

FAQ: How will access and parking be addressed in the hospital site redevelopment?

Existing Parking Conditions

The parking garage at Alpine and Broadway has a total of 407 parking spaces. A goal of the project is to have the site function adequately without having to build additional parking. There are just over 900 parking spaces on-street in the 22 surrounding neighborhood blocks, and approximately 50% of these on-street spaces are unoccupied mid-day on a weekday.

Parking Supply and Transportation Demand Management Approach

Land uses desired on the site can be supported by a range of options for access, mobility and parking. Different levels of parking and Transportation Demand Management (TDM) investments can be designed to support the desired mix of uses. TDM programs can offer a mix of transportation options, such as bike and car share and transit, combined with The transportation analysis for the Alpine-Balsam site considered a broad spectrum of access and parking approaches based upon local and national examples:

- National Average level – On the high end of the parking supply spectrum, the analysis used national average ratios for residential and non-residential uses based on Institute of Transportation Engineers (ITE) trip generation and parking utilization rates. This level of analysis does not factor in any TDM programs to manage parking demand.
- Boulder Citywide Level – To consider a more modest parking supply ratio for both residential and non-residential uses and a minimal investment in TDM programs and services, the next level of analysis is based on the average parking supply rate throughout the Boulder community. This parking supply rate is lower than ITE estimates and considers Boulder’s long history of investing in multimodal infrastructure and the Community Transit Network (CTN).
- Boulder “District” Level – To consider parking supply rates comparable to other Boulder mixed use districts such as downtown Boulder and Boulder Junction, the next level of analysis considered lower parking supply ratios and higher investment in TDM transportation options.
- **Boulder TMP Goal Level – This level of analysis represents the parking supply rates, parking pricing and policies, and TDM program investment that would be needed for the Alpine Balsam site to meet the city’s TMP mode share objectives. For this level to be functional, increased investments in on-going TDM programs and transit service would be needed along with increased parking costs. RECOMMENDED**

It is assumed that the **TMP Goal Level** assumptions will be applied to the trip rates and parking rates for these residential focused scenarios on the Alpine-Balsam site. It is also assumed that these same assumptions will be used for the residential infill in the larger area plan consistent with the district approach to providing on-going services. *This approach is tested and working in other areas of the city (see Boulder Junction Case Study below).*

Transportation Demand Management (TDM) measures will be important to reduce the demand for parking by the new land uses on the Alpine Balsam site and help minimize automobile access. Parking



Alpine-Balsam



projections have considered “Enhanced Mobility/TDM” levels of parking supply, consistent with the City of Boulder Transportation Master Plan and the on-going efforts in the Boulder Junction area.

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Boulder Junction Case Study

In the Boulder Junction Access District, there are two overlapping general improvement districts. The first district is focused on parking. The Parking Access District provided the ability to construct shared public parking in Boulder Junction and provides the on-going revenue to manage on- and off-street parking for residents, employees and visitors. The overlapping Transportation Demand Management (TDM) Access District’s property tax revenue provides all residents and employees with annual Eco Passes, bike share memberships and carshare memberships and credits.

Boulder Junction is also guided by a Trip Generation Allowance, an ordinance, which states that the District as a whole can only produce 45 percent of the trips that would be expected for that mix and sizes of land uses. While Boulder Junction is still developing and transit services is not at the desired level, the District is only producing 58 percent of expected trips after its first evaluation in 2017.

Boulder Junction also incorporated the use of parking maximums instead of minimums and serves as the first parking district managed by the SUMP principles of shared, unbundled, managed and paid. Residential developments are limited to 1 parking space per unit and commercial developments can build little or no parking and rely on district parking. Parking supply and demand analyses have demonstrated that Boulder Junction residential parking demand is 0.9 per unit and that commercial demand is being met by a combination of private and public parking.