explore the concept of a mobility hub for north Boulder, at the intersection of north Broadway and US 36. The mobility hub could include potential opportunities for enhancing transit operations and passenger amenities, bike parking, bike share, car share, and satellite parking (Park-n-Ride), kiss-and-ride, etc. The project team is currently revising the conceptual site plan designs based on prior City Council input.

The city's consultant is working on an analysis of the different potential locations, travel sheds that have the greatest number of employees in-commuting, location assessments, and recommendations regarding the highest priority opportunities both long- and short-term. A presentation of the consultant findings is available here. All sites will be reviewed to ensure compliance with existing zoning regulations and project specific requirements. Staff is pursuing the short term options as well as working with other entities such as CDOT and the County to include satellite parking options in corridor studies along SH119 and East Arapahoe.

**Coordination with Civic Area project for access/parking/TDM programs**
In conjunction with proposed changes to the Civic Area, staff is working to develop recommendations on how to holistically manage civic area parking and a strategic TDM plan to

increase access to the Civic area by city staff, residents, library patrons, and visitors. With construction set to begin in 2016 and the potential loss of some parking spaces, staff will be implementing new TDM strategies and enhancing existing programs to reduce the parking demand by employees of the city government. Some of these programs will be piloted at the end of 2015 and potentially formally adopted in 2016 prior to construction.

## VIII. ONGOING WORK AND COORDINATION RELATED TO AMPS

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

**Districts**

- Negotiations are continuing for a shared parking option between the Central Area General Improvement District (CAGID) and Trinity Lutheran Church in downtown for a mixed-use project, including senior affordable housing, additional congregational space, and additional parking.
- Negotiations are also continuing for a public-private partnership redevelopment of one of the catalyst sites - the University Hill General Improvement District (UHGID) Pleasant Street parking lot - for a hotel, and a district parking garage.
- Downtown and University Hill development and access projections will be updated during the second and third quarters of 2015 to reflect recent zoning changes on the hill, projected development, and the results of the employee travel surveys. This is a valuable tool in anticipating the access needs, including parking, for the downtown area.
- The downtown bike rack occupancy count was completed in August 2014. This survey provides valuable information and informs staff of locations for additional bike racks. Based on the data from the final report and recommendations, additional bike parking was added to the West Pearl area.
- Staff will be developing recommendations for guidelines for the creation of new access/parking districts. Suggested locations include East Arapaho and North Boulder.

**Transportation Demand Management**

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

**On-Street/Off-Street**

- A downtown parklet study determined potential criteria and locations, operational parameters and considerations, installation requirements, and recommendations for potential parklet sites. The evaluation of the pilot parklet on University Hill has been completed and provided valuable information for the development of future parklets in the downtown.

- An alley master plan for the University Hill commercial district is proposed in the 2016 budget.
- Beginning in 2015 and continuing into 2016, a review will be conducted of the Neighborhood Parking Permit program's regulations and how the program serves the variety of community needs. Staff will also be preparing the Chautauqua Access Management Plan (CAMP) that is called out in the Chautauqua lease. In addition to the Chautauqua leasehold, the surrounding neighborhoods will be included to address any spillover impacts. Preliminary discussions are underway with the Steelyards Association regarding the potential for a coordinated parking management and TDM program for the mixed-use neighborhood in anticipation of the completion of Depot Square at Boulder Junction. The homeowners' association has expressed interest in creating a form of a NPP in their mixed-use neighborhood.

## IX. NEXT STEPS

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

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

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

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

## ATTACHMENTS

A. AMPS Project Purpose, Goals and Guiding Principles
B. Tuttle, Fox Hernandez Parking Study
C. Parking Fines in Boulder and Other Cities
D. AMPS Timeline
E. AMPS Infographic

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

## Purpose

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

## Goals

The Access Management and Parking Strategy (AMPS) will:

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

## Guiding Principles

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

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

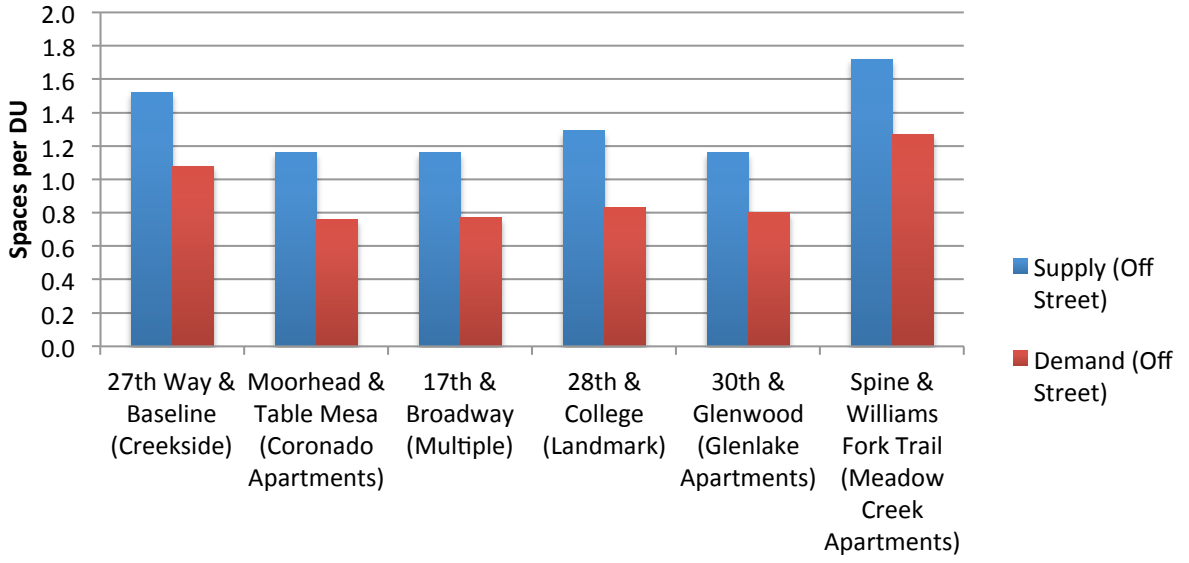
In April and early May of 2015, Fox Tuttle Hernandez (FTH) staff conducted a comprehensive city-wide parking study of 6 commercial sites, 5 office/light industrial sites, 8 residential sites, and 3 mixed-use sites. The data-gathering phase of this study was completed before the end of the spring semester 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.

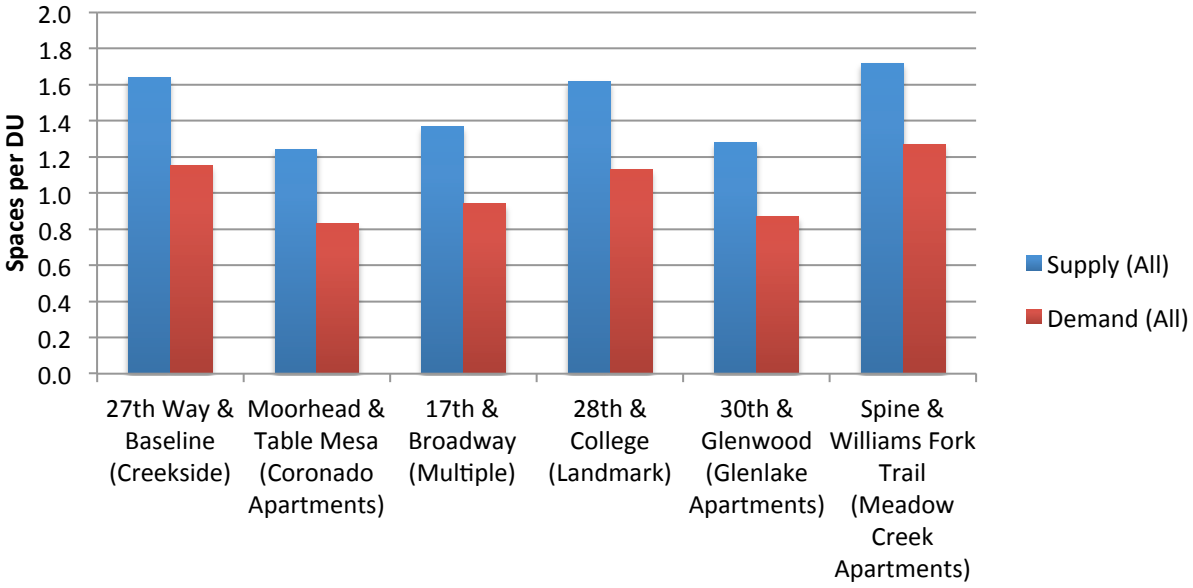
For all commercial sites, parking demand was sampled 3 times: weekday afternoons between noon and 2 pm, Friday evenings between 5:30 and 7:30 pm, and Saturday afternoons between noon and 2 pm. For all residential sites, parking demand was sampled once on weekdays after 8 pm. For all office sites, parking 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.

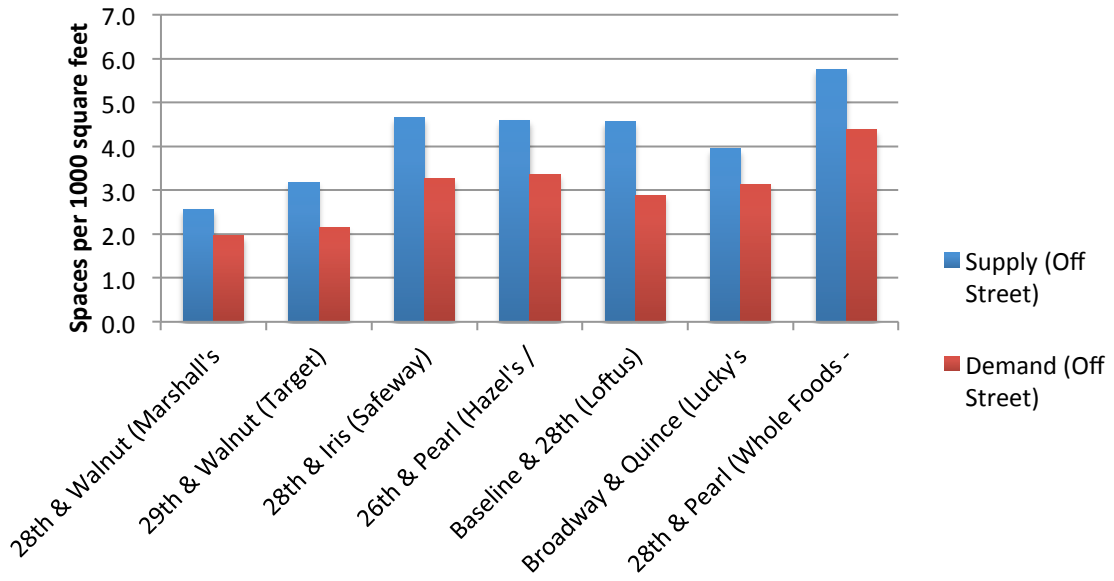
## Chart 1: Parking Supply & Highest Demand Rates for Residential Sites (Excluding On Street)



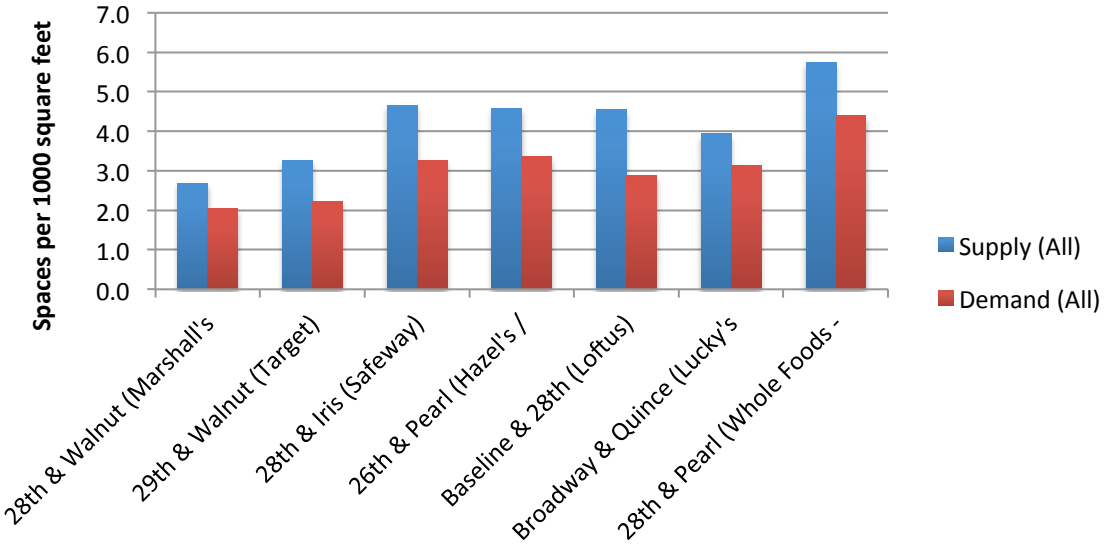

## Chart 2: Parking Supply & Highest Demand Rates for Residential Sites



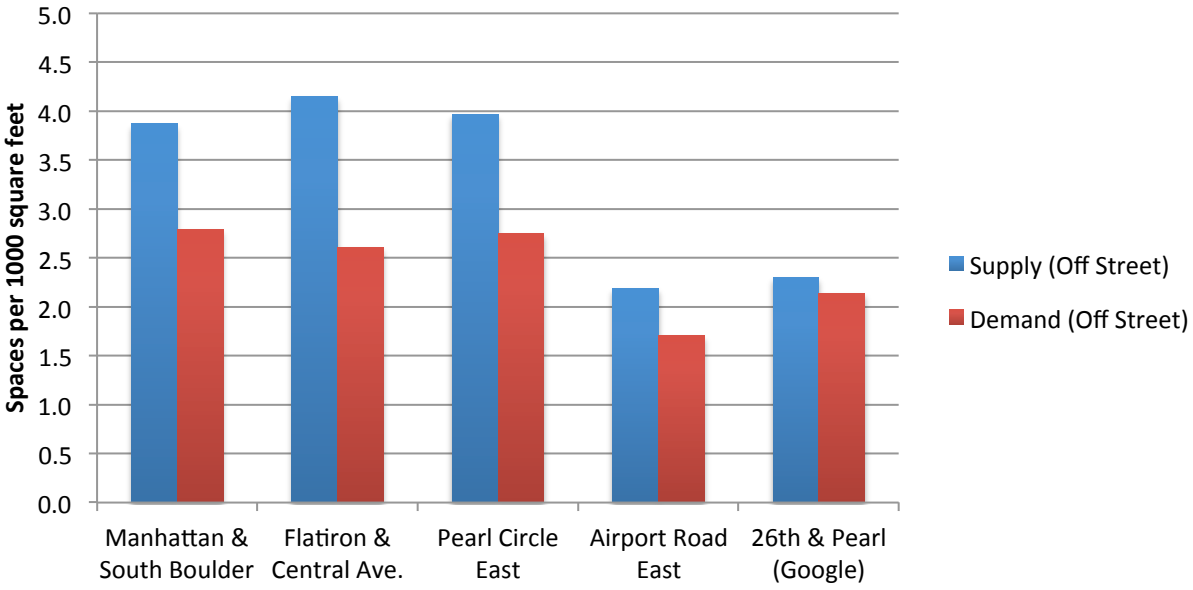
## Chart 3: Parking Supply & Highest Demand Rates for Commercial Sites (Excluding On Street)



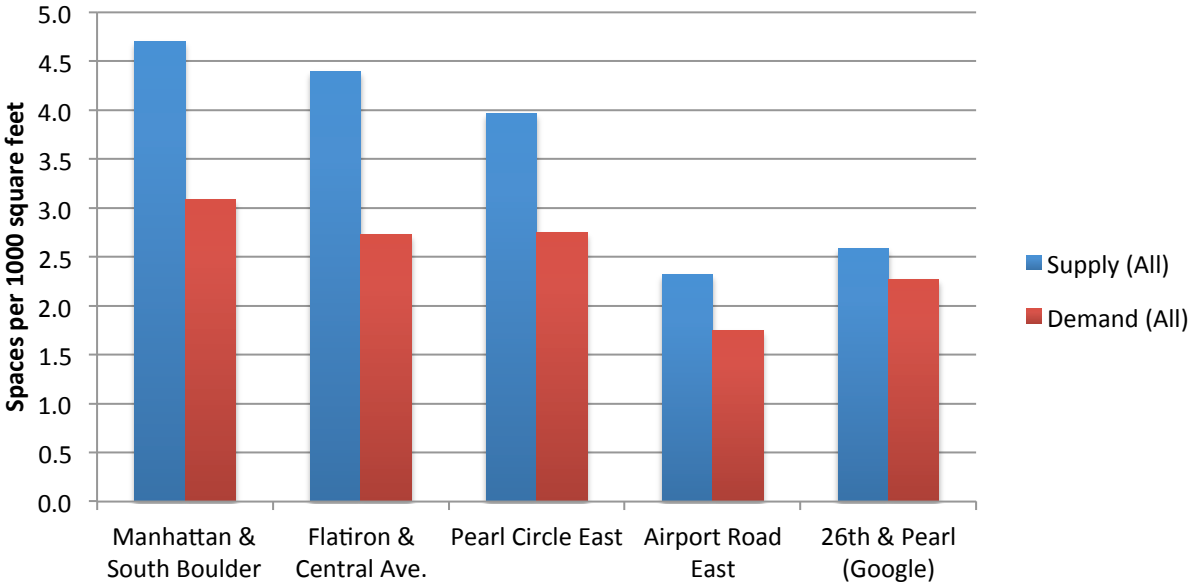

## Chart 4: Parking Supply & Highest Demand Rates for Commercial Sites



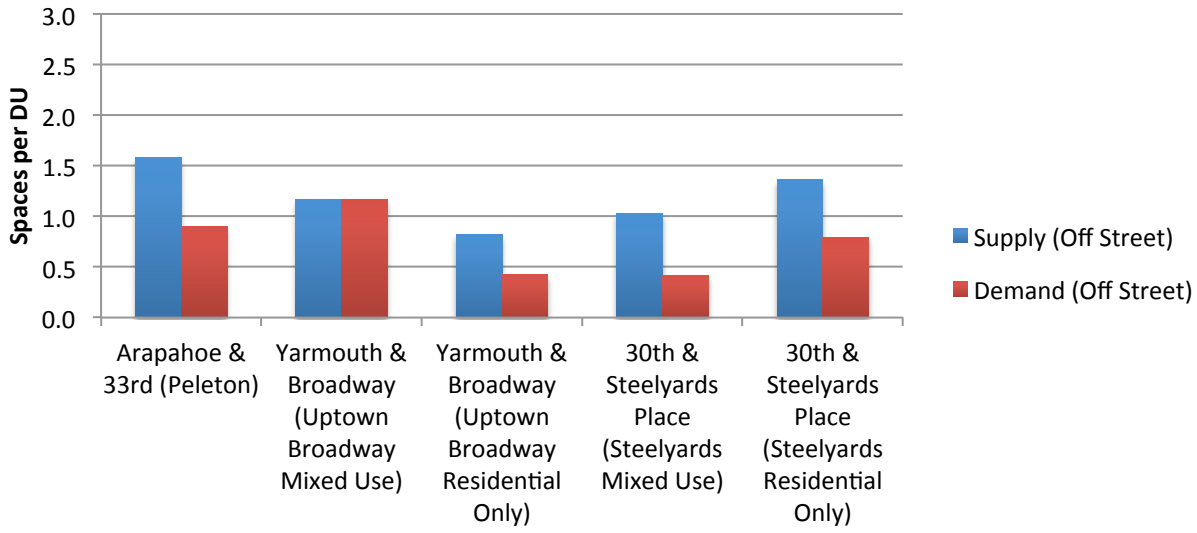
## Chart 5: Parking Supply & Highest Demand Rates for Office Sites (Excluding On Street)



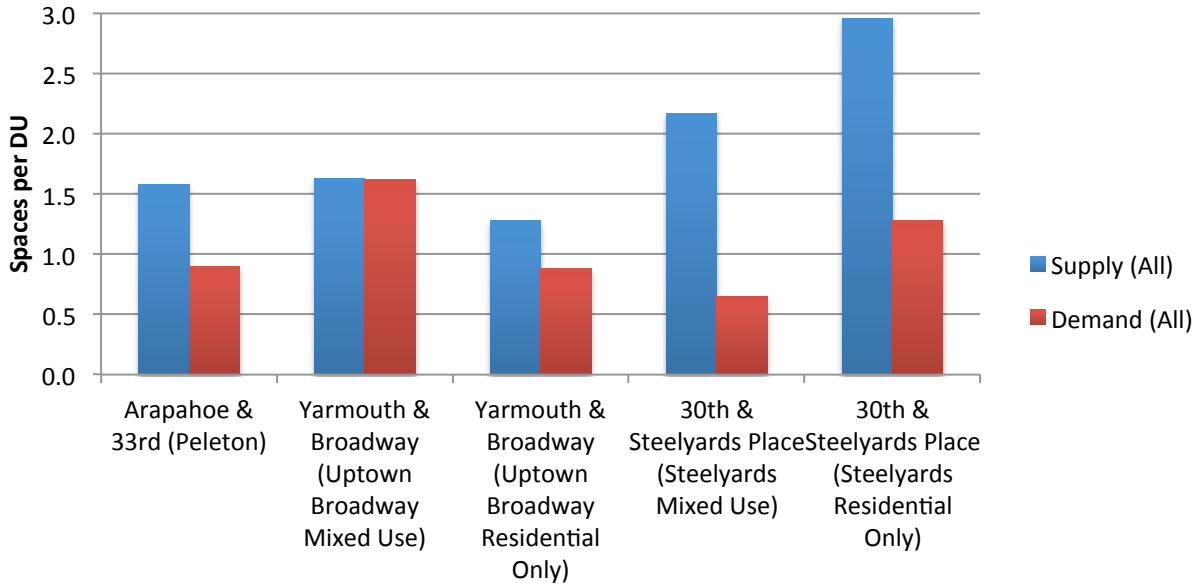

## Chart 6: Parking Supply & Highest Demand Rates for Office Sites



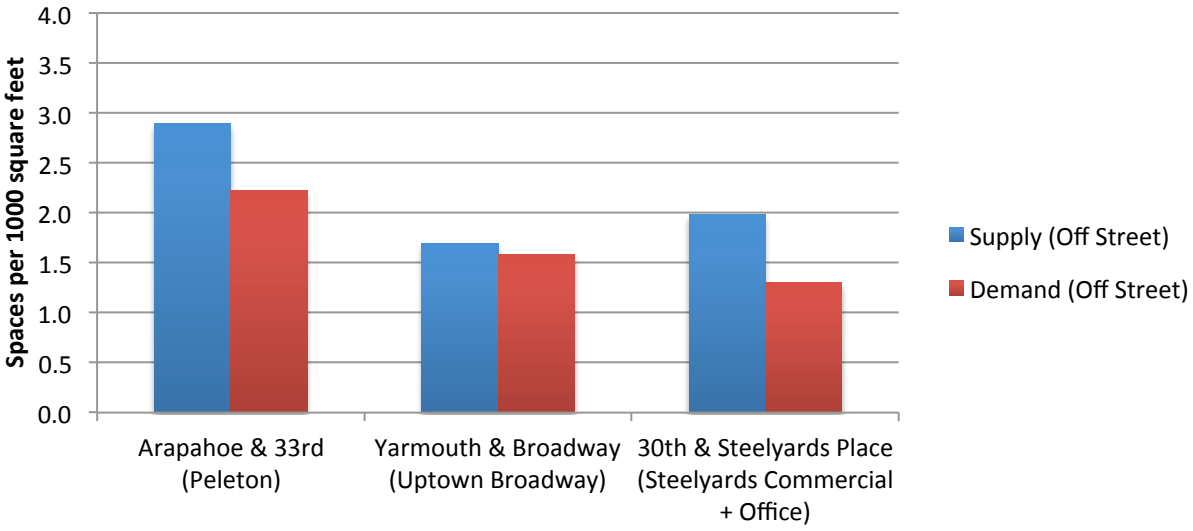
## Chart 7: Parking Supply & Highest Demand Rates for Mixed-Use (Residential) Sites (Excluding On Street)




## 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**

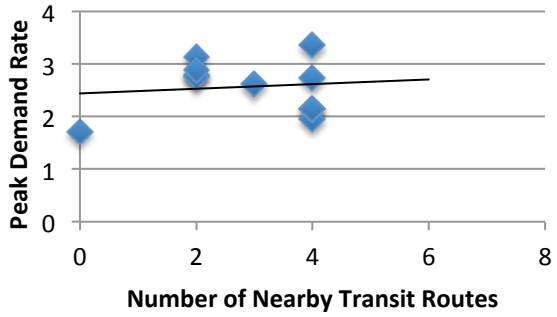



**Chart 12: Commercial Demand versus Nearby CTN Routes**

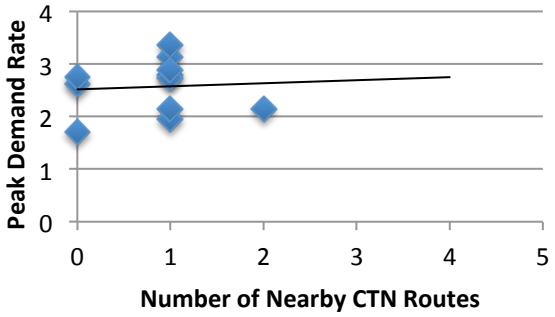



**Chart 13: Commercial Mixed Use Demand versus All Nearby Transit Routes**

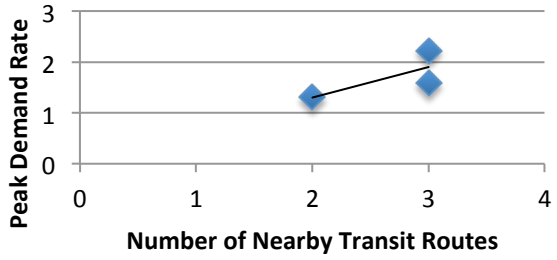
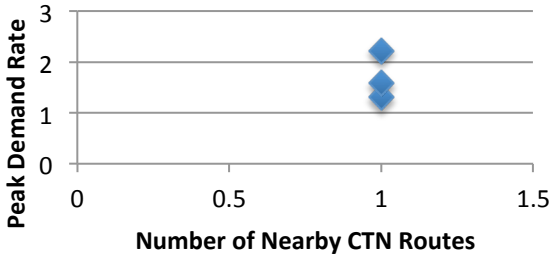
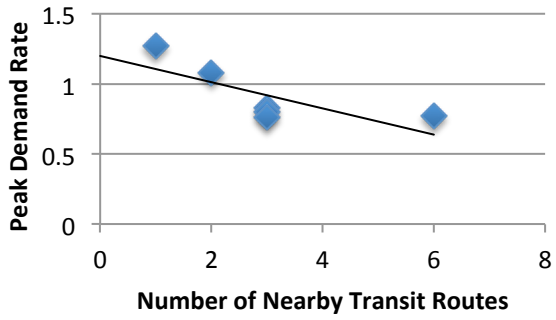


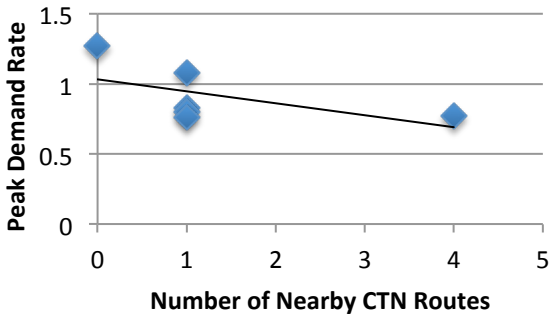

**Chart 14: Commercial Mixed Use Demand versus Nearby CTN Routes**



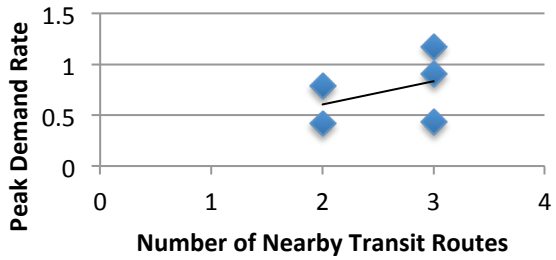
## Chart 15: Residential Demand versus All Nearby Transit Routes



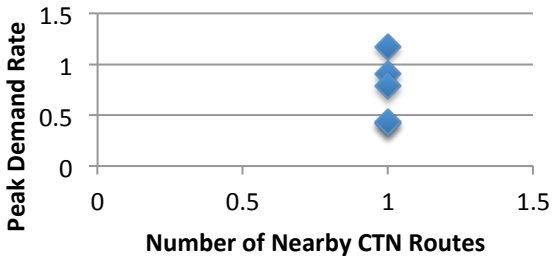

## Chart 16: Residential Demand versus Nearby CTN Routes



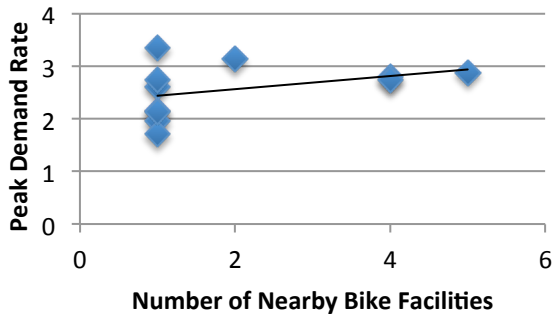

## Chart 17: Residential Mixed Use Demand versus All Nearby Transit Routes



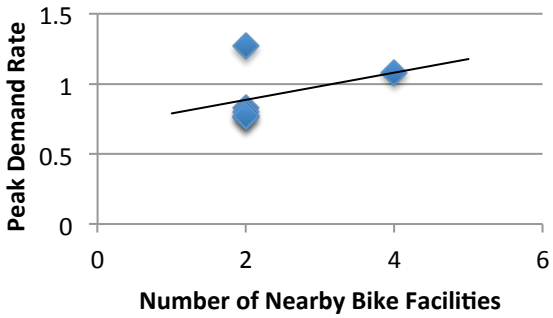

## Chart 18: Residential Mixed Use Demand versus Nearby CTN Routes



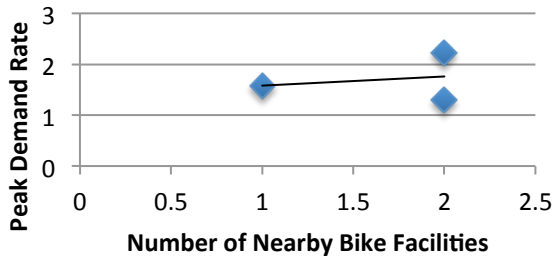
## Chart 19: Commercial Demand versus Nearby Bike Facilities



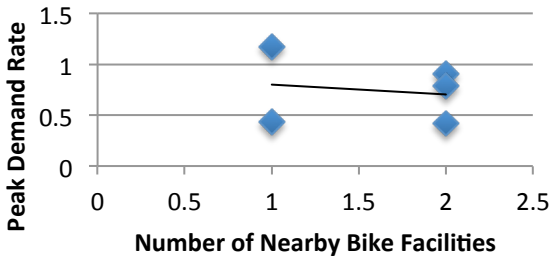

## Chart 20: Residential Demand versus Nearby Bike Facilities




## 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 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | Walkability Rating | Walkability Rating Index |
| | | | 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 | $30-200** | $30 | $25 | NA | NA | $35 | $47 | $39/45/65 | $53 | $ 47 |
| **Overtime -Non-Meter** | **$20** | $35 | $30 | $30-200** | $30 | $25 | W-$50** | $20 | $35 | $47 | $39/45/65 | $64 | $47 |
| **Outside Lines/Markings** | **$15** | $ 35 | $40 | $30 | $40 | $25 | $25 | | $30 | $41 | $39 | $53 | $47 |
| **Double Parking** | **$15** | $50 | $70 | $30 | $50 | $25 | $ 25 | $10 | $30 | $47 | $80 | $53 | $47 |
| **Loading Zones (Commercial)** | **$20** | $45 | $40 | $30 | $50 | $ 25 | $25 | | $40 | $41 | $90 | $53 | $53 |
| **No Permit (in Permit Zone)** | **$25** | $25 | $40 | $30 | | $25 | $25 | | $30 | $47 | | $64 | $53 |
| **Bus Stop** | **$25** | $35 | $40 | $30 | | $25 | $25 | | $45 | $281 | $100 | $304 | $47 |
| **Crosswalk** | **$25** | $35 | $40 | $30 | $50 | $25 | $25 | $20 | $30 | $ 47 | $90 | $53 | $47 |
| **Red Zone/Fire Lane** | **$50** | $50 | $70 | $30 | $70 | $50 | $25 | | $30-100 | $58 | $80 | $53-64 | $47 |
| **Parking Prohibited** | **$25** | $35 | $40 | $30 | $50 | $25 | $25 | $25 | $ 30 | $47 | | $64 | $47 |
| **No Stopping/Standing** | **$25** | $35 | $40 | $30 | $50 | $25 | $25 | | $30-45 | $53 | $80 | $64 | $47 |
| **Fire Hydrant** | **$50** | $40 | $70 | $30 | $50 | $25 | $25 | $35 | $30 | $53 | $150 | $53 | $47 |
| **Blocking Traffic** | **$15** | $35 | $40 | $30 | $50 | $25 | $25 | | | $41 | $50 | $53 | $47 |
| **Disabled Parking** | **$112** | $125 | $300 | $100 | $350 | $150 | $100 | $100 | $150 | $362 | $160-435 | $ 399 | $250 |
| **Blocking Driveway** | **$25** | $35 | $40 | $30 | $50 | $25 | $25 | | $30 | $47 | $90 | $ 53 | $ 47 |

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

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

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

# Access Management & Parking Strategy Timeline

= City Council Review of Draft Recommendations

= City Council Review of Policy/Strategy Recommendations

2015 — City Council Study Session on AMPS - Nov. 10, 2015 — 2016

AMPS Summary Report
2nd Quarter 2016

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

# 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


15 minute neighborhood

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

CITY OF BOULDER

AMPS

bouldercolorado.gov/amps