



**CITY OF BOULDER
PLANNING BOARD MEETING AGENDA**

DATE: May 20, 2025

TIME: 6:00 PM

PLACE: Hybrid Meeting

1. CALL TO ORDER

2. PUBLIC PARTICIPATION

3. APPROVAL OF MINUTES

- A. The February 4, 2025 Meeting Minutes are scheduled for approval.
- B. The February 18, 2025 Meeting Minutes are scheduled for approval.
- C. The March 18, 2025 Meeting Minutes are scheduled for approval.

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS

- A. **CALL-UP ITEM:** Site Review Amendment and Use Review to allow the existing structure at 1836 19th Street to be used as a single-family detached dwelling unit in the RH-2 zoning district and to amend the existing PUD (P-83-64) to maintain the existing rear deck. These applications are subject to potential call-up on or before May 22, 2025.
- B. **CALL-UP ITEM:** Minor Subdivision review to subdivide one existing lot into two new lots on the 14,392 square foot property at 855 Union Ave. This approval is subject to call-up on or before **May 21, 2025**.

5. PUBLIC HEARING ITEMS

- A. Public hearing and recommendation to City Council regarding the following proposed ordinances:
 - 1. Ordinance 8700, amending Section 2-2-15, "Neighborhood Permit Parking Zones," and Chapter 4-23, "Neighborhood Parking Zone Permits," to update standards for on-street parking management; and
 - 2. Ordinance 8696, amending and Title 9, "Land Use Code," B.R.C. 1981, to modify offstreet parking requirements, and amending Chapter 2 of the City of Boulder Design and Construction Standards (D.C.S.), originally adopted pursuant to Ordinance 5986, to update standards for bicycle parking

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

*** SEE REVERSED SIDE FOR MEETING GUIDELINES ***

**CITY OF BOULDER PLANNING BOARD
VIRTUAL AND HYBRID MEETING GUIDELINES**

These guidelines apply to electronic meetings and hybrid meetings. Hybrid meetings permit simultaneous in-person and electronic participation.

CALL TO ORDER

The Board must have a quorum (four members present) before the meeting can be called to order.

AGENDA

The Board may rearrange the order of the agenda or delete items for good cause. The Board may not add items requiring public notice.

PUBLIC PARTICIPATION

The public is welcome to address the Board (3 minutes* maximum per speaker) during the Public Participation portion of the meeting regarding any item not scheduled for a public hearing. The only items scheduled for a public hearing are those listed under the category PUBLIC HEARING ITEMS on the Agenda. **Any exhibits introduced into the record must be provided to the Board Secretary for distribution to the Board and admission into the record via email 24 hours prior to the scheduled meeting time.**

DISCUSSION AND STUDY SESSION ITEMS

Discussion and study session items do not require motions of approval or recommendation.

PUBLIC HEARING ITEMS

A Public Hearing item requires a motion and a vote. The general format for hearing of an action item is as follows:

1. Presentations

- Staff presentation (10 minutes maximum*).
- Applicant presentation (15-minute maximum*). Any exhibits introduced into the record at this time must be provided to the Board Secretary by email, no later than 24 hours prior to the scheduled meeting time, for distribution to the Board and admission into the record.
- Planning Board questioning of staff or applicant for information only.

2. Public Hearing

Each speaker will be allowed an oral presentation of up to three minutes*. Three or more people may pool their allotted time so one speaker can speak for five minutes*. To pool time, all the people pooling time must be present in-person in the physical meeting room or present electronically when the spokesperson is called to speak. Speakers with pooled time must identify the people they are pooling time with by first and last name when called upon to speak, so they can be called upon to confirm their presence and willingness to pool their speaking time.

- Speakers should introduce themselves, giving name and address. If officially representing a person, entity, group, homeowners' association, etc., please state that for the record as well.
- The board requests that, prior to offering testimony, the speaker disclose any financial or business relationship with the applicant, the project, or neighbors. This includes any paid compensation. It would also be helpful if the speaker disclosed any membership or affiliation that would affect their testimony.
- Speakers are requested not to repeat items addressed by previous speakers other than to express points of agreement or disagreement. Refrain from reading long documents and summarize comments wherever possible. Documents and other physical evidence must be submitted via email 24 hours prior to the scheduled meeting to become a part of the official record.
- Speakers should address the applicable Land Use Code criteria and, if possible, reference the criteria that the Board uses to decide a case.
- Any exhibits intended to be introduced into the record at the hearing must be emailed to the Secretary for distribution to the Board and admission into the record **24 hours prior to the meeting.**
- Citizens can email correspondence to the Planning Board and staff at boulderplanningboard@bouldercolorado.gov, up to **24 hours prior to the Planning Board meeting**, to be included as a part of the record.
- Applicants under Title 9, B.R.C. 1981, will be provided the opportunity to speak for up to 3 minutes* prior to the close of the public hearing. The board chair may allow additional time.

3. Board Action

- Board motion. Motions may take any number of forms. With regard to a specific development proposal, the motion generally is to either approve the project (with or without conditions), to deny it, or to continue the matter to a date certain (generally in order to obtain additional information).
- Board discussion. This is undertaken entirely by members of the Board. The applicant, members of the public or city staff participate only if called upon by the Chair.
- Board action (the vote). An affirmative vote of at least four members of the Board is required to pass a motion approving any action. If the vote taken results in either a tie, a vote of three to two, or a vote of three to one in favor of approval, the applicant shall be automatically allowed a rehearing upon requesting the same in writing within seven days.

MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY

Any Planning Board member, the Planning Director, or the City Attorney may introduce before the Board matters which are not included in the formal agenda.

ADJOURNMENT

The Board's goal is that regular meetings adjourn by 10:30 p.m. and that study sessions adjourn by 10:00 p.m. New agenda items will generally not

be commenced after 10:00 p.m.

VIRTUAL MEETINGS

For Virtual Meeting Guidelines, refer to <https://bouldercolorado.gov/government/board-commission/planning-board> page for the approved Planning Board Participation Rule for Electronic and Hybrid Hearings.

*The Chair may lengthen or shorten the time allotted as appropriate. If the allotted time is exceeded, the Chair may request that the speaker conclude his or her comments

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
February 4, 2025
Hybrid Meeting

A permanent set of these minutes and an audio recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: <http://www.bouldercolorado.gov/>

PLANNING BOARD MEMBERS PRESENT:

Mark McIntyre, Vice Chair (virtual)
Laura Kaplan,
Kurt Nordback
ml Robles
Claudia Hason Thiem
Mason Roberts

PLANNING BOARD MEMBERS ABSENT:

Jorge Boone, Chair

STAFF PRESENT:

Brad Mueller, Director of Planning & Development Services
Charles Ferro, Development Review Senior Manager
Alison Blaine, City Planner Senior
Christy Fitch, Assistant City Attorney
Thomas Remke, Board Specialist

1. CALL TO ORDER

M. McIntyre made a motion seconded by Claudia Hanson them to nominate Laura Kaplan to serve as Acting Chair for the meeting. Planning Board voted 6-0.

Acting Chair, Laura Kaplan , declared a quorum at 6:00 p.m. and the following business was conducted.

2. PUBLIC PARTICIPATION

Virtual: Lynn Segal

3. APPROVAL OF THE MINUTES

4. PUBLIC HEARING ITEMS

A. AGENDA TITLE: PUBLIC HEARING CONTINUED FROM JANUARY 21, 2025 PLANNING BOARD MEETING. The opportunity for public comment for this item has closed and will not be reopened. Public hearing and consideration of a Site Review for the redevelopment of a 9.87-acre site at 1855 S Flatiron Ct. with three Research and

Development buildings totaling 207,011 square feet. The proposal includes a request for a height modification to allow for two three-story buildings up to 50' in height, a request for a 23% parking reduction, and a modification to site access control to allow for two access points. The applicant has requested Vested Rights for a period of nine years. Reviewed under case no. LUR2024- 00036.

Board Comments:

Key Issue #1: Is the proposed project consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h), B.R.C. 1981, including the Additional Criteria for Buildings Requiring Height Modification? Item 4A - Continued Public Hearing: 1855 S Flatiron Ct. Site Review Page 2 of 308

Key Issue #2: Is the proposed project consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h)(3)(B)(i), B.R.C. 1981 for larger floor plate buildings and projects with multiple buildings?

Key Issue #3: Is the proposed vehicular parking reduction consistent with Parking Reduction Criteria of the Land Use Code section 9-9-6(f), B.R.C. 1981, as well as applicable Site Review criteria?

Key Issue #4: Is the proposal consistent with the East Boulder Subcommunity Plan (EBSP)?

The Planning Board debated the project and its alignment with Site Review Criteria subcommunity plans. K. Nordback feels the project is not consistent with the BVCP including the land use map. L. Kaplan does not believe this is consistent with the EBSP's Destination Workplace definition, noting, among other concerns, a lack of transparency along streets and pedestrian pathways that fail to create an active ground floor environment. MI cited several other criteria in the East Boulder Subcommunity Plan that she does not believe are consistent, including the parking design and lack of permeability in the building design. K. Nordback agreed with L. Kaplan's comments and noted that the project is presented as more of a "suburban office" design, does not engage with the public realm, and is lacking street-level activation. Members of the board also debated whether the proposed building meets the criteria for a height modification.

MOTION: M. McIntyre made a motion seconded by K. Nordback to continue LUR2024-00036 to February 18, 2025 for the purpose of allowing staff to draft denial findings. Planning Board voted 6-0. Motion passed.

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 8:18 PM.

APPROVED BY

Board Chair

DATE

DRAFT

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
February 18, 2025
Hybrid Meeting

A permanent set of these minutes and an audio recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: <http://www.bouldercolorado.gov/>

PLANNING BOARD MEMBERS PRESENT:

Jorge Boone, Chair (virtual)
Mark McIntyre, Vice Chair
Laura Kaplan
Kurt Nordback
ml Robles
Claudia Hason Thiem

PLANNING BOARD MEMBERS ABSENT:

Mason Roberts

STAFF PRESENT:

Brad Mueller, Director of Planning & Development Services
Charles Ferro, Development Review Senior Manager
Alison Blaine, City Planner Senior
Laurel Witt, Assistant City Attorney II
Thomas Remke, Board Specialist

1. CALL TO ORDER

Chair, **J. Boone**, declared a quorum at 6:30 p.m. and the following business was conducted.

2. PUBLIC PARTICIPATION

In Person: Britt Worth

Virtual: Lynn Segal

3. APPROVAL OF THE MINUTES

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS

A. Call Up Item: Use review for a Specialized Instruction Facility to operate in an RH-2 zone at 2111 Arapahoe Ave. The proposal includes the redevelopment of the existing site with one new building for the Nalandabodhi organization. The call-up period expires on Feb 21, 2025.

This item was not called up by the board.

B. Call Up Item: FINAL PLAT to subdivide Lot 18, Shining Mountain Subdivision Filing No. 2, into 20 lots for detached single unit residential development. The plat also includes dedications of drainage and public access easements. This application is subject to potential call-up on or before February 20, 2025. Reviewed under case number TEC2024-00046.

This item was not called up by the board.

5. PUBLIC HEARING ITEMS

- A. **AGENDA TITLE:** Continuation of consideration of a Site Review application for the redevelopment of a 9.87-acre site at 1855 S Flatiron Ct. with three Research and Development buildings totaling 207,011 square feet. The proposal includes a request for a height modification to allow for two three-story buildings up to 50' in height, a request for a 23% parking reduction, and a modification to site access control to allow for two access points. The applicant has requested Vested Rights for a period of nine years. Reviewed under case no. LUR2024-00036. The opportunity for public comment on this item has closed and will not be reopened.

Board Comments:

MOTION: **M. McIntyre** made a motion seconded by **C. Hanson Thiem** to approve Site Review application #LUR2024-00036, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria, and subject to the following conditions of approval:

1. Café and amenity space in building three (first building to be built) will be enlarged with a focus towards amenities that reduce trips to/from the site. Examples could include and are not limited to: more café seating and a greater variety of offerings, bike maintenance and repair area, a small store for sundry items, workout area, child care center. Retail amenities shall be open to the public during normal operating hours. Amenity space will be pushed toward the entrances of the building so that all visitors to the site know of their presence.
2. Prior to permit approval or technical documentation review, applicant shall resubmit a TDM plan that will focus on substantial trip reduction by car. Examples could include but are not limited to: better and more convenient horizontal long-term bike parking beyond the city requirements that accommodates longer wheelbase and heavier e-bikes as well as e-bike charging at a majority of bike parking spaces. Applicant shall enumerate proactive TDM policies that will inure to and be binding upon any tenant for a 10-year period from certification of occupancy. Possible policies are: parking cashout program, company sponsored transportation to/from the site, more car shares than what is in the current application, subsidization of and coordination with micromobility providers. These conditions are subject to staff approval.
3. Site design will be refined at the cul-de-sac to create a larger and more welcoming entrance for pedestrians and cyclists to the central open space of the site and access to the multi-use path connection. Applicant shall create a pedestrian connection from the path between buildings 3 and

2 and between buildings 2 and 1. These pedestrian connections will require removal of some parking spaces to create clear and landscaped connections. Multi-use path connections will be open to the public at all times unless closure is needed for repair or maintenance. The city will have sole authority to close the path.

4. To accommodate the site review conditions above, an additional parking reduction will be allowed. This approval includes an increase in the allowed parking reduction from 23% to 32%.

Planning Board voted 1-5. **Motion failed.**

MOTION: **L Kaplan** made a motion seconded by **ml Robles** to deny site review application LUR2024-00036, finding that the applicant has failed to demonstrate that the application meets the review criteria, and adopting the denial findings of fact as prepared for the Planning Board's consideration of these applications, as revised by the Board during the February 18, 2025 meeting. Planning Board voted 3-3. (C. Hanson Thiem, J. Boone, and M. McIntyre dissenting).

MOTION: **K. Nordback** made a motion seconded by **C. Hanson Thiem** to amend the denial findings of fact (section 3e). Planning Board voted 3-3 (J. Boone, ml Robles, M. McIntyre dissenting). **Motion failed.**

MOTION: **L. Kaplan** made a motion seconded by **ml Robles** to amend the denial findings of fact (section 1a) to add after "one small commercial space", "(600 square feet), a café in one of the buildings with a single commercial space amounting to less than 1/3 of 1% of the project square footage,". Planning Board voted 5-1 (J. Boone dissenting). **Motion passed.**

MOTION: **M. McIntyre** made a motion seconded by **K. Nordback** to recommend the denial of Ordinance 8685, granting a 9-year vested property right for the site-specific development plan for a property located at 1855 S. Flatiron Ct. and setting forth related details. Planning Board voted (C. Hanson Thiem, M. McIntyre dissenting, J. Boone abstaining). Planning Board voted 3-3. **Motion failed.**

B. AGENDA TITLE: Public hearing and consideration of a Site and Use Review for the redevelopment of 2555 30th St. with residential uses and a ground floor commercial space. The proposal includes the demolition of the existing car dealership and proposes 142 units including studio, one-, two-, and three-bedroom units totaling 111,495 square feet. The proposal includes a request for a height modification to allow for 55' in height, a request for a 6% parking reduction, modification to setbacks, number of stories, and building size in the BMS zone. The proposal also includes an administrative amendment to the Transit Village Area Plan. The applicant has requested Vested Rights. Reviewed under case no. LUR2024-00047 and LUR2024-00065.

Staff Presentation:

Alison Blaine presented the item to the board.

Board Questions:

Alison Blaine and Charles Ferro answered questions from the board.

Applicant Presentation: Scott Holton and Bill Hollicky presented the item to the board.

Board Questions: Scott Holton and Bill Hollicky answered questions from the board.

Public Hearing:**In Person:**

1) Britt Worth

Virtual:

- 1) Virginia Winter (powerpoint)
- 2) Lynn Segal

Board Comments:

03:53:21

Key Issue #1: Is the proposed project consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h), B.R.C. 1981, including the Additional Criteria for Buildings Requiring Height Modification?

Key Issue #2: Is the proposed vehicular parking reduction consistent with Parking Reduction Criteria of the Land Use Code section 9-9-6(f), B.R.C. 1981, as well as applicable Site Review criteria?

Key Issue #3: Is the proposal consistent with the vision for the area as shown in the Transit Village Area Plan?

C. Hanson Thiem agrees with the staff analysis and believes the project is consistent with the BVCP, and noted that it supports core policies that encourage infill and compact development, the jobs/housing balance, and walkable, connected neighborhoods. She believes it satisfies Site Review Criteria. She also believes it meets requirements for height modification, noting that she believes it preserves mountain views from public spaces. She believes the application is consistent with the Parking Reduction Criteria. She is unsure about full consistency with the TVAP plan, but noted that it contributes to the vision for the neighborhood by adding housing units and variety, and continuing to build out grid of mobility connections.

L. Kaplan noted that there is a lot to like about this project, but noted that the board needs to be careful when considering making exemptions to city code and plans. She is wary about setting a precedent that a resident-serving commercial amenity is the same thing as having an active commercial space that serves the neighborhood. She believes this is an important component of achieving the TVAP's vision of 30th Street as a main street business area. She believes the application generally meets the site review criteria, but is concerned about consistency with the subcommunity plan. For the height modification, she does not believe that it meets the criterion relating to form and massing being consistent with the character established in adopted plans and guidelines. She had other concerns about the visibility of entrances from the public realm and the lack of a ground level courtyard.

J. Boone agreed with the views expressed by L. Kaplan. He agrees that the building is too massive and needs some additional permeability. He doesn't believe the board should be giving any leniency for this application on commercial space requirements.

K. Nordback agreed with comments from C. Hanson Thiem. He supported the general architectural design and appreciated the relative simplicity. He appreciated that the entry grade at 30th Street was lowered. He believes the reduced setback on 30th Street is appropriate to make it feel more connected to the street and active. He understands Laura's concerns relating to height and consistency with the TVAP, but believes the TVAP is intended more as a guiding document for determining consistency with the site review criteria. He feels the parking reduction is appropriate. He is concerned about the proposed location of the path to the west, and would like to see a bridge, which he understands may not be feasible.

MI Robles agreed with **L. Kaplan's** concerns related to TVAP consistency.

M. McIntyre noted that it seems unrealistic to mandate that an applicant put ground-level retail space in an area surrounded by vacant ground-level retail. He finds that it is consistent with the height modification criteria and the parking reduction criteria. He finds it generally consistent with the TVAP plan, with the acknowledgement that the plan has allowances for variance. He has concerns with the architecture and the extruded roof form.

MOTION: **K Nordback** made motion seconded by **C. Hanson Thiem** to approve Site Review application LUR2024-00047 and Use Review application LUR2024-00065, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria and subject to the recommended conditions of approval, as amended by the Planning Board on February 18, 2025. Planning Board voted 3-3 (L. Kaplan, ml Robles, J. Boone dissenting). **Motion failed.**

MOTION: **L. Kaplan** made a motion seconded by **ml Robles** to amend the site review approval to remove the approval for the height modification. Planning Board voted 3-3 (C Hanson Thiem, K. Nordback, M. McIntyre dissenting). **Motion failed.**

MOTION: **L. Kaplan** made a motion seconded by **J. Boone** to amend the approval to require that at least 50% of the ground floor uses along the 30th St. frontage be commercial neighborhood-serving uses. Planning Board voted 3-3 (C Hanson Thiem, K. Nordback, M. McIntyre dissenting). **Motion failed.**

MOTION: **L. Kaplan** made a motion seconded by **K. Nordback** to amend the approval to require architectural emphasis and identification of all entrances along 30th street, to the satisfaction of staff. (5:03.) Planning Board voted 6-0. **Motion passed.**

MOTION: **L. Kaplan** made a motion to amend the application to reflect that SUMP principles are required for all parking and the language "where possible" be stricken from the TDM Plan.. (5:08) Planning Board voted 6-0. **Motion passed.**

MOTION: **M. McIntyre** made a motion seconded by **K. Nordback** to continue the item to March 18, 2025. Planning Board voted 6-0. **Motion passed.**

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 11:37 PM.

APPROVED BY

Board Chair

DATE

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
March 18, 2025
Hybrid Meeting

A permanent set of these minutes and an audio recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: <http://www.bouldercolorado.gov/>

PLANNING BOARD MEMBERS PRESENT:

Jorge Boone, Chair
Mark McIntyre, Vice Chair
Laura Kaplan
Kurt Nordback
ml Robles
Claudia Hason Thiem
Mason Roberts

PLANNING BOARD MEMBERS ABSENT:

STAFF PRESENT:

Brad Mueller, Director of Planning & Development Services
Charles Ferro, Development Review Senior Manager
Alison Blaine, City Planner Senior
Laurel Witt, Assistant City Attorney II
Thomas Remke, Board Specialist
Vivian Castro Wooldridge, Community Engagement Senior Project Manager

1. CALL TO ORDER

Chair, **J. Boone**, declared a quorum at 6:30 p.m. and the following business was conducted.

2. PUBLIC PARTICIPATION

In Person: Nobody spoke.

Virtual: Lynn Segal

3. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS

A. Call Up Item: Site Review Amendment to develop a vacant parcel south of Winchester Cir. in the Gunbarrel Tech Center, currently addressed as 0 Homestead Way. The proposed two-story building will be about 66,000 square feet and will have future industrial and office uses. The call-up period expires on March 19, 2025.

K. Nordback made a motion to call up this item seconded by M. McIntyre. The item is called up.

B. Call Up Item: FINAL PLAT to subdivide the 5.3-acre parcel at 5691 S. Boulder Rd. into 16 residential lots for redevelopment of the site with fifteen (15) new homes (comprised of six (6) permanently affordable homes and nine (9) market-rate homes) and six (6) ADUs on the 2.4-acre western half of the site and one (1) new home in the general location of the existing (currently vacant) single family home at the east end of the site per the approved Annexation and Site Review (LUR2020-00057 & -00058). The plat also includes dedications of right-of-way for new residential streets (Peacock Place and Peacock Lane), five (5) outlots for stormwater detention/water quality and drainage improvements, private drives and pedestrian and open space facilities, and dedication of utility and access easements. This application is subject to potential call up on or before March 18, 2025. Reviewed under case number TEC2024-00012.

This item was not called up by the board.

4. PUBLIC HEARING ITEMS

- A. **AGENDA TITLE:** Public Rehearing and consideration of a Site and Use Review for the redevelopment of 2555 30th St. with residential uses and a ground floor commercial space. The proposal includes the demolition of the existing car dealership and proposes 142 units including studio, one-, two-, and three-bedroom units totaling 111,495 square feet. The proposal includes a request for a height modification to allow for 55' in height, a request for a 6% parking reduction, modification to setbacks, number of stories, and building size in the BMS zone. The proposal also includes an administrative amendment to the Transit Village Area Plan. The applicant has requested Vested Rights. Reviewed under case no. LUR2024-00047 and LUR2024-00065.

Staff Presentation:

Alison Blaine presented the item to the board.

Board Questions:

Alison Blaine and Charles Ferro answered questions from the board.

Applicant Presentation: Chris Jacobs and Bill Hollicky presented the item to the board.

Board Questions: Chris Jacobs and Bill Hollicky answered questions from the board.

Public Hearing:

In Person:

- 1) Solomon Biers-Ariel
- 2) Michael Farrington
- 3) Macon Cowles

Virtual:

- 1) Margot Smit
- 2) Virginia Winter
- 3) Lynn Segal

Board Comments:

Key Issue #1: Is the proposed project consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h), B.R.C. 1981, including the Additional Criteria for Buildings Requiring Height Modification?

Key Issue #2: Is the proposed vehicular parking reduction consistent with Parking Reduction Criteria of the Land Use Code section 9-9-6(f), B.R.C. 1981, as well as applicable Site Review criteria?

Key Issue #3: Is the proposal consistent with the vision for the area as shown in the Transit Village Area Plan?

M. Roberts believes the proposed project is consistent with the Site Review criteria, including the height modification. He believes the proposed parking reduction is consistent with the criteria in the Land Use Code. He also believes it is consistent with the TVAP, a concern that left the board tied 3-3 on relevant votes at the prior hearing.

C. Hanson Thiem believes the project is consistent with the BVCP, noting that it supports infill and compact development, jobs/housing balance, and the creation of connected, walkable neighborhoods. She believes the proposed modifications to the access and transportation connections improve on the grid proposed in the TVAP. She believes it is consistent with the Height Modification criteria, noting that it preserves mountain views from public spaces and orients common areas of the development towards mountain views. She supports the parking reduction. She agrees with staff analysis that the proposal meets the Use Review criteria for ground-floor residential uses, noting that the ground-floor uses mimic commercial and office uses.

L. Kaplan believes staff and some of her colleagues are permitting too much flexibility in the interpretation of codes and plans, believing that the board has a stricter duty to uphold criteria-based decisions. There are many components of this project that she would love to approve, but she does not believe that it meets several necessary criteria. She believes approval of this project in its current state supports the abandonment of the 30th Street business main street concept in the TVAP plan.

MI Robles agreed with many of the views expressed by **L. Kaplan**. She does not believe the height modification fits the character of the area of the west side of 30th Street and that it could create a dangerous precedent for the future of the area. She is also concerned with undermining the intent of the TVAP in the area.

M. McIntyre noted that he believes this project fits the goals of the Boulder Valley Comprehensive Plan. He noted that the function of the site towards meeting overall city goals is much greater than the current benefit offered by the existing car dealership. He believes the application meets the site review criteria and parking reduction, and he believes that it is consistent with the intent and goals of the TVAP.

K. Nordback believes the project is consistent with the Site Review Criteria, including the height modification. He believes it meets the Use Review Criteria. He recognized that the TVAP is a useful guiding plan, but that it was created under a much different global context. In sum, he feels that the project is consistent with the TVAP, as viewed in the current global context and current city goals.

J. Boone noted that the project is being presented by many colleagues as a binary decision between housing and a car dealership. He believes that a few changes could bring the project into compliance with the criteria while still providing a great housing opportunity for Boulder.

MOTION: M. McIntyre made a motion seconded by **K. Nordback** to approve Site Review application #LUR2024-00047 and Use Review application #LUR2024-00065, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria, and subject to the recommended conditions of approval as amended by the Planning Board. Planning Board voted 7-0. **Motion passed.**

MOTION: L. Kaplan made a motion to amend seconded by **ml Robles** that at least 50% of the frontage along 30th Street be commercial uses open to the public, as approved by staff at the time of Tec. Doc., and modifying the parking reduction percentage as appropriate. Planning Board voted 7-0. **Motion passed.**

MOTION: L. Kaplan made a motion to amend seconded by **ml Robles** that 25% of the elevated courtyard along the south frontage be lowered to ground level to provide gathering space for building users to comply with the additional requirements for height modification, as approved by staff at the time of Tec. Doc., with any appropriate changes to the parking modification. Planning Board voted 1-6 (all board members dissenting except L. Kaplan). **Motion failed.**

MOTION: L. Kaplan made a motion seconded by **K. Nordback** to amend the main motion to require that the architecture clearly identify the entrances along 30th Street to the satisfaction of staff at the time of Tec. Doc. Planning Board voted 7-0. **Motion passed.**

MOTION: L. Kaplan made a motion to amend seconded by **M. Roberts** that SUMP principles are required for all parking, and the language “where possible,” is stricken from the TDM plan. Planning Board voted 7-0. **Motion passed.**

MOTION: L. Kaplan made a motion to amend seconded by **J. Boone** that the 30th Street frontage be no more than 3 stories for at least a consistent depth with the street-front spaces on the ground floor, maintaining the gabled roof form, in order to align with the 30th Street Character district and the Site Review criterion that the project align with the subcommunity plan, to the satisfaction of staff at the time of Tec. Doc. Planning Board voted 4-3. **Motion passed.**

MOTION: K. Nordback made a motion seconded by **M. McIntyre** to amend the above amendment to change “the 30th Street frontage” to read “the 30th Street frontage south of the stairwell”. Planning Board voted 3-4 (ml Robles, L. Kaplan, M. Roberts, J. Boone dissenting). **Motion failed.**

MOTION: M. McIntyre made a motion seconded by C. Hanson Thiem to restore the 30th Street frontage to four stories. Planning Board voted 3-4 (M. Roberts, L. Kaplan, ml Robles, J. Boone dissenting). **Motion failed.**

5. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

6. DEBRIEF MEETING/CALENDAR CHECK

7. ADJOURNMENT

The Planning Board adjourned the meeting at 10:12 PM.

APPROVED BY

Board Chair

DATE

MEMORANDUM

TO: Planning Board
FROM: Shannon Moeller, Case Manager
DATE: May 8, 2025
SUBJECT: **Call-Up Item:** Site Review Amendment and Use Review to allow the existing structure at 1836 19th Street to be used as a single-family detached dwelling unit in the RH-2 zoning district and to amend the existing PUD (P-83-64) to maintain the existing rear deck. These applications are subject to potential call-up on or before **May 22, 2025**.
CASE NO: LUR2022-00044, LUR2023-00010

The purpose of this item is for the Planning Board to consider the call-up of the attached Site Review Amendment and Use Review for a public hearing. Attached is the disposition of approval (see [Attachment A](#)) to allow for the existing structure at 1836 19th Street to remain and be used as a single-family detached dwelling unit. Some minor site updates are proposed to update vehicle parking, bike parking, and landscaping.

Background. The site is a 6,988 square-foot property developed with an existing structure, centrally located east of 19th Street, south of Walnut and north of Canyon. Refer to **Figure 1** below.

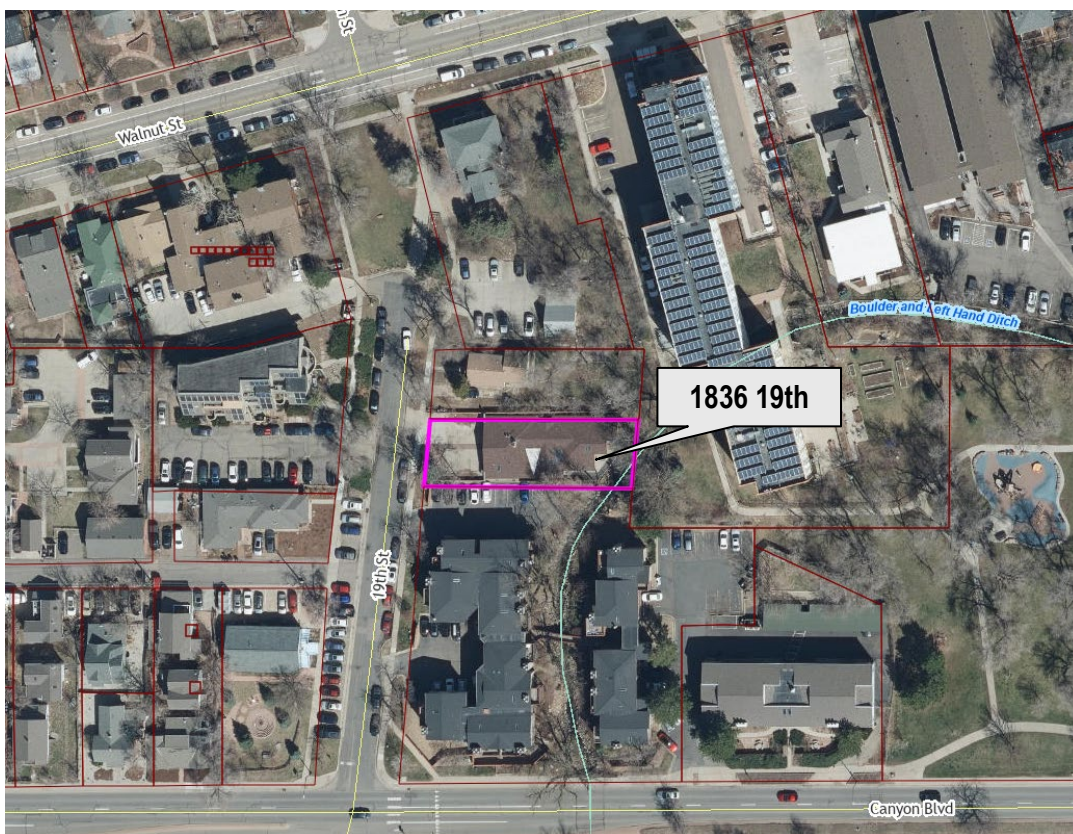


Figure 1 – Site Location

The property is located in the RH-2, Residential-High 2 zoning district, which is described in 9-5-2(c)(1)(F), B.R.C. 1981 as “High density residential areas primarily used for a variety of types of attached residential units, including, without limitation, apartment buildings, and where complementary uses may be allowed.” A detached dwelling unit may be established in the zoning district with approval of a Use Review pursuant to section 9-6-3(e) “Dwelling Unit, Detached,” B.R.C. 1981.

In 1983, the city approved P-83-64 (PUD) and SR-83-33 (Special Review, now known as a Use Review) to develop the existing site and building as a group care home for 8 people with developmental disabilities. The PUD included modifications to setbacks to allow for a one-story structure. The site design included a parking-forward design with three parking spaces and a rear yard along the ditch that flows through the southeast corner of the site. Refer to **Figure 2** for the previously approved site plan.

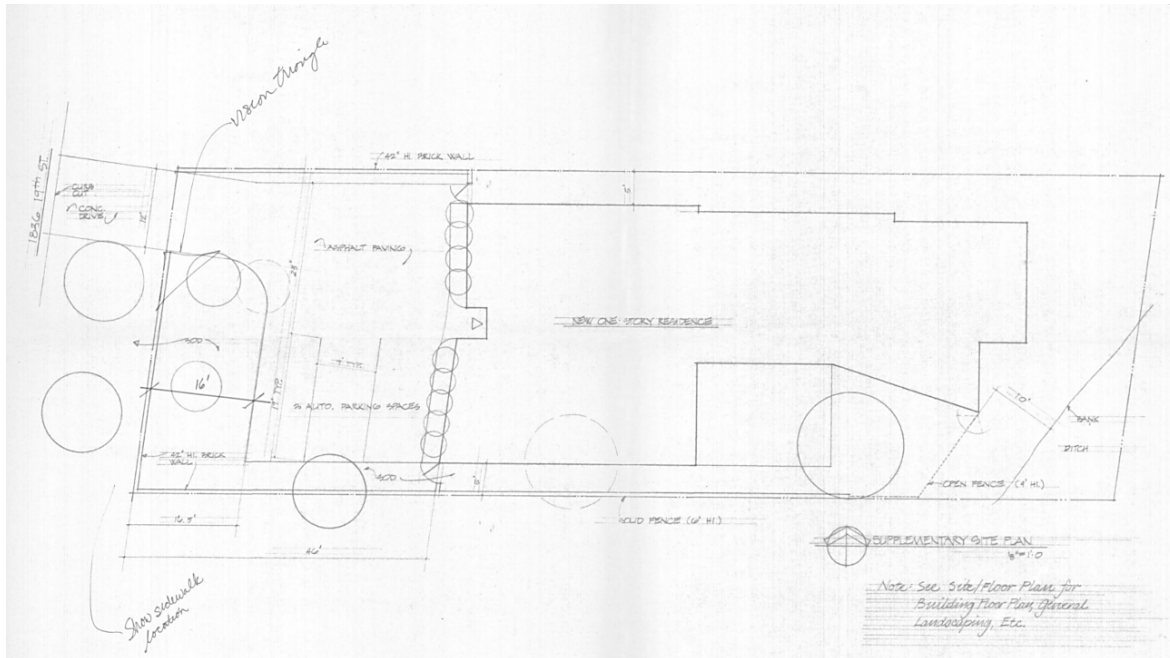


Figure 2 – Approved PUD and Special Review Site Plan

Since that time, some improvements were constructed which are not shown on the approved PUD plan, including a rear deck, and changes were made to the configuration of the front yard. The property was sold in 2018 and is no longer being used as a group care home.

Site Review Amendment. In order to allow the existing deck to remain and make general updates to the structure and site, the applicant must update the PUD approval through the Site Review Amendment process to include modifications to the rear and side setbacks to accommodate the existing deck. The proposal also includes updates to the site to improve the existing vehicle parking layout and reduce the previously approved number of on-site parking spaces from 3 spaces to 2; provide on-site long-term bike parking per code; and update landscaping.

Use Review. In order to formalize the use of the structure as a single-family detached dwelling unit, a Use Review approval is required in the RH-2 zoning district. The requirement for a Use Review was created in 2019 with the intent of limiting tear-downs and conversions of multi-family properties to single-family homes in high density residential zoning districts. This proposal is unique in that it does not involve a reduction in the number of dwelling units but instead repurposes an existing structure that was formerly used as a group care home.

Review Process. A Site Review Amendment application is subject to the evaluation of the project with the Site Review criteria in Section 9-2-14(h), B.R.C. 1981. A Use Review application for a single-family detached dwelling unit in the RH-2 zoning district is subject to the criteria in Section 9-2-15(e), B.R.C. 1981 and 9-6-3(e), B.R.C. 1981. The subject applications were submitted in 2022 and 2023 and are reviewed under the land use code and criteria in place at the time of submittal. The analysis of these criteria is found in [Attachment B](#).

Analysis. Staff found that the proposed site review amendment to repurpose and enhance the existing development is consistent with the Site Review criteria, and that the proposed use review to formally establish the use of the existing structure as a detached dwelling unit in an eclectic area where detached dwelling units predominate is consistent with the Use Review criteria. Refer to [Attachment A](#) for the conditions of approval and to [Attachment B](#) for a complete analysis of review criteria.

Public Comment. Consistent with [Section 9-4-3, Public Notice Requirements, B.R.C. 1981](#), staff provided notification to all property owners within 600 feet of the subject location of the application and a public notice sign was posted on the property. Staff received one question on the proposal. No other public comment was received.

Conclusion. Staff finds that the proposed project meets the criteria of section 9-2-14, "Site Review," B.R.C. 1981 and 9-2-15, "Use Review," B.R.C. 1981 (refer to **Attachment B**). The proposal was **approved** by staff on **May 8, 2025**, and the decision may be appealed or called up on or before **May 22, 2025**. There is a Planning Board hearing on **May 20, 2025**, during the 14-day call-up period. Questions about the project or decision or requests to call up the approval should be directed to the Case Manager, Shannon Moeller at moellers@bouldercolorado.gov.

Attachments.

Attachment A: Disposition of Approval

Attachment B: Criteria Analysis

Attachment C: Applicant's Written Statement and TDM Plan

Attachment D: Applicant's Plan Set



**City of Boulder
Planning & Development Services**

**CITY OF BOULDER PLANNING DEPARTMENT
NOTICE OF DISPOSITION**

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION: **APPROVED WITH CONDITIONS**
PROJECT NAME: **1836 19TH STREET**
DESCRIPTION: **Site Review Amendment to amend the existing PUD (P-83-64) to maintain the existing rear deck and Use Review to allow the existing structure at 1836 19th Street to be used as a single-family detached dwelling unit in the RH-2 zoning district.**
LOCATION: **1836 19TH STREET**
LEGAL DESCRIPTION: **See Exhibit A**
APPLICANT: **FANAS ARCHITECTURE**
OWNER: **RIDGECAT CAPITAL 1836, LLC**
APPLICATION: **Site Review, LUR2022-00044**
Use Review, LUR2023-00010
ZONING: **Residential - High 2 (RH-2)**
CASE MANAGER: **Shannon Moeller**
VESTED PROPERTY RIGHT: **No; the owner has waived the opportunity to create such right under Section 9-2-20, B.R.C. 1981.**

APPROVED MODIFICATIONS FROM THE LAND USE REGULATIONS:

- **Section 9-7-1, Schedule of Form and Bulk Standards: Setback modifications** to permit an 8.5-foot rear yard setback and 0' side yard setbacks for the existing rear deck where a minimum rear setback of 25-feet and minimum side setbacks of 10-feet are otherwise required.

FOR CONDITIONS OF APPROVAL SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

Approved On: May 8, 2025

Date

By:

A handwritten signature in black ink, appearing to be "BM", written over a horizontal line.

Brad Mueller, Director of Planning & Development Services

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

Appeal to Planning Board Expires: May 22, 2025

Final Approval Date: May 23, 2025

FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT

Physical Address
1101 Arapahoe Ave
Boulder, CO 80302

Mailing Address
PO Box 791
Boulder, CO 80306-0791

BoulderPlanDevelop.net
P: 303-441-1880
F: 303-441-4241

AGREEMENT AND SIGNED FINAL PLANS MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS. IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING DEPARTMENT APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the Applicant shall obtain applicable building permit approvals and start construction within three years from the date of final approval. Failure to comply with the three year rule or approved phasing may cause this development approval to expire.

For a Use review without construction requiring a building permit, the use must be established within three years of the date of final approval.

CONDITIONS OF APPROVAL

SITE REVIEW

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on April 21, 2025, the written statement dated September 11, 2024, and the Transportation Demand Management ("TDM") Plan dated December 4, 2024, all on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.
2. The Applicant shall **comply with all previous conditions** contained in any previous approvals, except to the extent that any previous conditions may be modified by this approval, including, but not limited to, the following:
 - PUD #P-83-64 approved on November 10, 1983.
3. Prior to issuance of a building permit, the Applicant shall dedicate to the City, at no cost, the easements necessary to serve the development, including but not limited to the following easements as shown on the plans prepared by the Applicant on April 21, 2025, meeting the City of Boulder Design and Construction Standards, as part of Technical Document Review applications, the form and final location of which shall be subject to the approval of the City Manager:
 - a. A **drainage and flood control easement** over the channel of the Boulder Slough up to the extents of the mapped flood conveyance zone.
 - b. A **ditch easement** encompassing the Boulder and White Rock Ditch channel up to the existing retaining wall improvements.
4. The Applicant shall be responsible for ensuring that **construction activities do not change existing grades** within the 100-year floodplain or conveyance zone.

USE REVIEW

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on April 21, 2025, the written statement dated September 11, 2024, and the Transportation Demand Management ("TDM") Plan dated December 4, 2024, all on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.
2. The Applicant **shall not expand or modify the approved use**, except pursuant to Subsection 9-2-15(h), B.R.C. 1981.
3. Upon the execution of development agreement required by section 9-2-9, B.R.C., 1981, **this approval supersedes** the conditions of approval contained in the previous approvals:
 - Special Review #SR-83-33 approved on November 10, 1983.

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EXHIBIT A

LEGAL DESCRIPTION

A PART OF LOT 17, W.S. CHAMBERLAIN'S ADDITION TO BOULDER, ACCORDING TO THE PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 17, AS ORIGINALLY PLATTED AND RECORDED IN THE OFFICE OF THE CLERK AND RECORDER OF BOULDER COUNTY;
THENCE EAST ON THE NORTH LINE OF SAID LOT, 100 FEET TO THE EAST LINE OF 19TH STREET;
THENCE SOUTH ON THE EAST LINE OF 19TH STREET, 50 FEET; TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH ON THE EAST LINE OF 19TH STREET, 50 FEET;
THENCE EAST 150 FEET;
THENCE NORTH ON A LINE PARALLEL WITH 19TH STREET, 50 FEET;
THENCE WEST, APPROXIMATELY 150 FEET TO THE PLACE OF BEGINNING, COUNTY OF BOULDER, STATE OF COLORADO.

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CRITERIA CHECKLIST AND COMMENT FORM**SITE REVIEW LUR2022-00044****SECTION 9-2-14**

(h) Criteria for Review: No site review application shall be approved unless the approving agency finds that:

(1) Boulder Valley Comprehensive Plan:

- ☒ (A) The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.

The site is located within the service area of the city and the Boulder Valley Comprehensive Plan (BVCP) designates the property as High Density Residential, as shown and defined below.

High Density Residential (HR)	<p>Characteristics and Locations: The HR areas are generally located close to the University of Colorado, in areas planned for transit-oriented redevelopment and near major corridors and services.</p> <p>Uses: Consists of attached residential units and apartments. May include some complementary uses implemented through zoning.</p> <p>BVCP Density/Intensity: More than 14 dwelling units per acre</p>
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A portion of the southeastern corner of the property is designated as “O-SO, Open Space, Other” which is the area traversed by the exiting ditch at the rear of the property. There are no changes proposed in this area.

Open Space, Other (OS-O)	<p>This designation applies to other public and private land designated prior to 1981 that the city and county would like to preserve through various preservation methods, including but not limited to intergovernmental agreements, dedications or acquisitions. By itself, this designation does not ensure open space protection.</p> <p><i>When the mapping designation applies to some Area I linear features such as water features or ditches, the intent is to interpret the map in such a way that the designation follows the linear feature. OS-O may be applied to ditches; however, the category should not be used to interfere with the operation of private irrigation ditches without voluntary agreement by the ditch company.</i></p>
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This proposed site plan will be consistent with the site plan approved by the prior approval (P-83-64) which established the locations of the building, parking, and landscaping on the site. Minor updates will be made to reflect minor maintenance and improvements, such as updated bike parking and landscaping.

The BVCP Land Use Designation for the site is High Density Residential (HR), with a portion of the southeastern corner of the property designated Open Space, Other where it is traversed by the existing ditch. The existing RH-2 (Residential High – 2) zoning is consistent with the underlying land use designation and the proposed reuse of the existing structure as a single-family detached dwelling unit is permitted with approval of a Use Review in this zone (refer to use review criteria). The proposed use is consistent with the residential land uses permitted on the site. The proposed re-use of the existing structure as a residential use is consistent with the following BVCP criteria:

- *2.09 Neighborhoods as Building Blocks: The proposal maintains and repurposes the existing, unique structure on the site which contributes to the character of the neighborhood.*
- *2.10 Preservation & Support for Residential Neighborhoods: The proposal protects and preserves the relative affordability of existing housing stock by repurposing a former group home structure as a residential dwelling unit. The structure and site has existed in this location for decades and is compatible with the eclectic nature of the surroundings.*
- *2.14 Mix of Complementary Land Uses: The proposal enhances the variety of housing types available in the neighborhood and is respectful of neighborhood character by repurposing the existing structure.*
- *2.23 Boulder Creek, Tributaries & Ditches as Important Urban Design Features: The proposal preserves the existing Boulder and Left Hand Ditch corridor through the dedication of easements to ensure the city has access and maintenance capabilities in this area.*
- *2.33 Sensitive Infill & Redevelopment: The proposal allows for the re-use of an existing structure as a dwelling unit, which will avoid potential negative impacts of more intense redevelopment on the surrounding neighborhood.*
- *4.09 Building Construction Waste Minimization: The proposal minimizes construction waste by updating an existing building rather than demolishing and reconstructing a new building.*
- *7.08 Preserve Existing Housing Stock: The proposal preserves an existing structure that was purpose built as a residential group care home for persons with disabilities, but is no longer being used as such, and can be preserved and reused as a dwelling unit.*

✓ (B) The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation. Additionally, if the density of existing residential development within a three-hundred-foot area surrounding the site is at or exceeds the density permitted in the Boulder Valley Comprehensive Plan, then the maximum density permitted on the site shall not exceed the lesser of:

✓ (i) The density permitted in the Boulder Valley Comprehensive Plan, or

The proposal does not exceed the maximum density associated with the BVCP residential land use designation High Density Residential (“over 14 du/acre”). All

existing residential development within three-hundred feet is within this land use designation, which does not have a maximum permitted density.

n/a (ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of Chapter 9-8, "Intensity Standards," B.R.C. 1981, except as permitted for building sites with permanently affordable units meeting the requirements of Paragraph 9-10-3(c)(4), "Nonconforming Permanently Affordable Units," B.R.C. 1981.

✓ (C) The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques required to meet other site review criteria.

The development is not rendered economically infeasible in meeting the BVCP policies or the Site Review criteria. The applicant has investigated retrofitting the building as multiple dwelling units, and due to the expense involved in the interior conversion work as well as the lack of on-site parking required to serve multiple attached dwelling units on the property, has determined that use as multiple attached dwelling units is not viable from a financial and regulatory perspective. Allowing the structure to be used as a single-family home will keep the existing property in use for housing where no other uses have been found viable.

(2) Site Design: Projects should preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity and its physical setting. Projects should utilize site design techniques which are consistent with the purpose of site review in Subsection (a) of this section and enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

✓ (A) **Open Space: Open space, including, without limitation, parks, recreation areas and playgrounds:**

✓ (i) Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;

The proposal is designed to maintain the existing open space design and layout, which include a private yard and rear deck space backing to the Boulder and Left Hand Ditch.

✓ (ii) Private open space is provided for each detached residential unit;

The property is a detached residential unit on its own lot and includes a private yard and deck space backing to the Boulder and Left Hand Ditch.

- ✓ (iii) The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (*Cynomys ludiovicianus*), which is a species of local concern, and their habitat;

No major changes to features such as trees or drainage areas are proposed. The property is traversed by the Boulder and Left Hand Ditch, for which a public ditch easement will be dedicated for maintenance of the ditch area.

- ✓ (iv) The open space provides a relief to the density, both within the project and from surrounding development;

The open space includes a large front yard and rear yard backing to a ditch. The proposal maintains the existing pattern of open space on the property consistent with the development pattern in the surrounding area.

- n/a (v) Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;

The proposal maintains and enhances the existing areas of open space on the property which are largely passive spaces including landscaped areas and outdoor deck space, appropriate for a detached dwelling unit.

- n/a (vi) The open space provides a buffer to protect sensitive environmental features and natural areas; and

Not applicable; there are no known sensitive environmental features or natural areas within the site. The property is traversed by the Boulder and Left Hand Ditch, a man-made rather than a natural feature. A public ditch easement will be dedicated for maintenance of the ditch area. During the initial approval of the project in the 1980s, the property received approval from the ditch company for the structure's location in relation to the ditch.

- n/a (vii) If possible, open space is linked to an area- or city-wide system.

Not applicable; there is no proposed change to the general layout of open space on the site. The Boulder and Left Hand Ditch passes through the rear of the property and the existing configuration of the ditch is proposed to remain.

n/a (B) Open Space in Mixed Use Developments (Developments That Contain a Mix of Residential and Nonresidential Uses):

Not applicable; the proposal is not a mixed use development.

✓ (C) Landscaping:

- ✓ (i) The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;

The proposal will return the site largely to the previously approved site layout that included a landscaped front yard and vehicle parking. In addition to new landscaping, the front yard will include the existing brick path to the front entry door, two vehicle parking spaces, and two new long-term bike parking spaces via a new bike locker.

- ✓ (ii) Landscape design attempts to avoid, minimize or mitigate impacts on and off site to important native species, healthy, long lived trees, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;

The property has been a developed site for many decades and the minor updates to the site will enhance the amount of landscaping on the site and present minimal impacts to the existing natural environment.

- ✓ (iii) The project provides significant amounts of plant material sized in excess of the landscaping requirements of Sections 9-9-12, "Landscaping and Screening Standards," and 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and

The proposal will enhance the amount of landscaping on the site and return the site largely to the layout previously approved under P-83-64. The proposal will provide a total of 4 trees (two existing, two new) and nine shrubs where a minimum of 1 tree and 5 shrubs are required.

- ✓ (iv) The setbacks, yards and useable open space along public rights of way are landscaped to provide attractive streetscapes, to enhance architectural features and to contribute to the development of an attractive site plan.

The proposal will return the site largely to the previously approved site layout that included a landscaped front yard. The site will continue to provide a brick

path to the front entry door and front yard parking will continue be screened by a low wall. Additional trees and shrubs will be planted as noted above.

✓ (D) Circulation: Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:

✓ (i) High speeds are discouraged or a physical separation between streets and the project is provided;

High speeds are discouraged by reducing the width of the existing paved access drive on the property to 12' and incorporating additional trees and landscaped area, which help to create a greater sense of physical separation between 19th Street and the existing building. Parking will continue to be screened and separated from the public sidewalk by a low wall.

✓ (ii) Potential conflicts with vehicles are minimized;

Conflicts with vehicles are minimized for pedestrians traversing the sidewalk along 19th Street by reducing the width of the existing paved access drive on the property to 12' in width. The front yard parking will be formalized and the number of spaces reduced to two.

✓ (iii) Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrianways and trails;

The proposal will update the site to meet current bike parking requirements through the provision of a new long-term bike storage locker. The project site is located in a well connected area with existing sidewalks and existing on-street bike lanes along 19th Street.

✓ (iv) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns and supporting infrastructure that supports and encourages walking, biking and other alternatives to the single-occupant vehicle;

The proposal encourages walking and biking by incorporating additional long-term bike parking spaces, reducing the amount of on-site vehicle parking spaces, and by providing housing in a centrally located area close to transportation connections, services, and amenities.

- ✓ (v) Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques;

The applicant has provided a Transportation Demand Management (TDM) plan to describe how the project promotes and utilizes alternate transportation modes. The property is centrally located in an area close to transit, bike lanes, and where daily services and amenities can be accessed on foot. The proposal reduces and formalizes the number of on-site vehicle parking spaces from 3 to 2, and updates the site to provide long-term bike parking. While the site is not located within a neighborhood EcoPass zone through which it is possible to obtain ecopasses at a reduced rate, as described above, the proposal is able to promote alternate modes of transportation in several other practical and beneficial ways.

- ✓ (vi) On-site facilities for external linkage are provided with other modes of transportation, where applicable;

The proposal will update the site to meet current bike parking requirements through the provision of a new long-term bike storage locker. The project site is located in a well connected area with existing sidewalks and existing on-street bike lanes along 19th Street.

- ✓ (vii) The amount of land devoted to the street system is minimized; and

The proposal reduces existing paved area from what exists today to minimize the amount of land devoted to vehicle parking.

- ✓ (viii) The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles and pedestrians, and provides safety, separation from living areas and control of noise and exhaust.

The proposal is designed for the types of traffic expected, including providing pedestrian connections and bicycle and vehicle parking. The project provides for separation of the living areas from the public street with a landscaped front yard and low wall.

✓ (E) **Parking:**

- ✓ (i) The project incorporates into the design of parking areas measures to provide safety, convenience and separation of pedestrian movements from vehicular movements;

Separation of vehicles from pedestrians traversing the sidewalk along 19th Street is provided by reducing the width of the existing paved access drive on the property to 12' in width. The front yard parking will be formalized and the number of spaces reduced to two.

- ✓ (ii) The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;

The proposal provides two on-site vehicle parking spaces, a reduction from prior approvals that included three on-site spaces.

- ✓ (iii) Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties and adjacent streets; and

Parking areas are located behind a low wall to reduce visual impacts from adjacent properties and streets. Due to the existing configuration of the property, it is not possible to relocate parking to another area of the property. No additional outdoor lighting is proposed.

- n/a (iv) Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6(d), and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.

Not applicable; parking lot landscaping standards apply to surface parking lots greater than five parking spaces. The subject property is proposed to be a single-family detached home with two parking spaces.

✓ (F) **Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area:**

- ✓ (i) The building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area;

The building height, mass, scale, orientation, architecture and configuration of the building are existing and proposed to remain, and contribute to the existing character of the area. There are no adopted design guidelines or plans for the area.

- ✓ (ii) The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans or design guidelines for the immediate area;

The building is an existing on-story structure, proposed to remain. A similar one-story detached dwelling unit is located to the north. Other one-story structures exist to the west. Larger multi-story structures also exist to the east, west, and south. There are no adopted area plans or design guidelines specific to the immediate area.

- ✓ (iii) The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;

The building is an existing one-story structure and is not proposed to be expanded or altered in any way that would contribute to shadows or blocking of views.

- ✓ (iv) If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs and lighting;

The surrounding area consists of a mix of buildings and character elements resulting in an eclectic appearance that does not lend itself to any readily identifiable character. The project intends to maintain the existing structure that has existed at this location for multiple decades. The existing colors and materials and the proposed landscaping updates are in keeping with city requirements and appropriate for a residential detached dwelling. There are no proposed signs.

- ✓ (v) Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level;

The existing structure is a one-story brick building that is designed to a human scale and is proposed to remain. The existing structure promotes a safe and vibrant pedestrian experience along the public street through the location of the primary building entrance prominently facing 19th St. and connecting to the public right-of-way with a brick walkway.

- ✓ (vi) To the extent practical, the project provides public amenities and planned public facilities;

There are no planned public amenities or facilities intended for the project site.

- ✓ (vii) For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single

family units, as well as mixed lot sizes, number of bedrooms and sizes of units;

The property provides a single-family detached dwelling unit. Due to the size of the property and limitations due to the existing site layout and the practical and financial considerations of reusing the existing structure, it is not feasible to provide multiple lots or a variety of housing types on this property.

- ✓ (viii) For residential projects, noise is minimized between units, between buildings and from either on-site or off-site external sources through spacing, landscaping and building materials;

The property is located in a predominantly residential area where sources of noise are minimized through spacing of the building from other structures and the public street.

- n/a (ix) A lighting plan is provided which augments security, energy conservation, safety and aesthetics;

Not applicable; per 9-9-16(g), no lighting plan is required for a single detached dwelling unit on an individual lot.

- ✓ (x) The project incorporates the natural environment into the design and avoids, minimizes or mitigates impacts to natural systems;

The project site is an existing, developed property and does not include any significant elements of the natural environment which could be incorporated into the design. The existing man-made ditch which passes through the site will be maintained.

- ✓ (xi) Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality;

The existing building is proposed to be maintained, thereby minimizing construction wastes associated with demolishing and rebuilding a new structure.

- ✓ (xii) Exteriors of buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;

Existing building exterior proposed to remain consists of authentic materials including brick with detailing on the front facade.

n/a (xiii) Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;

Not applicable; proposal is an existing site, no cut and fill are proposed.

n/a (xiv) In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and

Not applicable; proposal is not located in the urbanizing area.

n/a (xv) In the urbanizing areas located on the major streets shown on the map in Appendix A to this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.

Not applicable; proposal is not located in the urbanizing area.

✓ (G) Solar Siting and Construction: For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:

n/a (i) Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.

Not applicable; the placement of streets and open spaces is existing and not being altered by the subject proposal.

n/a (ii) Lot Layout and Building Siting: Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.

Not applicable; the lot layout and building siting is existing and not being altered by the subject proposal.

n/a (iii) Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of Section 9-9-17, "Solar Access," B.R.C. 1981.

Not applicable; the building form is existing and not being altered by the subject proposal.

- ✓ (iv) Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized.

The additional required trees proposed in the front yard setback are not expected to have shading effects on adjacent buildings.

n/a (H) Additional Criteria for Poles Above the Permitted Height:

Not applicable; no poles are proposed.

n/a (I) Land Use Intensity Modifications:

Not applicable; no land use intensity modifications are proposed.

n/a (J) Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:

Not applicable; the proposal does not involve a floor area ratio increase nor is it in the BR-1 zoning district.

n/a (K) Additional Criteria for Parking Reductions: The off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:

Not applicable; the proposal does not involve a parking reduction.

n/a (L) Additional Criteria for Off-Site Parking: The parking required under Section 9-9-6, "Parking Standards," B.R.C. 1981, may be located on a separate lot if the following conditions are met:

Not applicable; the proposal does not involve off-site parking.

CRITERIA CHECKLIST AND COMMENT FORM

USE REVIEW LUR2023-00010

SECTION 9-2-15

(e) Criteria for Review: No use review application will be approved unless the approving agency finds all of the following:

✓ (1) Consistency with Zoning and Non-Conformity: The use is consistent with the purpose of the zoning district as set forth in [Section 9-5-2\(c\)](#), "Zoning Districts Purposes," B.R.C. 1981, except in the case of a non-conforming use;

The property is located in the RH-2, Residential-High 2 zoning district, which is described in 9-5-2(c)(1)(F), B.R.C. 1981 as "High density residential areas primarily used for a variety of types of attached residential units, including, without limitation, apartment buildings, and where complementary uses may be allowed." A detached dwelling unit may be established in the zoning district with approval of a Use Review pursuant to section 9-6-3(e) "Dwelling Unit, Detached," B.R.C. 1981.

n/a (2) Rationale: The use either:

Not applicable; see section 9-6-3, below.

✓ 3) Compatibility: The location, size, design, and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably compatible with and have minimal negative impact on the use of nearby properties or for residential uses in industrial zoning districts, the proposed development reasonably mitigates the potential negative impacts from nearby properties;

The location, size, and design of the existing building are proposed to remain the same. The building was originally constructed in the early 1980s as a group care facility and was designed as a single-story structure with a parking forward design, backing to the Boulder and Left Hand Ditch. The proposal does not propose any exterior modifications to the existing building. The proposal would include minor site updates to add bike parking and landscaped area in the front yard. The operating characteristics would be that of a typical detached dwelling unit and are not expected to have a negative impact on the use of nearby properties, which consist of similar or more dense residential uses on all sides.

✓ (4) Infrastructure: As compared to development permitted under Section 9-6-1, "Schedule of Permitted Uses of Land," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a non-conforming use, the proposed development will not significantly adversely affect the infrastructure of the surrounding area, including, without limitation, water, wastewater, and storm drainage utilities and streets;

The proposal is to establish the use of the existing structure, which was originally constructed as a group care facility, as a detached dwelling unit. The proposal will not adversely affect the

infrastructure in the surrounding area, including water, wastewater, storm drainage, utilities, and streets. The proposal includes a condition to dedicate a drainage and flood control easement and a public irrigation ditch easement for the Boulder and Left Hand Ditch that runs through a portion of the property, thereby improving the ability of the city to maintain the existing ditch infrastructure, should the need arise.

✓ (5) Character of Area: The use will not change the predominant character of the surrounding area or the character established by adopted design guidelines or plans for the area; and

The property is surrounded by an eclectic mix of residential uses on all sides, including:

- *To the north, a one-story detached dwelling unit at 1846 19th St. constructed in approximately 1945;*
- *To the east, the five story Boulder Housing Partners (BHP) Walnut Place Senior Apartments constructed in approximately 1980;*
- *To the south, two three-story apartment buildings (Maple Creek) constructed in approximately 1984;*
- *To the west, a one-story duplex building at 1837 19th constructed in approximately 1900, and a three-story, eight-unit condo building at 1841 19th constructed in approximately 1976.*

The proposed project is not within an adopted area plan. With the site located halfway between Pearl Street and Canyon Boulevard, the character of the area is eclectic, owing to the decades and the span of a century that the context has developed and redeveloped. There is variation in building height, mass, scale and a mix of single family, duplex, and other multi-family buildings surrounding the site.

The existing property has remained in much the same condition for approximately 40 years. The proposal to establish a detached dwelling unit in the structure where a group care facility formerly existed would not change the character of the surrounding area.

n/a (6) Conversion of Dwelling Units to Non-Residential Uses: There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts set forth in [Subsection 9-5-2\(c\)\(1\)\(a\)](#), B.R.C. 1981, to non-residential uses that are allowed pursuant to a use review, or through the change of one non-conforming use to another non-conforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental, or recreational need in the community including, without limitation, a use for a day care center, park, religious assembly, social service use, benevolent organization use, art or craft studio space, museum, or an educational use.

Not applicable; the use is not being converted to non-residential use. Also see section 9-6-3, below.

SPECIFIC USE STANDARDS - RESIDENTIAL USES
SECTION 9-6-3

(e) Dwelling Unit, Detached:

(2) In the RH-1, RH-2, RH-3, RH-4, RH-5, RH-7, MU-1, MU-2, and MU-4 Zoning Districts:

(A) Review Process: In the RH-1, RH-2, RH-3, RH-4, RH-5, RH-7, MU-1, MU-2, and MU-4 zoning districts, the following review process applies to detached dwelling units:

(i) Allowed Use: A detached dwelling unit is allowed by right if it existed on the lot or parcel on August 6, 2019, or where more than one dwelling unit is on the lot or parcel. For purposes of this limitation, "existed on" means a detached dwelling unit that is constructed on or before said date or for which a complete building permit application was submitted on or before said date provided the applicant pursues all requirements and deadlines set by the city manager and this code for the construction of the unit.

(ii) Use Review: A new detached dwelling unit that is not allowed by right may be approved pursuant to a use review if the approving authority finds that:

✓ a. The use meets the use review criteria in Paragraphs 9-2-15(e)(1), (3), (4), and (5), "Use Review," B.R.C. 1981;

Refer to the review criteria, above.

✓ b. The dwelling unit is designed to create pedestrian interest through design elements such as design detail, location of building frontages, location of entrances and windows, and front porches; and

The design of the existing structure is proposed to remain. The existing dwelling unit provides a prominent front entrance, windows facing onto the public right-of-way, unique design details on the front façade, and a brick pathway leading to the entry.

✓ c. The dwelling unit is located in an area where detached dwelling units predominate.

The property is surrounded by an eclectic mix of residential uses on all sides, including:

- *To the north, a one-story detached dwelling unit at 1846 19th St. constructed in approximately 1945;*
- *To the east, the five story Boulder Housing Partners (BHP) Walnut Place Senior Apartments constructed in approximately 1980;*
- *To the south, two three-story apartment buildings (Maple Creek) constructed in approximately 1984;*
- *To the west, a one-story duplex building at 1837 19th constructed in approximately 1900, and a three-story, eight-unit condo building at 1841 19th constructed in approximately 1976.*

Beyond the immediately adjacent properties, multiple detached dwelling units exist both to the west in the Chamberlain Historic District, and to the east, including in the Walnut Hollow development.

Of the approximately 69 residential structures in the area bounded by 18th, 22nd, Canyon, and Walnut (all zoned RH-2), approximately 34 structures (49%) are single-family detached homes on their own lot or detached condos on a shared lot; 22 structures (32%) consist of 2-3 dwelling units such as duplexes, triplexes, townhomes, or 2 condos in a building; and 22 structures (32%) are multi-family condo or apartment buildings with 4 or more units in the building. Therefore, the property is in an area where detached dwellings are the predominant dwelling unit type, and the proposed re-use of the existing structure as a detached dwelling is appropriate.

Lastly, the applicant has investigated retrofitting the building as multiple dwelling units, and due to the expense involved in the interior conversion work as well as the lack of on-site parking required to serve multiple attached dwelling units on the property, has determined that use as multiple attached dwelling units is not viable from a financial and regulatory perspective. Allowing the structure to be used as a single-family home will keep the existing property in use for housing where no other uses have been found viable.

(A) Open Space: Open space, including, without limitation, parks, recreation areas, and playgrounds:

Response: The proposed development exceeds the city of Boulder open space requirements. It provides exterior gathering spaces that provide a mixture of sun and shade and landscaping.

Response: The proposed development would result in a single family residence with the entire area of open space reserved for the inhabitants privately. This exceeds the city of Boulder open space requirements for each detached residential unit reference site plans.

Response: The proposed development will maintain all existing long-lived trees and significant plant communities. There will be no redevelopment of existing ground and surface water, wetlands, or riparian, or drainage areas

Response: The open space for this project provides a relief to the density, both within the project and from surrounding developments.

Response: The open space for this project is not designed for active recreational purposes as it is private to the residence and its inhabitants. It is located in close and safe proximity to city owned open spaces designated for active recreational activities.

Response: The open space for this project provides a buffer between the existing natural creek area that runs along the rear of the property.

Response: The open space for this project is located in close and safe proximity to city owned open spaces and parks.

(i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and non-residential uses that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property; and

(ii) The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.

(i) The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;

(ii) Landscape design attempts to avoid, minimize, or mitigate impacts to important native species, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;

(iii) The project provides significant amounts of plant material sized in excess of the landscaping requirements of sections 9-9-12, "Landscaping and Screening Standards" and 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and

(iv) The setbacks, yards, and useable open space along public rights-of-way are landscaped to provide attractive streetscapes, to enhance architectural features, and to contribute to the development of an attractive site plan.

(i) High speeds are discouraged or a physical separation between streets and the project is provided;

(ii) Potential conflicts with vehicles are minimized;

(iii) Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrian ways and trails;

Response: The projects parking area utilize landscaping materials to provide shade in excess of the city of boulder's minimum requirements.

(i) The building height, mass, scale, orientation, and configuration are compatible with the existing character of the area or the character established by an adopted plan for the area;
Response: The building height, mass, scale, orientation, and configuration of the building is compatible to the existing character of the area and will not be altered in any way. This is not Applicable to this project.

Response: The building height is existing and is proportional to the height of existing buildings. This will not be altered in any way. This is not Applicable to this project.

Response: The building orientation is existing and minimizes shadows on and blocking of views from adjacent properties. This will not be altered in any way. This is not Applicable to this project.

Response: The building character and materials are identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting. This is existing and will not be altered in any way. This is not Applicable to this project.

Response: The project is designed to a human scale and promotes a safe and vibrant pedestrian experience through the location of building frontages along public streets and sidewalks and landscape materials. The location of entrances and windows is existing and will not be altered in any way.

Response: The project is located close to public transportation and local ammenities.

Response: The project assists the community in producing a variety of housing types, by providing a single-family unit resident where all adjacent properties are multi-family. It also provides a varied lot size and number of bedrooms compared to the adjacent properties.

(viii) For residential projects, noise is minimized between units, between buildings, and from either on- site or off-site external sources through spacing, landscaping, and building materials;

Response: The Open space areas are located to protect the building as much as possible from being shaded by other buildings within the development or from buildings on adjacent properties.

Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.

(iii) *Building Form:* The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981.

(iv) *Landscaping*: The shading effects of proposed landscaping on adjacent buildings are minimized.

Response: The project minimizes shading effects of proposed landscaping on adjacent buildings.

(i) The light pole is required for nighttime recreation activities, which are compatible with the surrounding neighborhood, or the light or traffic signal pole is required for safety, or the electrical utility pole is required to serve the needs of the City; and

Response: There is a single existing streetlight near the property that will remain unaltered. Not Applicable.

(ii) The pole is at the minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution.

Response: There is a single existing streetlight near the property that will remain unaltered. Not Applicable.

(i) Potential Land Use Intensity Modifications:

(a) The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2, or MU-3 districts through a reduction in the open space requirements.

Response: No Density increase is being requested. Not Applicable.

(b) The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent.

Response: No open space reduction is being requested. Not Applicable.

(c) The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent.

Response: No open space reduction is being requested. Not Applicable.

Response: No land use intensity is being requested. Not Applicable.

Response: Not Applicable.

Response: Not Applicable.

Response: Not Applicable.

Response: Not Applicable.

Response: Not Applicable.

Response: Not Applicable.

Response: Not Applicable.

Response: Not Applicable.

B o u l d e r D u r a n g o

B:303.444.5380 D:970.385.5380 info@fanasarchitecture.com www.fanasarchitecture.com

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Response: Not Applicable.

USE REVIEW WRITTEN STATEMENT

Submit with your application.

For your convenience, this form is also available as an electronic form on the Planning and Development Services web site at www.boulderplandevlop.net . You may type in your responses in the electronic form, and then print it to attach to your written statement.

KEY INFORMATION

Please provide the following information. Please type or print complete, detailed responses. Please also select use categories from the Boulder Revised Code Land Use Charts (Section 9-6-1(d)).

EXISTING

Use of existing building and land:

The existing building was approved as a Group home facility which was allowed under RH-2 zoning per section 9-6-1. There is also a PUD on the property that includes approved setback variances.

Hours of operation:

No longer in use

Number of employees:

(Please indicate full and part time)

N/A

PROPOSED

Proposed use of buildings and land:

The proposed use of the building would be a Single Family Residential dwelling unit also allowed under RH-2 zoning per section 9-6-1. We would like to maintain the PUD on the property as the built structure adheres to the setbacks approved under this PUD and not the setbacks required in zone RH-2.

N/A

Number of employees:

(Please indicate full and part time)

N/A

Estimated number of trips to site per day:

(Please indicate mode of transportation used to reach the site.)

N/A

Estimated number of trips to site per day:

(Please indicate mode of transportation used to reach the site.)

2 trips per day per person

Uses on adjacent / surrounding properties:

Multi-Family Residential uses, single family residential, church

Narrative

In the space provided below or in an attached letter, please type or print a narrative describing the proposal in specific detail. Only one written narrative is necessary per development project.

The property has an existing building in very good condition that was permitted and built under an approved PUD (P-83-64). The building was initially used as a Group Home. The approved PUD includes reduced setbacks and modifications to parking requirements (among other items). The group home is no longer functioning, the property has been purchased, and the owner would like to use the property as a single family residence (as allowed under the properties current RH-2 zoning per section 9-6-1). The existing structure and property would meet all requirements of zoning district RH-2 for a single family residence except required setbacks. The building footprint meets the required setbacks as approved under the PUD, but will not meet the required setbacks of zoning district RH-2 if the PUD is abandoned. It is for this reason we are requesting a change of use for the property while maintaining the existing PUD. If the PUD were abandoned, the structure of the existing building would require significant demolition and reconstruction to fall within required setbacks.

With this change of use, we propose renovating two existing assisted living bathrooms to be more functional for a single-family use. We are also proposing repairing the existing rear deck and retaining walls which are deteriorating and are in poor condition.

RITERIA

In the space provided below, please indicate how the proposal will meet the Use Review criteria.

1. **Consistency with Zoning and Non-conformity.** The use is consistent with the purpose of the zoning district as set forth in Section 9-5-2, "Zoning Districts Established", B.R.C. 1981, except in the case of a non-conforming use;

The existing property is Zoned RH-2 and we would like to use it as Single Family Residential which is allowed by right under section 9-6-1.

2. **Rationale.** The use either:

- (A) Provides a direct service or convenience to or reduces adverse impacts to the surrounding uses or neighborhood;

The proposed use/existing Zoning is similar to the surrounding uses and neighborhoods and will not create a negative impact. All surrounding properties are Single Family Residential or Multi-family Residential.

- (B) Provides a compatible transition between higher intensity and lower intensity uses;

The proposed use is Single Family. This property is on the north edge of multi-family properties and on the south edge of single family residences providing an appropriate use and transition between the two.

- (C) Is necessary to foster a specific city policy, as expressed in the BVCP, including without limitation, historic preservation, moderate income housing, residential and non-residential mixed uses in appropriate location, and group living arrangements for special populations; OR

- (D) Is an existing legal non-conforming use or a change thereto that is permitted under subsection (e) of this section.

3. **Compatibility.** The location, size, design, and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably compatible with and have minimal negative impact on the use of the nearby properties;

The proposed use of single family residential the property is more reasonably compatible with the surrounding uses than the previously approved group home.

4. **Infrastructure.** As compared to development permitted under Section 9-6-1, "Permitted Uses of Land", B.R.C. 1981, in the zone, or as compared to the existing level of impact of a nonconforming use, the proposed development will not significantly or adversely affect the infrastructure of the surrounding area, including without limitation, water, wastewater, and storm draining utilities and streets.

The existing property is Zoned RH-2 and we would like to use it as Single Family Residential which is allowed by right under section 9-6-1. It should have no impact on the surrounding area, infrastructure, including water, wastewater, and storm draining utilities and streets then the current use.

5. **Character of Area.** The use will not change the predominant character of the surrounding area.

The existing structure and character would remain unchanged, the existing neighborhood is

both Multifamily residential and single family residential, the change to single family residential would provide a nice transition to lower density residential within the neighborhood.

6. **Conversion of Dwelling Units to Non-Residential Uses.** Conversion of Dwelling Units to Non-Residential Uses: There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts set forth in Subsection 9-6-1(d), B.R.C. 1981, to non-residential uses that are allowed pursuant to a use review, or through the change of one non-conforming use to another non-conforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental, or recreational need in the community including, without limitation, a use for a day care center, park, religious assembly, social service use, benevolent organization use, art or craft studio space, museum, or an educational use.

- **Meet Long-Term Bicycle Parking:** 2 long-term secured bicycle spaces are required by code. A detached, locked bike storage structure will be provided adjacent to the on-grade parking spaces, providing a safe, secure, enclosed storage area large enough to accommodate a total of 2 long-term bicycle parking spaces.
- **Managed Off-Street Parking:** The property will have a total of 2 off-street parking spaces as required by code.

Sincerely,

Ceylanlı Serdar

Elizabeth Smith, Architect
Fanas Architecture
2930 Broadway, #106
Boulder, CO 80304



index to drawings

Land Use Review

April 21, 2025

project team

admin info

Structural Engineer:
NA

Surveyor:
NA

Energy:
NA

Mech. – Elect. Engineer:
DESIGN-BUILD

Client:
Brent Grohman &
Amanda Tanner

Architect:
Jonas Architecture P.C.
2930 Broadway
Suite 106
Boulder, CO 80304
Dale Smith, Architect
303.444.5380

Property Location:
1836 19th Street, Boulder, CO, 80302

Jurisdiction:
City of Boulder

Code Authority:
International Residential Code 2018
National Electric Code 2020
City of Boulder Energy Conservation
Code 2020

Construction Type: VB

Scope: Level 2 Alteration –
Repair existing deck/railing and
associated retaining wall
Remodel of existing 2 bathrooms

ZONING CRITERIA

ZONING DISTRICT: RH-2

LOT SIZE: 6,988 SF

EXISTING FLOOR AREA: 3,236 SF

PROPOSED FLOOR AREA

3,236 SF Proposed Floor Area,

SETBACKS

FRONT: 25'
SIDE: 10' min, Total 20*
REAR: 25'

MAXIMUM HEIGHT

ALLOWABLE: 35'
ACTUAL: 16'-0" NO CHANGE

PREVIOUS PUD APPROVAL (P-83-64):

SETBACK VARIANCES:

FRONT: 25'
SIDE: 5' MIN, 10' TOTAL
REAR: 15'
FRONT YARD LANDSCAPE: 16'

1. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING AND COORDINATING THE DOCUMENTS AND VARIOUS DISCIPLINES. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BETWEEN THE ARCHITECTURAL AND OTHER CONSULTANTS PRIOR TO PERFORMING THE WORK. INITIATING THE WORK WITHOUT REVIEW CONSTITUTES ACCEPTANCE OF THE DOCUMENTS.

2. IN THE EVENT OF CONFLICT BETWEEN DOCUMENTS, THE ITEM OF MOST OR GREATER EXTENT OF WORK AS DESCRIBED SHALL APPLY AND BE PERFORMED BY THE CONTRACTOR.

3. ALL TRADES SHALL PERFORM THEIR WORK WITHIN THE RECOGNIZED STANDARDS OF THE APPLICABLE INDUSTRY.

4. ALL DIMENSIONS ARE TO FACE OF STUD OR CONCRETE, U.O.N.

5. GANG TOGETHER VENT STACKS AS MUCH AS POSSIBLE TO MINIMIZE ROOF PENETRATIONS.

6. SEE ELEVATIONS FOR WINDOW HEIGHTS. FENESTRATION DIMENSIONS DO NOT INCLUDE ROUGH OPENING.

7. COORDINATE ALL MECHANICAL AND ELECTRICAL EQUIPMENT AND ACCESS PANELS WITH ARCHITECT OR OWNER PRIOR TO INSTALLATION.

8. PROVIDE RADON MITIGATION UNDER ALL LOWEST LEVEL FLOOR STRUCTURES. RE: 2015 INTERNATIONAL BUILDING CODE.

9. CONTRACTOR TO FIELD VERIFY ALL EXISTING CONDITIONS. NOTIFY ARCHITECT/ENGINEER OF DISCREPANCIES PRIOR TO PERFORMING WORK.

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Administrative
Info

A001

2018 INTERNATIONAL RESIDENTIAL BUILDING CODE OVERVIEW

R101.2 Scope. The provisions of the International Residential Code for One- and Two-Family Dwellings shall apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, removal and demolition of detached one- and two-family dwellings and townhouses not more than three stories above grade plane in height with a separate means of egress and their accessory structures. Exception: Livework units complying with the requirements of Section 419 of the International Building Code shall be permitted to be built as one- and two-family dwellings or townhouses. Fire suppression required by Section 419.5 of the International Building Code when constructed under the International Residential Code for One- and Two-Family Dwellings shall conform to Section 903.3.1.3 of the International Building Code.

R101.3 Intent. The purpose of this code is to establish minimum requirements to safeguard the public safety, health and general welfare through affordability, structural strength, means of egress facilities, stability, sanitation, light and ventilation, energy conservation and safety to life and property from fire and other hazards attributed to the built environment and to provide safety to fire fighters and emergency responders during emergency operations.

R301.1.2 Construction systems. The requirements of this code are based on platform and balloon-frame construction for light-frame buildings. The requirements for concrete and masonry buildings are based on balloon framing system. Other framing systems must have equivalent detailing to ensure force transfer, continuity and compatible deformations.

R303.1 Habitable rooms. All habitable rooms shall have an aggregate glazing area of not less than 8 percent of the floor area of such rooms. Natural ventilation shall be through windows, doors, louvers or other approved openings to the outdoor air. Such openings shall be provided with ready access or shall otherwise be readily controllable by the building occupants. The minimum operable area to the outdoors shall be 4 percent of the floor area being ventilated.

R303.3 Bathrooms. Bathrooms, water closet compartments and other similar rooms shall be provided with aggregated glazing area in windows of not less than 3 square feet (0.3 m²), one-half of which must be operable.

Exception: The glazed areas shall not be required where artificial light and a mechanical ventilation system are provided. The minimum ventilation rates shall be 50 cubic feet per minute (24 L/s) for intermittent ventilation or 20 cubic feet per minute (10 L/s) for continuous ventilation. Ventilation air from the space shall be exhausted directly to the outside.

R303.6 Stairway illumination. All interior and exterior stairways shall be provided with a means to illuminate the stairs, including the landings and treads. Interior stairways shall be provided with an artificial light source located in the immediate vicinity of each landing of the stairway. For interior stairs the artificial light sources shall be capable of illuminating treads and landings to levels not less than 1 foot-candle (11 lux) measured at the center of treads and landings. Exterior stairways shall be provided with an artificial light source located in the immediate vicinity of the top landing of the stairway. Exterior stairways providing access to a basement from the outside grade level shall be provided with an artificial light source located in the immediate vicinity of the bottom landing of the stairway.

SECTION R304 MINIMUM ROOM AREAS R304.1 Minimum area. Every dwelling unit shall have at least one habitable room that shall have not less than 120 square feet (11 m²) of gross floor area.

R304.2 Other rooms. Other habitable rooms shall have a floor area of not less than 70 square feet (6.5 m²).

Exception: Kitchens.

R304.3 Minimum dimensions. Habitable rooms shall not be less than 7 feet (2134 mm) in any horizontal dimension.

Exception: Kitchens.

R304.4 Height effect on room area. Portions of a room with a sloping ceiling measuring less than 5 feet (1524 mm) or a full-height ceiling measuring less than 7 feet (2134 mm) from the finished floor to the finished ceiling shall not be considered as contributing to the minimum required habitable area for that room.

SECTION R305 CEILING HEIGHT R305.1 Minimum height. Habitable spaces, hallways, bathrooms, toilet rooms, laundry rooms and portions of basements containing these spaces shall have a ceiling height of not less than 7 feet (2134 mm).

Exceptions:

1. For rooms with sloped ceilings, at least 50 percent of the required floor area of the room must have a ceiling height of at least 7 feet (2134 mm) and no portion of the required floor area may have a ceiling height of less than 5 feet (1524 mm).

2. Bathrooms shall have a minimum ceiling height of 6 feet 8 inches (2032 mm) at the center of the front clearance area for fixtures as shown in Figure R307.1. The ceiling height above fixtures shall be such that the fixture is capable of being used for its intended purpose. A shower or tub supported by a showerhead shall have a minimum ceiling height of 6 feet 8 inches (2032 mm) above a minimum area of 6 inches (762 mm) by 30 inches (762 mm) at the showerhead.

R305.1.1 Basements. Portions of basements that do not contain habitable spaces, hallways, bathrooms, toilet rooms and laundry rooms shall have a ceiling height of not less than 6 feet 8 inches (2032 mm).

1. Exception: Beams, girders, ducts or other obstructions may project to within 6 feet 4 inches (1931 mm) of the finished floor.

SECTION R306 GLAZING

R306.1 Identification. Except as indicated in Section R308.1.1, each pane of glazing installed in hazardous locations as defined in Section R308.4 shall be provided with a manufacturer's designation specifying who applied the designation, designating the type of glass and the safety glazing standard with which it complies, which is visible in the final installation. The designation shall be acid etched, sandblasted, ceramic-tint, laser etched, or embossed, or be of a type which once applied cannot be removed without being destroyed. A label shall be permitted in lieu of the manufacturer's designation.

SECTION R310 EMERGENCY ESCAPE AND RESCUE OPENINGS

R310.1 Emergency escape and rescue required. Basements, habitable attics and every sleeping room shall have at least one operable emergency escape and rescue opening. Where basements contain one or more sleeping rooms, emergency escape and rescue openings shall be required in each sleeping room. When sleeping rooms and rescue openings are provided they shall have a sill height of not more than 44 inches (1118 mm) above the floor. Where a door opening having a threshold below the adjacent ground elevation serves as an emergency escape and rescue opening and is provided with a bulkhead enclosure, the bulkhead enclosure shall comply with Section R310.3. The net clear opening dimensions required by this section shall be obtained by the normal operation of the emergency escape and rescue opening from the inside. Emergency escape and rescue openings with a finished sill height below the adjacent ground elevation shall be provided with a window well in accordance with Section R310.2. Emergency escape and rescue openings shall open directly into a public way, or to a yard or court that opens to a public way.

Exception: Basements used only to house mechanical equipment and not exceeding total floor area of 200 square feet (18.58 m²).

R310.1.1 Minimum opening area. All emergency escape and rescue openings shall have a minimum net clear opening of 5.7 square feet (0.530 m²).

Exception: Grade floor openings shall have a minimum net clear opening of 5 square feet (0.465 m²).

R310.1.2 Minimum opening height. The minimum net clear opening height shall be 24 inches (610 mm).

R310.1.3 Minimum opening width. The minimum net clear opening width shall be 20 inches (508 mm).

R310.1.4 Operational constraints. Emergency escape openings shall be operational from the inside of the room without the use of keys, tools or special knowledge.

R310.2 Window wells. The minimum horizontal area of the window well shall be 3 square feet (0.9 m²), with a minimum horizontal projection and width of 36 inches (914 mm). The area of the window well shall allow the emergency escape and rescue opening to be fully opened.

Exception: The ladder or steps required by Section R310.2.1 shall be permitted to encroach a maximum of 6 inches (152 mm) into the required dimensions of the window well.

R310.2.1 Ladder and steps. Window wells with a vertical depth greater than 44 inches (1118 mm) shall be equipped with a permanently affixed ladder or steps usable with the well from the fully open position. Ladders or steps required by this section shall not be required to comply with Sections R310.7 and R310.8. Ladders or rungs shall have an inside width of at least 12 inches (305 mm), shall project at least 3 inches (76 mm) from the wall and shall be spaced not more than 16 inches (407 mm) on center vertically for the full height of the window well.

SECTION R311 MEANS OF EGRESS

R311.1 Means of egress. All dwellings shall be provided with a means of egress as provided in this section. The means of egress shall provide a continuous and unobstructed path of vertical and horizontal egress travel from all portions of the dwelling to the exterior of the dwelling at the level of the ground without requiring travel through a garage.

R311.2 Egress door. At least one egress door shall be provided for each dwelling unit. The egress door shall be side-hinged, and shall provide a minimum clear width of 32 inches (813 mm) measured between the face of the door and the door stop, with the door open 90 degrees (1.57 rad). The minimum clear height of the opening shall not be less than 78 inches (1981 mm) in height measured from the top of the threshold to the bottom of the door. Other doors shall not be required to comply with these minimum dimensions. Egress doors shall be readily operable from inside the dwelling without the use of a key or special knowledge or effort.

R311.3 Floors and landings at exterior doors. There shall be a landing or floor on each side of each exterior door. The width of each landing to the exterior shall be not less than 36 inches (914 mm) measured in the direction of travel. Exterior landings shall be permitted to have a slope not to exceed 1/4 inch vertical in 12 units horizontal (2-percent).

Exception: The landing shall be not less than 30 square feet (5.6 m²) and only accessible from a door are permitted to have a landing less than 36 inches (914 mm) measured between the door and the door stop.

R311.3.1 Floor elevations at the required egress doors. Landings or floors at the required egress door shall not be more than 1 1/2 inches (38 mm) lower than the top of the threshold.

Exception: The exterior landing or floor shall not be more than 7/32 inches (196 mm) below the top of the threshold provided the door does not swing over the landing or floor. When exterior landings or floors serving the required egress door are not at grade, they shall be provided with access to grade by means of a ramp in accordance with Section R311.3.1 or a stairway in accordance with Section R311.7.

R311.3.2 Floor elevations for other exterior doors. Doors other than the required egress door shall be provided with landings or floors not more than 7/32 inches (196 mm) below the top of the threshold.

Exception: A landing is not required where a stairway of two or fewer risers is located on the exterior side of the door, provided the door does not swing over the stairway.

R311.3.3 Storm and screen doors. Storm and screen doors shall be permitted to swing over the exterior stairs and landings.

R311.4 Vertical egress. Egress from habitable levels including habitable attics and basements shall be provided with an egress door in accordance with Section R310.2 shall be by a ramp in accordance with Section R311.8 or a stairway in accordance with Section R311.7.

R311.7.1 Stairways. Stairways shall not be less than 36 inches (914 mm) in clear width at all points above the permitted handrail height and below the required headroom height. Handrails shall not project more than 4.5 inches (114 mm) on either side of the stairway and the minimum clear width of the stairway at and below the handrail height, including treads and landings, shall not be less than 31 1/2 inches (787 mm) where a handrail is installed on one side and 27 inches (686 mm) where handrails are provided on both sides.

Exception: The width of spiral stairways shall be in accordance with Section R311.7.1.

R311.7.2 Headroom. The minimum headroom in all parts of the stairway shall be not less than 6 feet 8 inches (2032 mm) measured vertically from the sloped line adjoining the tread nosing or from the floor surface of the landing or platform on that portion of the stairway.

1. Exception: Beams, girders, ducts or other obstructions may project to within 6 feet 4 inches (1931 mm) of the finished floor.

R311.7.3 Walkline. The walking surface width of the stair shall be measured vertically from the sloped line adjoining the tread nosing or from the floor surface of the landing or platform on that portion of the stairway.

R311.7.4 Tread depth. The minimum tread depth shall be 10 inches (254 mm). The tread depth shall be measured horizontally between the vertical planes of the foremost projection of adjacent treads and at a right angle to the treads leading edge. The greatest tread depth within any flight of stairs shall not exceed the smallest by more than 3/8 inch (9.5 mm). Consistently shaped winders at the walking line shall be allowed within the same flight of stairs as rectangular treads and do not have to be within 3/8 inch (9.5 mm) of the rectangular tread depth.

Winder treads shall have a minimum tread depth of 10 inches (254 mm) measured between the vertical planes of the foremost projection of adjacent treads at the intersections with the walking line. Winder treads shall have a minimum tread depth of 6 inches (152 mm) at any point within the clear width of the stair. Within any flight of stairs, the largest winder tread depth at the walking line shall not exceed the smallest winder tread by more than 3/8 inch (9.5 mm).

R311.7.4.3 Profile. The radius of curvature at the nosing shall be no greater than 16 inches (414 mm). A nosing not less than 3/4 inch (19 mm) but not more than 1 1/4 inches (32 mm) shall be provided on each nosing. The nosing shall not exceed the smallest nosing projection by more than 3/8 inch (9.5 mm) between floors and landings. Beveling of nosings shall not exceed 1/2 inch (12.7 mm). Risers shall be vertical (0.51 rad) from the vertical. Open risers are permitted, provided that the opening between treads does not permit the passage of a 4-inch diameter (102 mm) sphere.

Exception:

1. A nosing is not required where the tread depth is a minimum of 11 inches (279 mm).

2. The opening between adjacent treads is not limited on stairs with a total rise of 30 inches (762 mm) or less.

R311.7.4.4 Exterior wood/plastic composite stair treads. Wood/plastic composite stair treads shall comply with the provisions of Section R317.4.

R311.7.5 Landings for stairways. There shall be a floor or landing at the top and bottom of each stairway.

Exception: A floor or landing is not required at the top of an interior flight, including stairs in an enclosed garage, provided a door does not swing over the stairs. A flight of stairs shall not have a vertical rise larger than 12 feet (3658 mm) between floor levels or landings. The width of each landing shall not be less than the width of the stairway served. Every landing shall have a minimum dimension of 36 inches (914 mm) measured in the direction of travel.

R311.7.6 Handrails. Handrails shall be provided on at least one side of each continuous run of treads or flight with four or more risers.

R311.7.7 Height. Handrail height, measured vertically from the sloped plane adjoining the tread nosing, or finish surface of ramp slope, shall be not less than 34 inches (864 mm) and not more than 38 inches (965 mm).

Exceptions:

1. The use of a volute, turnout or starting easing shall be allowed over the lowest tread. 2. When handrail fittings or bendings are used to provide continuous transition between flights, the transition from handrail to guardrail, or used at the start of a flight, the handrail height at the fittings or bendings shall be permitted to exceed the maximum height.

R311.7.7.2 Continuity. Handrails for stairways shall be continuous for the full length of the flight, but a joint directly above the lowest riser of the flight. Handrail ends shall be returned or cut terminate in newel posts or safety terminals.

Handrails adjacent to a wall shall have a "pace of not less than 1 1/2 inch (38 mm) between the wall and the handrails.

Exceptions:

1. Handrails shall be permitted to be interrupted by a newel post at the turn.

2. The use of a volute, turnout, starting easing or starting newel shall be allowed over the lowest tread.

R311.7.7.3 Grip-size. All required handrails shall be of one of the following types or provide equivalent graspability.

1. Type I. Handrails with a circular cross section shall have an outside diameter of at least 1 1/4 inches (32 mm) and not greater than 2 inches (51 mm). If the handrail is not circular, it shall have a perimeter dimension of at least 4 inches (102 mm) and not greater than 6 1/4 inches (160 mm) with a maximum cross section of dimension of 2 1/4 inches (57 mm). Edges shall have a minimum radius of 0.01 inch (0.25 mm).

2. Type II. Handrails with a perimeter greater than 6 1/4 inches (160 mm) shall have a graspable finger recess area on both sides of the profile. The finger recess shall begin within a distance of 3/4 inch (19 mm) measured vertically from the tallest portion of the profile and achieve a depth of at least 5/16 inch (8 mm) within 7/8 inch (22 mm) below the widest portion of the profile. This required depth shall continue for at least 3/8 inch (10 mm) to a level that is not less than 1/4 inches (45 mm) below the tallest portion of the profile. The minimum width of the handrail above the recess shall be 1 1/4 inches (32 mm) to a maximum of 2 3/4 inches (70 mm). Edges shall have a minimum radius of 0.01 inch (0.25 mm).

R311.7.9.1 Spiral stairways. Spiral stairways are permitted, provided the minimum clear width at and below the handrail shall be 25 inches (635 mm) with each tread having a 1/2-inch (130 mm) minimum tread depth at 12 inches (914 mm) from the nosing. All treads shall be identical, and the rise shall be no more than 9 1/2 inches (241 mm). A minimum headroom of 6 feet 8 inches (2032 mm) shall be provided.

R311.8 Ramps.

R311.8.1 Maximum slope. Ramps shall have a maximum slope of 1 unit vertical in 12 units horizontal (8.33 percent slope).

Exception: Where it is technically infeasible to maintain a maximum slope of one unit vertical in eight horizontal (12.5 percent slope).

R311.8.2 Landings required. A minimum 3-foot-by-3-foot (914 mm by 914 mm) landing shall be provided:

1. At the top and bottom of ramps.

2. Where doors open onto ramps.

3. Where ramps change direction.

R311.8.3 Handrails required. Handrails shall be provided on at least one side of all ramps exceeding a slope of one unit vertical in 12 units horizontal (8.33 percent slope).

R311.8.3.1 Height. Handrail height, measured above the finished surface of the ramp slope, shall be not less than 34 inches (864 mm) and not more than 38 inches (965 mm).

SECTION R312 GUARDS

R312.1 Where required. Guards shall be located along open-sided walking surfaces, including stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side.

Isolated screening shall not be considered as a guard.

R312.2 Height. Required guards on open-sided walking surfaces, including stairs, porches, balconies or landings, shall be not less than 36 inches (914 mm) high measured vertically above the adjacent walking surface, adjacent fixed seating or the line connecting the leading edges of the treads.

Exceptions:

1. Guards on the open sides of stairs shall have a height not less than 42 inches (1067 mm) measured vertically from a line connecting the leading edges of the treads.

2. Where the top of the guard also serves as a handrail on the open sides of stairs, the top of the guard shall not be less than 34 inches (864 mm) and not more than 38 inches (965 mm) measured vertically from a line connecting the leading edges of the treads.

R312.3 Opening limitations. Required guards on the required guard height which allow passage of a sphere 4 inches (102 mm) in diameter.

Exceptions:

1. The triangular openings at the open side of a stair, formed by the riser, tread and bottom rail of a guard, shall not allow passage of a sphere 8 inches (153 mm) in diameter. 2. Guards on the open sides of stairs shall not have openings which allow passage of a sphere 4/8 inches (117 mm) in diameter.

Exception: A floor or landing is not required at the top of an interior flight, including stairs in an enclosed garage, provided a door does not swing over the stairs. A flight of stairs shall not have a vertical rise larger than 12 feet (3658 mm) between floor levels or landings. The width of each landing shall not be less than the width of the stairway served. Every landing shall have a minimum dimension of 36 inches (914 mm) measured in the direction of travel.

Handrails adjacent to a wall shall have a "pace of not less than 1 1/2 inch (38 mm) between the wall and the handrails.

Exceptions:

1. Handrails shall be permitted to be interrupted by a newel post at the turn.

2. The use of a volute, turnout, starting easing or starting newel shall be allowed over the lowest tread.

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2. Type II. Handrails with a perimeter greater than 6 1/4 inches (160 mm) shall have a graspable finger recess area on both sides of the profile. The finger recess shall begin within a distance of 3/4 inch (19 mm) measured vertically from the tallest portion of the profile and achieve a depth of at least 5/16 inch (8 mm) within 7/8 inch (22 mm) below the widest portion of the profile. This required depth shall continue for at least 3/8 inch (10 mm) to a level that is not less than 1/4 inches (45 mm) below the tallest portion of the profile. The minimum width of the handrail above the recess shall be 1 1/4 inches (32 mm) to a maximum of 2 3/4 inches (70 mm). Edges shall have a minimum radius of 0.01 inch (0.25 mm).

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R311.8.2 Landings required. A minimum 3-foot-by-3-foot (914 mm by 914 mm) landing shall be provided:

1. At the top and bottom of ramps.

2. Where doors open onto ramps.

3. Where ramps change direction.

R311.8.3 Handrails required. Handrails shall be provided on at least one side of all ramps exceeding a slope of one unit vertical in 12 units horizontal (8.33 percent slope).

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SECTION R312 GUARDS

R312.1 Where required. Guards shall be located along open-sided walking surfaces, including stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side.

Isolated screening shall not be considered as a guard.

R312.2 Height. Required guards on open-sided walking surfaces, including stairs, porches, balconies or landings, shall be not less than 36 inches (914 mm) high measured vertically above the adjacent walking surface, adjacent fixed seating or the line connecting the leading edges of the treads.

Exceptions:

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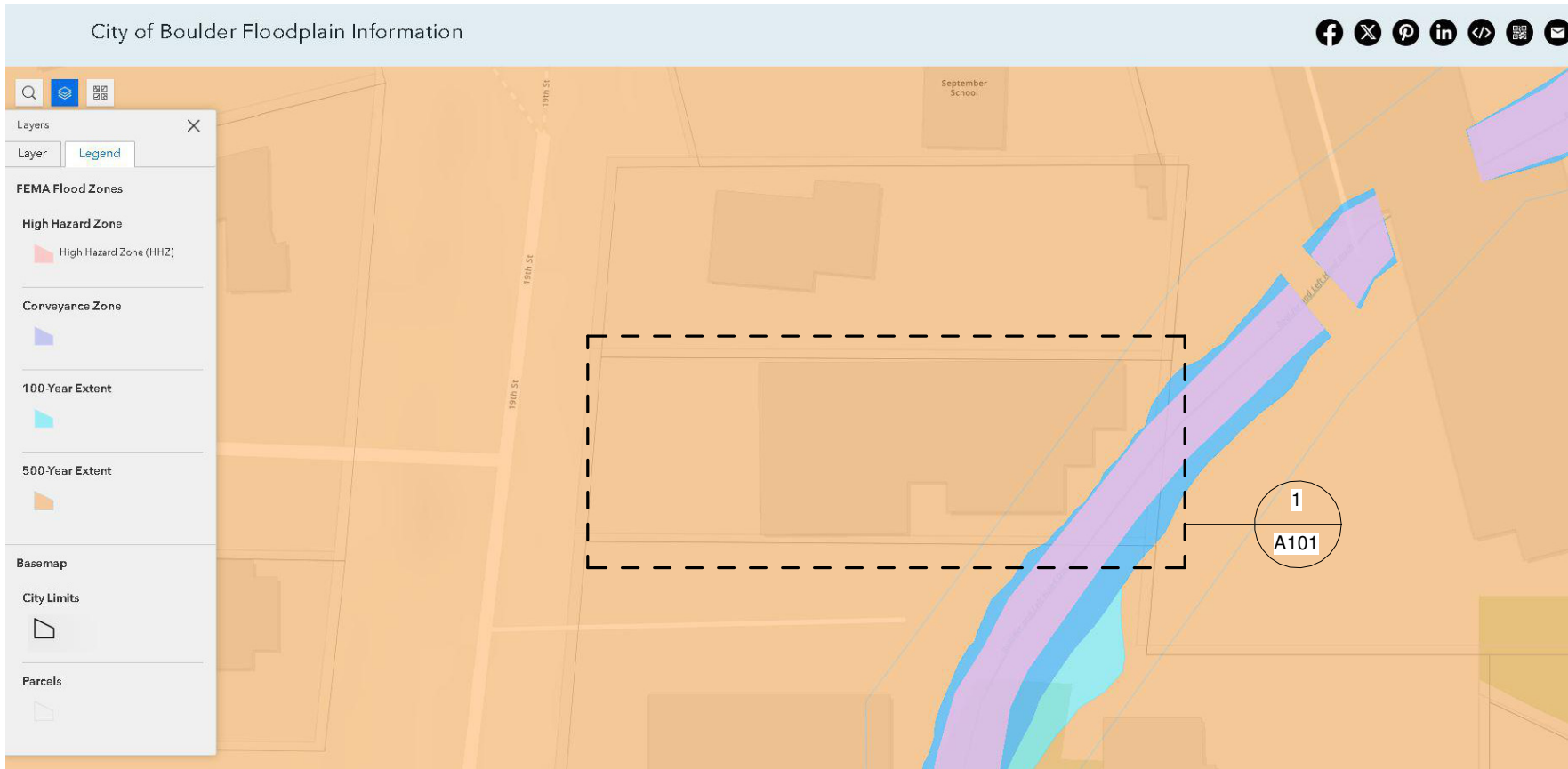
2. Where the top of the guard also serves as a handrail on the open sides of stairs, the top of the

Issuance Schedule	
#	Description
00	230222 Land Use Review
01	240510 LUR Resp. to Com.
02	240911 LUR Resp. to Com.
03	250310 LUR Resp. to Com.
04	250421 LUR Resp. to Com.

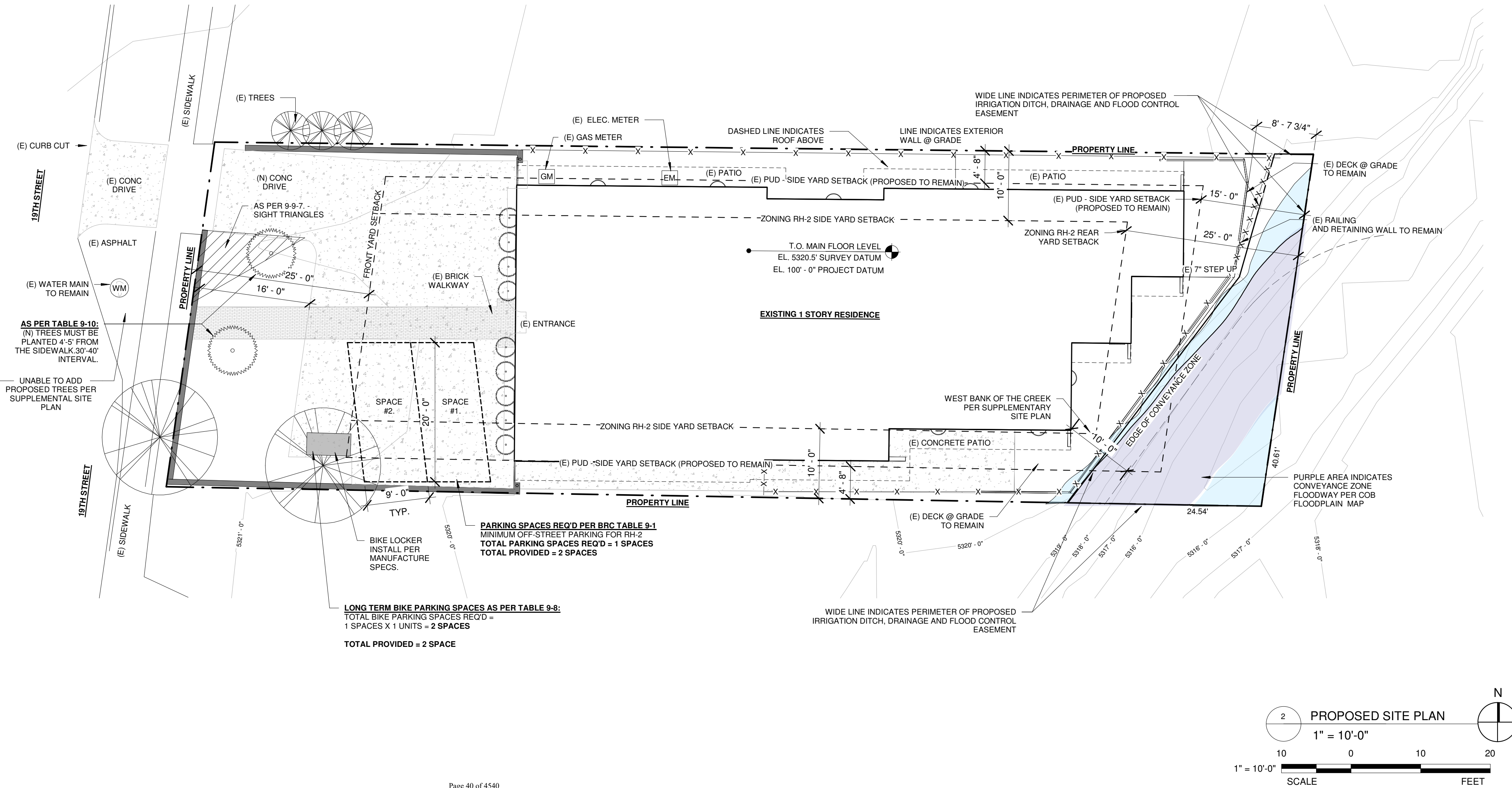
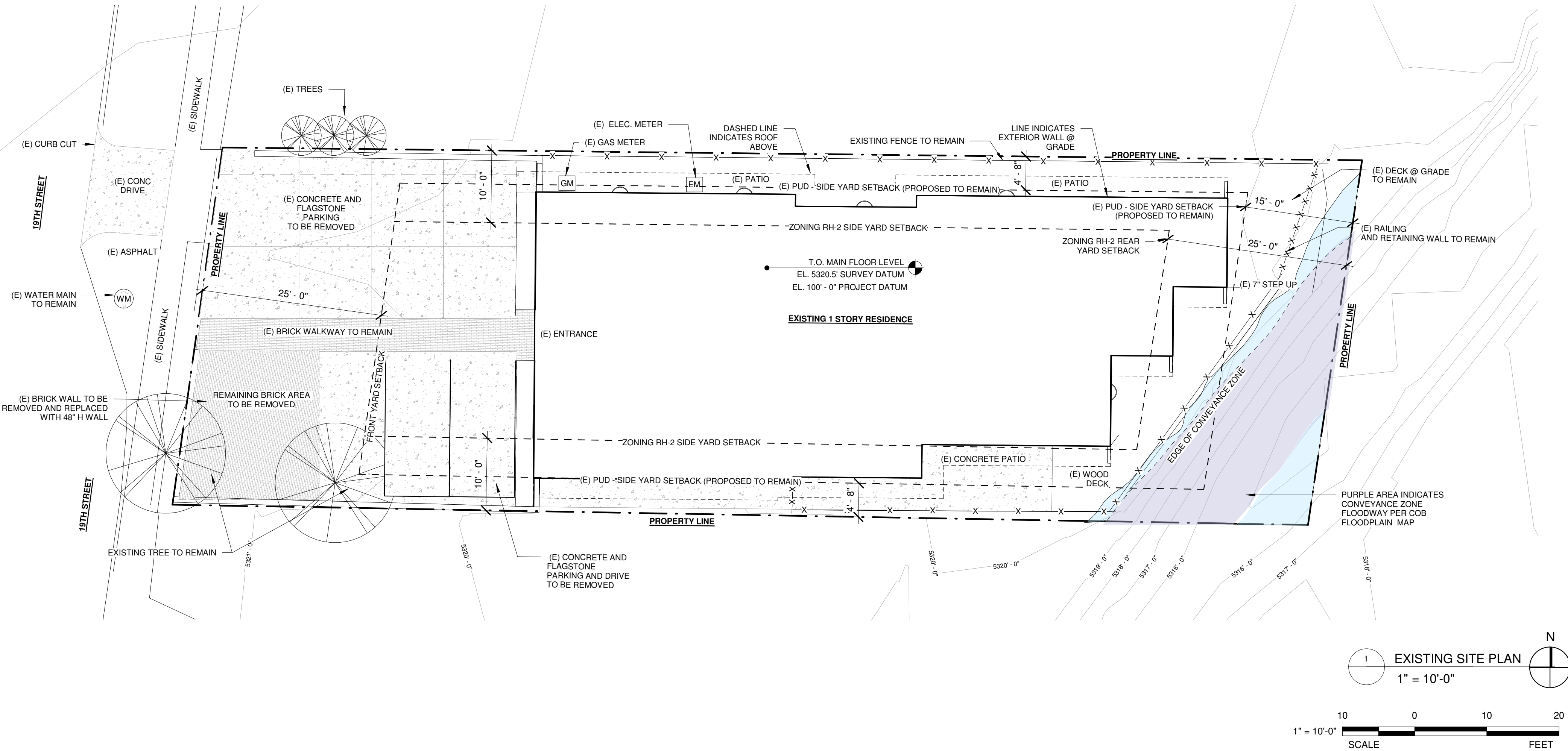
Site Plans

A101

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CITY OF BOULDER FLOODPLAIN MAP

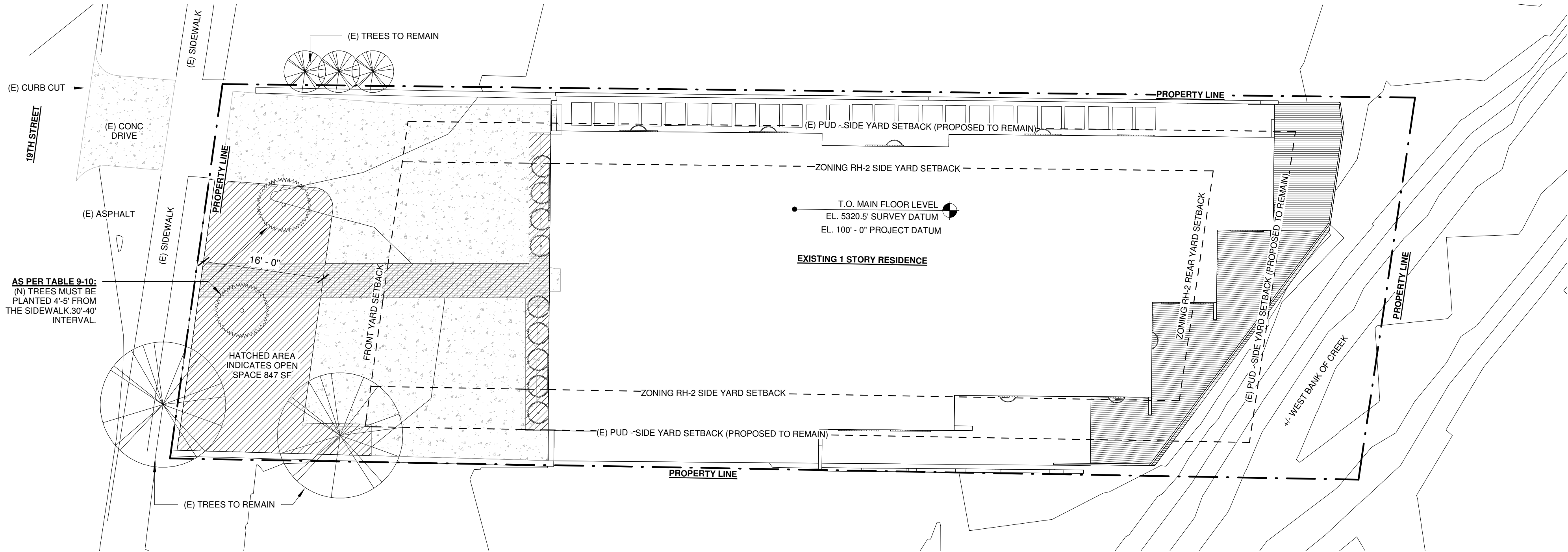


Issuance Schedule	
#	Description
00	2/30/22 Land Use Review
01	2/40/510 LUR Resp. to Com.
02	2/40/911 LUR Resp. to Com.
03	2/50/310 LUR Resp. to Com.
04	2/50/421 LUR Resp. to Com.

Landscape and
Openspace

A102

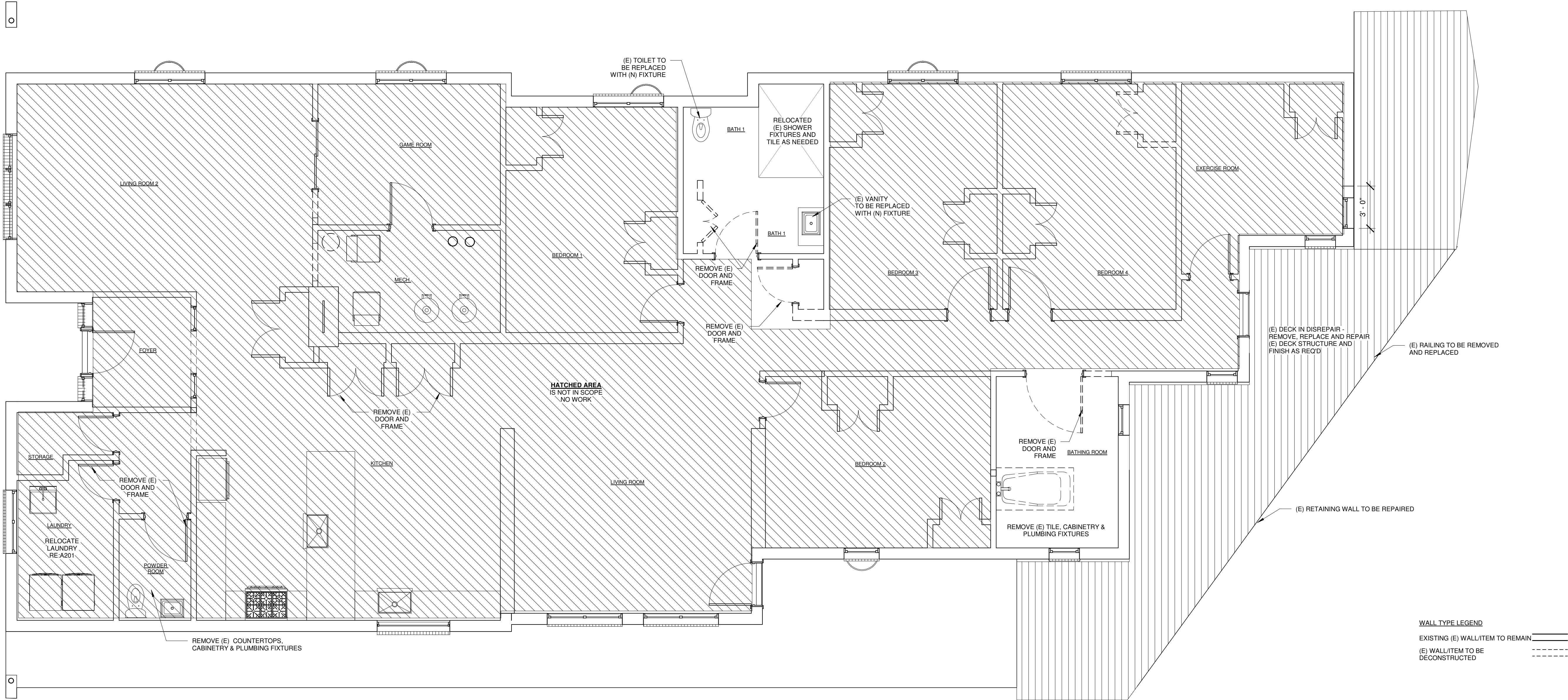
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OPEN SPACE REQ'D PER BRC TABLE 8-1
RH-2
MINIMUM OPEN SPACE PER DWELLING UNIT (SF) = 600 SF

OPEN SPACE AREAS	
Name	AREA IN SF
LANDSCAPED AREA	711
DECORATIVE WALKWAYS	258
DECK (UP TO 25% OF TOTAL REQUIREMENT)	150
TOTAL	1119

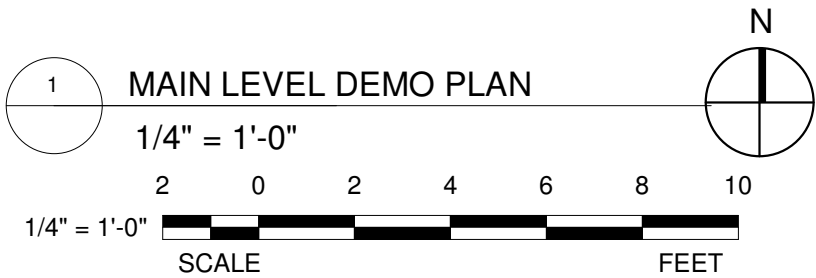
1 LANDSCAPE & OPEN SPACE PLAN
1" = 10'-0"



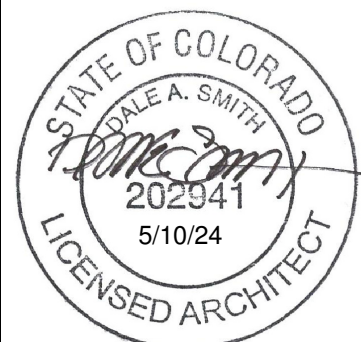
WALL TYPE LEGEND

EXISTING (E) WALL/ITEM TO REMAIN

(E) WALL/ITEM TO BE DECONSTRUCTED



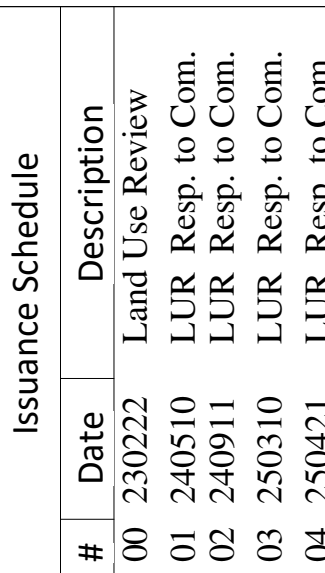
- GENERAL DEMOLITION NOTES**
- DEMOLITION IS REQUIRED TO ACCOMPLISH WORK INDICATED IN THESE DOCUMENTS. THE GENERAL CONTRACTOR IS RESPONSIBLE TO PERFORM ALL REQUIRED DEMOLITION WORK AS NECESSARY TO ACCOMMODATE NEW WORK.
 - DO NOT ALLOW MATERIAL AND DEBRIS GENERATED BY DEMOLITION ACTIVITIES TO ACCUMULATE ON THE JOB SITE. REMOVE & DISPOSE OF IN A LEGAL MANNER.
 - THIS PLAN IS TO BE USED IN CONJUNCTION WITH THE ENTIRE SET OF CONSTRUCTION DOCUMENTS. DO NOT REMOVE ANY ITEM(S) WITHOUT VERIFYING & COORDINATING WITH ALL DISCIPLINES AS TO HOW THEY RELATE TO THE OVERALL PROJECT.
 - THE CONTRACTOR IS TO TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE PUBLIC AND/OR WORKMEN ON THE SITE TO PREVENT ACCIDENTS OR INJURY TO ANY PERSON ON, ABOUT OR ADJACENT TO THE PREMISES. THE CONTRACTOR SHALL COMPLY WITH ALL LAWS, ORDINANCES, CODES AND REGULATIONS PERTAINING TO DEMOLITION AND SAFETY.
 - THE CONTRACTOR MUST MAINTAIN ADEQUATE SUPPORT, INSULATION, WATERPROOFING, LIGHTING, SECURITY, ALARMS, ETC. FOR ALL OR PART OF ITEMS WHICH ARE TO REMAIN.
 - WINDOWS TO BE REMOVED AND REPLACED ARE NOTED IN DOOR SCHEDULE ON A701
 - (E) ROOF TO REMAIN
 - ELECTRICAL TO BE SALVAGED WHERE APPLICABLE
 - INTERIOR DOORS TO BE REMOVED ARE NOTED IN DOOR SCHEDULE ON A701
 - CONTRACTOR TO FIELD VERIFY ALL EXISTING DIMENSIONS.
 - IF APPLICABLE REFER TO ASBESTOS REPORT FOR LOCATION OF ASBESTOS CONTAINING MATERIALS AND REQUIRED REMOVAL AND CONTAINMENT PRACTICES.



Issuance Schedule		Description	
#	Date		
00	2/3/2022	Land Use Review	
01	2/4/2021	LUR Resp. to Com.	
02	2/4/2021	LUR Resp. to Com.	
03	2/5/2021	LUR Resp. to Com.	
04	2/5/2021	LUR Resp. to Com.	

Main Level Demo Plan

Boulder, CO 80302

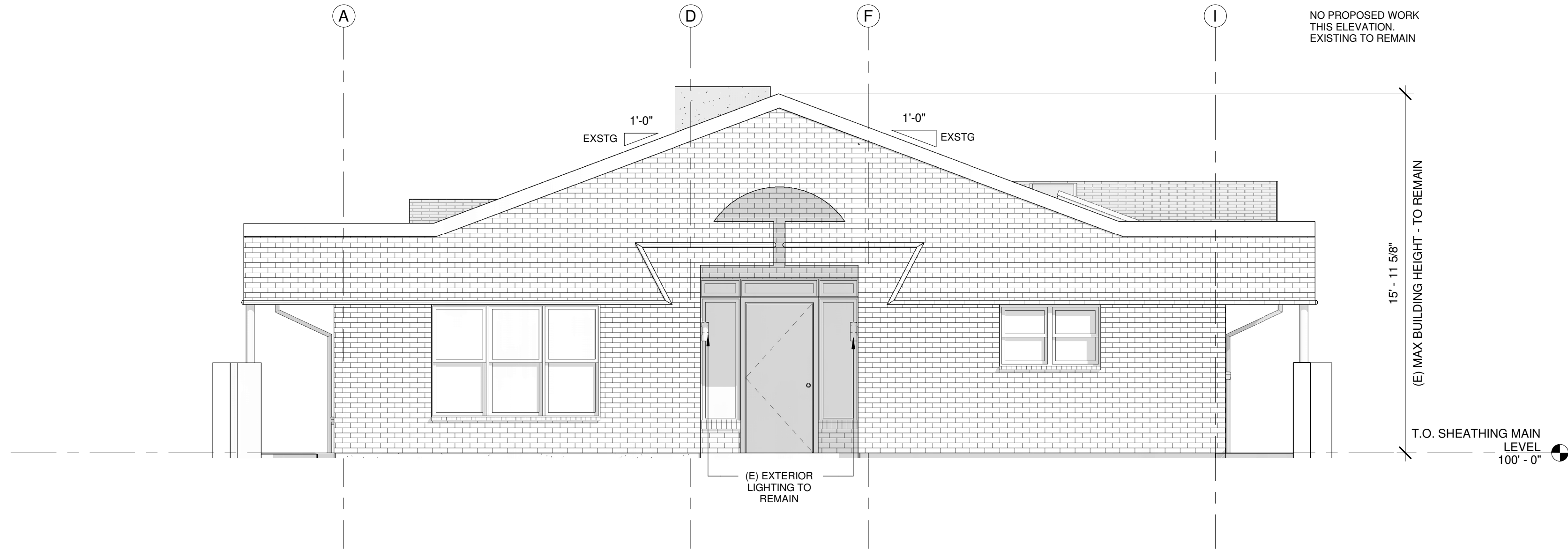


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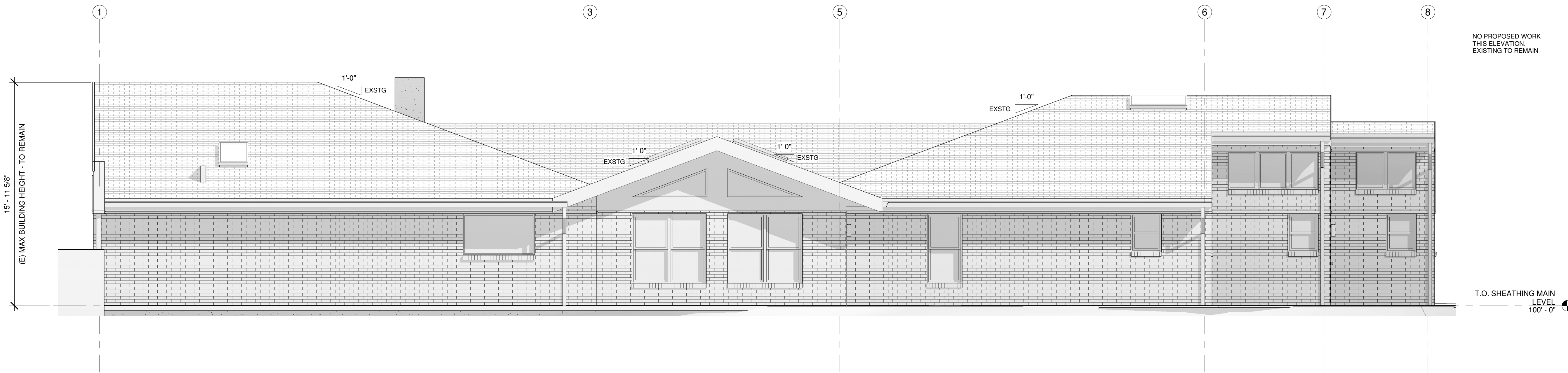
Issuance Schedule		Description
#	Date	
00	2/3/2022	Land Use Review
01	2/4/2021	LUR Resp. to Com.
02	2/4/2021	LUR Resp. to Com.
03	2/5/2021	LUR Resp. to Com.
04	2/5/2021	LUR Resp. to Com.

Exterior Elevations

A301



3 WEST ELEVATION
1/4" = 1'-0"
1/4" = 1'-0" SCALE FEET



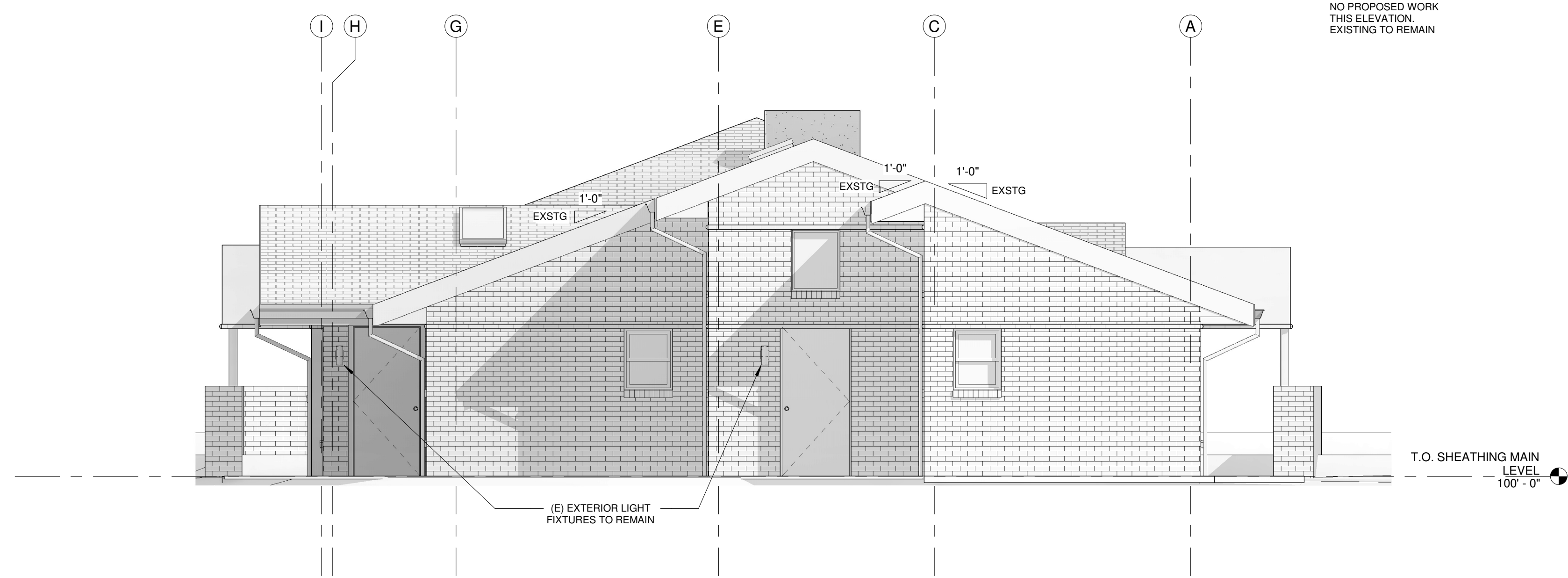
1 SOUTH ELEVATION
1/4" = 1'-0"
1/4" = 1'-0" SCALE FEET

Issuance Schedule	
#	Description
00	2/3/2022 Land Use Review
01	2/4/2010 LUR Resp. to Com.
02	2/4/2011 LUR Resp. to Com.
03	2/5/2010 LUR Resp. to Com.
04	2/5/2021 LUR Resp. to Com.

Exterior Elevations

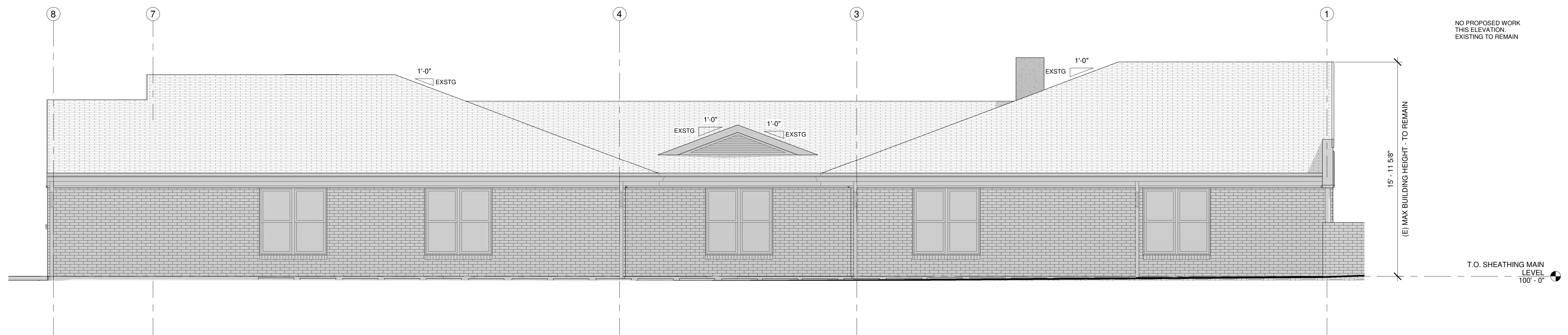
A302

4/21/2025 11:28:35 AM



1

EAST ELEVATION
1/4" = 1'-0"
2 0 2 4 6 8 10
1/4" = 1'-0" SCALE FEET



2

NORTH ELEVATION
1/4" = 1'-0"
2 0 2 4 6 8 10
1/4" = 1'-0" SCALE FEET

MEMORANDUM

TO: Planning Board
FROM: Adam Olinger, Case Manager
DATE: May 20, 2025
SUBJECT: CALL-UP ITEM: Minor Subdivision review to subdivide one existing lot into two new lots on the 14,392 square foot property at 855 Union Ave. This approval is subject to call-up on or before **May 21, 2025**.
ADDRESS: 855 Union Ave.
PROJECT NAME: Paris Subdivision Replat A
CASE No: LUR2024-00040

Attached is the disposition of the conditional approval (see **Attachment A**) of a Minor Subdivision Final Plat for property at 855 Union Ave. The property is zoned RL-1 (Residential – Low 1), and the minor subdivision will subdivide one existing lot into two new lots. See **Attachment C** for the approved Final Plat.

Background. The approximately 0.33-acre property at 855 Union Ave. is in North Boulder, on the north side of Union Ave. east of 6th St. and west of 9th St. Refer to **Figure 1** below. The property was home to a single family detached home until it was demolished in the fall of 2024.



Figure 1: Vicinity Map

The property is zoned RL-1 (Residential – Low 1) zoning district, which is defined as “Primarily single-family detached dwelling units with some duplexes and attached dwelling units at low to very low residential densities” in Section 9-5-2(c), B.R.C. 1981. Refer to **Figure 2**.

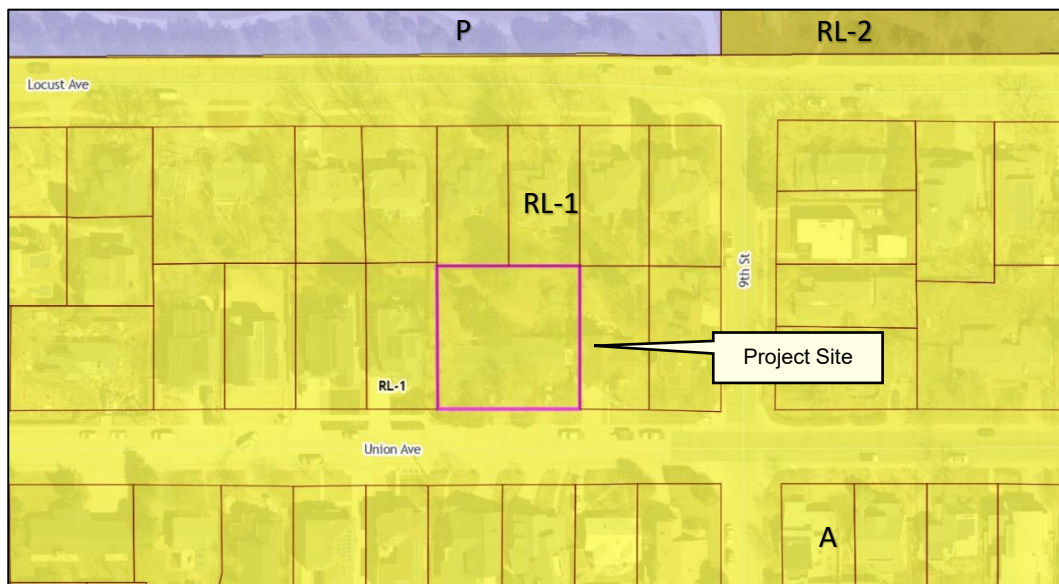


Figure 2: Zoning Map

Review Process. A minor subdivision was required to subdivide the existing lot into two new lots. The Minor Subdivision requires referral to Planning Board as a call-up to approve the Final Plat. The call-up period is 14 days under Section 9-4-4(b), B.R.C. 1981.

Public Comment. Required public notice was provided in the form of written notifications to adjacent property owners of the subject property. In addition, a public notice sign was posted on the property. Therefore, all public notice requirements of [Section 9-4-3, “Public Notice Requirements,” B.R.C. 1981](#) were met. No public comment was received specific to the subdivision.

Conclusion. Staff finds that this application meets the Minor Subdivision criteria set forth in [Section 9-12-5, B.R.C. 1981](#). This application was approved by Planning and Development Services staff on May 6, 2025 and the decision may be called-up before Planning Board on or before **May 20, 2025**. There is a Planning Board meeting within the 14-day call up period on **May 20, 2025**. Questions about the project or decision should be directed to Adam Olinger at olinger@boulder.colorado.gov.

Attachments.

- Attachment A – Disposition of Approval
- Attachment B – Criteria Checklist
- Attachment C – Approved Final Plat
- Attachment D – Subdivision Agreement



City of Boulder Planning & Development Services

CITY OF BOULDER PLANNING DEPARTMENT NOTICE OF DISPOSITION

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-12, B.R.C. 1981, as applied to the proposed development.

DECISION:	APPROVED WITH CONDITION
PROJECT NAME:	PARIS SUBDIVISION REPLAT A
DESCRIPTION:	Minor Subdivision to subdivide existing Lot 3 into two lots of 0.33 acres each (Lots 3A and 3B).
LOCATION:	855 UNION AVE
LEGAL DESCRIPTION:	See Exhibit A
APPLICANT:	BRETT STEURY, CDC DEVELOPMENT/PORCHFRONT HOMES MARY COONCE
OWNER:	855 Union, LLC
APPLICATION:	Minor Subdivision Review, LUR2024-00040
ZONING:	Residential - Low 1 (RL-1)
CASE MANAGER:	Adam Olinger

APPROVED MODIFICATIONS FROM THE LAND USE REGULATIONS: None

Approved On:

May 6, 2025

Date

By:

Brad Mueller, Director of Planning & Development Services

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

Appeal to Planning Board Expires: May 20, 2025

Final Approval Date: May 21, 2025

CONDITION OF APPROVAL

1. The subdivision is approved subject to the terms of the Subdivision Agreement.

EXHIBIT A

Legal Description

**LOT 3, PARIS SUBDIVISION,
COUNTY OF BOULDER, STATE OF COLORADO.**

CRITERIA CHECKLIST AND COMMENT FORM

MINOR SUBDIVISION

SECTION 9-12-5

LUR 2024-00040

ADDRESS: 855 Union Ave

DATE: January 24, 2025

CRITERIA APPLICABLE TO ALL MINOR SUBDIVISION APPLICATIONS

Minor Subdivision: *Meets criteria*

Staff Response:

All criteria has been met.

- (a) **Scope:** A minor subdivision is a division of land that is already served by city services, will not require the extension of streets or public improvements and will not result in more than one additional lot. *Meets criteria*

Staff Response:

The proposed minor subdivision would not require an extension of any streets or public utilities and will only create one additional lot.

- (b) **Limitations:** The provisions of this section shall not apply to a replat that:

- (1) Requires any modifications to section 9-12-12, "Standards for Lots and Public Improvements," B.R.C. 1981; *No*
- (2) Requires the dedication of public or private access easements or public right of way for new streets, alleys or shared access driveways; *No*
- (3) Requires the extension of a public improvement such as a street, alley, water main or sewer main, or requires any engineering plans, including but not limited to drainage reports for any public or private improvement; *No*
- (4) Is located on lands containing slopes of fifteen percent or greater; *No*
- (5) Requires the removal of an existing principal building; or *No*
- (6) Is located in a nonresidential zone district described in section 9-5-2, "Zoning Districts," B.R.C. 1981. *No*

Staff Response:

The proposed minor subdivision meets all of the limitations above.

- (c) **Application Requirements:** The subdivider shall submit to the City the following items:

- (1) An application for a minor subdivision on a form provided by the city manager and the fee prescribed by section 4-20-43, "Development Application Fees," B.R.C. 1981; *Yes*
- (2) A preliminary plat meeting all of the requirements of section 9-12-6, "Application Requirements for a Preliminary Plat," B.R.C. 1981; *Yes*
- (3) A final plat meeting all of the requirements of section 9-12-8, "Final Plat," B.R.C. 1981; *Yes*
- (4) A title commitment or attorney memorandum based upon an abstract of title, current as of the date of submitting the minor subdivision; *Yes*

- (5) A lot line and boundary verification required by section 9-12-9, "Lot Line and Boundary Verification," B.R.C. 1981, if the requirements of section 9-12-9, "Lot Line and Boundary Verification," B.R.C. 1981, have not been met on the original plat; and *Yes*
- (6) A shadow analysis for any existing buildings that is drawn in compliance with section 9-9-17, "Solar Access," B.R.C. 1981, and any other standards as may be required by the city manager. *N/A*

Staff Response:

The minor subdivision application has provided all necessary requirements.

- (d) **Notice Requirements:** The subdivider shall satisfy the notice requirements in section 9-12-7, "Staff Review and Approval of Preliminary Plat," B.R.C. 1981. *Meets criteria*

Staff Response:

The city mailed notice of this proposed project to adjacent property owners. There are no mineral estate owners for this proposal.

- (e) **Standards for Minor Subdivisions:** The city manager will approve the minor subdivision after finding that the following standards have been met: *Meets criteria*
 - (1) The land is in a residential zoning district described in section 9-5-2, "Zoning Districts," B.R.C. 1981; *Yes*
 - (2) The division of land will create no more than one additional lot; *Yes*
 - (3) The division of land will not require the extension of any public improvements, including, without limitation, the extension of roads or utilities to serve the property; *Yes*
 - (4) If the minor subdivision is a replat of a previously approved subdivision, the document shall be named with the same name as that of the original subdivision and shall indicate thereon that it is a replat of the original subdivision. Newly adjusted or created lots shall be designated to adequately indicate that original lot lines have been adjusted with a similar lot name; and *Yes*
 - (5) The lots and existing structures will comply with the lot standards of section 9-12-12, "Standards for Lots and Public Improvements," B.R.C. 1981, and the solar access requirements of section 9-9-17, "Solar Access," B.R.C. 1981. *Yes*

Staff Response:

All standards for minor subdivision have been met.

- (f) **Existing Streets or Alleys, Dedication and Vacation of Easements:** Right-of-way necessary to bring an existing street or alley up to a current city standard, or public easements for utilities or sidewalks may be dedicated on a minor subdivision plat. The City may approve the vacation of city utility easements on the replat. *N/A*

Staff Response:

No right of way or public easement dedications are needed for this subdivision.

- (g) **Minor Subdivision Review Procedure:** If the final plat and the required plans, specifications, agreements and guarantees meet the requirements of this code, the City of Boulder Design and Construction Standards and other ordinances of the City or requirements determined by the city manager to be necessary to protect the public health, safety or welfare, the manager shall approve the final plat in accordance with the procedure set forth in section 9-12-10, "Final Plat Procedure," B.R.C. 1981. If there are no public improvements associated with the minor subdivision, the city manager can waive the requirements for a subdivision agreement.

Staff Response:

The Final Plat meets the requirements of the code.

APPLICATION REQUIREMENTS FOR A PRELIMINARY PLAT- SECTION 9-12-6

- (a) **Application Requirements:** Any preliminary plat submitted for subdivision approval shall be drawn to a scale of no less than one inch equals one hundred feet, and of a scale sufficient to be clearly legible, including streets and lots adjacent to the subdivision. The preliminary plat may be an application under section 9-2-14, "Site Review," B.R.C. 1981, if it meets both the requirements of this section and those of chapter 9-2, "Review Processes," B.R.C. 1981. The applicant shall include on the preliminary plat or in accompanying documents: *Meets criteria*

Staff Response:

All requirements for a Preliminary Plat have been provided.

- (1) The proposed name of the subdivision; *Yes*
- (2) The location and boundaries of the subdivision, names of all abutting subdivisions with lines indicating abutting lots, or, if the abutting land is unplatted, a notation to that effect, and names of all abutting streets; *Yes*
- (3) Contours at two-foot intervals if the slope is less than ten percent and five feet where the slope is greater than ten percent; *Yes*
- (4) The date of preparation, scale, and north sign (designated as true north); *Yes*
- (5) A vicinity map showing at least three blocks on all sides of the proposed subdivision, which may be of a different scale than the plat; *Yes*
- (6) The location of structures and trees of five-inch caliper or more on the property and approximate location of structures off the property within ten feet of the proposed plat boundary; *Yes*
- (7) The name, address, and telephone number of the licensed surveyor, licensed engineer, or designer of the plat; *Yes*
- (8) The name, address, and telephone number of owner, verification of ownership of the property, and current title report or an attorney memorandum based upon an abstract of title, current as of the date of the submittal; *Yes*
- (9) The total acreage; *Yes*
- (10) The location and dimensions of all existing public improvements, easements, drainage areas, irrigation ditches and laterals, and other significant features within or adjacent to the proposed subdivision; *Yes*
- (11) The location and dimensions of all proposed public improvement, public easements, lot lines, parks, and other areas to be dedicated for public use, a dedication thereof to the public use, and identification of areas reserved for future public acquisition; *Yes*
- (12) Geological stability information upon request of the city manager if the manager determines or the subdivider has any reason to believe that building or other problems may arise from construction in the area proposed for development; *N/A*
- (13) Zoning on and adjacent to the proposed subdivision; *Yes*
- (14) A designation of areas subject to the one-hundred year flood and the estimated flow rate used in determining that designation, and base flood elevation data and the source used in determining that elevation; *N/A*
- (15) The number of lots and each lot size; *Yes*

- (16) Proposed uses of each lot; *Yes*
- (17) Proposed ownership and use of outlots; *N/A*
- (18) The location and size of existing utilities within or adjacent to the proposed subdivision including, without limitation, water, sewer, storm sewers and drainage facilities, fire hydrants within three hundred fifty feet of the property, electricity, and gas, which shall be placed on separate engineering drawings; *Yes*
- (19) A master utility plan showing proposed plans for private and public utility systems including water, sewer, electric, gas, drainage, telephone, telecommunications, and any other services that will supply the property; *N/A*
- (20) A shadow analysis for any existing buildings that is drawn in compliance with section 9-9-17, "Solar Access," B.R.C. 1981, and any other standards as may be required by the city manager. *N/A*

- (b) **Vacation of Utility Easements:** A subdivider may vacate city utility easements on the plat. *N/A*

Staff Response:

Utility easements are not being vacated by this request.

FINAL PLAT- SECTION 9-12-8

- (a) A final plat may be submitted at the same time as a preliminary plat.

Staff Response:

Final Plat was submitted with preliminary plat, as per Minor Subdivision regulations.

- (b) In order to obtain city manager review of a final plat, the subdivider shall submit a final plat that conforms to the approved preliminary plat, includes all changes required by the manager or the planning board, and includes the following information: *Meets criteria*
 - (1) A map of the plat drawn at a scale of no less than one inch equals one hundred feet (and of a scale sufficient to be clearly legible) with permanent lines in ink and whose outer dimensions are twenty-four inches by thirty-six inches on a reproducible Mylar sheet (maps of two or more sheets shall be referenced to an index placed on the first sheet); *Yes*
 - (2) A one inch equals one hundred feet reduction of the plat; *Yes*
 - (3) The title under which the subdivision is to be recorded; *Yes*
 - (4) Accurate dimensions for all lines, angles and curves used to describe boundaries, public improvements, easements, areas to be reserved for public use and other important features. (All curves shall be circular arcs and shall be defined by the radius, central angle, tangent, arc and chord distances. All dimensions, both linear and angular, are to be determined by an accurate control survey in the field that must balance and close within a limit of one in ten thousand. No final plat showing plus or minus dimensions will be approved.); *Yes*
 - (5) The names of all abutting subdivisions, or, if the abutting land is unplatted, a notation to that effect; *Yes*
 - (6) An identification system for all lots and blocks and names for streets; *Yes*
 - (7) An identification of the public improvements, easements, parks and other public facilities shown on the plat, a dedication thereof to the public use and areas reserved for future public acquisition; *Yes*
 - (8) The total acreage and surveyed description of the area; *Yes*

- (9) The number of lots and size of each lot; *Yes*
- (10) Proposed ownership and use of outlots; *N/A*
- (11) A designation of areas subject to the one-hundred-year flood, the estimated flow rate used in determining that designation, and a statement that such designation is subject to change; *N/A*
- (12) A description of all monuments, both found and set, that mark the boundaries of the property and a description of all control monuments used in conducting the survey; *Yes*
- (13) A statement by the land surveyor that the surveyor performed the survey in accordance with state law; *Yes*
- (14) A statement by the land surveyor explaining how bearings, if used, were determined; *Yes*
- (15) The signature and seal of the Colorado registered land surveyor; *Yes*
- (16) A delineation of the extent of the one hundred year floodplain, the base flood elevation, the source of such delineation and elevation and a statement that they are subject to change; *N/A*
- (17) The square footage of each lot; *Yes*
- (18) Certification for approval by the following: *Meets criteria*
 - (A) Director of planning, *Yes*
 - (B) Director of public works and utilities, *Yes*
 - (C) Director of parks and recreation, if park land is dedicated on the plat, and *N/A*
 - (D) Director of real estate and open space, if open space land is dedicated on the plat; *N/A*
- (19) Signature blocks for all owners of an interest in the property; and *Yes*
- (20) A signature block for the city manager's signature. *No*

Staff Response:

All requirements for a Final Plat have been provided.

LOT LINE AND BOUNDARY VERIFICATION- SECTION 9-12-9

Lot line boundary verification *Meets criteria*

The subdivider shall provide to the city a computer check to ensure that the exterior lines of the subdivision on the final plat close.

STANDARDS FOR LOTS AND PUBLIC IMPROVEMENTS- SECTION 9-12-12

- (a) **Conditions Required:** Except as provided in subsection (b) of this section, subdivision plats shall comply with section 9-9-17, "Solar Access," B.R.C. 1981, and meet the following conditions: *Meets criteria*
 - (1) **Standards for Lots:** Lots meet the following conditions: *Meets criteria*
 - (A) Each lot has access to a public street. *Yes*
 - (B) Each lot has at least thirty feet of frontage on a public street. *Yes*
 - (C) No portion of a lot is narrower than thirty feet. *Yes*
 - (D) Lots and existing structures meet all applicable zoning requirements of this title and section 9-9-17, "Solar Access," B.R.C. 1981. *Yes*

- (E) Lots with double frontage are avoided, except where necessary to provide separation from major arterials or incompatible land uses or because of the slope of the lot. *Yes*
- (F) Side lot lines are substantially at right angles or radial to the centerline of streets, whenever feasible. *Yes*
- (G) Corner lots are larger than other lots to accommodate setback requirements of section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981. *N/A*
- (H) Residential lots are shaped so as to accommodate a dwelling unit within the setbacks prescribed by the zoning district. *Yes*
- (I) Lots shall not be platted on land with a ten percent or greater slope, unstable land or land with inadequate drainage unless each platted lot has at least one thousand square feet of buildable area, with a minimum dimension of twenty-five feet. The city manager may approve the platting of such land upon finding that acceptable measures, submitted by a registered engineer qualified in the particular field, eliminate or control the problems of instability or inadequate drainage. *Yes*
- (J) Where a subdivision borders an airport, a railroad right of way, a freeway, a major street or any other major source of noise, the subdivision is designed to reduce noise in residential lots to a reasonable level and to retain limited access to such facilities by such measures as a parallel street, a landscaped buffer area or lots with increased setbacks. *N/A*
- (K) Each lot contains at least one deciduous street tree of two-inch caliper in residential subdivisions, and each corner lot contains at least one tree for each street upon which the lot fronts, located so as not to interfere with sight distance at driveways and chosen from the list of acceptable trees established by the city manager, unless the subdivision agreement provides that the subdivider will obtain written commitments from subsequent purchasers to plant the required trees. *Yes*
- (L) The subdivider provides permanent survey monuments, range points and lot pins placed by a Colorado registered land surveyor. *Yes*
- (M) Where an irrigation ditch or channel, natural creek, stream or other drainage way crosses a subdivision, the subdivider provides an easement sufficient for drainage and maintenance. *N/A*
- (N) Lots are assigned street numbers by the city manager under the City's established house numbering system, and before final building inspection, the subdivider installs numbers clearly visible and made of durable material. *Yes*
- (O) For the purpose of ensuring the potential for utilization of solar energy in the City, the subdivider places streets, lots, open spaces and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria: *Meets criteria*
 - (i) Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion. *N/A*
 - (ii) Lot Layout and Building Siting: Lots are oriented and buildings sited in a way which maximizes the solar potential of each principal building. Lots are designed so that it would be easy to site a structure which is unshaded by other nearby structures and so as to allow for owner control of shading. Lots also are designed so that

buildings can be sited so as to maximize the solar potential of adjacent properties by minimizing off-site shading. *Yes*

(iii) **Building Form:** The shapes of buildings are designed to maximize utilization of solar energy. Existing and proposed buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981. *N/A*

(iv) **Landscaping:** The shading impact of proposed landscaping on adjacent buildings is addressed by the applicant. When a landscape plan is required, the applicant shall indicate the plant type and whether the plant is coniferous or deciduous. *Yes*

Staff Response:

All applicable standards for lots and public improvements have been met.

(b) **Waiver of Lot Standards:** The planning board may waive the design requirements of Paragraph (a)(1) of this section not otherwise required by any other provision of the code: *N/A*

(1) If permitted as part of an approval under Section 9-7-12, "Two Detached Dwellings on a Single Lot," B.R.C. 1981, or site review under Section 9-2-14, "Site Review," B.R.C. 1981; or *N/A*

(2) Upon request of the subdivider if the subdivider provides an alternative means of meeting the purposes of this chapter, which the board finds: *N/A*

(A) Is necessary because of unusual physical circumstances of the subdivision; or *N/A*

(B) Provides an improved design of the subdivision. *N/A*

Staff Response:

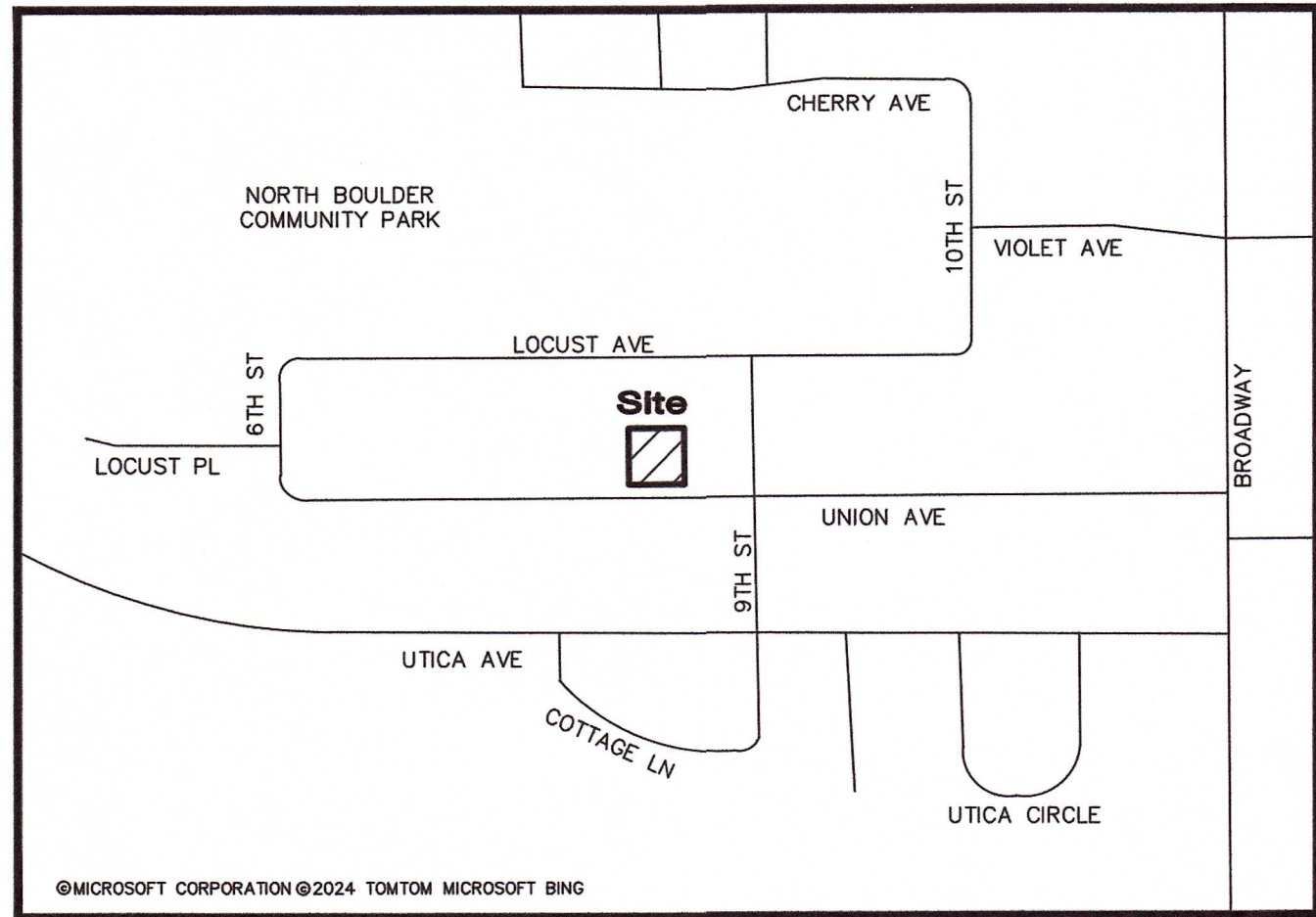
No waiver of lot standards are being requested.

(j) **Steep Slopes:** The city manager may impose additional requirements over and above those required in Subsection (a) of this section on lands containing slopes of fifteen percent or greater, if the manager determines such requirements are necessary in order to protect the health, safety, and welfare of the occupants and taxpayers of Boulder from the negative impacts of development in hillside areas. *N/A*

Staff Response:

Project is not in a hillside area.

FINAL PLAT
PARIS SUBDIVISION REPLAT A
A RESUBDIVISION OF LOT 3, PARIS SUBDIVISION, LOCATED IN THE NORTHEAST
QUARTER OF SECTION 13, TOWNSHIP 1 NORTH, RANGE 71 WEST OF THE 6TH P.M.,
CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO
SHEET 1 OF 1
TOTAL AREA = 14,391 SQ. FT., OR 0.33 ACRES



Vicinity Map
SCALE: 1" = 400'

Dedication

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED BEING THE OWNER OF THAT REAL PROPERTY SITUATED IN THE CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

LOT 3, PARIS SUBDIVISION AS DESCRIBED IN THE RECORDS OF BOULDER COUNTY ON APRIL 13, 1990, AT RECEPTION NO. 1037066, LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 1 NORTH, RANGE 71 WEST OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO.

SAID PARCEL CONTAINING 14,391 SQ. FT. OR 0.33 ACRES, MORE OR LESS.

HAS CAUSED SAID PROPERTY TO BE LAID OUT, SURVEYED, SUBDIVIDED AND PLATTED UNDER THE NAME OF "PARIS SUBDIVISION REPLAT A" A SUBDIVISION IN THE CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO.

FOR THE APPROVAL OF "PARIS SUBDIVISION REPLAT A" AND THE DEDICATIONS AND CONDITIONS WHICH APPLY THERETO THIS 8th DAY OF April, 2025.

OWNER:
855 UNION, LLC,
A COLORADO LIMITED LIABILITY COMPANY

BY: Mary Coonce
MARY COONCE, MEMBER/MANAGER
ACKNOWLEDGEMENT

STATE OF COLORADO }
COUNTY OF BOULDER } SS.

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 8th DAY OF April, 2025, BY MARY COONCE, MEMBER/MANAGER OF 855 UNION, LLC. WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: 2/12/2026

[SEAL]

BRETT D STEURY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20094036463
MY COMMISSION EXPIRES FEBRUARY 12, 2026

Brett D Steury
NOTARY PUBLIC

Lot Area Calculations

Original Parcel	
TOTAL	14,391 SQ. FT. 0.33 ACRES
Paris Subdivision Replat A	
LOT 3A	7,196 SQ. FT. 0.165 ACRES
LOT 3B	7,196 SQ. FT. 0.165 ACRES
TOTAL	14,391 SQ. FT. 0.33 ACRES

Boundary Closure Report

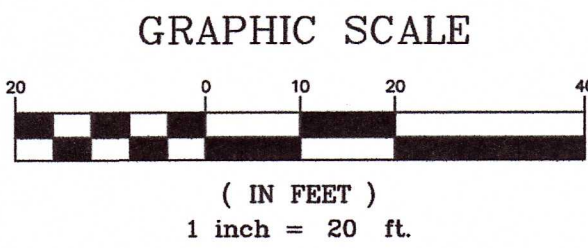
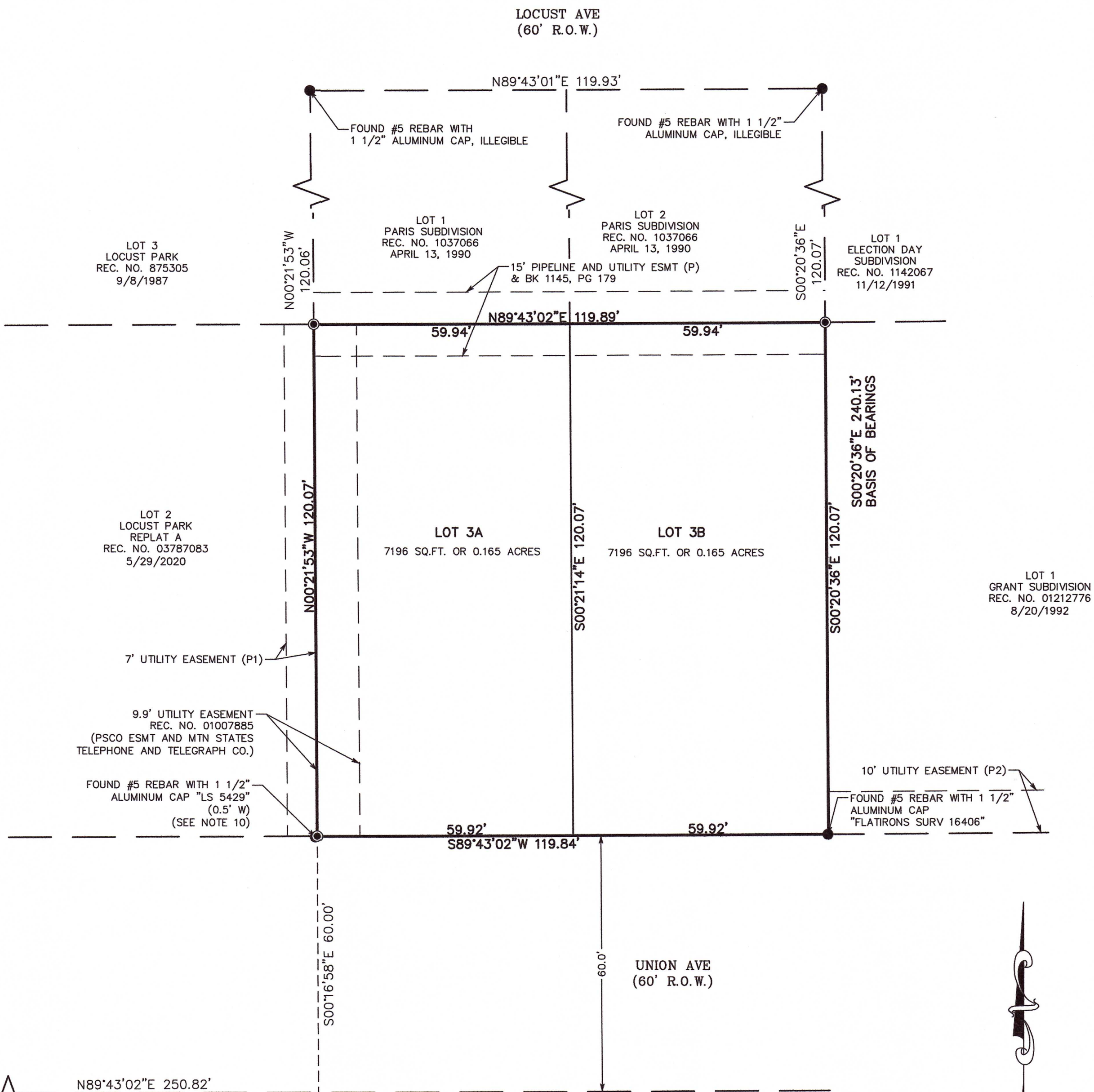
COURSE: N89°43'02"E LENGTH: 119.89'
COURSE: S00°20'36"E LENGTH: 120.07'
COURSE: S89°43'02"W LENGTH: 119.84'
COURSE: N00°21'53"W LENGTH: 120.07'

AREA: 14391 SQ. FT.
ERROR CLOSURE: 0.01
ERROR NORTH: -0.000
COURSE: S89°39'57"E
EAST: 0.005

PRECISION 1: 47987

FOUND #5 REBAR WITH 1 1/2" RED PLASTIC CAP "PLS 27269"

FOUND #5 REBAR WITH 2" ALUMINUM CAP "CIVIL ARTS DREXEL PLS 24305 1 WC"



Notes

- LAND TITLE GUARANTEE COMPANY COMMITMENT NUMBER K70844726, DATED JULY 11, 2024 AT 5:00 P.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN AND DESCRIBED HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.
- ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
- THIS SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.
- BASIS OF BEARINGS: GPS DERIVED BEARINGS BASED ON A BEARING OF S00°20'36"E ALONG THE EAST LINE OF PARIS SUBDIVISION, BETWEEN A FOUND #5 REBAR WITH 1 1/2" ALUMINUM CAP, ILLEGIBLE AT THE NORTHEAST CORNER OF PARIS SUBDIVISION AND A FOUND #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATIRON'S SURV 16406" AT THE SOUTHEAST CORNER OF PARIS SUBDIVISION AS SHOWN HEREON. COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983 (NAD83). ALL BEARINGS SHOWN HEREON ARE RELATIVE THERETO.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT AND/OR BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE C.R.S. SEC 18-4-508.
- THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.
- DATES OF FIELDWORK: FEBRUARY 5, 2025, JULY 1, 2024 AND MAY 28, 2024
- THE FOLLOWING DOCUMENTS ARE MENTIONED IN THE ABOVE REFERENCED TITLE DOCUMENT AND APPEAR TO AFFECT THE SUBJECT PROPERTY BUT CANNOT BE SHOWN GRAPHICALLY. THE FOLLOWING LIST CONTAINS THE TITLE DOCUMENT EXCEPTION NUMBER, DATE RECORDED, RECEPTION NUMBER AND/OR BOOK AND PAGE.

#8	NOV 10, 1954	REC. NO. 547948	PLAT OF SHEETS SUBDIVISION NO. 2
#9	MAY 10, 1960	BK 1143 PG 121	COVENANTS
	MAY 10, 1985	REC. NO. 687612	AMENDED
	NOV 25, 1986	REC. NO. 807612	AMENDED
	DEC 13, 2023	REC. NO. 04030940	AMENDED
#10	SEPT 18, 1963	BK 1301 PG 71	AGREEMENT
#11	JAN 9, 1973	REC. NO. 49809	AGREEMENT
#12	SEPT 11, 1980	REC. NO. 412231	ANNEXATION ORDINANCE
#13	OCT 29, 1980	REC. NO. 419997	AGREEMENT
#14	MARCH 4, 1981	REC. NO. 436464	AGREEMENT OF ABANDONMENT
#15	JAN 11, 1982	REC. NO. 479282	INCLUSION OF PROPERTY IN DISTRICT
	JAN 11, 1982	REC. NO. 479283	INCLUSION OF PROPERTY IN SUBDISTRICT
	NOV 6, 2019	REC. NO. 03747380	CITY OF BOULDER ORD. NO. 8176 CONSENTING TO THE INCLUSION OF THE PARCEL INTO THE SUBDISTRICT (NCWCD)
#17	MARCH 15, 1990	REC. NO. 1032315	AGREEMENT OF ABANDONMENT
#19	APRIL 13, 1990	REC. NO. 1037067	SUBDIVISION AGREEMENT
- THE SUBJECT PROPERTY IS LOCATED IN ZONE X UNSHADED, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AND/OR ZONE D, AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE, ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP: COMMUNITY-PANEL NO. 08013C-0391 J, DATED 12/18/2012. THE MAP DOES NOT DIFFERENTIATE BETWEEN ZONE X UNSHADED AND ZONE D. FLOOD INFORMATION IS SUBJECT TO CHANGE. THE SUBJECT PROPERTY LIES OUTSIDE THE 500 YEAR FLOODPLAIN ACCORDING TO THE CITY OF BOULDER WEBSITE AS RESEARCHED ON JULY 3, 2024.
- MONUMENTS NOT ACCEPTED WERE FOUND TO BE OUTSIDE OF A REASONABLE ERROR ELLIPSE BASED ON OTHER LOCALLY FOUND MONUMENTS. THEY WERE NOT ACCEPTED AS ORIGINAL, UNDISTURBED MONUMENTS.

Surveyor's Certificate

I, JAMES Z. GOWAN, A REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY OF PARIS SUBDIVISION REPLAT A WAS MADE UNDER MY SUPERVISION AND THE ACCOMPANYING PLAT ACCURATELY AND PROPERLY SHOWS SAID SUBDIVISION AND IS ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, IS IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

JAMES Z. GOWAN COLORADO P.L.S. #29038
VICE PRESIDENT, FLATIRON'S, INC.

James Z. Gowan

THE SIGNATURE AND SEAL APPEAR TO THE LOWER RIGHT OF THIS STATEMENT IN THE TITLE BLOCK.

Approvals

DIRECTOR OF PLANNING

DIRECTOR OF PUBLIC WORKS AND UTILITIES

City Manager's Certificate

IN WITNESS WHEREOF, THE SAID CITY OF BOULDER HAS CAUSED ITS SEAL TO BE HEREUNTO AFFIXED BY ITS CITY MANAGER THIS ___ DAY OF ___, 20__.

ATTEST:

CITY CLERK

CITY MANAGER

Clerk and Recorder's Certificate

STATE OF COLORADO }
COUNTY OF BOULDER } SS.

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT

___ O'CLOCK __M., THIS ___ DAY OF ___

20__, AND IS RECORDED RECEPTION #___

FEES PAID: \$___

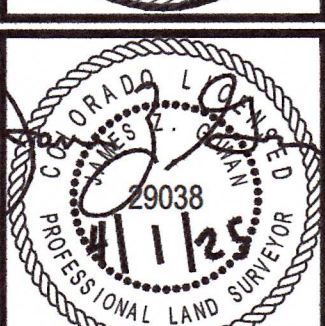
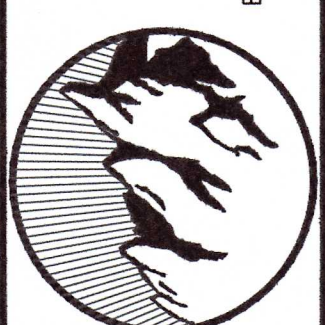
CLERK AND RECORDER

DEPUTY

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3	2025-04-01 EP
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FINAL PLAT
PARIS SUBDIVISION REPLAT A
COPYRIGHT 2025 FLATIRON'S, INC.



JOB NUMBER:
24-81,436
DATE:
07-03-2024
DRAWN BY:
E. PRESCOTT
CHECKED BY:
JZG/WW/SB
SHEET 1 OF 1

No For Administrative Use Only

Grantor: City of Boulder and 855 Union, LLC

Grantee: 855 Union, LLC and City of Boulder

Case #: LUR2024-00040

SUBDIVISION AGREEMENT

- A. **Parties.** This agreement ("Agreement") is entered into this ____ day of _____, 2025, by and between the City of Boulder, a Colorado municipal corporation (the "City"), and 855 Union, LLC, a Colorado limited liability company (the "Subdivider"), for the purposes of ensuring that all ordinances and regulations of the City are met for the protection of the public health, welfare, and safety and obtaining the approval of the Paris Subdivision Replat A (the "Subdivision").
- B. **Consideration.** The parties agree that good and valuable consideration exists as a basis for this Agreement, including, but not limited to, the City's approval of the subdivision of that parcel of land described in the attached **Exhibit A** (the Property) and the provision of City services to the Subdivision, which Subdivider agrees is of special benefit to the Subdivision.
- C. **Binding Agreement – Notice to Subsequent Purchasers.** This Agreement is binding upon the Subdivider and the Subdivider's successors and assigns, jointly and individually, and it shall be recorded in the office of the County Clerk and Recorder to put the prospective purchasers or other interested parties on notice of any of its terms. Additionally, the Subdivider agrees to notify subsequent purchasers of the Subdivision or any portion thereof of the existence of this Agreement and the purchasers' potential obligations hereunder by providing a copy of this Agreement to the purchasers.
- D. **General Requirements.** The Subdivider shall commence, construct, and complete the Subdivision in accordance with:
- (1) The provisions of approval of the Final Plat;
 - (2) The approved Preliminary Plat dated July 3, 2024 and Utility Plan dated February 18, 2025 on file with the City;
 - (3) All requirements of Chapter 9-12, B.R.C. 1981; and
 - (4) The requirements of the "City of Boulder Design and Construction Standards."
- E. **Public Improvements.** The Subdivider shall provide the following public improvements, at no cost to the City, shown on the approved Preliminary Plat dated July 3, 2024 and Utility Plan dated February 18, 2025, including:
- (1) Undergrounding of utility lines;
 - (2) Creating two new curb cuts; and
 - (3) Detached sidewalk replacing the existing attached sidewalk.

The Subdivider agrees to install the public improvements listed in accordance with the time limits prescribed by Subsection 9-12-13(c), B.R.C. 1981.

- F. Financial Security. The Subdivider shall provide to the City financial security to guarantee the construction or installation of the public improvements specified in Paragraph E and other obligations undertaken by the Subdivider in this Agreement. The guarantee will be in an amount to secure the full cost, as determined by the city manager, of constructing or installing the improvements. The guarantee will be either: (a) a deposit of escrow of funds with the City; (b) an irrevocable clean sight draft or letter of commitment upon which the City can draw; or (c) any other form of guarantee approved by the city manager, any one of which is in a form satisfactory to the City Attorney. The term of the guarantee shall be for a period of time sufficient to cover the construction or installation of the public improvements. If the construction or installation is not completed and paid for by the Subdivider according to the requirements of this Agreement and Chapter 9-12, B.R.C. 1981, the City may, in its absolute discretion, complete the construction or installation of the public improvements or cause the same to be done and pay outstanding claims and bills incurred in such completion from the escrow fund or guarantee furnished. The Subdivider shall pay any amount above the amount provided in the guarantee required to complete the construction or installation of the improvements. The city manager shall annually review the guarantee to assure that it meets full current costs of constructing the improvements whose installation it secures and, upon notification, the Subdivider shall amend the guarantee to meet such current costs. The City shall release the guarantee when all the improvements have been constructed or installed and the City has accepted them. An engineer's cost estimate or contractor bid will be required to determine the amount of the financial guarantee.
- G. Warranty. Upon completion of the public improvements and acceptance by the City, the Subdivider shall warrant all public improvements and utilities for two (2) years and shall secure the two-year warranty by (a) a deposit of escrow of funds with the City; (b) an irrevocable clean sight draft or letter of commitment upon which the City can draw; or (c) any other form of guarantee approved by the city manager, payable to the City as beneficiary, in an amount adequate to replace or repair twenty (20) percent of the total value of the improvements if they are damaged or become inoperable during the warranty period. If the city manager determines that any such public improvements require repair or replacement, the city manager shall so notify the Subdivider. The City will not approve any other development applications from or improvements constructed or installed by the Subdivider until the Subdivider satisfactorily repairs or replaces any defective improvement. If the Subdivider fails to repair or replace any public improvements after notice, the City may cause the work to be done and charge the cost thereof against the deposit of escrow of funds or other guarantee. If the amount of the deposit of escrow of funds or other guarantee is less than the cost of the repair or replacement, the difference shall be due and payable to the City by the Subdivider. An engineer's cost estimate or contractor bid will be required to determine the amount of the financial guarantee.

- H. Defend and Hold Harmless. The Subdivider shall defend and hold the City harmless from any and all claims or damages that may arise from the Subdivider's actions in connection with the execution of this Subdivision, including but not limited to the construction of any public or private improvements or the failure to construct the same.
- I. Subdivider Warrants Ownership. The Subdivider warrants that it owns the Property and agrees to provide an update of the preliminary title report or attorney memorandum of ownership current as of the date of recording the Subdivision Plat.
- J. Breach by Subdivider. If Subdivider breaches this Agreement in any respect, the City may withhold approval of all building permits and other development applications requested for the area within the Subdivision until the breaches have been cured. This remedy is in addition to all other remedies available to the City at law or equity.
- K. Relationship of this Agreement to Other Agreements. The terms and covenants of this Agreement are in addition to, and do not extinguish unless expressly stated, any other agreements between the parties.
- L. Captions. The captions herein are inserted only as a matter of convenience and for reference, and in no way define, limit or describe the scope of this Agreement or the intent of any provision hereof.
- M. Future Interests. If this Agreement is deemed to create an interest in land, this Agreement shall be enforced, if not sooner completed, during the lives of the undersigned plus twenty years and three hundred sixty-four days.
- N. No Encumbrances. The Subdivider agrees that between the time of signing this Agreement and the time when the final plat has been recorded with the Boulder County Clerk and Recorder, the Subdivider shall neither convey ownership nor further encumber the Subdivider's Property, without the express approval from the City. Prior to the recording of this Agreement with the Boulder County Clerk and Recorder, the Subdivider agrees not to execute transactional documents encumbering the Property or otherwise affecting title to the Property unless otherwise approved by the City Manager.

EXECUTED on the day and year first above written.

SUBDIVIDER:
855 Union, LLC,
a Colorado limited liability company

By: 
Mary Coonce Member/Manager

STATE OF COLORADO)
)ss.
COUNTY OF BOULDER)

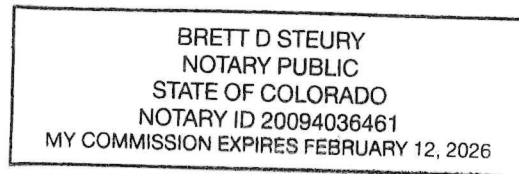
The foregoing instrument was acknowledged before me a Notary Public this 23rd day of April, 2025, by Mary Coonce, as Member/Manager of 855 Union, LLC.

Witness my hand and official seal.


Notary Public

My Commission expires:

2/12/2026
(Seal)



CITY OF BOULDER, COLORADO



By: _____
City Manager/Planning Director/
Development Review Planning Senior Manager

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney's Office

Exhibit

Exhibit A: Legal Description

EXHIBIT A

Legal Description

LOT 3, PARIS SUBDIVISION,
COUNTY OF BOULDER,
STATE OF COLORADO.



**CITY OF BOULDER
PLANNING BOARD AGENDA ITEM**

MEETING DATE: May 20, 2025

AGENDA TITLE

Public hearing and recommendation to City Council regarding the following proposed ordinances:

1. Ordinance 8700, amending Section 2-2-15, "Neighborhood Permit Parking Zones," and Chapter 4-23, "Neighborhood Parking Zone Permits," to update standards for on-street parking management; and
2. Ordinance 8696, amending and Title 9, "Land Use Code," B.R.C. 1981, to modify off-street parking requirements, and amending Chapter 2 of the City of Boulder Design and Construction Standards (D.C.S.), originally adopted pursuant to Ordinance 5986, to update standards for bicycle parking.

REQUESTING DEPARTMENT / PRESENTERS

Community Vitality

Cris Jones, Director of Community Vitality
Kristine Edwards, Senior Manager of Operations & Maintenance
Samantha Bromberg, Senior Project Manager

Planning & Development Services

Brad Mueller, Director of Planning & Development Services
Charles Ferro, Senior Planning Manager
Karl Guiler, Senior Policy Advisor
Lisa Houde, Principal City Planner

Transportation & Mobility

Valerie Watson, Interim Director of Transportation & Mobility
Stephen Rijo, Transportation Planning Manager
Chris Hagelin, Principal Project Manager

OBJECTIVE

Define the steps for Planning Board consideration of this request:

1. Hear staff presentation.
2. Hold public hearing.
3. Planning Board discussion.
4. Planning Board recommendation to City Council.

KEY ISSUES

Staff has identified the following key issues to help guide the board's discussion:

1. Does the Planning Board recommend any modifications to draft Ordinance 8700 or 8696?
2. Does the Planning Board want to provide any additional guidance regarding the TDM ordinance currently under development that will complement draft Ordinance 8700 and 8696?

EXECUTIVE SUMMARY

This item comes to the board as part of the Access Management and Parking Strategy (AMPS) project. The project includes proposed changes to the city's off-street parking standards, transportation demand management (TDM) requirements, and on-street parking management strategies.

Staff first provided an introduction to the final initiative to implement the [Access Management and Parking Strategy \(AMPS\)](#) project through code and policy updates to the Transportation Advisory Board (TAB) on [October 14, 2024](#). Staff brought more detailed analysis of best practices and options to TAB on [January 22, 2025](#) for direction prior to community engagement and code drafting.

These three topics have been studied together due to their interrelated nature to allow for a more holistic look at parking throughout the city. For example, in reviewing changes to off-street parking standards, it is important to understand other strategies and opportunities that the city has available to manage travel demands. TDM requirements support all modes of travel, and on-street parking management strategies ensure that public right-of-way can be appropriately utilized. At this time, Ordinance 8696 regarding on-street parking standards and Ordinance 8700 regarding on-street parking management strategies are brought forward for recommendation from TAB; an accompanying ordinance with the TDM requirements will be brought to TAB for recommendation in a few months.

The AMPS project reimagines the approach to parking regulation and TDM in Boulder. It implements several built environment, economic, housing and transportation policies from the adopted [Boulder Valley Comprehensive Plan](#) and is intended to meet the measurable objectives laid out in the [Transportation Master Plan](#).

Earlier this year, the Colorado State Legislature passed HB24-1304, which states that a municipality shall not enforce local laws that establish minimum parking requirements for certain uses. The city actively supported HB24-1304. Staff recommends implementing HB24-

1304 with this project. HB24-1304 has a compliance date of June 30, 2025 for minimum parking requirements for certain uses.

An attached annotated Ordinance 8696 in **Attachment A** includes detailed footnotes describing each proposed change. The draft Ordinance 8700 is in **Attachment B**.

Staff is requesting that the Planning Board make a recommendation to City Council on the proposed code changes as required by the Land Use Code. If passed, changes typically go into effect 30 days after adoption by City Council; however, staff recommends adoption by City Council as an emergency measure to ensure that the new regulations are in place for HB24-1304's June 30 deadline.

STAFF RECOMMENDATION

Staff requests Planning Board consideration of this matter and action in the form of the following motions:

Suggested Motion Language:

Planning Board recommends that City Council adopt the following proposed ordinances:

- 1. Ordinance 8700, amending Section 2-2-15, "Neighborhood Permit Parking Zones," and Chapter 4-23, "Neighborhood Parking Zone Permits," to update regulations for on-street parking management and*
- 2. Ordinance 8696, amending Title 9, "Land Use Code," B.R.C. 1981, to modify off-street parking requirements, and amending Chapter 2 of the City of Boulder Design and Construction Standards (D.C.S.), originally adopted pursuant to Ordinance 5986, to update standards for bicycle parking.*

COMMUNITY FEEDBACK

A *consult* level of engagement was used for this project. Since the Colorado State Legislature adopted HB24-1304 which limits the ability of municipalities to enact or enforce minimum parking requirements for multifamily residential development in most areas of the city, these specific elements of the AMPS code updates were limited to an *inform* level of engagement.

Notification of the upcoming changes has been included in many editions of the Planning and Development Services monthly newsletter, which reaches over 5,000 people. An online engagement page was developed on Be Heard Boulder to summarize the proposed changes, provide important documents and updates on engagement opportunities, and provide an ideas wall for community members to leave comments. Any comments received so far can be viewed on the [Be Heard Boulder page](#).

In addition, five engagement meetings were held in March with various community stakeholders. There were a variety of in-person and virtual engagement opportunities. A presentation of the proposed updates was shared at the meetings and staff from Planning & Development Services, Community Vitality, and Transportation and Mobility departments were available to answer questions. A summary of comments from the meetings is provided in **Attachment J**.

For one of the engagement meetings, staff developed an adapted Monopoly-style game for community members to play that had them weigh the cost and climate benefits of certain TDM

programs and other actions. This was accompanied by discussion in small groups about transportation challenges and larger themes about the AMPS project.

Feedback received in most of the community meetings was generally positive regarding the removal of minimum off-street parking requirements citywide for all land uses and the proposed changes to on-street parking management and TDM. Some attendees were concerned about the removal of off-street parking requirements and the subsequent impact on on-street parking, specifically in residential areas. There were also some concerns raised about how the TDM requirements would impact small businesses and the cost of business in Boulder. Common concerns were raised about issues with the current transportation system, specifically RTD service. Other topics frequently brought up included the security of bike parking and ensuring EV charging availability.

Community Vitality staff also conducted a questionnaire for Neighborhood Permit Parking (NPP) residents, receiving 328 responses. The feedback provided valuable insights into how permits are currently used, residents' access to off-street parking, and the number of vehicles and licensed drivers per household. While NPP residents were generally not supportive of paying more for permits that include additional multimodal benefits for themselves or their neighbors, opinions were divided on whether non-permit holders should be required to pay for parking in NPP zones. Many NPP respondents also expressed frustration with the transition to digital permits—particularly challenges with managing visitor or guest permits and the lack of visible indicators showing whether parked vehicles have valid permits. Additionally, NPP residents expressed a strong desire for increased enforcement to ensure compliance with NPP rules.

Additionally, public comments received via email by Planning & Development Services as of the publication of this memo have been included in [Attachment K](#).

Council and Board Input

City Council

City Council reviewed staff's recommended scope at its [August 8, 2024 meeting](#) and expressed general support for the recommendations. Council members encouraged staff to continue exploring the elimination of minimum parking requirements, implementing state bill HB24-1304 and applying changes citywide. One council member asked that the scope of TDM policy extend beyond new development, and that staff clarify and quantify the desired outcomes of the project with strategies chosen to meet those targets.

At its [January 23, 2025 study session](#), council members expressed support of staff's recommendations related to:

- **Off-Street Parking Standards:** Council members were not interested in establishing maximum parking requirements, but supported updating bicycle parking design parking, encouraging shared parking, and maintaining recently adopted electric vehicle charging requirements in the Energy Conservation Code.
- **TDM Requirements:** Council members supported staff's proposed approach including the use of financial guarantees as the mechanism for funding tenant TDM programs, and utilization of a three-tiered approach with specified exemptions.
- **On-Street Parking Management Strategies:** Council members supported the proposed on-street changes, particularly using a pilot program approach to try out new strategies.

Planning Board

On August 20, 2024, staff met with the Planning Board to introduce the AMPS update. Planning Board members, in general, supported staff recommendations and the proposed scope of the project for the three components:

- **Off-Street Parking Standards:** Planning Board members supported the elimination of parking minimums across all land uses and suggested that staff also look at bicycle parking requirements related to e-bike charging and site design to accommodate larger cargo-style bikes and bikes with trailers.
- **TDM Requirements:** Planning Board members stated a desire to use the policy and requirements to go beyond mitigating impacts and providing multimodal access and to use the TDM ordinance to stimulate travel behavior change and contribute to meeting citywide goals. Members did not have objections to using a tiered approach for the ordinance.
- **On-Street Parking Management Strategies:** Members cautioned staff about the restricting access to public right-of-way to those that “came first” and pricing this valuable resource at too low of a cost. On the public engagement strategy, board members urged staff to think of the significant portion of our population that does not drive and the impacts of this project and that free parking is essentially a subsidy.

At the February 25, 2025 Planning Board meeting, board members generally supported staff’s continued analysis and recommendations

- **Off-Street Parking Standards:** Planning Board members continued to support the elimination of parking minimums across all land uses and suggested that staff also look at bicycle parking requirements related to e-bike charging and site design to accommodate larger cargo-style bikes and bikes with trailers.
- **TDM Requirements:** Board members were supportive of staff’s proposed approach and discussed applicability and administration of the requirements. One board member suggested that if the requirements are well-established, there is no need for Planning Board to review TDM plans, like a building code.
- **On-Street Parking Management Strategies:** Board members also expressed general support for using the NPP to price on-street parking throughout the city, which may include some areas where there is free parking.

Transportation Advisory Board (TAB)

At the October 14, 2024 TAB meeting, the advisory board generally supported the staff recommendations on the proposed scope of the project.

- **Off-Street Parking Standards:** TAB members also supported the elimination of parking minimums for all land uses across the whole city. TAB also noted a need to revisit bicycle parking standards to support larger, heavier, and longer bicycles and e-bike charging.
- **TDM Requirements:** TAB members wanted to use the TDM ordinance to stimulate travel behavior change and contribute to meeting citywide goals. Members supported using a tiered approach for the ordinance with increasing requirements for larger projects in relation to the on-site parking supply.

- On-Street Parking Management Strategies: TAB members shared their view that the Neighborhood Parking Permit program reserves public right-of-way for the private use of residents at too low of a cost and questioned the use of the program without reform or modifications. TAB supported the concept of evaluating right of way uses under the curbside management plan for redevelopment projects that change use and curbside demands.

At the January 22, 2025 TAB meeting, TAB members supported the staff recommendations.

- Off-Street Parking Standards: TAB members also discussed parking for cargo bikes, improving location standards for bike parking, ways to enforce poor conditions of existing bicycle parking, ways to incentivize business owners to improve existing bike parking, and
- TDM Requirements: TAB members discussed the importance of ensuring more accountability for TDM requirements.
- On-Street Parking Management Strategies: TAB members also asked questions about the price of NPP permits, a potential to price based on vehicle weight, suggested examining the NPP program to ensure it is functioning as intended, and strongly supported the concept of a park-and-walk program near schools.

BACKGROUND

Project Objective

This project reimagines the approach to parking regulation and TDM in Boulder. The project implements several built environment, economic, housing and transportation policies from the adopted [Boulder Valley Comprehensive Plan](#) and is intended to meet the measurable objectives laid out in the [Transportation Master Plan](#).

This project is also intended to implement the final recommendations of the AMPS report adopted by City Council in 2017 as well as state legislation related to minimum parking requirements passed in 2024. While studied together as a whole, informed by one another, and intricately linked, each of the three elements of the AMPS project has a separate respective ordinance that incorporates the relevant changes to that topic. Ordinances 8700 and 8696 are being brought to TAB at this meeting in order to align with state requirements related to minimum parking, while a TDM ordinance will come in a few months upon further drafting and internal review.

AMPS Project

Adopted by City Council in late 2017, AMPS was developed as a guide through which city staff, leadership, boards, commissions, and the community at large could work toward improving Boulder's approach to multimodal access and parking management across the city. One of the recommendations to come out of the AMPS work was a comprehensive update of parking requirements and TDM requirements for new developments.

Parking code updates and TDM changes were underway in 2020 when the project was indefinitely paused due to staffing impacts during the pandemic. The project was reinitiated in 2024. At the [2024-2025 Council Retreat](#), City Council affirmed this project as part of the staff work plan.

The scope of this interdepartmental project involves three main focus areas, each with a corresponding lead department:

- Off-street parking standards (Planning & Development Services)
- On-street parking management strategies (Community Vitality)
- TDM requirements (Transportation & Mobility)

Building on the foundation of Boulder's successful multimodal, district-based access and parking system, the AMPS project was initiated in 2014 and identified guiding principles, over-arching policies, tailored programs, priorities and tools to address citywide access management in a manner consistent with the community's social, economic and environmental sustainability principles.

Adopted by council in 2017, the city's AMPS approach emphasizes collaboration among city departments and reflects the policies of the Boulder Valley Comprehensive Plan, the Climate Commitment, the Transportation Master Plan (TMP), and the Economic Sustainability Strategy.

The implementation projects identified in the AMPS Summary Report were the culmination of the multi-year strategic planning process and represent each of the interdisciplinary AMPS focus areas. Except for the last two in bold, all work to implement AMPS has now been completed. This project addresses the final two projects.

- Chautauqua Access Management Program (CAMP)
- Civic Area Parking Management and TDM Programs
- Neighborhood Permit Parking (NPP) Review -- *Now under Residential Access Management Program (RAMP)*
- Parking Pricing
- **Off-Street Parking Standard Changes**
- **TDM Plan Ordinance for New Developments**

SUMMARY OF PROPOSED CHANGES IN ORDINANCE 8696 AND CITY MANAGER RULES

The following sections provide background and summarize major topics related to the draft ordinances for on-street parking standards and off-street parking management strategies.

Off-Street Parking Standards

- Eliminates all minimum off-street parking standards for all land uses citywide, while retaining design and dimensional requirements for any parking provided
- Removes references to required parking or processes like parking reductions that are no longer necessary throughout the land use code
- Updates bicycle parking design and location standards to improve security and usability

On-Street Parking Management

- Refines code language to broaden the intent of the NPP program from solely serving residents to supporting access for a wider range of users.
- Limits residential NPP permits from two to one per eligible resident.
- Gives the City Manager authority to limit the total number of permits issued in a zone if the number of dwellings will lead to a strain on the available on-street capacity.

- Replaces 'Guest Permits' with 25 'Day Passes' that can be used individually or concurrently.
- Replaces Visitor Permits with 'Flex Permits' that add additional flexibility to how the permits can be used. These permits can be used by residents who have more than one vehicle, or by their visitors if the resident has visitor needs greater than 25 days a year- such as a nanny or caretaker.
- *City Manager Rule*: Introduces a proactive parking study for the neighborhood surrounding a new or redevelopment based on the requirement of a Traffic Assessment dictated by the Boulder Design and Construction Standards.

SUMMARY OF FORTHCOMING TDM ORDINANCE (ANTICIPATED FALL 2025)

- Requires developers or property owners to provide ongoing annual financial guarantees that are used by tenants to implement staff-approved TDM Plans.
- Employs a tiered approach to focus staff time and resources on the largest, most impactful projects.
- Uses daily vehicle trip generation as measurable objective for highest-tier TDM Plans.
- Gives the City Manager rule-making authority to set financial guarantee rates, adjust tier thresholds, select required TDM plan elements, and adjust vehicle trip generation targets.
- Defines monitoring and enforcement process to ensure compliance with the ordinance.

Off-Street Parking Standards

Background

Boulder's work to reduce off-street parking standards has been in process for many years and has been composed of several phases:

Phase I: In 2014, an interdepartmental team of city staff began the AMPS project and City Council adopted simplified vehicular parking standards, reduced vehicle parking requirements for a few uses, and required bicycle parking based on land use type.

Phase II: In 2016, the project team conducted additional parking supply and occupancy observations at 20 sites, to supplement the more than 30 sites previously studied in 2014. A range of draft parking rate recommendations were developed for consideration. No changes were adopted at this time as City Council did not choose to prioritize the project in its work plan and requested additional data collection before considering reducing parking requirements.

Phase III: In 2019, as part of that year's Council work plan, a final phase of the parking code changes was initiated. Another round of data collection was completed at this time. The planned updates to the parking standards were intended to balance an appropriate amount of parking based on parking supply and utilization data collected over a multi-year period while also reflecting the multimodal goals of the Transportation Master Plan and aligning parking supply rates with the city's TDM goals. The project was paused indefinitely due to the COVID-19 pandemic in 2020.

This phase was reinitiated in 2024, as staffing returned to full capacity and City Council, the Transportation Advisory Board (TAB), and the Planning Board indicated interest in restarting the project, including potentially considering eliminating minimum parking requirements entirely.

A new element to the project was also added due to the Colorado State Legislature's passage of [HB24-1304](#). The bill states that, starting June 30, 2025, local governments may not enact or enforce local laws imposing minimum parking requirements within transit service areas if the local government is part of a metropolitan planning organization, like the Denver Regional Council of Governments. The bill exempts certain projects that meet specific criteria. Staff recommends implementing HB24-1304 with this project.

Comparable Cities

City staff looked at 33 peer cities to understand how Boulder's off-street parking requirements compared. The research is summarized in the parking matrix in [Attachment C](#). In nearly every land use category, Boulder's parking requirements were higher than in comparable cities. For a typical 2,500 square-foot restaurant, Boulder currently requires 21 spaces, which takes up three times the land area of the actual restaurant. It was also found that of the 33 peer cities, six cities had completely removed parking minimums from their land use code, without any reported adverse effects.

A few peer cities were analyzed further to understand the potential impacts of removing parking minimums. Portland removed parking minimums in response to a state bill and removing all parking minimums simplified the review process, rather than requiring minimums in only certain areas of the city. The nearest peer city, Longmont, was also studied to gain a local understanding of the impact of removing parking minimums. Since the implementation, the city has not seen any instances where a development has provided zero parking spaces. However, they have seen positive new development or redevelopment in areas that previously had an excess of parking.

Buffalo, New York was the first major US city to remove minimum parking requirements citywide. In the two years that followed the change, 47% of new projects provided fewer off-street parking spaces, and 53% of new projects provided the same amount or more off-street spaces than was previously required by the code.

The Parking Reform Network maintains a comprehensive map of cities that have undertaken changes to their parking standards. [Their research is summarized on this map and](#) shows that 78 cities have eliminated parking requirements citywide, and almost 900 have reduced parking requirements.

Analysis

Over the last ten years, staff has worked with Fox Tuttle, a transportation planning consulting firm, to conduct parking supply and utilization data counts at nearly 50 sites around the city to inform this project. These studies have consistently indicated that more parking is provided than is used across all land uses in the city (See [Attachment D](#)).

Staff also has been studying parking reductions granted in Boulder for the last several years to help inform this work. Nearly half of all major projects in the last 11 years have requested a parking reduction. When reviewing parking utilization of those sites, even sites that were granted large parking reductions do not have their parking supply fully utilized. Parking reductions also contribute to much longer approval processes as some small projects can require Planning Board approval simply because of a parking reduction request.

Further, another city study completed as part of this project has estimated that nearly 10 percent of the city's real property is devoted to off-street parking lots (which even excludes parking

garages and on-street parking) after 70 years of implementing off-street minimum parking requirements. (See [Attachment E](#)).

The first phase of AMPS in 2014 introduced detailed bicycle parking requirements to the city's land use code. While these current requirements are generally in line with (and in terms of quantity often far exceed, as shown in [Attachment C](#)) regulations in peer communities, there are areas of opportunity to improve the bicycle parking design standards to ensure the user-friendliness and security of bicycle parking that have been incorporated in the proposed ordinance. These changes have been incorporated in Ordinance 8696 in both the land use code and the Design and Construction Standards.

Planning Board Input

At the board's meetings, board members have repeatedly expressed strong support for eliminating minimum off-street parking requirements. Interest in updating bicycle parking standards, especially related to cargo and electric bikes has been stated several times. Board members would still like to support and encourage electric vehicle charging spaces.

Transportation Advisory Board Input

TAB has continually expressed strong support for eliminating minimum off-street parking requirements. TAB members want to ensure that bicycle parking standards are reviewed and improved, particularly for electric bikes and cargo bikes. TAB members would like to see future work done to support programs that incentivize the improvement of existing bicycle parking facilities and enforcing poor existing conditions.

Community Input

Feedback received in most of the community meetings was generally positive regarding the removal of minimum off-street parking requirements citywide for all land uses and the proposed changes to on-street parking management and TDM. Some attendees were concerned about the removal of off-street parking requirements and the subsequent impact on on-street parking, specifically in residential areas. Other topics frequently addressed included improving security of bike parking and ensuring EV charging availability.

Proposed Code Changes – Off-Street Parking Standards:

- Eliminates all minimum off-street parking standards for all land uses citywide, while retaining design and dimensional requirements for any parking provided
- Removes references to required parking or processes like parking reductions that are no longer necessary throughout the land use code
- Updates bicycle parking design and location standards to improve security and usability

On-Street Parking Management

Background

To better manage on-street parking amid ongoing development and evolving transportation needs, Boulder is proposing updates to its Neighborhood Permit Parking (NPP) program and related curbside strategies. The proposed changes aim to allow the NPP to apply in all neighborhoods—regardless of density—while introducing new tools through the Residential Access Management Program (RAMP) to address parking impacts from new and redevelopment.

Together, these updates aim to align permit issuance with available curbside capacity, especially in high-density and mixed-use areas, and complement the proposed TDM changes.

Together, these parking management efforts are designed to promote equitable access, reduce congestion, and support Boulder's TMP and BVCP goals by encouraging walking, biking, and transit use. They ensure the city's curbside strategy evolves in tandem with broader land use and transportation reforms.

Comparable Cities

City staff looked at eight comparable cities that have successfully reduced or eliminated parking minimums. Several cities are refining residential parking permit programs to balance demand and fairness. Portland, Oregon and Costa Mesa, California limit permits to one per licensed driver, curbing overuse while accommodating car-dependent residents. Columbus, Ohio combines paid parking with residential permits in high-demand areas, ensuring access for residents near schools and commercial zones. Seattle takes a strict approach to visitor permits, allowing just one per household to prevent abuse and protect resident access.

Eugene, Oregon and Denver apply stricter residency rules. In Eugene, long-term residents (4+ years) receive discounted rates, while short-term residents face higher quarterly fees—discouraging off-campus students from owning vehicles. Denver requires matching addresses on both vehicle registration and driver's license to qualify. While these strategies aim to prioritize long-term residents, staff does not recommend pursuing similar measures in Boulder, as they may create inequities for renters, newcomers, and those without stable housing documentation.

Neighborhood-based restrictions are also used to manage parking supply. For example, Berkeley, California limits permit programs to blocks that are majority residential, and Denver excludes large multi-unit buildings in areas with limited on-street parking. Both Denver and Estes Park consider off-street parking availability when issuing permits. However, staff do not support these approaches for Boulder, as they risk disproportionately impacting residents in denser housing and limiting access for those without private parking.

Analysis

Staff evaluated several strategies previously presented to City Council to improve on-street parking management and align with Boulder's evolving transportation policies, including the elimination of parking minimums and adoption of a TDM ordinance. See [Attachment F](#) for the proposed City Manager Rule.

Redefining Permit Allocations

Staff examined reducing the residential permit allocation from two to one per licensed driver. Community engagement has indicated that most NPP households own as many vehicles as they have licensed drivers. Permit sales data suggest this change could reduce residential permit issuance by approximately 15%. This approach encourages greater use of off-street parking and reduces excess vehicle storage in the public right-of-way. Households with no off-street parking and additional vehicle needs may use proposed Flex permits explained below.

To better manage demand in higher-density areas, staff recommends authorizing the City Manager to cap the total residential permits per NPP zone, subject to the public zone creation process

Simplifying Guest and Visitor Permits

Community feedback highlighted confusion and underuse of the current guest and visitor permit system. Residents often find it difficult to understand the differences between guest and visitor permits, including the specific rules and regulations that apply to each. Questionnaire data show 89% of respondents use guest permits only a few times per month or less, and 54% never use them. Similarly, 81% use visitor permits infrequently, and 24% never use them at all.

Staff proposes replacing these with two streamlined options:

- **Day Passes:** 25 annually per household, each valid for 24 hours and usable consecutively or individually across vehicles and days. Based on resident feedback, the 25 annual day passes should meet most household needs.
- **Flex Permits:** Valid for a full year, intended for longer-stay guests, additional vehicles, or frequent service providers. These will cost the same as a residential permit to reflect higher demand.

This system maintains access while aligning costs with usage and discouraging misuse.

Parking Study with New and Redevelopment

To proactively manage parking impacts from significant new or redevelopment projects, staff proposes requiring a City-led parking study when traffic assessments are required based on Boulder Design and Construction Standards. These studies would evaluate occupancy, trip generation, and multimodal access, helping determine whether to establish, modify, or remove an NPP zone.

Formalize BVSD “Park and Walk”

To support school access and reduce congestion, staff recommends granting the City Manager the authorization to designate certain blocks near schools as “Park and Walk” zones. These blocks would allow two one-hour parking sessions daily—accommodating both drop-off/pick-up and events—rather than the standard one longer session.

Piloting Paid Parking and TDM Benefits in an NPP zone

Based on Council input, staff proposes a pilot in the Goss Grove NPP to test the transition from time-limited to mobile-pay-only paid parking for non-permit holders, paired with free EcoPasses for residents. Goss Grove was selected based on an analysis ([Attachment G](#)) that evaluated the existing NPP zones based on elements such as parking demand, proximity to transit, and housing density.

The pilot will help determine two key outcomes:

1. Whether revenue from paid parking is sufficient to cover the cost of providing EcoPasses to residents, and
2. How the shift to paid parking affects curbside demand and behavior.

Paid parking will be implemented via ParkMobile, and monitored alongside transit usage to evaluate the overall impact. This approach aims to reduce vehicle reliance, improve curbside management, and assess whether paid parking can sustainably support TDM benefits.

Financial Analysis

Staff completed a financial analysis ([Attachment H](#)) to ensure the proposed strategies maintain RAMP's cost recovery. The analysis considered:

- Removing underperforming NPP zones (recommended in the 2024 annual RAMP report)
- Restricting permit issuance
- Replacing guest/visitor permits with day passes and flex permits
- Introducing paid parking
- Offering EcoPasses to NPP residents

The program is expected to remain financially sustainable under these changes. However, if EcoPasses are extended across all NPPs without paid parking revenue offsets, permit fees may need to double to preserve cost recovery.

Planning Board Input

Planning Board was generally supportive of the strategies recommended by staff, but cautioned that not charging for parking is subsidizing parking. There was consensus of the need to have equitable permitting solutions and not prioritize long-term residents over short-term residents or multifamily residents.

Transportation Advisory Board Input

The Transportation Advisory Board was supportive of staff recommendations, especially the formalization of the Park and Walk program. Board members reiterated the importance of being able to remove underperforming NPP zones when no longer needed.

Community Input

In our community engagement staff heard that many respondents tend to prioritize parking availability and affordability over environmental sustainability. The importance of accommodating those who rely on their vehicles for work was brought up frequently. The desire to have access to an EcoPass was also brought up, particularly one free of charge.

Staff developed a questionnaire for NPP residents which received 328 responses. A summary of the results is presented through several graphs in [Attachment I](#). The questionnaire revealed the following key themes:

- The online registration system for visitors/guests is seen as tedious and exclusionary
 - There is a strong desire amongst many respondents to return to physical hangtags instead of digital permits.
- There is significant demand for increased enforcement
- There is varying support for more TDM benefits
 - Many senior residents feel that multi-modal transport goals unrealistically expect them to bike or use Lime scooters. Consequently, the increasing permit costs feels exclusionary to many.
 - Most respondents do not support higher residential permit fees to provide multimodal benefits for their neighborhood.
- There is varying support for paid parking in NPPs for non-permit holders

Proposed Code Changes – On-Street Parking Management Strategies:

- Refines code language to broaden the intent of the NPP program from solely serving residents to supporting access for a wider range of users.
- Limits residential NPP permits from two to one per eligible resident.
- Gives the City Manager authority to limit the total number of permits issued in a zone if the number of dwellings will lead to a strain on the available on-street capacity.
- Replaces ‘Guest Permits’ with 25 ‘Day Passes’ that can be used individually or concurrently.
- Replaces ‘Visitor Permits’ with ‘Flex Permits’ that add additional flexibility to how the permits can be used. These permits can be used by residents who have more than one vehicle, or by their visitors if the resident has visitor needs greater than 25 days a year- such as a nanny or caretaker.
- Introduces a proactive parking study for the neighborhood surrounding new or redevelopment based on the requirement of a Traffic Assessment dictated by the Boulder Design and Construction Standards.

Proposed City Manager Rule Changes– On-Street Parking Management Strategies:

- Allows specific blocks near schools to be designated as “Park and Walk” zones, allowing two separate short-term parking periods per day to better support school pick-up and drop-off needs.
- Replaces current Guest and Visitor permits with more flexible Day Passes and Flex Permits, reflecting updates in the ordinance.
- Expands commuter permit renewal options to include monthly, bi-annual, or annual schedules, beyond the current quarterly option.
- Removes references to specific low-density zones in the criteria for assessing a new NPP
- Introduces new City Manager Rule detailing the mobile-pay-only paid parking and EcoPass program pilot in the Goss Grove NPP.

Transportation Demand Management Requirements for New Development

Background

The purpose of this part of the AMPS project is to design and implement a TDM ordinance for new developments. While the other ordinances are being brought forward for adoption in June 2025, the ordinance for the TDM component is forthcoming, likely in the fall of 2025. The reason for this separation in adoption timelines is based on staff resources and work plan capacity, the complexity of designing a new ordinance and process, and needed calibration of the design elements based on internal analysis and external feedback during the public engagement process.

Based on input from Boards and Council, the ordinance for new development would:

- Mitigate the impacts of new developments on the transportation network, adjacent properties and surrounding neighborhoods,

- Enhance multimodal infrastructure and amenities and access to TDM programs and services, and
- Contribute to meeting city transportation and climate goals by influencing travel behavior.

The new ordinance would also provide increased clarity of expectations for staff, property owners and developers regarding TDM requirements compared to the existing process. The ordinance would establish a process for monitoring compliance and a feedback process to continuously improve the effectiveness of TDM plans and compliance process.

This delay to accommodate ordinance drafting does not diminish the strategic need for a TDM ordinance for new development to accompany the implementation of the on-street parking standards and off-street parking management strategies; if off-street parking minimums are eliminated, the importance of mitigating the potential impacts of large development projects with both TDM requirements and on-street parking standards increases. However, in the interim, the city will still continue to require TDM plans for Site Review projects as is currently in the land use code. The city typically approves around 12 Site Review projects per year, so staff expects only a few projects would continue to be subject to the current TDM requirements before the new TDM ordinance is adopted and goes into effect.

Comparable Cities

Many municipalities across the country have implemented TDM ordinances for new developments. With consultant support, the staff team evaluated the variety of approaches used to require TDM programs and services used by tenants of residential and commercial developments, which is summarized in the [Best Practices Report](#). The report highlighted each municipality's overall approach and the design of their ordinance, and the specific language used in their ordinances and rules. Virtually all ordinances for new development share a set of components, which generally include:

- The purpose of the ordinance in mitigating impacts of new developments and advancing overarching city transportation goals
- Thresholds and triggers that determine which developments need to comply with the ordinance
- Metrics used to measure compliance and how they are measured
- The methodology to set metric(s) target levels that TDM plans need to achieve to be in compliance
- The programs, services, or benefits that are required or optional in the TDM plans
- The procedures to monitor and evaluate compliance and the timing of evaluations
- The remedial procedures that are triggered when a property is out of compliance and what happens to a property that meets targets after the evaluation period
- Based on program design, the staffing time and resources needed to manage the TDM ordinance program.

Based on the best practices, internal staff analysis, input from Boards and Council and feedback from the engagement process, the project team developed an overall framework for the ordinance and determined the approach to each of the shared components listed above. The internal staff analysis included input from planners, engineers, and city attorney's office representatives from Transportation & Mobility, Community Vitality, and Planning and Development Services.

The result of this process is an ordinance that is based on the use of on-going annual financial guarantees and a tiered approach to determine which developments are required to comply with the ordinance.

Analysis

As stated, the overall approach to the ordinance is based on the use of annual financial guarantees and use for tiers to determine which developments are subject to the ordinance. Based on input from the Boards and Council, and the public engagement process, staff recommend that this ordinance apply to all development projects including form-based code and by-right projects. Staff also recommend that TDM plans be approved through an Administrative Review staff level review process rather than specifically through Site Review or Form-Based Code Review if size thresholds are met. TDM plans will be approved if they meet requirements and prescriptive standards rather than the discretionary criteria currently applied through Site Review.

Originally, staff proposed that the ordinance would only apply to projects going through Site Review process. It was expanded to ensure that all large projects would be subject to the ordinance. This shift to include all types of projects will increase the need for additional staff resources to manage the ordinance program for the Finance Department, which handles financial guarantees and for the Transportation & Mobility Department to assist in the design and monitoring of TDM plans.

Financial Guarantees

TDM programs and services used by employees and residents generally have annual, on-going costs. Based on input from the engagement process, it was determined that the best way to ensure that TDM programs and services were provided to residential and commercial tenants to mitigate impacts, increase access and contribute to city goals, would be to require annual financial guarantees (AFGs).

The AFGs would be paid by the developer or property owner, held by the city in escrow accounts and dispersed to the tenant employers and residential property managers to implement and maintain on-going TDM programs and benefits. The city already uses financial guarantees, but for a limited duration, so this approach is an expanded and more formalized version of how TDM plans are currently managed. This new ordinance aims to increase clarity of requirements for all parties involved in the development process.

Staff analyzed three primary scenarios for AFGs, ranging from only subsidizing TDM program costs implemented by tenants, fully covering the hard costs of TDM services and programs, and covering fully loaded costs of TDM services and program management. Staff recommends an AFG that covers the hard costs of required programs and services of TDM Plans. An example of a hard cost would be the cost of providing annual EcoPasses or BCycle memberships as a required element of a TDM Plan. AFGs will be calculated based on land use and size and expressed as a cost by square footage of commercial (based on assumptions of square footage per employee) and the number of units of residential developments.

For the largest developments, a second Remedial Financial Guarantee (RFG) would be required. This funding would be used if a Tier 2 property was not meeting its Vehicle Trip Generation (VTG) target. In that case, a portion of the RFG would be used to augment the AFG to increase overall funding and pay for additional TDM programs, services or benefits to help meet the

target. The portion of the RFG used would depend on how close or far away the property is from their VTG target.

Tiered Approach

A tiered approach is recommended to focus on larger, more impactful developments, and to manage staff time and resources to operate an ordinance program. Staff analyzed a variety of scenarios for the thresholds and recommends the thresholds in Table 1. The table provides staff's recommended approach on threshold levels by land use, the current number of development project plans in the pipeline, the percent of project that would meet thresholds and the overall percentage of square feet and number of units covered under the proposed tiers.

Table 1: Tier Thresholds

Office	Threshold (sf)	# of Plans (2019-24)	Avg # of Plans/Year	% of plans	% of SF
Tier 2	50,000	5	1	71%	95%
Tier 1	30,000	1	0.2	14%	2%
Tier 0 - Exempt	Below 30,000	1	0.2	14%	2%
General Commercial	Threshold (sf)	# of Plans (2019-24)	Avg # of Plans/Year	% of plans	% of SF
Tier 2	80,000	1	0.2	17%	43%
Tier 1	40,000	2	0.4	33%	87%
Tier 0 - Exempt	Below 40,000	3	0.6	50%	13%
Industrial	Threshold (sf)	# of Plans (2019-24)	Avg # of Plans/Year	% of plans	% of SF
Tier 2	125,000	0	0	0%	0%
Tier 1	75,000	2	0.4	67%	74%
Tier 0 - Exempt	Below 75,000	1	0.2	33%	26%
Residential	Threshold (units)	# of Plans (2019-24)	Avg # of Plans/Year	% of plans	% of SF/Units
Tier 2	120	7	1.4	33%	74%
Tier 1	40	8	1.6	38%	23%
Tier 0 - Exempt	Below 40	6	1.2	29%	3%

TDM Plan Requirements

Under the proposed ordinance, developers/property owners would design and submit a TDM plan for staff approval. They would be provided with a TDM Toolkit that explains requirements and options and receive support from city staff and Boulder Chamber Transportation Connections to design final TDM Plans once tenants are occupying the property. Based on the type and size of the development, specific TDM programs and services would be required.

Staff recommends using a package approach to TDM requirements to allow for some flexibility and customization. One package will focus on use of the RTD EcoPass plus other TDM programs and services, while the second package will be centered around a Transportation

Wallet concept (specifically parking cash-out programs for employer tenants) for when the EcoPass is not suitable because of the location of the property.

Parking management policies and strategies will also be required in specific contexts including the implementation of Boulder's SUMP principles (shared, unbundled, managed and paid) when appropriate. Staff specifically recommend requiring unbundled parking for both Tier 1 and 2 residential developments when possible.

Staff is working with Boulder Chamber Transportation Connections (BCTC), our local transportation management organization recognized by DRCOG, to develop a membership program requirement for Tier 2 projects in which BCTC will provide on-going technical assistance for TDM Plan design, implementation and adjustments.

Measurement of Success

Staff recommend that the effectiveness of TDM Plans should be measured in daily vehicle trips (Table 2). The Institute of Traffic Engineers (ITE) provides standard vehicle trip generation rates by land use and size that can be used to determine trip generation targets based on desired reductions caused by TDM programs and services. The goal is to have TDM Plans result in a 30 percent reduction from estimated ITE vehicle trip generation. This approach is consistent with the existing TDM requirements for MU-4, RH-6 and RH-7 land uses and reduction targets for the Alpine-Balsam and East Boulder areas.

Table 2: Vehicle Trip Reduction Targets

Land Use	Base Daily Trip Rate	Existing Trip Reduction Expectation	Attainable Trip Reduction from TDM Plans
Attached Dwelling Units (per unit)	5.64	20%	10%
Office Uses (per 1,000 square feet)	10.84	20%	10%
Commercial Uses (per 1,000 square feet)	76.19	20%	10%
Industrial (per 1,000 square feet)	3.32	20%	10%

Monitoring and Enforcement

To ensure that the annual financial guarantees and other requirements are met, a program of monitoring and enforcement is needed. Based on best practices and input, staff recommend the following:

For Tier 1 projects, property owners will be required to submit Annual Reports that document the use of AFGs. Staff will use annual reports to evaluate the effectiveness of AFGs amounts to implement TDM programs and make any necessary changes to rates.

For Tier 2 projects, property owners would be required to conduct, through a third party, an annual vehicle trip generation (VTG) study to measure compliance with VTG targets. They would also be required to submit an Annual Report summarizing the use of AFGs, the TDM programs and services implemented.

- If a Tier 2 property does not meet its VTG target, then a portion of the RFG is used to increase the AFG amount and implement additional TDM programs and services. The combined amount of the initial AFG plus the portion of the RFG will become the new, higher AFG moving forward.
- If a Tier 2 property is in compliance with the ordinance for three consecutive years, annual monitoring ends, and the property will be required to conduct VTG studies and submit a report every 5 years.

Tier 1 or Tier 2 properties that do not comply with reporting requirements will likely be subject to code enforcement regulations, but staff is conducting more analysis on this component of the ordinance.

As part of a continuous improvement process, staff will use annual reports to periodically evaluate tables for financial guarantee rates, tier thresholds and trip generation targets and make adjustments to ensure that the TDM Plan requirements result in mitigation of impacts, increase in access to multimodal infrastructure and contribute towards meeting city transportation and climate goals.

Planning Board Input

Based on presentations and discussions with the Planning Board, there was strong support for a TDM ordinance that mitigates impacts, enhances infrastructure and access, and contributes to meeting city goals. Planning Board members supported the use of a tiered approach to determine which development projects would be subject to the ordinance.

They also supported the use of financial guarantees paid by developers/property owners to cover the cost of annual TDM programs and that the financial guarantee requirement would be in perpetuity. Planning Board members also suggested that the review and approval of TDM Plans should be conducted at the staff level since the ordinance will provide TDM plan design guidance and increased clarity of plan requirements.

Transportation Advisory Board Input

Like Planning Board, TAB also supported the goals and purpose of the ordinance, the tiered approach and the use of financial guarantees. TAB supported making the financial guarantees annual and on-going, a tiered approach that focuses on larger, more impactful developments and manages the need for additional staff resources.

Community Input

Community input ranged on the TDM ordinance purpose and design. In general, engagement participants understood that TDM programs have annual, on-going costs and to achieve the goals of the ordinance, those costs would need to be paid for. Participants supported the position that these annual costs should be paid for by the developer or the property owner, and the annual funding would be used by the commercial tenants or residential property managers to implement TDM programs. Some participants noted that given the high cost of building parking, a portion of the savings from building less parking can cover annual TDM costs for a long period of time.

Engagement participants also expressed concerns about the design of the TDM ordinance. A common theme was that the desire to have a TDM ordinance is based on good intentions, but there are significant unintended consequences and economic impacts. For example, participants expressed that Boulder already has high development costs and that the cost of annual financial

guarantees will just be passed down to tenants further increasing the cost of operating a business or living in Boulder.

Developers and consultants who participated in staff workshops questioned the recommended levels of annual financial guarantees and their on-going requirement as that the additional costs could make some commercial and residential developments financially inviable. Concerns were raised about the impact of long-term economic vitality if the on-going annual costs related to TDM ordinance negatively impacted economic growth and redevelopment.

Given the increased cost to develop properties in Boulder, some participants feared that an ordinance that requires annual, ongoing TDM programs would impact the city's goal of providing affordable housing and further the increased cost of living in Boulder for low-income populations. While it was acknowledged that low-income populations may benefit the most from access to TDM programs that reduce overall commuting costs, that benefit may be outweighed by increased housing costs as the cost of programs are passed down to tenants.

While engagement participants, in general, acknowledged the effectiveness of the RTD EcoPass program and its proven value, there was concern that RTD's recent history of service reductions and closure of the Boulder Junction Transit Center have lessened the value of the EcoPass in meeting transportation goals and as a requirement of this ordinance for specific projects. While RTD transit service levels have declined in Boulder, staff maintains confidence in future local and regional transit service improvements and the on-going effectiveness of the EcoPass program in changing travel behavior, especially when combined with parking management strategies. Staff are also focused on improving local services such as the HOP that the city directly operates.

Policy Considerations

The proposed TDM ordinance will be designed by staff based on best practices and input from the Boards and Council and the public engagement process. Each component of the ordinance will be calibrated responsive to the feedback obtained throughout the project process and to ensure ease of future ordinance implementation and administration. The approach to each component and how it will be calibrated are summarized below.

Developments Subject to the Ordinance

- Staff recommends that the ordinance apply to all developments, including by-right, site review and form-based code projects, with one possible exemption being 100% affordable developments.

Annual Financial Guarantee Levels

- Staff will develop the AFG and RFG rates based on input from Boards and Council and set them to cover the hard costs of required TDM plan elements.
- Based on input from the Boards and Council about ensuring the long-term effectiveness of the ordinance, staff recommends that the AFG be required in perpetuity.

Size Thresholds

- Staff will design the tier thresholds based on the need to balance the need for additional staff resources with the desire to have the ordinance focus on the most impactful

development projects. The tier thresholds can be changed to have more or less projects subject to the ordinance.

Plan Requirements

- Staff will limit the number of required TDM plan elements so that a level of customization and flexibility are maintained.
- In terms of plan requirements, staff will apply a more prescriptive approach requiring additional elements or take an agnostic approach in which more flexibility and customization is allowed, and the focus is meeting VTG targets regardless of the TDM benefits and programs implemented depending on the nature of the individual requirement.

Vehicle Trip Generation Rates

- VTG targets will be based on an overall 30 percent reduction from ITE rates and will be set to be both achievable and impactful.
- VTG could be shifted up or down, but staff recommend that any changes to targets be the result of internal evaluations after the ordinance has been in effect for three years.

Next Steps

Staff will continue designing the TDM ordinance based on Board and Council feedback and return in the fall of 2025 with an ordinance for City Council consideration. This will support, and is a critical component of, the changes to on-street parking standard updates and off-street parking management strategies discussed earlier in this memo that are being advanced first.

ANALYSIS

Staff has identified the following key issues for the Planning Board's consideration:

1. Does the Planning Board recommend any modifications to draft Ordinance 8700 or 8696?
2. Does the Planning Board want to provide any additional guidance regarding the TDM ordinance currently under development that will complement draft Ordinance 8700 and 8696?

The following analysis is provided to demonstrate how the project objective is met through proposed Ordinances 8700 and 8696 and describes the intent of the TDM ordinance that will follow.

What is the reason for the ordinances and what public purpose will be served?

Ordinance 8696 builds upon the recently adopted state legislation addressing requirements for multifamily residential development in transit service areas to apply the changes citywide to all land uses. As detailed in [HB24-1304](#), studies have shown that requiring minimum off-street parking contributes to increased greenhouse gas emissions, vehicle miles traveled, and increases housing costs. This ordinance will help the city move closer to established objectives in the Transportation Master Plan and Boulder Valley Comprehensive Plan.

In coordination with the proposed elimination of parking minimums and the upcoming introduction of new TDM requirements for developers, staff were directed to review and update the Residential Access Management Program (RAMP) to ensure the City has the necessary tools to manage potential impacts and support the effectiveness of both policy changes.

The forthcoming TDM ordinance will also include TDM plan requirements that are clear, predictable, and enforceable with the purpose of mitigating the impacts of new development, increasing multimodal access and contributing to meeting city goals and objectives, especially within a land use environment without parking minimums.

How are the ordinances consistent with the purpose of the zoning districts or code chapters being amended?

These ordinances are intended to reimagine the approach to parking regulation in Boulder by eliminating minimum off-street parking requirements and updating on-street parking management strategies, as well as the TDM requirements in the forthcoming ordinance. Section 9-9-6, "Parking Standards," has the stated intent "to provide adequate off-street parking for all uses, to prevent undue congestion and interference with the traffic carrying capacity of city streets, and to minimize the visual and environmental impacts of excessive parking lot paving." The reimagined approach would remove the city requirements for off-street parking, but based on the experiences of other cities that have made similar changes, it is expected that development would provide adequate off-street parking. In addition, the city is employing new tools to mitigate potential impacts to on-street parking and to support TDM.

The future TDM ordinance will be consistent with the purpose of the zoning districts or code chapters and will provide increased clarity of TDM requirements to mitigate the potential impact of new developments.

Are there consequences in not approving these ordinances?

If the ordinances are not adopted, the city's regulations would not align with HB24-1304, which states that municipalities shall neither enact nor enforce minimum parking requirements for certain land uses. The city would continue to enforce minimum parking requirements that in most cases exceed the actual parking utilization needs.

If the proposed on-street parking management changes are not adopted, the city may lack the tools needed to manage potential increased on-street parking demand resulting from development, leading to increased congestion, inequitable access to curb space, and missed opportunities to support multimodal transportation.

Without a new ordinance for TDM Plans, requirements on new developments will continue to be limited in duration, effectiveness, clarity, and enforcement.

What adverse effects may result with the adoption of these ordinances?

Staff does not anticipate that adverse effects will result with the adoption of these ordinances. Over 70 cities in the United States, including nearby Longmont, have already eliminated off-street parking requirements without reported adverse effects. While the number of parking spaces may be more accurately tailored to the needs of the project than using the city's current

ratios, it is not anticipated that development projects would not provide adequate parking based on the experiences of other communities that have already made these changes.

Adopting these changes may create confusion during the transition period, especially for current NPP participants adjusting to new permit types or paid parking. Additionally, some households may face increased costs or reduced parking access, particularly those with multiple vehicles or limited off-street options.

TDM programs and services have annual, on-going costs. An ordinance with the features described in this memo that requires property owners or their tenants to pay for the cost of these programs and services may increase development and operating costs. Compared to surrounding communities, Boulder already has higher building costs and rents, and the anticipated ordinance, as described in this memo, may increase these costs.

What factors are influencing the timing of the proposed ordinances? Why?

The compliance date for municipalities to stop enacting or enforcing minimum parking requirements for certain uses established in the state bill is June 30, 2025. The off-street parking ordinance is scheduled for second reading at City Council on June 26, 2025. Regulations typically go into effect 30 days after council adoption, but if adopted

Implementing these changes alongside the elimination of parking minimums and new TDM regulations ensures the City can proactively manage increased curbside demand and maintain equitable access to on-street parking. Coordinating these efforts strengthens the effectiveness of each policy and supports broader transportation and housing goals.

While the TDM ordinance is still forthcoming, it is an integral part of the AMPS project as all three work together. If fewer on-site parking spaces are provided with the elimination of parking minimums, then TDM requirements and on-street parking standards can help to mitigate potential impacts on the adjacent transportation system and surrounding neighborhoods.

How do the ordinances compare to practices in other cities?

Analysis of each focus area of change and practices in comparable cities has been provided in the above summary of changes section of this memorandum.

How will the ordinances implement the comprehensive plan?

One of the primary objectives of the project is to implement the applicable policies of the comprehensive plan and support the measurable objectives of the Transportation Master Plan. The ordinance is anticipated to help reduce vehicle miles traveled and greenhouse gas emissions, based on studies that have shown that minimum off-street parking requirements contribute to greater rates of both factors.

Boulder's Transportation Master Plan (TMP) is updated about every five years. The 2019 [TMP identifies several measurable objectives](#):

- **Vehicle Miles Traveled (VMT):** 20% reduction overall, specific VMT/capita
- **Mode Share:** 80% walking, biking, and transit for all trips of residents, 40% work trips of non-residents

- **Climate:** Reduce transportation-sector greenhouse gas emissions by 50% and continuously reduce mobile source emissions of other air pollutants
- **Safety:** Eliminate fatal and serious injury crashes and continuously improve safety for all modes of travel
- **Vulnerable Populations:** Expand fiscally-viable transportation options for all Boulder residents and employees, including children, older adults and people with disabilities
- **Transportation Options:** Increase transportation options commensurate with the rate of employee growth
- **Travel Time:** Maintain 1994 levels of travel time on arterial streets, and improve travel time reliability and predictability
- **Walkable Neighborhoods:** Increase the share of residents living in walkable (15-minute) neighborhoods to 80 percent

Several relevant policies are adopted within the Boulder Valley Comprehensive Plan, with many policies directly implemented through this ordinance. Aside from contributing to housing costs, off-street parking requirements can often serve as a regulatory barrier for small businesses to locate in communities or the redevelopment of sites. The changes will also support better usability and security of bicycle parking, to support the bikeability of the city.

Since World War Two, meeting parking requirements has been a defining feature of nearly all development and has defined the urban design and form of communities across the United States. By not setting minimum parking requirements, parking can play a subordinate role to site and building design and not jeopardize open space or other opportunities on the property.

Built Environment Policy 2.16: Mixed Use & Higher-Density Development

The city will encourage well-designed mixed use and higher-density development that incorporates a substantial amount of affordable housing in appropriate locations, including in some commercial centers and industrial areas and in proximity to multimodal corridors and transit centers. The city will provide incentives and remove regulatory barriers to encourage mixed use development where and when appropriate. This could include public-private partnerships for planning, design or development, new zoning districts, and the review and revision of floor area ratio, open space and parking requirements.

Built Environment Policy 2.19: Neighborhood Centers

Neighborhood centers often contain the economic, social and cultural opportunities that allow neighborhoods to thrive and for people to come together. The city will encourage neighborhood centers to provide pedestrian-friendly and welcoming environments with a mix of land uses. The city acknowledges and respects the diversity of character and needs of its neighborhood centers and will pursue area planning efforts to support evolution of these centers to become mixed-use places and strive to accomplish the guiding principles noted below.

Neighborhood Centers Guiding Principles

4. Encourage parking management strategies.

Encourage parking management strategies, such as shared parking, in neighborhood centers.

Built Environment Policy 2.25: Improve Mobility Grid & Connections

The walkability, bikeability and transit access should be improved in parts of the city that need better connectivity and mobility, for example, in East Boulder. This should be achieved by coordinating and integrating land use and transportation planning and will occur through both public investment and private development.

Built Environment Policy 2.41: Enhanced Design for All Projects

Through its policies and programs, the city will encourage or require quality architecture and urban design in all development that encourages alternative modes of transportation, provides a livable environment and addresses the following elements:

f. Parking.

The primary focus of any site should be quality site design. Parking should play a subordinate role to site and building design and not jeopardize open space or other opportunities on the property. Parking should be integrated between or within buildings and be compact and dense. The placement of parking should be behind and to the sides of buildings or in structures rather than in large street-facing lots. Surface parking will be discouraged, and versatile parking structures that are designed with the flexibility to allow for different uses in the future will be encouraged.

Economy Policy 5.01: Revitalizing Commercial & Industrial Areas

The city supports strategies unique to specific places for the redevelopment of commercial and industrial areas. Revitalization should support and enhance these areas, conserve their strengths, minimize displacement of users and reflect their unique characteristics and amenities and those of nearby neighborhoods. Examples of commercial and industrial areas for revitalization identified in previous planning efforts are Diagonal Plaza, University Hill commercial district, Gunbarrel and the East Boulder industrial area. The city will use a variety of tools and strategies in area planning and in the creation of public/ private partnerships that lead to successful redevelopment and minimize displacement and loss of service and retail uses. These tools may include, but are not limited to, area planning with community input, infrastructure improvements, shared parking strategies, transit options and hubs and changes to zoning or development standards and incentives (e.g., financial incentives, development potential or urban renewal authority).

Economy Policy 5.05: Support for Local Business & Business Retention

The city and county value the diverse mix of existing businesses, including primary and secondary employers of different sizes, in the local economy. Nurturing, supporting and maintaining a positive climate for the retention of existing businesses and jobs is a priority. The city recognizes the vital role of small, local and independent businesses and non-profits that serve the community and will balance needs of redevelopment in certain areas with strategies that minimize displacement of existing businesses and create opportunities for startups and growing businesses. The city will continue to proactively analyze trends in market forces to shape its activities, plans and policies regarding local business and business retention. The city and county will consider the projected needs of businesses and their respective employees, such as commercial and office space, when planning for transportation infrastructure, programs and housing.

Economy Policy 5.06: Affordable Business Space & Diverse Employment Base

The city and county will further explore and identify methods to better support businesses and non-profits that provide direct services to residents and local businesses by addressing rising costs of doing business in the city, including the cost of commercial space. The city will consider strategies, regulations, policies or new programs to maintain a range of options to support a diverse workforce and employment base and take into account innovations and the changing nature of the workplace.

Economy Policy 5.08: Funding City Services & Urban Infrastructure

The city will encourage a strong sustainable economy to generate revenue to fund quality city services and recognizes that urban infrastructure, facilities, services and amenities are important to the quality of life of residents, employees and visitors to the community. A strong and complete local and regional multimodal transportation system and transportation demand management programs are essential to a thriving economy, as they offer options for commuters, help attract and retain key businesses, employers and visitors and provide regional access to global markets. The city will continue to plan for and invest in urban amenities and infrastructure (e.g., bike paths, parks, shared and managed parking, public spaces, quality gathering places, cultural destinations and public art) as well as community services (e.g., open space and mountain parks, high speed internet, fire-rescue, public safety and senior services).

Economy Policy 5.14: Responsive to Changes in the Marketplace

The city recognizes that development regulations and processes have an impact on the ability of businesses to respond to changes in the marketplace. The city will work with the local business community and residents to make sure the city's regulations and development review processes provide a level of flexibility to allow for creative solutions while meeting broader community goals. This could involve modifying regulations to address specific issues and make them more responsive to emerging technologies and evolving industry sectors.

Transportation Policy 6.02: Equitable Transportation

The city and county will equitably distribute transportation investments and benefits in service of all community members, particularly vulnerable populations, ensuring that all people benefit from expanded mobility options. Providing more transportation options – like walking, biking, transit and shared options – in areas where people are more reliant on various modes will have a greater benefit to overall mobility. New transportation technologies and advanced mobility options provide Boulder with an opportunity to expand affordable transportation choices to those who need them the most, including those who cannot use existing fixed route transit such as service and shift workers.

Transportation Policy 6.06: Transportation System Optimization

The transportation system serves people using all modes, and maintaining its efficient and safe operation benefits all users. The city and county will monitor the performance of all modes as a basis for informed and systematic trade-offs supporting mobility, safety, GHG reduction and other related goals.

Transportation Policy 6.07: Integrated Transportation Demand Management (TDM) Programs

The city and county will cooperate in developing comprehensive Transportation Demand Management (TDM) programs for residents and employees, which include incentives, such as developing a fare-free local and regional transit system; promoting shared-use mobility, ridesharing, bikesharing, carsharing, vanpools and teleworking; and supporting programs for walking and biking, such as secured long-term bike parking. The city will employ strategies such as shared, unbundled, managed and paid parking (i.e., “Shared Unbundled, Managed, and Paid” – “SUMP” principles) to reflect the real cost of Single Occupancy Vehicle (SOV) travel. The city will require TDM plans for applicable residential and commercial developments.

Transportation Policy 6.08: Accessibility and Mobility for All

The city and county will continue development of a complete all-mode transportation system accommodating all users, including people with mobility impairments, youth, older adults, non English speakers and low-income persons. This will include increased support for mobility services for older adults and people with disabilities, reflecting the expected increases in these populations. Efforts should focus on giving people options to live well without a car and may include prioritizing affordable public transportation and transit passes, new technologies such as electric bikes, mobility services and prioritizing connections between multimodal transportation and affordable housing to facilitate affordable living.

Transportation Policy 6.13: Access Management & Parking

The city considers vehicular and bicycle parking as a component of a total access system for all modes of transportation (bicycle, pedestrian, transit and vehicular). Such parking will be consistent with the desire to reduce single-occupant vehicle travel, balance the use of public spaces, consider the needs of residential and commercial areas and address neighborhood parking impacts. The city will accommodate parking demands in the most efficient way possible with the minimal necessary number of new spaces and promote parking reductions through a variety of tools, including parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs. The city will expand and manage parking districts based on SUMP principles (shared, unbundled, managed and paid) to support transportation and GHG reduction goals as well as broader sustainability goals, including economic vitality and neighborhood livability.

Transportation Policy 6.14: Transportation Impacts Mitigated

Transportation or traffic impacts from a proposed development that cause unacceptable transportation or environmental impacts, or parking impacts, to surrounding areas will be mitigated. All development will be designed and built to be multimodal and pedestrian-oriented and include TDM strategies to reduce the vehicle miles traveled generated by the development.

Supporting these efforts, new development will provide continuous multimodal networks through the development and connect these systems to those surrounding the development. The city and county will provide tools and resources to help businesses manage employee access and mobility and support public-private partnerships, such as transportation management organizations, to facilitate these efforts.

Transportation Policy 6.16: Integrated Planning for Regional Centers & Corridors

Land use in and surrounding the three intermodal regional centers (i.e., Downtown Boulder, the University of Colorado and the Boulder Valley Regional Center, including at Boulder Junction) will support their function as anchors to regional transit connections and Mobility Hubs for connecting a variety of local travel options to local and regional transit services.

The land along multimodal corridors, the major transportation facilities that provide intra-city access and connect to the regional transportation system, will be designated as multimodal transportation zones where transit service is provided on that corridor. In and along these corridors and centers, the city will plan for a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher-density development integrated with transportation functions, emphasize high quality urban design and pedestrian experience, develop parking maximums and encourage parking reductions.

Transportation Policy 6.18 Transportation Facilities in Neighborhoods

The city will strive to protect and improve the quality of life within city neighborhoods while developing a balanced multimodal transportation system. The city will prioritize improvements to access by all modes and safety within neighborhoods by controlling vehicle speeds and providing multimodal connections over vehicle mobility. The city and county will design and construct new transportation facilities to minimize noise levels to the extent practicable. Neighborhood needs and goals will be balanced against the community necessity or benefit of a transportation improvement. Additionally, the city will continue its neighborhood parking permit (NPP) programs to seek to balance access and parking demands of neighborhoods and adjacent traffic generators.

Transportation Policy 6.22: Improving Air Quality & Reducing Greenhouse Gas Emissions

Both the city and county are committed to reductions in GHG emissions, with the city committing to an 80 percent reduction from 2005 levels by 2050 and the county committing to a 45% reduction by 2030 and a 90% reduction by 2050. The city and county will design the transportation system to minimize air pollution and reduce GHG emissions by promoting the use of active transportation (e.g., walking and bicycling) and low-emission transportation modes and infrastructure to support them, reducing auto traffic, encouraging the use of fuel-efficient and clean-fueled vehicles that demonstrate air pollution reductions and maintaining acceptable traffic flow.

Housing Policy 7.01: Local Solutions to Affordable Housing

The city and county will employ local regulations, policies and programs to meet the housing needs of low, moderate and middle-income households. Appropriate federal, state and local programs and resources will be used locally and in collaboration with other jurisdictions. The city and county recognize that affordable housing provides a significant community benefit and will continually monitor and evaluate policies, processes, programs and regulations to further the region's affordable housing goals. The city and county will work to integrate effective community engagement with funding and development requirements and other processes to achieve effective local solutions.

Housing Policy 7.07: Mixture of Housing Types

The city and county, through their land use regulations and housing policies, will encourage the private sector to provide and maintain a mixture of housing types with varied prices, sizes and densities to meet the housing needs of the low-, moderate- and middle-income households of the Boulder Valley population. The city will encourage property owners to provide a mix of housing types, as appropriate. This may include support for ADUs/OAUs, alley houses, cottage courts and building multiple small units rather than one large house on a lot.

Housing Policy 7.08: Preserve Existing Housing Stock

The city and county, recognizing the value of their existing housing stock, will encourage its preservation and rehabilitation through land use policies and regulations. Special efforts will be made to preserve and rehabilitate existing housing serving low-, moderate- and middle-income households. Special efforts will also be made to preserve and rehabilitate existing housing serving low-, moderate- and middle-income households and to promote a net gain in affordable and middle-income housing.

Housing Policy 7.10: Housing for a Full Range of Households

The city and county will encourage preservation and development of housing attractive to current and future households, persons at all stages of life and abilities, and to a variety of household incomes and configurations. This includes singles, couples, families with children and other dependents, extended families, non-traditional households and seniors.

Housing Policy 7.17: Market Affordability

The city will encourage and support efforts to provide market rate housing priced to be more affordable to middle-income households by identifying opportunities to incentivize moderately sized and priced homes.

Local Governance and Community Engagement Policy 10.01: High-Performing Government

The city and county strive for continuous improvement in stewardship and sustainability of financial, human, information and physical assets. In all business, the city and county seek to enhance and facilitate transparency, accuracy, efficiency, effectiveness and quality customer service. The city and county support strategic decision-making with timely, reliable and accurate data and analysis.

ATTACHMENTS

- Attachment A: Annotated Ordinance 8696
- Attachment B: Ordinance 8700
- Attachment C: Comparable Cities Parking Requirement Matrix
- Attachment D: Fox Tuttle Parking Utilization Report
- Attachment E: Empty Spaces Infographic
- Attachment F: City Manager Rule
- Attachment G: Neighborhoods for Pilot Consideration
- Attachment H: RAMP Financial Analysis
- Attachment I: Neighborhood Permit Parking Resident Feedback Graphs
- Attachment J: Summary of Community Meeting Comments
- Attachment K: Public Comments Received

Ordinance 8696, amending Title 9, "Land Use Code," B.R.C. 1981, to modify off-street parking requirements, and to amend Chapter 2 of the City of Boulder Design and Construction Standards (D.C.S.) to update standards for bicycle parking.

9-1-3. Application of Regulations.

...

(b) General Compliance Requirements:

- (1) No building, structure or land may hereafter be used or occupied, and no building or structure or part thereof may hereafter be erected, constructed, moved or altered except in conformity with all of the regulations of this title.
- (2) All lot area, open space, or yard requirements must be met on the lot or parcel creating the requirement for each building and use, unless modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981.¹ ~~No part of a lot area, open space, off-street parking area or yard required about or in connection with any building for the purposes of complying with this title, may be included as part of a lot area, an open space, off-street parking area or yard similarly required for any other building or use, except as otherwise specifically permitted by the provisions of this title.~~
- (3) Any building or occupancy permit issued in conflict with the provisions of this title shall be null and void and may not be construed as waiving any provision of this title.

...

9-2-1. Types of Reviews.

- (a) Purpose: This section identifies the numerous types of administrative and development review processes and procedures. The review process for each of the major review types is summarized in Table 2-1 of this section.
- (b) Summary Chart:

TABLE 2-1: REVIEW PROCESSES SUMMARY CHART

I. ADMINISTRATIVE REVIEWS	II. DEVELOPMENT REVIEW AND BOARD ACTION
Affordable housing design review pursuant to Section 9-13-4, B.R.C. 1981	Annexation/initial zoning
<u>Bicycle parking reductions and modifications²</u>	BOZA variances
Building permits	Concept plans
Change of address	Demolition, moving, and removal of buildings with potential historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981
Change of street name	

¹ Clarified language and removed reference to off-street parking that is no longer necessary without minimum required off-street parking.

² Moved up in list alphabetically.

Conditional uses, as noted in Table 6-1: Use Table	Form-based code review
Demolition, moving, and removal of buildings with no historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981	Geophysical exploration permit
Easement vacation	Landmark alteration certificates other than those that may be approved by staff per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981
Extension of development approval/staff level	Lot line adjustments
Landmark alteration certificates (staff review per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981)	Lot line elimination
Landscape standards variance	Minor Subdivisions
Minor modification to approved site plan	Out of city utility permit
Minor modification to approved form-based code review	Rezoning
Noise barriers along major streets per Paragraph 9-9-15(c)(7), B.R.C. 1981	Site review
Nonconforming use extension	Subdivisions
Parking deferral per Subsection 9-9-6(e), B.R.C. 1981³	Use review
Parking reduction of up to twenty five percent per Subsection 9-9-6(f), B.R.C. 1981	Vacations of street, alley, or access easement
Parking reductions and modifications for bicycle parking per Paragraph 9-9-6(g)(6), B.R.C. 1981	
Parking stall <u>size reduction</u> variances ⁴	
Public utility	
Rescission of development approval	
Revocable permit	
Right-of-way lease	
Setback variance	

³ Removing parking deferrals and reductions no longer necessary without minimum off-street parking requirements.

⁴ Aligning with correct process description.

Site access exception	
Substitution of a nonconforming use	
Solar exception	
Zoning verification	

9-2-2. Administrative Review Procedures.

...

(c) Application Requirements:

- (1) Informal Application: Those reviews not identified in column I of the chart shall submit an application in the form of a letter addressed to the city manager.
- (2) Formal Application: The administrative review requests found in column I shall be submitted on an application form provided by the city manager. No application will be accepted until it is determined to be complete. This determination will be made within five days of the submission of the application.
- (3) Required Information: The letter or application shall include the information required and address all criteria identified in the code section under which review and action is sought or required.
- (4) Additional Information: If, in the city manager's judgment, the application does not contain sufficient information to permit an appropriate review, the manager may request additional information from the applicant. This additional information may include, without limitation, a written statement describing the operating characteristics of proposed and existing uses and a site plan showing dimensions, distances, topography, adjacent uses, location of existing and proposed improvements, including but not limited to landscaping, ~~parking,~~⁵ and buildings.

9-2-3. Variances and Interpretations.

...

(c) Administrative Variances: The city manager may grant a variance from:

- (1) The minimum yard setback requirement and the building separation requirements of Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981, of up to twenty percent of the required yard setback, if the manager finds that the application satisfies all of the requirements in Subsection (h) of this section and if the applicant obtains the written approvals of impacted property owners.
- (2) The minimum requirements of Section 9-7-9, "Side Yard Bulk Plane," and Section 9-7-10, "Side Yard Wall Articulation," for lots 4,600 square feet or less or for lots forty-eight feet in width or less based on the average lot width measured at the front yard setback, midpoint of the lot and the rear yard setback, if the city manager finds that the application satisfies all of the requirements of Paragraph (h)(5) of this section.
- (3) The minimum requirements of Section 9-7-11, "Maximum Building Coverage," and Section 9-8-2, "Floor Area Ratio Requirements," to existing single-family dwelling units, by up to two hundred square feet. The purpose of this administrative variance is to permit minor modifications to single-family dwelling units that will allow residents or a family member of a head of household with existing or anticipated

⁵ No longer necessary without minimum requirements.

impairments that restricts their ability to perform a major life activity to be in the home. This variance may be granted if the city manager finds that:

- (A) The request meets the requirements of Subparagraphs (h)(5)(A) and (B) of this section; and
 - (B) The improvements are necessary to remedy any impairment, or anticipated impairment, that would prohibit or significantly restrict a resident's or a family member of a head of household's ability to perform a major life activity as compared to the ability of the average person in the general population to perform the same activity.
- (4) The height of the plane above a side lot line in bulk plane requirements of Section 9-7-9, "Side Yard Bulk Plane," B.R.C. 1981, and the side yard wall articulation standards of Section 9-7-10, "Side Yard Wall Articulation Standards," B.R.C. 1981, may vary by up to twenty percent and the building coverage requirements of Section 9-7-11, "Maximum Building Coverage," or the floor area ratio requirements of Section 9-8-2, "Floor Area Ratio Requirements," by up to two hundred square feet for existing single-family dwelling units if the manager finds that the application satisfies all of the requirements in Subsection (h) of this section.
- (5) Maximum variance that may be granted to a lot under paragraph (3) or (4) above shall be a total of two hundred square feet of floor area or building coverage.
- (6) The parking requirements of Subsection 9-9-6(d), B.R.C. 1981, with regards to parking in landscaped front yard setbacks, if the city manager finds that the application satisfies all of the requirements in subsection (h) or (j), as applicable, of this section and if the applicant obtains the written approvals of impacted property owners.⁶
- ~~(67)~~ If written approvals of impacted property owners cannot be obtained, the applicant may apply for consideration of the variance before the BOZA.
- ~~(78)~~ Applicants shall apply for the variance on a form provided by the city manager and shall pay the application fee required by title 4, "Licenses and Permits," B.R.C. 1981, at time of submittal of the application.
- ~~(89)~~ The city manager may also grant variances or refer variance requests to the BOZA to allow development not in conformance with the provisions of this title which otherwise would result in a violation of federal or state legislation or regulation, including but not limited to the Federal Fair Housing Act or the Americans with Disabilities Act.
- ...
- (d) Board of Zoning Adjustment (BOZA): The BOZA may grant variances from the requirements of:
- ...
- (9) The parking requirements of Subsection 9-9-6(~~ec~~), B.R.C. 1981, with regards to parking in landscaped front yard setbacks; and
- ...
- (j) Variances for Parking Spaces in Front Yard Setbacks: The BOZA-approving authority⁷ may grant a variance to the requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, to allow a required parking space to be located within the front yard setback if it finds that the application satisfies all of the following requirements:
- (1) The dwelling unit was built in an RR, RE, or RL zoning district;

⁶ This allows variances for parking in the front yard setback to be reviewed administratively, if impacted neighbors provide written approval, rather than automatically going to BOZA, which provides additional flexibility for parking in the front yard setback under certain circumstances.

⁷ Updated as there is an option for an administrative variance now.

- (2) The dwelling unit originally had an attached carport or garage that met the off-street parking requirements at the time of initial development or, at the time of initial construction, an off-street parking space was not required and has not been provided;
- (3) The garage or carport was converted to living space prior to January 1, 2005;
- (4) The current property owner was not responsible for the conversion of the parking space to living area and can provide evidence as such;
- (5) A parking space in compliance with the parking regulations of Section 9-9-6, "Parking Standards," B.R.C. 1981, cannot reasonably be provided anywhere on the site due to the location of existing buildings, lack of alley access or other unusual physical conditions;
- (6) Restoring the original garage or carport to a parking space would result in a significant economic hardship when comparing the cost of restoration to the cost of any other proposed improvements on the site; and
- (7) The proposed parking space to be located within the front yard setback space shall be paved with asphalt, concrete, or other similar permanent hard surface and shall comply with Section 9-9-5, "Site Access Control," B.R.C. 1981, shall not be less than nine feet in width or more than sixteen feet in width, and shall not be less than nineteen feet in length. No parking space shall encroach into a public right-of-way or obstruct a public sidewalk.

...

9-2-14. Site Review.

...

- (g) Review and Recommendation: The city manager will review and decide an application for a site review in accordance with the provisions of Section 9-2-6, "Development Review Application," B.R.C. 1981, except for an application involving the following, which the city manager will refer with a recommendation to the planning board for its action:
 - ~~(1) A reduction in off-street parking of more than fifty percent subject to compliance with the standards of Subsection 9-9-6(f), B.R.C. 1981.⁸~~
 - ~~(21)~~ A reduction of the open space or lot area requirements allowed by Subparagraph (h)(6) of this section.
 - ~~(32)~~ An application for any principal or accessory building above the permitted height for principal buildings set forth in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.
- (h) Criteria: No site review application shall be approved unless the approving agency finds that the project is consistent with the following criteria:
 - ...
 - (2) Site Design Criteria: The project creates safe, convenient, and efficient connections for all modes of travel, promotes safe pedestrian, bicycle, and other modes of alternative travel with the goal of lowering motor vehicle miles traveled. Usable open space is arranged to be accessible; designed to be functional, encourage use, and enhance the attractiveness of the project; and meets the needs of the anticipated residents, occupants, tenants, and visitors to the project. Landscaping aesthetically enhances the project, minimizes use of water, is sustainable, and improves the quality of the environment. Operational elements are screened to mitigate negative visual impacts. In determining whether this is met, the approving agency will consider the following factors:

⁸ Parking reductions no longer needed in the code without minimum off-street parking requirements.

(A) Access, Transportation, and Mobility:

- (i) The project enables or provides vehicular and pedestrian connectivity between sites consistent with adopted connections plans relative to the transportation needs and impacts of the project, including but not limited to construction of new streets, bike lanes, on-street parking, sidewalks, multi-use paths, transit stops, streetscape planting strips, and dedication of public right-of-way or public access easements, as applicable considering the scope of the project. Where no adopted connections plan applies, the applicant shall, in good faith, and in coordination with the city manager, attempt to coordinate with adjacent property owners to establish, where practicable, reasonable and useful pedestrian connections or vehicular circulation connections, such as between parking lots on abutting properties, considering existing connections, infrastructure, and topography.
- (ii) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and infrastructure that support and encourage walking, biking, and other alternatives to the single-occupant vehicle.
- (iii) A transportation demand management (TDM) plan will be complied with including methods that result in a significant shift away from single-occupant vehicle use to alternate modes.
- (iv) Streets, bikeways, pedestrian ways, trails, open space, buildings, and parking areas are designed and located to optimize safety of all modes and provide connectivity and functional permeability through the site.
- (v) The design of vehicular circulation and parking areas make efficient use of the land and minimize the amount of pavement ~~necessary to meet the circulation and parking needs of the project.~~⁹
- (vi) Where practicable and needed in the area and subject to coordination with the city manager, the project provides curbside parking or loading or both consistent with city policies on curbside management.

...

~~(7) — Parking Reductions: The applicant demonstrates, and the approving authority finds, that any reduced parking on the site, if applicable, meets the parking reduction criteria outlined in Section 9-9-6, "Parking Standards," B.R.C. 1981.~~¹⁰

...

(k) Minor Modifications to Approved Site Plans: The city manager reviews applications for minor modifications pursuant to the procedures in Section 9-2-2, "Administrative Review Procedures," B.R.C. 1981.

- (1) Standards: Minor modifications may be approved if the proposed modification complies with the following standards:
 - (A) Scope: The proposed modification is to the approved plans;
 - (B) Intent: The modification does not alter the basic intent of the site plan approval;

⁹ These references to circulation and parking needs have been removed to align with no minimum requirements. These are factors for consideration within a Site Review application, and as such are discretionary standards. Efficient use of land and minimized pavement would remain a factor to consider in whether a project "creates safe, convenient, and efficient connections for all modes of travel, promotes safe pedestrian, bicycle, and other modes of alternative travel with the goal of lowering motor vehicle miles traveled."

¹⁰ Parking reductions no longer needed in the code without minimum off-street parking requirements.

- (C) Residential Uses: The housing type is not changed;
- (D) Height: No portion of any building is expanded above the height permitted under Sections 9-7-1, "Schedule or Form and Bulk Standards," or 9-7-6, "Building Height, Conditional," B.R.C. 1981;
- ~~(E) Parking: Any parking reduction is reviewed and approved through the process and criteria in Subsection 9-9-6(f), B.R.C. 1981;¹¹~~
- ~~(FE)~~ Solar Panels: Any solar panels do not substantially add to the mass or perceived height of the building and comply with all applicable building height, solar access, building coverage, and open space requirements;
- ~~(GF)~~ Other Requirements: The modification complies with all other applicable requirements of this title; and
- ~~(HG)~~ Modified Standards: The numeric standards in the site plan are not modified by more than allowed through Table 2-3.

9-2-16. Form-Based Code Review.

- (h) ~~Bicycle Parking Reductions. As part of the form-based code review process, the approving authority may grant a parking reduction pursuant to the criteria in Subsection 9-9-6(f), "Motor Vehicle Parking Reductions," B.R.C. 1981, for commercial developments, residential developments, industrial developments, and mixed use developments if the approving authority finds that the criteria of Subsection 9-9-6(f), B.R.C. 1981, are met.~~ As part of the form-based code review process, the approving authority may grant reductions and modifications to the bicycle parking standards of Subsection 9-9-6~~(gd)~~, B.R.C. 1981, if the reviewing authority finds that the standards of Paragraph 9-9-6~~(gd)~~(6), B.R.C. 1981, are met.¹²

9-4-2. Development Review Procedures.

- (a) Development Review Authority: Table 4-1 of this section summarizes the review and decision-making responsibilities for the administration of the administrative and development review procedures described in this chapter. The table is a summary tool and does not describe all types of decisions made under this code. Refer to sections referenced for specific requirements. Additional procedures that are required by this code but located in other chapters are:
- (1) "Historic Preservation," chapter 9-11; and
 - (2) "Inclusionary Housing," chapter 9-13.

TABLE 4-1: SUMMARY OF DECISION AUTHORITY BY PROCESS TYPE

<i>Standard or Application Type</i>	<i>Staff/City Manager</i>	<i>BOZA</i>	<i>Planning Board</i>	<i>City Council</i>
...				

¹¹ Parking reductions no longer needed in the code without minimum off-street parking requirements.

¹² Parking reductions are no longer necessary with the elimination of minimum off-street parking requirements. Bicycle parking reductions remain an option.

Section 9-9-6: Parking Standards ¹³				
<u>Bicycle Parking Reduction</u> <u>Section 9-9-6(d)¹⁴</u>	D	=	=	=
Parking Access Dimensions Section 9-9-5	D	—	—	—
Parking Deferral Subsection 9-9-6(e)	D	—	—	—
Parking Reduction ≤25% Subsection 9-9-6(f)	D	—	—	—
Parking Reduction >25% but ≤50% Section 9-9-6(f)	D(14)	—	CA, D(30)	CA
Parking Reduction >50% Subsection 9-9-6(f)	—	—	D(30)	CA
...				
KEY: D = Decision Authority CA = Call-Up and Appeal Authority (for City Council, call-up only)				
R = Recommendation only (A) = Appeal Authority only (n) = Maximum number of days for call-up or appeal				

...

9-6-3. Specific Use Standards - Residential Uses.

(3) Household Living Uses in the MU-3 Zoning District:

(A) Applicability: The following standards apply in the MU-3 zoning district to uses in the household living use category that front onto Pearl Street and may be approved as a conditional use:

- (i) The first floor above the finished grade at the street level fronting onto Pearl Street shall be constructed to permit a portion of the first floor as specified in Subparagraph (b)(3)(A)(ii) to be used for a restaurant, brewpub, or tavern use, personal service use, or retail sales use that is permitted in the MU-3 zoning district.
- (ii) The nonresidential spaces shall have a minimum depth of twenty feet measured from the front of the building along the Pearl Street frontage to the inside wall opposite of the street frontage. Building entries for uses above the first floor may be permitted to the extent necessary to provide access.
- ~~(iii) Additional parking will not be required to be provided for the floor area that is necessary to meet the required minimum depth of the first floor nonresidential use. All floor area beyond the required minimum depth shall meet the parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981.¹⁵~~
- ~~(iiiiv)~~ The nonresidential space required by this section shall be used as a nonresidential principal use as permitted by Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, and not be used for any residential principal or accessory uses.

¹³ Several rows removed as parking reductions and deferrals no longer necessary.

¹⁴ Not new, but should have been included in this table previously.

¹⁵ This exception is no longer relevant without minimum parking requirements.

- (iv) No existing nonresidential space fronting onto Pearl Street shall be converted to residential space inconsistent with this paragraph.
- (v) The first floor frontage requirements for nonresidential uses of this section and the requirements for window location, door location, and minimum lot frontage in "Table 7-1: Form and Bulk Standards" may be modified for an individual landmark or a building within a historic district that has received a landmark alteration certificate as required by Chapter 9-11, "Historic Preservation," B.R.C. 1981.

...

(m) **Transitional Housing:**

- (1) The following standards apply to any transitional housing facility that may be approved as a conditional use or pursuant to a use review:
 - (A) General Standards: Any transitional housing approved as a conditional use or pursuant to a use review shall meet the following standards:
 - (i) Density: The maximum number of dwelling units with in a transitional housing facility shall be the same as is permitted within the underlying zoning district, ~~except that for any zoning district that is classified as an industrial zoning district pursuant to Section 9-5-2, "Zoning Districts," B.R.C. 1981, the number of dwelling units permitted shall not exceed one dwelling unit for each one thousand six hundred square feet of lot area on the site.~~¹⁶
 - (ii) ~~Parking: The facility shall provide one off street parking space for each dwelling unit on the site. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.~~¹⁷

...

(o) **Home Occupation:**

- (1) A home occupation is allowed by right if the accessory use meets the following standards:
 - (A) Standards:
 - (i) Such use is conducted entirely within a principal or accessory building and is not carried on by any person other than the inhabitants living there.
 - (ii) Such use is clearly incidental and secondary to the residential use of the dwelling and does not change the residential character thereof.
 - (iii) The total area used for such purposes does not exceed one-half the first floor area of the user's dwelling unit.
 - (iv) There is no change in the outside appearance of the dwelling unit or lot indicating the conduct of such home occupation, including, without limitation, advertising signs or displays.
 - (v) There is no on-site sale of materials or supplies except incidental retail sales. Remote or virtual sales with no on-site consumer visits are permitted.

¹⁶ Recent ordinances have removed minimum lot area requirements so this specific lot area requirement has been removed to align with those changes.

¹⁷ Removed consistent with no minimum requirements for other land uses.

- (vi) There is no exterior storage of material or equipment used as a part of the home occupation.
- (vii) No equipment or process is used in such home occupation that creates any glare, fumes, odors or other objectionable condition detectable to the normal senses at the boundary of the lot if the occupation is conducted in a detached dwelling unit, or outside the dwelling unit if conducted in an attached dwelling unit.
- ~~(viii) No traffic is generated by such home occupation in a volume that would create a need for parking greater than that which can be accommodated on the site or which is inconsistent with the normal parking usage of the district.¹⁸~~

...

9-6-4. Specific Use Standards - Public and Institutional Uses.

...

(d) Daycare Center:

- (1) The following standards apply to any daycare center, except home daycares, that may be approved as a conditional use or pursuant to a use review:
 - (A) Fencing is provided around outdoor play areas.
 - (B) If the use is adjacent to an arterial, collector, or minor arterial as shown in Appendix A, "Major Streets," of this title, off-street loading and unloading areas are provided.
 - ~~(C) Adequate off-street parking is provided for employees, volunteers, and visitors.¹⁹~~
 - ~~(D)~~ Child daycare facilities are properly licensed by the State Department of Social Services.
 - ~~(E)~~ For nursery care (any child under the age of eighteen months), the facility provides fifty square feet of useable indoor floor area per child or a total of six hundred square feet of useable floor area, whichever is greater.
 - ~~(F)~~ For child care other than nursery care, the facility provides thirty square feet of useable indoor floor area per child or a total of six hundred square feet of useable floor area, whichever is greater.
 - ~~(G)~~ All child day care facilities shall provide a minimum of seventy-five square feet of usable outdoor play area per child or a total of two thousand four hundred square feet of useable outdoor play area, whichever is greater.
 - ~~(H)~~ In the MH and RH-6 zoning districts, the use shall not provide care to more than fifty persons, not including employees.

(e) Day Shelters, Emergency Shelters, and Overnight Shelters:

...

- (B) Additional Requirements for Day Shelters: The following additional criteria apply to any day shelter:
 - (i) Onsite Staffing: No facility shall be open for use by clients unless there is staff on site to supervise and oversee the clients.

¹⁸ ~~Removed consistent with no minimum requirements for other land uses.~~

¹⁹ ~~Removed consistent with no minimum requirements for other land uses.~~

- (ii) Waiting Areas: No person shall allow or permit clients of a facility to queue or otherwise wait for the facility to open or to otherwise be admitted into the facility in the public right-of-way. The facility shall provide an indoor or outdoor waiting area in a size adequate to prevent the anticipated number of clients from queuing into or otherwise waiting in the public right-of-way.
 - (iii) Outdoor Area: The facility shall provide an outdoor area, screened from the surrounding properties and the public right-of-way for use of clients once admitted to the facility.
 - ~~(iv) Parking: The facility shall provide off-street parking at the rates set forth in Section 9-9-6, "Parking Standards," B.R.C. 1981, for a nonresidential use. The approving authority may grant a parking deferral of the higher of up to fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.²⁰~~
- (C) Additional Requirements for Emergency Shelters: The following additional requirements apply to any emergency shelter:
- (i) Waiver of Good Neighbor Meeting and Management Plan Requirement: The city manager may waive the requirement that the applicant organize, host, and participate in a good neighbor meeting upon finding that the applicant will not require a use review, and that the needs of the facility's clients for anonymity and a safe and secure environment will be compromised by such a meeting.
 - ~~(ii) Parking: The facility shall provide off-street parking at the rates set forth below in Subparagraphs a., b., and c. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.²¹~~
 - ~~a. One space for each employee or volunteer that may be on the site at any given time computed on the basis of the estimated maximum number of employees and volunteers on the site at any given time;~~
 - ~~b. One parking space for each twenty occupants, based on the maximum occupancy of sleeping rooms and the dormitory type sleeping areas; and~~
 - ~~c. One parking space for each attached type dwelling unit.~~
 - (iii) Maximum Occupancy: No person shall permit the maximum occupancy of a facility to exceed the following unless approved pursuant to an occupancy increase:
...
 - ~~(iiiiv) Review Standards: Uses designated as conditional uses in Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, shall be processed under the provisions of this paragraph unless the applicant makes a request to increase the maximum occupancy per dwelling unit equivalent from six persons per dwelling unit equivalent up to ten occupants for sleeping room or dormitory type sleeping areas.~~
- (D) Additional Standards for Overnight Shelters: The following additional criteria apply to any overnight shelter:

²⁰ ~~Removed consistent with no minimum requirements for other land uses.~~

²¹ ~~Removed consistent with no minimum requirements for other land uses.~~

- (i) On-Site Staffing: No facility shall be open for use by clients unless there is staff on-site to supervise and oversee the clients.
- (ii) Waiting Areas: No person shall allow or permit clients of a facility to queue or otherwise wait for the facility to open or to otherwise be admitted into the facility in the public right-of-way. The facility shall provide an indoor or outdoor waiting area in a size adequate to prevent the anticipated number of clients from queuing into or otherwise waiting in the public right-of-way.
- ~~(iii) Parking: The facility shall provide off-street parking at the rates set forth below in Subparagraphs a. and b. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.²²~~
 - ~~a. One space for each employee or volunteer that may be on the site at any given time computed on the basis of the estimated maximum number of employees and volunteers on the site at any given time; and~~
 - ~~b. One parking space for each twenty occupants, based on the maximum occupancy of the facility.~~
- ~~(iiiiv)~~ Maximum Occupancy: No person shall permit the maximum occupancy of a facility to exceed the following unless approved pursuant to an occupancy increase:
 - ...
- (iv) Review Standards: Uses designated as conditional uses in Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, shall be processed under the provisions of this paragraph unless the applicant proposes to exceed the following standards. In such cases, the applicant will also be required to complete the use review process pursuant to Section 9-2-15, "Use Review," B.R.C. 1981.

...

9-6-5. Specific Use Standards - Commercial Uses.

FOOD, BEVERAGE, AND LODGING

(a) Bed and Breakfast:

- (1) The following standards apply to bed and breakfast uses that may be approved as a conditional use or pursuant to a use review:
 - (A) The structure is compatible with the character of the neighborhood in terms of height, setbacks, and bulk. Any modifications to the structure are compatible with the character of the neighborhood.
 - ~~(B) One parking space is provided for each guest bedroom, and one space is provided for the operator or owner's unit in the building.²³~~
 - ~~(CB)~~ No structure contains more than twelve guest rooms. The number of guest rooms shall not exceed the occupancy limitations set forth in Section 9-8-6, "Density Equivalencies for Group Residences and Hostels," B.R.C. 1981.

²² Removed consistent with no minimum requirements for other land uses.

²³ Removed consistent with no minimum requirements for other land uses.

- (~~DC~~) No cooking facilities including, without limitation, stoves, hot plates, or microwave ovens are permitted in the guest rooms. No person shall permit such use.
- (~~DE~~) One attached exterior sign is permitted to identify the bed and breakfast, subject to the requirements of Section 9-9-21, "Signs," B.R.C. 1981.
- (~~FE~~) No long-term rental of rooms is permitted. No person shall permit a guest to remain in a bed and breakfast for a period in excess of thirty days.
- (~~FG~~) No restaurant use is permitted. No person shall serve meals to members of the public other than persons renting rooms for nightly occupancy and their guests.
- (~~GH~~) No person shall check in or check out of a bed and breakfast or allow another to do so except between the times of 6 a.m. and 9 p.m.

...

(h) **Temporary Event:**

- (1) Temporary events may be approved as a conditional use if the following standards are met:
 - (A) Such uses are temporary and limited to 14 days in any three-month period, unless otherwise approved by the city manager;
 - (B) Such uses conducted from movable structures or upon vacant lots shall submit a site plan, including, without limitation, the location, setback from property line, screening, sign and fence locations, if applicable, and electric meter locations or power source;
 - (C) Applicants shall obtain the appropriate sales tax license and, if applicable, temporary fence permits;
 - (D) All exterior areas used for such uses and the lot or parcel that such uses occur upon shall meet the bulk requirements of Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981;
 - (E) Such uses may not ~~adversely affect the required parking or~~ result in unsafe conditions or unacceptable levels of congestion;²⁴
 - (F) Upon termination of the use and on days for which no event is approved, the lot or parcel shall be returned substantially to its original condition unless otherwise approved by the city manager. All litter, fences, borders, tie-down materials, and other items associated with the temporary event shall be promptly removed. Unless otherwise approved by the city manager, "promptly," as used in this subparagraph, shall mean within five days;
 - (G) Temporary events shall only be conducted by the owner or lessee of the property or with the permission of the owner or lessee of the property on which it is conducted and only in conjunction with the principal use of the property; and
 - (H) Prohibitions: No person shall sell merchandise or services from a motor vehicle, trailer, mobile home, or tent upon any public or private property, including, without limitation, lots, or portions thereof that are vacant or used for parking except as provided in this section.

...

(u) **Neighborhood Business Center:**

- (1) The following standards apply to any neighborhood business center that may be approved pursuant to a use review:

...

²⁴ Removed reference to required parking.

- (F) Restaurant Restrictions: Restaurants are permitted as a use within a neighborhood business center provided the following criteria are met, notwithstanding any restriction within Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981:

- ~~(i) No Parking Reduction: No parking reduction may be granted for the neighborhood business center or any contemporaneously developed adjacent residential development unless the applicant can provide adequate assurances that there will be no parking spillover onto the surrounding residential streets;²⁵~~
- (ii) Size: The gross floor area of the restaurant does not exceed one thousand five hundred square feet in size, and up to three hundred additional square feet of floor area may be utilized for storage purposes only;
- (iii) Proportion of Development: The restaurant use is included in a development containing other uses approved as part of the neighborhood business center and does not exceed twenty-five percent of the gross floor area of the project;
- ~~(iii)~~ (iv) Drive-Thru Uses Prohibited: The restaurant does not contain a drive-thru facility;
- ~~(iv)~~ (v) Trash Storage: A screened trash storage area is provided adjacent to the restaurant use, in accordance with the requirements of Section 9-9-18, "Trash Storage and Recycling Areas," B.R.C. 1981;
- ~~(v)~~ (vi) Loading Area: A loading area meeting the requirements of Section 9-9-9, "Off-Street Loading Standards," B.R.C. 1981, provided adjacent to the restaurant use;
- ~~(vi)~~ (vii) Signage: Signage complies with a sign program approved as part of the review by the city manager consistent with the requirements of Section 9-9-21, "Signs," B.R.C. 1981; and
- ~~(vii)~~ (viii) Environmental Impacts: Any environmental impact including, without limitation, noise, air emissions and glare is confined to the lot upon which the restaurant use is located and is controlled in accordance with applicable city, state, and federal regulations.

...

(x) **Fuel Service Station:**

- (1) The following standards apply to any fuel service station that may be approved as a conditional use or pursuant to a use review:
 - (A) General Standards: Any fuel service station that may be approved as a conditional use or pursuant to a use review shall meet the following standards:
 - (i) Areas for the storage of vehicles to be serviced in excess of twenty-four hours are in enclosed areas or shielded from view from adjacent properties.
 - (ii) There is adequate space to allow up to three cars to stack in a line at a pump without using any portion of the adjacent street.
 - (iii) The visual impact of the use is minimized and screened from adjacent rights-of-way and properties through placement of buildings, screening, landscaping, and other site design techniques.
 - (iv) Dispensing pumps are not located within twenty-five feet of a property line abutting a street.
 - (v) In addition to ~~the parking requirements of Sections 9-7-1, "Schedule of Form and Bulk Standards," and 9-9-6, "Parking Standards," B.R.C. 1981, and~~ the stacking requirements of

²⁵ Removed consistent with no minimum requirements for other land uses and no parking reductions.

Subparagraph (y)(1)(A)(ii) of this subsection, adequate space is provided for the storage of two vehicles per service bay off-street.²⁶

- (vi) The location, size, design, and operating characteristics of the proposed facility are reasonably compatible with the use of nearby properties.
- (vii) A minimum landscaped side yard setback of twenty feet and a minimum rear yard landscaped setback of twenty-five feet are required where the use abuts residential uses or residential zoning districts.

...

9-6-6. Specific Use Standards - Industrial Uses.

STORAGE, DISTRIBUTION, AND WHOLESALING

(a) Outdoor Display of Merchandise:

- (1) The following standards apply to the outdoor display of merchandise:
 - (A) Merchandise shall not be located within any required yard adjacent a street;
 - (B) Merchandise shall not be located within or obstruct ~~required~~ parking and vehicular circulation areas or sidewalks;²⁷
 - (C) Merchandise shall be screened to the extent possible from the view of adjacent streets; and
 - (D) Outdoor display is for the temporary display of merchandise and not for the permanent storage of stock.

...

(d) Recycling Collection Facilities - Large:

- (1) Large recycling collection facilities that may be approved pursuant to a use review shall meet the following standards:

...

~~(F) One parking space shall be provided for each commercial vehicle operated by the recycling facility. Parking requirements are as required in the zone, except that parking requirements for employees may be reduced if it can be shown that such parking spaces are not necessary, such as when employees are transported in a company vehicle to the work facility.²⁸~~

~~(G)~~ If the facility is located within five hundred feet of property zoned, planned under the Boulder Valley Comprehensive Plan, or occupied for residential use, it shall not operate between 7:00 p.m. and 7:00 a.m.

~~(H)~~ Any container provided for after-hours donation of recyclable materials shall be at least fifty feet from any property zoned, planned in the Boulder Valley Comprehensive Plan, or occupied for residential use, shall be of sturdy, rustproof construction, shall have sufficient capacity to accommodate materials collected, and shall be secure from unauthorized entry or removal of materials.

²⁶ Removed reference to parking standards.

²⁷ Remove reference to required parking.

²⁸ Removed consistent with no minimum requirements for other land uses.

~~(H)~~ The containers shall be clearly marked to identify the type of materials that may be deposited. The facility shall display a notice stating that no material shall be left outside the recycling containers.

~~(H)~~ The facility shall be clearly marked with the name and phone number of the facility operator and the hours of operation.

(e) **Recycling Collection Facilities - Small:**

- (1) Small recycling collection facilities that may be approved as a conditional use or pursuant to a use review shall meet the following standards:

...

~~(O)~~ No additional parking spaces are required for customers of a small collection facility located at the established parking lot of a host use, but one additional space shall be provided for the attendant, if needed.

~~(PO)~~ Mobile recycling units shall have an area clearly marked to prohibit other vehicular parking during hours when the mobile unit is scheduled to be present.

~~(Q)~~ Occupation of parking spaces by the facility and by the attendant shall not reduce available parking spaces below the minimum number required for the primary host use unless a parking study shows the existing parking capacity is not already fully utilized during the time the recycling facility will be on the site.²⁹

(f) **Recycling Processing Facility:**

- (1) Recycling processing facilities that may be approved as a conditional use or pursuant to a use review shall meet the following standards:

...

~~(G)~~ One parking space shall be provided for each commercial vehicle operated by the processing center. Parking requirements shall otherwise be as required for the zone in which the facility is located.³⁰

~~(GH)~~ If the facility is located within five hundred feet of property zoned, planned in the Boulder Valley Comprehensive Plan, or occupied for residential use, it shall not be in operation between 7:00 p.m. and 7:00 a.m. The facility shall be administered by on-site personnel during the hours the facility is open.

~~(H)~~ Any containers provided for after-hours donation of recyclable materials shall be at least fifty feet from any property zoned, planned in the Boulder Valley Comprehensive Plan, or occupied for residential use; shall be of sturdy, rustproof construction; shall have sufficient capacity to accommodate materials collected; and shall be secure from unauthorized entry or removal of materials.

~~(J)~~ Containers shall be clearly marked to identify the type of material that may be deposited. The facility shall display a notice stating that no material shall be left outside the recycling containers.

~~(JK)~~ No dust, fumes, smoke, vibration, or odor from the facility shall be detectable on neighboring properties.

²⁹ Removed consistent with no minimum requirements for other land uses.

³⁰ Removed consistent with no minimum requirements for other land uses.

9-7-12. Two Detached Dwellings on a Single Lot.

- (a) Standards: In an RM-2, RM-3, RH-1, RH-2 or RH-5 district, two detached dwelling units may be placed and maintained as principal buildings on a lot which fronts on two public streets other than alleys, if the following conditions are met:
- (1) Each principal building shall have adjacent to it and convenient to use by its occupants a landscaped area of at least one hundred twenty square feet, with no side less than ten feet in length, and with privacy screening. The screening requirement may be met through any combination of building placement, landscaping, walls or fencing;
 - (2) A uniform landscape plan shall be provided and executed, and all existing trees over three inches in caliper measured four inches above the ground shall be preserved, unless this requirement is waived by the city manager for good cause;
 - ~~(3) In the RM zoning district, one parking space is required for each principal building. In the RH-5 zoning district, for the second principal building, one bedroom requires one off-street parking space, two bedrooms require one and one-half spaces, three bedrooms require two spaces, and four or more bedrooms require three spaces. Required parking is provided on the lot convenient to each principal building. Any two parking spaces fronting on an alley which are adjacent to each other shall be separated from any other parking spaces by a landscaped area at least five feet wide and as deep as the parking spaces;³¹~~
 - (34) Privacy fencing or visual buffering of parking areas is provided;
 - (45) Each principal building has separate utility services in approved locations;
 - (56) All utilities are underground for each principal building unless this requirement is waived by the city manager for good cause;
 - (67) New principal buildings are compatible in character with structures in the immediate vicinity, considering mass, bulk, architecture, materials and color. In addition, the second principal building placed on a lot shall meet the following requirements:

...

9-7-13. Mobile Home Park Form and Bulk Standards.

No person shall establish or maintain a mobile home park or mobile home on a lot within a mobile home park except in accordance with the following standards:

- (a) Mobile Home Park Form and Bulk Summary Table: Development within a mobile home park in the MH zoning district shall comply with the standards shown in Table 7-2 and illustrated in Figure 7-15 of this section.

TABLE 7-2: MOBILE HOME PARK DESIGN STANDARDS (MH DISTRICT)

Size and Intensity	
Minimum mobile home park size - MH zone	5 acres
RL-2, RM and RH zones	10 acres
Maximum allowable density - RL-2 zone	6 units per acre
MH, RM and RH zones	10 units per acre

³¹ Removed consistent with no minimum requirements for other land uses.

Minimum site area reserved for recreational facilities	8 percent of mobile home park
Lot Area and Open Space	
Minimum lot area if subdivided	3,500 square feet
Minimum average lot area per mobile home	4,350 square feet
Minimum outdoor living and service area (with no dimension less than 15 feet)	300 square feet
Minimum usable open space per mobile home	600 square feet
Parking Requirements	
Minimum number of off-street parking spaces per mobile home	1³²
Setbacks and Separation	
(A) Minimum setback from exterior perimeter property lines of the mobile home park -	MH, RL-2, RM-1, RM-3, RH-1 and RH-4 zones: 20 feet
	RM-2 and RH-5 zones: 25 feet
(B) Minimum side to side separation	15 feet
(C) Minimum end to end separation	10 feet
(D) Minimum distance from tongue to any adjacent sidewalk or pedestrian walkway	2 feet
(E) Minimum setback from private drive or internal public street (from edge of pavement)	10 feet
Accessory Buildings (10-12, B.R.C.)	
Maximum size of storage buildings	150 square feet
Minimum setback from adjacent mobile homes to all accessory buildings and structures	10 feet
Minimum separation between mobile home and its accessory building (on the same mobile home pad site)	6 feet

...

~~(d) — Parking: Mobile homes in all zoning districts other than the MH district shall provide 1.5 off-street parking spaces per mobile home. Off-street spaces shall be located on or within three hundred feet of the mobile home space for which the parking is required.³³~~

~~(de)~~ Modification of Setbacks From the Exterior Perimeter Property Lines of the Mobile Home Park: Mobile home setback distances along mobile home park exterior perimeter property lines adjacent to other lots may be modified as part of a site review or use review approval if the mobile home park owner demonstrates that there is a need for such modifications and that no detrimental effect will result to uses on adjoining properties or to residents of the mobile home park.

~~(ef)~~ Obstructions Prohibited: No mobile home or portion thereof shall overhang or obstruct any driveway, access road or walkway.

~~(fg)~~ Screening: All mobile home parks adjacent to other residential uses, commercial uses or industrial uses shall be provided with screening, such as opaque fencing or landscaping, along the property lines separating the mobile home park from such adjacent land uses.

³² ~~Removed consistent with no minimum requirements for other land uses.~~

³³ ~~Removed consistent with no minimum requirements for other land uses.~~

...

9-8-6. - Occupancy Equivalencies for Group Residences.

The permitted density for the following uses shall be calculated as indicated below. The density equivalencies shall not be used to convert existing uses referenced in this section to dwelling units except as set forth in subsection (g). The number of allowed dwelling units shall be determined by using Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981:

...

- (f) Bed and Breakfast: Three guest rooms in a bed and breakfast constitute one dwelling unit. In any bed and breakfast, up to twelve guest rooms are permitted, provided ~~the required parking can be accommodated on site and~~ the provisions of Subsection 9-6-5(a), B.R.C. 1981, are met.³⁴

...

9-9-2. General Provisions.

- (e) Entire Use Located on One Lot: ~~All lot area, open space, or yard requirements must be met on the lot or parcel creating the requirement for each building and use, unless modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981.³⁵ No person shall include as part of a lot area, open space, off-street parking area, or yard required by this title for any building or use any part of a lot area, open space, off-street parking area, or yard required by this title for any other building or use, unless approved under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981.~~

9-9-5. Site Access Control.

- (a) Access Control: Vehicular access to property from the public right-of-way shall be controlled in such a manner as to protect the traffic-carrying capacity and safety of the street upon which the property abuts and access is taken, ensuring that the public use and purpose of public rights of way is unimpaired as well as to protect the value of the public infrastructure and adjacent property. The requirements of this section ~~and Subsections (b) through (e) below~~ apply to all land uses, including detached dwelling units, ~~as follows: only if access to the property is provided for the purposes of off-street parking, loading space or operational access, or other provided vehicle circulation to or through a property accessed from the public right-of-way, according to the following land uses:~~
- (1) For all uses, except for detached dwelling units, the standards shall be met prior to a final inspection for any building permit for new development; redevelopment exceeding twenty-five percent of the value of the existing structure; or the addition of a dwelling unit. For purposes of this paragraph (1), the applicant shall demonstrate the value of the existing structure by submitting, at the discretion of the applicant, either the actual value assessed by the Boulder County Assessor's Office or the fair market value determined by a real estate appraiser licensed in Colorado.
 - (2) For detached dwelling units, the standards of this section shall be met prior to a final inspection for any building permit for new development; the demolition of a principal structure; or the conversion of an attached garage or carport to a use other than use as a parking space.
 - (3) Notwithstanding the above, development on a property that has three or fewer dwelling units must meet the driveway width standards of this section if the development has to comply with

³⁴ ~~Removed consistent with no minimum requirements for other land uses.~~

³⁵ ~~Clarified language and removed reference to off-street parking that is no longer necessary without minimum required off-street parking.~~

the landscape standards of Subsection 9-9-12(b), "Landscaping and Screening Standards," B.R.C. 1981. Compliance with the driveway width standards shall be met prior to final inspection of a building permit.

- (b) Access for Properties Subject to Annexation: Each parcel of land under a single ownership at the time of its annexation will be reviewed in terms of access as one parcel (regardless of subsequent sales of a portion) unless the property is subdivided at the time of its annexation.
- (c) Standards and Criteria for Site Accesses and Curb Cuts: Any allowed access or curb cut to public rights of way shall be designed in accordance with the City of Boulder Design and Construction Standards and the following standards and criteria:
 - (1) Number of Access Points Permitted: One access point or curb cut per property will be permitted, unless a site plan or traffic study, approved by the city manager, demonstrates that additional access points and curb cuts are required to adequately address accessibility, circulation, and driveway volumes, and only where additional accesses and curb cuts would not impair any public use of any public right-of-way, or create safety or operational problems, or be detrimental to traffic flow on adjacent public streets.
 - (2) Access Restrictions: On arterial and collector streets, or if necessary for the safe and efficient movement of traffic, all accesses shall be designed and constructed with physical improvements and appropriate traffic control measures to assist or restrict turning movements, including, without limitation, acceleration or deceleration lanes, access islands, street medians, and signage, as may be required of the development if the city manager finds that they are necessary to preserve the safety or the traffic-carrying capacity of the existing street. The city manager shall determine the length and degree of the required access restriction measures for the property.
 - (3) Residential Access to Arterial and Collector Streets Restricted: No residential structures shall have direct access onto an arterial. However, if no alternative street access is possible, an access may be permitted subject to the incorporation of any design standards determined to be necessary by the city manager to preserve the safety and the traffic-carrying capacity of the arterial or collector.
 - (4) Access From Lowest Category Street Required: A property that has frontage on more than one street, alley or public access shall locate its access or curb cut on the lowest category street, alley or public access frontage. If more than one access point or curb cut is necessary, an additional access or curb cut will be permitted only where the proposed access or curb cut satisfies the requirements in this section.
 - (5) Property Right to Access: If a property cannot be served by any access point or curb cut that satisfies this section, the city manager will designate the access point or curb cut for the subject property based on optimal traffic safety.
 - (6) Multiple Access Points for Detached Dwelling Units: The city manager will permit multiple access points on the same street for a single lot containing a detached dwelling unit upon finding that there is at least one hundred linear feet of lot frontage adjacent to the front yard on such street and, the area has a limited amount of pedestrian activity because of the low density character, ~~and there is enough on-street parking within three hundred feet of the property to meet the off-street parking needs of such area.~~³⁶ The total cumulative width of multiple curb cuts shall not exceed the maximum permitted width of a single curb cut. The minimum spacing between multiple curb cuts on the same property shall not be less than sixty-five feet.
 - (7) Shared Driveways for Residential Structures: A lot with a detached dwelling unit that does not have frontage on the street from which access is taken may be served by a shared driveway that meets all of the standards and criteria for shared driveways set forth in the City of Boulder Design and Construction Standards.

³⁶ Removed reference to required off-street parking.

(8) Residential Driveways: Any residential driveway, access, or curb cut must lead to an off-street motor vehicle parking space meeting the requirements of this title and the City of Boulder Design and Construction Standards.

(8) Driveway Width: Driveways shall meet the following standards (see Figure 9-1 of this section):

- (A) Minimum driveway width: The width of a driveway leading to an off-street parking space shall not be less than nine feet. A driveway, or portion of a driveway, may be located on an adjacent property if an easement is obtained from the impacted property owner.
- (B) Maximum Driveway Width: For any property with three or fewer dwelling units, the driveway width within a landscaped setback, including any associated circulation or turnarounds, shall not exceed 20 feet.

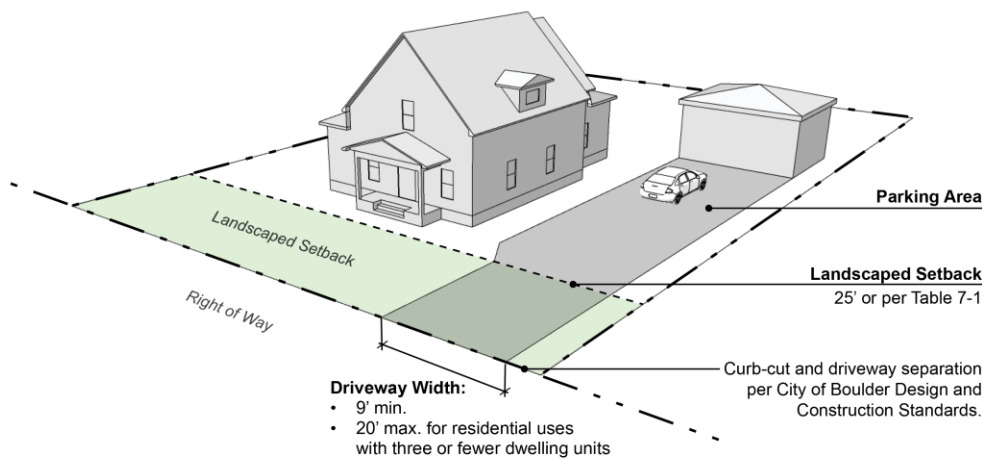


Figure 9-1: Driveway Width

- (9) Exceptions: The requirements of this section may be modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981, to provide for safe and reasonable access. Exceptions to this section may be made if the city manager determines that:
 - (A) The topography, configuration of a lot, or other physical constraints makes taking access from the lowest category street, alley or public access frontage impractical, or the character of the existing area is such that a proposed or existing access to the street, alley or public access frontage is compatible with the access of properties in such area;
 - (B) The site access and curb cuts would not impair public use of the public right-of-way; create safety or operational problems or be detrimental to traffic flow on adjacent public streets; and
 - (C) The site access and curb cuts will minimize impacts to the existing on-street parking patterns.
- (d) Site Access in the Transit Village: In the area that is a part of the Transit Village that is shown on Appendix G of Title 9, "Land Use Regulation," B.R.C. 1981, all properties that request a development approval that includes any additional residential units or the addition of any nonresidential floor area shall take primary vehicular access off of a street that is consistent with the approved Transit Village Connection Plan and that is not a street that is classified as minor arterial or above on the Transportation Master Plan. Secondary vehicular access on a street that is classified as minor arterial or above may be approved if it meets all of the requirements of this section.
- (e) Access Permit Required: Prior to the issuance of a building permit, a proposed site access or curb cut to public right-of-way must receive any necessary permits, including:

- (1) City Streets: Any site access or curb cut proposed and constructed in City rights of way, including, without limitation, streets and alleys, require a permit under Chapter 8-5, "Work in the Public Right-of-Way and Public Easements," B.R.C. 1981.
- (2) State Highways: In addition to the permit required in Paragraph (d)(1) of this section, any site access or curb cut proposed, constructed, modified, or accessing a site where a change of use is being proposed on a State Highway requires a State Highway access permit as specified in the State Highway Access Code (SHAC). Applications for a State Highway access permit shall be made to the City of Boulder, which is the Issuing Authority. The City, in conjunction with the Colorado Department of Transportation, will review all applications for conformance with SHAC design and construction requirements prior to issuance of a State Highway access permit.

9-9-6. Parking Standards.

- (a) RationalePurpose: The intent of this section is to ~~provide adequate off-street parking for all uses, to prevent undue congestion and interference with the traffic carrying capacity of city streets, and establish safe and functional motor vehicle and bicycle parking design and location standards, ensure that motor vehicle parking plays a subordinate role to site and building design, and to~~ minimize the visual and environmental impacts of excessive parking lot paving.³⁷
- (b) Maximum Off-Street Parking Requirements: The following maximum off-street motor vehicle parking requirements apply to residential and nonresidential uses:³⁸
 - (1) Residential Uses: In the MU-4 and RH-7 zoning districts, the maximum number of off-street parking spaces for an attached dwelling unit or each unit of a duplex shall be one space per dwelling unit.
 - (2) Nonresidential Uses: In the RH-3, RH-6, RH-7, and MU-4 zoning districts, the maximum number of off-street parking spaces for nonresidential uses and their accessory uses shall be 1 space per 400 square feet if residential uses comprise less than 50 percent of the floor area. If residential uses comprise more than 50 percent of the floor area, the maximum is 1 space per 500 square feet. This maximum does not apply in a parking district.
- (b) Off-Street Parking Requirements: The number of required off-street motor vehicle parking spaces is provided in Tables 9-1, 9-2, 9-3, and 9-4 of this section; the number of required off-street bicycle parking spaces is provided in Table 9-8 of this section:³⁹
 - (1) Residential Motor Vehicle Parking Requirements: Unless the use is specifically identified in Table 9-2 below, residential motor vehicle parking shall be provided according to Table 9-1:

TABLE 9-1: RESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT AND UNIT TYPE

Zone-District Standard	RR, RE, MU-1, MU-3, BMS, DT, A, RH-6	RMX-2, MU-2, MH, IMS	RL, RM, RMX-1, RH- 1, RH-2, RH-4, RH-5, BT, BC, BR, IS, IG, IAM, P	RH-3	MU-4, RH-7
Minimum number of off-street parking spaces for a	1	1	1	1	0

³⁷ These updates to the purpose statement include language pulled from the BVCP and the purpose of House Bill 24-1304 related to minimum parking requirements.

³⁸ These existing maximum off-street parking requirements have been pulled out of Tables 9-1 and 9-2 and instead listed here.

³⁹ Entire section has been removed to eliminate all minimum off-street parking uses citywide for all land uses.

detached dwelling unit (DU)					
Maximum number of off-street parking spaces for an attached DU or each unit of a duplex	N/A	N/A	N/A	N/A	1 space per DU
Minimum number of off-street parking spaces for an attached DU or each unit of a duplex	1	1 for 1- or 2-bedroom DU 1.5 for 3-bedroom DU 2 for a 4 or more bedroom DU	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for a 4 or more bedroom DU	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for a 4 or more bedroom DU	0
Accessible space requirement	Must meet the requirements of the Americans with Disabilities Act, as amended.				

(2) — Use Specific Motor Vehicle Parking Requirements for Residential Uses:

TABLE 9-2: USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR RESIDENTIAL USES IN ALL ZONES

Use	Parking Requirement
Rooming house, boarding house, fraternity, sorority, group living and hostels	2 spaces per 3 occupants
Efficiency units, transitional housing	1 space per DU
Bed and breakfast	1 space per guest room + 1 space for operator or owner's DU within building
Accessory dwelling unit	0
Group homes: residential, custodial or congregate care	Off-street parking appropriate to use and needs of the facility and the number of vehicles used by its occupants, as determined through review
Overnight shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time
Day shelter	Use the same ratio as general nonresidential uses in the zone
Emergency shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time, plus 1 space for each attached-type dwelling unit
Duplexes or attached dwelling units in the RR, RE and RL zoning districts	1 per unit

(3) ~~Nonresidential Motor Vehicle Parking Requirements: Unless the use is specifically identified in Table 9-4 below, nonresidential motor vehicle parking shall be provided according to Table 9-3:~~

TABLE 9-3: NONRESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT⁴⁰

Zone-District Standard	RH-3, RH-6, RH-7, MU-4 (within a parking district)	RH-3, RH-6, RH-7, MU-4 (not in a parking district)	DT, MU-3, BMS (within a parking district)	BCS, BR-1, IS, IG, IM, A	RMX-2, MU-2, IMS, BMS (not in a parking district)	MU-1, MU-3 (not in a parking district)	RR, RE, RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR-2, P (not in a parking district)
Minimum number of off-street parking spaces per square foot of floor area for nonresidential uses and their accessory uses	0			1:400	1:400 if residential uses comprise less than 50 percent of the floor area; otherwise 1:500	1:300 if residential uses comprise less than 50 percent of the floor area; otherwise 1:400	1:300
Maximum number of off-street parking spaces per square foot of floor area for nonresidential uses and their accessory uses	N/A	1:400 if residential uses comprise less than 50 percent of the floor area; otherwise 1:500	N/A				
Accessible parking requirement	Must meet the requirements of the Americans with Disabilities Act, as amended.						

⁴⁰See also Table 9-4 of this section.

(4) Use Specific Motor Vehicle Parking Requirements for Nonresidential Uses:

TABLE 9-4: USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR NONRESIDENTIAL USES IN ALL ZONES

<i>Use</i>	<i>Parking Requirement</i>
Large daycare (less than 50 children)	Determined through review; parking needs of the use must be adequately served through on-street or off-street parking
Nonresidential uses in General Improvement Parking Districts	No parking required
Restaurant, brewpub, or tavern—outside of retail centers greater than 50,000 square feet	Indoor Seats: 1 space per 3 seats.
	Outdoor Seats:
	1. If outdoor seats do not exceed 20% of the indoor seats, no additional parking is required.
	2. For the portion of the outdoor seats exceeding 20% of indoor seats: 1 space per 3 seats.
	3. Notwithstanding the requirements of (1) and (2) above, the following applies to uses that are nonconforming as to parking for indoor seats and the sole principal use of the site: No additional parking is required if the number of outdoor seats does not exceed 60% of the existing number of parking spaces on the site.
Retail centers over 50,000 square feet of floor area that:	Less than 30 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 250 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
—i) Are under common ownership, or	30 percent or more and less than 60 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 175 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
—ii) management, or	
—iii) Are approved through a common site review approval, and	
—iv) Contain a mix of some or all of the following uses: retail, commercial, office, restaurants, brewpubs, and taverns, which	
—v) together comprise more than 50 percent of the total floor area, and	60 percent or more of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 100 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
—vi) Where written consent of all property owners within the retail center are included with the application.	This use-specific parking standard shall not apply to other uses for which a use-specific parking standard is created in this Table 9-4 or to uses other than retail, commercial, and office uses, restaurants, brewpubs, and taverns. For those uses, parking shall be provided as required for each such use under this Section 9-9-6, B.R.C. 1981, and in addition to the requirement above.
Restaurants in a regional park	Determined through review; parking needs of the use must be adequately served through on-street or off-street parking.
Motels, hotels, and bed and breakfasts	1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area

Theater	Greater of 1 parking space per 3 seats, or the parking ratio for the zone district
Fuel service station	General ratio for the use zone plus storage of 2 vehicles per service bay
Religious assembly:	(See Paragraph (f)(8) of this section for permitted parking reductions)
— a. Religious assemblies created prior to 9/2/1993	1:300
— b. Religious assemblies created after 9/2/1993	1 space per 4 seats, or 1 per 50 square feet of assembly area if there are no fixed seats—assembly area includes the largest room plus any adjacent rooms that could be used as part of the assembly area
— c. Uses accessory to a religious assembly and created after 9/2/1993	Uses accessory to the religious assembly shall meet the standards applicable to the use as if the use is a principal use
— d. Total parking of a religious assembly and accessory uses created after 9/2/1993	Parking for the religious assembly use and any accessory use shall be for the use which has the greatest parking requirement
Small recycling collection facility	1 space for attendant if needed
Large recycling collection facility	General parking ratio for the zone plus 1 space for each commercial vehicle operated by the facility
Recycling processing facility	Sufficient parking spaces for a minimum of 10 customers, or the peak load, whichever is greater, plus 1 space for each commercial vehicle operated by the facility
Warehouse or distribution facility or uses in industrial zones with accessory warehouse spaces	1 space per 1,000 square feet of floor area used for warehousing or storage of goods, merchandise, or equipment. Parking for floor area used for associated office space or production areas and not for warehousing or storage as outlined above shall be provided consistent with Table 9-3.
Self-service storage facility	3 spaces for visitor parking, plus parking for any floor area used as office space or otherwise not used for self-service storage shall be provided consistent with Table 9-3.
Airport and aircraft hangers	1 space per outside airplane or glider tie-down space;
	1 space per 1,000 square feet of floor area of private airplane hangar space (with or without external or internal walls);
	1 space per 2,000 square feet of floor area of commercial or executive airplane hangar space; and
	Parking for floor area used as office space or otherwise not used for airport hanger shall be provided consistent with the requirements of Table 9-3.

(c) General Parking ~~Requirements~~Standards:

- (1) ADA Requirements: Where off-street parking spaces are provided, accessible parking spaces shall be provided meeting the requirements of the Americans with Disabilities Act, as amended.⁴¹

⁴¹ This existing standard has been relocated from the tables above.

(2) Electric Vehicle Charging Requirements: Where off-street parking spaces are provided, electric vehicle charging spaces shall be provided meeting the requirements of the City of Boulder Energy Conservation Code.⁴²

~~(1)(3) Rounding Rule: For all motor vehicle and bicycle parking space requirements resulting in a fraction, the fraction shall be:⁴³~~

- (A) Rounded to the next higher whole number when the required number of spaces is five or less; or
- (B) Rounded to the next lower whole number when the required number of spaces is more than five.

~~(24) Parking Requirements for Lots in Two or More Zoning Districts: For lots that have more than one zoning designation, the required motor vehicle and bicycle parking for the use(s) on the lot may be provided on any portion of the lot, subject to the provisions of this title.⁴⁴~~

(5) Approvals: Any minimum off-street parking requirement, for spaces other than accessible spaces, in any-planned development, planned residential development, planned unit development, site review, or use review, or other approval has no force and effect and shall not be enforced.⁴⁵

~~(3) Off-Street Parking Requirement for Unlisted Nonresidential Uses: If the city manager determines that the use type is not specifically listed in Table 6-1, Use Table, or Table 9-4, Use Specific Motor Vehicle Parking Requirements for Nonresidential Uses in All Zones, the city manager may apply one of the following standards that adequately meets the parking needs of the use:⁴⁶~~

- ~~(A) The applicable off-street parking requirement under Table 9-3, Nonresidential Motor Vehicle Parking Requirements by Zoning District;~~
- ~~(B) The off-street parking requirement under Table 9-4 for the listed use type most similar to the proposed use based on public parking demand, nature of the use type, number of employees, or any other factors deemed appropriate by the city manager;~~
- ~~(C) An off-street parking requirement established based on local or national best practices or by reference to standards or resources such as the Institute of Traffic Engineers, Urban Land Institute, International Council of Shopping Centers, American Association of State Highway and Transportation Officials, or American Planning Association; or~~
- ~~(D) An off-street parking requirement demonstrated by a parking demand study prepared by the applicant according to Paragraph 9-9-6(d)(6).~~

(d) Motor Vehicle Parking Design Standards:

(1) Location of Open or Enclosed Parking: Open or enclosed parking areas are subject to the following requirements:

- (A) No parking areas shall be located in any required landscaped setback abutting a street. However, in RR, RE, RL, A, or P zoning districts, if all off-street parking requirements of this chapter have been met, if a driveway leads to at least one parking space that meets the design requirements of this title and that is located outside of the landscaped setback, persons may park up to two additional vehicles may be parked in the driveway within the landscaped setback. The requirements of this subsection may be varied to allow ~~the required~~ off-street parking to be

⁴² This standard has been added to link the EV charging requirements in the Energy Conservation Code to the number of parking spaces that are provided on a site.

⁴³ Remove reference to motor vehicle parking.

⁴⁴ Remove reference to motor vehicle parking.

⁴⁵ This language has been added to address parking requirements that may be individually applied to specific past approvals. They would no longer be enforceable.

⁴⁶ Removed as not relevant with no minimum parking requirements.

located within the front yard setback pursuant to the standards and procedures in Subsection 9-2-3(j), B.R.C. 1981.⁴⁷

~~(B) Required parking areas shall be located on the lot or parcel containing the use for which they are required.~~⁴⁸

~~(B)~~ No parking areas shall be located closer than ten feet from a side yard adjacent to a public street in the BMS and MU-2 zoning districts.

- (2) Parking Stall Design Standards: Parking stalls shall meet the following standards, based on stall type. The minimum maneuvering area to the rear of any parking stall shall be no less than twenty-four feet except as specified in Table 9-~~5-1~~ below for parking at an angle other than the 90 degree category. If the proposed use anticipates long-term parking as the major parking demand, the city manager may reduce those minimum parking stall sizes.

TABLE 9-~~15~~: STANDARD PARKING DIMENSION STANDARDS

Parking Angle (degrees)	Curb Length C	Stall D	Aisle Width		Bay Width	
			One Way A1	Two Way A2	One Way B1	Two Way B2
90	9'	19'	24'	24'	62'	62'
60	10.4'	21'	18'	22'	60'	64'
45	12.7'	19.8'	13'	20'	52.6'	59.6'
30	18'	17.3'	12'	20'	45.6'	54.6'
0	23'	8'	12'	20'	20'	36'

TABLE 9-~~26~~: SMALL CAR PARKING DIMENSION STANDARDS

Parking Angle (degrees)	Curb Length C	Stall D	Aisle Width		Bay Width	
			One Way A1	Two Way A2	One Way B1	Two Way B2
90	7.75'	15'	24'	24'	54'	54'
60	9.2'	17'	18'	22'	52'	56'
45	11.2'	16.1'	13'	20'	45.2'	52.2'
30	15.5'	14.3'	12'	20'	40.6'	48.6'
0	20'	8'	12'	20'	28'	36'

⁴⁷ Maintains current exception, as long as the driveway leads to a parking space that meets design requirements and is outside of landscaped setback. Variance of landscaped setback requirement is a possibility if necessary.

⁴⁸ Removed reference to required parking.

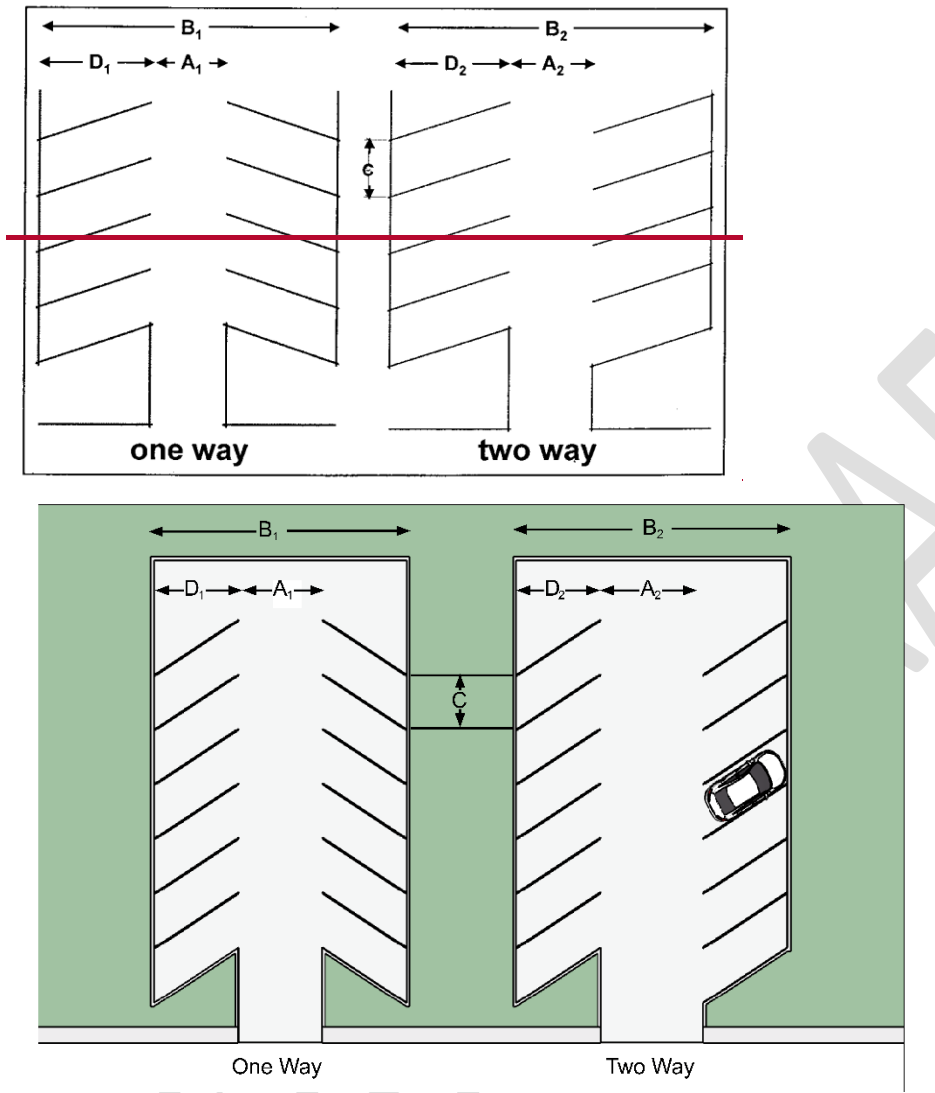


Figure 9-2: Parking Dimensions Diagram⁴⁹

- (A) Standard Stalls: All off-street standard parking spaces shall meet the minimum size requirements established as indicated in Table 9-15 and Figure 9-2 of this section.
- (B) Small Car Stalls:
- (i) Small Car Stalls Allowed: A proportion of the total spaces provided in each parking area may be designed and shall be signed for small car use according to Table 9-37 of this section.

TABLE 9-37: SMALL CAR STALLS

Total Spaces Required	Allowable Small Car Stalls
-----------------------	----------------------------

⁴⁹ Updated graphic to align with more recent design style of code graphics.

5 - 49	40 percent
50 - 100	50 percent
101 or greater	60 percent

- (ii) Dimensional Standards: All small car stalls shall meet the minimum size requirements as indicated in Table 9-26 and Figure 9-2 of this section.

(C) Accessible Parking Stalls:

- (i) Dimensional Standards: Accessible parking spaces shall be eight feet wide and nineteen feet in length, with the standard width drive lane. Individual spaces shall have an additional five foot-wide, diagonally striped aisle abutting the passenger side of the space. If such spaces are provided in adjacent pairs, then one five foot aisle may be shared between the two spaces. Accessible parking spaces shall conform to the construction and design standards in the City of Boulder Design and Construction Standards and be located to maximize convenience of access to the facility and minimize the need to cross the flow of vehicular traffic. (See Figure 9-3 of this section.)

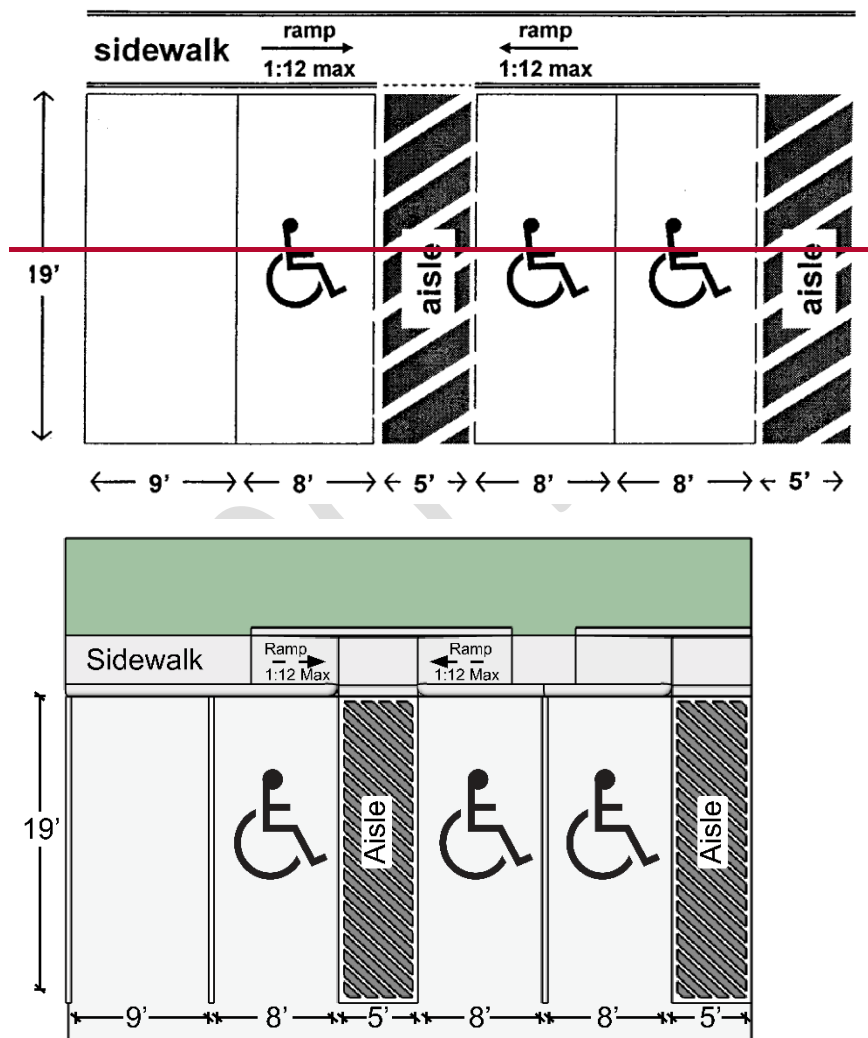
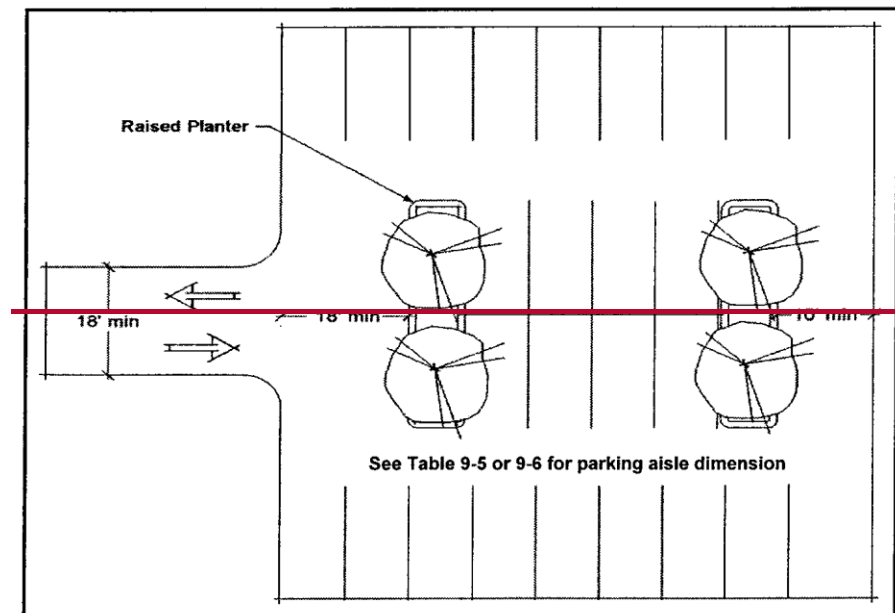


Figure 9-3: Accessible Parking Space Design⁵⁰

Accessible spaces must measure eight feet by nineteen feet and be flanked by a five foot diagonally-striped aisle. Two adjacent spaces may share a single five foot aisle. The aisle must be at the same grade as the accessible space and any adjacent sidewalk must slope to meet the grade of the aisle. The slope may not exceed 1:12.

- (ii) **Parking Waiver for Previously Conforming Accessible Parking Spaces:** If a previously conforming required accessible parking space was rendered nonstandard by the amendment to Subparagraph (c)(2)(C)(i) of this section which required the five foot aisle, and its owner desires to add such an aisle, and the addition will reduce the available parking below that required for the premises, such owner may apply to the city manager for a parking waiver. The manager shall grant such a waiver insofar as it is necessary and appropriate to permit all required parking spaces for the disabled to be conforming spaces.
- (3) **Drive Aisles:**
 - (A) There is a definite and logical system of drive aisles to serve the entire parking area. Drive aisles shall have a minimum eighteen-foot width clearance for two-way traffic and a minimum ten foot width clearance for one-way traffic unless the city manager finds that the parking stalls to be served require a greater or lesser width. A physical separation or barrier, such as vertical curbs, may be required in order to separate parking areas from the travel lanes. (See Figure 9-4 of this section.)



⁵⁰ [Updated graphic to align with more recent design style of code graphics.](#)

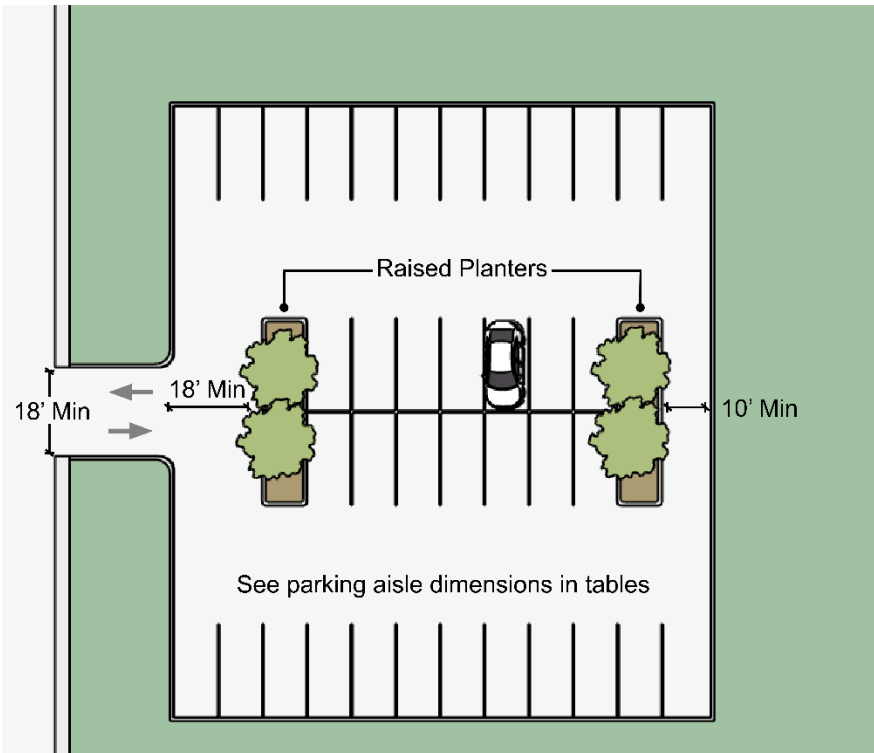
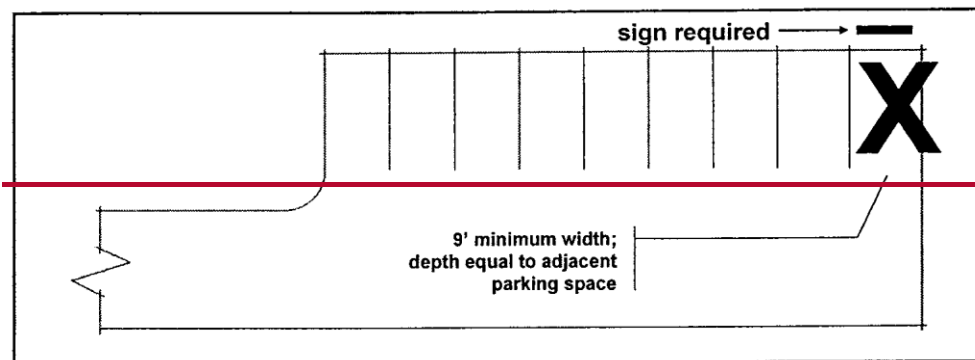


Figure 9-4: Drive Aisles⁵¹

Drive aisles provide access to parking areas but not to individual spaces. Drive aisles serving two-way traffic must be a minimum of eighteen feet wide. Drive aisles serving one-way traffic must be a minimum of ten feet wide. Raised planters, curbs, or other physical barriers may be necessary to separate parking areas from travel lanes. See Tables 9-15 and 9-26 of this section for parking aisle dimensions.

- (B) Turnarounds are provided for dead-end parking bays of eight stalls or more. Turnarounds must be identified with a sign or surface graphic and marked "no parking." The use of accessible parking spaces as the required turnaround is not permitted. (See Figure 9-5 of this section.)



⁵¹ Updated graphic to align with more recent design style of code graphics.

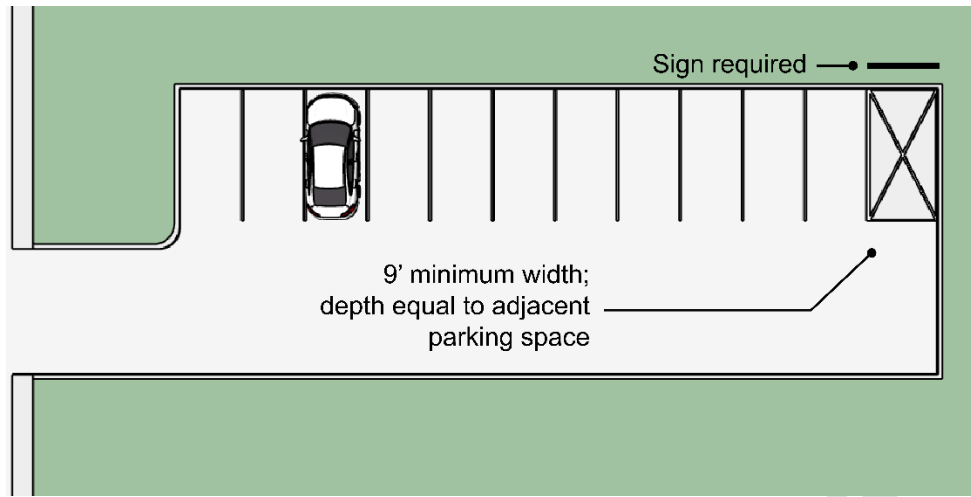


Figure 9-5: Parking Turnaround Spaces⁵²

In dead-end parking bays with eight or more stalls, a turnaround space must be provided and properly marked.

- (4) Parking Access:
 - (A) No parking stall is located so as to block access by emergency vehicles.
 - (B) Driveways located in required yards are situated at an angle of approximately ninety degrees to the street to which they connect.
- (5) Parking Design Details:
 - (A) If parking lot lighting is provided, all lighting shall comply with Section 9-9-16, "Lighting, Outdoor," B.R.C. 1981.
 - (B) With the exception of parking areas for detached dwelling units, all parking areas shall be paved with asphalt, concrete, or other similar permanent, hard surface. Parking areas for detached dwelling units shall be surfaced with materials capable of sustaining the weight and impacts of the associated vehicle usage.
 - (C) Suitable curbs or barriers to protect public sidewalks and to prevent parking in areas where parking is not permitted are provided, except for parking areas for detached dwelling units.
 - (D) All open off-street parking areas with five or more spaces shall be screened from the street and property edges, and shall provide interior lot landscaping in accordance with Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.
 - (E) Driveways parallel to public sidewalks are separated from such walks by an eight-foot landscaped area or a solid wall at least forty-two inches in height.
 - (F) Wheel or bumper guards are located so that no part of a vehicle extends beyond a parking area boundary line, intrudes on a pedestrian way, or contacts any wall, fence, or planting. A vehicular overhang may, however, intrude into a private pedestrian way located on the perimeter of a parking lot if the pedestrian way is not less than six feet in width. (See Figure 9-6 of this section.)

⁵² Updated graphic to align with more recent design style of code graphics.

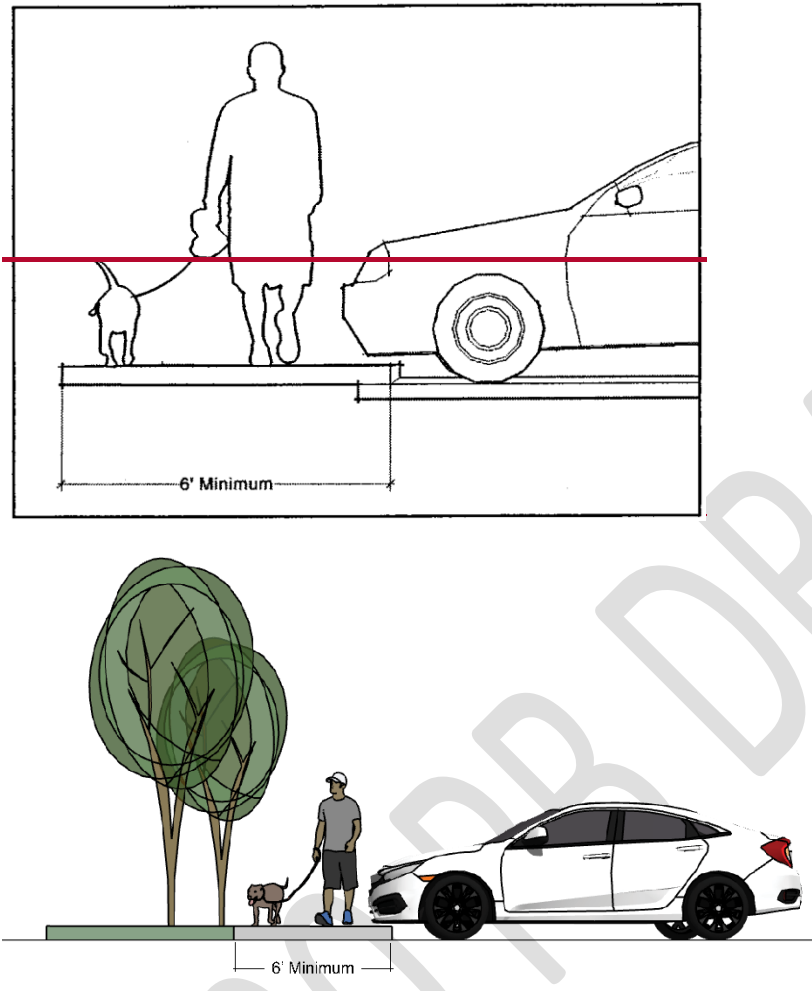


Figure 9-6: Permitted Vehicular Overhang⁵³

- (G) Within the DT zoning districts, at-grade parking is not permitted within thirty feet of a street right-of-way unless approved as part of a site review approval under Section 9-2-14, "Site Review," B.R.C. 1981. For the purpose of this subparagraph, the term "street" does not include "alley."

~~(6) — Parking Study: At the discretion of the city manager, a parking study may be required to demonstrate that adequate parking is provided either for parking provided per zoning requirements or in conjunction with a parking reduction request. The scope of a parking study may consist of analysis of any or all of the following factors: joint use of parking areas, peak parking demand for each land use, unusual parking demand based on type of land use, availability of nearby on-street parking, vicinity of high frequency transit, and Institute of Transportation Engineers Parking Generation estimates.⁵⁴~~

~~(e) — Motor Vehicle Parking Deferrals:⁵⁵~~

⁵³ Updated graphic to align with more recent design style of code graphics.

⁵⁴ No longer necessary without minimum requirements. Note traffic studies may still be required per the Design and Construction Standards.

⁵⁵ Deferrals are no longer necessary without minimum requirements.

- ~~(1) Criteria for Parking Deferral: The city manager may defer the construction and provision of up to ninety percent of the off-street parking spaces required by this section, in an industrial district, thirty-five percent in a commercial district, and twenty percent in any other district if an applicant demonstrates that:~~
- ~~(A) The character of the use lowers the anticipated need for off-street parking, and data from similar uses establishes that there is not a present need for the parking;~~
 - ~~(B) The use is immediately proximate to public transportation that serves a significant proportion of residents, employees, or customers;~~
 - ~~(C) There is an effective private or company car pool, van pool, bus, or similar group transportation program; or~~
 - ~~(D) The deferred percentage of residents, employees, and customers regularly walk or use bicycle or other nonmotorized vehicular forms of transportation.~~
- ~~(2) Parking Deferral With a Concurrent Use Review: If a proposed use requires both a review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981, and a parking deferral pursuant to this subsection, the parking deferral shall be considered in conjunction with the use review decision and not before. The approving authority and process for the parking deferral shall be the same as the use review.~~
- ~~(3) Site Plan: Applicants for a parking deferral shall submit a site plan demonstrating that the total required parking can be accommodated on-site and designating the land to be reserved for future parking.~~
- ~~(4) Landscaping: Landscaping shall be provided as required under Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, and shall be indicated on the site plan.~~
- ~~(5) Notice of Change of Condition: No person having an interest in property subject to a parking deferral shall fail to notify the city manager of any change in the conditions set forth in Paragraph (e)(1) of this section that the manager considered in granting the deferral.~~
- ~~(6) Construction of Deferred Parking Areas: The city manager may require the construction of the deferred parking at any time upon thirty days' written notice by mail to commence construction of such parking. No person having an interest in the property shall fail to comply with such a notice.~~
- ~~(f) Motor Vehicle Parking Reductions:⁵⁶~~
- ~~(1) Parking Reduction Process: The parking requirements in Section 9-9-6, "Parking Standards," B.R.C. 1981, may be reduced if the requirements of this subsection are met. The city manager may grant a parking reduction not to exceed twenty-five percent of the required parking. Parking reductions greater than twenty-five percent may be granted as part of a site review approval under Section 9-2-14, "Site Review," B.R.C. 1981. Only the planning board or city council may grant a reduction exceeding fifty percent. Parking reductions are approved based on the operating characteristics of a specific use. No person shall change a use of land that is subject to a parking reduction except in compliance with the provisions of this subsection. For any parking reductions exceeding ten percent or if the parking reduction is being reviewed in conjunction with a site review, the applicant shall provide a parking study and transportation demand management (TDM) plan. Alternative administrative parking reductions (to the process set forth in this subparagraph (f)(1) and the criteria of subparagraph (f)(2)) by land use are found in Paragraph (f)(3).~~
 - ~~(2) Parking Reduction Criteria: The approving authority may reduce the parking requirements of this section (see Tables 9-1, 9-2, 9-3 and 9-4), if it finds that the parking needs of all uses in the project will~~

⁵⁶ Reductions are no longer required without minimum requirements.

be adequately accommodated. In making this determination, the approving authority shall consider without limitation:

- ~~(A) Whether the probable number of all motor vehicles to be owned by occupants of and visitors to dwelling units in the project will be adequately accommodated;~~
- ~~(B) The availability of off-street and nearby on-street parking;~~
- ~~(C) Whether any proposed shared parking can adequately accommodate the parking needs of different uses of the project considering daytime and nighttime variability of the parking needs of uses;~~
- ~~(D) The effectiveness of any multimodal transportation program that is proposed at reducing the parking needs of the project. Applications including such programs shall describe any existing or proposed facilities and proximity to transit lines and shall demonstrate that use of multimodal transportation options will continue to reduce the need for on-site parking on an ongoing basis;~~
- ~~(E) If the number of off-street parking spaces is reduced because of the nature of the occupancy, whether the applicant provides assurances that the nature of the occupancy will not change; and~~
- ~~(F) If considering a parking reduction for a use nonconforming as to parking, the approving authority shall evaluate the existing parking arrangement to determine whether it can accommodate additional parking or be rearranged to accommodate additional parking in compliance with the design requirements of subsection (d) of this section. If additional parking can reasonably be provided, the provision of such parking shall be a condition of approval of the requested reduction.~~
- ~~(3) Alternative administrative parking reductions by land use: The parking requirements in Section 9-9-6, "Parking Standards," B.R.C. 1981, may be reduced if the following standards are met. These standards shall not be permitted to be combined with the parking reduction standards in Subparagraphs (f)(2) of this section.~~
 - ~~(A) Housing for Older Adults: The city manager may reduce the amount of required parking by up to seventy percent for governmentally sponsored housing projects for adults 65 and over.~~
 - ~~(B) Mixed Use Developments: The city manager may reduce the amount of required parking in a mixed-use development by up to ten percent in the BMS, IMS, MU 1, MU 2, MU 3 and RMX 2 zoning districts, or in all other nonresidential zoning districts in Section 9-5-2, "Zoning Districts," B.R.C. 1981, by up to twenty-five percent if the following requirements are met:~~
 - ~~(i) The project is a mixed use development that includes, as part of an integrated development plan, both residential and nonresidential uses. Residential uses shall comprise at least thirty-three percent of the floor area of the development; and~~
 - ~~(ii) The property is within a quarter of a mile walking distance to a high frequency transit route that provides service intervals of fifteen minutes or less during peak periods. This measurement shall be made along standard pedestrian routes from the property.~~
 - ~~(C) Religious Assemblies: The city manager may reduce the amount of required parking to permit additional floor area within the assembly area of a religious assembly which is located within three hundred feet of the Central Area General Improvement District if the applicant has made arrangements to use public parking within close proximity of the use and that the building modifications proposed are primarily for the weekend and evening activities when there is less demand for use of public parking areas.~~
- ~~(4) Limiting Factors for Parking Reductions: The city manager will consider the following additional factors to determine whether a parking reduction under this section may be appropriate for a given use:~~
 - ~~(A) A parking deferral pursuant to subsection (e) of this section is not practical or feasible for the property.~~
 - ~~(B) The operating characteristics of the proposed use are such that granting the parking reduction will not cause unreasonable negative impacts to the surrounding property owners.~~

~~(C) The parking reduction will not limit the use of the property for other uses that would otherwise be permitted on the property.~~

~~(5) Parking Reduction With a Concurrent Use Review: If a proposed use requires both a review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981, and a parking reduction pursuant to this subsection, the parking reduction shall be considered in conjunction with the use review decision and not before. The approving authority and process for the parking reduction shall be the same as for the use review.~~

(eg) Bicycle Parking:

- (1) Required Bicycle Spaces: Bicycle parking spaces must be provided as required by Table 9-48 of this section. Where more than 20 spaces are required, at least 5 percent of the required bicycle parking spaces shall be designed to accommodate larger bikes with dimensions of at least 10 feet of length and 3 feet of width.⁵⁷

TABLE 9-48: OFF-STREET BICYCLE PARKING REQUIREMENTS

<i>Use Type - based on Table 6-1 of Section 9-6-1</i>	<i>Minimum Number of Off-Street Bicycle Spaces</i>	<i>Long-Term</i>	<i>Short-Term</i>
Residential Uses			
Dwelling units ^(a) with a private garage ^(b)	no requirement	n/a	n/a
Dwelling units without a private garage ^(b)	2 per unit	75%	25%
Accessory dwelling units	no requirement	n/a	n/a
Group living - fraternities, sororities, and dormitories, boarding houses, transitional housing	1 per 3 beds	75%	25%
Group living - all others	1 per 5 beds	75%	25%
Public and Institutional Uses			
Daycare centers, home daycares	Determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	50%	50%
Public and private elementary, middle, and high schools	5 per classroom	50%	50%
Public and private colleges and universities	5 per classroom	50%	50%
Hospitals	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Open space, park, and recreation uses	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	25%	75%
Religious assemblies	The greater of 1 per 15 seats or 1 per 150 square feet of assembly area	25%	75%

⁵⁷ New standard added due to increase in larger sized bikes. Dimensions based on National Association of City Transportation Officials (NACTO)'s Urban Bikeway Design Guide recommendations.

All other public and institutional uses	1 per 1,500 square feet of floor area, minimum of 4	50%	50%
Commercial Uses			
Restaurants, brewpubs, and taverns	1 per 750 square feet of floor area, minimum of 4	25%	75%
Bed and breakfasts, hostels, and hotels or motels	1 per 3 guest rooms, minimum of 4	50%	50%
All other food, beverage, and lodging uses	1 per 1,500 square feet of floor area	25%	75%
Mobile food vehicle and temporary events	no requirement	n/a	n/a
Office uses	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Campgrounds, outdoor recreation or entertainment, indoor athletic facilities	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	25%	75%
Financial institutions	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Service uses and retail sales uses	1 per 750 square feet of floor area, minimum of 4	25%	75%
Vehicle-related uses and all other commercial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Industrial Uses			
Industrial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Agriculture & Natural Resource Uses			
Agriculture & Natural Resource Uses	no requirement	n/a	n/a
Other Uses Not Listed in Table 9-48			
Other uses not listed in Table 9-48	1 per 1,500 square feet of floor area, minimum of 4	50%	50%

Footnotes to Table 9-48, Off-Street Bicycle Parking Requirements:

- (a) For purposes of this Table 9-48, the "dwelling units" subcategories include all types of residential uses listed in Table 6-1, Use Table, ~~of Section 9-6-1, "Schedule of Permitted Uses," B.R.C. 1981~~, except those separately listed in Table 9-84.
 - (b) Private garage, for purposes of this table, means a building or indoor space that is associated with an individual dwelling unit for purposes of parking or keeping a motor vehicle, is fully enclosed, and has a secure door.
- (2) Bicycle Facilities: Both bicycle lockers and racks shall:
- (A) Provide for storage and locking of bicycles, either in lockers, ~~or~~ medium-security racks, ~~or~~ an equivalent installation in which both the bicycle frame and the wheels may be locked by the user.
 - (B) Be designed so as not to cause damage to the bicycle.

- (C) Facilitate easy locking without interference from or to adjacent bicycles.
 - (D) ~~Consist of racks or lockers~~Be anchored with tamper-resistant anchors so that they cannot be easily removed.
 - (E) ~~Be and~~ of solid construction, resistant to rust, corrosion, hammers, grinders, and saws, ~~or and~~ other tools.⁵⁸
 - (~~EE~~) Be consistent with their environment in color and design and be incorporated whenever possible into building or street furniture design.
 - (~~GF~~) Be located in convenient, highly visible, active, well-lighted areas.
 - (H) Be located so that they do not ~~but not~~ interfere with pedestrian movements.
 - (I) Be identified by wayfinding signs if the bicycle parking area is not visible from the site or building entrance.
- (3) Short-Term Bicycle Parking: Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors. Short-term bicycle parking shall be located:
- (A) On the public access level;
 - (B) Within fifty feet of the main building entrances; ~~and~~
 - (C) Outside the building; and
 - (D) In an area that allows for passive surveillance, such as in front of business windows and in high traffic areas.⁵⁹
- (4) Long-Term Bicycle Parking: Long-term bicycle parking offers a secure and weather protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours. Long-term bicycle parking shall meet the following standards:
- (A) Long-term bicycle parking is required to be covered, access restricted, and designed to include at least and shall include use of one of the following security strategies:⁶⁰
 - (i) A ~~locked room~~ room locked by a heavy duty locking mechanism;
 - (ii) An area enclosed by a fence ~~with a locked gate~~ that is resistant to forced entry or climbing, allows transparency for surveillance, and incorporates a gate with a heavy-duty gate lock that is resistant to manipulation;
 - (iii) An area within view of an attendant or security guard or monitored by a security camera pointed at the entrances to and the bicycle racks; or
 - (iv) An area visible from employee work areas.
 - (B) The bicycle parking area shall be located on site or in an area within three hundred feet of the building it serves and shall not require the use of stairs to access the area, but may require a ramp if needed for grade changes.⁶¹

⁵⁸ Added grinders as this is an often-used tool used in bike thefts.

⁵⁹ Added standard to better ensure natural surveillance of short-term bicycle parking.

⁶⁰ Added some more specific standards to ensure restricted access of long-term bicycle parking storage in line with examples from peer cities.

⁶¹ Added to ensure practicality of design in ease of parking a bicycle. Ramps are reviewed for compliance with ADA standards (1:12 slope) already by engineering staff and building code reviewers confirm compliance with ICC slope requirements as well.

- (C) Adequate lighting shall be provided for the bicycle parking area, designed to promote surveillance and illumination, the route to reach the bicycle parking area, and the route to the building entrance if bicycle parking is in the building.⁶²
- (D) The bicycle parking area shall include adequate clearance around racks or lockers to give cyclists room to maneuver, and to prevent conflicts with pedestrians or parked cars.
- (E) If the bicycle parking is provided in a ~~an auto-motor vehicle~~ parking garage, the bicycle parking spaces shall be clearly marked as such and shall be separated from ~~auto-motor vehicle~~ parking by physical barriers.⁶³
- (F) No more than one-half of required bicycle parking spaces may be hanging vertical racks or tiered racks. Any tiered or vertical hanging rack must include a mechanically-assisted lifting mechanism to mount the bicycle on any upper tier.⁶⁴
- (H) Where more than 100 bicycle parking spaces are required by Table 9-4, "Minimum Off-Street Bicycle Parking Requirements," at least 5 percent of spaces must have electrical outlets accessible to horizontal spaces for charging.⁶⁵
- (5) Bicycle Rental Stations. Bicycle rental stations that have permission to locate on public property or private property shall post signs with the following information:
 - (A) Location of the station on a map of the area;
 - (B) Name of the station if applicable;
 - (C) Traffic law information that the city manager may require, including information about areas where riding bicycles on sidewalks is permitted or prohibited; and
 - (D) Sponsor identification or logo, if applicable, that meets the requirements of Subsection 8-6-11(b), B.R.C. 1981. The sign permitting requirements in Section 9-9-21, "Signs," B.R.C. 1981, do not apply to any such sponsor identification or logo.
- (6) Parking Reductions and Modifications for Bicycle Parking. Upon submission of documentation by the applicant of how the project meets the following criterion, the approving ~~agency authority~~ may approve reductions to the minimum number of off-street bicycle parking or modifications to the ratio of long-term and short-term bike parking requirements of Table 9-4~~8~~ if it finds that the long-term and short-term bicycle parking needs of the use will be adequately accommodated ~~through on-street parking or off-street parking~~.⁶⁶
- (7) Parking Study: At the discretion of the city manager, a bicycle parking study may be required to demonstrate that adequate parking is provided either for parking provided per Boulder Revised Code requirements or in conjunction with a bicycle parking reduction request. The scope of a bicycle parking study may consist of analysis of any or all of the following factors: joint use of bicycle parking areas,

⁶² Ensures adequate lighting at the route to get to the bicycle parking area.

⁶³ Slight language change to ensure bicycle parking is safely protected from vehicle parking areas, in line with practice in peer cities.

⁶⁴ This new standard has been added to limit the number of hanging vertical bike racks, which are challenging to use for larger and heavier bikes, people with mobility challenges, or bikes with baskets or other cargo space. Language aligns with similar peer city requirements.

⁶⁵ Adds requirement for charging opportunities for electric bikes. Note that, the 2024 Fire Code adopted by Boulder includes requirements for charging more than five micromobility devices indoors or within 10 feet of a building: micromobility devices, their batteries, and their charging equipment must be listed by a qualified testing laboratory; users must follow manufacturer instructions; extension cords or power strips cannot be used to charge devices; and charging cannot take place within 10 feet of combustible materials or in any area blocking an exit.

⁶⁶ Removed for language clarity.

peak bicycle parking demand for each land use, unusual bicycle parking demand based on type of land use, and availability of nearby on-street bicycle parking, ~~vicinity of high frequency transit, and Institute of Transportation Engineers Parking Generation estimates.~~⁶⁷

...

9-9-7. Sight Triangles.

- (e) Streets: The area formed at a corner intersection of two public rights-of-way lines defined by a width of dimension X and a length of dimension Y as shown in Table 9-9-5 and Figure 9-8 of this section. The Y dimension will vary depending on the speed limit and configuration of the intersecting street and is outlined in the table below. The X distance shall be thirteen feet measured perpendicular from the curb line of the intersecting street. This triangular area is significant for the determination of sight distance requirements for right angle intersections only.

The shaded area is required to be kept free of all structures, fences, landscaping and other materials. The size of the sight triangle is based on the size of the road and speed limit, as shown in the table below.

TABLE 9-95: SIGHT TRIANGLE REQUIREMENTS

...

9-9-9. Off-Street Loading Standards.

- (a) Off-Street Loading Requirements: Any use ~~with having or requiring~~ off-street parking shall provide an off-street delivery/loading space. The spaces shall be sufficient in size to accommodate vehicles ~~which will to~~ serve the use. The location of the delivery/loading space shall not block or obstruct any public street, parking area, parking area circulation, sidewalk or pedestrian circulation area. Loading areas shall be screened pursuant to paragraph 9-9-12(d)(5), B.R.C. 1981.⁶⁸
- (b) Modifications: The off-street loading requirements may be modified by the city manager under the provisions of Section 9-2-2, "Administrative Review," B.R.C. 1981, if the property owner demonstrates that the use of the building does not require an off-street loading space and that the safety of pedestrians, motorists, and bicyclists is not impaired. ~~Process requirements for such administrative modifications are contained in section 9-2-3, "Variances and Interpretations," B.R.C. 1981.~~⁶⁹

9-9-12. Landscaping and Screening Standards.

- (b) Scope: This section and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, apply to all nonresidential and residential developments unless expressly stated otherwise.
- (1) The standards in this section and Sections 9-9-13, "Streetscape Design Standards," and 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be met prior to a final inspection for any building permit for:

...

⁶⁷ This language had been identical to the parking study required for vehicle parking – updated to better align with bicycle parking.

⁶⁸ Removed reference to required parking.

⁶⁹ Corrected inaccurate reference to application process.

- (2) When additional parking spaces are provided, ~~or for a change of use where new off-street parking spaces are provided,~~ the provisions of Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be applied as follows:⁷⁰

- (A) When the number of additional parking spaces that will be provided exceeds twenty-five percent of the number of existing parking spaces on the site, all standards in Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be met for the entire parking lot (existing and new portions) prior to the final inspection for a change of use or concurrent with the addition of the parking spaces.
- (B) When the number of additional parking spaces that will be provided is less than twenty five percent of the number of existing parking spaces on the site, the standards in Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be met for the new portions of the parking lot prior to the final inspection for a change of use or concurrent with the addition of the parking spaces.

...

- (d) General Landscaping and Screening Requirements:

...

- (8) Minimum Overall Site Landscaping: In all zones except A, P, RR, RE, RL and RM, one tree and five shrubs are planted for each 1,500 square feet of lot area not covered by a building or ~~required~~ parking.⁷¹

...

9-9-13. Streetscape Design Standards.

Streetscape improvements shall be designed in accordance with the following standards:

...

- (d) Streetscape Requirements: Street trees must be selected from the approved street tree list set forth in the City of Boulder Design and Construction Standards, unless an equivalent tree selection is approved by the city manager. Table 9-~~10-6~~ of this section sets the minimum planting interval for street and alley trees. The specific spacing for each development is ~~dependant~~ dependent upon tree type (for a list of tree species in each type, see Approved Street Tree List, in the City of Boulder Design and Construction Standards) and existing conditions as identified in this section or an equivalent approved by the city manager.

TABLE 9-~~10-6~~: STREETSCAPE REQUIREMENTS

...

9-9-14. Parking Lot Landscaping Standards.

- (a) Scope Required: This section shall apply to all surface parking lots with more than five parking spaces, ~~regardless of whether the parking is required by Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.~~⁷² All parking lots shall be screened from the street and adjacent properties and contain interior lot landscaping in accordance with this section. Landscaping and screening standards set forth in this section are separate and in addition to the requirements of all other sections in this chapter unless expressly stated otherwise.

⁷⁰ Removed for clarity as without minimum parking requirements, change of use would not require additional parking.

⁷¹ Removes reference to required parking.

⁷² Remove reference to required parking (incorrect reference anyway).

- ...
- (d) Interior Parking Lot Landscaping: Interior parking lot landscaping (see Figure 9-9 of this section) required by this subsection shall meet the following standards:
-

- (5) Expansive Parking Lots ~~Containing One Hundred Twenty Percent or More of The Minimum Required Parking Spaces:~~ In order to mitigate the impacts of excessive pavement to water quality and to reduce the visual impacts of large expanses of pavement, open, at-grade parking ~~spaces in excess of one hundred twenty percent of the minimum required in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981 that encompasses more than 50 percent of the total lot area, a development~~ shall provide additional parking lot landscaping over the amount required in other sections of this chapter as follows:⁷³
- (A) For parking lots ~~containing more than one hundred twenty percent and less than one hundred fifty percent of minimum required parking encompassing more than 50 percent of the total lot area,~~ interior parking lot landscaping shall be installed as required above, plus an additional five percent of the parking lot area as interior or perimeter parking lot landscaping. Perimeter parking lot landscaping shall not be located within a required front yard setback or a side yard adjacent to a street setback.
- (B) For parking lots ~~containing one hundred fifty percent or more than the minimum required parking encompassing more than 60 percent of the total lot area,~~ interior parking lot landscaping shall be installed as required above, plus an additional ten percent of the parking lot area as interior or perimeter parking lot landscaping. Perimeter parking lot landscaping shall not be located within a required front yard setback or a side yard adjacent to a street setback.
- (C) The additional landscaping required by this paragraph may be used to meet the requirements for runoff reduction practices as described in the Urban Storm Drainage Criteria Manual, Vol. 3 (Urban Drainage and Flood Control District, Denver, Colorado) and the overall site water quality capture volume if it also meets the requirements set forth in the City of Boulder Design and Construction Standards.
- (6) Trees: At least one tree must be planted for every two hundred square feet of interior parking lot landscaped area. At least seventy-five percent of the required trees must be deciduous trees classified as either large or medium trees in the approved street tree list ~~as defined set forth~~ in the City of Boulder Design and Construction Standards.
- (7) Shrubs, Ground Cover: Shrubs and ground cover must be planted at sufficient density to completely cover the interior parking lot landscaped area within five years of initial planting.
- (8) Minimum Dimensions: An interior parking lot landscaped area must be a minimum of one hundred fifty square feet in size and have no dimension less than eight feet. All trees shall be located at least three feet from the curb or planting edge.

9-9-16. Lighting, Outdoor.

- ...
- (e) Maximum Light Standards: No person shall operate any device which makes light in excess of the levels specified in this section. Light from any fixture shall not exceed any of the limits for the applicable zoning district or use classification in Tables 9-~~11-7~~ and 9-~~12-8~~ of this section. In the event an applicant utilizes light

⁷³ Updated to use percentage of total lot area used for parking lots rather than percentage in excess of required parking to ensure intent carries forward without tying to required parking numbers.

levels at the highest level permitted for a specific use area, such lighting shall be substantially confined to that particular use area.

TABLE 9-~~117~~: ZONING DISTRICT REQUIREMENTS

TABLE 9-~~128~~: SPECIAL USE REQUIREMENTS

9-9-21. Signs.

(c) Signs Exempt From Permits:

(1) Specific Signs Exempted: The following signs are permitted in all zoning districts and are exempt from the permit requirements of this section, but shall in all other respects comply with the requirements of this code except as expressly excepted below:

(M) Cottage Foods and Fresh Produce Signs. On any premises meeting the requirements of Chapter 6-17, a sign meeting the size restrictions applicable to residential detached dwellings in Table 9-~~13~~9 of this section. This provision does not restrict the content of the sign.

(e) Limitations on Area, Number, and Height of Signs by Use Module:

(2) Maximum Sign Area Permitted: The maximum sign area permitted per property, maximum area per sign face, maximum number of signs, and maximum height of freestanding signs in the use modules in the city are as in Table 9-~~13~~9 of this section, except as modified by other provisions of this section.

TABLE 9-~~139~~: LIMITATIONS ON AREA, NUMBER, AND HEIGHT OF SIGNS BY USE MODULE

(r) Amortization Provisions: Except for signs described in paragraph (q)(1) or (q)(3) of this section, or a temporary sign, a legal nonconforming sign shall be brought into conformity or removed under the following schedule:

(4) A sign having an original cost exceeding \$100.00 that is nonconforming as to permitted sign area or any other provision of this section that would require the complete removal or total replacement of the sign may be maintained for the longer of the following periods:

(A) Three years from the date upon which the sign became nonconforming under the provisions of this section by annexation or code amendment; or

(B) A period of three to seven years from the installation date or most recent renovation date that preceded the date on which the sign became nonconforming. But if the date of renovation is chosen as the starting date of the amortization period, such period of amortization shall be calculated according to the cost of the renovation and not according to the original cost of the sign. The amortization periods in Table 9-~~14~~10 of this section apply according to the original cost of the sign, including installation costs, or of the renovation:

TABLE 9-~~1014~~: AMORTIZATION SCHEDULE

9-10-2. Continuation or Restoration of Nonconforming Uses and Nonstandard Buildings, Structures, and Lots.

Nonconforming uses and nonstandard buildings and lots in existence on the effective date of the ordinance which first made them nonconforming may continue to exist subject to the following:

- (a) One-Year Expiration for Nonconforming Uses: A nonconforming use, except for a use that is nonconforming only because it fails to meet the ~~required off street parking standards of Section 9-9-6, "Parking Standards," or residential density requirements of Section 9-8-1, "Schedule of Intensity Standards,"~~ B.R.C. 1981, that has been discontinued for at least one year shall not be resumed or replaced by another nonconforming use as allowed under Subsection 9-2-15(f), B.R.C. 1981, unless an extension of time is requested in writing prior to the expiration of the one-year period. The approving authority will grant such a request for an extension upon finding that an undue hardship would result if such extension were not granted.⁷⁴

...

9-10-3. Changes to Nonstandard Buildings, Structures, and Lots and Nonconforming Uses.

Changes to nonstandard buildings, structures, or nonstandard lots and nonconforming uses shall comply with the following requirements:

...

- (c) Nonconforming Uses:
- (1) Nonconforming Changes to Conforming Use Prohibited: No conforming use may be changed to a nonconforming use, notwithstanding the fact that some of the features of the lot or building are nonstandard ~~or the parking is nonconforming~~⁷⁵.
 - (2) Standards for Substitutions of Nonconforming Uses: The city manager will grant a request for a substitution of a nonconforming use, which is the replacement of one nonconforming use with another, if the new use does not constitute an expansion of a nonconforming use. Any expansion of a nonconforming use must be reviewed under procedures of Section 9-2-15, "Use Review," B.R.C. 1981.
 - ~~(3) Nonconforming Only as to Parking: The city manager will grant a request to change a use that is nonconforming only because of an inadequate amount of parking to any conforming use allowed in the underlying zoning district upon a finding that the new or modified use will have an equivalent or less parking requirement than the use being replaced.~~⁷⁶
 - (43) Nonconforming Permanently Affordable Units. Dwelling units on a building site that exceeds the maximum number of dwelling units per acre standard or does not meet the minimum amount of open space per dwelling unit or the minimum lot area per dwelling unit standards may be reconstructed or restored consistent with the following standards:
 - (A) Permanently Affordable: At least seventy-five percent of all units of the building, before and after the reconstruction or restoration, are permanently affordable units as defined for the purposes of Chapter 9-13, "Inclusionary Housing," B.R.C. 1981;
 - (B) No Reduction in Affordable Units: The reconstructed or restored building provides the same number of permanently affordable units as the existing building. If the existing building exceeds fifty-five feet in height, a reduction of permanently affordable units may be approved in a site review pursuant to Section 9-2-14, "Site Review," B.R.C. 1981, if the approving authority finds that the reduced number of permanently affordable units in the building is necessary to meet the fifty-five foot maximum height;
 - (C) Attached or Multiple Units: The reconstructed or restored units are attached dwelling units or multiple dwelling units;

⁷⁴ ~~Removed reference to required parking. Uses nonconforming to required parking would no longer be nonconforming with elimination of minimum parking requirements.~~

⁷⁵ ~~Removed, not relevant without parking requirements.~~

⁷⁶ ~~Removed, not relevant without parking requirements.~~

- (D) No Increase in Nonconformity: The proposed reconstruction or restoration does not increase the number of dwelling units on the property nor any nonconformity in the minimum amount of open space per dwelling unit standard;
- (E) Vertical and Horizontal Building Dimensions: Any building that is reconstructed or restored may be reconstructed within the vertical and horizontal building envelop of the original building, notwithstanding requirements of Chapter 9-7, "Form and Bulk Standards," B.R.C. 1981. No building shall be reconstructed to exceed the building dimensions, both vertically and horizontally, that were established by the original building unless approved through Section 9-2-14, "Site Review," B.R.C. 1981. No reconstructed building shall exceed fifty-five feet in height.
- ~~(F) Parking: On-site parking that does not meet the requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be maintained or brought closer to compliance with the standards. Any further reduction in parking spaces may be pursued through Subsection 9-9-6(f), "Motor Vehicle Parking Reductions," B.R.C. 1981 or Section 9-2-14, "Site Review," B.R.C. 1981;⁷⁷~~
- (G) Application of Code: Applications subject to this paragraph shall meet all requirements of the Boulder Revised Code unless modified or waived by this paragraph or pursuant to another city process, including without limitation a site review, use review, or variance process. Any reconstructed or restored building meeting the maximum number of dwelling units per acre, the minimum amount of open space per dwelling unit, and the minimum lot area per dwelling unit standards shall be subject to the applicable zoning district standards; and
- (H) Application Requirements: A person having a demonstrable property interest in the land may apply for the reconstruction or restoration of a building or property under the requirements of this paragraph. Such application shall be filed on a form provided by the manager and shall meet the requirements of Subsection 9-2-6(a), B.R.C. 1981, and the following:
 - (i) Detailed documentation that shows the number of units existing on the property, the configuration of such units, and that the units were legally established at the time of construction;
 - (ii) Plans that demonstrate that the proposed number of units does not exceed the number of units existing on the site;
 - (iii) Elevations and a site plan of the existing building and a statement as to how the building or property is nonconforming as to the number of units ~~and parking~~ and nonstandard as to building setbacks and other zoning requirements; and⁷⁸
 - (iv) Any other information that the city manager determines is necessary to review the application and determine compliance with the requirements of this Paragraph (4).

9-14-12. Outdoor Space Requirements

...

- (c) **Outdoor Space Types.** All required outdoor space shall comply with one of the outdoor space types defined in subsections 9-14-12~~(m)~~ through ~~(q)~~ of this section and the specifications applicable to the type used.
 - (1) **Specified Type.** If a type of outdoor space is specified in Figure 14-17 for Boulder Junction or Figure 14-18 for Alpine-Balsam for the project site, such type shall be utilized.

⁷⁷ ~~Removed, not relevant without parking requirements.~~

⁷⁸ ~~Remove reference to parking.~~

- (2) **No Specified Type.** If no type is specified in Figure 14-17 or Figure 14-18 or the type is designated as flexible, any one of the outdoor space types defined in subsections 9-14-12~~(m)~~ through ~~(q)~~ of this section may be utilized provided that the type utilized will result in a mix of outdoor spaces in the vicinity of the development.

...

~~(h) **Parking Requirements.** Parking shall not be required for any outdoor space type, unless a use other than open space is determined by the city manager.~~⁷⁹

~~(h)~~ **Continuity.** New outdoor space shall connect to abutting or proximate existing or planned public way or open space.

~~(j)~~ **Measuring Size.** When determining whether dimensions requirements of this section are met, the following standards apply:

...

~~(k)~~ **Improvements.** When determining the specific improvement standards applicable to each outdoor space type, the following shall apply:

...

~~(k)~~ **Stormwater in Outdoor Space Types.** Stormwater management practices, such as storage and retention facilities, may be integrated into any of the outdoor space types and utilized to meet stormwater requirements for surrounding parcels subject to the following standards:

...

~~(m)~~ **Plaza.** The intent of the plaza is to provide a formal outdoor space of medium scale that may serve as a gathering place for civic, social, and commercial purposes. The plaza may contain a greater amount of impervious coverage than any other type of outdoor space regulated in this section. Special features, such as fountains and public art installations, are encouraged. Plazas shall be designed to meet the standards of Table 14-3. Plaza Requirements. See Figure 14-19. Example of a Plaza.

...

~~(m)~~ **Green.** The intent of the green is to provide an informal outdoor space of medium scale for active or passive recreation located within walking distance for building occupants and visitors. The green is intended to be fronted mainly by streets. Greens shall be designed to meet the standards of Table 14-4. See Figure 14-20. Example of Green.

...

~~(n)~~ **Commons.** The intent of the commons is to provide an informal, small to medium scale outdoor space for active or passive recreation. Commons are typically internal to a block and tend to serve adjacent building occupants. Commons shall be designed to meet the standards of Table 14-5. See Figure 14-21. Example of Commons.

...

⁷⁹ Removes reference to parking requirements and renumbers accordingly.

(~~PO~~) **Pocket Park.** The intent of the pocket park is to provide a small scale, primarily landscaped active or passive recreation and gathering space for neighborhood residents within walking distance. Pocket parks shall be designed to meet the standards of Table 14-6. See Figure 14-22. Example of ~~Plaza~~**Pocket Park**.⁸⁰

...

(~~PD~~) **Park/Greenway.** The intent of the park/greenway is to provide informal active and passive large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created around an existing natural feature such as a water body or stands of trees. Parks/greenways shall be designed to meet the standards of Table 14-7. See Figure 14-23. Example of Parks/Greenways.

9-16-1. General Definitions.

(a) The definitions contained in Chapter 1-2, "Definitions," B.R.C. 1981, apply to this title unless a term is defined differently in this chapter.

...

Expansion of nonconforming use means any change or modification to a nonconforming use that constitutes:

- (1) An increase in the floor area, ~~required parking,~~⁸¹ traffic generation, outdoor storage, or visual, noise, or air pollution;
- (2) Any change in the operational characteristics which may increase the impacts or create adverse impacts to the surrounding area including, without limitation, the hours of operation, noise, or the number of employees or customers;
- (3) The addition of bedrooms to a dwelling unit, except a detached dwelling unit; or
- (4) The addition of one or more dwelling units.

...

Lot, building means a parcel of land, including, without limitation, a portion of a platted subdivision, that is occupied or intended to be occupied by a building or use and its accessory buildings and uses, together with the yards required under the provisions of this code; that has not less than the minimum area, useable open space, ~~and building coverage, and off-street parking spaces~~ required by this code for a lot in the district in which such land is situated; that is an integral unit of land held under unified ownership in fee or co-tenancy or under legal control tantamount to such ownership; and that is precisely identified by a legal description.⁸²

...

Nonconforming use means any legally established use of a building or use of a lot that is prohibited by Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981. A nonconforming use also includes an otherwise conforming use, except a single dwelling unit on a lot, that, as a result of adoption of or amendments to zoning standards, does not meet the -minimum lot area per dwelling unit or useable open space per dwelling unit requirements of Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981, ~~or the required off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981.~~⁸³

...

Principal parking facility means an area that provides short-term or long-term off-street parking for motor vehicles and ~~is does not provide parking that is accessory to another use on the lot not accessory to the use on the lot~~ where the parking is located or to a use located in the same approved planned unit development or site review. A

⁸⁰ Corrects typo.

⁸¹ Removed reference to required parking.

⁸² Remove reference to parking.

⁸³ Remove reference to required parking in alignment with changes in Chapter 9-10.

principal parking facility may be a parking lot, garage, or carpool lot. A parking area that is an accessory use may also provide parking for a principal use on a different lot or parcel or not within the same planned unit development or site review and may be used without being considered a principal parking facility.

...

Design and Construction Standards (DCS)

2.11 Bicycle Facilities and Multi-Use Path Design

(H) Bicycle Parking

Bicycle parking shall be located in a visible and prominent location that is lit at night and physically separated from automobile parking to prevent vehicles from intruding into the bike parking area. All bicycle parking constructed in the City of Boulder shall conform to the provisions in the Section 9-9-6(g), "Bicycle Parking," B.R.C. 1981 or as adopted in any subcommunity or area ~~improvement~~ plan.⁸⁴

...

- (2) Onsite Bicycle Parking: Bicycle parking should generally be provided within 50 feet of the main building entrance. Racks must be installed according to the guidelines in (1) above to reach their designed parking capacity. Otherwise, they shall be credited with no more than half their design capacity. Bicycle parking racks or lockers located on development or project sites or in parking lots outside of public right-of-way shall generally be selected from the following standards:

...

- (c) Lockers: Bicycle lockers provide secure weatherproof storage for bike parking. Lockers are recommended for employee and longer-term parking and require adequate space, since they require more area than bicycle racks. Lockers must meet the following standards:

(i) The locker must be securely anchored to the ground using tamper-resistant anchors.

(ii) There must be an aisle at least 5 feet wide behind all bicycle lockers to allow room for bicycle maneuvering.

(iii) All bicycle lockers must meet one of the following dimensions:

(1) The locker space has a minimum depth of 6 feet and an access door that is a minimum of 2 feet wide.⁸⁵

(2) A locker provided in a triangle locker layout for two bicycle parking spaces must have a minimum depth of 6 feet and an access door that is a minimum of 2 feet wide on each end.⁸⁶

...

⁸⁴ Change to align terminology with more common use.

⁸⁵ While some handlebars can be up to 32 inches (800 mm wide), this requirement comes from typical bicycle locker design – often the actual locker interior dimensions are larger than the access door and would accommodate those larger handlebars (some maneuvering would be required to get through the door).

⁸⁶ Added bicycle locker standards. These were modeled from Portland's code.

Energy Conservation Code

10-7-2. - Energy Conservation Code.

- (a) Council adopts by reference the 2024 *City of Boulder Energy Conservation Code* published by the International Code Council which shall have the same force and effect as though fully set forth in the Boulder Revised Code, 1981, except as specifically amended by the provisions of this chapter. This code shall also be known as the *City of Boulder Energy Conservation Code*. This chapter and the 2024 *City of Boulder Energy Conservation Code* shall be administered, applied, and interpreted in accordance with and as part of Chapter 10-5, "Building Code," B.R.C. 1981.

- (b) Section C405.13, Electric vehicle (EV) charging for new construction is repealed and reenacted to read as follows:

C405.13 Electric vehicle (EV) charging for new construction. The building shall be provided with electric vehicle (EV) charging in accordance with this section and the National Electrical Code (NFPA 70). Where parking spaces are added or modified without an increase in building size, only the new parking spaces are subject to this requirement. The number of required EVSE installed spaces, EV ready spaces, EV capable spaces, and EV capable light spaces shall be determined based on the total number of provided vehicle parking spaces.

- (~~b~~c) Section C406.2.2, "More efficient HVAC performance," is repealed and reenacted to read as follows:

C406.2.2 More efficient HVAC performance. To achieve credits for more efficient HVAC performance, all heating and cooling systems shall meet the minimum requirements of Section C403 and efficiency improvements shall be referenced to minimum efficiencies listed in tables referenced by Section C403.3.3. Where multiple efficiency requirements are listed, equipment shall meet the seasonal or part-load efficiencies, including SEER/SEER2, EER/integrated energy efficiency ratio (IEER), integrated part load value (IPLV), or AFUE. Equipment that is larger than the maximum capacity range indicated in tables referenced by Section C403.3.3 shall meet the efficiencies listed for the largest capacity for the associated equipment type shown in the table. Where multiple individual heating or cooling systems serve a project, the HVAC performance improvement of the project shall be the weighted average improvement based on individual system capacity. Projects will achieve HVAC efficiency credits for one or several of the following measures:

1. C406.2.2.4 H04
2. C406.2.2.5 H05

- (~~e~~d) Section C406.2.2.2, "H02 More efficient HVAC equipment heating performance," is repealed and reenacted to read as follows:

C406.2.2.2 H02. Reserved.

- (~~d~~e) Section C406.2.2.3, "H03 More efficient HVAC equipment cooling and fan performance," is repealed and reenacted to read as follows:

C406.2.2.3 H03. Reserved.

- (~~e~~f) Lines H02 and H03 in Table C406.2, "Base Credit for Additional Conservation Measures," are repealed to read as follows:

H02 Reserved

H03 Reserved

ORDINANCE 8700

AN ORDINANCE AMENDING SECTION 2-2-15, "NEIGHBORHOOD PERMIT PARKING ZONES," AND CHAPTER 4-23, "NEIGHBORHOOD PARKING ZONE PERMITS," B.R.C. 1981, TO UPDATE STANDARDS FOR ON-STREET PARKING MANAGEMENT; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Section 2-2-15, "Neighborhood Permit Parking Zones," B.R.C. 1981, is amended to read as follows:

2-2-15. Neighborhood Permit Parking Zones.

- (a) Establishing a neighborhood permit parking zone ~~Restricting parking~~ on streets in certain areas zoned for residential uses ~~primarily to persons residing within such areas~~ will reduce hazardous traffic conditions, promote traffic safety, and preserve the safety of children and other pedestrians in those areas; protect those areas from polluted air, excessive noise, trash, and refuse; protect residents of those areas from unreasonable burdens in gaining access to their residences while still providing access to multiple users; preserve the character of those areas as residential; promote efficiency in the maintenance of those streets in a clean and safe condition; preserve the value of the property in those areas; and protect the peace, good order, comfort, convenience, and welfare of the inhabitants of the city. The city council also finds that, in some cases, residential streets serve an important parking function for nonresidents in the public and commercial life of the city. Some accommodation for parking by others may be appropriate in these cases.

...

- (d) New and Redevelopment. If a traffic assessment is required to adequately assess the impacts of any development proposal on the existing and planned transportation system per the City of Boulder Design and Construction Standards, as may be amended, the city will conduct a study of the -zone or neighborhood based on key metrics, including but not limited to parking occupancy, trip generation, and access to other modes of

transportation, to determine if a neighborhood permit parking zone should be established, altered, or removed in a neighborhood and what its boundaries should be.

(de) Upon establishment of a zone, the manager shall, subject to the availability of funds appropriated for the purpose, install the necessary traffic control devices within the zone and issue neighborhood parking zone permits pursuant to Chapter 4-23, "Neighborhood Parking Zone Permits," B.R.C. 1981.

(ef) The manager may by regulation prescribe additional standards, not inconsistent with those set out in this section, which must be met before the manager designates a neighborhood permit parking zone, or adds or deletes territory from an established zone. The manager may issue regulations governing the issuance and use of neighborhood parking permits not inconsistent with Chapter 4-23, "Neighborhood Parking Zone Permits," B.R.C. 1981.

(fg) The city manager shall monitor the program on a regular basis and annually provide the city council with a report on the neighborhood permit parking program generally, including its relationship to parking supply and demand in adjacent areas of the city and the status of zone block faces under Subsection 4-23-2(j), B.R.C. 1981. The details of the monitoring effort shall be contained in administrative regulations promulgated by the city manager pursuant to Chapter 1-4, "Rulemaking," B.R.C. 1981.

(gh) This Section shall not apply to the area as defined by Section 2-2-21, "Chautauqua Parking Management Plan," B.R.C. 1981.

Section 2. Chapter 4-23, "Neighborhood Parking Zone Permits," B.R.C. 1981, is amended to read as follows:

Chapter 23 - Neighborhood Parking Zone Permits

4-23-1. Legislative Intent.

The purpose of this chapter is to set the standards for issuance and administration of neighborhood parking zone permits.

4-23-2. Permit Issuance.

...

(c) Resident Permits. No more than ~~two~~one resident permits shall be in effect at any time for any person. No person shall be deemed a resident of more than one zone, and no more than one permit may be issued for any one vehicle even if persons residing in different zones share ownership or use. Provided, however, that no more than a total of three resident permits may be issued for any dwelling unit housing a group of persons or organization licensed pursuant to Section 10-11-3, "Cooperative Housing Licenses," B.R.C. 1981.

- 1 (d) The city manager may limit the total number of permits available in a zone based on the
2 number of dwelling units and the capacity of on-street parking within the zone.
- 3 (~~d~~e) Resident permits issued under this section shall be specific for a single vehicle, shall not
4 be transferred except as provided by city manager rule or regulation, and shall be
5 displayed thereon or, for digital permits, valid and in effect only as the manager by
6 regulation may prescribe. The permittee shall remove the permit from the vehicle or
7 otherwise cancel the permit if the vehicle is sold, leased or no longer in the custody of the
8 permittee.
- 9 (~~e~~f) Business Permits. Business, for the purpose of this chapter, includes nonresidential
10 institutions, but does not include home occupations. Three business employee permits
11 may be in effect at any time for any business without regard to number of employees or
12 off-street parking. In the alternative, upon application by the manager of the business, the
13 city manager may issue employee permits to a business according to the following
14 formula: half of the number of full-time equivalent employees minus the number of off-
15 street parking spaces under the control of the business at that location equals the
16 maximum number of employee permits for the business. Full-time equivalent employees
17 of the business are calculated based upon one such employee for every full forty hours
18 worked at that location by employees of the business within the periods of time in a week
19 during which the neighborhood permit parking restrictions are in effect. On its
20 application, the employer shall designate the employee vehicles, not to exceed the
21 number allowed, for which each permit is valid. A business permit is valid only for the
22 vehicles listed thereon, and shall be displayed on the vehicle for which the permit is being
23 used only as the manager by regulation may prescribe.
- 24 (~~f~~g) The manager shall by regulation set forth how long permits issued under this section are
25 valid and when they must be renewed.
- (~~g~~h) In considering applications for resident permits, the manager may require proof that the
applicant has a legal right to possession of the premises claimed as a residence. If the
manager has probable cause to believe that the occupancy limitations of Subsection 9-8-
5(a), B.R.C. 1981, are being violated, no further permits shall be issued under this section
for the residence in question until the occupancy thereof is brought into compliance.
- (~~h~~i) If a physical permit or the portion of the vehicle to which a resident permit has been
affixed is damaged such that it must be replaced, the permittee, upon application therefor,
shall be issued a replacement at a prorated cost. The manager may require display of the
damaged permit before a new permit is issued.
- (~~i~~j) No person shall use or display any permit issued under this section in violation of any
provision of this code.
- (~~j~~k) Commuter Permits. The maximum number of nonresident permits issued on any given
block face within a zone shall be four. In addition, if the manager determines that the
average daily percentage of unoccupied neighborhood parking spaces, on block faces
where commuter permits have been allocated, drops below twenty-five percent for four

consecutive hours between the hours of 9:00 a.m. and 5:00 p.m. of any given weekday, then the manager shall reduce the number of commuter permits by a number estimated to maintain an average daily percentage of unoccupied neighborhood parking spaces of twenty-five percent. But for any part of Goss Street or Circle, Grove Street or Circle or the portions of 16th Street through 23rd Street between Arapahoe Avenue and Canyon Boulevard, included within any neighborhood parking permit zone, the average daily percentage of unoccupied neighborhood parking spaces which must be maintained without reduction in commuter permits shall be fifteen percent. The manager may also, for this Goss-Grove zone, allocate commuter permits initially to educational institutions and organizations representing postal workers in rough proportion to the needs of these groups. Such groups may renew such permits. Distribution of such permits by such groups to their clientele shall be at a price not to exceed the cost of the permit.

4-23-3. Guest Permits Day Passes.

~~Residents Households~~ of a zone may obtain ~~two two-week permits twenty-five (25)~~ digital day passes per year at no cost ~~for use by houseguests of the resident. The permit shall be indelibly marked in the space provided thereon with, or for digital permits shall indicate, the date of its first use. The permit shall thereafter be valid only for the succeeding thirteen consecutive days~~ Each day pass is valid for up to twenty-four (24) hours. Day passes may be used consecutively. Each day pass may be assigned to the same vehicle or different vehicles. Use of a day pass is limited to those whose stay will last longer than the time limit posted within the permit zone for parking by the general public but shall not exceed twenty-four (24) consecutive hours. The manager may by regulation define the circumstances under which additional ~~guest permits day passes~~ may be issued ~~purchased~~ in cases of reasonable need consistent with residential use of the dwelling. ~~Provided, however, that no more than a total of six two-week guest permits per year may be issued for any dwelling unit licensed pursuant to Section 10-11-3, "Cooperative Housing Licenses," B.R.C. 1981.~~

4-23-6. Visitor Flex Permits.

- (a) ~~Two (2) annual visitor's passes~~ flex permits may be issued ~~to a resident purchased per household~~ of a neighborhood permit parking zone. Flex permits may be used for any vehicle associated with the household, including but not limited to additional resident vehicles and vehicles of longer-term or recurring visitors, such as domestic workers. These permits are intended solely for residential use and may not be transferred, resold, or used for commercial purposes. ~~to be used on a temporary and transferable basis to accommodate visitors, including without limitation health care workers, repairmen, and babysitters, who need access to the residence of the resident. Use of this pass is limited to those visitors whose stay will last longer than the time limit posted within the permit zone for parking by the general public but shall not exceed twenty four consecutive hours.~~
- (b) ~~Use of the pass is valid only while the visitor is on the residential premises. Visitor passes shall not exceed twenty four consecutive hours and are to be used within a one block radius of the residence address. Visitor passes may not be used by residents. If visitor passes have already been issued, new ones cannot be issued until the following year. No more than two (2) such permits will be issued per resident household per year. However,~~

~~only one such permit will be issued per resident per year for the West Pearl zone containing more than four units.~~

(c) ~~It is the responsibility of the resident to ensure that this pass never leaves the zone, and that it is returned to the resident at the end of each day of use.~~ Use of this pass permit also falls under the same restrictions as those prescribed by Section 4-23-2, B.R.C. 1981, and in these regulations.

(d) The number of flex permits per household is subject to change based on individual neighborhood permit parking zone guidelines set forth by city manager rule.

Section 3. This Ordinance is effective January 1, 2026.

Section 4. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 5. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this Ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE

ONLY this ____ day of _____ 20__.

Aaron Brockett,
Mayor

Attest:

Elesha Johnson,
City Clerk

1 READ ON SECOND READING, PASSED AND ADOPTED this ____ day of
2 _____ 20____.

3
4
5 _____
6 Aaron Brockett,
7 Mayor

8 Attest:

9 _____
10 Elesha Johnson,
11 City Clerk
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Comparable City Research: Parking Requirements

August 2024

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
BOULDER	Minimum: 1 space	Minimum: Varies by bedroom# 1 space for 1 BR 1.5 spaces for 2 BR 2 spaces for 3 BR 3 for 4+ BR (varies by zoning district)	Minimum: Varies by bedroom# - per unit 1 space for 1 BR 1.5 spaces for 2 BR 2 spaces for 3 BR 3 for 4+ BR (varies by zoning district)	Minimum: 1 space per DU	Minimum: indoor seats: 1 space per 3 seats Outdoor seats: if outdoor seats don't exceed 20% of indoor seats, no additional parking is required. For portion of outdoor seats exceeding 20%: 1 space per 3 seats	Minimum: Depends on total floor area occupied by restaurants, taverns, and brewpubs: >30%: 1 space per 250 sq. ft. <30% >60%: 1 space per 175 sq. ft. <60%: 1 space per 100 sq. ft.	Minimum: Depends on total floor area occupied by restaurants, taverns, and brewpubs: >30%: 1 space per 250 sq. ft. <30% >60%: 1 space per 175 sq. ft. <60%: 1 space per 100 sq. ft.	Minimum: 1 space per guest room or unit + 1 space per 300 sq. ft. of floor area for accessory uses	-parking reduction for housing the elderly -Joint use parking -Proximity to transit reduction	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
ANN ARBOR, MI	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: Up to 600,000 sq. ft.: 1 space per 250 sq. ft. More than 600,000 sq. ft.: 1 space per 235 sq. ft.	Maximum: 1 space per 250 sq. ft.	Maximum: none		
ARVADA, CO	Minimum: 2 spaces per DU	Minimum: Varies by bedroom#: 1 BR: 1.6 spaces per DU 2 BR: 2.1 spaces per DU 3+ BR: 2.5 spaces per DU	Minimum: 2 spaces per DU	Minimum: 1.4 spaces per unit	Minimum: 5 spaces per 1,000 sq. ft.	Minimum: 4 spaces per 1,000 sq. ft.	Minimum: 3 spaces per 1,000 sq. ft.	1 space per guest room	-Shared Parking Reduction table -On street parking credits -Off street reduction zones (TOD and Urban centers)	-Allows tandem spaces -Townhomes min. 2.2/unit -Senior housing - 1/DU -Required number of accessible parking spaces
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: for commercial centers more than 50,000 sq. ft. maximum parking shall be 115% of minimum requirements	Maximum: none	Maximum: none		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
BERKELEY, CA	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: Differs based on zoning district, 1 per 300 sq. ft. or 2 per 1,000 sq. ft.	Minimum: Differs based on zoning district, 2 per 1,000 sq. ft. in commercial districts.	Minimum: Differs based on zoning district, 1 space per 400 sq. ft. in residential districts, 2 per 1,000 sq. ft. in commercial	Minimum: Differs based on zoning district, typically 1 space per 3 guest rooms + 1 space per 3 employees	-AUP to allow shared parking to meet requirements -Some commercial districts/projects are exempt from parking requirements	-Hillside overlay has minimum reqts.
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum for R-BMU: 1.5 spaces for 1,000 sq. ft.	Maximum for R-BMU: 1.5 space per 1,000 sq. ft.	Maximum for R-BMU: 1.5 spaces per 1,000 sq. ft.	Maximum: none		
BLOOMINGTON, IN	Minimum: none	Minimum: 1 BR: 1 space per DU 2 BR: 1.5 spaces per DU 3 BR: 2 spaces per DU	Minimum: 0.5 spaces per DU	Minimum: 0.5 spaces per DU	Minimum: none	Minimum: none	Minimum: none	Minimum: none	-Shared parking reductions -Proximity to transit reductions -Affordable and senior housing reductions -On-street parking reductions	- No parking reqd. for duplex, triplex, fourplex in MD district
	Maximum: none	Maximum: 125% of the required minimum or 1.25 spaces per BR (whichever is less)	Maximum: 2 spaces per DU	Maximum: 125% of the required minimum or 1.25 spaces per BR (whichever is less)	Maximum: Indoor seating: 10 spaces per 1,000 sq. ft. Outdoor seating: 5 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft. For large retail: 3.3 spaces per 1,000 sq. ft.	Maximum: 3.3 spaces per 1,000 sq. ft.	Maximum: 1 space per guest room		
BOISE, ID	Minimum: 2 spaces per DU	Minimum: Multi-family: 1 BR: 1 space per DU 2 BR: 1.25 spaces per DU 3+ BR: 1.5 spaces per DU Guest: 1 space per 10 units	Minimum: 2 spaces per DU	Minimum: 0.75 spaces per DU	Minimum: 1 space per 3 seats	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per guest room	-Transit proximity reductions -On-street parking reductions -Joint parking reductions	-Minimum for ADUs: 1 space per DU - Structured parking exempt from maximum -Maximum is 1.5x min. when >20 spaces reqd.
	Maximum: none	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces		
BOZEMAN, MT	Minimum: 1 BR: 1 space 2+ BR: 2 spaces per DU	Minimum: 1 BR: 1 space 2+ BR: 2 spaces per DU	Minimum: 1 BR: 1 space 2+ BR: 2 spaces per DU	Minimum: 1 space per DU	Minimum: 1 space per 50 sq. ft. of indoor dining area + 1 space per 100 sq. ft. of outdoor dining area	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 250 sq. ft.	Minimum: 1.1 spaces per guest room + 1 space per employee + Spaces for accessory uses	-10% parking reduction if development is within 800 ft. of a transit stop. -Shared parking to meet requirements -Parking adjustments for affordable housing	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
BROOMFIELD, CO	Minimum: 2 spaces per DU	Minimum: 1 BR: 1.5 spaces per unit 2 BR: 2 spaces per unit 3 BR: 2.5 spaces per unit	Minimum: 2 spaces per DU	Minimum: 1.5 spaces per DU	Minimum: 1 space per 150 sq. ft.	Minimum: 1 space per 200 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 per guest room + 1 space per 3 employees	-Joint parking	Minimum for ADUs: 1 space per DU

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
		4 BR: 3 spaces per unit 4+ BR: 3 spaces + ½ space per additional BR								
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
CAMBRIDGE, MA	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per 400/800/1,200 sq. ft.	Minimum: 1 space per 500/700/900 sq. ft.	Minimum: 1 space per 800 or 1,000 sq. ft.	Minimum: 1 space per 2 guest rooms	<ul style="list-style-type: none"> -Small business exemptions -Shared parking -Proximity to transit -Age or occupancy restriction reduction 	-Many non-res reqts differ by zoning district
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: 1 space per 200/400/600 sq. ft.	Maximum: 1 space per 250/500/600 sq. ft.	Maximum: 1 space per 400 or 500 sq. ft.	Maximum: none		
CHAMPAIGN, IL	Minimum: 2 spaces per DU	Minimum: Depends on zoning district, none, 0.25 or 0.5 spaces per BR	Minimum: 2 spaces per DU	Minimum: Depends on zoning district, none, 0.25 or 0.5 spaces per DU	Minimum: 1 space per 100 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 250 or 300 sq. ft.	Minimum: 1 space per guest room + spaces for accessory units	<ul style="list-style-type: none"> -Historic property reductions -Shared parking 	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
COLORADO SPRINGS, CO	Minimum: 2 spaces per DU	Minimum: 1 BR: 1 space per DU 2 BR: 1.5 spaces per DU 3+ BR: 2 spaces per DU	Minimum: 2 spaces per DU	Minimum: 1 space per DU	Minimum: Indoor seats: 1 space per 300 sq. ft. Outdoor seating: if outdoor seating is less than 20% the size of indoor seating, no additional parking is required. If it is more than 20% then additional parking of 1 space per 350 sq. ft. if required	Minimum: 1 space per 350/400/500 sq. ft. (depends on size of retail as defined "small" "medium" or "large" in zoning code)	Minimum: 1 space per 500 sq. ft.	Minimum: 0.5 spaces per room + 1 per 300 sq. ft. of restaurant or bar + 1 space per 10 seats of meeting space	<ul style="list-style-type: none"> -Reduced parking requirements for affordable housing -On street parking where more than ½ of the space is located between the side or rear property line can be counted towards min. parking requirements -Shared parking reductions -Transit proximity reductions -Bike parking reductions 	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
COLUMBIA, MO	Minimum: 2 spaces per DU	1 BR: 1.5 spaces per DU 2BR: 2 spaces per DU 3+ BR: 2.5 spaces per DU	Minimum: 2 spaces per DU	Minimum: 1 space per DU	Minimum: 1 space per 150 sq. ft.	Minimum: 1 space per 300 or 400 sq. ft. (depends on size of retail as defined "small" or "large" in zoning code)	Minimum: 1 space per 300 sq. ft.	Minimum: 2 spaces per 3 guestrooms + 1 space per 200 sq. ft. for accessory uses	<ul style="list-style-type: none"> -Shared parking reductions -Transit proximity reductions -Credit for public parking nearby -Credit for on-street parking 	No parking reqd for ADUs with up to two BR, 1 space reqd for ADUs with 3 BR For the M-DT District: No minimums

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
		1 space per 5 DU required for visitor parking								Maximum: 150% of required minimum in other mixed-use districts
	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement Mixed-Use Districts: for buildings more than 50,000 sq.ft. 150% of minimum requirement	Maximum: 200% of minimum requirement Mixed-Use Districts: for buildings more than 50,000 sq.ft. 150% of minimum requirement	Maximum: 200% of minimum requirement		
DENVER, CO Pg. 415	Minimum: none	Minimum: 1 space per unit	Minimum: 1 space per unit	Minimum: 1 space per unit	Minimum: 3.75 spaces per 1,000 sq. ft.	Minimum: 1.875 spaces per 1,000 sq. ft.	Minimum: 1.875 spaces per 1,000 sq. ft.	Minimum: 1 space per guest room	<ul style="list-style-type: none"> -Shared parking reductions -Affordable housing reductions -Senior housing reductions -Proximity to multi-modal transportation reduction -Car share reductions -Small dwelling reduction -Bike share reduction -Alternative min. parking ratios allowed for certain uses like affordable housing, congregate living 	<ul style="list-style-type: none"> -Each district has separate minimum requirement, these numbers are based on "general urban neighborhood" standards -The suburban district varies by about 0.25 spaces in each category
	Maximum: 110% of minimum requirement	Maximum: 110% of minimum requirement	Maximum: 110% of minimum requirement	Maximum: 110% of minimum requirement	Maximum: 110% of minimum requirement	Maximum: 110% of minimum requirement	Maximum: 110% of minimum requirement	Maximum: 110% of minimum requirement		
DURANGO, CO	Minimum: 2 spaces per DU	Minimum: Studio: 1 space per DU 1 BR: 1 space per DU 2 BR: 1.5 spaces per DU 3 BR: 2 spaces per DU	Minimum: Studio: 1 space per DU 1 BR: 1 space per DU 2 BR: 1.5 spaces per DU 3 BR: 2 spaces per DU	Minimum: 1 space per DU	Minimum: 1 space per 75 sq. ft. of "customer access area" 1 space per 50 sq. ft. of "customer access area" for restaurant w/ drive through	Minimum: 1 space per 200/250/300 sq. ft. (depends on volume of retail as defined "High, Medium, or Low")	Minimum: 1 space per 350 sq. ft.	Minimum: 1.1 spaces per room + 50% of required parking for restaurant and alcoholic beverage sales	<ul style="list-style-type: none"> -On street parking credits -Bike parking reductions -Restricting occupancy numbers -Transit proximity reductions -Shared parking reductions -TDM programs 	<ul style="list-style-type: none"> -EV and Accessible parking required -"Customer access area" is defined as "the area where customers congregate including seating and standing areas, waiting areas and ordering areas, excluding restrooms and hallways."
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
EUGENE, OR	Minimum: 1 space per DU	Minimum: 1 BR: 1 space 2 BR: 1 space 3 BR: 1.5 spaces 0.5 spaces required for each additional BR	Minimum: 1 space per DU	Minimum: 1 space	Minimum: 1 space per 66 sq. ft. of seating floor area + 1 seat per 440 sq. ft. of non-seating floor area	Minimum: 1 space per 330 sq. ft. (or 660 sq. ft. - depends on size of use)	Minimum: 1 space per 330 sq. ft.	Minimum: 1 space per guest room	<ul style="list-style-type: none"> -No required parking for an ADU -Parking exempt areas -Reductions for low-income housing and senior housing -On-street parking credits 	<ul style="list-style-type: none"> -2 spaces per DU on flag lots -No parking reqt for ADUs

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	-Proximity to transit reductions -Shared parking reductions	
FAYETTEVILLE, AR	Minimum: 2 spaces per DU	Minimum: 1 space per BR	Minimum: 2 spaces per DU	Minimum: 1 space per DU	Minimum: none	Minimum: none	Minimum: none	Minimum: none	-Transit proximity reductions -Bike rack reductions -Shared parking -On-street parking credit	-Can increase maximums with better landscaping
	Maximum: Additional 15% of minimum required spaces	Maximum: Additional 15% of minimum required spaces	Maximum: Additional 15% of minimum required spaces	Maximum: Additional 15% of minimum required spaces	Maximum: 1 space per 100 sq. ft.	Maximum: 1 space per 250 sq. ft.	Maximum: 1 space per 300 sq. ft.	Maximum: 1 space per guest room + 75% of spaces required for accessory uses		
FLAGSTAFF, AZ	Minimum: 2 spaces plus 1 space for each BR over 4	Minimum: 1 BR: 1.5 spaces 2-3 BR: 2 spaces 4 BR: 2.5 spaces 5+ BR: 3 spaces plus 0.5 spaces for each BR over 5 Guest spaces: 0.25 per each 2+ BR units	Minimum: 1 BR: 1.5 spaces 2-3 BR: 2 spaces 4 BR: 2.5 spaces 5+ BR: 3 spaces plus 0.5 spaces for each BR over 5 Guest spaces: 0.25 per each 2+ BR units	Minimum: 1.25 spaces	Minimum: 1 space per employee + 1 space per 100 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 3 employees on largest shift + 1 space per guest room + 1 space per 3 persons at the max. capacity of each public meeting or banquet room	-Reduced parking requirements for affordable housing -Reduced parking requirements for High Occupancy housing -Transit proximity reductions -Shared parking and on-street parking -Bike parking reductions	-ADU: 1 space
	Maximum: none	Maximum: Developments over 10,000 sq. ft. or more than 25 DUs: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft. or more than 25 DUs: Additional 5 % of minimum required spaces unless in parking structure	Maximum: none	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure		
FORT COLLINS, CO	Minimum: 1BR: 1.5 spaces per DU 2 BR: 1.75 spaces per DU 3 BR: 2 space per DU 4+ BR: 3 spaces per DU	Minimum: 1BR: 1.5 spaces per DU 2 BR: 1.75 spaces per DU 3 BR: 2 space per DU 4+ BR: 3 spaces per DU	Minimum: 1BR: 1.5 spaces per DU 2 BR: 1.75 spaces per DU 3 BR: 2 space per DU 4+ BR: 3 spaces per DU	Minimum: 1.5 spaces	Minimum: 5 spaces per 1,000 sq. ft.	Minimum: 2 spaces per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 0.5 spaces per unit	-Affordable housing reduction -TOD overlay zone has lower requirement for multi-family and mixed use -Transit pass reduction -Car share reduction -Transit proximity reduction -Bike share reduction	-TOD overlay has 115% maximum -In newly adopted land use code: -Affordable housing has lower minimums -Single-family dwellings 1 space per DU on >40 ft lot, 2 <40 ft lot.
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: 10 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 3 spaces per 1,000 sq. ft. or 0.75 spaces per employee on largest shift	Maximum: 1 space per unit		
GAINESVILLE, FL	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		
	Maximum: 2 spaces per DU	Maximum: Multi-Family: 1 space per BR	Maximum: 2 spaces per DU	Maximum: 1 space per DU	Maximum: 3 spaces +1 space for each 2 seats of seating capacity	Maximum: 1 space per 250 sq. ft. (or 500 sq. ft. for large scale)	Maximum: 1 space for 300 sq. ft. or 1 space per employee (whichever is greater)	Maximum: 5 spaces + 1 space per guest room + 75% of required		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
								spaces for accessory uses		
GOLDEN, CO	Minimum: 1 space per DU	Minimum: 1-2 BR: 1.5 spaces 3+ BR: 2 spaces Downtown/ mixed use districts: 1 space per DU if less than 800 sq. ft.	Minimum: 1-2 BR: 1.5 spaces 3+ BR: 2 spaces Downtown/ mixed use districts: 1 space per DU for less than 800 sq. ft.	Minimum: 1 space per DU	Minimum: 1 space per 3 seats Downtown/ mixed use districts: 1 space per 5 seats Outdoor seating: 1 space per 10 seats	Minimum: 1 space per 250 sq. ft. Downtown/ mixed use districts: 1 space per 350 sq. ft.	Minimum: 1 space per 300 sq. ft. Downtown/ mixed use districts: 1 space per 350 sq. ft.	Minimum: 1 space per each guest room + 1 space per two employees	-Shared parking	Unless not stated, Downtown and mixed-use districts have different parking requirements
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
HONOLULU, HI	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 500 sq. ft.	Minimum: 1 space per 500 sq. ft.	Minimum: 1 space per 500 sq. ft.	Minimum: 1 space per 1000 sq. ft.	-Joint-use parking reductions -Bike parking reductions -Bike share reductions -Unbundled parking -Car sharing reductions	-1 additional space required for ADU
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
LAWRENCE, KS	Minimum: 2 spaces per DU	Minimum: Multi-Dwelling: 1 space per BR + 1 space per 10 units	Minimum: 1 space per BR	Minimum: 1 space per DU	Minimum: 1 space per 100 sq. ft. + 1 per employee based on largest shift	Minimum: 1 space per 300 sq. ft. (up to 45,000 sq. ft.) + 1 space per employee on largest shift	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per guest room + 1 space per 1.5 employees	-Shared parking	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
LEXINGTON, KY	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		- All significant developments (more than 5,000 sq. ft.) shall be required to provide a parking demand mitigation study when seeking zone map amendment
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
LONGMONT, CO	Minimum: 2 spaces per DU	Minimum: 1 BR: 1.75 spaces 2 BR: 2 spaces 3 BR: 2.25 spaces 4+ BR: 3 spaces	Minimum: 2 spaces per DU	Minimum: 1.75 spaces per DU	Minimum: none	Minimum: none	Minimum: none	Minimum: none		-For an affordable housing unit only 1 space is required -For the MU-C and MU-D zoning districts, the residential minimums are maximums
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: 12 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 1 space per unit		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
MADISON, WI	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 15% of capacity of persons	Minimum: 1 space per 400 sq. ft.	Minimum: 1 space per 400 sq. ft.	Minimum: 0.75 spaces per bedroom	<ul style="list-style-type: none"> -Shared parking -Bike parking reduction -Off-site parking reductions -Car share reduction -Moped parking substitution 	<ul style="list-style-type: none"> -TOD overlay district has reduced requirement -ADUs have no parking minimum -EV parking requirement -With some exceptions, the following districts have no parking minimums: Central area, NMX, TSS, MXC, CC, RMX, TE, EC, SEC, IL, CC-T, SE, IG, TOD
	Maximum: 4 spaces	Maximum: 2.5 spaces per DU	Maximum: 4 spaces per DU	Maximum: 2.5 spaces per DU	Maximum: 40% of capacity of persons	Maximum: 1 space per 200 sq. ft.	Maximum: 1 space per 250 sq. ft.	Maximum: 1.5 spaces per bedroom		
MINNEAPOLIS, MN	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	-EV parking incentives	-Transit zoning areas have lower parking maximums
	Maximum: none	Maximum: for 4 units or more: 2 spaces per DU	Maximum: none	Maximum: none	Maximum: 1 space per 75 sq. ft.	Maximum: 1 space per 300 sq. ft.	Maximum: 1 space per 300 sq. ft.	Maximum: 1 space per guest room + Parking = 30% of the capacity of persons for accessory uses		
PASADENA, CA	Minimum: 1 BR or less: 1 space per DU 2 or more BR: 1.5 spaces per DU Guest: 1 space per 10 DU	Minimum: 1 BR or less: 1 space per DU 2 or more BR: 1.5 spaces per DU Guest: 1 space per 10 DU	Minimum: 1 BR or less: 1 space per unit 2 or more BR: 1.5 spaces per unit Guest: 1 space per 10 DU	Minimum: 1 space per DU	Minimum: 3 spaces per 1,000 sq. ft. 2 spaces per 1,000 sq. ft. in EC-MU-C	Minimum: 3 spaces per 1,000 sq. ft. 2 spaces per 1,000 sq. ft. in EC-MU-C	Minimum: 3 spaces per 1,000 sq. ft. 2 spaces per 1,000 sq. ft. in EC-MU-C	Minimum: 3 spaces per 1,000 sq. ft. 2 spaces per 1,000 sq. ft. in EC-MU-C	<ul style="list-style-type: none"> -Shared parking -Reduced parking for senior citizen housing developments 	<ul style="list-style-type: none"> - No parking required for first 5,000 sq. ft. of a project for retail, office, and restaurant -No parking required for first 500 sq. ft. of outdoor dining
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
PORTLAND, OR	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		<ul style="list-style-type: none"> -They have parking requirement for standard "A" and "B" which vary based on zoning district- residential is Standard A all other uses are Standard B in this table
	Maximum: 1 space per 2 DUs	Maximum: 1 space per 2 DUs	Maximum: 1 space per 2 DUs	Maximum: 0.5 spaces per DU	Maximum: 1 space per 75 sq. ft.	Maximum: 1 space per 200 sq. ft.	Maximum: 1 space per 300 sq. ft.	Maximum: 1.5 spaces per rentable room + Required spaces for accessory uses		
RALEIGH, NC	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		
	Maximum: none	Maximum: 1BR: 1.5 spaces per DU 2BR: 2.25 spaces per DU 3BR: 3 spaces per DU 4 BR: 4 spaces per DU	Maximum: none	Maximum: 1.5 spaces per DU	Maximum: 1 space per 100 sq. ft.	Maximum: 1 space per 200 sq. ft. + 1 space per 600 sq. ft. outdoor display area	Maximum: 1 space per 200 sq. ft.	Maximum: 1.5 spaces per guest room		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
		5+ BR: 5 spaces per DU								
SALT LAKE CITY, UT	Minimum: 2 spaces per DU	Minimum: 1 BR: 1 space per DU 2+ BR: 1.25 spaces per DU	Minimum: 2 spaces per DU	Minimum: 1 space per DU	Minimum: Indoor: 2 spaces per 1,000 sq. ft. Outdoor: 2 spaces per 1,000 sq. ft.	Minimum: 2 spaces per 1,000 sq. ft.	Minimum: 3 spaces per 1,000 sq. ft.	Minimum: 1 space per guest room	<ul style="list-style-type: none"> -Shared parking -Affordable and senior housing reduction -Community parking credits -Car share 	<ul style="list-style-type: none"> -Max parking does not apply to parking within structure -Commercial uses: Lower or no requirements in urban center and transit contexts
	Maximum: 4 spaces per DU	Maximum: 4 spaces per DU Multi-family: 1 BR: 2 spaces per DU 2+ BR: 3 spaces per DU	Maximum: 4 spaces per DU	Maximum: 2 spaces per DU	Maximum: Indoor: 7 spaces per 1,000 sq. ft. Outdoor: 4 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 1.5 spaces per guest room		
SAVANNAH, GA	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per 100 sq. ft. (including outdoor seating)	Minimum: 1 space per 250 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per guest room	<ul style="list-style-type: none"> -Downtown parking reduction area -Streetcar area parking reductions -Shared parking reductions 	<ul style="list-style-type: none"> -ADUs have no minimum parking requirement
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
SEATTLE, WA	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 0.5 space per DU	Minimum: 1 space per 250 sq. ft.	Minimum: 1 space per 500 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 4 rooms	<ul style="list-style-type: none"> -No additional required parking for an ADU -Shared parking reduction -Transit proximity reduction -Car share reduction -Lower restrictions for affordable and elderly housing -Moderate or low- income units do not have min. reqt. 	<ul style="list-style-type: none"> -Other maximums for some overlay districts -Min. reqt. for parking impact overlay near university: 1BR: 1 space/DU 2BR: 1.5 space/DU 3BR: 0.25 spaces per bedroom
	Maximum: 145 spaces surface parking in most commercial zones	Maximum: 145 spaces surface parking in most commercial zones,	Maximum: 145 spaces surface parking in most commercial zones	Maximum: 145 spaces surface parking in most commercial zones	Maximum: 145 spaces surface parking in most commercial zones, 10 spaces per commercial use in multifamily zones	Maximum: 145 spaces surface parking in most commercial zones, 10 spaces per commercial use in multifamily zones	Maximum: 145 spaces surface parking in most commercial zones, 10 spaces per commercial use in multifamily zones	Maximum: 145 spaces surface parking in most commercial zones, 10 spaces per commercial use in multifamily zones		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
TEMPE, AZ	Minimum: 2 spaces per DU (up to 5 BR) 3 spaces per DU (6 or more BR)	Minimum: 1 BR: 1.5 spaces per DU 2 BR: 2 spaces per DU 3 BR: 2.5 spaces per DU 4 BR: 3 spaces per DU Guest: 0.2 spaces per DU	Minimum: 2 spaces per DU	Minimum: 1 space per DU	Minimum: Indoor: 1 space per 75 sq. ft. Outdoor: (no parking for first 300 sq. ft.) 1 space per 150 sq. ft.	Minimum: Indoor: 1 space per 300 sq. ft. Outdoor: (no parking required for first 300 sq. ft.) 1 space per 500 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per unit + Parking for accessory uses	-Shared parking reductions -Downtown district has waived/ reduced parking minimums	
	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement		
TUCSON, AZ	Minimum: 2 spaces per DU + 0.25 spaces per unit for guest parking	Minimum if under 70 units/acre: 1 BR: 1.5 spaces per DU 2 BR: 2 spaces per DU 3 BR: 2.25 spaces per DU 4+ BR: 2.5 spaces per DU Minimum if over 70 units/acre: 1.25/ DU	Minimum: 1 space per DU	Minimum: 1 space per DU (under 400 sq. ft), 1.5 spaces per DU (over 400 sq. ft) Minimum if over 70 units/acre: 1.25/ DU	Minimum: 1 space per 100 sq. ft. (including outdoor seating areas)	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per rental unit+ 1 space per 300 sq. ft. of accessory uses	-Reduction for public open space -On-street parking reductions -EV parking reductions -Bike parking reductions -Landscaping and screening reductions -Lower residential requirements for elderly housing	-In R-1 zone, single-family with 5BR has min. of 3 plus 1 space per additional BR.
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		

Comparable City Research: Bike Parking Requirements

City	Residential	Restaurant	Office	Retail	Hotel
BOULDER	2 spaces per DU	1 space per 750 sq. ft., Min of 4	1 space per 1,500 sq. ft., Min of 4	1 space per 750 sq. ft., Min of 4	1 space per 3 guest rooms, Min of 4
ANN ARBOR, MI	1 space per 5 DU	1 space per 750 sq. ft.	1 space per 3,000 sq. ft.	1 space per 3,000 sq. ft.	N/A
ARVADA, CO	1 space per 4 DU	1 space per 20 required motor vehicle spaces; 10% long-term	1 space per 20 required motor vehicle spaces; 10% long-term	1 space per 20 required motor vehicle spaces; 10% long-term	1 space per 20 required motor vehicle spaces; 10% long-term
BERKELEY, CA	1 space per DU or 1 space per 3 BR	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.
BLOOMINGTON, IN	10% of motor vehicle spaces or 1 space per 5 BR (whichever is more)	5% of motor vehicle spaces	2% of motor vehicle space	5% of motor vehicle spaces	5% of motor vehicle spaces
BOISE, ID	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces
BOZEMAN, MT	10% of motor vehicle spaces	10% of motor vehicle spaces	10% of motor vehicle spaces	10% of motor vehicle spaces	10% of motor vehicle spaces
BROOMFIELD, CO	N/A	N/A	N/A	N/A	N/A
CAMBRIDGE, MA	Short-Term: 0.1 spaces per DU Long-Term: 1 space per DU for first 20 units; 1.05 spaces per DU for more than 20 units	N/A	Short-Term: N/A Long-Term: 0.3 spaces per 1,000 sq. ft.	Short-Term: 0.6 spaces per 1,000 sq. ft. Long-Term: 0.1 spaces per 1,000 sq. ft.	N/A
CHAMPAIGN, IL	1 space per 1-2 DU or 2-4 BR	1 space per 10 motor vehicle spaces	1 space per 20 motor vehicle spaces	1 space per 20 motor vehicle spaces	1 space per 20 motor vehicle spaces
COLORADO SPRINGS, CO	0.5 spaces per 1,000 sq. ft.	0.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.	0.5 spaces per 1,000 sq. ft.	0.5 spaces per 1,000 sq. ft.
COLUMBIA, MO	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)
DENVER, CO Pg. 415	1 space per 4 DU	1 space per 10,000 sq.ft.	1 space per 10,000 sq.ft.	1 space per 10,000 sq.ft.	1 space per 10,000 sq.ft.
DURANGO, CO	N/A	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required
EUGENE, OR	1 space per DU (in lot w/5 or more DU)	1 space per 600 sq. ft.	1 space per 3,000 sq. ft.	1 space per 3,000 sq. ft.	1 space per 10 guest rooms
FAYETTEVILLE, AR	1 bike rack per 30 parking spaces (each bike rack holds 2 bikes)	1 bike rack per 20 parking spaces	1 bike rack per 20 parking spaces	1 bike rack per 20 parking spaces	1 bike rack per 20 parking spaces
FLAGSTAFF, AZ	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces
FORT COLLINS, CO	1 space per BR	1 space per 1,000 sq. ft.	1 space per 4,000 sq. ft.	1 space per 4,000 sq. ft.	1 space per 4 units
GAINESVILLE, FL	10% of vehicle parking spaces Single/two family dwellings: none	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces	4 spaces
GOLDEN, CO	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces
HONOLULU, HI	Short-Term: 1 space per 10 DU Long-Term: 1 space per 2 DU	Short-Term: 1 space per 2,000 sq. ft or 1 space per 10 vehicle spaces Long-Term: 1 space per 12,000 sq. ft. or 1 space per 30 vehicle spaces	N/A	Short-Term: 1 space per 2,000 sq. ft or 1 space per 10 vehicle spaces Long-Term: 1 space per 12,000 sq. ft. or 1 space per 30 vehicle spaces	Short-Term: 1 space per 20 rooms Long-Term: 1 space per 10 rooms
LAWRENCE, KS	Short-Term: 1 space per 20 BR Long-Term: 1 space per 6 BR	Short-Term: 1 space per 1,000 sq. ft. Long-Term: 1 space per 10,000 sq. ft.	Short-Term: 1 space per 5,000 sq. ft. Long-Term: 1 space per 10,000 sq. ft.	Short-Term: 1 space per 4,000 sq. ft. Long-Term: 1 space per 10,000 sq. ft.	Short-Term: 1 space per 20 rooms Long-Term: 1 space per 200 rooms

Attachment C - Comparable City Parking Research Matrix

City	Residential	Restaurant	Office	Retail	Hotel
LEXINGTON, KY	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces
LONGMONT, CO	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces
MADISON, WI	1 space per DU	5% of capacity of persons	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 10 rooms
MINNEAPOLIS, MN	1 space per DU	N/A	1 space per 4,000 sq. ft.	1 space per 5,000 sq. ft.	
PASADENA, CA	1 space per 6 dwelling units	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces
PORTLAND, OR	For 5 or more units: Short-Term: 1 space per 20 units Long-Term: 1.5 spaces per unit	Short-Term: 1 space per 1,000 sq. ft. Long-Term: 1 space per 2,300 sq. ft.	Short-Term: 1 per 20,000 sq. ft. Long-Term: 1 per 1,800 sq. ft.	Short-Term: 1 space per 2,700 sq. ft. Long-Term: 1 space per 3,800 sq. ft.	Short-Term: 1 per 40 rooms Long-Term: 1 per 20 rooms
RALEIGH, NC	Short-Term: 1 space per 20 units (min of 4) Long-Term: 1 space per 7 BR	Short-Term: 1 space per 50,000 sq. ft. (min of 4) Long-Term: 1 space per 25,000 sq. ft. (min of 4)	Short-Term: 1 space per 10,000 sq. ft. (min of 4) Long-Term: 1 space per 5,000 sq. ft. (min of 4)	Short-Term: 1 space per 5,000 sq. ft. (min of 4) Long-Term: N/A	Short-Term: N/A Long-Term: 1 space per 20 rooms
SALT LAKE CITY, UT	1 space per 2 DU	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.
SAVANNAH, GA	1 space per 10 DU	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces
SEATTLE, WA	Short-Term: 1 space per 20 DU Long-Term: 1 space per DU	Short-Term: 1 space per 1,000 sq. ft. Long-Term: 1 space per 5,000 sq. ft.	Short-Term: 1 space per 10,000 sq. ft. Long-Term: 1 space per 2,000 sq. ft.	Short-Term: 1 space per 2,000 sq. ft. Long-Term: 1 space per 4,000 sq. ft.	N/A
TEMPE, AZ	0.5 spaces per unit (0.75 spaces for 3+ BR)	1 space per 1,000 sq. ft.	1 space per 10,000 sq. ft.	1 space per 10,000 sq. ft.	N/A
TUCSON, AZ	Short-Term: 0.10 per BR Long-Term: 0.5 spaces per BR (min of 2)	N/A	Short-Term: 1 space per 20,000 sq. ft. Long-Term: 1 space per 6,000 sq. ft.	Short-Term: 2 spaces per 12,000 sq. ft. Long-Term: 1 space per 12,000 sq. ft.	Short-Term: 2 space per 6,000 sq. ft. Long-Term: 1 per 20 guest rooms

Characteristics of Comparable Cities

	Population	Persons/ HH	Land Area	Population/ Sq. Mile	University Size	Median Rent	Median Value of Housing Units
Boulder	104,175	2.26	26.33	4,112	University of Colorado: 30k	\$1588	736k
Ann Arbor, MI	121,536	2.25	28.2	4,094	University of Michigan: 45k	\$1299	347k
Arvada, CO	123,436	2.55	38.91	3,028	N/A	\$1444	424k
Berkeley, CA	117,145	2.4	10.43	10,752	UC-Berkeley 45k	\$1767	1.06 million
Bloomington, IN	79,968	2.18	23.23	3,472	Indiana University: 32k	\$946	219k
Boise, ID	237,446	2.38	84.03	2,591	Boise State University: 22k	\$1009	283k
Bozeman, MT	54,539	2.17	20.6	1950	Montana State University: 17k	\$1145	413k
Broomfield, CO	75,325	2.54	32.97	1,692	N/A	\$1711	451k
Cambridge, MA	117,090	2.13	6.39	16,469	Harvard:6k, MIT: 12k	\$2293	843k
Champaign, IL	89,114	2.3	22.93	3,613	University of Illinois Urbana-Champaign: 33k	\$922	167k
Colorado Springs, CO	483,956	2.51	195.4	2,140	University of Colorado at Colorado Springs: 13k, Colorado College: 2k	\$1196	295k
Columbia, MO	126,853	2.31	66.54	1,720.1	University of Missouri: 30k	\$890	208k
Denver, CO	711,463	2.44	153.08	3,922.6	University of Denver: 12k; University Colorado Denver: 19k; Metro State: 20k	\$1397	428k
Durango, CO	19,223	2.3	14.71	1,701	Fort Lewis College: 4k	\$1297	473k
Eugene, OR	175,096	2.29	44.18	3,572.2	University of Oregon: 23k	\$1075	305k
Fayetteville, AR	95,230	2.23	54.14	1,366	University of Arkansas: 27k	\$837	232k
Flagstaff, AZ	76,989	2.45	66.03	1,031.3	Northern Arizona University: 25k	\$1286	363k
Fort Collins, CO	168,538	2.56	57.21	2,653	Colorado State University: 23k	\$1373	399k
Gainesville, FL	140,398	2.33	63.15	2,028	University of Florida: 34k	\$965	180k

Attachment C - Comparable City Parking Research Matrix

Golden, CO	19,871	2.4	9.63	1,901	Colorado School of Mines: 7k	\$1495	541k
Honolulu, HI	1 million	2.98	600.63	1,586	University of Hawaii: 13k	\$1779	702k
Lawrence, KS	95,256	2.28	34.15	2,611.2	University of Kansas: 28k	\$953	205k
Lexington, KY	321,793	2.36	283.64	1042	University of Kentucky: 30k	\$920	201k
Longmont, CO	100,758	2.59	28.78	3,294	N/A	\$1437	396k
Madison, WI	269,196	2.2	79.57	3,037	University of Wisconsin: 44k	\$1147	262k
Minneapolis, MN	425,336	2.28	54	7,088	University of Minnesota: 51k	\$1078	268k
Pasadena, CA	135,732	2.44	22.96	5,969	Cal Tech: 3k	\$1787	822k
Portland, OR	641,162	2.29	133.45	4,375	Portland State University: 17k	\$1325	439k
Raleigh, NC	469,124	2.4	147.12	2,826	North Carolina State University: 25k	\$1175	267k
Salt Lake City, UT	200,478	2.37	110.34	1,678	University of Utah: 33k	\$1050	346k
Savannah, GA	147,088	2.55	106.85	1,321.2	Savannah College of Art & Design: 12k	\$1049	162k
Seattle, WA	733,919	2.08	83.83	7,251	University of Washington: 46k	\$1702	714k
Tempe, AZ	184,118	2.37	39.94	4,050	Arizona State University: 75k	\$1230	288k
Tucson, AZ	543,242	2.4	241	2,294	University of Arizona: 45k	\$861	167k



MEMORANDUM

To: Lisa Houde, AICP – City of Boulder Principal City Planner

From: Scott Kilgore, PE – Transportation Engineer

Date: December 31, 2024

Project: Update to the City of Boulder Off-Street Parking Standards

Subject: Project Summary and Recommendations

As a culmination of the years-long process to reevaluate off-street parking requirements in the City of Boulder, Fox Tuttle Transportation Group (Fox Tuttle) is pleased to present the following summary of work completed and recommended next steps. This phase of the project built upon previous efforts to quantify parking utilization for a variety of land uses within the City of Boulder and evaluate adjustments to the City code for parking standards. Parking data were collected at a variety of sites both new and previously surveyed. Current and historical data were analyzed for an understanding of parking utilization by land use type.

Current and Historic Parking Utilization Data

Parking data were collected at multiple sites across the City of Boulder starting in 2014 with periodic updates through 2019. The same group of sites was surveyed over time as much as possible and some new land uses were added in 2024 to represent current development. Some sites could not be surveyed consistently such as residential uses with secured parking that did not permit access at all phases of the project. Each type of land use was surveyed at peak occupancy times; for example, residential uses were observed overnight while offices were observed daytime on weekdays. The project was put on pause during the COVID-19 pandemic due to fluctuating travel patterns caused by pandemic-related conditions. As travel patterns began to normalize in 2024, a new round of data collection was completed. A compiled master spreadsheet has been developed to include all data collected over the past 10 years in support of this project.

Historic (2014-2019) and current (2024) data indicate that off-street parking is underutilized during peak times for nearly all land uses surveyed. A summary of observed excess parking for each land use surveyed is shown in **Table 1**.

Table 1: Excess Parking Provided by Land Use

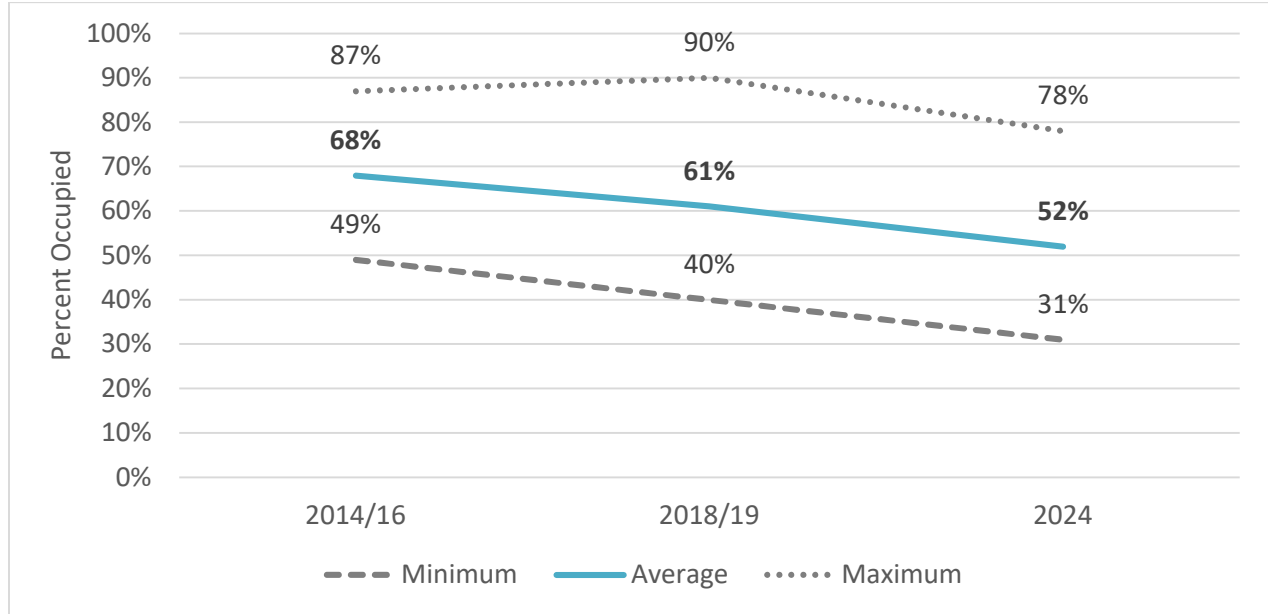
Land Use	Observed Amount of Excess Parking Provided at Peak Times
Retail	22% to 69%
Office	27% to 66%
Medical Office	14%
Industrial	40% to 50%
Lodging/Hotel	51% to 85%
Residential	5% to 53%
Mixed Use Residential	26% to 62%
Mixed Use Commercial	9% to 61%

Each individual use in **Table 1** was reviewed over time to understand the trends of parking usage across the 10 years of data collected. A brief overview of parking usage trends by use type is provided below:

Retail

Parking demand has generally fallen for retail uses since data collection began in 2014. Since the first round of data collection between 2014 and 2016, the average parking demand for retail has dropped over time. The parking occupancy data over time for retail is shown in **Figure 1** below.

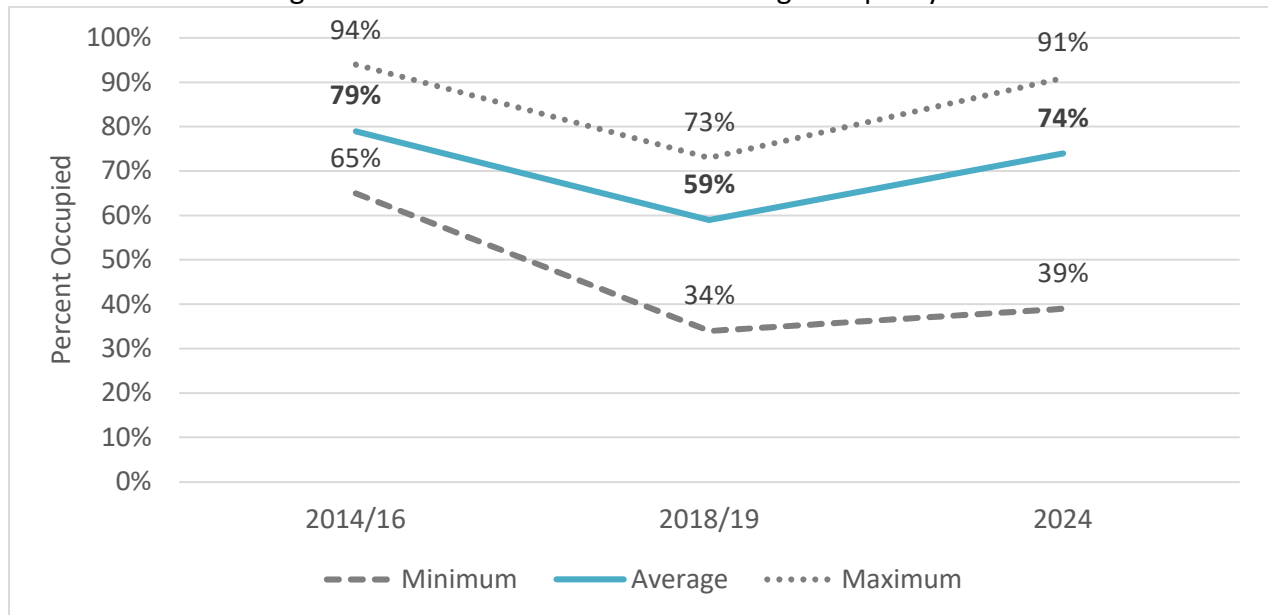
Figure 1: Retail Parking Occupancy Data



Mixed Use Commercial

For commercial uses within mixed use districts, the average parking occupancy in 2024 is very similar to 2014/16. Despite a decrease in occupancy of these sites in 2018/19, the trend across the past 10 years is relatively unchanged average and maximum occupancy, with more variation in 2024 as compared to 2014/16. Mixed Use parking data is shown in **Figure 2**.

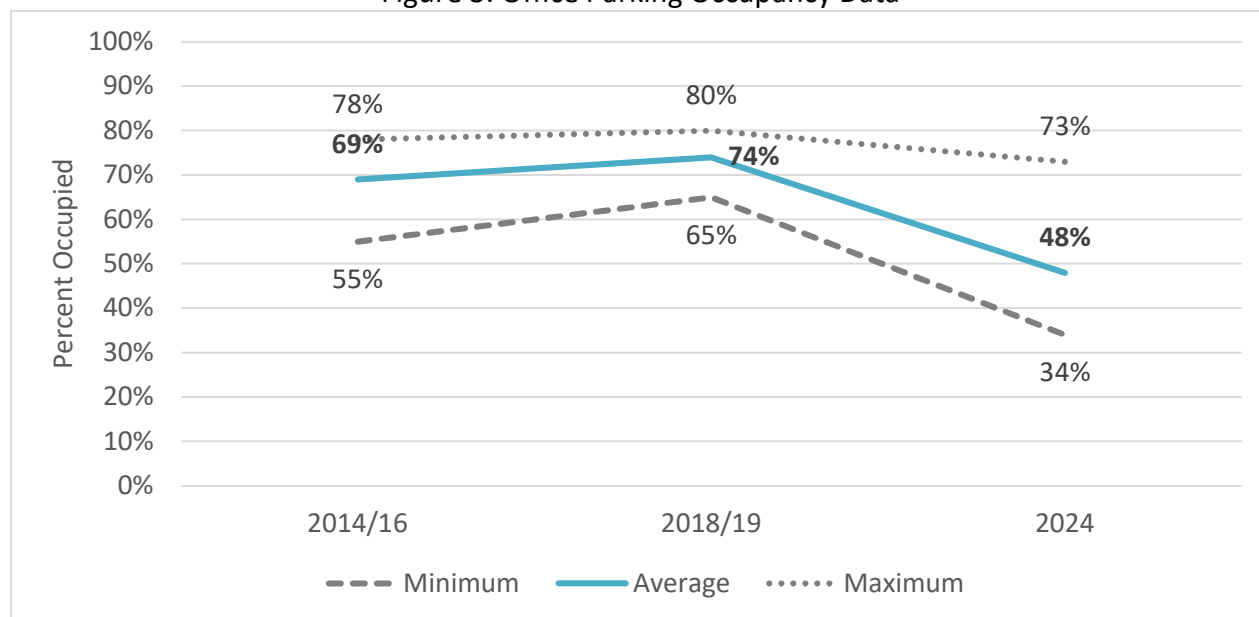
Figure 2: Mixed Use Commercial Parking Occupancy Data



Office

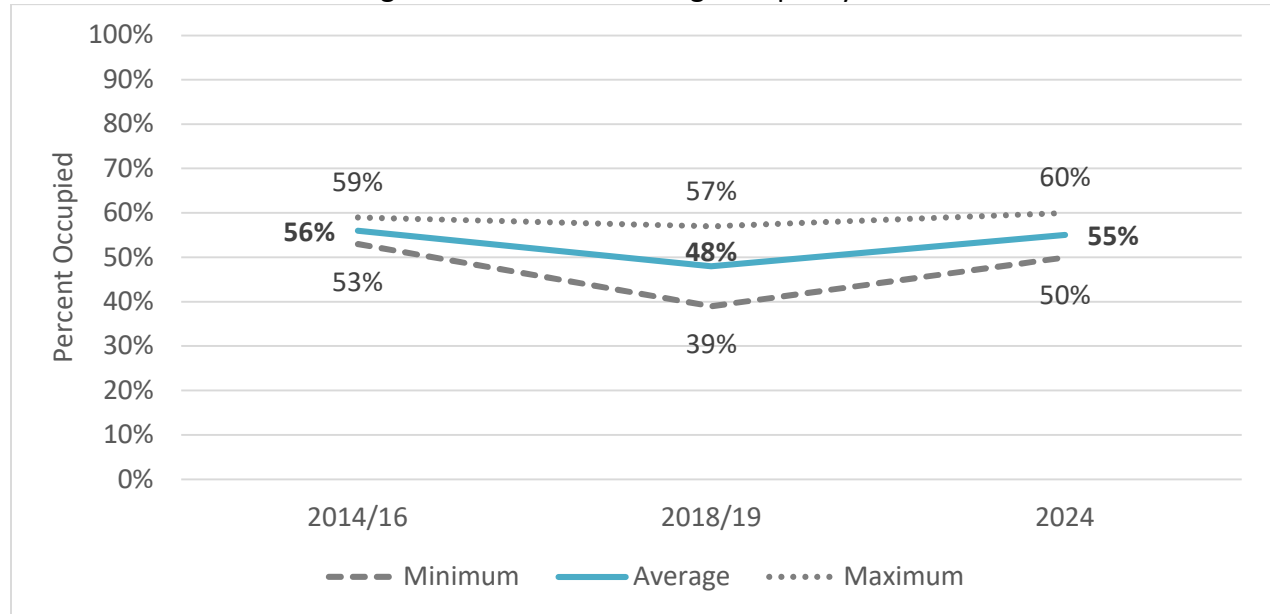
Parking occupancy has changed significantly for office uses with the increase in remote work after the covid pandemic. Average parking occupancy dropped 26% in 2024 as compared to 2018/19. The spread of parking occupancy has also increased post-covid. Even at the highest levels of occupancy observed in 2018/19, an excess of at least 20% of parking was being provided at office uses. Office parking data is shown in **Figure 3**.

Figure 3: Office Parking Occupancy Data

*Industrial*

Only two industrial sites were surveyed as part of this project. Parking occupancy for these sites has been relatively unchanged over time. Both sites have significantly more parking provided than is utilized at peak times. Industrial parking data is shown in **Figure 4**.

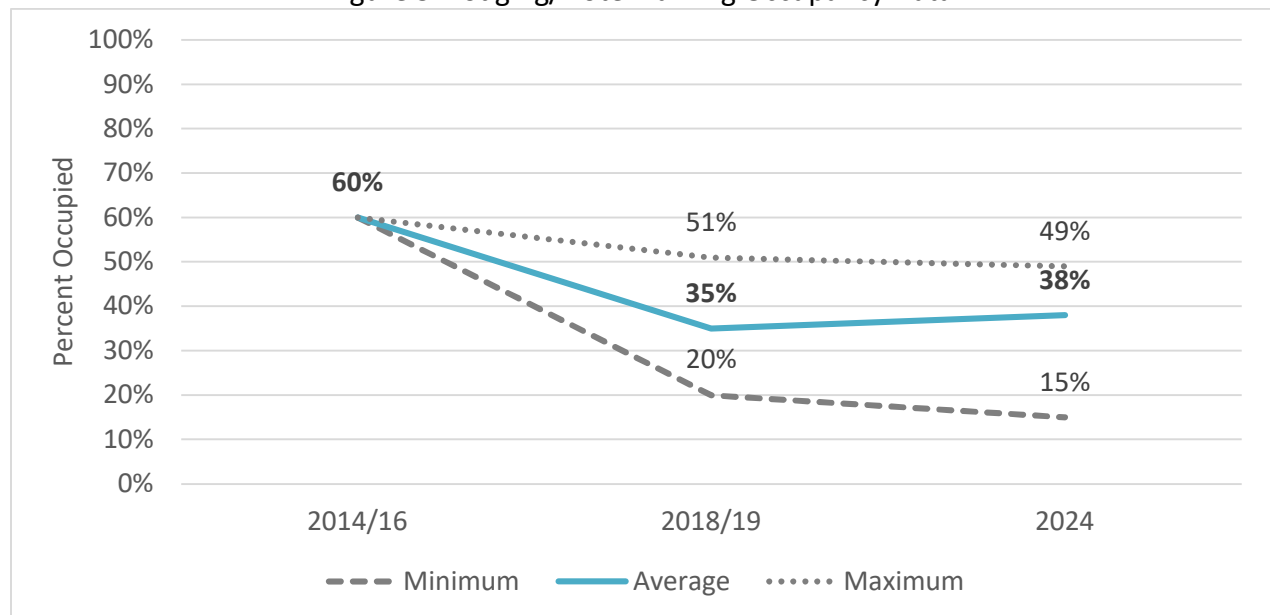
Figure 4: Industrial Parking Occupancy Data



Lodging/Hotel

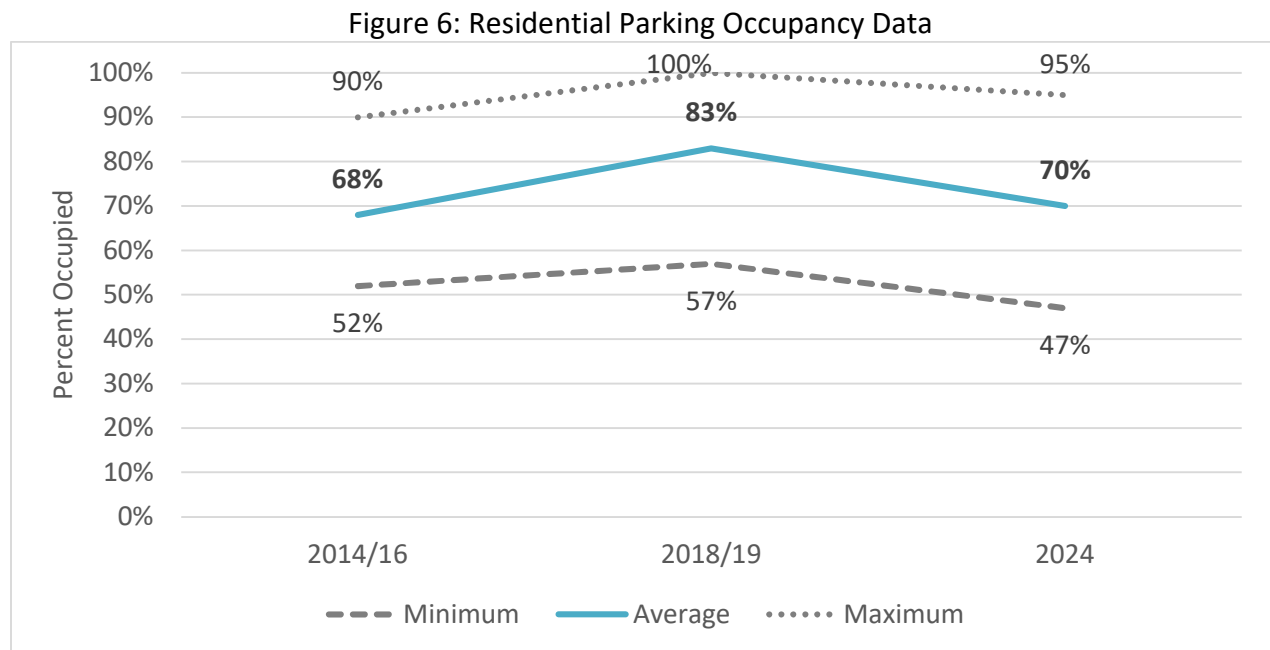
The parking data for lodging/hotel sites shows that these uses provide an excess of parking. The parking data shown in **Figure 5** shows that the range of parking utilization at hotels has not changed much between 2018/19 and 2024. Hotels have at least 50% more parking than is occupied.

Figure 5: Lodging/Hotel Parking Occupancy Data



Residential

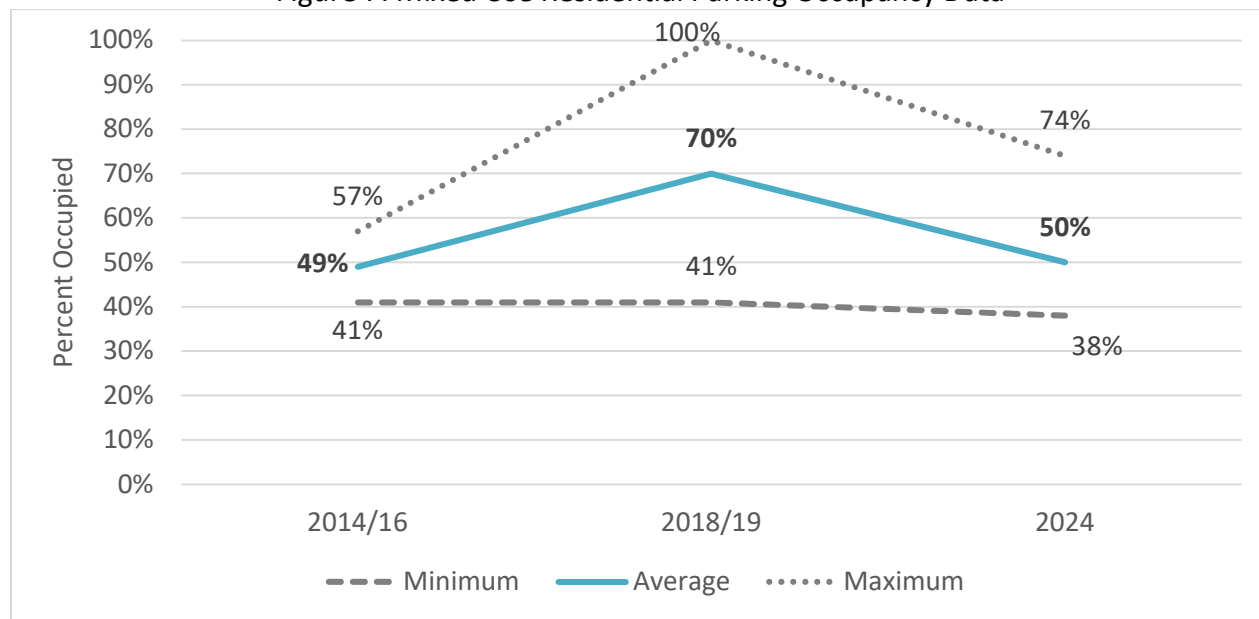
Parking occupancy at multifamily residential properties fluctuated slightly between 2014/16 and 2024. Parking occupancy increased from 2014/16 to 2018/19, and then decreased from 2018/19 to 2024. Overall there was a very slight increase in average parking occupancy between 2014/16 and 2024, with an increased overall spread between maximum and minimum observed parking occupancy. Residential parking occupancy data is shown in **Figure 6**.



Mixed Use Residential

For multifamily residential uses that are part of a mixed use district, parking occupancy is generally lower than standalone multifamily residential. A similar trend of parking occupancy over time was observed, with an increase in occupancy in 2018/19 as compared to 2014/16 and a decrease in 2024 compared to 2018/19. The trend of parking occupancy over time for residential in mixed use districts is shown in **Figure 7**.

Figure 7: Mixed Use Residential Parking Occupancy Data



Impact of Covid Pandemic

Trends in parking utilization between 2018/19 and 2024 captured the influence of the covid pandemic, before the onset of any pandemic impacts and after patterns had settled.

For most uses surveyed, the trend of parking utilization pre-covid and post-covid showed a continuation of established patterns. The industrial and lodging/hotel uses surveyed continued to have a consistent parking utilization, while multifamily residential uses showed an increase in utilization in 2018/19 that dropped close to 2014/16 levels in 2024. Retail uses continued a pattern of decline in parking occupancy over time. Mixed use commercial saw an overall decrease in parking occupancy in 2018/19 compared to 2014/16. Average parking occupancy for mixed use commercial sites increased near 2014/16 levels again in 2024, though the spread between minimum and maximum parking occupancy observed increased.

The office use was most impacted by covid. Vacancy rates for offices across the country have dropped as many office jobs have transitioned to increased remote work. Data at the offices surveyed showed a significant decrease in average and minimum observed parking occupancy post-covid. The spread between minimum and maximum parking utilization increased dramatically in 2024 compared to previous years, indicating that there is increased variability in parking demand for office space post-pandemic. The one medical office surveyed was an exception from other office uses and showed a fairly consistent parking utilization across the years surveyed.

Recommended Changes to Existing Parking Standards

The recommended changes to existing parking standards are detailed in two commented versions of Section 9-9-6 of the Boulder Municipal Code. Section 9-9-6 describes parking requirements for new development. The quantity and design criteria of vehicle parking are defined, as well as the process for requesting reductions and deferrals. Required bicycle parking by use and zone district are also described in Section 9-9-6. This project completed a full review of Section 9-9-6 and has developed two “track changes” versions of the code with proposed specific language adjustments called out.

Data driven motor vehicle parking minimums were developed based on the previously mentioned parking utilization data. Potential data driven changes to parking minimums based on the parking utilization data are shown in **Table 2** and **Table 3** below for residential and nonresidential land uses, respectively. The data driven minimums shown in **Table 2** and **Table 3** reflect the zone districts and land uses with changes to minimum or maximum requirements as supported by the data collected. It should be noted that while the data collected in support of this project included a wide variety of properties in various parts of Boulder, not every zone district or use was surveyed. For zone districts and uses that were not surveyed, no changes to parking minimums were suggested.

With the passage of Colorado House Bill (HB) 24-1304, local parking minimum requirements for multifamily housing near high-frequency (defined as every 15 minutes during peak hours) transit lines cannot be enforced beginning on June 30, 2025. A map of the applicable transit service areas where HB 24-1304 can be enforced was released by the Colorado Department of Local Affairs in September 2024. Applicable transit service areas cover most of the City of Boulder. For regulatory simplicity, it is recommended that multifamily parking minimum requirements be eliminated throughout the City of Boulder for residential uses in all zone districts. This would bring the City into compliance with HB 24-1304 while minimizing regulatory burden. For consideration, the revised version of Section 9-9-6 includes data-supported reductions in residential parking minimums as shown in **Table 2**.

Similarly, Colorado House Bill (HB) 24-1152 prevents certain municipalities, including Boulder, from requiring additional off-street parking for an accessory dwelling unit (ADU). While ADUs were not specifically surveyed in the parking utilization data collection, the proposed revisions to Section 9-9-6 include the removal of parking minimums for ADUs.

Table 2: Boulder Context Residential Parking Requirements

Land Use	Zone District(s)	Minimum Parking Requirement			Maximum Off-Street Parking	
		Current Code	Boulder Context Change	Proposed Change	Current Code	Proposed Change
Residential - Attached DU or Duplex	RR, RE, MU-1, MU-3, BMS, DT, A, RH-6	1 per DU	1 per DU	0	N/A	N/A
	RMX-2, MU-2, MH, IMS	1 for 1- or 2-bedroom DU 1.5 for 3-bedroom DU 2 for a 4 or more bedroom DU	1 per DU	0	N/A	N/A
	RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR, IS, IG, IM, P	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for 4 or more bedroom DU	1 per DU	0	N/A	N/A
	RH-3	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for 4 or more bedroom DU	1 per DU	0	N/A	N/A
Efficiency Units, Transitional Housing	Any Applicable	1 per DU	0.8 per DU	0	N/A	N/A
Attached Accessory Dwelling Unit, Detached Accessory Dwelling Unit	Any Applicable	The off-street parking requirement for the principal DU must be met, plus any parking space required for the accessory unit, see Subsection 9-6-3(n), B.R.C. 1981	0	0	N/A	N/A

Data driven reductions in parking minimums were based on the average observed occupancy for each surveyed use. The data collected could support lower minimums for some uses. For example, the average observed multifamily parking demand of 0.8 per unit is recommended in **Table 2** for efficiency units, but the minimum utilization observed was as low as 0.15 per unit. While these

data-driven residential minimums are presented for consideration, the elimination of multifamily residential parking minimums citywide is recommended for compliance with HB 24-1304 and simplifying the development code.

Table 3: Proposed Boulder Context Nonresidential Parking Requirements

Land Use	Zone District(s)	Minimum Parking Requirement		Maximum Off-Street Parking	
		Current Code	Proposed Change	Current Code	Proposed Change
Nonresidential General	RH-3, RH-6, RH-7, MU-4 (not in a parking district)	0	0	1:400sf if residential uses comprise less than 50% of the floor area; otherwise 1:500sf	1:500sf
	BCS, BR-1, IS, IG, IM, A	1:400sf	1:500sf	N/A	N/A
	RMX-2, MU-2, IMS, BMS (not in a parking district)	1:400sf if residential uses comprise less than 50 percent of the floor area; otherwise 1:500sf	1:500sf	N/A	N/A
	MU-1, MU-3 (not in a parking district)	1:300sf if residential uses comprise less than 50% of the floor area; otherwise 1:400sf	1:400sf	N/A	N/A
	RR, RE, RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR-2, P (not in a parking district)	1:300sf	1:400sf	N/A	N/A
Motels, Hotels, and Bed and Breakfasts	Any Applicable	1 per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area	0.5 per guest room or unit	N/A	N/A

Bicycle Parking

Bicycle parking requirements in Section 9-9-6 were also reviewed in comparison to the peer communities. In general, Boulder's bicycle parking requirements are on par or higher than the requirements of peer communities. For example, Portland Oregon requires similar amounts of bicycle parking to Boulder but allows for counting storage of bicycles in residential units toward the requirement, whereas Boulder does not allow counting of bicycle storage in residential units.

The only bicycle parking requirement which exceeded Boulder is the residential parking requirement in Fort Collins, CO which requires one bicycle parking space per bedroom as opposed to 2 bicycle parking spaces per dwelling unit in Boulder. For residential units with three bedrooms or more, Fort Collins requires more bicycle parking spaces than Boulder, but Boulder requires more bicycle parking for studio and one bedroom units. The actual discrepancy for a given property would depend on the unit mix, which generally tends to favor more studio and one bedroom units than three (or more) bedroom units for most multifamily properties. A typical multifamily residential project unit mix with more one bedroom units than three bedroom units would result in Boulder requiring more bicycle parking than Fort Collins. The peer review comparison did not account for type of bicycle parking required (e.g. short term vs. long term).

Changes to the bicycle parking requirements in Section 9-9-6 are not recommended based on the findings from peer communities and the City's mode split and climate change goals.

Peer Review of Parking Standards

Previously, the City of Boulder completed a peer review of the off-street parking requirements of 33 peer communities across the US. This peer review was summarized in a table describing minimum and maximum off-street parking requirements by land use for each of the communities surveyed. In support of the recommended changes to the City's parking requirements, certain peer communities were surveyed in greater detail. The peer review for this phase was limited to a select handful of communities included in the larger 33 communities summarized previously.

Peer communities for further interview were selected based on the findings of the initial peer summary table and the recommended changes to the Boulder parking standards developed in this stage. The goal was to follow up with peer communities that have eliminated parking minimums or have parking standards similar to the recommended changes and gain some insight into how those standards are working in those communities. The identified communities included several that have eliminated parking minimums completely to gain more insight on how that option has been playing out in a variety of contexts. Peer communities selected to be surveyed included Longmont Colorado, Portland Oregon, Berkeley California, Raleigh North Carolina, and Minneapolis Minnesota. Contacts at Raleigh and Minneapolis could not be established in time for inclusion in this report.

Berkeley, CA

Justin Horner, Principal Planner at the City of Berkeley provided valuable insight into how parking standards in Berkeley have been working. Berkeley has no residential parking minimums in most of the city, with select exceptions for lots on narrow streets in the Hillside neighborhood that is more car dependent than the rest of the city. Due to a California state law Berkeley also has no commercial parking minimums near transit. The areas where the state law does not apply has commercial minimum parking requirements that are very similar to the Boulder-context data-supported minimums shown in **Table 3**.

Transitioning to the removal of parking minimums was aided by a previously-enacted city policy that required unbundling housing and parking costs. Many residents were already accustomed to paying for parking separately from housing and therefore were encouraged to own fewer vehicles overall. Before minimums were removed, it was a regular occurrence that developers were requesting variances to provide less parking than required. These variances were almost always granted because of the strong evidence supporting provision of less parking in the community. The experience of prior policy unbundling housing and parking from a cost perspective was pivotal in helping decision-makers become more comfortable with removing parking minimums completely. Overall, the transition to remove parking minimums in Berkeley has been successful and there have not been any negative unforeseen consequences to the change. The policy of unbundling housing and parking costs has made it difficult to identify the impact of removal of parking minimums on housing prices.

Portland, OR

The City of Portland has no minimum off-street parking requirements for any uses. The removal of all minimums was implemented in response to new state-level rules requiring the removal of parking requirements within ½ mile of frequent transit or ¾ mile of a rail station. Through a code compliance update process (similar to that being performed by the City of Boulder), it was determined that the state rules would require removing parking minimums for most of the city, so removing parking requirements for all of the city became a preferred option because of the comparative simplicity to the option of maintaining minimums in a select few areas. The code was updated to remove minimum parking requirements citywide and eliminate the variance processes to minimum parking requirements since they would no longer apply. The code changes removing parking minimums citywide went into effect on June 30, 2023.

There have been many new projects that have chosen to provide no off street parking, particularly in the form of infill residential projects. A specific comparison of development before and after the removal of parking minimums is challenging because of other updates to the development code around the same time that expanded access to tax credits and financing opportunities that

have resulted in an increase in new housing, much of which has no off-street parking. Many new multifamily residential developments without off-street have been proposed or completed since the removal of parking minimums. So far, the removal of minimums has helped spur new affordable housing development which is a benefit of implementing the policy.

Longmont, CO

As the nearest peer community that has eliminated parking minimums citywide, Longmont has experience that can inform the removal of parking minimums in a Colorado context. Ben Ortiz, a Transportation Planner with the City of Longmont, provided valuable insight into the removal of parking minimums in Longmont, and the experience of the city before and after implementation. The city removed commercial parking minimums in 2013. There have been no new developments that have come in requesting zero off-street parking since that change was implemented.

Removal of minimums has helped spur new development in some areas. For commercial centers with excess parking, creating a new lot on a portion of the parking lot and building new projects there has allowed for more efficient use of land in the city. As an example, Ben pointed to the Popeye's fast-food restaurant at 2120 Main Street. A portion of the shopping center parking lot was repurposed for the project, and the development only chose to provide 9 parking spaces. In comparison, the McDonalds fast food restaurant at 245 S Main Street was built to the previous parking code and provided 56 parking spaces. Generally, when parking minimums were in place, developers were building the minimum required number of parking spaces. Since minimums were removed, developers have been building less parking than the previous minimums. In 2018, the city also eliminated parking minimums for residential uses in mixed use corridors. At 3rd and Atwood, an affordable housing development had planned to provide 1 parking space per unit (the minimum under the previous code), and then revised the project to provide more housing units and less parking after the minimum requirement was removed.

Overall, removal of parking minimums in Longmont has been successful at enabling new infill development and encouraging more housing construction than would have been achieved before. There have been no negative consequences to removing minimums, with no spillover issues being raised. In the Colorado context, the experience of Longmont suggests that developers will continue to provide adequate parking for their sites even without any minimum required. The previous parking maximums were left in place when minimums were removed and have been functioning well – only 2 projects have ever requested exceeding maximums. Longmont was ultimately successful in building consensus to remove parking minimums by drawing the connection between climate, housing, economic, and mode share goals to the impact of land use and provision of parking.

Peer Review Summary

In all, the peer communities surveyed have found success in removing parking minimums. The removal of minimums has resulted in the construction of less parking than before and has resulted in relatively limited unexpected consequences. The experience of Berkeley suggests that parking minimums similar to the observed Boulder-context usage data can function well. Additionally, the unbundling of housing costs and parking cost in Berkeley, similar to Boulder code for RH-7 and MU-4 zone districts, helped reduce car ownership and prove that parking requirements were resulting in excess parking than market forces would require. In Longmont, removing minimums has not resulted in displacing all parking onto the street as some fear. Overall, top reasons to remove parking minimums included less regulatory burden, aligning climate and transportation policy with stated goals, reducing housing costs, and more efficient land use.

Comparison to Option of Eliminating Parking Standards

As previously noted, Colorado House Bill (HB) 24-104, effectively eliminates local parking minimum requirements for multifamily housing near high-frequency (defined as every 15 minutes during peak hours) transit lines beginning on June 30, 2025. Therefore, some elimination of parking minimums within the City of Boulder will be required. However, for the remaining land uses, decisions must be made about either modifying or eliminating parking minimums.

The potential benefits and drawbacks of removing minimum parking requirements in the City of Boulder for other land uses are explored below.

Potential Benefits of Eliminating Parking Minimums

Eliminating parking minimums entirely allows developers to determine how much off-street parking is appropriate for each development. Greater flexibility can spur new development projects that would not have been economically viable when subjected to parking minimums. For many projects, ensuring that the product is marketable will typically ensure some level of off-street parking is provided based on the type of development and location. To secure financing, developers will need to do their due diligence on the project and justify the amount of parking provided to the entities providing financing. These market forces provide a check on development that naturally supports a provision of adequate parking without regulatory oversight. The experience of Longmont supports the notion that developers will continue to provide some amount of parking on-site in the Colorado context with minimum parking requirements eliminated.

Elimination of parking minimums altogether can also streamline the development review process for the city and regulatory burdens of processing requests for parking reductions or deferrals. Removing the review of parking requirements simplifies the city's process and requires fewer

resources. The option of removing parking minimums is much less complex compared to the current system of review and approval for parking reductions and deferrals, which would remain even with the lowered requirements proposed.

Flexibility in the development code from removing parking minimums benefits both new construction and adaptive re-use projects. Adaptive re-use is the repurposing of an existing structure for a new purpose other than what it was originally built for. New projects can employ designs and building types that are not currently feasible due to parking constraints. Adaptive re-use may become much more feasible when converting existing buildings to new uses without needing to meet parking requirements for the new use.

Allowing new development to maximize buildable space for active uses instead of vehicle storage also has the benefit of improving walkability and elevating multimodal travel, which can help the city achieve its mode split, road safety, and climate action goals. Requiring parking minimums creates more space between uses and barriers for multimodal travel, while encouraging and elevating driving. Removing vehicle parking minimums would align the building code with the city's other goals for a more cohesive and holistic approach to shift travel away from single occupant vehicles to active, environmentally friendly, and safer modes. From a climate perspective, fewer surface parking lots may reduce driving and associated emissions while also potentially reducing impervious area and stormwater runoff from paved surfaces.

Additionally, eliminating parking minimums may further the city's goal of improving affordability by removing the cost of building parking from new development. Depending on the type of construction and land cost, parking construction can increase development cost by tens of thousands of dollars per parking space. Removing minimums legalizes more affordable housing types and provides more flexibility for new construction to address the housing shortage. Untying vehicle parking from housing allows for greater equity for those who cannot afford a vehicle or are unable to drive.

It is also possible that the city may see increased revenue from allowing more businesses and residents within a space that otherwise would have been largely reserved for storing automobiles. The potential for infill development increases dramatically by removing parking minimums. Currently underutilized parking lots can be repurposed for new development.

Potential Drawbacks of Eliminating Parking Minimums

Eliminating parking minimums may result in unintended consequences, particularly regarding on-street parking in established areas. Allowing projects to provide no off-street parking has the potential to increase demand for on-street parking. While peer community interviews indicate that many projects will still choose to provide adequate off-street parking without minimum requirements, it is possible that new development will occur with zero or very limited parking that

pushes demand onto the surrounding streets. Higher on-street parking demand may result in resident complaints and potentially greater instances of illegal parking. Some displacement of parking demand from off-street to on-street parking can also be expected when off-street parking is provided at a cost. It is expected that some degree of parking demand displacement is already occurring from developments that charge for parking in areas where street parking is free. Projects that choose to build less off-street parking than currently required may be able to eliminate fees for off-street parking because of the reduced upfront cost of building less parking, but eliminating parking minimums overall may increase demand for on-street parking.

Current residents who are used to existing levels of on-street parking demand may become frustrated by increased demand for on-street parking. The City of Boulder has a robust Neighborhood Parking Permit (NPP) program to ensure on-street parking availability for residents within specific areas, which is being reevaluated as part of the AMPS project. An increase in on-street parking demand from development providing less (or no) off-street parking may increase demand for NPP expansion outside of the existing zones. While eliminating parking standards may free up staff resources from development review, there may be additional demands for city staff to implement new on-street parking management strategies in the future.

Equitable access to services and opportunities may also be influenced by elimination of off-street parking requirements. The high cost of living within the City of Boulder means that many lower-income workers commute into the city. Access to opportunities in Boulder may become more challenging if the removal of parking minimums results in inadequate off-street supply and high competition for on-street parking. Fortunately, most of the City is reasonably well-served by public transportation to mitigate most access concerns.

Eliminating parking minimums overall may also influence the decision-making of developers when providing transportation demand management (TDM) measures. Under the current framework, TDM plans are key to securing reductions in required off-street parking. This system creates a synergy where developers are incentivized to create robust TDM plans in exchange for the increased flexibility and cost savings of reduced off-street parking requirements. The reduction in driving and associated parking demand is then supported by TDM. With the removal of parking minimums entirely, the City of Boulder may need to consider alternative policy levers to incentivize the creation of TDM plans and investments in TDM measures with new development. Requirements for TDM are also being evaluated as part of the AMPS project.

Conclusion and Recommendations

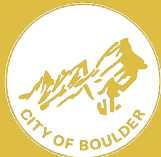
Real-world parking data were collected and analyzed to understand the current utilization of off-street parking at a variety of uses in the City of Boulder. The observed level of parking utilization was compared to the amount of required off-street parking in the City's code. Proposed revisions to the code are offered to reduce the amount of minimum parking required to better match the

observed Boulder-specific parking demand. An alternative code revision with parking minimums removed entirely is also offered along with a discussion of pros and cons to removing minimums citywide.

It is recommended that residential off-street parking minimums be eliminated citywide to bring the City of Boulder into compliance with new state-level land use regulations. Data driven reductions to parking minimums for nonresidential uses are recommended to be implemented if the City decides to retain parking minimums for those uses. These reduced minimums will help ensure that an appropriate amount of parking is built. No changes to the bicycle parking requirements are recommended at this time.

/SK

Empty Spaces: Rethinking Parking Requirements in Boulder



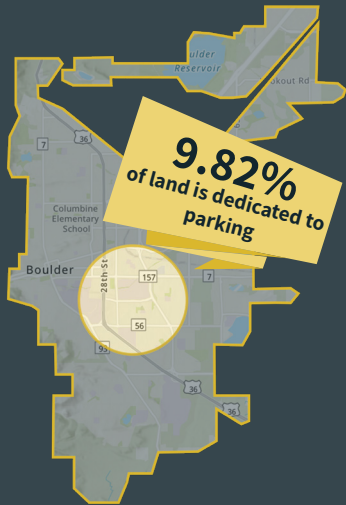
Space Wasted?

Over the last decade, many major cities around the country have taken minimum parking requirements out of their codes. Colorado legislators recently passed a bill that limits minimum parking requirements for multifamily residential development in transit rich areas.

The City of Boulder is considering removing minimum parking requirements citywide.

- How much land is already used for parking?
- What tradeoffs does the city make when we require parking?

Space For Cars In Boulder



This is **1,517 acres** of parking



That's the size of **~1,150 football fields!**

A typical 2,500 sf. restaurant requires:



21 spaces - 3 X the land area of the restaurant

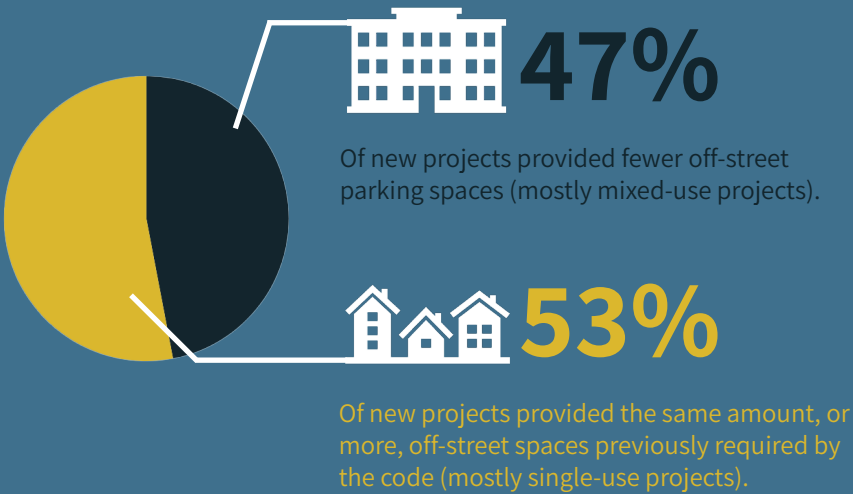


3 Spaces exist for each household vehicle

If **every** commuter and household vehicle parked in Boulder at the same time, there would still be **extra parking spaces** left over.

Space to Learn

Buffalo, NY was the first major U.S. city to remove minimum parking requirements citywide. In the two years that followed...



Space to Adapt

Removing minimum parking requirements **would...**



Allow developers or business owners to assess their own parking needs.

AND provide the amount of parking they determine will best support the development.



Removing minimum parking requirements **would not...**



Would **NOT** remove existing parking spaces.

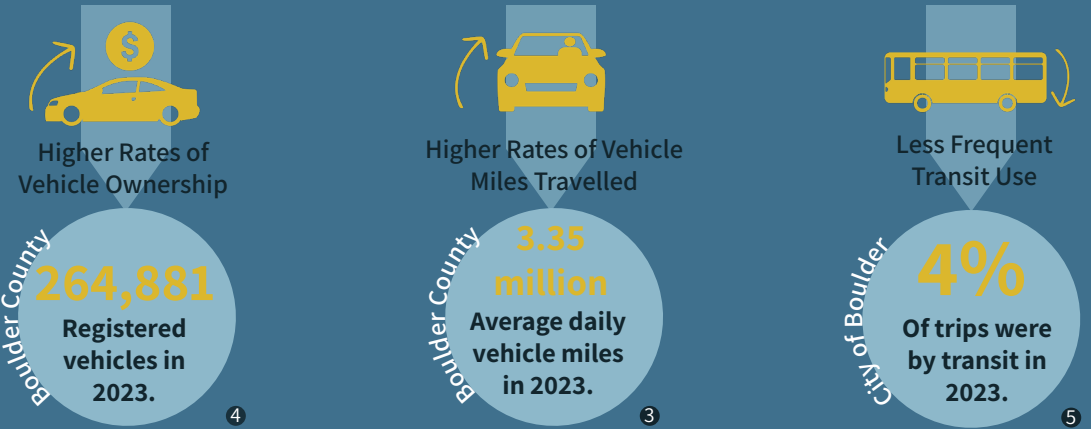
Would **NOT** eliminate **ALL** parking spaces.



Space to Support Climate Goals

Local government land use decisions that require a minimum amount of parking spaces beyond what is necessary to meet market demand increase vehicle miles travelled and associated greenhouse gas emissions. ²

Providing more free parking in residential developments causes:



Space for New Strategies

Transportation demand management (TDM) is a set of strategies to make transportation more efficient and convenient, like:

- EcoPass Program:** Incentivize public transit use
- Bike share programs & improved bike parking**
- Rent incentives:** unbundled parking
- Shared parking**



On-street parking management involves the planning, measuring, managing, allocating, and enforcement of the uses and users of the curb by the city like:

- Efficient, proactive, flexible
- Timed parking
- Paid parking
- Permit programs
- Loading zones

Space Reimagined

The removal of parking minimums would allow developers to reimagine land use in a creative way and meet the goals laid out in the Boulder Valley Comprehensive Plan. **How can we reimagine these spaces?**



Pocket Parks



Affordable Housing Units



Walkable Neighborhoods

STANDARD (NON-EMERGENCY) REGULATION/RULE

Rule X

Regulation Regarding Administration and Management of a Paid Parking and EcoPass Pilot

B.R.C. Section that is the subject of this Rule: 2-2-21(A)

1. This regulation shall provide details as to the implementation and administration of a paid parking and residential EcoPass for the Neighborhood Parking Permit (NPP) area Goss-Grove for a one year pilot, starting on January 1, 2026 and ending on December 31, 2026.
2. Key Components:
 - a) Public paid parking will be available Monday through Friday 08:00 AM to 06:00 PM. The rate will be \$1.00 per hour, payable using mobile payment application. Parking sessions paid for using the mobile payment application will not be subject to a time limit. Users with a valid Goss-Grove permit will not be subject to paying the hourly rate. At least two signs will be placed per blockface in the pilot area. The City will administer and enforce public parking in this area, and issue tickets to parked vehicles that do not have an NPP permit or fail to pay.
 - b) Residents of Goss-Grove NPP will be eligible for an EcoPass at no cost. Any net revenues received from the paid parking program in this neighborhood will be used to off-set the cost of the EcoPass.

ATTACHMENT A

NEIGHBORHOOD PERMIT PARKING ZONES REGULATIONS

These regulations implement the Neighborhood Permit Parking Zones provisions of Section 2-2-15, Section 2-2-21, and Chapter 4-23, B.R.C. 1981.

I. General Guidelines

- (a) The Neighborhood Permit Parking (NPP) Program restrictions are primarily intended to address issues of resident access and use of street parking in residential areas. Parking restrictions are not considered an effective or primary means of addressing other types of neighborhood issues.
- (b) Permit parking restrictions should not be applied if cheaper, simpler solutions are found.
- (c) Permit parking restrictions will only be implemented if the residents affected support the proposed zone.
- (d) The baseline restrictions on parking without a permit in an NPP zone will be no more than two hours without moving the vehicle from 9:00 a.m. to 5:00 p.m., Monday through Friday, holidays excepted. Departures from this baseline may include:
 - (1) Nighttime restrictions which limit all parking to permit holders only during evening hours.
 - (2) Saturday restrictions which extend the basic parking restrictions for the zone to Saturdays.
 - (3) Sunday restrictions which extend the basic parking restrictions for the zone to Sundays.
 - (4) Extending nighttime restrictions beyond 5:00 p.m.
 - (5) Holiday restrictions when indicated in the particular NPP zone.
 - (6) “Color Code” restrictions. This restriction prohibits a vehicle without a permit from being parked within such a zone at more than one place and for more than one allowed period of time. For instance, if a zone allowed two hours of parking, a vehicle which had been parked for two hours or any fraction of two hours could not be parked again anywhere within that zone during the times that restrictions are in effect on that day. This option might be used if people were using the zone for long term parking by moving the vehicle every two hours.

~~(A)~~ Certain blocks near Boulder schools may be designated as “Park and Walk”. These streets, as identified by “Park and Walk” signage allow for two separate parking periods of one-hour or less in a 24-hour period to accommodate school pick up and drop off, or other school events.

- (7) The beginning and ending time for this restriction may be varied.
- (8) Paid parking may be implemented in an NPP, which would require payment for parking during the enforced hours for all except NPP permit holders of the particular NPP zone.
- (9) Paid parking may be implemented in addition to “color code” restrictions in the case of severe residential access issues. This restriction would require payment for parking up to the allowed period of time and would prohibit a vehicle without a permit from being parked within such a zone at more than one place and for more than the allowed period of time.
- (10) Seasonal restrictions when indicated in the particular NPP zone.
- (11) The length of time a vehicle without a permit may be parked within a zone may be decreased or increased from two hours.

II. Criteria for Assessing Proposed Zone

- (a) Priority Based Neighborhood Access Management Strategy, also known as Residential Access Management Program (RAMP): The city manager, through the Director of Community Vitality and the Director of Transportation & Mobility will conduct an annual study of the entire city by zone or neighborhood based on Key Metrics such as parking occupancy, trip generation, and access to other modes of transportation to determine if a neighborhood permit parking zone should be established, altered, or deleted in a neighborhood and what its boundaries should be. Key Metrics will be evaluated, to assess the need for a zone, the type of restrictions that should be applied, the number of commuter permits to be sold, if any, the zone boundaries, and other details of zone design including, but not limited, to altering or deleting a zone, and a customized management approach will be implemented based on the individual characteristics of the neighborhood and spillover generator.

The city manager may accept eligible applications year-round and evaluate them on an annual basis subsequent to completion of the study. Threshold eligibility for applications is determined by whether the location falls within an approved location based on the Priority Based Neighborhood Access Management analysis and signed by 25 adult residents of a neighborhood proposing a neighborhood permit parking zone. The study will be conducted annually throughout the calendar year, and petitions will be accepted during the fourth

quarter of the calendar year for consideration of implementation the following year.

- (b) The following general factors may be considered by the city manager in the analysis of whether to pursue creation, alteration, and removal of a zone.
 - (1) The city manager may consider the cost and availability of alternative parking (within the immediate vicinity of the proposed zone,) and the availability, proximity, and convenience of transit service.
 - (2) The city manager may consider the extent to which a zone may impact adjacent neighborhoods and areas and may recommend implementation of additional measures to mitigate these spillover parking or displaced parker impacts.
 - (3) A petition signed by no less than 25 adult residents from no less than five households has been received and the addresses of those adult residents verified. To verify the addresses of the residents, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted to verify addresses.
- (c) In addition to the factors specified above and in subsection 2-2-15(b), B.R.C. 1981, the following are considerations to be used in determining whether to designate an area as a neighborhood permit parking zone and what its boundaries shall be, or alter an existing neighborhood permit parking zone:
 - (1) At least one block face with some residential street frontage should meet these criteria:
 - (A) For the purposes of the City of Boulder Neighborhood Permit Parking program, a block-face shall be defined in one of the following three manners, governed by the location of addresses relevant to the boundaries of each parking zone:
 - (i) 100 block includes all lots on a full or partial block in which all addresses orient to the same street and share a numeric sequence.
 - (ii) corner to corner includes those lots oriented to the same street and sharing a numeric sequence when either or both of the corner lots orient to a crossing street. For example, if 15th street is an NPP block, and there is a corner lot which faces both 15th street and Baseline Road, and Baseline Road is not an NPP block, that corner property would be eligible to be part of the NPP program even if their address

was listed on Baseline Road.

- (iii) One side of a street between two adjacent perpendicular roadways, or a dead-end street or cul-de-sac broken up based on the city addressing system and numerical progression of the lots as if they were on traditional blocks.
 - (B) The number of legal on-street parking spaces occupied by parked vehicles on each block face exceeds a 85% occupancy during at least eight sampled times between 9:00 a.m. and 5:00 p.m. of a weekday selected by the traffic engineer. Departures from the baseline include:
 - (i) Weekend days when occupancy regularly exceeds 85% based on the determined data sampling schedule.
 - (ii) Nighttime beyond 7:00 p.m. when occupancy regularly exceeds 85% based on the determined data sampling schedule.
 - (iii) Seasonal trends where in select seasons occupancy regularly exceeds 85% based on the determined sampling schedule.
 - (C) At least 25% of on-street parked vehicles during a period selected by the traffic engineer for study are determined to belong to registered owners who reside outside of the study area.
- (2) If determining which other block faces may be included in the zone, staff may consider if the following criteria are met:
- (A) They are directly contiguous to the area at (1) above or are indirectly contiguous through each other, and
 - (B) The number of legal on-street parking spaces occupied by parked vehicles on each block face exceeds a 60% occupancy during at least three hours between 9:00 a.m. and 5:00 p.m. on a weekday selected by the traffic engineer, and
 - (C) The requirements of (1)(C) above are met, or
 - (D) If, in the opinion of the traffic engineer, posted legal restrictions on parking, including without limitation prohibitions on parking, on any block face render these survey methods invalid as indicators of the extent of the parking problems faced by residents or businesses located on such a block face, the traffic engineer may deem such block face to have met these criteria if the block face

immediately across the street meets the criteria.

- (3) The zone as a whole is:
 - (A) Primarily zoned RH, RM, RL, or MU or a combination thereof, and block faces or areas to be included which are not so zoned are predominantly residential in nature.
 - (B) Not located across a geographic barrier of a type which would serve to limit pedestrian movement, including, but not limited to, four lane arterial streets, major arterial streets which server as a pedestrian barrier, major drainage ways, and major ridges.
- (d) Criteria for adding block faces to an existing zone:
 - (1) Each block face should be contiguous to the existing zone directly or through other added block faces.
 - (2) Each added block face should meet the criteria of (c)(2) above.
 - (3) Addition of the block face will not violate the criteria of (c)(3).
 - (4) The procedure for adding block faces to an existing zone shall be the same as the procedure for creating a zone but the request need contain at a minimum 25 signatures from no less than five individual households per block face or 100% resident consent, whichever is the lesser amount. To verify the addresses of the residents, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone if the document so indicates. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted to verify addresses.
- (e) If it appears from public testimony at the Transportation Advisory Board meeting or council meeting where the zone is under consideration, that there is no consensus on neighborhood support for a proposed zone, the city manager may require further evaluation aimed at determining whether resident support for the proposed zone exists.
- (f) Removal of zone. The city manager shall monitor the program on a regular basis and annually provide City Council with a report on the Residential Access Management Program. If any established Neighborhood Permit Parking Zone in the program does not meet the approved Key Metrics for three consecutive years, it may be identified by staff for termination. If a block face has been removed, it may not be reintegrated 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. The city manager may remove any part of a zone by following the zone creation process without the requirement of a petition.

III. Criteria for Applying Parking Restrictions within Zones

- (a) NPP restrictions will be applied area by area and tailored to the particular needs and attributes of each zone.
- (b) A color-code restriction may be applied in residential areas if the city manager believes that a traditional time limit will not effectively limit long term parking in that area.
- (c) The following guidelines apply to use of nighttime, holiday, Saturday, and Sunday parking restrictions:

- (1) The city manager may exempt certain short term or once a year civic events from nighttime/Saturday or Sunday restrictions, including but not limited to events such as the December Lights Parade, Fall Festival, and the Boulder Creek Festival.

- (2) Weekend or seasonal restrictions may be enacted in residential areas abutting or adjacent to certain public and community uses, including but not limited to public parks, and other large site parks and Open Space lands (including trail access points) with considerations for public access accounted for in a corresponding Transportation Demand Management (“TDM”) plan. These restrictions may be seasonal in nature, based on access needs. Nighttime restrictions may be imposed in residential areas as determined based on access needs.

Pursuant to Section 2-2-21, B.R.C. 1981, a Chautauqua Parking Management Plan shall control the Chautauqua leasehold area and adjacent areas.

- (3) TDM Plan - Staff should undertake a full assessment of potential impacts on affected nonresident users, including but not limited to an assessment of the availability of alternative parking and the availability of transit and other multimodal service (proximity, hours and frequency of operation) before the decision to implement nighttime or weekend restrictions. The restrictions should be reconsidered in circumstances where such impacts cannot be remedied by any reasonable means or at a reasonable cost.

- (4) Nighttime and weekend restrictions proposed for block faces where daytime commuter permits are also available will specifically exempt commuter permits from the posted restriction.

- (5) Residential areas abutting or adjacent to public and community uses will be studied by a cross-departmental team with representatives from Transportation & Mobility, Community Vitality, and the corresponding

city department (for example, Open Space & Mountain Parks department) to recommend appropriate TDM strategies in concert with any parking restrictions. Recommended strategies will be presented to the Transportation Advisory Board for feedback, along with the corresponding board or commission associated with the relevant department (for example, Open Space Board of Trustees).

IV. Permits

- (a) Applications for neighborhood parking permits shall be made through the City of Boulder parking services website.
- (b) Residential Permit.
 - (1) Unless there is evidence to the contrary, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone if the document so indicates. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted. If the vehicle registration is not under the applicant's name, a notarized statement from the registered owner of the vehicle stating that the applicant is using the vehicle with the permission of the registered owner, together with a copy of proof of ownership in the person claiming to be the registered owner, as proof that the vehicle is lawfully in the custody and control of the applicant. The city manager may accept other documents of equivalent reliability. If voter registration is provided, then the vehicle registration address must match the address from the voter registration.
 - (2) Permits are valid for one calendar year from the purchase date. Residential permits may be renewed once without providing the required documentation for a new permit so long as payment has been received, the applicant has not moved, and the vehicle continues to be registered in good standing with the Colorado Department of Motor Vehicles.
 - (3) A residential permit can be transferred only in the case of a new vehicle purchase, temporary use of a rental car, or when the same vehicle has a new license plate. These transfers must be updated by the permittee and approved by the City.
 - (4) The permittee shall relinquish the permit by providing written notification to the city manager, or returning the physical permit if applicable, if the vehicle is sold, leased, or no longer in the custody of the permittee.
 - (5) Qualified low-income residents can apply for a discounted rate of 50% off the residential parking permit cost. Unless there is evidence to the contrary, the city manager will accept as proof of low-income eligibility,

a County of Boulder explanation of benefits letter detailing enrollment within the most recent calendar year in one the following income- based programs: the Child Care Assistance Program (CCAP), Health First Colorado, and the Supplemental Nutrition Assistance Program (SNAP); or proof of enrollment within the most recent calendar year in a City of Boulder income-based program such as the Child Care Subsidy (CCS) program, Family Resource Schools (FRS), or the Food Tax Rebate program.

(c) Nonresidential Permits.

- (1) Commuter Permits. Commuter permits, if available within an NPP zone, are issued on a first come first served basis. Renewals of commuter permits occur monthly. If a permit is not renewed one week after its expiration, it will be released for purchase by another applicant. This process will be followed unless some other fair and equitable method of allocation is specified for a specific zone as part of the zone creation process. No individual shall have more than one commuter permit anywhere in the city at any one time. No one who resides within a zone may receive a commuter permit within that zone.
- (2) Business Employee Neighborhood Parking Permit. Unless there is evidence to the contrary, the city manager will accept a current lease or Boulder County Ownership tax report as proof of address within the zone. Additionally, the city manager requires a current City of Boulder Sales Tax License, the most recent Colorado Unemployment Report, and the vehicle registration of those vehicles to be included on the business permit. Permits are valid for one calendar year from the purchase date.
- (3) Mobile Vendor Permit. Unless there is evidence to the contrary, the city manager will accept a current lease or Boulder County Ownership Tax report. The city manager requires the City of Boulder Sales Tax license, the most recent Colorado Unemployment Report, and the vehicle registration. Permits are valid for one calendar year from the purchase date.
- (4) Contractor Permits. Upon the purchase of a temporary permit by a contractor, such permit(s) shall be valid for one month. Unless there is evidence to the contrary, the manager will accept a copy of the Building Permit, Right of Way Permit (ROW), or Contract on business letterhead signed by all parties if there is no requirement for a Building or ROW Permit. In determining whether to issue additional contractor permits the city manager shall consider the purposes of the permit system in determining whether or not granting the permit will be detrimental to the goals of the permit system.

(d) Applicants with vehicles that have parking ticket(s) older than 14 days from the

violation date set forth on the ticket must pay the violation fees prior to being issued any parking permit.

V. Display of Permit

- (a) Any permit issued by the city manager must be displayed or, for digital permits, valid and in effect per guidelines addressed in the permit application.
- (b) Enforcement staff may utilize license plate recognition technology to verify vehicles permitted or payment status.

VI. Additional Residential Permits~~Additional Guest Permits~~

- (a) ~~Day Passes. Upon special application, the city manager may issue two two-week guest permits to residents of a zone. The applicant shall affirm that the house guest is temporarily residing in the applicant's home as a guest and is not paying rent.~~ Twenty-five (25) single-day digital day passes can be used—obtained per household of a NPP zone. Each day pass is valid for up to twenty four hours each. Day passes can be used consecutively. Day passes can be assigned to the same or different vehicles for each pass. Use of this pass is limited to those whose stay will last longer than the time limit posted within the permit zone for parking by the general public but shall not exceed 24 consecutive hours. No more than 25 day passes will be issued per resident per year except that the City Manager may approve the purchase of additional guest passes to a resident only in extenuating circumstances. Use of the pass also falls under the same restrictions as those prescribed in Section 4-23-2, B.R.C. 1981, and in these regulations.
- ~~(b) Flex Permits. Additional guest permits, beyond the two included permits, may be purchased for use by guests at social gatherings at the applicant's home. Such gatherings must be entirely unrelated to a home occupation and must be of the sort normally associated with residential use. Permits will not be issued for more than 12 such gatherings in any permit year. Additional guest permits will have an associated cost and be subject to additional restrictions. In determining whether to issue an additional house guest permit the city manager shall consider the purposes of the permit system in determining whether or not granting the permit will be detrimental to the goals of the permit system.~~
- ~~(e)(b) Two—Two annual Flex Permits may be purchased per household of a neighborhood permit parking zone. No more than two such permits will be issued per household per year. Use of this permit also falls under the same restrictions as those prescribed by Section 4-23-2, B.R.C. 1981, and in these regulations.~~ this Rule. annual visitor's permits can be purchased by a resident of a zone to be used on a temporary and transferable basis to accommodate visitors, including without limit, health care workers, repair persons, and babysitters,

~~who need access to the residence of the resident. Use of the permit is valid only while the visitor is on the residential premises. No more than two such permits will be issued per residence per year. Use of the permit also falls under the same restrictions as those prescribed by Section 4-23-2, B.R.C. 1981, and in these regulations.~~

VII. Basis for Allocating Commuter Permits

Commuter permits, if available within an NPP zone, are issued on a first-come, first-served basis. Renewals of commuter permits occur on a monthly, quarterly, bi-annually, or annually basis. If a permit is not renewed one week after the expiration it will be released for purchase. This process will be followed unless some other fair and equitable method of allocation is specified for a specific zone as part of the zone creation process. No individual shall have more than one commuter permit anywhere in the city at any one time. No one who resides within a zone may receive a commuter permit within that zone.

VIII. Program Monitoring

Pursuant to the provisions of Subsection 2-2-15(f), B.R.C., 1981, the city manager will annually provide City Council with information in the following areas:

- (a) The status of the Residential Access Management Program in general, including:
 - (1) A report or online dashboard which indicates the status of the current Neighborhood Permit Parking Zones and whether they meet key performance indicators.
 - (2) A report on newly identified areas of study and whether any neighborhoods met the key performance indicators for implementation of an NPP or inclusion in a TDM study, and if any community requests were received.
 - (3) A report on program revenue and expenditures, including how many and where commuter permits have been sold in each zone.
 - (4) An examination of the relationship between the NPP program and parking supply and demand in adjacent areas of the city, including the cost and availability of adjacent alternative parking.
 - (5) The status of other replacement strategies (parking and alternative modes), including:
 - (A) Estimated increases in alternative modes use.
 - (B) The advent (provision) of any new transit service (public or private) or alt modes facilities.

- (C) Use of remote lot parking.
 - (D) The status of new parking structures.
- (6) A report on the enforcement of NPP zones.
- (b) The status of specific NPP zones, including:
 - (1) A report on any significant spill-over parking into peripheral or other areas.
 - (2) A report on zone restrictions and how well they work to address the identified parking concerns, including any recommended adjustments.
 - (3) A report on how many, if any, zone block faces experience parking occupancy patterns that trigger the requirement to lower the number of commuter permits sold on that block face as specified in subsection 4-23-2(j), B.R.C., 1981.
- (c) The city manager may utilize license plate recognition technology to collect data used to monitor the program. If the city manager hires a consultant, a data retention agreement will be required. Data will be analyzed and returned to the city in aggregated report form,
and no identifying information (the license plates) will be maintained by the consultant. Once the city receives the report and provides final approval, the consultant will be required to purge the raw reads.
- (d) Data retention. The city manager shall not release or permit the inspection or copying of images that are evidence required to prove a violation taken by license plate recognition technology, camera radar or red-light camera for other than law enforcement purposes, unless directed to do so by subpoena from a court of competent jurisdiction, or as part of litigation or threatened litigation involving the city. But such images shall be available to the owner of any vehicle and to the driver of any vehicle depicted in any such image. Images taken by license plate recognition technology that are determined to not be evidence required to prove a parking violation shall not be released or be permitted to be inspected or copied and shall be purged on a regular schedule adopted by the city manager.

Neighborhoods for Pilot Consideration

The City of Boulder is seeking to launch a pilot in one NPP zone to include paid parking and an EcoPass offering. The following data has been evaluated for consideration in determining the zone where the pilot will be tested. The City participated in several in-person community events and published a questionnaire for residents in NPP zones to gather parking information.

Areas Which Should Not Be Under Consideration

1. **Under Consideration for Removal.** The following three zones are under consideration for removal and should not be considered for the pilot: Columbine, Fairview, and High – Sunset.
2. **Zone Seasonality.** Due to the seasonality of the Chautauqua, it should be eliminated as a consideration for the pilot.
3. **Number of Households.** A minimum of 40 households are required to establish an EcoPass program in an NPP.

NPP Zones to be Considered for Pilot	Number of Households
University Hill	540
Mapleton Hill	479
Whittier	330
Goss - Grove	266
Park East Square	220
West Pearl	172
East Aurora	62
East Ridge - Pennsylvania	58
Eliminated NPP Zones	Number of Households
Chautauqua	110
Fairview	42
High - Sunset	65
University Heights	29

Eliminated NPP Zones	Number of Households
Chautauqua	110
Fairview	42
High - Sunset	65
University Heights	29

Contributing Factors for Remaining Zones

4. **Density.** Denser NPP zones may benefit more from the pilot by having additional parking options through paid parking, and they may benefit further from the offering of an EcoPass.

NPP Zones to be Considered for Pilot	Number of Blockfaces	Number of Households	Average Number of Households per Blockface	Ranking (1 best, 8 worst)
Park East Square	6	220	36.67	1
West Pearl	17	172	10.12	2
University Hill	81	540	6.67	3
Goss Grove	45	266	5.91	4
Mapleton Hill	82	479	5.84	5
East Ridge - Pennsylvania	10	58	5.80	6
East Aurora	14	62	4.43	7
Whittier	78	330	4.23	8

5. **Occupancy.** Zones with higher occupancy may benefit more from the pilot. Occupancy refers to the number of vehicles divided by the total supply of spaces. The higher the average occupancy is, the more vehicles are parked in the NPP zone.

NPP Zones to be Considered for Pilot	Average Occupancy ¹	Ranking (1 best, 8 worst)
Goss Grove	69.7%	1
Park East Square	67.1%	2
Whittier	50.0%	3
Mapleton Hill	48.2%	4
University Hill	44.4%	5
East Aurora	33.2%	6
East Ridge - Pennsylvania	32.6%	7
West Pearl	31.7%	8

6. **Access to Transit.** Neighborhoods closer to more transit may benefit more from an EcoPass. The transit score was compiled from Zillow.

NPP Zones to be Considered for Pilot	Transit Score	Ranking (1 best, 8 lowest)
Goss Grove	61	T-1
University Hill	61	T-1
East Ridge - Pennsylvania	58	3
Mapleton Hill	54	4
East Aurora	53	5
West Pearl	50	T-6
Whittier	50	T-6
Park East Square	47	8

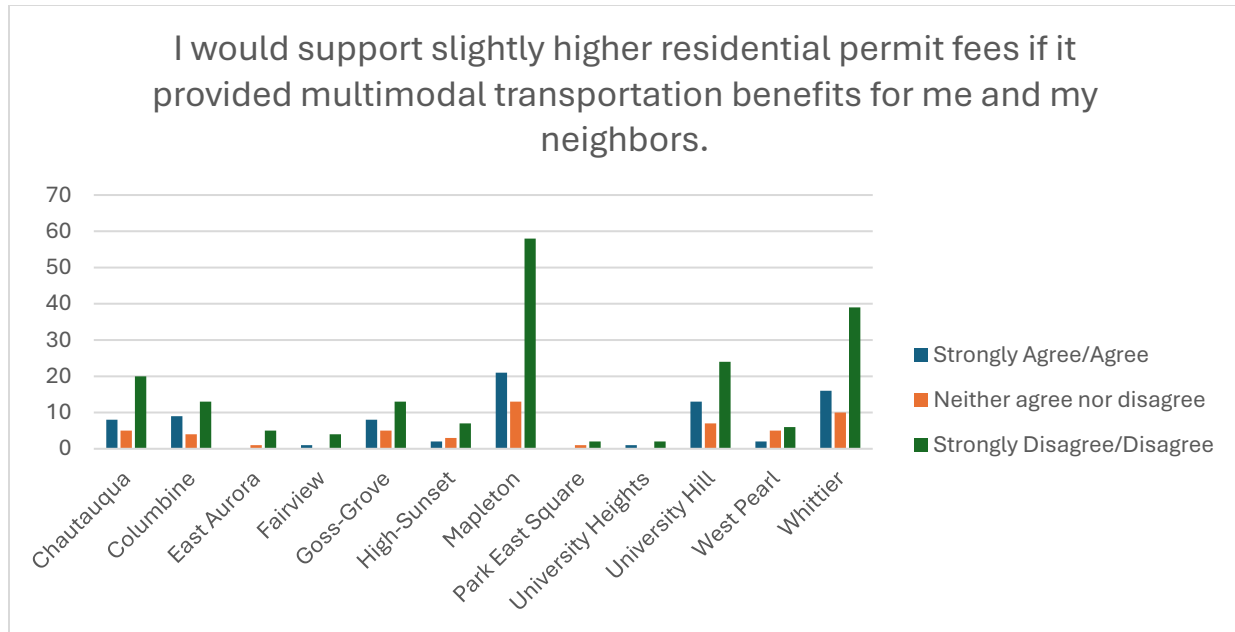
¹ Average occupancy was calculated during business hours when CU is in session and across all blocks of the zone.

7. **EcoPass Availability.** Colorado University students already receive EcoPasses. Because of this, NPP zones near the CU campus may have a higher number of student residents and would benefit less from this pilot. Zones closer to a CU campus, which may include more EcoPass holders, are ranked 2, while areas further outside of CU are ranked 1.

NPP Zones to be Considered for Pilot	Ranking (within a close proximity 2, further proximity 1)
University Hill	2
East Ridge - Pennsylvania	2
East Aurora	2
Park East Square	2
Whittier (already has an NEcoPass program established)	2
Goss Grove	1
Mapleton Hill	1
West Pearl	1

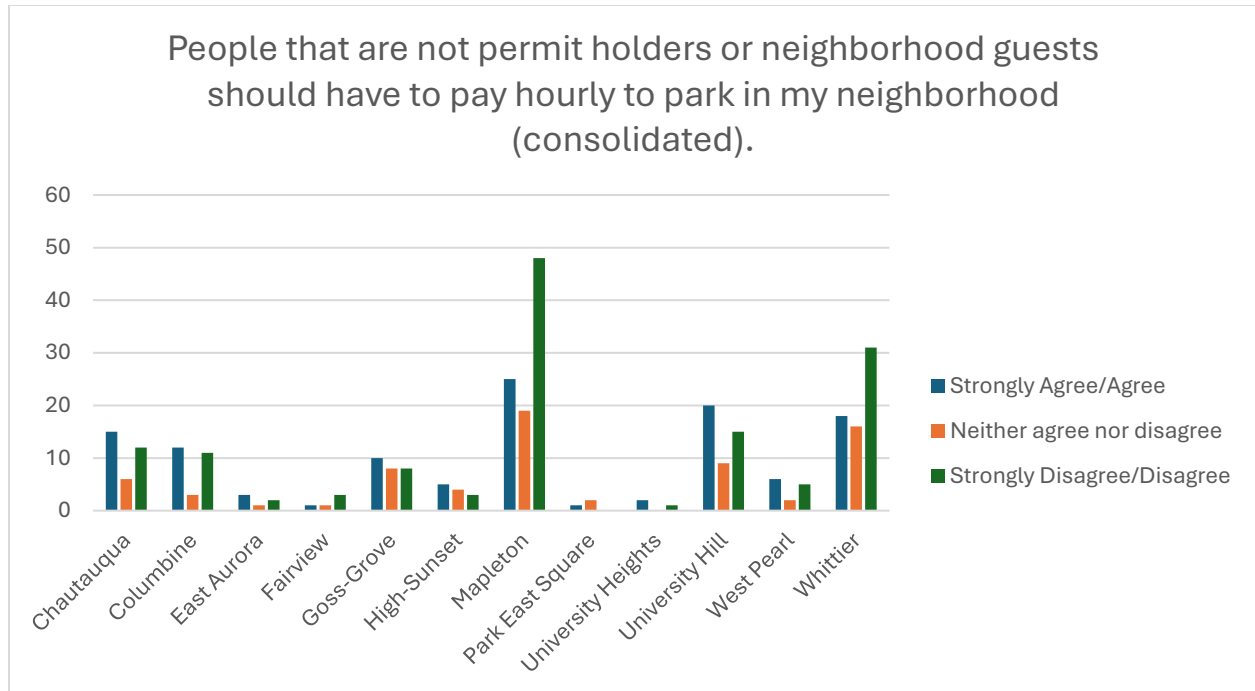
8. **Willingness to Pay a Higher Permit Rate for an EcoPass** (based on questionnaire results). Based on the results of the questionnaire, zones where more residents were supportive or neutral to a higher permit fee for EcoPasses should be considered.

NPP Zones to be Considered for Pilot	Percent of Questionnaire Responses Supportive or Neutral	Ranking (1 more, 8 less)
West Pearl	54%	1
Goss Grove	50%	2
University Hill	45%	3
Whittier	40%	4
Mapleton Hill	37%	5
Park East Square	33%	6
East Aurora	17%	7
East Ridge - Pennsylvania	No Responses	8



9. **Results in Favor of Paid Parking** (based on questionnaire results). Based on the results of the questionnaire, zones where more respondents were supportive or neutral to paid parking should be considered for the pilot.

NPP Zones to be Considered for Pilot	Percent of Questionnaire Responses Supportive or Neutral	Ranking (1 more, 8 less)
Park East Square	100%	1
Goss Grove	69%	2
University Hill	66%	3
East Aurora	67%	4
West Pearl	62%	5
Whittier	52%	6
Mapleton Hill	48%	7
East Ridge - Pennsylvania	No Responses	8



10. Cost Recovery. Based on RAMP Financial Analysis, if paid parking is implemented, some NPP zones are more likely to recover the costs of the EcoPass program better than others.

NPP Zones to be Considered for Pilot	NECOPASS Cost (\$)	Estimated On-Street Parking Revenue (\$)	Net Income / Loss (\$)	Ranking (1 best cost recovery, 8 lowest)
University Hill	\$67,500.00	\$114,106.67	\$46,606.67	1
Whittier	\$41,250.00	\$58,616.00	\$17,366.00	2
Goss - Grove	\$33,250.00	\$46,875.56	\$13,625.56	3
Mapleton Hill	\$59,875.00	\$65,644.44	\$5,769.44	4
East Ridge - Pennsylvania	\$7,250.00	\$12,172.44	\$4,922.44	5
East Aurora	\$7,750.00	\$1,468.44	(\$6,281.56)	6
West Pearl	\$21,500.00	\$5,427.56	(\$16,072.44)	7
Park East Square	\$27,500.00	\$8,135.11	(\$19,364.89)	8

Final Results

Based on the considerations above, the following three zones, as indicated in **bold**, should be considered for the pilot.

NPP Zones to be Considered for Pilot	Density Ranking	Occupancy Ranking	Access to Transit Ranking	EcoPass Availability Ranking	Willingness to Pay a Higher Permit Rate for EcoPass Ranking	Support or Neutral to Paid Parking Ranking	Cost Recovery	Average Ranking Average (lower is better)	Final Results
Goss Grove	4	1	1	1	2	2	3	2.0	1
University Hill	3	5	1	2	3	3	1	2.6	2
Park East Square	1	2	8	2	6	1	8	4.0	3
West Pearl	2	8	6	1	1	5	7	4.3	4
Mapleton Hill	5	4	4	1	5	7	4	4.3	5
Whittier	8	3	6	2	4	6	2	4.4	6
East Aurora	7	6	5	2	7	4	6	5.3	7
East Ridge - Pennsylvania	6	7	3	2	8	8	5	5.6	8

RAMP Financial Analysis

A financial analysis was conducted to assess how the Residential Access Management Program (RAMP) could continue to achieve cost recovery under proposed changes to permit regulations—such as transitioning Guest and Visitor permits to Day Passes and Flex Permits and limiting residential permits to one per person. The analysis also explores potential future scenarios, including offering free EcoPasses to all NPP zone residents and introducing paid parking in areas that currently use time-limited restrictions.

Scenario 1: Cost Recovery with Proposed Changes

RAMP FINANCIAL ANALYSIS 2023-2028 (WITHOUT ON-STREET PARKING ESTIMATES)						
	2023	2024	2025	2026	2027	2028
REVENUES (\$)						
Residential Permit	85,240	109,747	116,430	91,722	97,838	104,341
Flex/Visitor Permit	9,465	9,749	10,041	24,625	26,632	28,803
Guest Permit	1,415	1,457	1,501	-	-	-
Business Permit	900	927	980	1,010	1,040	1,071
Commuter Permit	129,250	143,415	196,956	202,865	208,951	215,219
Citation Revenue	269,610	275,002	280,502	286,112	291,835	297,671
Total Revenue	495,880	540,297	606,411	606,334	626,295	647,106
EXPENSES (\$)						
Personnel	458,638	462,771	476,654	419,767	432,361	445,331
Non-Personnel	10,300	10,609	2,609	2,687	2,768	2,851
Total Expenses	468,938	473,380	479,263	422,455	435,128	448,182
Net Income/Loss	26,942	66,917	127,148	183,879	191,167	198,924
Ending Balance	(448,645)	(381,729)	(254,580)	(70,701)	120,466	319,390

Scenario 2: Cost recovery with proposed changes plus free EcoPasses for all NPP residents and paid

RAMP FINANCIAL ANALYSIS 2023-2028 (WITH ON-STREET PARKING ESTIMATES)						
	2023	2024	2025	2026	2027	2028
REVENUES (\$)						
Residential Permit	85,240	109,747	116,430	91,722	97,838	104,341
Flex/Visitor Permit	9,465	9,749	10,041	24,625	26,632	28,803
Guest Permit	1,415	1,457	1,501	-	-	-
Business Permit	900	927	980	1,010	1,040	1,071
Commuter Permit	129,250	143,415	196,956	202,865	208,951	215,219
Citation Revenue	269,610	275,002	280,502	286,112	291,835	297,671
On-Street Parking Revenue	-	-	-	326,792	336,596	346,694
Total Revenue	495,880	540,297	606,411	933,126	962,891	993,799
EXPENSES (\$)						
Personnel	458,638	462,771	476,654	419,767	432,361	445,331
Non-Personnel	10,300	10,609	2,609	2,687	2,768	2,851
NECOPASS	-	-	-	320,750	327,165	333,708
Total Expenses	468,938	473,380	479,263	743,205	762,293	781,891
Net Income/Loss	26,942	66,917	127,148	189,922	200,598	211,909
Ending Balance	(448,645)	(381,729)	(254,580)	(64,659)	135,939	347,848

parking replacing current time limited parking for all zones

Scenario 3: Cost recovery with proposed changes plus free EcoPasses for all NPP residents, doubling the price of permits

RAMP FINANCIAL ANALYSIS 2023-2028 (WITHOUT ON-STREET PARKING ESTIMATES)						
	2023	2024	2025	2026	2027	2028
REVENUES (\$)						
Residential Permit	85,240	109,747	116,430	178,102	189,976	202,604

Flex/Visitor Permit	9,465	9,749	10,041	47,816	51,713	55,928
Guest Permit	1,415	1,457	1,501	-	-	-
Business Permit	900	927	983	1,043	1,107	1,174
Commuter Permit	129,250	143,415	196,956	208,951	221,676	235,176
Citation Revenue	269,610	275,002	280,502	286,112	291,835	297,671
Total Revenue	495,880	540,297	606,414	722,024	756,307	792,554
EXPENSES (\$)						
Personnel	458,638	462,771	476,654	419,767	432,361	445,331
Non-Personnel	10,300	10,609	2,609	2,687	2,768	2,851
NECOPASS	-	-	-	320,750	327,165	333,708
Total Expenses	468,938	473,380	479,263	743,205	762,293	781,891
Net Income/Loss	26,942	66,917	127,151	(21,180)	(5,987)	10,663
Ending Balance	(448,645)	(381,729)	(254,577)	(275,758)	(281,745)	(271,081)

Notes: Estimates are based on the following assumptions: (1) Starting in 2026, the Visitor Permit becomes a Flex Permit and is priced the same as a Residential Permit and we estimate a 75% decrease in the number of these permits sold; (2) From 2025-2028, prices of permits and estimated expenses increase by 3% each year; (3) Starting in 2026, Residential Permits are restricted to one permit per account; and (4) The closure of the Columbine, Fairview, and High-Sunset NPP zones in 2026. On-Street Parking revenue estimates are based on City of Boulder analysis of visitation data from Placer.AI.

RAMP Permit Pricing for Scenarios 1, 2, and 3

RAMP Permit Prices 2023-2028 (Scenario 1 & 2)						
	2023	2024	2025	2026*	2027*	2028*
Residential Permit	\$40.00	\$50.00	\$51.50	\$53.05	\$54.64	\$56.28
Flex/Visitor Permit	\$5.00	\$5.00	\$5.00	\$53.05	\$54.64	\$56.28
Guest Permit/Day Passes	\$5.00	\$5.00	\$5.00			
Business Permit	\$75.00	\$75.00	\$77.25	\$79.57	\$81.95	\$84.41
Commuter Permit	\$110.00	\$118.50	\$39.50	\$40.69	\$41.91	\$43.16

*Estimate

RAMP Permit Prices 2023-2028 (Scenario 3)						
	2023	2024	2025	2026*	2027*	2028*
Residential Permit	\$40.00	\$50.00	\$51.50	\$103.00	\$106.09	\$109.27
Flex/Visitor Permit	\$5.00	\$5.00	\$5.00	\$103.00	\$106.09	\$109.27
Guest Permit /Day Passes	\$5.00	\$5.00	\$5.00			
Business Permit	\$75.00	\$75.00	\$77.25	\$79.57	\$81.95	\$84.41
Commuter Permit	\$110.00	\$118.50	\$39.50	\$40.69	\$41.91	\$43.16

*Estimate

Neighborhood Permit Parking Resident Feedback Graphs

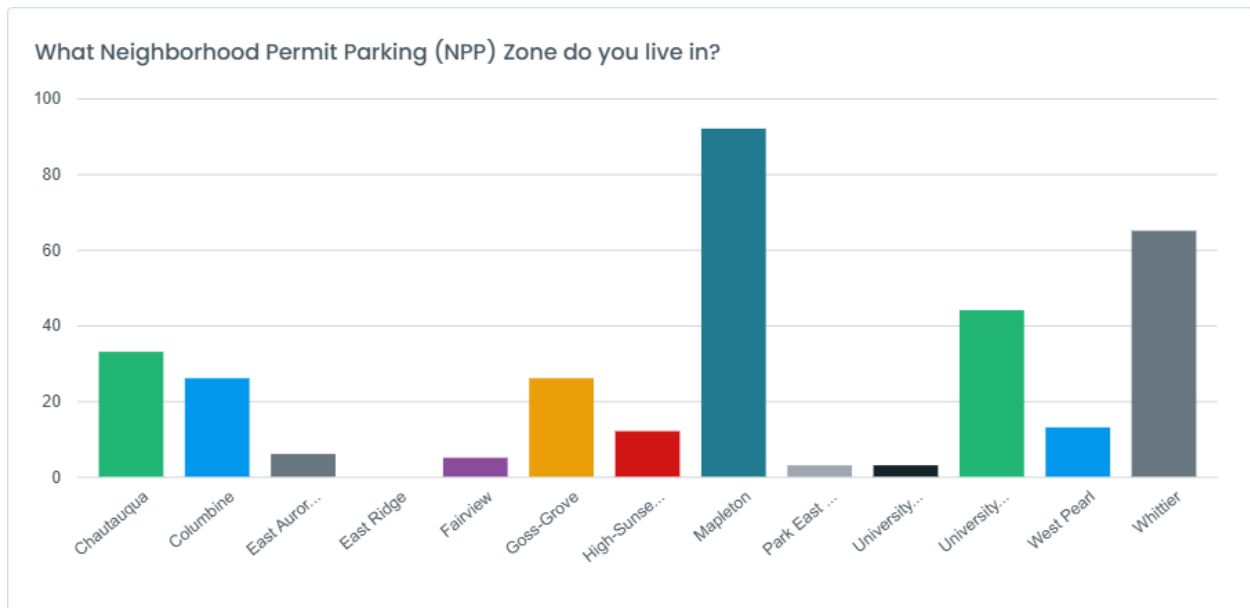


Figure 1- What NPP Zone do you live in?

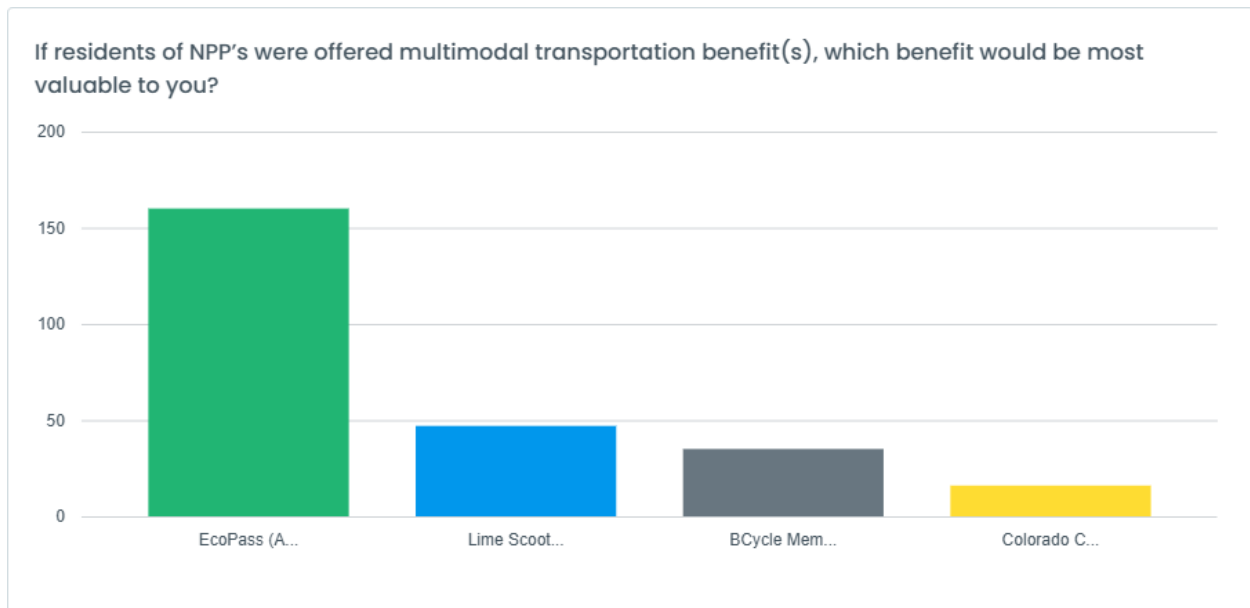


Figure 2- If residents of NPP's were offered multimodal transportation benefit(s), which benefit would be most valuable to you?

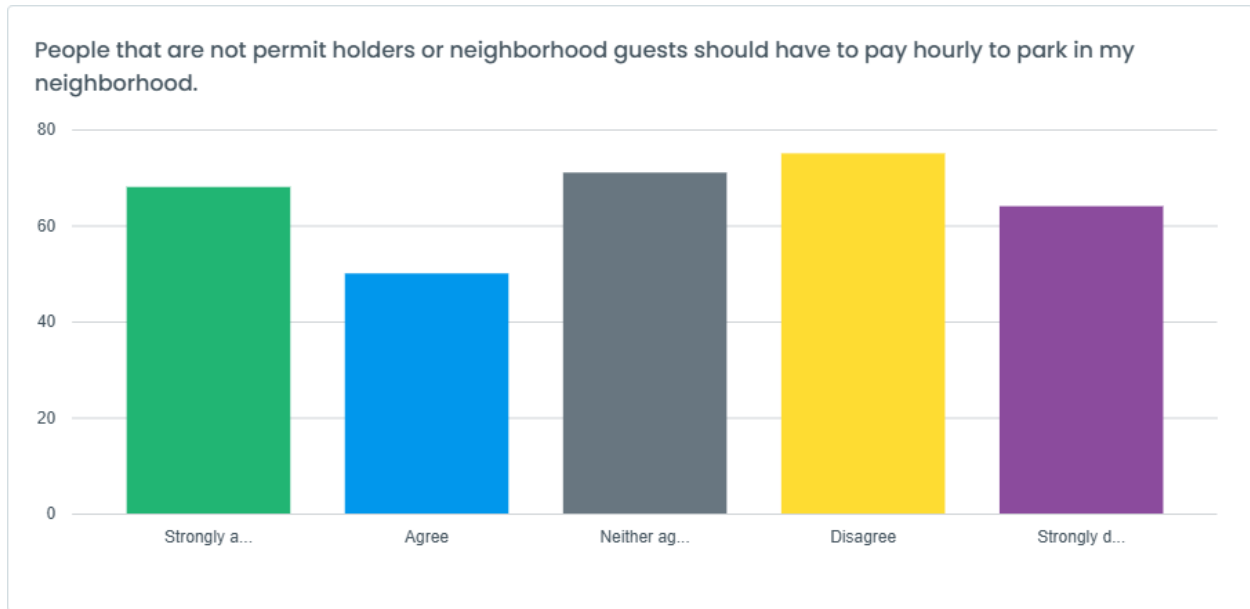


Figure 3- People that are not permit holders or neighborhood guests should have to pay to park hourly in my neighborhood.

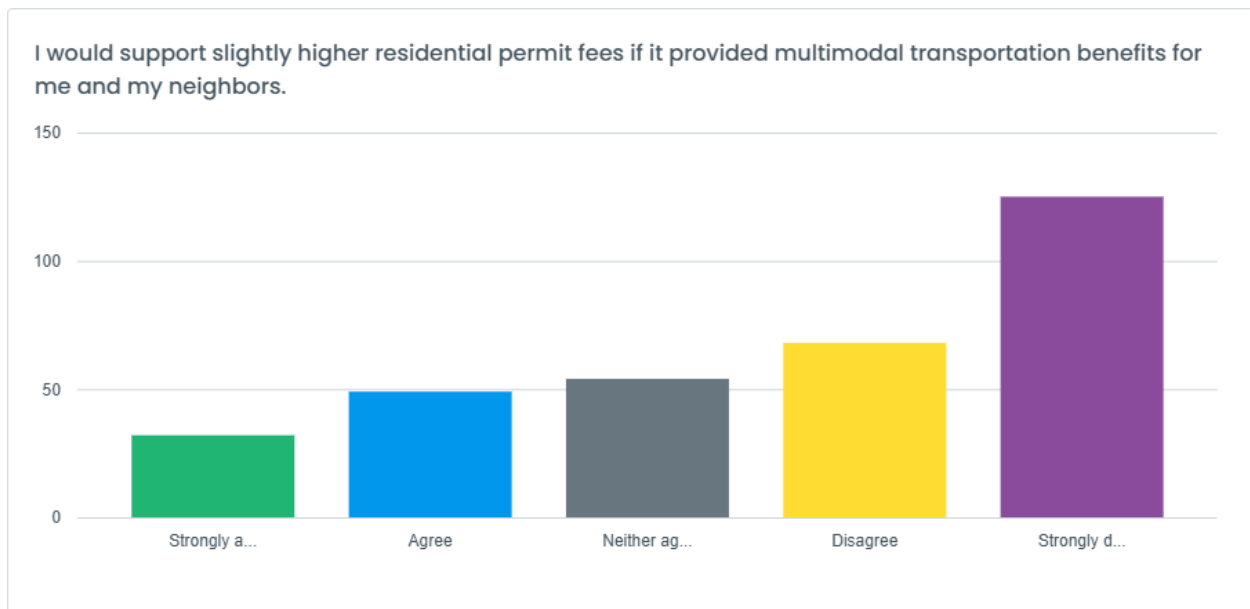


Figure 4- I would support slightly higher residential permit fees if it provided multimodal transportation benefits for me and my neighbors.

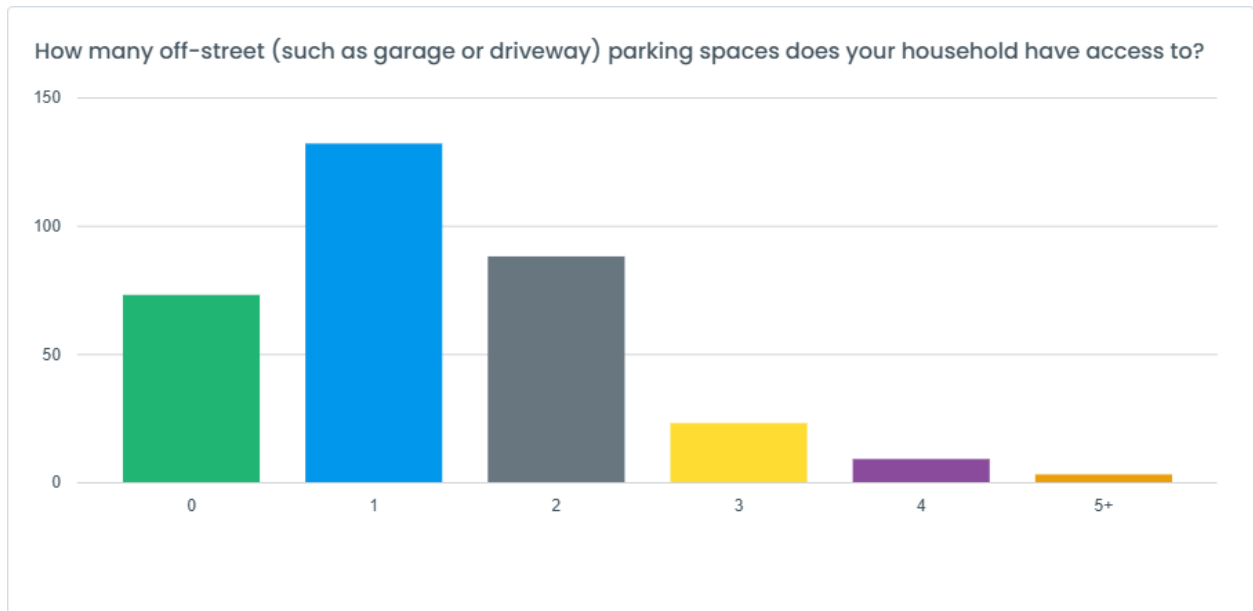


Figure 5- How many off-street (such as garage or driveway) parking spaces does your household have access to?

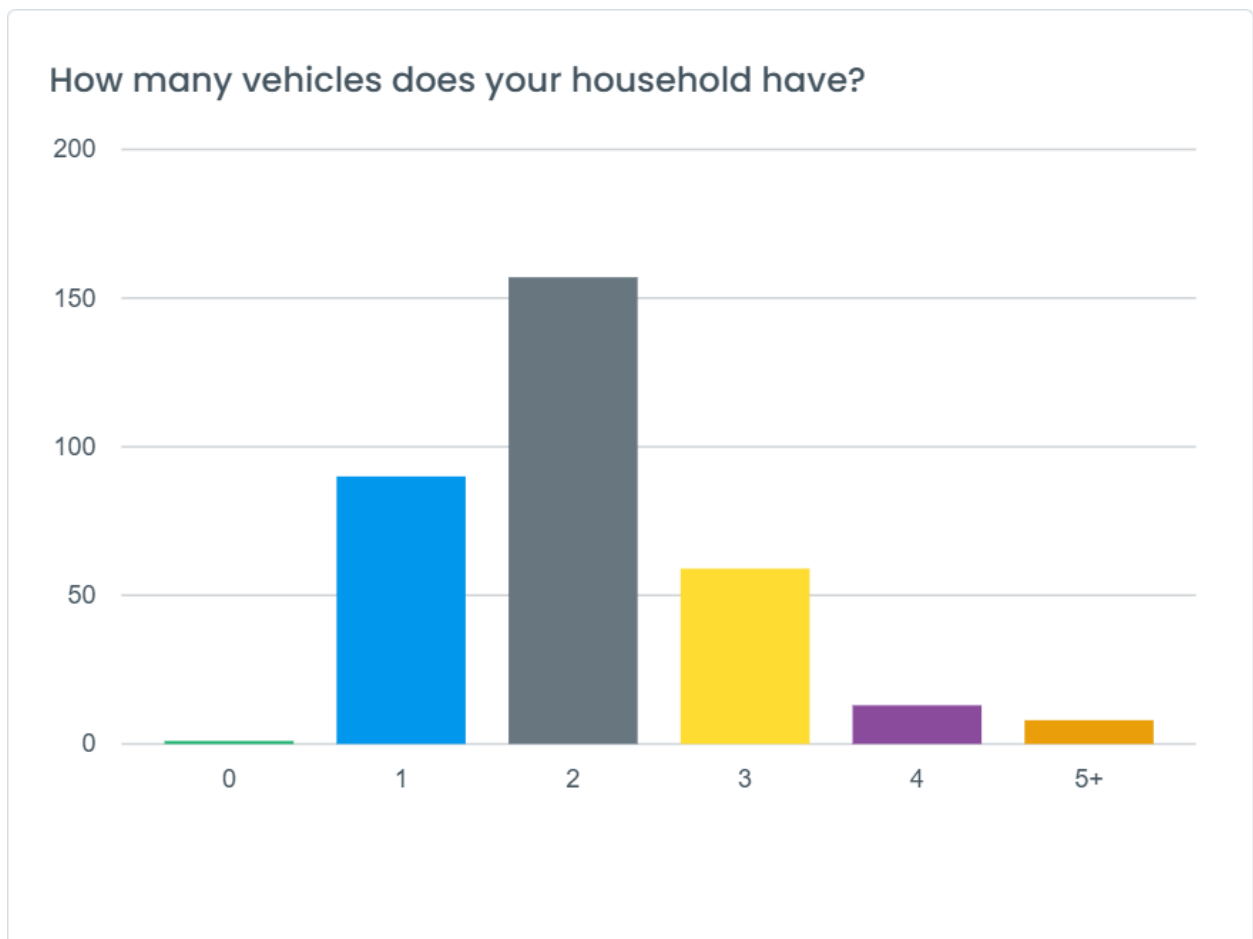


Figure 6- How many vehicles does your household have?

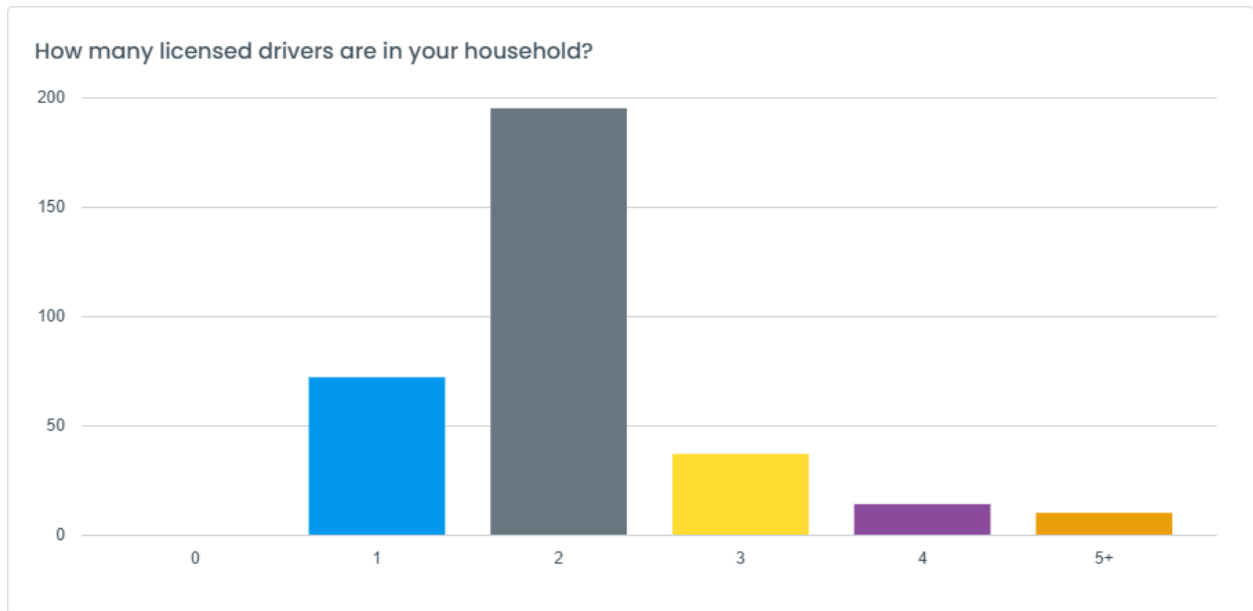


Figure 7- How many licensed drivers are in your household?

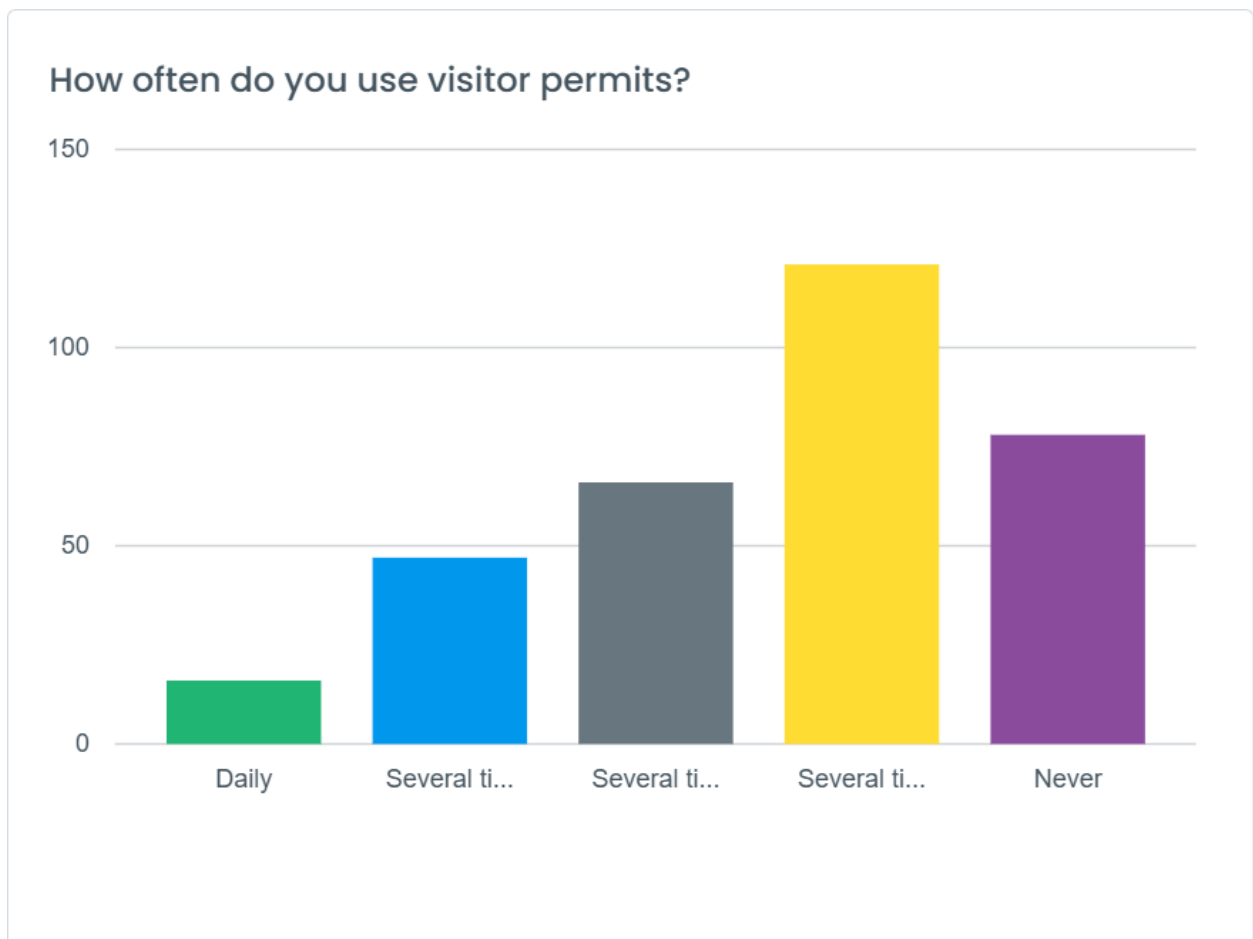


Figure 8- How often do you use visitor permits?

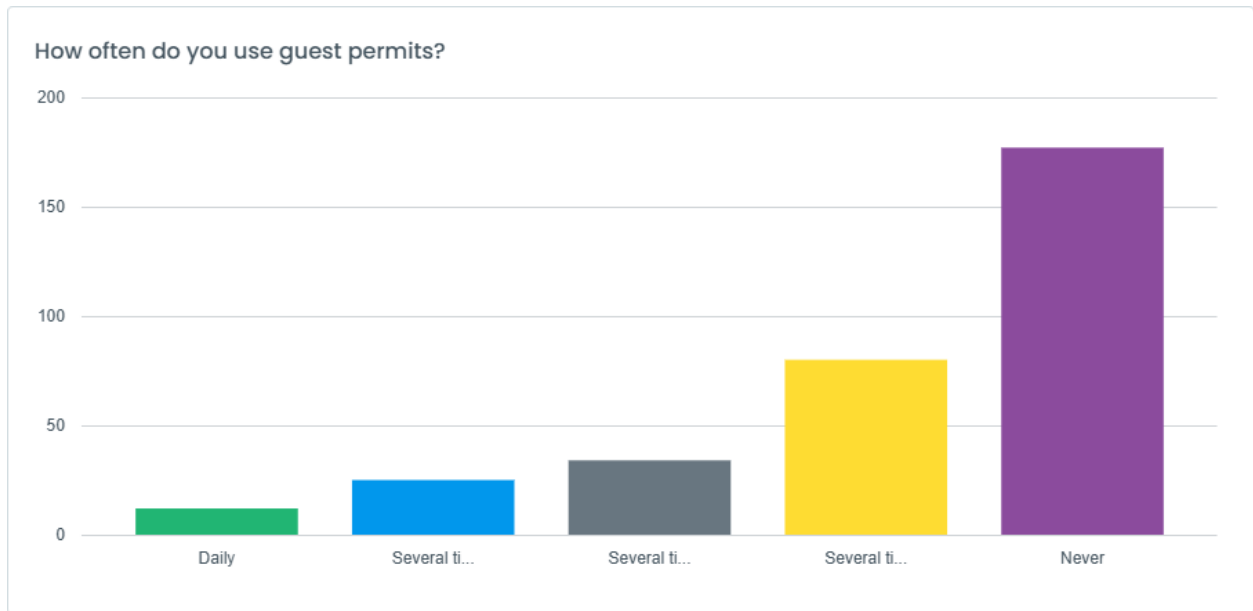


Figure 9- How often do you use guest permits?

AMPS Technical Experts Consultation

Date: 03/10/2025

Location: Hybrid Meeting- In person & Microsoft Teams

Participants: Architects, developers, engineers, frequent development review applicants

Summary of feedback and questions

Bike parking

- My bike parking reduction request was not supported by the Planning Board even though there are a lot of empty bike parking spaces. Staff should consider cargo and e-bike standards that count as two or more to meet bike parking requirements.
- Does the city have any data on how bike parking is currently being used? I think we need to have a certain amount of flexibility in bike parking.
- Availability of bike chargers is important but leaving ebikes plugged in can be dangerous. Our garage caught fire from an ebike battery, and I know another family whose house burnt down. I am sure there are solutions but I am just speaking from personal experience.
- I had a project called up about EV bike parking standards... can we codify that? A lot of people have EV bikes now and it would be nice if they have charging. I would support standards for EV and cargo bikes.

On-street/NPPS

- Are new neighborhoods being added to NPPs? And there is no requirement from developers?

Off-Street/ General Process Comments

- Very excited about these requirements and loosening up on parking. This will be a positive game changer. For areas where there is excess parking, could we remove spots to add something like a playground? Is there a way to act retroactively?
- Do smaller projects require TDM as a part of a Use Review or permit? Can we consider parking impacts in Use Reviews if we have no parking requirements?
- Agree that we should check utilization data on parking- this could be a good next phase.
- I am concerned about parking reductions. Used to have to work with neighbors on shared parking through site review and it has typically killed proposals.
- Glad to hear that parking will not be a trigger in Site Review. I like the focus on numeric rather than any discretionary criteria in the site review criteria – it is less nebulous.
- I have some concern about parking space size requirements. I would encourage a consideration of spatial dimensioning standards with some flexibility.

- Is it possible to discuss with staff the parking minimums for commercial?
- A shared parking analysis should be done in the traffic studies, and it should be codified.
- Are there any state-level parking requirements on EV parking?

TDM Discussion

- This is a hard nut to crack. What are the unforeseen consequences?
- Will this apply to form-based code review as well?
- How will we determine if a project is overparked if minimums are going away?
- Testing goes away if there is compliance for 3 years or more. Multi-unit estimates are very close per Institute of Transportation Engineers (ITE).
- Minor comments:
 - Look at thresholds: nobody can build structured parking at the numbers in the presentation
 - Sustainability codes- they start mild and get more strict. Could affect financing.
 - Assumes a large project will have good transit- explain that this will drive the perceived values and the rents- sustainability perspective- no TDM requirements
 - If by-right, I'm not buying that. By-right projects would benefit from TDM. Have and have-nots. Surprised and disappointed that it doesn't apply to by-right projects.
- Troubled with the thresholds. Certain facilities will need parking. You don't want to add more cost to a type of use (e.g., medical office) – Needs to be some recognition that some facilities need to provide parking.
- Is it calculated by number of employees per use? Or trips per use? The thresholds are not jiving. It needs to be equitable.
- Agreed that certain uses will always need parking- need flexibility in TDM to address this. How does this relate to Site Review criteria? What happens to projects that haven't been completed by the time this is in implementation?
- Limiting TDM so that it only applies to Site Review Projects; other projects could benefit from TDM- I see both sides to this- maybe it should be spread out a bit more, like a citywide fund that everyone pays into. This would be more equitable. Understand that there are no perfect solutions.

Next Steps

Lisa introduced the next steps and opportunities to offer more feedback before the ordinance is written.

AMPS Community Consultation

03/12/2025

Location: In-Person Meeting at Penfield Tate

Participants: Primarily residents of affordable housing

Summary of Feedback

AMPS Discussion

- General interest in the idea of mobility hubs
- EV chargers:
 - Problem with people taking EV charging spots with non-EV cars
 - If there wasn't an EV charger at their housing development or nearby, they feel they probably wouldn't be able to afford or conveniently charge their electric vehicle
- Large praise for EV bikes- some participants hadn't had the chance to win the EV lottery yet and are really hoping to
- Bus scheduling for the 208 is inconvenient, it doesn't line up with schools being released and since it doesn't come often, their kid often waits 30 mins to an hour after school after missing it by just 5 mins. Can this be moved at all?
- Bcycles and Lime scooters are great, but the age restrictions aren't convenient for families- is there a way an adult could unlock two bikes or scooters?
- Concerns about accessibility standards for people with disabilities and older people.
- Shared parking with BHP and Rec Center is no longer working well
- Rampant bike theft
- 28th and Glenwood is a danger concern for peds/cyclists
- Bus transfers are not lining up well which can make bus transportation especially challenging
- Theft of bike trailers is an issue, as there is often nowhere appropriate to store a bike trailer securely
- Free U-lock programs have been incredibly beneficial
- Desire for mobility hubs, especially near places that offer key services such as hospitals
- Can we tap into existing electrical infrastructure such as streetlights to offer more EV charging in residential neighborhoods?

Comments on the Game

- It would be helpful to insert occasional reflection questions in the middle of the game, instead of keeping the discussion to the end.
- Next time, laminate the board so that it is easier and nicer to play on
- It was difficult to get out of the mindset of classic monopoly
- Climate trackers needed to go longer; some people had to double up on trackers
- Cards had too much info to read on the spot

AMPS Community Connectors-in-Residence

03/14/2025

Virtual Meeting- Zoom

Participants: Community Connectors-In-Residence

Input on Impacts

Parking and Development

- Need requirements off-street parking requirements for apartments
- These costs (TDM) would also be passed on to the residents
- If parking spaces are too small, it's a major problem
- Inconvenience of no parking- need places where you can drive up and park (like the DMV)

Public Transportation

- This would be effective if we had a better bus system
- You cannot get to all areas of the city by bus, and many workers need to transport heavy equipment for work (construction, house cleaning, etc.), bus is not always an option.
- Until RTD moves off the hub and spoke model from the 50's to a grid system, ridership will not increase
- ECO pass- great if free- expensive for people on low incomes, if you need to pay for it.
- People will use cars less if they know about options and it's easy to use alternatives
- Mobility for all provides bus passes, \$50 credits for Uber or Lyft as a way to promote other transportation alternatives. I am a volunteer with them.
- Most people will not get on a bus because there is no oversight- especially coming on the JUMP or coming from a medical facility- people don't want to ride with the unhoused.

Social and Equity

- My kids have experienced racist comments, people yelling at them (go back to..., You have to speak English, etc.) and bus drivers don't do anything. My kids don't feel comfortable riding the bus. I have seen people being racist even with the bus drivers, and they don't have protocol to deal with these kinds of situations. Can the city do some sort of training or take other measures to avoid this?
- Parents ALWAYS tells me they have to drive "because of my kids"
- General skepticism that this wouldn't help low-income communities- more density, cost of housing continuing to rise, less parking = disaster
- Are we considering ADA spaces for people with disabilities?

- Before we continue to grow, we need to ensure that we have well managed spaces- ensure that our most vulnerable people are cared for and have good transit- before spreading resources scarcely.

Other Priorities

- A large workforce in the city can't afford to live in Boulder and need to commute, that is another thing to consider.
- Is there no stopping of developers? They bring in these parking issues, unwanted community changes, more need for water, landfill use, etc. Parking impacts are more than parking. I avoid my beautiful town because of these considerations. Are all of the newer apartments filled? What is creating the need? Why do we need more building?
- Inconvenience of no parking- need places where you can drive up and park (like the DMV)
- Very few people live and work in Boulder- our set up isn't made for alternative use to a car since most people commute in.
- I am concerned about substandard service like what has happened with the wind damage repair program
- What about EV charging?

AMPS Chamber of Commerce Community Conversation Breakfast

03/18/2025

In-Person Meeting at the Boulder Chamber of Commerce

Participants: Various event attendees – registered with the Chamber

Introduction

Lisa and Sam presented about On- and Off-Street parking topic to the Boulder Chamber of Commerce:

Reactions to on-street and off-street parking changes

General Comments

- Great that there is no minimums, but each project should be looked at. There are projects where parking is really tight. Have each individual project looked at separately.
- How long will the results from this study affect policy? Will this come up for review years later?
- How will the district perspective be addressed? At what point will they be considered?
- How does this project intersect with the Boulder Valley Comprehensive plan?

On-street Parking Management

- How many zones have permit parking right now?
- What is the petition threshold for a neighborhood to get an NPP?
- What other options do you have in residential areas to manage parking?
- What is the typical parking permit allocation per household?
- Do you have employers mixing with residents in a conversation if they are both using on-street parking in residential areas?
- Is there a mutual benefit of an out commuter and in commuter sharing a space?
- How will we proactively review change in on-street in different areas? Are there specific areas being looked at now?

Deliveries/Loading Zones

- Aspen's loading zone demonstration is not good for Boulder.
- Smart Locker Space- Portland- pick up and drop off in one spot, larger delivery trucks are not permitted in a specified area.
- Anything that changes the cost of deliveries or make it more complicated could hurt downtown businesses.

Bike Parking

- Buffalo came to talk to the chamber. They followed SF and Cambridge. They probably have more data now. Concern about bikes stored inside with dangers of batteries. Pittsburgh, Buffalo, and Denver experimenting with cargo bikes.
- Are you looking into bike safety?

TDM Discussion

- Is the charging forever mechanism an annual bill?
- Are there considerations if you put in bike paths, would that decrease the cost?
- Are there any considerations for larger projects that implement strategies to lower cost?
- Will this deter larger projects due to cost? Will this start a “gaming” of the system for developers to try to avoid meeting the requirements of the tiers?
- Will there be exemptions for developments that won’t have the same trip generation in the targets (ie. Hotels or Retirement homes)?
- Do you have an idea of the impact of return-to-work policies?
- Google has had success with the Loom software, have others adopted it?
- Is there a flexible area of the parking cashout program for people who drive maybe half the time?
- Can we look into trip generation tables for small cars.

AMPS Community Consultation Neighborhoods

03/19/2025

Hybrid Meeting- In Person & Microsoft Teams

Introduction

Participants: Neighborhood representatives, interested community members

Lisa began the presentation, gave background information on AMPS and talked about Off-Street Parking.

Off-Street Parking Presentation Comments

- Are SUMP (Sustainable Urban Mobility Plans) principles a part of the AMPS project?
- In low-income areas (such as Depot Square) SUMP didn't work for them as many people had to have multiple cars for work and rely on being able to park- we should ensure that we survey these people.
- Unused parking spaces is one thing, why is that a problem? Is there an assumption that is has to be converted to something (ie. More development, trees), what about commercial developments?
- It would be valuable if you had specifically listed the objectives of this project.
- [CHAT] Not buying that we are underutilizing parking, it is already so hard to find parking in off-street lots.
- Does the parking utilization data have to do with commercial vacancies? There are very high vacancy rates in Boulder- be careful with how you use this survey data.
- With the parking utilization averages (by-use) ensure that you emphasize that the data has assumptions about occupancy.
- [CHAT] If the premise of the project (abundance of underutilized parking) is "incorrect" then so is the solution.

On-Street Parking Presentation Comments

Sam presented on on-street parking and the NPP program

- What is the objective of On-street parking management? What minimums are we talking about with the NPPs? New Development?
- How will the existing lots that change the amount of parking impact on-street parking strategies?
- Will this impact new developments at the planning and permitting stage before the buildings are constructed? It would be very good to do this during the planning stage, as this may change how much parking developers think they need to provide.

- Does this change the requirements for existing developments?
- We need to address the University Hill on street parking management, especially with the new occupancy changes.
- Is there an objective for vacant retail? The program should address existing developments that have no taxes and income due to vacancy.
- All NPPs are not created equal. My neighborhood asked for 3-hour parking to better support businesses and commuter parking, which is great, but when they are close to downtown then visitors can't use them. Visitors move around more and create more availability- commuter parking may not be best for every neighborhood and people who visit might spend money downtown whereas commuters are less likely to.
- With increases in density, we will need to increase NPPs. Why do we have to pay and no one else does?
- [CHAT] I don't think you can solve all of the issues- you need to focus on the lots that are getting used and how hard it is to find parking in them.
- This could become an equity issue- when people bought into the neighborhood, they had an assumption that they could park their car on the street. This is now brought into question, especially with density increases and the changes to occupancy. Do these people have a right to this? Should we ask ourselves the question: do we want to have more people in Boulder?
- Is there a clearly defined objective list? Can this be published for us to see?
- Do you have a list that gets into the specifics? I didn't realize you were thinking about charging for visitor/guest parking near downtown.
- University Hill residents can't get ECO passes since student residents already have passes through CU- can we please change this?

TDM Presentation Comments

Chris presented the TDM program.

- [CHAT] using other modes of transportation doesn't work here like in does in a place like New York. People Uber and taxi all the time which is no better. RTD is awful here, very inconsistent and inconvenient.
- [CHAT] have you considered how land use got to be the way it is here and in almost all of the USA and Canada? It's because of land use restrictions (zoning) that only allows single family housing in vast areas of town. This means we can't have density, and we can't have corner stores to walk to and run our errands.
- [CHAT] If I want to walk to a grocery store, or Twenty Ninth Street, I have to walk across a sea of surface parking lots, which is unfriendly and dangerous. Thankfully, this is now starting to change with state mandates to end parking minimums. Much more needs to be done. We cannot continue on our current path of car dependency if we are to avoid the worst path for climate change.
- [CHAT] If you don't want people to use cars, you have to make transportation easy to get to, easy to use, and affordable. Boulder doesn't have a great system (and Denver is only a little better). I have

wanted a decent trans system to get to Denver for decades, but RTD gave all our money to other projects (and I know that from being on a panel). I do walk to my shopping area in Gunbarrel, when I have a quick errand, but, like most people, I stop there on my way out or back from somewhere else.

- Can you change “bike parking” to “secure bike parking”?
- Do you have a structure for van pool incentives and paid parking/parking subsidies?
- Boulder’s largest emissions are from commuters- TDM is a great way to offset this without many consequences.
- This is all market based- if you eliminate parking from a development, you lower your market price- lose out of square footage of your development. Must, as a developer, accommodate some parking and bike security.
- This could be a set of figures that the developers get to decide about- not assuming that developers would provide zero parking spots.
- Do you coordinate with the climate initiatives division? Removing surface parking is fine with me if you create some green spaces.
- What was the last time we updated the TDM plan?
- The markets just recently got flooded with a bunch of EV’s- I am a little concerned that you aren’t planning to change these requirements.
- The best thing that happens in a neighborhood is a Co-Op that can make these changes and get ECO passes.
- We are missing a bike and bus program like London.
- [CHAT] We can’t expect Everyone/Coloradans to give up their cars, they moved here so they can drive up to the mountains and have access to the outdoors.
- [CHAT] Aren’t saying we should give up cars, just suggesting we build less parking and look at ways to reduce demand.
- Could we get a copy of the annual NPP report? Could we notify neighborhoods of this?
- There is a cost associated with these strategies and passes. Homeowners have a sense of right to the street instead of thinking about supply and demand. Could we create a bidding system?
- Buying a house in an historic district makes on-street parking imperative since the houses aren’t adapted for garages. This could cause discrimination to workers (landscaping, construction, etc.) and elderly people who have visitors and caretakers coming to the house. We can’t just cut off historic rights.
- [CHAT] the focus should be on reducing emissions for commuters through incentivizing EV’s and increasing charging stations.
- Don’t remove our historic rights in neighborhoods (on-street parking)
- That is an entitlement

Wrap-Up Discussion

- [CHAT] This is exciting work, happy about removing minimums for new developments. With getting rid of minimums, are there ways to encourage SUMP principles in developments that aren't required to implement TDM? Is there plans to require TDM plans retroactively?
- The city parking minimums are not retroactive right? Concern about hill with occupancy and developers removing existing parking for more units. Big parking issues on the hill and now with ADUs this could have an impact- putting more cars on the hill.
- 15-minute neighborhoods- are you going to control what goes into this?
- if someone has a parking lot, under the new rules, could they eliminate the lot and put a new building?
- let's get real about why parking minimums exist, and developers will build as much as they can if they don't have to build parking (or can take parking away).
- That isn't addressing changes to transportation and the other strategies to offset these changes and have environmental impacts
- [CHAT] my main concern is that we should focus on reducing emissions, and consider the cards largely commuting from out of town the best thing boulder could do is incentive more EVs. I drive an EV and live in an apartment with no charging, and using the public charging system is deplorable. There are the same number of level 2 and I believe it's 10 fast charger from when I moved here three years ago. Also, you have to be at a charger much longer, 8-12 hours for level 2. Our current public charging system is akin to only having two gas pumps for all the cars of boulder. Due to the difficulty I've had here, Boulder you have made me decide to sell my EV and go back to a regular car. you have failed miserably. if you all really care about env/emissions, get more EV fast chargers
- [CHAT] It sounds like this isn't just for new lots, but reducing existing lots, that are already overfull.
- Confused about eliminating parking minimums. Trying to understand how this intersects with occupancy on the Hill. Investors are buying up properties and drive out families. Big parking issues on the Hill. More and more cars on the Hill. 15 minute neighborhoods – can the Fox Theatre be allowed in a Residential neighborhood with no parking!?
- [CHAT] if you use Fox theater as an example- or other businesses that were grandfathered in- was built before parking requirements. Imagine what our downtown would be like if this wasn't the case for this and other downtown buildings, grateful this is changing .
- Impressed with team and how NPP will be addressed. Exciting.
- Grateful that this is changing.
- USPS workers – They're the first people in the neighborhood – Wonderful amenity, but once you start charging for parking, it raises questions about where workers will park.
- Community vitality and parking on the street, CV never talks about the space as if it were a valued community asset.

Attachment J - Summary of Community Meeting Comments

- In our NPPs, we need to make a distinction between a student, (short term) someone who parks for long periods (long term) – It should be valued more. Cites the High Cost of Free Parking. Paved Paradise.
- TDM – We’ve been talking about EcoPass as a venerable program for 25 years, not sure it deserves that praise. Would like to see the phone data on how it shapes our TDM plans. They can figure out how people are moving (what modes).
- Landscaping services are not a luxury and parking is needed by elderly care people. Mapleton Hill specifically – Don’t discriminate against seniors. We will protest if you remove placards.
- [CHAT] Lots to wrap our heads around. Thank you for this conversation. It is my hope all these changes will address the impacts to my Uni-Hill Neighborhood.

Houde, Lisa

From: Mueller, Brad
Sent: Thursday, April 17, 2025 7:45 PM
To: Guiler, Karl; Houde, Lisa
Subject: FW: Parking Reform in Boulder & New Resources from SWEEP

For the AMP public comment file

From: Matt Frommer <mfrommer@swenergy.org>
Sent: Wednesday, April 16, 2025 5:09 PM
Cc: Caroline Leland <cleland@swenergy.org>
Subject: Parking Reform in Boulder & New Resources from SWEEP

External Sender Notice This email was sent by an external sender.

Boulder local elected officials and staff,

We wanted to thank you for taking steps to eliminate parking mandates citywide. As you know, these reforms have potential to reduce housing costs, minimize the oversupply of parking, cut pollution, and lower administrative burdens on city staff. You are in good company, as several other Colorado localities have also taken steps in that direction, including [Longmont](#) (June 2024) and [Denver](#). Nationwide, you are joining [over 50 others](#) – from Richmond, Virginia to Bend, Oregon to Durham, North Carolina – that have eliminated parking mandates citywide.

We recently published [a suite of resources on parking reform](#) to support your public-facing communications:

- [Parking](#)
- [Reform Primer](#)
- [Parking](#)
- [Reform 2-pager](#)
- [Parking](#)
- [Reform FAQ](#)
- [Parking](#)
- [Reform Presentation](#)

SWEEP is here to support you in making these beneficial changes in your community. Please don't hesitate to reach out with any questions.

Thanks,
Matt

--



Matt Frommer (he/him) | Transportation & Land
Use Policy
Managermfrommer@swenergy.org | 908-432-1556



Southwest Energy Efficiency Project
(SWEET)swenergy.org

Houde, Lisa

From: Ferro, Charles
Sent: Wednesday, January 8, 2025 5:06 PM
To: Guiler, Karl; Houde, Lisa
Subject: FW: No more parking minimums!

From: Mark Bloomfield <mark@averde.ai>
Sent: Wednesday, January 8, 2025 5:03 PM
To: boulderplanningboard <boulderplanningboard@bouldercolorado.gov>
Subject: No more parking minimums!

External Sender Notice This email was sent by an external sender.

Please eliminate parking minimums across the board. There are many good reasons - increase density, reduce traffic, reduce carbon footprint, increase affordable/missing middle housing.

Thanks for all your hard work!

--

Mark Bloomfield
mark@averde.ai
720.589.2895

Houde, Lisa

From: Alexey Davies <membership@communitycycles.org>
Sent: Wednesday, November 13, 2024 10:48 AM
To: Houde, Lisa
Cc: Hagelin, Chris; sue; alexey@communitycycles.org; drmikemills@gmail.com; Charles Brock; Watson, Valerie
Subject: Re: Scope of AMPs & request

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lisa

We look forward to working with you during the spring engagement! Here is some of our preliminary input.

1- Input on [Land Use code 9-9-6](#) - TABLE 9-8: OFF-STREET BICYCLE PARKING REQUIREMENTS. Boulder's requirements for new development compared to the C-parking research matrix table aren't bad, However, to meet Boulder to meet 80% mode share goal for residents we need to do better.

- Dwelling w/o garage, 2 per unit currently. CC: 2 per unit, plus 1 space per each bedroom over 2.
- ADU, 0 currently. CC: 1 per basic unit, 2 if larger size ADU is allowed
- Group living varies, per bed currently. CC: 1 per bedroom.
- Retail, 1 per 750 square feet of floor area, minimum of 4 currently. CC: Shift to 1 per 250 square feet, minimum of 4, with 25/75 LT/ST split.
- Restaurants, 1 per 750 square feet of floor area, minimum of 4 currently. CC: As with autos; 1 space per 3 seats, minimum of four. Assume that 25% of customers arrive by bike.
- Other, CC: Default to retail standard of 1 per 250 sq. ft., minimum of 4.

2- Input on Bike parking in the [DCS](#) (section 2-44,45,46):

- Size for the parking spot needs to be somewhat larger for e-bikes. Some spots (20%) should be provided for cargo bikes that can exceed 8 feet and up to 3 feet in width.
- We've seen a bunch of development being proposed with vertical hanging bike racks (for example, 2555 30th St., LUR2023-00046) Using vertical parking is very difficult for most e-bike owners, as well as for standard bikes handled by less physically capable people, or with bikes with racks, panniers, and baskets. Is the Director really approving all of these installations (and is this Mark Garcia)? If space is an issue, we would like to work with the Director on better options, ideally following [guidelines from the Association of Pedestrian and Bicycle Planners](#). Vertical hanging bike racks may be an option for some especially constrained cases, but the total long-term parking should not be more than 25% hanging. [High quality, mechanically assisted, stacked racks](#) may also be a better option than vertical racks where space is limited, but come with maintenance requirements.
- Specifications should be developed for bike lockers (e.g., size, security method, spacing).
- Long-term bike storage should be accessible without using stairs or elevators (with possible exceptions for extremely unusual cases by the Director). Access to the outdoors from a long-term storage room should be through a single door. If a grade change is required, an ADA-compliant ramp should be provided. The entrance should be well marked.
- Long-term bicycle storage should be linked to building entrances or internal access, so that bike users can park their bikes and immediately enter the main building or have access to the building interior directly from the storage room.
- There should be one 15A, GFI electrical outlet provided for every three long term bike parking spaces to permit charging of e-bikes. This would effectively permit charging on 2/3 of the spaces.

- Short term bike parking should be lighted at night and located near front or common building entrances to enhance security.

3- Re: What do you mean by applying parking code to existing buildings? New zoning regulations typically apply only when a building is expanded or the site is significantly modified. Is this sufficient, or are you thinking every building needs to update their bike parking outside of any changes or permits? I'd love to hear a bit more about this.

We are thinking of the latter, namely requiring updates to bike parking regardless of significant changes/permits underway. The rationale for this is clear; given the rise of more expensive e-bikes and increased bike theft rate in recent years, a primary goal for this suggestion is to reduce bike theft, which we feel deters bicycle use and thus impacts VMT. Additionally, bikes parked outside are exposed to the elements and degrade quickly in the weather. Carrying an e-bike or standard bike up stairs in apartment complexes is not a viable option for most tenants (and in fact may be prohibited in lease agreements).

This is not without precedent; Boulder implemented SmartRegs for existing residential rental properties, so we envision something similar. This would need to be phased in and of course would need to be very carefully evaluated with respect to the impact of costs on tenants. Ideally the city could get a grant and use the funds to purchase racks and provide installation guidance. Improved, sheltered, secure bike parking could in fact become part of the SmartRegs calculations, providing a carrot for the owners of complexes.

There is an equity component to this as well. Lower income tenants are more likely to rely on bicycles for transportation, yet live in older complexes where secure bike parking is not provided. We feel that this rationale would help make such changes palatable for City Council members. Tara Winer, in particular, is very interested in pursuing efforts to reduce bike theft and make cycling more tenable for residents.

Beyond residential units, there are many older commercial plazas and buildings that also need an improvement in bike parking for safety and convenience. We suggest that improved bike parking be triggered whenever a permit of any type is pulled in a location where bike parking does not meet current standards. Again, considering the cost impacts on small and/or marginal businesses, we would need to have a program in place to provide bike racks and installation assistance, and would need to be willing to give up a parking space or two for the installation of bike racks.

Community Cycles Advocacy Committee

Houde, Lisa

From: Ferro, Charles
Sent: Monday, August 19, 2024 3:20 PM
To: Houde, Lisa; Guiler, Karl
Subject: FW: Community Cycles input on Parking Minimums

fyi

From: Alexey Davies <membership@communitycycles.org>
Sent: Monday, August 19, 2024 3:17 PM
To: boulderplanningboard <boulderplanningboard@bouldercolorado.gov>
Cc: Alexey Davies <alexey@communitycycles.org>; sue <sue@communitycycles.org>
Subject: Community Cycles input on Parking Minimums

External Sender Notice This email was sent by an external sender.

Dear Planning Board

Community Cycles supports eliminating Parking Minimums in Boulder.

Below is our statement we presented to Council prior to the Council priority setting retreat:

Off-Street Parking

Minimum off-street parking requirements convert land that could be used for additional housing or vegetation to asphalt, a medium inconsistent with any use other than cars. This substantially increases the cost of housing ([an additional \\$225 per month in rent, on average](#)) and pushes things apart, meaning greater distances to shopping, restaurants and services working against the BVCP policy of [15-Minute neighborhoods](#). Parking requirements are also deeply unfair to the [30% or so of people who don't drive](#), a population that is disproportionately lower-income, elderly, disabled, or people of color.

Below is how this initiative supports the City of Boulder's Strategic Plan:

Livable - Strategy #6: Define and establish Boulder's 15-minute neighborhood model.
Economic Vitality - Strategy #15: Streamline processes for housing, parking, infrastructure, land use, and events that tie directly to priority community outcomes.

Thank you for your work
Community Cycles Advocacy Committee

--

ride on!

alexey davies

alexey@communitycycles.org

Advocacy & Membership Director Community Cycles

www.communitycycles.org

303-641-3593

2601 Spruce St, Unit B (in the back)

Houde, Lisa

From: Alexey Davies <membership@communitycycles.org>
Sent: Tuesday, January 21, 2025 4:14 PM
To: TAB
Cc: Houde, Lisa; Hagelin, Chris; sue; Trish
Subject: AMPS and TDM update

External Sender Notice This email was sent by an external sender.

Dear TAB Members

Community Cycles is excited to see potential updates to Boulder's bike parking code. Secure and sufficient bike parking is fundamental to meeting our TMP goals and reducing Boulder's serious bike theft problem.

We have met with Transportation and P&DS with regards to bike parking requirements both for new builds and existing buildings.

In addition to improvements to facilitate electric and cargo bikes as well as capacity changes, we need to address our thousands of existing buildings. Boulder has demonstrated that code changes can be applied retroactively, such as for SmartRegs for new or renewed rental licenses as well as for houses in the Wildfire Urban interface where we understand that mitigation improvements must be made for remodels. We suggest pursuing code changes triggered by a permit, license, or other mechanism. To incentivise these upgrades, we suggest potentially a waiver of permit fees and easier ways to meet the code requirements such as sending a photo or self-certification.

We look forward to working with staff further on bike parking requirements and encourage your support. Thank you

For your reference, attached are our recommendations to city staff for code changes (if you like details): https://docs.google.com/document/d/1sTrP8bfPXYRp4uVF2lrglGrfjO5vUlvrwB-zEF4u76k/edit?usp=drive_link



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ride on!
alexey davies

alexey@communitycycles.org

Advocacy & Membership Director Community Cycles

www.communitycycles.org

303-641-3593

2601 Spruce St, Unit B (in the back)

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Houde, Lisa

From: Alexey Davies <membership@communitycycles.org>
Sent: Friday, May 9, 2025 3:01 PM
To: TAB
Cc: Houde, Lisa; sue; Alexey Davies; Watson, Valerie; Hagelin, Chris; Mueller, Brad; Trish
Subject: Community Cycles input on Bike Parking Code

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Dear members of TAB:

Community Cycles is looking forward to code changes that will improve bike parking security for cyclists. We much appreciate the City's intent to create stronger rules. Today we see new building proposals with grossly inadequate bicycle parking. It may be that some developers are simply unaware of the need or the methods to address the need. Good bike parking --parking that is safe, convenient, and easy to use for people of all ages and abilities-- can strongly promote the amount of bicycling, which in turn can reduce the emissions from automobile travel. The recent City of Boulder news release shows Boulder's commitment to secure bike infrastructure and Boulder's building code is foundational in achieving secure bike parking. We offer these comments and suggestions for improving the proposed changes.

1- Vertical and stacked/tiered racks

The Community Cycles Advocacy Committee recently discussed the proposed design rule and we do not support vertical and stacked/tiered bicycle storage in residential buildings. This aligns with the [Cambridge Bike Parking Guide](#) where bike racks must keep both wheels on the ground. We want to limit these types of racks to no more than five percent of the bike parking spaces.

If we truly want to encourage bicycling as a primary transportation mode in Boulder, we need good bike racks and safe bike storage in far more places. Multi-family residential buildings need to have ample, easy, accessible, and secure bicycle parking. Vertical and stacked bike racks fail on the "easy" and "accessible" criteria. Vertical and stacked racks can be difficult or impossible for people with mobility or strength challenges. These racks often are not suitable for e-bikes or cargo bikes due to the length and/or weight of e-bikes. Some of these racks may not accommodate the wide tires of many bikes. There are lift-assist devices that can help with some of these issues. But such mechanisms require maintenance. We are concerned that some landlords will not sufficiently maintain the racks or will not fix broken systems. Just as parking lots require regular maintenance and striping, lift-assist bike parking also requires servicing.

According to city staff, the space required for bike parking impacts the FAR (floor-area-ratio), implying bike parking means less housing. We suggest two mechanisms to address impacts to FAR:

-
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- More bicycle parking can come from car parking spaces, especially once parking minimums are eliminated.
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- Simply exempt bike parking areas from FAR.
-

2- Rack clearances

The rack clearances (below) in DCS Section 2.11(H)(1)(a) are not sufficient for stacked/tiered racks. Tiered racks typically have a ramp that extends out from the rack and would not allow a bike to be removed with only a 6' clearance.

- (v) The location of a bike rack shall maintain a minimum sidewalk width of 6 feet from any bicycle racks

3- Cargo bike parking

Spaces reserved for cargo bikes need to be clearly marked with signage so non-cargo or large e-bikes do not park in these spaces.

4-Bike locker dimensions

The DCS2-44(C)iii - The requirement for bike locker width is too narrow. Many bike handlebars are in excess of 24", including many city bikes & mountain bikes.

5-Elevators

The use of elevators to bring bikes to parking areas can be quite problematic. A regular bike may not fit in smaller elevators. Bikes reduce elevator capacity for regular passengers. Cargo and e-bikes are even more constrained. So if a proposed development will rely on elevators to access bicycle parking, there needs to be a requirement for a minimum dimension, sufficient in size to fit a cargo bike parallel to an elevator wall; i.e., cyclists won't have to place the bike diagonally within the elevator.

The prior draft did not allow for the use of elevators: "The bicycle parking area shall be located on site or in an area within three hundred feet of the building it serves **and shall not require the use of stairs or an elevators to access the area, but may use a ramp if needed for grade changes.**"

The current draft allows elevators by omitting "or elevator": .

- (B) The bicycle parking area shall be located on site or in an area building it serves and shall not require the use of stairs to acc

Future Work needs to be staffed

- 1.
- 2.
3. Utilization study
- 4.

We are glad P&DS is considering a utilization study to determine the quantity of bike racks needed at developments. We previously noted that one bike parking space per unit can be quite insufficient for group living where some units are five bedrooms. Let's work together on how to get this funded so it can be on an upcoming staff work plan.

- 2.
- 3.

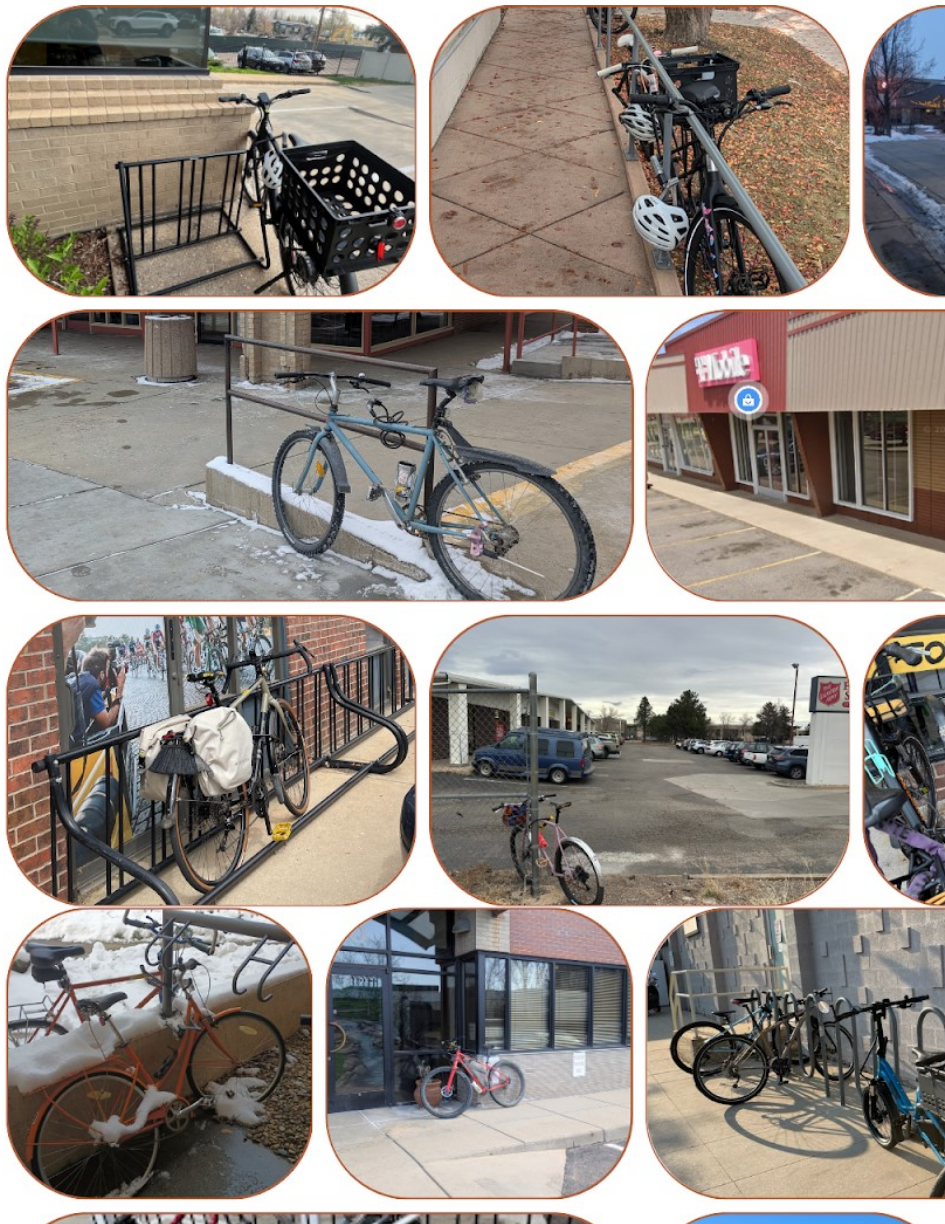
4. Retroactive application of code**5.**

There needs to be a phased-in retroactive application of the bike parking code. Most commercial and multi-unit residential property bike parking spaces in Boulder do not even meet the old code, assuming the site even has racks.

Given the rise of more expensive e-bikes and increased bike theft rate in recent years, a primary goal for this suggestion is to reduce bike theft, which we feel deters bicycle use and thus impacts VMT. Additionally, bikes parked outside are exposed to the elements and degrade quickly in the weather. Carrying an e-bike or standard bike up stairs in apartment complexes is not a viable option for most tenants (and in fact may be prohibited in lease agreements).

There is an equity component to this as well. Lower income tenants are more likely to rely on bicycles for transportation, yet live in older complexes where secure bike parking is not provided.

Beyond residential units, there are many older commercial plazas and buildings that also need an improvement in bike parking for safety and convenience.



At the October TAB meeting board member Mike Mills asked about retroactively applying code and the response was that it was in scope. Now we understand that the city attorney says it is problematic and can't be done. We disagree.

Retroactive code changes are not without precedent. Boulder implemented SmartRegs for existing residential rental properties. Now existing attached ADUs must now also meet SmartRegs by the end of the year. Beyond SmartRegs, both outdoor lighting requirements and wood shingle roofs were required to be replaced over a 25 year period. So there is precedent for policies that force retroactive changes for reasons varying from climate mitigation to fire safety to wildlife protection.

Community Cycles recognizes that retroactive application of bike parking rules presents some challenges. But this city needs much better, much more bicycle parking. The existing bike parking deficiencies will greatly outweigh the improved parking of new developments for a very long time. The City needs to work on this problem in phases (potentially short term parking could be addressed first) and of course potential solutions need to be carefully evaluated with respect to the impact of costs on tenants.

Change could happen with a combination of carrot and stick. On the carrot side, there could be incentives like waived fees. There also could be a program to help finance new bike racks via grants or state TDM money for small and/or marginal businesses and low- and middle-income housing. The City could also provide diagrams and explanations for converting car parking spaces into covered and secure bike parking areas, similar to the "bus then bike" shelters provided at some RTD locations.

On the stick side, the new rules could come into effect whenever a permit of any type is pulled in a location where bike parking does not meet current standards. Perhaps the rules could have some flexibility to address the differing challenges in existing buildings.

This is a complex topic that needs further discussion and analysis. Nonetheless, the challenge of parking in and around existing buildings is an urgent need. We hope to work with the City to address this problem in a timely manner.

Thank You
Community Cycles Advocacy Committee

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ride on!

alexey davies

alexey@communitycycles.org

Advocacy & Membership Director Community Cycles

www.communitycycles.org

303-641-3593

2601 Spruce St, Unit B (in the back)

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Houde, Lisa

From: Macon Cowles <macon.cowles@gmail.com>
Sent: Thursday, January 23, 2025 12:48 PM
To: Bromberg, Samantha; Houde, Lisa; Jones, Cris; Hagelin, Chris
Subject: Writeup on the AMPS project at Council tonight

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Samantha, Lisa, Chris and Cris,

I thought you might be interested in the [article in Boulder Housing Network](#) about the AMPS project you will be discussing tonight.

Also, I invite staff working on AMPS to look into the important and new principles about parking backed by research in Prof. Donald Shoup's *The High Cost of Free Parking* and Henry Grabar's very recent book, *Paved Paradise: How Parking Explains the World*.

Don Shoup wrote his book *The High Cost of Free Parking* in 2005. I read it when I was on Planning Board, and I gave my copy of it to a Planning Board member, no longer serving, four years ago. His idea is that on street parking management should support the vitality of the businesses adjacent to the parking. And that this is accomplished by dynamic pricing. You want to management curbside parking so that there are 1/4 or so of the spaces in a block are generally free so that people can find parking at low cost quickly to make a purchase from adjacent businesses. Where people intend to store their cars for longer periods of time, the price per minute rises substantially to discourage longer parking in spots that can provide convenient access to adjacent stores.

Shoup Key Themes and Concepts: 1. Parking Minimums:

- Shoup criticizes mandatory parking minimums in zoning regulations, which require developers to provide a specific number of parking spaces for buildings. He argues these requirements inflate construction costs, increase urban sprawl, and prioritize cars over other forms of transportation.

2. Hidden Costs of Free Parking:

- While parking may seem "free" to drivers, the costs are passed on indirectly through higher housing prices, increased goods and service costs, and reduced urban land availability for other uses.

3. Environmental Impacts:

- Free parking encourages car dependency, which leads to increased vehicle miles traveled, greenhouse gas emissions, and air pollution. It also contributes to heat islands and water runoff issues.

4. Economic Distortions:

- Free parking acts as a subsidy for driving, distorting transportation choices by making it artificially cheaper than alternatives like public transit, biking, or walking.

5. Shoup's Solutions:

- **Eliminate Parking Minimums:** Replace rigid parking requirements with more flexible policies that let the market determine the amount of parking needed.

- **Dynamic Pricing for Parking:** Use variable parking fees to manage demand, ensuring that spaces are always available without overbuilding.

- **Parking Revenue for Public Benefits:** Invest parking revenue in local infrastructure, such as sidewalks, bike lanes, and public transit, to create more sustainable and equitable urban environments.

Henry Grabar puts the cost of on street parking at several thousands of dollars a year per space. He factors in to that lost tax revenue from dedicating some of the most valuable land in the city to parking and car storage. There are some good reviews of Grabar's book which assert that the book is so entertaining, it makes great summer reading! NYT review, [America, Land of Free Parking](#). I read this book and it is really fun. Below are some salient points from Grabar: **Key Contributions of Paved Paradise: 1. Parking**

as a Source of Inequity:

- Grabar highlights how parking policies exacerbate social and economic inequality. For example:
- Excessive parking requirements raise housing costs, making urban areas less affordable.
- Communities often prioritize car owners at the expense of non-drivers, creating inequitable access to urban resources.

2. Environmental Impacts:

- Grabar expands on the environmental costs of parking, including urban heat islands, increased stormwater runoff, and the destruction of green spaces.
- He ties these impacts to broader concerns about climate change and sustainability.

3. Parking Lot Surplus and Waste:

- Grabar reveals how much space is wasted on parking lots, particularly in suburban and exurban areas. He discusses how parking minimums have led to oversized lots that are often underutilized. For example, he notes that many large retail chains, such as Walmart, maintain massive parking lots that are rarely full, a result of outdated zoning laws.

4. Parking's Role in Housing Crises:

- **One of Grabar's major contributions is linking parking policies directly to the housing crisis. He demonstrates how parking minimums have inflated the cost of housing by requiring developers to allocate expensive space to parking rather than living units.**

- He argues that eliminating parking mandates is a critical step toward addressing housing shortages, particularly in high-demand cities.

8. Parking as a Political Issue:

- Grabar emphasizes how parking has become a flashpoint in local politics, with debates over parking policy reflecting broader conflicts about urban development, gentrification, and climate action.

Thank you.

Macon Cowles

Boulder City Council Member Emeritus (2007-2015)

macon.cowles@gmail.com

(303) 447-3062

Houde, Lisa

From: Ferro, Charles
Sent: Thursday, August 15, 2024 11:11 AM
To: Guiler, Karl; Houde, Lisa
Subject: FW: Parking Minimums - Better Boulder Position

Follow Up Flag: Follow up
Flag Status: Flagged

From: Elisabeth Patterson <elisabeth.patterson@gmail.com>
Sent: Wednesday, August 14, 2024 5:28 PM
To: boulderplanningboard <boulderplanningboard@bouldercolorado.gov>
Cc: Better Boulder Board of Directors <better-boulder-board@googlegroups.com>
Subject: Parking Minimums - Better Boulder Position

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Members of Planning Board,

In advance of your August 20 meeting, Better Boulder would like to resubmit our position on parking minimums.

Parking Minimums and Transportation

Better Boulder supports eliminating minimum parking requirements citywide, including in residential zones, commercial zones, mixed use areas, affordable housing developments and for ADUs, in both new and existing developments. We expect the City to continue to provide parking for people with disabilities as required by ADA. We encourage the City to identify incentives other than parking reductions to encourage more affordable units, purchase of EcoPasses, and other community benefits. The City should also continue to institute incentives for alternatives to parking such as having flex cars available for resident use, safe, secure, and sheltered bike parking, Eco-passes, and Boulder BCycle bike stations in close proximity.

Elisabeth Patterson
Executive Director
Better Boulder
303 931 8331

