



# TDM Toolkit for New Development & Parking Requirements

*Stakeholder Meeting #1*

*September 1, 2015*



# TODAY'S AGENDA.

- Purpose & Process
  - *Part of AMPS Phase II*
  - *Process*
  - *Objectives*
  - *Desired outcomes*
- Focus Area Updates
  - *Parking Requirements*
  - *TDM Toolkit for New Development*
- Group Discussion Questions
- Next Steps & Wrap-Up



**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, biking, 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 neighborhoods**

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

**mixed use neighborhoods**  
• North Boulder

**transit oriented development**  
• Boulder Station  
• Depot Square

**historic commercial**  
• Downtown  
• University Hill

**office park**  
• East Boulder  
• Easton Park

**residential**  
• Mixed-Use  
• Multi-Family  
• Single-Family

**suburban commercial**  
• 26th Street  
• Tenth Place  
• Baseline

  [bouldercolorado.gov/amps](http://bouldercolorado.gov/amps)

## Collaborative Process

Stakeholder Input  
(September – October)

- Joint Board Session
- AMPS Open House
- Presentations to boards and commissions
- City Council Study Session

## Objectives

- \*Identify existing conditions
- \*Understand the relationship between TDM and Parking Requirements
- \*Develop recommendations that support TMP and Climate Commitment goals

## Desired Outcomes

- \***TDM:** Draft ordinance for TDM requirements for new development
- \***Parking Requirements:** Draft recommendations on parking requirements and land use

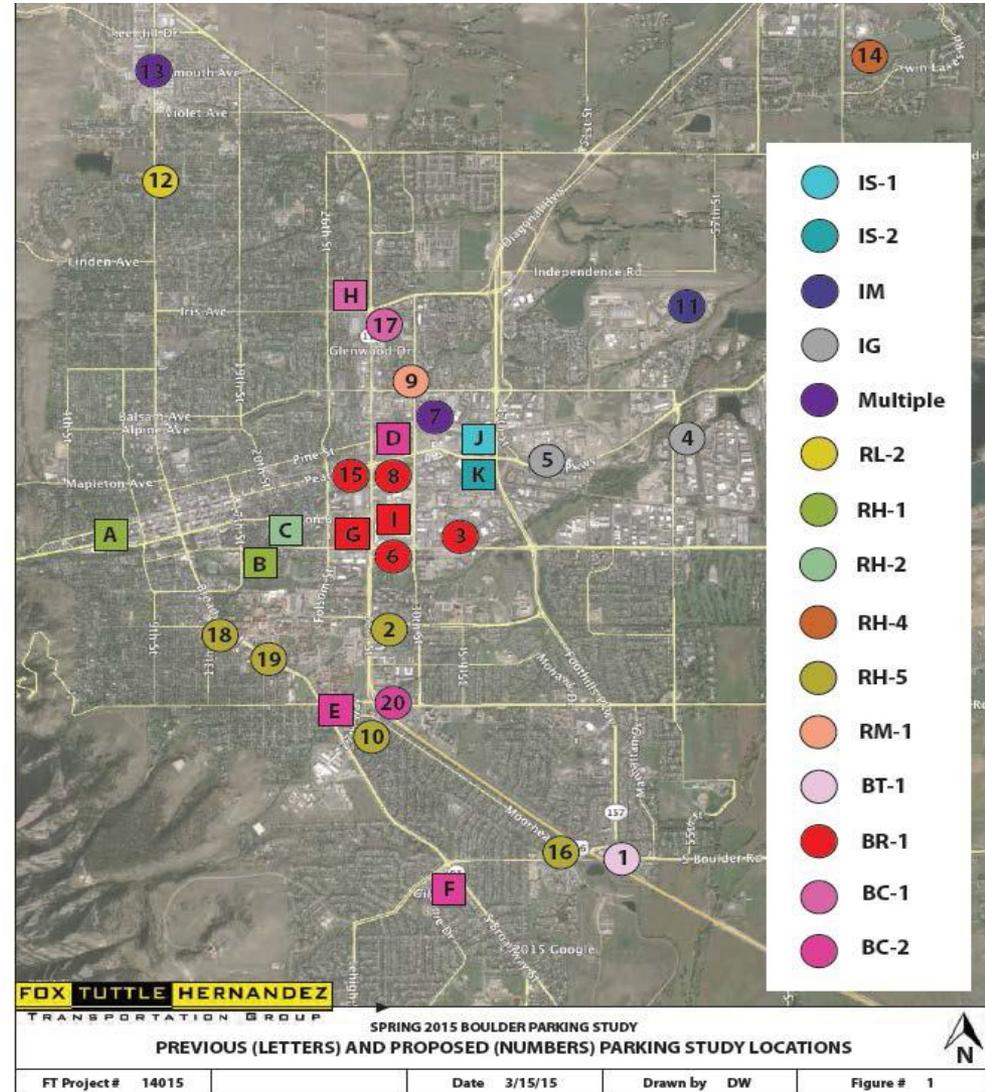
- Off-Street Parking Requirements

- *Best Practices:*

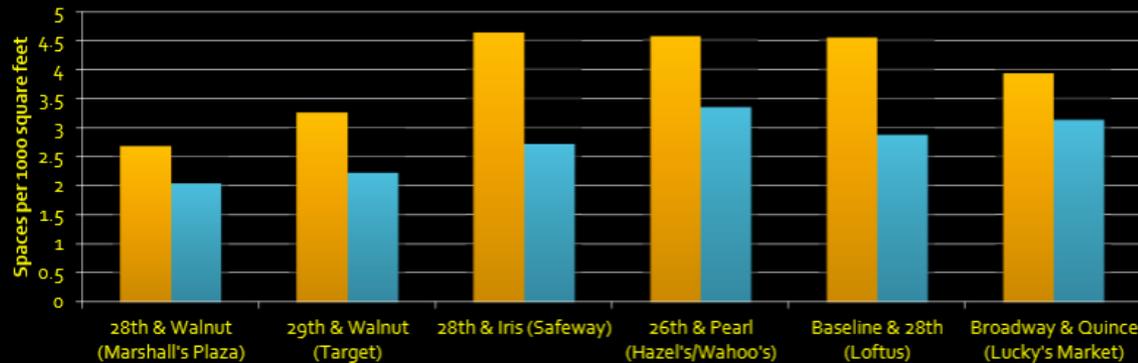
- Parking maximums/TDM requirements for minimums
    - Shared parking requirements
    - Automatic parking reductions
    - Special parking requirements along multimodal corridors
    - Unbundled parking in areas outside of Boulder Junction
    - Requirements for electric vehicle charging stations

# FOCUS AREA UPDATE.

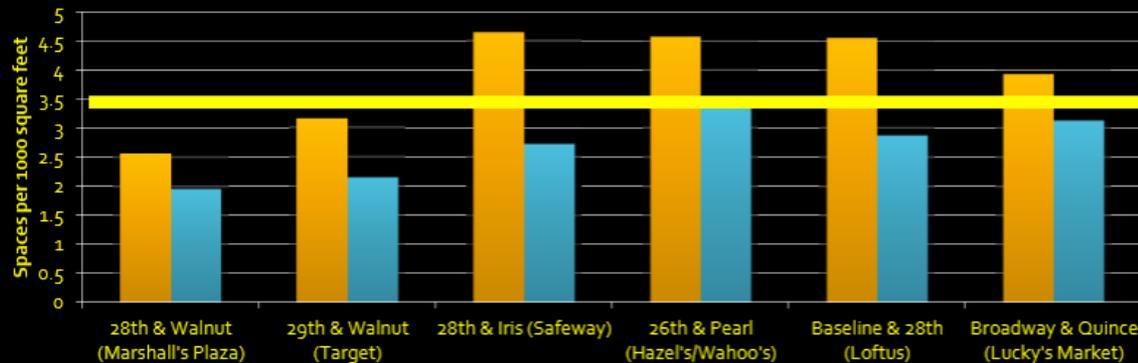
- *Parking Data Gathering*
  - Over 20 locations & different land uses
  - Supply/Demand analysis
  - Transit rich/walkable areas vs. more suburban, isolated areas



## Parking Supply & Highest Demand Rates for Commercial Sites



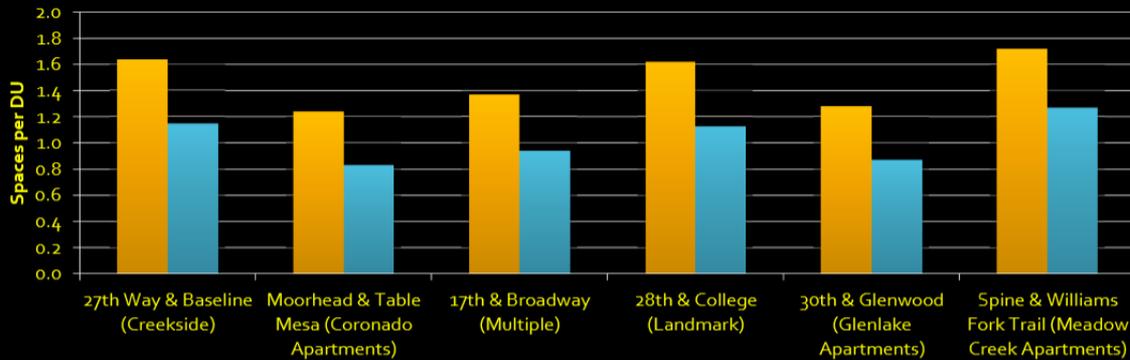
## Parking Supply & Highest Demand Rates for Commercial Sites (Excluding On Street)



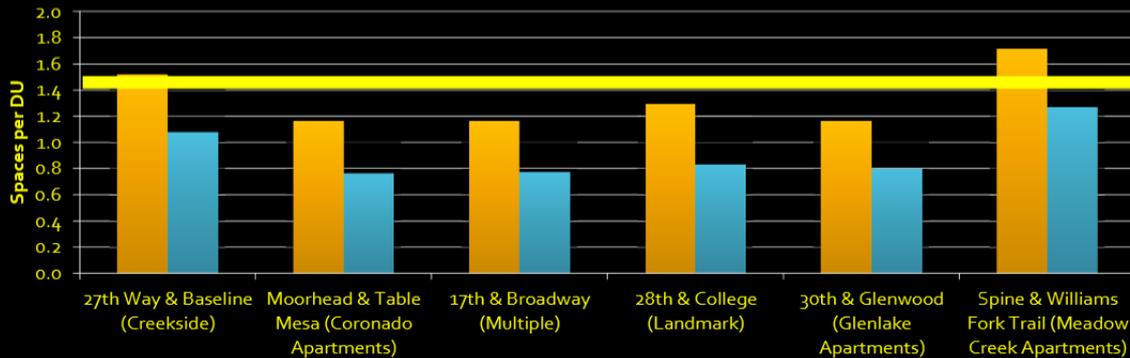
**3.5**  
(spaces per 1000 square feet)



## Parking Supply & Highest Demand Rates for Residential Sites



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



**1.5**  
(spaces per DU)



Focus Area Questions – Parking Requirements

- Should new requirements include a parking minimum, parking maximum or both?
- Should new requirements be a range (2-5 spaces?) tied to TDM requirements?
- Should automatic parking reductions be applied to major transit corridors?
- Should unbundled requirements apply to other areas outside of Boulder Junction?
- Should EV stations be required? Where and how many?

- TDM Plan Requirements for New Developments
  - Council initiated, goal-oriented and connection to TMP and Climate Commitment
  - Options
    - District Approach
    - City-wide Approach
  - Impact of parking requirements on TDM strategies

## ***FOCUS AREA UPDATE.***

- District Approach
    - Using Boulder Junction as a model
  - City-wide Approach
    - TDM Plan Ordinance
  - Parking Code Option
    - TDM Plan requirements are dependent on parking supply
- Measureable Objective
    - Trips or SOV mode share
  - Triggers and Thresholds
  - Required TDM Elements
  - Monitoring
  - Enforcement
    - Area of least consensus

## Focus Area Questions – TDM for New Development:

- What immediate reactions and questions do you have with regards to what you just heard?
- How do you see the relationship between TDM and parking in the city?
- What issues do you see that can/should be addressed during this process?
- Considering the city's goals to mitigate vehicle traffic, reduce greenhouse gas emissions and increase transportation options, what changes to TDM and parking do you think would be effective in making progress towards those goals?
- Considering the city's current approach to TDM in the development process, what do you think works well and what doesn't and why?
- What do you think works well at Boulder Junction and what doesn't work well and why?

## ***NEXT STEPS.***

- Continue Stakeholder Engagement
  - Two more stakeholder meetings (Sept. & Oct.)
  - AMPS Open House (9/28, 5:00 – 7:30 PM)
- Draft recommendations for Council
  - **TDM:** Draft ordinance for TDM requirements for new development
  - **Parking Requirements:** Draft recommendations on parking requirements and land use
- Join the conversation online
  - AMPS Website: [www.BoulderColorado.gov/AMPS](http://www.BoulderColorado.gov/AMPS)
  - InspireBoulder: [www.inspireBoulder.com](http://www.inspireBoulder.com)





***THANK YOU!***

## **TDM for New Development**

Chris Hagelin

Senior Transportation Planner

GO Boulder/City of Boulder

303.441.1832 (office)

[hagelinc@bouldercolorado.gov](mailto:hagelinc@bouldercolorado.gov)

## **Parking Requirements**

Karl Guiler, AICP

Senior Planner/Code Specialist

City of Boulder

303.441.4236 (office)

[guilerk@bouldercolorado.gov](mailto:guilerk@bouldercolorado.gov)

