

## Parking Analysis for Boulder County Relocation to Alpine-Balsam

### Parking Analysis Initial Conclusion:

- Even at most conservative, parking demand for both city and county staff and customer needs cannot be met in the existing structure even with the additional deck.
- Combined City + Housing parking needs appears to work within the existing structure with little spaces to spare. At this early stage of planning, it is important to be somewhat conservative and not to estimate parking needs with the maximum possible reduction. Not having all defined uses, district management approaches, and other needs fully defined necessitates some flexibility included in the analysis.
- Changing assumptions for uses at Alpine-Balsam results in significant trade-offs: if Boulder County were to occupy more space at Alpine-Balsam to achieve building and parking, the impact on housing is significant (reduction of approx. 60 units) OR if Boulder County reduced building square footage to match parking supply, only roughly half of their building needs would be met.

Entity	Demand Driver	Estimated Parking Required*	Subtotals	Total
City	Staff: Brenton + Pavilion (up to 380 staff)	210-270	250 - 330	730 - 800
	Customers	20 – 30		
	Fleet, maintenance, or other needs	20 – 30		
Housing	Housing with shared parking excluding county site** (~150 units east and center north blocks, 0.8 space:unit)	120	84 daytime parking demand (36 spaces can be shared w city uses)	
County	Staff: HHS, Community Services and Public Health (up to 433 staff)	270	385	
	Customers	75		
	Fleet/Maint/Case Worker/Other	40		

\*Note: all estimates are approximate. Until more specific design, review, and approval processes occur, parking demand is based on a range of assumptions for function, number of units, staffing, customer needs, etc.

<b>Parking Supply</b>	
Current Structure	400
Potential Additional Floor	60-80 spaces
<b>Total</b>	<b>Up to 480 on-site</b>
On-Street (new 11 <sup>th</sup> Street)	Limited short-term space
Public ROW nearby streets	<p>Assuming 925 on-street parking spaces in blocks surrounding the site, currently utilized at 49% and could be programmed in conjunction with a Neighborhood Parking Permit (NPP) program:</p> <ul style="list-style-type: none"> <li>• There are approximately 50 typical street block face equivalents (long north/south blocks counted twice in some cases) within the surrounding neighborhood where increased on-street parking utilization could be considered.</li> <li>• Assume that commuter and/or resident parking permits could be sold at a rate of 3 per block face (these permits would be in assigned blocks to distribute the parking and avoid over parking on block faces closest to the Alpine/Balsam site)</li> <li>• This yields an approximate increase of 150 parking spaces utilized in the surrounding neighborhood.</li> <li>• 150/925 equals a 16% parking utilization increase in the surrounding neighborhood,</li> <li>• This would increase the daytime utilization to 65% (49% existing + 16% new).</li> <li>• Utilization at 65% would typically leave available space for residents and their visitors, even during times of peak utilization.</li> </ul>

### Parking-Related Housing Impact

The Area Plan designates the southern portion of the center block as the desired location for the Boulder County service center with shared parking in the existing structure. Given the full range of parking needs that cannot be accommodated in the structure, if Boulder County were to assume more space on the site in order to accomplish the needed 120,000 sq.ft. and new structured parking, it would require that the full center block be devoted to county use. Impacts include:

- Less space for housing: total site unit yields change from 120-170 units (Bo. Co. with only South Center Block) to 60-90 units (Bo. Co. with entire Center Block)
- The area plan's land use map, design guidelines and urban design plan would need to be amended. Currently, the urban design plan illustrates a greenway, linear park and pedestrian connection bisecting the site from the proposed plaza space to North Boulder Park. As outlined in the plan, parking and vehicular uses fronting this linear park connection is not ideal as it impacts the quality of the public realm and the walkability of the connection. Additional architectural design solutions minimizing the visual impacts of the parking structure(s) and activation of the pedestrian connection, for example modifying building program to provide adjacency of interior public

spaces to the exterior public spaces and improving human scale treatment of the exterior building elevation(s) fronting the greenway, will likely need to be employed.

### Break-Even Parking Analysis

Boulder County staff conducted an assessment to understand how much building square footage could be accommodated with the potentially available parking supply. Low and high estimates reflect the ranges shown above. In a “best case” scenario that meets parking criteria the analysis shows that the following would apply:

- An additional deck would be needed on the existing structure
- Some parking would need to be constructed on the ground floor of the county building
- Only 69,000 SF, or roughly half of Boulder County’s minimum space needs would be met

Supply			Demand		
Existing Parking Garage	Extra Parking Deck	County Parking Deck	City/Housing Parking Low Demand	City/Housing Parking High Demand	County
400	80	75	334	414	385
Available for County Use					
Existing Parking Structure Low Demand	Existing Parking Structure High Demand	Extra Parking Deck Low Demand	Extra Parking Deck High Demand	County Parking Deck Low Demand	County Parking Deck High Demand
66	-14	146	66	221	141
County SF at Break-Even Parking Supply/Demand					
Existing Parking Structure Low Demand	Existing Parking Structure High Demand	Extra Parking Deck Low Demand	Extra Parking Deck High Demand	County Parking Deck Low Demand	County Parking Deck High Demand
20,571 SF	-4,364 SF	45,506 SF	20,571 SF	68,883 SF	43,948 SF

## Considerations Informing the Analysis

- The city's demand in the existing structure may exceed the goal of 1.9 spaces per 1000 building square footage. A parking reduction of this type would need to be granted through the site review and approval process. Under zoning code, the required number of spaces would be much great (~390 spaces). Other demand may be needed for secure bike parking, fleet parking, or other maintenance or operations functions.
- City organization employee parking demand is likely to be between 210 and 270. These estimates are based on spaces per 1000 SF of buildings and using a vehicle trip rate (VTR) of 70; meaning approximately 70 vehicles are needed to move 100 employees in a combination of SOV and MOV trips. A VTR of 70 is indicative of the city organization as a whole while the VTR of the Civic Area is closer to 55.
- Housing totals exclude west block units that are assumed to self-park. Housing totals and required parking above are based on Boulder County occupying the south portion of the center block. If the south portion of the center block is used for housing and not county offices, approximately 240 units would require 190 spaces (0.8 spaces per unit) and requiring 133 daytime parking demand in the structure (Approximately 30% of spaces required for housing can be shared with civic uses). Depending on the occupancy of the housing, this could be further reduced e.g. car-free housing, senior housing permanently supportive housing.
- Alpine-Balsam Access & Mobility Strategy includes goals to achieve mode share, emissions reduction: 1.9 spaces per 1000 square feet; SUMP principles for parking including development of a Parking District, robust TDM for staff, customers, and housing. Property taxes and/or PILOT fees would provide annual, on-going funding for TDM programs and services such as EcoPasses, bike- and carshare memberships, and other micro-mobility or TNC services.