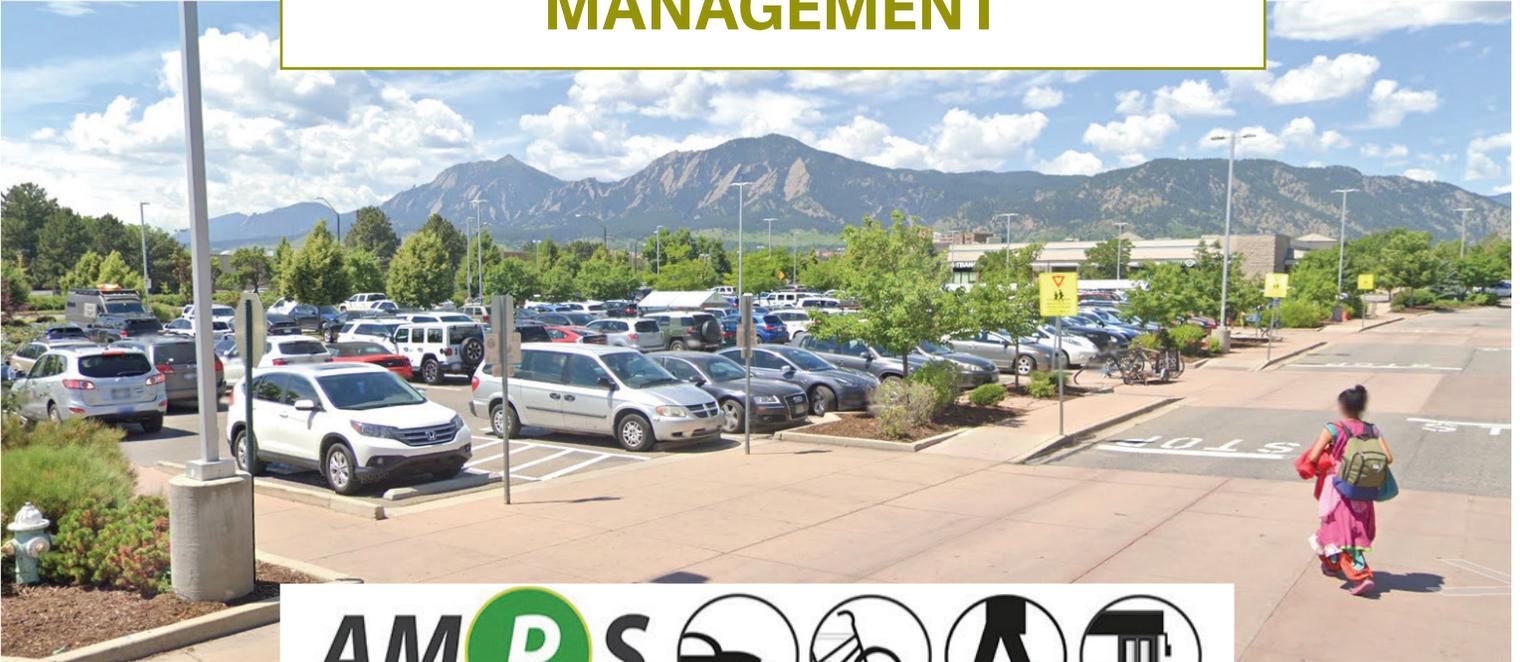


OFF-STREET PARKING CODE & TRANSPORTATION DEMAND MANAGEMENT



Stay Informed:

www.bouldercolorado.gov/plan-develop/parking

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Review other Land Use Code Amendment Projects:

www.bouldercolorado.gov/plan-develop/code-amendment-projects

Project Background

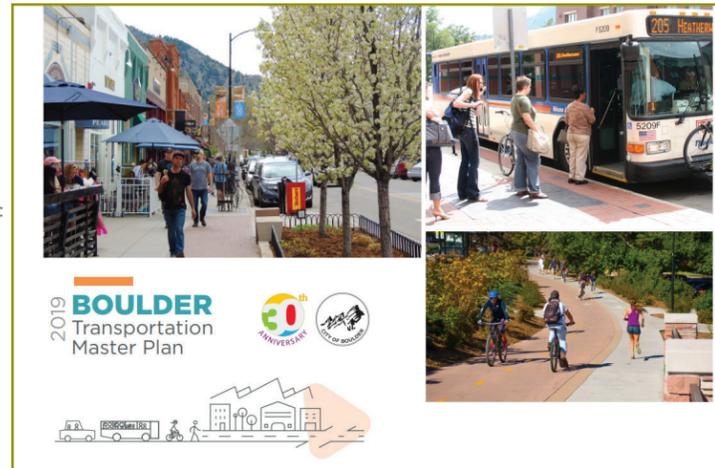
Why?

A comprehensive update to the city's off-street parking standards has not been done in many years, and as evidenced by collected data and continued requests for parking reductions, existing standards often do not reflect current parking needs in Boulder.

Purpose

The purpose of the project is to update the city's off-street parking standards as appropriate to:

- ▶ Reflect the actual parking supply and demand rates that currently exist throughout Boulder;
- ▶ Require an appropriate amount of parking to minimize construction of underutilized parking spaces while also avoiding impacts associated with too little parking;
- ▶ Reflect the multimodal goals of the [Transportation Master Plan](#) (TMP);
- ▶ Coordinate and align parking supply rates with the city's evolving Transportation Demand Management (TDM) goals and strategies;
- ▶ Increase predictability in the application of parking standards and reduce the number of parking reductions requested;
- ▶ Encourage efficient use of land;
- ▶ Reflect changing market conditions nationwide.



2019 Transportation Master Plan

Intended Outcomes

The project is intended to evaluate and codify changes to the parking standards in Title 9, Land Use Code, and the Design and Construction Standards (DCS), including, as appropriate:

- ▶ Revise the off-street parking statement of intent to reflect the community's goals as adopted in the 2015 [Boulder Valley Comprehensive Plan](#);
- ▶ Update the required minimum number of off-street parking spaces for various land uses, including but not limited to commercial, attached dwelling units, office, industrial, and mixed-use;
- ▶ Explore adding a maximum number of off-street parking spaces to better balance off-street parking needs with the market and potentially impacted areas of the city while promoting the use of more sustainable forms of transportation and more efficient uses of land;
- ▶ Update parking reduction criteria to increase predictability of outcomes and reduce the number of requests. If parking maximums are added to the code, add criteria for parking increase requests;
- ▶ Explore automatic parking reductions in addition to or in lieu of current parking reduction request process;
- ▶ Create land use regulations to encourage shared parking between and within development sites;
- ▶ Coordinate language between sections of the Land Use Code and DCS for clarity and consistency.

WE ARE HERE!

Planning Stage
2019 / 2020 Quarter 1

Shared Learning Stage
2020 Quarter 2

Community Outreach

Option Development
and Public Feedback

Options Stage
Quarter 3

Council Feedback

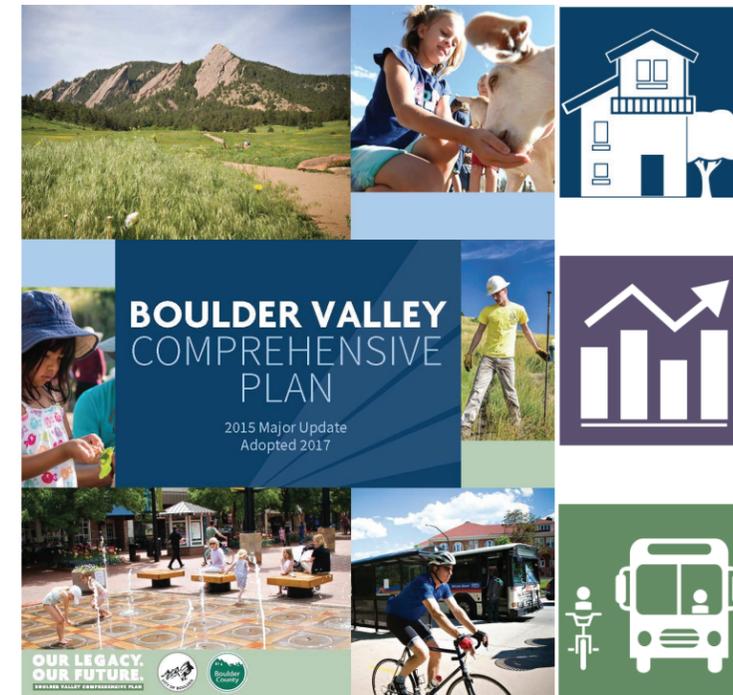
Preferred Option
Development and
Public Feedback

Decision Stage
Quarter 4

Council Consideration,
Public Hearings, and
Ordinance Drafting

Adoption of Off-
Street Parking
Update

Guiding Boulder Valley Comprehensive Plan (BVCP) Policies (Exerpts)



Built Environment

2.16 Mixed Use & Higher-Density Development
Provide incentives and remove regulatory barriers to encourage mixed use development where and when appropriate, including reviewing and revising parking requirements.

2.19 Neighborhood Centers

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

2.41 Enhanced Design for All Projects

The primary focus of any site should be quality site design. Parking should play a subordinate role, be integrated between or within buildings, be compact and dense, 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

5.01 Revitalizing Commercial & Industrial Areas

Support strategies unique to specific places for the redevelopment of commercial and industrial areas, including shared parking strategies, transit options and hubs.

Transportation

6.05 Integrated Transportation Demand Management (TDM) Programs

- Develop comprehensive Transportation Demand Management (TDM) programs for residents and employees.
- Promote shared-use mobility, ridesharing, bikesharing, carsharing, vanpools and teleworking.
- Support programs for walking and biking, such as secured long-term bike parking.
- Employ strategies such as shared, unbundled, managed and paid parking ("SUMP" principles).
- Require TDM plans for applicable residential and commercial developments.

6.11 Access Management & Parking

- Consider all modes of transportation (bicycle, pedestrian, transit and vehicular).
- Reduce single-occupant vehicle travel, balance the use of public spaces, consider the needs of residential and commercial areas and address neighborhood parking impacts.
- Accommodate parking demands in the most efficient way possible with minimal necessary new spaces.
- Promote parking reductions including parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs.

6.12 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 to be multimodal and pedestrian-oriented and include TDM strategies

6.14 Integrated Planning for Regional Centers & Corridors

- In and along corridors and centers, plan for highly connected and continuous transportation system for all modes.
- Develop parking maximums and encourage parking reductions.

PARKING and TDM 101

What are the current off-street parking requirements?

Currently, Section 9-9-6, [Parking Standards](#), of the Boulder Revised Code provides standards for the amounts of motor vehicle parking spaces required to serve properties in Boulder. Current parking standards are based on the use and zoning district, the square-footage of the building, or other factors such as the number of seats in a restaurant or the number of bedrooms in an attached dwelling unit. Most areas of Boulder have a minimum parking requirement. Some areas in special districts such as Downtown, University Hill, and Boulder Junction do not have minimum parking requirements for commercial uses, and may also have maximum parking requirements. Typically, these are mixed-use areas that are walkable, transit rich, and served by on-street and garage parking.

What is Transportation Demand Management (TDM)?

The city requires TDM plans for some new developments. The purpose of a TDM plan is to mitigate the transportation impacts of new developments by providing programs, amenities, and services to employees and residents to encourage transportation modes (e.g., transit, bicycle, vanpool, etc.) that have less of an impact on our existing transportation system. TDM plan requirements for new developments are being evaluated to increase effectiveness and reduce off-street parking needs and number of vehicle trips.

What is AMPS?

In early 2014, an interdepartmental team of city staff began a new project called the **Access Management and Parking Strategy** or AMPS. Updating the off-street parking requirements is a component of AMPS. See more at: <https://bouldercolorado.gov/commercial-districts/access-and-parking-management-strategy>.

Where Can I Review More Information?

View the **2014-2019 Parking Study Technical Memorandum** summarizing off-street parking supply and demand data at: www.bouldercolorado.gov/plan-develop/parking

What has been done so far?

2014: As part of the AMPS process, the Land Use Code and Design and Construction Standards (DCS) were updated, including simplifications to vehicular parking standards; reducing vehicle parking requirements for warehouses, storage facilities and airports; and requiring both short- and long-term bicycle parking standards based on land use type.

2016: Additional parking supply and occupancy observations conducted at 20 sites, including commercial, office, industrial, mixed-use, and residential land uses. These observations supplemented the more than 30 sites that had previously been studied. A range of draft parking rate recommendations, including parking maximums and minimums, were developed for consideration. The potential to coordinate and link the recommended parking supply rates with the evolving Transportation Demand Management (TDM) strategy was also identified.

Now: In 2019, as part of the current City Council work plan, this final phase of the parking code changes was initiated. Updates to the parking code are 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 (TMP) and aligning parking supply rates with the city's evolving TDM goals.

Parking Study Data Collection