C I T Y O F B O U L D E R
TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

MEETING DATE: March 10, 2014

AGENDA TITLE: Public Hearing and Consideration of a Recommendation to the City Manager regarding Exclusion within in the Fairview Zone

PRESENTER/S:
Tracy Winfree, Director of Public Works for Transportation
Molly Winter, Director, Downtown University Hill Management Division and Parking Services (DUHMD/PS)
Eric Guenther, Assistant Parking Manager, DUHMD/PS

EXECUTIVE SUMMARY:

At the February 10th TAB meeting the staff recommendation to remove the 3700 block of Longwood was tabled. The purpose of this memorandum is to provide additional information and background regarding the staff analysis regarding the request to remove of portion of the Longwood Neighborhood Parking Permit zone as requested by 100% of the effected residents.

STAFF RECOMMENDATION:

Suggested Motion Language:

Recommend to the City Manager to accept the staff recommendation to remove the 3600 and the 3700 Block faces of Longwood Avenue in the Fairview Neighborhood Permit Program as delineated in Attachment A and B.

BACKGROUND:

The NPP program was created in 1996 as a modification of the original Residential Parking Program (RPP). The purpose of the program is to promote neighborhood livability while providing balanced access to city right-of-way. The program works by creating limited access to city streets in neighborhood areas through permit restrictions. Between 1996 and 2002, eight zones were established: Columbine, Fairview, Goss/Grove, High/Sunset, Mapleton Hill, Whittier, University Hill and University Heights. In 2008, two new zones – West Pearl and East Ridge/Pennsylvania - were created. Please see Attachment C for a background description of the program.

ANALYSIS

The process for removal of an area from an existing NPP is outlined in the city's NPP guidelines:

At least 60% of the adults on the block face must sign a petition in favor of such removal. No block face will be removed unless it has been in a zone for two years. If a block face has been removed, it may not be re-included in a zone for two years. The City Manager is not required to remove any part of a zone if it is not in the public interest to do so.

Removal from a NPP is very rare and happened only once previously, with the 600 block of 13th St. in the Columbine zone in 2008.

A petition supporting exclusion from the Fairview NPP zone was received by staff from 100% of the residents within proposed exclusion. Based on the established process, a parking analysis was conducted on south side of Longwood Ave., which is a street which has a cul-de-sac at the West end and includes the 3200 to the 3900 blocks the current zone. The 3600 and the 3700 blocks of Longwood Ave. are the areas petitioned for exclusion. Due to the development patterns in this area, the streets are long and do not have the cross streets clearly delineative block faces that are typical in other areas of the city and in other NPP zones. Typically other block faces within NPP's have approximately six residences per block face. The south side of Longwood has twenty six residences West of Greenbriar Blvd., to the cul-de-sac. All residents are situated on fairly large lots with driveways and off-street parking. While not separated by a cross street, staff determined there are approximately four block face equivalents along Longwood Ave.

There are approximately 28 available parking spaces on the south side of Longwood Ave. between the addresses of 3970 to 3610 Longwood Ave. The addresses requesting to be excluded include 3610 through 3790, which are within the two block faces proposed for removal.

There are approximately 16 parking spaces within the requested removal area. On two different days and at four different times, there were not more than six permitted vehicles parked in the south side of this zone, which currently includes the addresses of 3610 to 3970 Longwood Ave. The maximum number of vehicles without permits was seven and this occurred on both days between the hours of 9am and 11am. The percentage of occupied spaces never exceeded 46% and there were no vehicles parked west of the NPP regulated zone. The vehicles without permits were parked at the east end of the block which is adjacent to Greenbriar Blvd. and closer to Fairview High School. It is reasonable to assume if this area, the 3600 and the 3700 block faces of Longwood, were removed from the zone that some parking may move west up the block. However, it should be noted that this street is a steep incline and may influence how many are willing to park up the hill and farther from their destination – Fairview High School. (See Attachment D)

Public feedback was received from other residents within the zone and expressed concern that should a section of the NPP be removed; additional parking from the high school would result in the unregulated area bringing more traffic, both vehicular and pedestrian, which could result in more noise and litter.

Based on the potential of the additional 16 spaces going from regulated to unregulated parking and based on the unlikely potential of 100% utilization, transportation staff determined that the potential trip generation is minimal and not significant.

Based on the analysis above, compliance with the NPP criteria for exclusion, minimal potential traffic generation and other impacts, and the 100% resident support, staff recommends exclusion of the 3600 and 3700 block faces of the Fairview NPP. The criteria state that once removed from a zone, a request to be included back into the zone cannot be made for two years.

PUBLIC PROCESS:

Initial proposals and maps were sent to the all the effected zone addresses as well as to residences in the surrounding neighborhood Fairview NPP areas. The flyer included information about an open house and the TAB public hearing in February 10, 2014. The open house was held on January 24, 2014 and four resident from the Fairview NPP attended. All input that staff received is included in Attachment E. A notice was sent to all effected and surrounding residences notifying them of the TAB meeting on March 10 and staff's recommendation.

Following the TAB public hearing and recommendations from the February and March meetings, the final proposals (both for expansions and exclusion) will be sent to the City Council for potential call up. If City Council does not call up the expansions and exclusion, the zone changes will be implemented as soon as feasible. TAB supported staff's recommendation for all the expansions at their February meeting. (See Attachment E)

STAFF RECOMMENDATION:

Staff recommends removal of the 3600 and 3700 block faces of Longwood Ave. from the Fairview NPP.

IMPACTS TO ADMINISTRATION AND ENFORCEMENT:

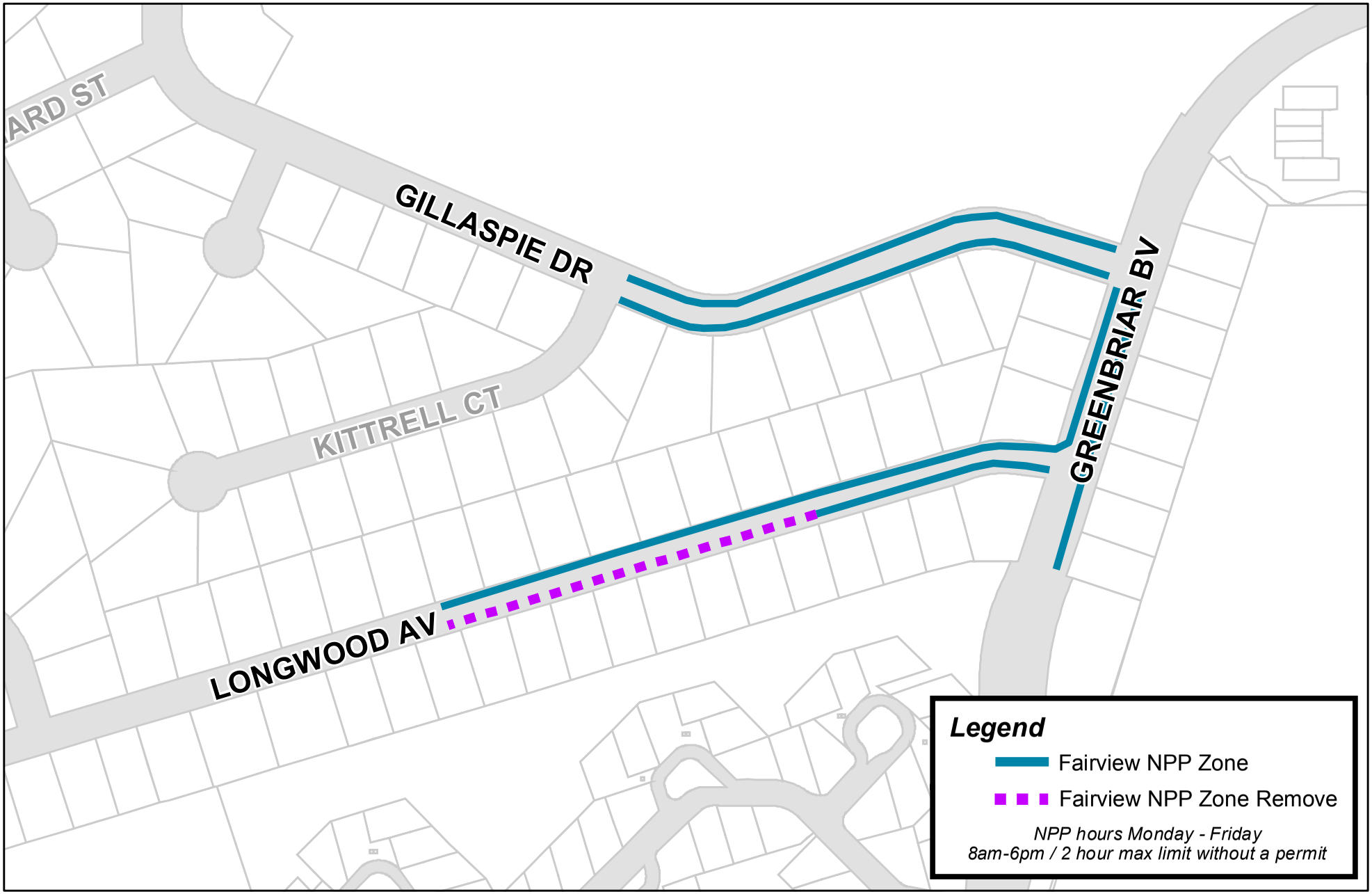
If approved, the exclusion of the 3600 and the 3700 block faces of Longwood Ave. would have a negligible impact on the NPP administration, budget and enforcement.

IMPLEMENTATION COSTS AND TIMELINE:

The estimated cost for removal is negligible, as it only requires the removal of one of the current NPP signs. Following the TAB public hearing and recommendations, staff will be preparing the final recommendations which will be submitted to City Council for call-up. After 30 days, if the expansions are not called up by Council, staff will begin the sign fabrication and installation process.

ATTACHMENTS:

Attachment A: Fairview Removal Proposal
Attachment B: Map of Fairview Area
Attachment C: NPP Background
Attachment D: Photo of Longwood Ave.
Attachment E: Public Input regarding Mapleton, East Ridge, Whittier NPP Expansion, and Fairview Removal Proposal



Fairview
Neighborhood Parking Permit (NPP) Zone

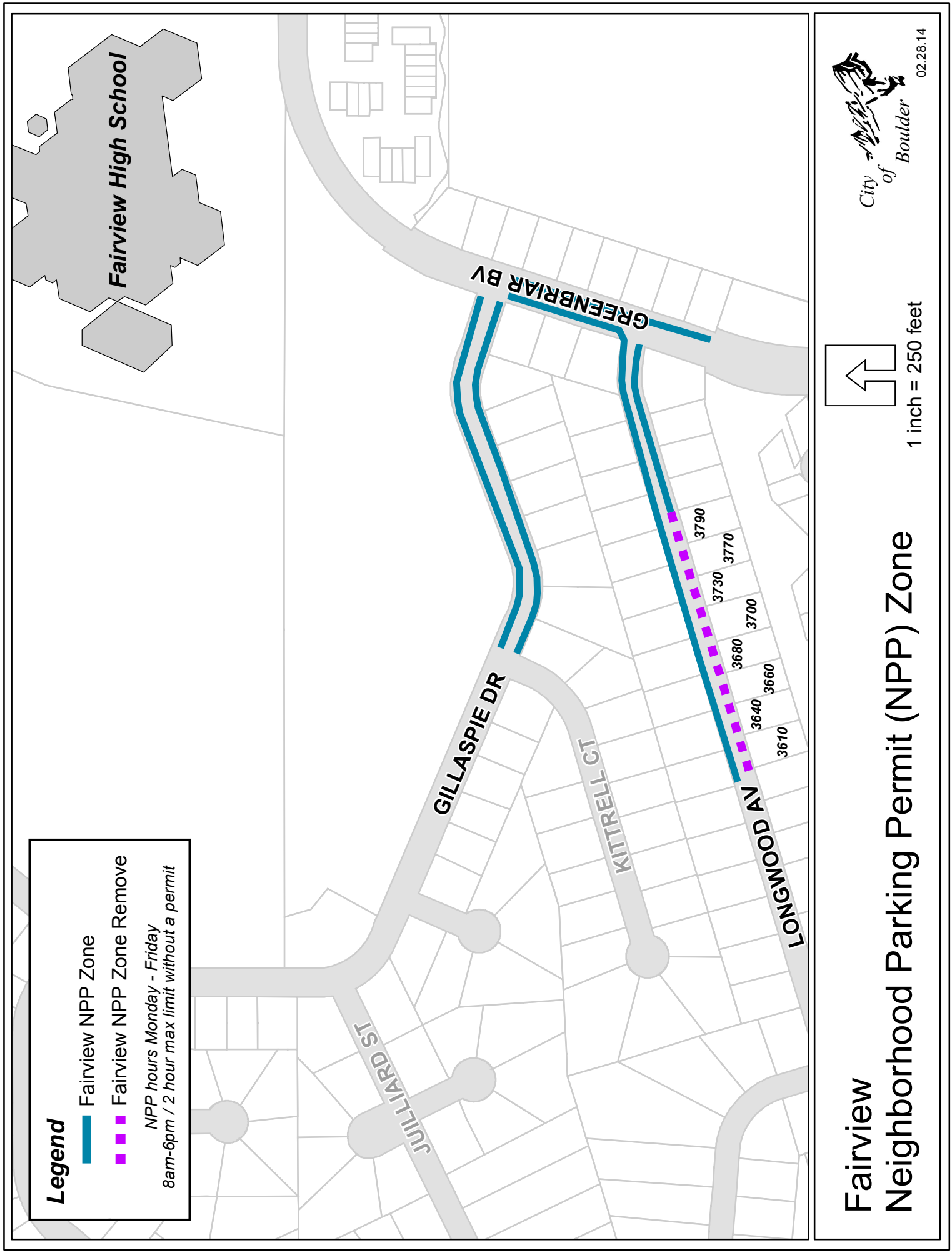
1 inch = 200 feet

City of Boulder

08.06.13

Attachment A: Fairview Removal Proposal

ATTACHMENT B: Map of Fairview Area



NEIGHBORHOOD PARKING PERMIT PROGRAM BACKGROUND

In 1986, the Boulder City Council adopted the Residential Permit Parking (RPP) program as a mechanism to relieve spillover parking in residential areas. The RPP program was designed to give preference in the use of on-street parking spaces to residents or businesses located within a designated zone, by restricting long and short-term non-resident parking on neighborhood streets. The program was first implemented in 1993 when RPP zones were established in the Mapleton Hill and University Hill neighborhoods. The RPP program restricted nonresident parking on neighborhood streets to two hours, Monday-Friday, 9 a.m. to 5 p.m. Concerns about the impacts associated with RPP implementation led Council to request an evaluation of the RPP program before proceeding with further zone implementation.

The Neighborhood Permit Parking (NPP) program was adopted by the City Council in May 1997 as an improved version of the RPP program. The NPP was designed to improve the balance between preserving neighborhood character and providing public access to community facilities. The new program provided for greater flexibility and new features not available under the RPP program, including:

- The availability of commuter permits within permit parking zones;
- The ability to tailor the time and duration of restrictions to meet the needs of the neighborhood; and,
- The one time only, per day, short-term parking component.

NPP parking restrictions limit on-street parking for vehicles without a parking permit. Vehicles without an NPP permit may park one time only, per day, per zone for the posted time limit and may not re-park in that zone again on the same day. Vehicles with a valid permit are exempt from the posted parking restrictions. Residents who live within an NPP zone may purchase up to two resident permits and receive up to two visitor passes per residence per year for $17/year. Businesses located within a zone may purchase up to three permits for use by employees and may apply for additional employee parking permits if necessary at $75/year.

The following are the existing NPP zones: Columbine, Fairview, Goss/Grove, High/Sunset, Mapleton Hill, University Hill, Whittier, University Heights, West Pearl, and East Ridge/Pennsylvania.

The NPP ordinance stipulates that up to four commuter permits may be issued per block face within an NPP zone to nonresidents. In November, 2012 Council authorized to change the ordinance making the commuter permit program a permanent part of the NPP ordinance. Commuter permits are issued on block faces where the average daily percentage of unoccupied parking spaces (“White Space”) exceeds 25 percent (15% in Goss/Grove). The maximum number of commuter permits issued on any one block face, within an NPP zone, is four. The current fee for commuter permits is $82 per quarter or $328 per year.

Attachment D - Photo of Longwood Ave.

PROPOSED NPP COMMENT FORM
01/24/14

NAME: Maria Berkenkotter

ADDRESS: 3910 Longwood Ave

EMAIL: azazae@azazoe2@yahoo.com

COMMENTS: I am opposed to the proposed exclusion to the Fairview NPP. I am concerned that we will ~~chanena~~ experience a significant increase in traffic on Longwood, particularly student drivers. I am also concerned that we will have students who can't get one of the 10 spots trying to turn around in the middle of the block and using our driveways to turn around. →

There are a great number of young children on our block - particularly in the lower half who may be at risk from this increased traffic flow of young inexperienced drivers. These issues ~~may~~ will be exacerbated due to the fact that we live on a hill that is not plowed. People get stuck all the time due to the snow and ice. This is particularly bad in the North (west) side of Longwood, as it remains under ice and snow due to the shade.

The only existing barrier to people parking in front of their homes if they want to is a $17 fee per year !!!! and this will not get the petitioning homeowners what they want - they'll have less parking - NOT more! Thank you!

PROPOSED NPP COMMENT FORM

01/24/14

NAME: SUZANNA DIENER + MIKE DIENER

ADDRESS: 3810 LONGWOOD AVE, BOULDER 80305

EMAIL: Suzanna.Diener@gmail.com

COMMENTS:

We feel strongly that lifting the ban on Longwood Ave would cause many undesirable effects. There are currently 14 children, 8 years – 1 year old, living within the first ~~four~~ six houses from the base intersection @ Longwood + Greenbriar.

Our concerns are:

(1) Safety for young children
(2) Trash in our rural mailboxes (increased amount)
(3) More traffic in our neighborhood from younger drivers
(4) Less utilization of public transportation

(5) Traffic enforcement is already loose, we would ask for significantly more.

(6) This ban has been successful for > 12 years. We feel this policy should be continued

(7) Students cutting through our yard to open space.

(8) On a steep hill, speeding traffic is already a significant ~~[illegible]~~ issue.

Please consider these issues when weighing the decision. We appreciate your willingness, especially, to consider our #1 concern which is safety.

Sincerely,

Suzanna Diener

Mapleton Responses

Hi Eric,

Just wanted to say a special thank you to you for seeing our petition through to this point! We are all very pleased to see this finally happening!

Best regards,
Diane Murphy
642 Mapleton Avenue
Boulder, CO 80304
****

Mr Guenther,
We only have a one car garage which is used by my wife. I am unable to reliably find a parking place in front of our home. The other NPP permit zones have pushed commuter cars onto our block. It is frustrated driving along NPP zones only to come to my block and find it full of cars. It is an unnecessary hardship on me to have commuters parked in front of my house forcing me to shuttle my groceries, etc.
Despite the inconvenience of getting permits and guest passes, we are very much in favor of adding our block to the NPP program. We see no other alternative.

Paul Flehmer
Lynda Gibbons
625 Highland Ave
303-444-5686

****
eric,
we've received the notice for the proposed neighborhood parking permit zone expansion for mapleton. thanks for sending these out. we live at the corner of 9th and maxwell and have been impacted by downtown parkers for years. we are worried that if the proposed expansion goes into effect it will just push people down ninth and maxwell. we ask that consideration be given to smoothing the juncture between the existing zone and the proposed zone by including 9th between mapleton and maxwell and/or maxwell between 10th and 8th.

thanks

t marshal seufert

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Eric,

I am a resident living near the corner of 9th and Maxwell writing regarding the proposed expansion of permit parking on streets near our house.

We have lived in our home for 23 years now, and have watched parking congestion steadily increase. On any given day, I watch the blocks around our house fill up with commuters parking to walk to the Skip and to the Pearl St. mall. Often over 75% of on-street parking between 9th and 8th on Maxwell is commuters. The area just to our east (between our corner on 9th and Broadway) is permit parking, as is the area to

the south and west approaching the mall. 9th Street between Mapleton and Maxwell is likewise bumper-to-bumper parked with many commuters on any given weekday.

Our family, which includes young children, often has to park a distance away, and simple trips to the grocery become a major hassle when we return to find no parking near our house.
Our mailman, who lived in the neighborhood for years before delivering mail here, has noticed this as well and now has to park in places where he risks being ticketed just to deliver mail.

In short, we have a parking problem that is increasing in this area, and the prospect of expanding permit parking in adjacent streets, but excluding Maxwell, will only increase the difficulty for residents of parking on the streets where they live. For that reason, I would oppose expanding permit parking if it does not also include, at a minimum, Maxwell from 8th to 9th.

Thanks for keeping us informed.

Lis Hunt White

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We live at the southwest corner of 6th street and Highland near the Mapleton Neighborhood Parking Permit Zone. We believe that the zone expansion is necessary, having been greatly impacted by dramatically increased parking congestion on both street sides of our house (as well as those of our neighbors) since the last expansion.

The proposed expansion, however, does not extend the current permit zone contiguously. Sixth Street from Spruce Street to Pine is included on both sides of the street in the current zone, and the proposed zone would include both sides of 6th from Highland Avenue to Mapleton. Sixth Street between Pine and Highland would be left open to parking between two zoned portions of 6th Street, creating even more parking pressure on that block of 6th. Combined with the current and proposed permit zone to extend on Highland Avenue from 8th to 6th, our block on both Highland and 6th streets would be subject to increased parking pressure on all sides.

Although the permit zone must end somewhere, not including this portion of 6th Street will create unfair hardship.

Thank you for your consideration.

Ann Amundson
2237 6th Street, Boulder
Tel: (303) 447-1183
****

Mr. Guenther,

I am writing in regard to the Proposed Neighborhood Parking Permit Zone Expansion: Mapleton notification I received. I live at 2445 8th Street (8th between Maxwell and Mapleton). The block I live on has,

- 4 houses that face 8th Street, 3 of which have no driveway, garage, or access from the rear for parking.
- An apartment building at the south end of the block.
- A multi-unit building.

I have lived in my house for more than 35 years and over the past few years, I have noticed a large increase in the number of cars parking on our block. I cannot count the times I have come home with no parking in front of my house. I am one of the 3 houses that have no off street parking.

I understand the frustrations of those home owners in the proposed area, however I am also concerned that 'pushing' more commuter, business, and local parkers into my block will only make the current parking problem unbearable.

Is there a way that the 4 houses that face 8th Street could be added to the NPP Expansion program? This would alleviate some of the frustrations of not being able parking in front of our houses. If so, what steps I would have to take for this to be accomplished?

Thank you. I look forward to hearing from you regarding this matter.

Sincerely,

Colleen Clifton
2445 8th Street
Boulder, CO 800304
303-442-8539
colleeng25@comcast.net

****

Eric,

I am disturbed by your suggested expansion of the permit zone.

I frequently walk from my house at 525 Mapleton to downtown and have not seen evidence of a parking problem on 6th and Highland.

So what problem are you trying to solve? Who is complaining about not being able to park in front of their houses?

I notice that you are not including 6th between Highland and Pine. I would have thought that would have been the first area that expansion would be needed.

I strongly object to commuter permits being issued at all. I see no reason for allowing business permits in a residential zone.

Adding more signs to our neighborhood is extremely distasteful to me.As it is unlikely that I will not be able to attend the meeting on Jan 24th, please read out my email to the assembly.

Sincerely,

Alan Delamere
525 Mapleton Ave
****

Hi Eric,

My wife and I are very much in favor of the Mapleton NPP Zone. We live at 631 Highland Avenue. Now, the mass of parked cars in this zone often makes it challenging to see oncoming traffic as we pull out onto 7th street and then Mapleton Ave.

Thank you,
Ricky Berger and Kitty Flynn
****

September 17, 2013

Molly Winter
Director of Downtown, University Hill Management Division and Parking Services
City of Boulder
1777 Broadway
Boulder, Colorado 80301

Dear Ms. Winter,

I am writing on behalf of Boulder Valley School District to express the district's opposition to the requested expansion of the Mapleton Neighborhood Parking Permit zone. As a stakeholder in the Mapleton neighborhood, we request the expansion be modified to allow parking on 7th and 8th Streets between Mapleton and Highland avenues and the 700 block of Mapleton.

Thanks to a partnership with the City of Boulder, BVSD recently opened the Mapleton Early Childhood Center in the Mapleton school building at 840 Mapleton Avenue. At the outset of the project, the district committed to include representatives from the neighborhood and the City in the design process to ensure that all stakeholder perspectives were represented. The 15-member design advisory team (DAT) included five neighborhood residents and 2 members of City staff (Bill Cowern - Transportation and Jessica Vaughn - Planning). The DAT assists the architect to meet the district's educational goals and the community's expectations for the facility. In addition, DAT members are expected to act as liaisons to their stakeholder groups, sharing the work of the team with stakeholders and the values and perspectives of stakeholders with the team.

Extensive time and discussion was given to addressing traffic and parking for the facility. One of the essential needs for the Early Childhood Center is safe bus drop off and pick up and safe, accessible parking that allows parents to park their cars and escort students to the school to sign them in and out as required by Colorado regulations. The neighborhood representatives in the group prioritized the preservation of open space on the site over additional parking.

Five options were considered over three meetings. The options ranged from providing no onsite parking to maximizing onsite parking by replacing the existing field with a parking lot. Early in the discussion, City staff noted the conflicting community interests of preserving green space and not displacing residential on-street parking. Neighborhood representatives noted they had discussed the issues with neighbors and the impression was that green space was more important than the parking concerns.

After robust discussion, the group reached a consensus for a solution that preserved a large amount of the green space and provided some onsite parking along 8th Street on the west side of the property. The accepted solution

planned for parent parking onsite and staff using the adjacent permit-free on-street parking. The chosen option successfully balanced each stakeholder group's needs and was supported by all DAT members.

There has been widespread enthusiasm for returning Mapleton to its educational purpose. We have heard this expressed especially by neighbors who are happy to see life and vitality return to the building after ten years of decline and deterioration. We understand the concern for increased commuter parking in the neighborhood and the impact this has on neighbors. However, this is one of the tradeoffs of reopening the school.

BVSD is conscious of being a good neighbor, and we share the City's goals of reducing private vehicle trips and encouraging alternative modes of transportation. Our TO School Program provides information and resources to staff and families to help them get out of their cars and get to school another way. BVSD offers Eco Passes at reduced rates for employees and provides incentives to join the program.

While we are hopeful staff will choose alternative transportation, we also are bound by the teachers' contractual agreement that states, "Every reasonable effort will be made to provide parking space for each employee." The district does not have the same obligations to other staff in the building. However, it is our desire to be equitable toward all employees. Maintaining permit-free parking on the streets adjacent to and nearby Mapleton would assist us in our efforts to provide equitable access for all employees. A total of 24 employees will travel to the school most days.

BVSD made the choice not to provide onsite parking for staff out of consideration for the interests of the neighborhood to maintain green space and because we anticipated there would be adequate, close on-street parking for staff. The proposal to expand the Mapleton NPP violates this good faith gesture and debases the DAT process and the efforts of the residents, City staff and BVSD staff who participated. In the spirit of compromise that characterized the parking solutions chosen by the DAT, BVSD requests that the proposed expansion of the Mapleton NPP be modified to continue to allow permit-free parking near the school. This compromise will allow for some expansion of the Mapleton NPP to protect residents' interests while also providing the needed parking for the school.

BVSD is grateful for our partnership with the City on this project, and we hope to continue our positive relationship. We ask that the Transportation Advisory Board honor the work of the design advisory team and modify the requested expansion of the Mapleton NPP.

Sincerely,

Don Orr
Assistant Superintendent of Operations

Boulder Valley School District

cc: Bill Cowern
Jessica Vaughn

****

Dear Mr. Guenther:

We enthusiastically support the proposed NPP that would include our house. Downtown parkers arrive daily and are likely to increase.

Sincerely,

Richard Collins

604 Mapleton Ave

Boulder 80304

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Fairview Responses

We are writing to let you know that we object to the proposed exclusion of the indicated block face in the Neighborhood Parking Permit Zone on Longwood Avenue. We can only surmise that the proposed exclusion has been petitioned by the homeowners living in that block face and we can only assume that they don't think the NPP program is necessary. The reason there is little or no problem with high school kids parking in that area is **because of** the NPP program. If you remove that proposed area from the NPP program, there will again be more students parking in that area.

Additionally, it will bring more high school traffic onto Longwood Avenue as students will soon discover that there is free parking on that street. The Fairview NPP is already a small permit area which means we need to share parking enforcement with other areas. Making the area smaller will make it even more difficult to have adequate enforcement. With one side of the street being permit parking and the other side being free parking, it will be easy for students to simply switch cars around to avoid getting tickets, yet the street will be filled with cars a good part of the time.

We are the original owners of our home and have lived on Longwood Avenue for 38 years. We remember what this street was like before we had permit parking. Most of Longwood Avenue had lost the benefits of a residential street. It was a parking lot for Fairview students with continual coming and going of vehicles, trash all over the street, and often disrespect for our properties. Some students had no problem with moving garbage cans out of the way so they could use the area for parking, making garbage pickup more difficult. With the street filled with vehicles, visibility was limited. Backing out of our driveways was sometimes actually dangerous. We were almost rear-ended a couple times when backing out of our driveway as a high school student pulled into our driveway at the same time to use our driveway for turning around.

There were a lot of devoted people in this neighborhood who put a great deal of time and effort into establishing the NPP program. It is hard to understand why anyone would want to get rid of it. And it was a neighborhood effort. The people on Longwood Avenue supported the people on Gillaspie Drive and vice versa.

We hope that you will reconsider the proposed removal of part of Longwood Avenue from the NPP program. However, if you and City Council agree to the removal, then **please** do it on a temporary basis while you monitor the impact it has on the neighborhood. We would also like to suggest that if you agree to this exclusion, then consider making the uphill side of Longwood Avenue a "No Parking between 8am and 4pm on school days" except with a permit. That will make it easier to enforce the parking restriction.

At first glance, Longwood Avenue may not seem like a problem street. However, when it snows, vehicles slide around and get stuck on a regular basis trying to get up the hill, creating quite a mess at times. We also have a problem with water drainage since the city did not provide enough culverts to handle all the

water. The culvert at the bottom of Longwood Avenue takes water from all the way up to the crest of Lafayette. When cars are parked too close to the curb when it rains, that water on the north side of Longwood is diverted onto people's properties sometimes causing significant flooding problems. The more cars that are parked on the street, the harder it is to keep water flowing down the street.

We hope that you will take all these things into consideration as you evaluate the removal of part of Longwood Avenue from the Fairview NPP program. We feel that $17 per year ($34 for two vehicles) is a small price to pay for the benefits we have received from being part of the NPP program.

Sincerely,

Roger and Norma Cichorz

3925 Longwood Avenue

(email: rcichorz@comcast.net)

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Eric Guenther
We are among those who will be affected by the proposed exclusion of one block on Longwood Ave and we very much support the proposed change. Since we moved here in 1987 we have not seen overflow parking from Fairview near our address and we expect that the change in parking rules will only be beneficial to our family and our neighbors.

Sincerely

Wilfred Douglas Costain
Anne N Costain
Lynne H Costain
3660 Longwood Ave
****

Dear Mr. Guenther,

I am writing to express my concern over the proposed neighborhood parking permit zone exclusion. I feel the current parking restrictions are warranted and necessary to ensure residents of Longwood Avenue can park in front of their homes.

I also believe that students might be further "encouraged" to drive to school with easy access to neighborhood parking. The city of Boulder does a great job of supporting public transit, and the SKIP stops right in front of Fairview High School.

In short, I hope that Parking Services upholds the current parking restrictions.

Thanks for recruiting this feedback. I appreciate the opportunity,

Ana Lamarque
Ana.Lamarque@gmail.com
3790 Longwood Ave
Boulder CO 80305
303-543-8125 H

303-551-4827 C
****

The street parking in front of my residence located at 3590 Longwood Avenue requires a NPP permit. I am opposed to removing the special NPP Zone designation per your letter received last weekend. Especially given the system is already in place. What is the motivation for removing just the partial area on the south side of Longwood Avenue?

There is little doubt that the Fairview students will simply park slightly farther west on Longwood Ave. Is the solution to push the students farther up the hill. There is a massive parking shortage at Fairview. Many students drive alone to school. I think the parking shortage needs to be mitigated by limiting the number of students who drive alone to school, clog the local sides streets and are driving recklessly in this neighborhood.

If you push the students farther up the hill, they will have problems up here. The hill on Longwood is very difficult to climb without 4 wheel drive. The hill is dangerous to descend as well. The road is not plowed or maintained and curves at the bottom.

David A. Blair

3590 Longwood Avenue
Boulder, CO 80305

Mobile: 303-748-4226
Email: daveablair1@gmail.com

****

Dear Eric

Thank you for asking for feedback about the proposed exclusion of a portion of the South side of Longwood Avenue.

I am strongly opposed to it for the following two reasons:

1) this will strongly increase the traffic on our street and seriously hinder the possibility of using the street for our own parking.

2) this sends the wrong message by increasing the availability of parking and therefore supports the use of personal cars instead of public transportation or non-polluting means of transportation.

Let me know if you have any questions or comments.

Sincerely,

Jean-Francois Lamarque

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Mr. Guenther,

This is in response to the letter I recently received concerning the Proposed Neighborhood Parking Permit Zone Exclusion of a Fairview area, located on Longwood Avenue. My husband signed the petition that Mr. Ridge brought

by but he wasn't thinking of the consequences of the student parking which we had before the permit zone. Now he does, after I reminded him.

I am opposed to this zone exclusion due to in the past the Fairview students were taking up all of the street parking on Longwood Ave. before the parking permit of this zone was instigated. There was no space for our second cars or visitors to those of us who have one car driveways and garages.

Not ALL of the students threw out their car trash, food wrappers and drink containers, beer cans and bottles, but enough of them did to make them unwelcome on our street in general as far as I am concerned. I know that one neighbor that lives across the street and down the hill had a business in his home and there wasn't a place for any client to park within almost two blocks of his house due to the students taking up all of the parking. He was the one that started the parking permit petition years ago. Now he doesn't have a business, besides he lives on the north side of the street.

The students would then walk at least two or more blocks to the high school. Too many students have cars at that school, because it is an affluent student body. It must be too lowly to ride a bike or take a school bus, or city bus, much less WALK somewhere, at least over two blocks. They often gang up in one students' car and just take fun rides somewhere.

We who have one car driveways, which are quiet common on the south side of Longwood Ave., being more middle class people than those on the north side, need at least one space in front of our own houses to park a second car. Or else have to move a car if one or the other needs to leave, most people are working couples, Or there isn't a space for any guests during the day. These reasons are why there was a permit parking in the first place. Everyone on this street has at least two or more cars. The man who started the petition for this exclusion, I believe his name is Ridge, has a two car garage and driveway. I do not know his purpose in the petition because he doesn't have to purchase a permit I don't think. Unless he has a third car....which he doesn't wish to have to purchase a permit for. (We only purchase one permit now, we were purchasing two.)

This is my feedback on this matter, and I think that Ridge is basically self concerned. It is too bad that some of us need to pay our money to park in front of our own house but that is how it is when there is a large high school just blocks away.

Thank you,

Glenda R. Nicol

3640 Longwood Avenue.

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Dear Mr. Guenther,

I am emailing you today to say that I do NOT support an extension of the NPP zone in the Fairview area to include my house, 3555 Longwood Ave. The parking in the area is not a problem and only at the very bottom of the block do high school students park from time-to-time during school hours. It is a major hassle for me to put permits in the widows of visitor's cars who come by for the day and I most definitely don't want to have to pay to park in front of my house!

Thank you for taking my vehement disapproval of this proposal into consideration.

Michael Flueck

3555 Longwood Ave.

Boulder, CO 80305

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Eric,
Thanks for the letter about the proposed NPP expansion at Fairview. I live at 3785 Longwood Ave. I am against this proposal as there are already way too many high school students parking on our street. I do not want the NPP excluded, I want it to be increased. I would prefer stricter penalties and shorter allowed parking times during the week as I do not want any high school students parking on our street. They are loud, leave trash everywhere, make random U turns in our street without warning, etc… This is both a safety issue, and a property value issue.

Please keep all of Longwood ave on the NPP zone.

If there is not enough room for the students in the Fairview high school parking lot, then the parking lot should be expanded.

Thanks for your time,
Bryan
303-359-2028

Bryan C Bergman, PhD
Associate Professor of Medicine
Division of Endocrinology, Diabetes, and Metabolism University of Colorado Anschutz Medical Campus PO Box 6511, MS 8106 Aurora, CO 80045
303-724-3919
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East Ridge Response

Dear Eric,

Please pass these comments on to the Transportation Advisory Board and City Council members.

We, the owners of the single family residence at 2860 Pennsylvania Ave support the continued expansion of the NPP as proposed BUT would prefer that the expansion ALSO include the south side of the west end of the street adjacent to the Hudson Building, as well!.

I personally started the efforts to create the original NPP a number of years ago and at that time we proposed that the entire street be included in the zone. The City rejected that proposal.

The rationale for the entire street to be included in this NPP is simple…. the entire street is under the NPP… there is no partial exceptions to the NPP on the street at all to confuse the

public as to what is zoned parking and what is not. Less confusion, less needless traffic on the street driving around looking for parking, etc.

Boulder continues to allow residential density increases in this area, including to the south of Colorado Ave., along the Frontage road.
Boulder continues to approve inadequate parking in those residential facilities to accommodate all of their residents. This is compounded by University students trying to find day parking. The number of vehicles trying to find parking continues to increase in this neighbor and has for 20 years because of high density residential zoning and inadequate parking provisions, driven by misdirected planning. To protect existing residential streets and long term resident homeowner access to their homes, like Pennsylvania, from over load parking is the City's responsibility.

Please consider the value and clarity to the parking seeking public and improved peace of mind to the residents by making the entire street a NPP zone.

Thank you!
Bob & Lesley Radocy

Bob Radocy

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