

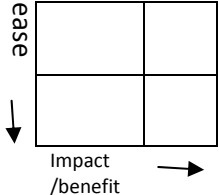
AMPS PRIORITIZATION MATRIX

| Access/Parking Program or Policy | Description: | Issues: | Plan Integration: | Impact: City | Impact: Community | \$ to | Customer Service Improvement: | Time Frame: | Staff Comments: | Level of Priority: | |
|---|---|--|-------------------|--|---|-------|---|-------------|-----------------|--------------------|--|
| PARKING CODE REQUIREMENTS FOR PRIVATE PROPERTY | | | | | | | | | | | |
| Update off-street parking standards for standard, small car, and accessible parking stalls to create less complicated parking requirements that meet, but do not exceed, the parking needs of restaurants/taverns, warehouses, and industrial uses . Also, update RH-1 parking requirements to match that of RH-2 zoning districts. | Parking requirements for these uses are or have become disproportionate to their parking needs, exceed current ADA parking requirements, or are difficult to implement. | <ul style="list-style-type: none"> • ADA parking requirements are outdated and monitoring retail to restaurants conversions has been challenging. • With respect to warehouses, at a ratio of 1 space per 400 square feet, a 20,000 warehouse in an industrial zone district would require 50 on-site parking spaces however; a majority of warehouse space typically functions as storage and isn't occupied by employees or office space. The result is parking to serve "dead" space. | | <ul style="list-style-type: none"> • More appropriate parking requirements with respect to warehouses and ADA. • Less staff time to review parking for retail and restaurants when tenants change. • Less staff time to track tenant / use changes over time. | More flexibility in site design with more open space or building placement opportunities. | | More flexibility in site design with more open space or building placement opportunities. | | | | |

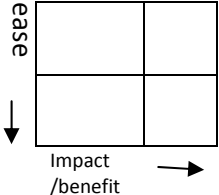
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| Assess whether private property parking requirements should be by use instead of zone district. | Currently, city off-street parking regulations are for the most part organized by zone district (non residential and residential) with few land use specific standards which may result in more parking than is needed for a site to reasonably function. | <ul style="list-style-type: none"> Requires code change and significant restructuring of the off-street parking standards. Will require in-depth analysis of what the appropriate parking calculations should be based on recommended standards and local parking needs. May require the addition of uses that are not currently in the code where the code currently has generic standards for categories based on square footage. | TMP Update | <ul style="list-style-type: none"> Would create more consistency between zones with uses that have similar parking needs. New zones would not have to be added to the parking tables as parking would be by use. | More user friendly, less complex regulations. | | <ul style="list-style-type: none"> More user friendly, less complex regulations. May result in parking calculations that are less than current requirements. | | | <ul style="list-style-type: none"> | |

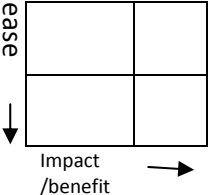
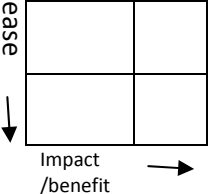
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| Consider automatic parking reductions in addition or in lieu of current parking reduction process | The city's code allows for and encourages parking reductions where appropriate; however, a vast majority of development proposals request reductions which may suggest that the adopted minimum parking standards are out of synch with the market and the needs of the city or do not recognize the current mode shifts in Boulder to biking and transit usage. Additionally, many reductions requested are in excess of the administrative 25% allowance which requires a more expensive, time consuming review process. This suggests that the percentage of allowable administrative reduction needs to be studied. This may also indicate that parking requirements need to be more nuanced and made applicable to specific land uses rather than generally by zoning districts as indicated above. | <ul style="list-style-type: none"> • Parking reductions are commonly requested, but may be inconsistency applied. • Parking reductions in residential areas may not be supported by neighborhoods because of perception that there will be spillover parking where parking requirements are clearly in excess of that necessary. • Specific percentage of reductions will need to be analyzed and substantiated by data. | | <ul style="list-style-type: none"> • Would result in less paved surfaces and excess parking and more space for meaningful open spaces and landscaping. • Would create a more consistent way to assess and grant parking reductions based on set conditions. • Would be consistent with BVCP policies that seek to limit the visual impact of excessive parking (see BVCP policies 2.16, 2.37, 6.09 and 6.10). | May result in spillover parking if impacts are inappropriately considered. | | Creates more flexibility in site design where it is clearly demonstrated that parking needs will be met on-site or through shared parking or on-street parking. | | | |  |

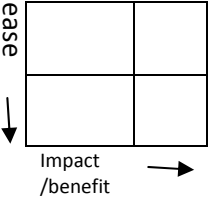
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| Consider Parking maximums | A majority of the city currently has minimum parking requirements. Minimum parking requirements can create an oversupply of parking, encourage automobile use and promote inefficient land use, thereby increasing the cost of development, especially in urban areas where land values may be higher. | The concept of exploring parking maximums is to better balance off street parking needs with the market and potentially impacted areas of the city while promoting the use of more sustainable forms of transportation and more efficient uses of land. | | <ul style="list-style-type: none"> • Would result in less paved surfaces and excess parking and more space for meaningful open spaces and landscaping. • Would be consistent with BVCP policies that seek to limit the visual impact of excessive parking (see BVCP policies 2.16, 2.37, 6.09 and 6.10). | <ul style="list-style-type: none"> • Would result in less parking on sites as compared to today's standards. • May necessitate more reliance on TDM strategies to reduce parking. | | May be favorable to some applicants that do not want to provide extra parking, but may be unfavorable to large retailers that desire to provide parking for rare occasions like Black Friday etc. | | | |  |

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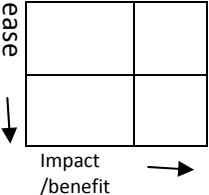
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| Bike parking standards for new development | While the city provides some bicycle parking in public areas of the downtown commercial district, property owners are required to provide adequate bike parking for their buildings throughout the city. The bike parking regulations update proposes to define minimum quantity of employee / resident (long-term) and customer / visitor (short-term bike) parking based on land use criteria, rather than using the existing approach which is based on a percentage of the required number of car parking spaces. The update also proposes to revise bike parking rack design for multi-bike parking and include new solutions for long-term bike parking. | <ul style="list-style-type: none"> • Better meets bike parking demand and cyclists' needs by providing improved short-term (visitor/customer) and long-term (employee/resident) bike parking. • Better aligns policy with emerging industry best practice as many developers are already providing secure and protected long-term bike parking. • Requires code change. • Learning curve for developers and city planners to implement. | TMP Update | | | | | | | |  |
| Reassess compact parking requirements and consider whether tandem spaces should count as parking in certain scenarios. | Investigate whether higher percentages of compact parking stalls should be allowed or whether overall parking space dimensions should be adjusted to reflect contemporary vehicle dimensions. Presently, tandem parking spaces do not count in total parking requirements. | | | May free up space to be used for landscaping or open space. | May free up space to be used for landscaping or open space. | | <ul style="list-style-type: none"> • More flexibility in site design with more open space or building placement opportunities. • Enables projects to include more parking spaces in less area if needed. | | | |  |

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| Allow parking spaces for Car Share/Pool/Electric to be included in parking totals. | The current code does not include any references specific to parking spaces used for car share, car pool or electric charging areas. | | | Would encourage the integration of car share, pool or electric spaces in developments. | May remove parking spaces that could be used for other purposes. | | Creates more flexibility in site design if car share spaces permit a reduction in needed parking. | | | |  |

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| Create regulations for Shared Parking with Cross Access between or within development sites. | Oftentimes shopping centers or mixed-use areas include uses that operate at different peak hours. Parking requirements often reflect the parking need of all the uses combined. A shared parking standard could permit an averaging and reduction in parking stalls based on the peak need rather than adding all of the uses. | <ul style="list-style-type: none"> • Requires code change and significant restructuring of the off-street parking standards. • Could be relatively straightforward for sites that have mixed uses under one management. • May be difficult on sites that have separate management. Would require legal agreements and easements. | | <ul style="list-style-type: none"> • Would result in less paved surfaces and excess parking and more space for meaningful open spaces and landscaping. • May better reflect parking needs on sites. • Would be consistent with BVCP policies that seek to limit the visual impact of excessive parking (see BVCP policies 2.16, 2.37, 6.09 and 6.10). | <ul style="list-style-type: none"> • Would result in less paved surfaces and excess parking and more space for meaningful open spaces and landscaping. • May better reflect parking needs on sites. | | More flexibility in site design with more open space or building placement opportunities. | | | |  |

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| Create Area Specific Requirements (not just zoning specific)(i.e. Student residential areas east of 28 th) | Some areas of the city have unique parking needs and conditions. Applying city standards from other areas of the city may result in a parking need greater than necessary or could encourage the use of the vehicle if ample parking is required. Focus would be on areas like around 28 th , Boulder Junction or downtown Boulder. | <ul style="list-style-type: none"> • Would require more specific analyses of areas to determine a different parking requirement. • Raises the issue of unbundled parking and how it should be applied to different areas of the city. | | More appropriate localized parking standards | More appropriate localized parking standards | | More flexibility in site design with more open space or building placement opportunities. | | | | |
| Assess other strategies to reduce superfluous parking supply or potentially not require minimum amount of parking on site, including but not limited to unbundling parking and additional on-street permit or metered parking. | This option would implement similar strategies as used in existing urban areas like downtown or emerging urban areas like Boulder Junction. The changes would separate the traditional costs of parking from development costs and puts it on those that specifically use the spaces. | <ul style="list-style-type: none"> • Would be context related. • If not applied to the correct context, it could create spillover parking impacts. | | <ul style="list-style-type: none"> • Would potentially reduce parking on sites as parking would be assessed by market needs and not specifically parking requirements. • Would simplify zoning reviews. | <ul style="list-style-type: none"> • Would free up space on sites for other amenities. <p>Puts more onus on developers to determine their own parking needs that would need to be met on a site.</p> | | Creates more flexibility in site design if less parking is required on site. | | | | |

Departments:

AMPS PRIORITIZATION MATRIX

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| Transportation |
| CP&S |
| DUHMD/PS |
| Municipal Courts |
| Other |

Develop Code:
 √ = minimal
 \$ = under \$1000

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|--------------------------|-------------------------|---------------------------|---------------------|
| Code and Land Use | Kathleen, Lead | Business Community | TMP Update |
| | Charles Ferro, CP&S | Property Owners | Sustainable Streets |
| | Lesli Ellis, CP&S | Residential Neighborhoods | Comp Plan |
| | Elaine McLaughlin, CP&S | | Economic Strategy |
| | Sam Assefa, CP&S | | |
| | Randall Rutsch, T | | |
| | Marni Ratzel, T | | |
| | Liz Hanson, CP&S | | |
| | Dave Thompson, PD&S | | |
| | CAO ? | | |

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