TDM Toolkit for New Development & Parking Requirements – Stakeholder Meeting
September 1, 2015

Attendees:
1. Chris Hagelin, City of Boulder
2. Karl Guiler, City of Boulder
3. David Thompson, City of Boulder, Public Works, Development Review
4. Catherine Schweiger, Mapleton Resident, on edge of parking district
5. Andy Greenwood, Macerich, 29th Street Mall
6. Kate Honea, Macerich, 29th Street Mall Property Manager
7. Ulla Hester, UrbanTrans
8. Matthew Kaufman, UrbanTrans
9. Dave Bacon, Morgan Creek Ventures, building at Spruce and Broadway, Transit Village
10. John Coval, Coburn Development
11. Edward Stafford, City of Boulder Public Works
12. Matt Trason, Dart Properties – phone
13. Tricia Freedman, Regency Centers – phone
14. Bruce Dierking, attorney/developer
15. Kevin Knapp, developer
16. Attendee – came in after introductions

Parking Requirements General Q&A

- Comment: Wants to make sure that there has been data collected at different times, throughout the week and weekend
- Q: How do we reconcile a data snapshot with the diverse uses/situations around Boulder?
- Q: Are you still looking at special permits for specific uses (pkg requirements for specific uses)?
- Q: Does 3.5/1,000 data include restaurants? Are you going to distinguish restaurants from retail?
- Q: How are you planning to treat medical office? As just office?
- Karl: Details are still being explored, but the data show surprisingly little variation by use or urban vs. suburban location and there is a desire to simplify the code as much as possible and not have too many categories. This would also make it easier when land uses change at a particular location.
- Q: Is this tied in with form-based code initiative?
- Karl: The form-based initiative is limited to Boulder Junction.

Parking Requirements Discussion Q&A

Should new requirements include a parking minimum, parking maximum or both?

- 4th and Mapleton planned senior housing project – the plan includes parking far in excess of requirements and a large green space would become a parking lot. In this case a parking maximum would work better.
- Q: What about parking deferral policy?
- Q: How would parking maximums apply to existing properties?

- Karl: Applying a new maximum to existing development would be tricky, even if significant changes are planned.
- Not a fan of parking maximums; our community is still heavily dependent on SOV. Maybe it comes down to design and construction techniques. This might be a compromise rather than denying additional parking. Underground, stacked parking, attractive landscaping, etc.
- Karl: There is an example from another community, which does not factor subterranean parking into the maximum count.
- For redevelopment and infill development there is a strong financial incentive not to overbuild parking – doesn't need to be regulatory. Doesn't know that maximums are needed.

Should automatic parking reductions be applied to major transit corridors?

- Yes, if it is automatic and doesn't include another approval process and as long as developers can provide more if they want to.
- Depends on use, restaurants would need more parking than other uses

Should unbundled requirements apply to other areas outside of Boulder Junction?

- Struggling with management of unbundled parking; great idea on paper but difficult in practice. New technology will help manage parking spaces more dynamically in the future.
- It can be complicated to manage, particularly when multiple uses share parking. May be easiest to implement in single use, residential developments.
- Important to think about how concept is presented – incentive or disincentive (a discount for those who do not need a parking spot rather than an additional charge for those who do).
- Boulder Junction and maybe other access districts

Should EV stations be required? Where and how many?

- Q: How much of the general population drives EV car? Nationally about 2% with significant growth projected. Boulder is an early adopter area.
- EPA viewing charging station as interim solution (Matthew) – as the range of electric cars grows and people become comfortable with that, there will be less of a need for charging stations outside of residential locations.
- Makes sense for some uses more than others, particularly residential uses. Tool in TDM Toolkit but not a hard requirement.
- Put it into his development because tenants were asking for it but they are struggling with how to charge for use (electricity).
- Maybe City could encourage adaptability/readiness (build in sufficient electrical capacity) or incentivize but perhaps not make it a requirement.
- It would be good to have some data over the next couple of year to see where demand is going.

TDM Requirements General Q&A

- Q: Can you elaborate on different TDM strategies?
- Chris: Possible TDM strategies include Eco-passes, pre-tax transportation benefits, car/vanpooling promotion and incentives (DRCOG). Vanpooling most underutilized option in the

Front Range (Currently 28 vans coming to Boulder compared to about 1500 vans in the Puget Sound area). The city currently grants a $20/month rebate for anybody coming to and leaving Boulder in a van. Alternative work schedules, telework, flexible hours, compressed work week. Other strategies include employee transportation coordinator networks, information kiosks, events (such as the bicycle challenge taking place this month), and parking management, such as charging for parking.

- Many TDM strategies depend on tenant/employer and what they are willing to do.
- Could be management intensive. Employee transportation coordinators are typically employed by large companies, who view transportation benefits, particularly the Eco-Pass, as a recruitment and retention tool.
- What would it take to administer this ordinance? How do we get maximum effectiveness with minimal regulatory effort?

Parking Requirements Discussion Q&A

What immediate reactions and questions do you have with regards to what you just heard?

- o Incentivizing behavior you want to see and vice versa; example of disincentive – taxing developments that want parking over requirements and that money goes into a TDM District
- o Combination between district-wide TDM approach and parking codes sounds like a good option
- o Past experience – get a set of requirements and then you have to work to fulfill them; the onus is on the developer to solve the problem. A better approach might be for the City to establish a vision about where they want to go. City needs to step up and put programs and infrastructure into place.
- o Hears that people have challenges getting around town; doesn't think that we have proper infrastructure that we need. Don't see the broader vision and things are being piece-mealed together. Need leadership and a bigger program to buy into that doesn't put it on the backs of developers.
- o "When you give people a viable option that works, they take it"
- o "We can move people around this town much better than we are doing now"

Question #2: How do you see the relationship between TDM and parking in the city?

- • What about having a more simplified ordinance requirement that is directly related to how much parking is require? Should we explore this further? Not necessarily hit a specific trip reduction goal, but implement certain programs?
- • Tweak: trigger TDM plan to get past maximum parking requirements?
- o Q: Is there any discussion about perimeter parking?
- o Yes, satellite parking areas are being explored, such as in North Boulder, along the Diagonal and at Table Mesa Park & Ride, which currently has extra capacity.
- o Bike share and car share could help support perimeter parking.

- City-wide programs and services would be great. Satellite parking, bike and car share would be great to have available. Council shouldn't be afraid of additional services, everyone likes to have options.
- Another big issue with TDM ordinances in general is that tenants need to implement. Developer doesn't have much power over tenants.
- Chris: Another option would be to look at an employer based approach (commercial). Washington State's ordinance requires that employers with more than 100 employees TDM plan. They don't use fines or penalties.

What do you think is working so far in general and at Boulder Junction?

- Q: What does city staff think is working well?
- Chris: Currently the only thing we have control over is financial guarantees/escrow accounts to pay for eco-passes. People have to submit TDM plan, but there is no explicit requirement that they actually get implemented. Eco-pass program works. Over 70% retention rate of biz continuing to provide eco-passes after 3 years. Cheap to provide $145/year. HX and S bus routes are running out of Boulder Junction. BRT services will start in 2016. What works in Boulder Junction now is that we have created a long-term sustainable funding source to provide programs and services. At Solana everybody can buy 50% off B-cycle membership and the station there is the #3 most used station in system. Soon, car share will take off once parking garage is open and Hyatt is dedicating 2 spaces to car share. Having taxing district is key to success, because it provides long-term funding for services.