

# **METRO VISION IDEA EXCHANGE**

**Maxed out! Setting limits on new parking to  
achieve community goals.**

**March 30, 2023**

**This Idea Exchange will be recorded**

# METRO VISION

- Metro Vision furthers a **shared vision** of the future of the metro area, covering:
  - growth and development
  - transportation
  - environment
- Updated regularly to account for a **20-year** planning horizon, the **current update** looks toward 2040.



# Agenda

- Announcements
- DRCOG TDM Plan
- 2050 RTP Mitigation Action Plan
- Topic framing & introducing the panelists
- Panelist presentations
- Moderated panelist discussion
- Audience Q & A



- Metro Vision Awards
- John V. Christensen Memorial Award
- Way to Go Commuter Award



Submit nominations at: [drcog.org/awards](https://drcog.org/awards) by Friday, April 14.





# Joyride!

## **Bike to Work Day**

Wednesday, June 28, 2023 | [BikeToWorkDay.co](https://BikeToWorkDay.co)





# Support bike to work day

- Host a station
- Join the Business Challenge



Is proud to sponsor with



# Important dates



Business Challenge registration: now – April 14, 2023

Station registration: now – June 27, 2023

Rider registration: April 17, 2023 – June 28, 2023



| waytogo

Is proud to sponsor with







# DRCOG WORK RELATED TO PARKING





# REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIC PLAN

Kalie Fallon

Emerging Mobility and TDM Planner

# TDM Strategic Plan Purpose



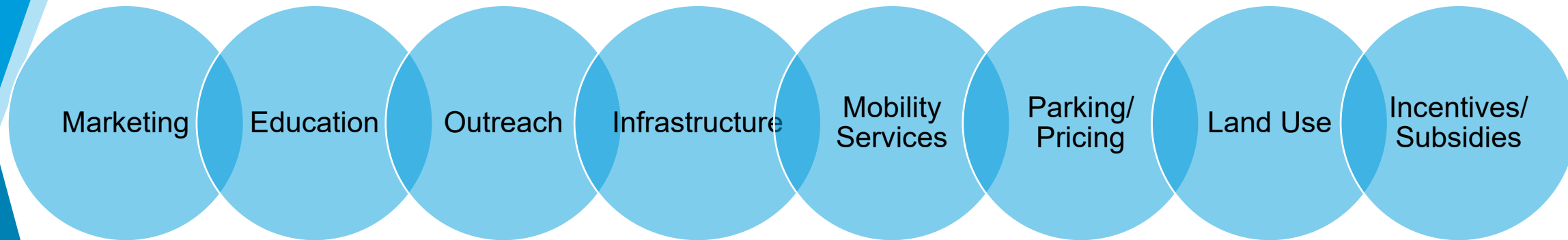
**Metro Vision RTP priorities: air quality, multimodal mobility, active transportation**

- Evaluate existing TDM programs, practices, partnerships and policies
- Engage stakeholders and partner agencies
- Develop a regional TDM toolkit for DRCOG and partners
- Implement equity in TDM strategies
- Expand DRCOG's definition of TDM strategies

# The TDM landscape



Effective TDM requires the use of a suite of strategies:



## Transportation Demand Management



### Services



Transit (RTD)



Microtransit (RTD FlexRide)



Car Share (Zipcar)



Shuttles



TNCs (Uber + Lyft)



Micromobility  
(scooters/bikes)



### Infrastructure



Curb Management



Bicycle Parking



Transit Stop Enhancements



Bicycle Repair Stations



Wayfinding



Showers/Changing  
Facilities



Active Transportation  
Facility Enhancements



### Parking Management



Paid Parking



Unbundled Parking



Preferential Parking



Discounted Car-Pool  
Parking



Car-share Parking



Shared Parking



### Subsidies



Transit Pass Discounts



Car-share Membership  
Discounts



Bike-share Membership  
Discounts



TNC Discounts



Micromobility Credits



Direct Payment to Service  
Providers



### Education



New Resident/Employee  
Welcome Kits



Information Kiosks



General Marketing



Bicycle Workshops



Websites/Apps



Trip Planning Assistance



# TDM and Parking



Parking/  
Pricing

Land  
Use

- To be successful, parking policies must work in tandem with other TDM strategies
- Successful TDM supports each Metro Vision theme and outcomes
  - Livable communities, healthy and active choices
  - Vibrant regional economy
  - Efficient, compact urban development pattern
  - Connected multimodal region
  - Clean air and lower GHG emissions



**THANK YOU!**  
**QUESTIONS?**

**Kalie Fallon**  
**Emerging Mobility and TDM Planner**  
**[kfallon@drcog.org](mailto:kfallon@drcog.org)**



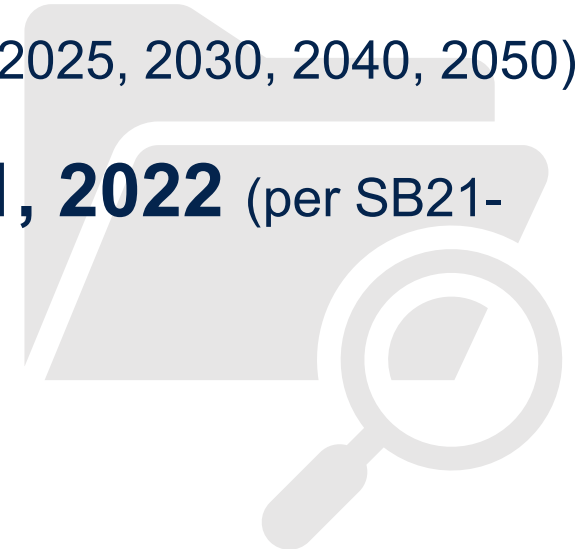
# 2050 REGIONAL TRANSPORTATION PLAN GHG MITIGATION ACTION PLAN

Metro Vision Idea Exchange  
March 30, 2023

Jacob Riger, AICP

# Greenhouse Gas Planning Standard overview

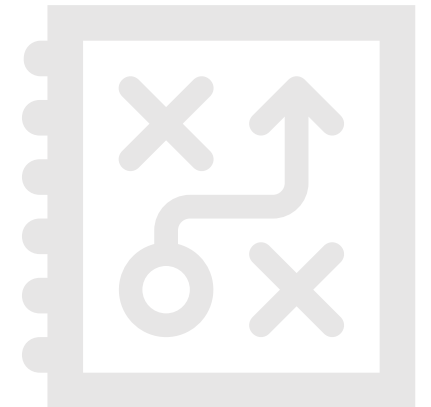
- The Greenhouse Gas Planning Standard was **adopted in Dec. 2021** by the Transportation Commission of Colorado
- It applies to **CDOT and metropolitan planning organizations** (like DRCOG)
- DRCOG's 2050 Regional Transportation Plan **must meet the rule's emission reduction levels** for four analysis years (2025, 2030, 2040, 2050)
- The updated plan **had to be adopted by October 1, 2022** (per SB21-260 and GHG rule)





# Mitigation Action Plan

- Needed as a **last step** to close the remaining reduction level gap
- Measured **regionally**, implemented **locally**
- Mitigation measures are **voluntary and not required** to implement in any specific location
- Ample opportunity to implement & adjust **over time** to help achieve compliance (starts in 2030)
- **Annual reporting** required on implementation progress



# MAP mitigation measures & GHG reduction amounts

**Increase  
residential  
density**



40,116  
metric tons

**Increase job  
density**



6,964  
metric tons

**Mixed-use  
transit-  
oriented  
development**



78,921  
metric tons

**Reduce or  
eliminate  
minimum  
parking  
requirements**



176,902  
metric tons

**Adopt local  
complete  
streets  
standards**



656  
metric tons

# Components to achieve GHG reduction levels

<b>GHG emission reduction results</b> (million metric tons per year)	<b>2025</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
<b>2050 RTP update modeling</b> (network updates, programmatic funding, and observed data)	0.68	0.68	0.57	0.35
<b>Additional programmatic transportation investments</b> (active transportation, complete street retrofits, signal timing, and CDOT Bustang)	N/A	0.07	0.05	0.03
<b>Mitigation action plan</b> (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
<b>Total GHG reductions:</b>	<b>0.68</b>	<b>0.85</b>	<b>0.74</b>	<b>0.46</b>
<b>Reduction level requirement from GHG rule Table 1</b> <b>(2 CCR 601-22, Section 8.02.6)</b>	<b>0.27</b>	<b>0.82</b>	<b>0.63</b>	<b>0.37</b>
<b>Reduction level achieved:</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>



Thank you!  
**Questions?**

Jacob Riger, AICP | [jriger@drcog.org](mailto:jriger@drcog.org)



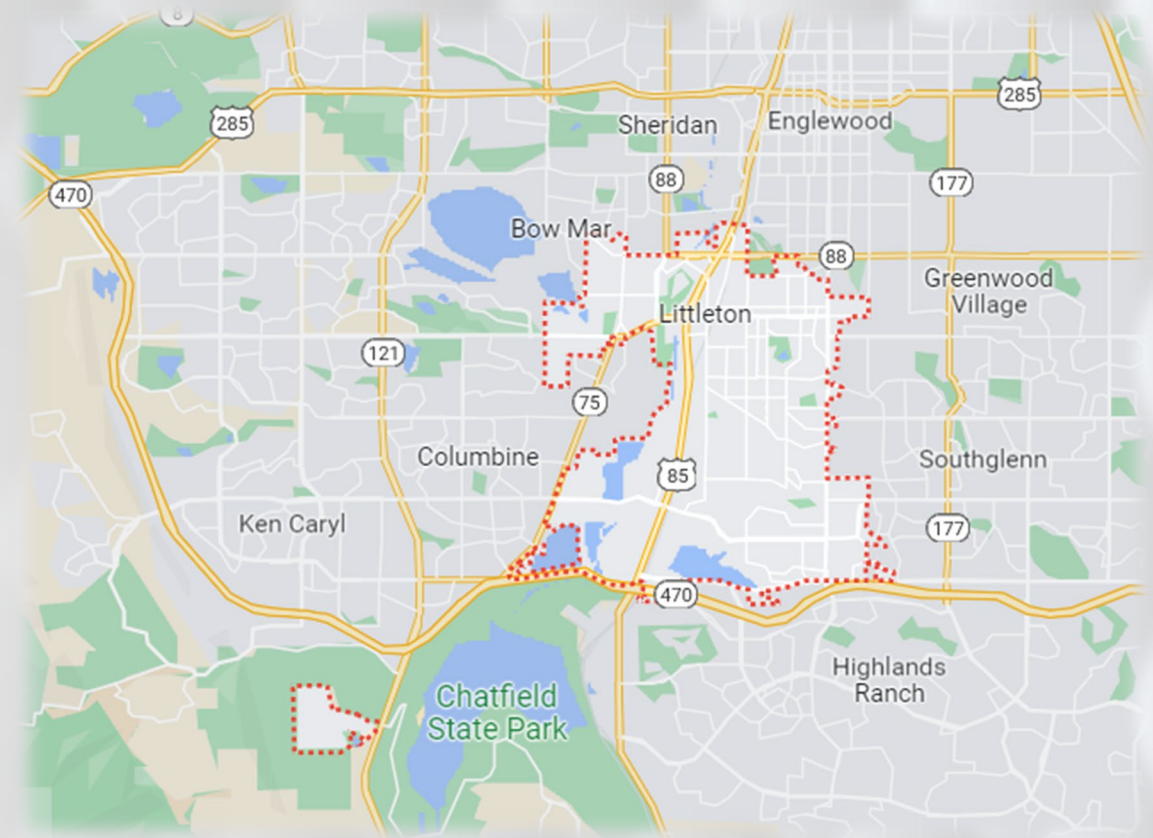


# **LIMITING NEW PARKING AT THE LOCAL LEVEL**





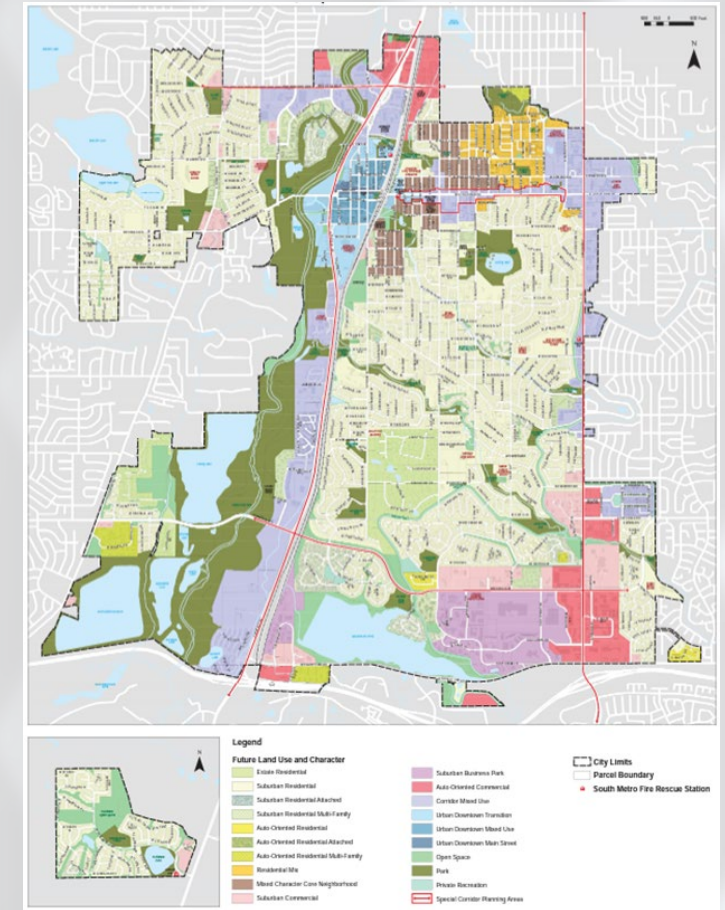
- 45,191 people (2021 US Census)
- < 13 square miles
- Historic Downtown Main Street
- >1,400 acres of parks and open space & 200 miles of trails





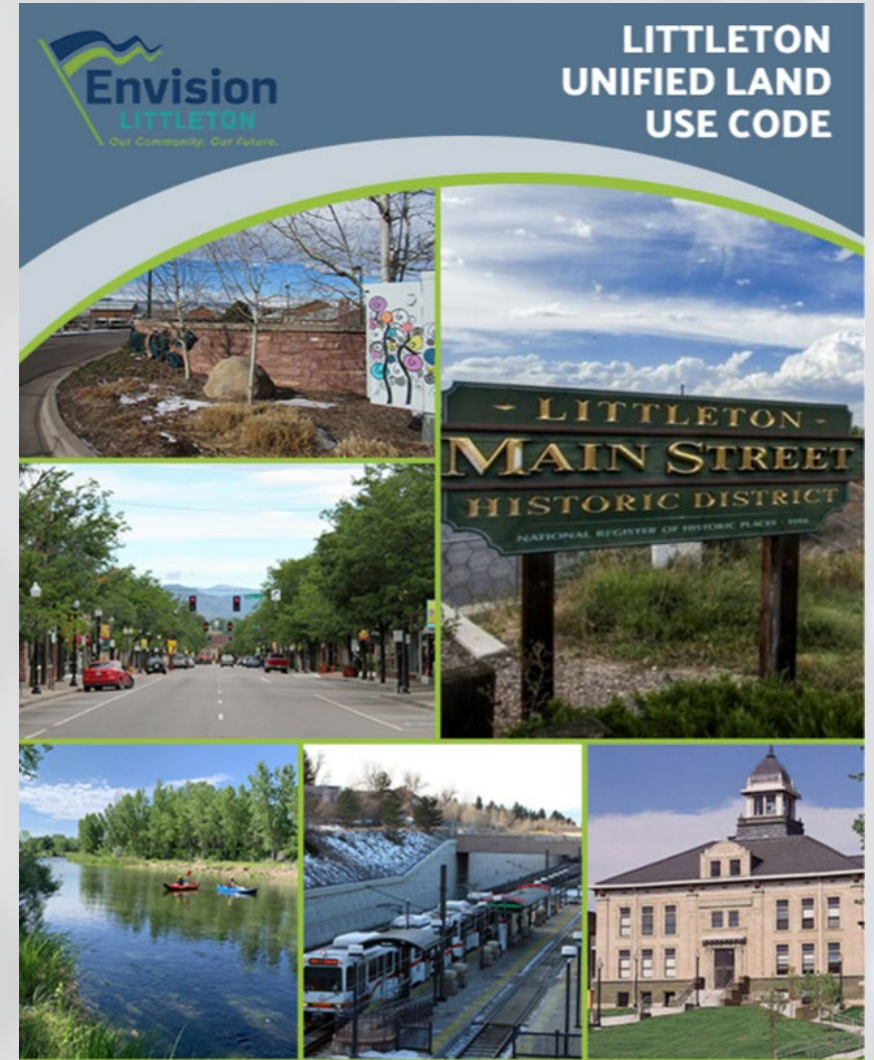
# Recent Plans & Code Adoptions

- 2019 Envision Littleton
  - Comprehensive Plan
  - Transportation Master Plan
- 2021 Unified Land Use Code (ULUC)
  - Zoning & Subdivision Regulations



# ULUC Parking Standards

- Minimum & Maximum Ratios
- Net Floor Area vs Gross Floor Area
- Contextual Reductions
- Shared Parking
- Adaptive Reuse





# Off-Street Parking Maximums

Table 10-1-3.7.A.1 Required Off-Street Parking			
Category	Specific Use	Minimum	Maximum
Household Living	Cottage Court Community	0.75 / DU	1 / DU
	Dwelling, Multi-Family (Apartment)	1 / studio BR 1.5 / single and two BR 2 / three BR	1.5 / studio BR 2 / single and two BR 2.5 / three BR
	Dwelling, Single-Family Attached / Duplex / Twin Home	2 / DU	3 / DU
	Dwelling, Single-Family Duplex / Twin Home Conversion	2 / DU	3 / DU
	Dwelling, Single-Family Detached	2 / DU	N/A
	Live-Work	1.5 / DU	2 / DU
	Manufactured Home Park	1.5 / DU	2 / DU
	Mixed-Use Building	1 / studio BR 1.5 / single and two BR 2 / three BR	1.5 / studio BR 2 / single and two BR 2.5 / three BR
	Multiplex	1.5 / DU	2 / DU
	Slot Home	N/A	N/A
	Tiny Home Community	0.75 / DU	1.25 / DU
	Townhome	1.5 / studio BR 2 / single and two BR 2.5 / three BR	2 / studio BR 2.5 / single and two BR 3 / three BR
Group Living	Foster Family Care Home	Same as principal use	
	Group Home	1 / 2 beds + 1 / employee	1 / 2 beds + 1 / employee
	Independent Living Facility	0.75 / studio BR 1 / single and two BR 1.5 / three BR	1 / studio BR 1.5 / single and two BR 1.75 / three BR
	Nursing Home/Congregate Housing	1 / 8 beds	1 / 5 beds
	Accessory Dwelling Unit <sup>1</sup>		
	- Attached	+1 / unit	+1 / unit
	- Detached		

*The maximum number of off-street surface parking spaces... [in downtown]...no more than 125 percent of the minimum parking requirements.*

Table 10-1-3.7.A.1 Required Off-Street Parking			
Category	Specific Use	Minimum	Maximum
Entertainment, Indoor	Bar, Brew Pub, or Tavern	1 / 250 SF	1 / 200 SF
	Brewery, Distillery, and Winery	1 / 300 SF tasting room + 1 / employee	1 / 50 SF tasting room + 1 / employee
	Convention Center	See Paragraph D.6, <i>Special Parking Study</i> , below	
	Gymnastic, Dance Studio, or Martial Arts Facility	1 / 300 SF	1 / 200 SF
	Health and Fitness Club	1 / 400 SF + 1 / employee	1 / 100 SF + 1 / employee
	Movie or Other Theater	1 / 250 SF	1 / 100 SF
Entertainment, Outdoor	Indoor Entertainment (Other than listed)	1 / 250 SF	1 / 200 SF
	Amphitheater	1 / 4 seats	1 / 2.5 seats
	Ballfield or Stadium	1 / 4 seats	1 / 2.5 seats
	Campground	1 / camping site	2 / camping site
	Farmers Market	1 / 500 SF of public area	1 / 250 SF of public area
	Outdoor Entertainment (other than listed)	Greater of 1 / 6 seats or 1 / 50 SF	Greater of 1 / 4 seats or 1 / 30 SF
Office	Bank or Credit Union (with or without drive-through)	1 / 300 SF	1 / 150 SF
	Office Uses (greater than 8,000 SF of GFA)	1 / 300 SF	1 / 175 SF
	Office Uses (less than 7,999 SF of GFA)	1 / 350 SF	1 / 300 SF
	Office Uses (Other than listed)	1 / 300 SF	1 / 250 SF
	Studio, Commercial	1 / 400 SF	1 / 350 SF
Overnight Accommodations	Hotel or Motel	0.8 per room + 1 / 800 SF of public meeting and restaurant area	1.5 per room + 1 / 650 SF of public meeting and restaurant area
	Overnight Accommodations (other than listed)	0.75 / room + 1 per 150 SF of meeting and restaurant area	1 / room + 1 per 100 SF of meeting and restaurant area
Retail Repair, Sales, and Personal Services	Drug Store (with or without drive-through)	1 / 250 SF	1 / 200 SF
	Dry Cleaning, Commercial Operations (without or without drive-through)	1 / 300 SF	1 / 250 SF
	Dry Cleaning Store or Laundromat	1 / 250 SF	1 / 150 SF
	Food Market	1 / 200 SF	1 / 150 SF
	Grocery Store	1 / 400 SF	1 / 100 SF
	Home Furnishings (Appliances and Electronics)	1 / 400 SF	1 / 250 SF
	Home Improvement Center (with garden center)	1 / 350 SF	1 / 200 SF
	Liquor Store	1 / 350 SF	1 / 200 SF
	Lumber Yard	1 / 1,750 SF	1 / 1,250 SF

# Potential Parking Reductions

- Shared Parking
- Downtown Parking Credits & Reductions (up to 50%)
- Proximity to RTD stop (Bus Stop or Light Rail Station)
- Adaptive Reuse

Table 10-1-3.7.A.3 Illustrative Shared Parking Credit Calculation					
EXAMPLE: A mixed-use building or site has 40,000 sf of general office space, 15,000 sf of home furnishings, a 5,500 sf sit-down restaurant, a 25,000 sf movie theater, and 300 hotel rooms with no public meeting space. Separately, these uses would require 566 parking spaces. In this example, the minimum number of parking spaces required is 442, a 22% reduction.					
(A) Use Category	Weekday		Weekend		
	(B) Day (9 a.m. to 4 p.m.)	(C) Evening (6 p.m. to 12:00 a.m.)	(D) Day (9 a.m. to 4 p.m.)	(E) Evening (6 p.m. to 12:00 a.m.)	(F) Night (12:00 p.m. to 6 a.m.)
Office	133	13	13	7	7
General Retail	23	34	38	27	2
Hotel	180	240	180	240	180
Restaurant, Sit-Down	27	55	55	55	6
Movie Theater	40	100	50	100	10
Column Totals	403	442	336	429	205

# Maxed Out!

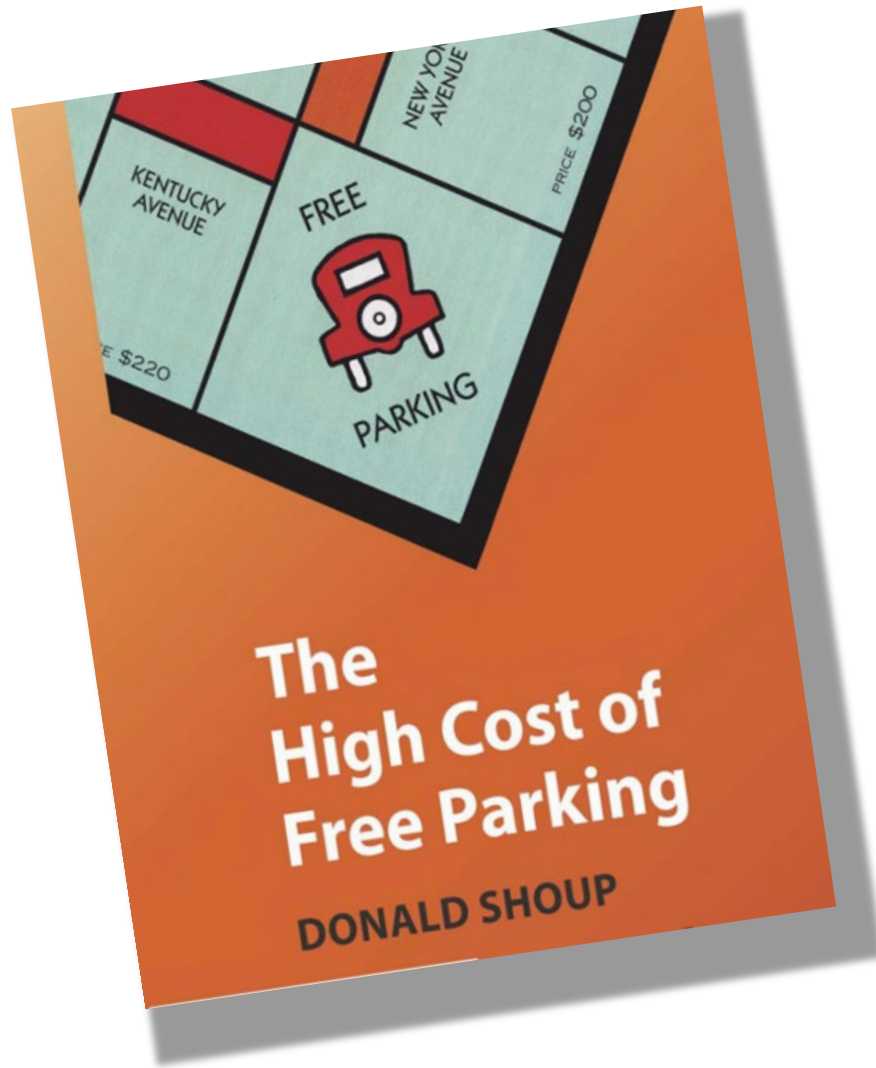
## Setting limits on new parking

DRCOG Planner Idea Exchange  
March 30, 2023

Phil Greenwald, AICP CTP  
Transportation Planning Manager  
[Phil.Greenwald@longmontcolorado.gov](mailto:Phil.Greenwald@longmontcolorado.gov)



# Why change the parking standards?



- Donald Shoup 2005 book tour to Colorado
- Too much parking blamed on local requirements



# Why change the parking standards?

Parking = land use



Commercial parking was typically more than required



Multifamily parking need was typically above required

# Why change the parking standards?



## Market-based approach

Let developers determine their parking need, not the city—**unless the amount is too high**

Decrease the space dedicated to temporary vehicle storage—  
increase the amount of space for people

# Outcome

- **2014 Code Amendments:**
  - Minimum parking requirements for commercial development replaced with parking maximums.
  - Maximums set at old minimums
  - Then: Allowances for 25% over the numeric maximum as “minor modification”—over that to P/Z
  - Now: An Alternative Parking plan is required for any increase above 20% of the maximum standard



# Real World Examples—Before

## McDonald's Restaurant @ US287/Main St & CO119/Ken Pratt Blvd

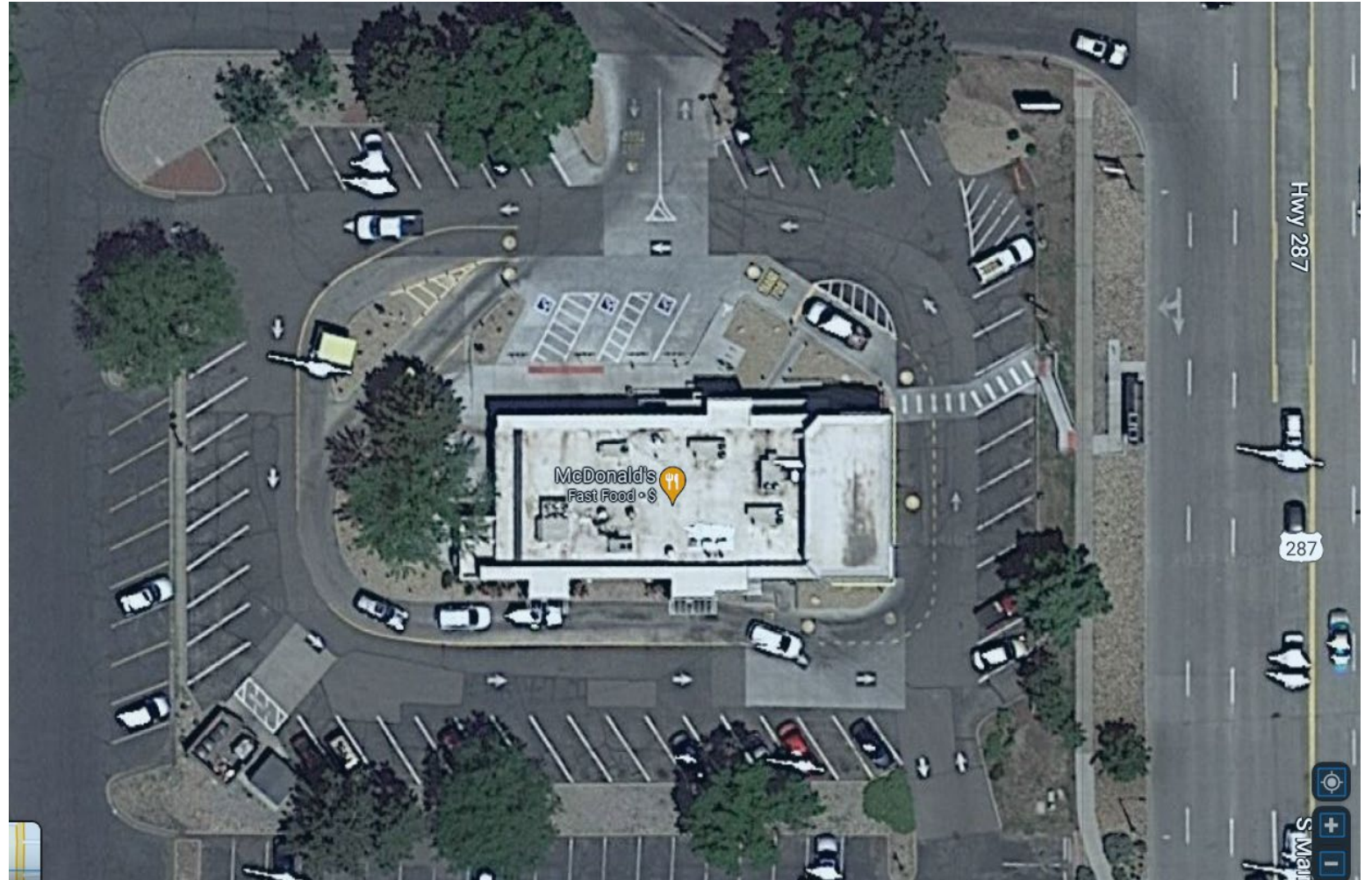
Year Constructed: 1980

SF (Restaurant): 5,092

Total Parking Spaces: 53

Total Land Area: 52,455

Parking required > 10  
spaces per 1,000sf (KSF)  
10.4/KSF spaces provided





# Real World Examples—After

Popeye's Restaurant  
@ US287/Main St  
north of 21<sup>st</sup> Ave

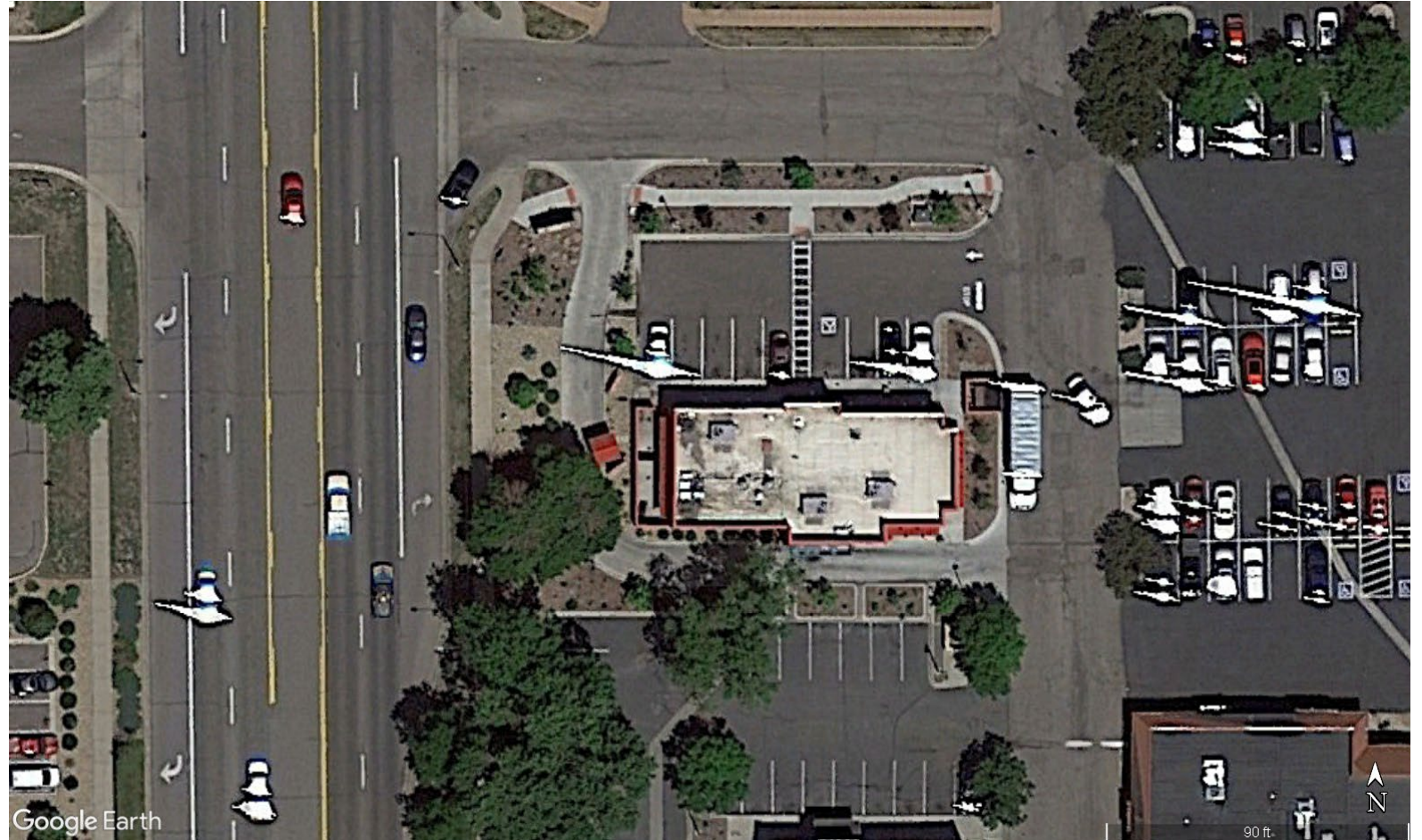
Year Constructed: 2018

SF (Restaurant): 2,844

Total Parking Spaces: 9  
(Previous Req't = 28)

Total Land Area: 23,267

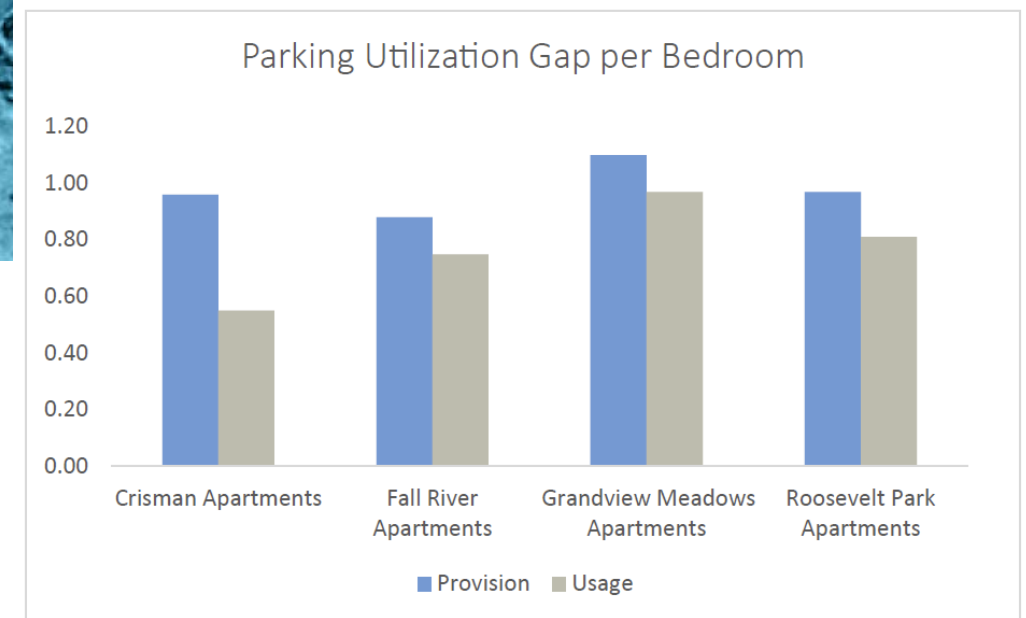
Parking required < 10  
spaces per 1,000sf (KSF)  
3.2/KSF spaces provided



# New Study on Multi-Family Parking Use



**Recommends lowering Multi-Family parking rates by 25%--especially near transit/services**





## Outcome II

- **2022 Code Amendments:**
  - Minimum parking requirements for multifamily replaced with parking maximums
  - Applies to specific zoning districts with good access to transit & services
  - Still concerned with parking amounts further away from services
  - Waiting to see results...



THANK YOU





# Parking Management in the City of Boulder

**Chris Hagelin, Principal Planner**

**Transportation & Mobility**

**City of Boulder**

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# Parking Management Philosophy

## SUMP Principles

- Shared
- U**nbundled
- M**anaged
- P**aid

## District Approach

- Downtown Boulder
- University Hill
- Boulder Junction



# Performance-Based Pricing

## Policy

- Use of pricing to manage demand
- Pricing based on utilization
- On-street versus Off-Street pricing

## Practice

- Data collection
- Enforcement
- Annual pricing changes
- Identification of Curbside Management opportunities






# TDM and Parking Management

## Downtown Experience

- Paid Parking
- EcoPasses for all employees
- Multimodal investments

## Boulder Junction Access District

- General Improvement Districts
- TDM Benefits
  - EcoPasses
  - Bikeshare
  - Carshare
- Boulder Transportation Connections

**BUSBIKEWALK**  
It's The Boulder Junction Way To GO!

### Benefits of Living in Boulder Junction

As a resident of Boulder Junction, you and all the members of your household receive the benefits of living in Boulder Junction. Boulder Junction is an innovative mixed-use residential and commercial district centered around Boulder's future transit center, Depot Square. To meet the goal of reducing vehicle trips and encourage the use of transportation options, such as taking the bus or bicycling, the District has two overlapping taxing districts that provide residents and employees special benefits. The taxes raised in Boulder Junction go to managing shared on-street and structured parking and to providing residents with access to programs and services to make transportation options more attractive and easy to use. In particular, as a resident of 3100 Pearl, you will have access to three special transportation programs which are paid for by the Boulder Junction Access District.

#### RTD EcoPass

The EcoPass is a product of RTD, the Denver metro area's regional transit provider, and is an annual transit pass that allows unlimited rides on all Local, Express, and Regional buses and light rail service with a \$2.50 fee to and from DTA. As a resident of Boulder Junction, EcoPasses are provided through the property taxes that are paid by residents and businesses of the district. **For more information on the EcoPass, please visit:** [www.boulderecopass.com](http://www.boulderecopass.com).

**To learn how to get your EcoPass,** please see the document entitled, "How to get my EcoPass", which is contained in your Welcome Kit.

#### Car-sharing memberships

eGO Carshare is a non-profit organization that provides access to a network of energy-efficient vehicles throughout Denver and Boulder, allowing members to pay per trip without the commitment of owning a car. Vehicles are conveniently stationed, often near transit and bicycle facilities and are accessible to members with valid reservations 24 hours a day, 7 days a week. eGO Carshare members typically have lower vehicle ownership and make more of their daily trips by bike, foot or bus. It is a good way to save money and go down to one vehicle but still have access to a second car when needed. The rate members pay is based on a combination of miles driven and how long the vehicle is checked out. Members can reserve the different kinds of vehicles in the eGO Carshare fleet online. To become a member of eGO Carshare, a one-time \$25 fee is required to perform a background check on the individual's driving record. This one-time fee will be paid for by the district of any resident that wishes to join. **For more information on eGO Carshare please visit:** <http://carshare.org/>.

Car2Go is a new carsharing organization that is operating in Denver and uses a new innovative model for carsharing that focuses on providing one-way rides instead of the typical roundtrip carshare trips. If you are living in Boulder Junction but working in Denver, you can choose to join Car2Go if it better meets your needs and helps you reduce your car trips. **For more information please visit:** [www.denver.car2go.com](http://www.denver.car2go.com).

**To learn how to get your free carshare membership,** please see the document entitled, "How to get my carshare membership", which is contained in your Welcome Kit.


#### Boulder B-Cycle membership


Boulder B-cycle is a non-profit organization that provides access to a system of shared bicycles located throughout the city that people can use for short-term trips. Once a member of Boulder B-cycle, you have access to unlimited use of the bicycles at no cost for rides up to one hour. After one hour, users will accrue additional charges. Boulder B-cycle's annual memberships are currently \$65 and can be used in Denver as well as Boulder. As a resident of Boulder Junction, the district will subsidize annual memberships by 50%. For more information on Boulder B-cycle please visit: <http://boulder.bicycle.com>.

**To learn how to get your subsidized Boulder B-Cycle membership,** please see the document entitled, "How to get my Boulder B-Cycle membership", which is contained in your Welcome Kit.

#### Contact information

**Community manager**  
Brittney Skott  
Solana 3100 Pearl | 3100 Pearl Parkway | Boulder, CO 80301  
P) 303.444.1900 | F) 303.444.1910  
[www.Solana3100@greystar.com](mailto:Solana3100@greystar.com)  
[Solana3100@greystar.com](http://Solana3100@greystar.com)

**Parking services:**  
Kurt Matthews M.Ed  
Manager Parking Services  
City of Boulder  
303.413.7320



**Boulder has been named one of America's "Smartest Regions for Transportation"**

**Outsmart traffic in Boulder.**  
Transit and bike maps, bus pass, routing schedules, Walk and Bike Month, safety information and so much more to help you get around Boulder without a car:  
[GOBoulder.net](http://GOBoulder.net)

Find a car to share, in Boulder or Denver:  
[carshare.org](http://carshare.org)  
[denver.car2go.com](http://denver.car2go.com)

Find a bike-share station:  
[boulderbicycle.com](http://boulderbicycle.com)

Learn about carpooling, vanpooling and other local programs and events:  
[BoulderTC.org](http://BoulderTC.org)

To plan trips, find carpools and vanpools and calculate savings:  
[MyWaytoGo.org](http://MyWaytoGo.org)

**Outsmart traffic on U.S. 36.**  
[36CommutingSolutions.org](http://36CommutingSolutions.org)

**Outsmart traffic just about anywhere.**  
Bus and light-rail information for the Denver Metro region: [RTD-Denver.com](http://RTD-Denver.com)

# Curbside Management

## Why Manage the Curb?

- Significant municipal asset
- Increasing and new demand
- Changes in how commerce is done
- Safety concerns

## Curbside Practices

- Systems Approach
- Standard Operating Procedures for proactive and reactive changes
- New Curbside Uses
  - Flexible Loading Zones
  - Designated TNC Zones
  - Parklets
  - Micromobility parking





# MODERATED DISCUSSION

FACILITATED BY MALLORY BAKER, SENIOR CONSULTANT | WALKER CONSULTANTS





# AUDIENCE Q & A

FACILITATED BY MALLORY BAKER, SENIOR CONSULTANT | WALKER CONSULTANTS



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