CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: August 8, 2024

AGENDA TITLE

Project Update on Access Management and Parking Strategy (AMPS): Code and Policy Enhancements

REQUESTING DEPARTMENT / PRESENTERS

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EXECUTIVE SUMMARY

The purpose of this item is to update the City Council on the status of the final initiative to implement the Access Management and Parking Strategy (AMPS) project and to discuss major focus areas to refine the scope of work.

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 transportation demand management (TDM) requirements.

Parking code updates and transportation demand management changes were underway in 2020 when the project was indefinitely paused due to staffing impacts during the

pandemic. The project has been reinitiated in 2024. City Council also identified their interest in completing this project as an important part of the staff work plan for 2024-2025 at their 2024 retreat.

The scope of this interdepartmental project involves three main focus areas:

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

This project will also implement changes required by HB24-1304, passed by the Colorado State Legislature earlier this year.

Staff anticipates returning to City Council in the first quarter of 2025 to provide more detailed analysis of best practices and options to receive further guidance and direction prior to drafting code changes. Staff plans to complete the project in the second quarter of 2025. A draft project charter is in **Attachment A** and is expected to be refined based on the discussion with council.

QUESTIONS FOR CITY COUNCIL

Staff is seeking input and direction from City Council to guide next steps for the AMPS Code and Policy Enhancements project.

1. Does City Council have feedback on the scope recommendations for the three focus areas?
2. Does City Council have any other comments or direction to provide on engagement strategy, project timeline, or other topics?

BACKGROUND

Off-Street Parking Standards

This specific parking related project has been in process for many years and has been composed of several phases:

Phase I: In early 2014, an interdepartmental team of city staff began the AMPS project. In 2014, City Council passed Ordinances 8005 and 8006 to update the Land Use Code and Design and Construction Standards, which simplified vehicular parking standards, reduced vehicle parking requirements for warehouses, storage facilities and airports, and required both short- and long-term bicycle parking standards based on land use type.

Phase II: In 2016, the project team conducted additional parking supply and occupancy observations at 20 sites, including commercial, office, industrial, mixed-use, and residential land uses. These observations supplemented more than 30 sites that had previously been studied in 2014. 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 TDM strategy was also identified. 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 evolving TDM goals. The project was paused indefinitely due to the COVID-19 pandemic in 2020.

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

Zoning for Affordable Housing: In 2023, the Zoning for Affordable Housing project included updates to the city's parking reduction standards to simplify code language, a change to the process for parking reductions to allow residential projects up to a 25 percent parking reduction without Site Review, and a reduction in parking required for residential projects that were composed primarily of one-bedroom units.

HB24-1304: In 2024, the Colorado State Legislature passed HB24-1304 related to minimum parking requirements in Colorado municipalities subject to a metropolitan planning organization, like the Denver Regional Council of Governments of which Boulder is a part. The bill prohibits the city from enforcing minimum parking requirements within a defined "transit service area" except for certain projects that meet specific exemptions. By state law, the city must comply with this bill by June 30, 2025. All changes proposed as part of this project will need to comply with the new state regulations.

Transportation Demand Management Requirements

The purpose of requiring Transportation Demand Management (TDM) Plans for new developments is to mitigate the transportation impacts for the new development by providing programs, amenities, and services to the employees or residents.

Prior to the COVID-19 pandemic, as part of the AMPS work effort, City Council directed staff to modify the TDM Plan process for new developments and design an ordinance that provides a mechanism to monitor and enforce regulations, which is not currently in place. Council also specifically directed staff to integrate a new TDM ordinance for new development into the efforts to update the city's off-street parking requirements.

Prior to the project delay, the work effort focused on identifying the key components of a TDM ordinance for new developments, understanding the different ways each component could be designed, and establishing options for future boards and council consideration. Past work also included a review of peer cities with TDM ordinances for new developments which will be updated during this renewed effort.

On-Street Parking Management Strategies & AMPS

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 AMPS Guiding Principles are:

1. **Provide for all transportation modes**: support a balance of all modes of access in the city's transportation system: pedestrian, bicycle, transit and multiple forms of motorized vehicles— with the pedestrian at the center.
2. **Support a diversity of people:** Address the transportation needs of people at all ages and stages of life and with different levels of mobility – residents, employees, employers, seniors, business owners, students and visitors.
3. **Customize tools by area**: Use a toolbox with a variety of programs, policies and initiatives customized for the unique needs and character of the city's diverse neighborhoods, both residential and commercial.
4. **Seek solutions with co-benefits**: Find common ground and address tradeoffs between community character, economic vitality and community well-being with elegant solutions— those that achieve multiple objectives and have co-benefits. Plan for the present and future: while focusing on today's needs, develop solutions that address future demographic, economic, travel, and community design needs.
5. **Cultivate partnerships:** Be open to collaboration and public and private partnerships to achieve desired outcomes.

The 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:

- 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

In 2019, the Community Vitality department partnered with a consultant to rework the city's parking products, including long-term permits, daily parking, and hourly parking, to better reflect the AMPS vision and specific goals related to neighborhood parking management and parking pricing. The implementation plan from this work was presented

at a City Council Special Meeting in October 2021. Council supported the implementation of priority-based neighborhood access management, performance-based pricing, and graduated fines and mobility safety fines. All three programs were implemented in 2022.

Chautauqua Access Management Program (CAMP)

CAMP began in 2017 to address parking, access, and livability issues at the historic park and in the surrounding residential area by charging for parking at the park, providing a free shuttle from remote lots and establishing an NPP in the North Chautauqua neighborhood. After a successful pilot program, the Council directed staff to operate the CAMP program through 2023 and then to conduct an evaluation of the program. Following the 2023 evaluation, council directed staff to continue the CAMP program with minor modifications and conduct a future analysis to explore expanding CAMP operations under the Trailhead Access Management Program.

Civic Area Parking Management and TDM Program

To manage parking demand and reduce single-occupant vehicle travel by city municipal employees in the Civic Area, daily parking rates were increased, and a parking cash-out program was initiated. In 2016, the cost of parking increased from $2 to $3 per day, but employees who did not drive and park their vehicles in the Civic Area were paid $2 per day. Together with the EcoPass and Boulder BCycle commuter benefits, the Civic Area program significantly reduced single-occupant vehicle travel with increasing numbers of employees taking advantage of the parking cash-out benefit each year. This program was suspended in 2020 with the onset of the pandemic but is being considered for application at the future Western City Campus.

Residential Access Management Program (RAMP)

Priority-based neighborhood access management is the holistic strategy to manage parking in residential neighborhoods, which was used to create the Residential Access Management Program (RAMP). RAMP uses existing tools such as Neighborhood Permit Parking (NPP), and newly identified tools based on data-driven analysis. RAMP conducts an annual assessment of the entire city based on key metrics, such as parking occupancy, high trip generating land use, and resident or staff identified areas of interest. Staff monitors existing managed parking zones regularly to track their performance. The program aims to be more responsive to user behaviors and neighborhood diversity; promote predictability, transparency, and understanding of regulations; generate revenue and achieve cost recovery; advance climate and sustainability goals and increase the quality of life for everyone, residents, and visitors alike.

Performance-Based Pricing

Performance-based pricing entails variable pricing of on-street parking by block face in existing paid parking districts. Pricing is based on typical peak occupancy, with higher pricing for the areas where parking is most in demand and lower pricing for the areas where parking is least in demand. Pricing for off-street parking in our municipal parking garages is now uniformly lower for visits lasting two hours or longer. Performance-based pricing is measured and adjusted annually. This strategy encourages turnover, recognizes the value of the public street right of way, and responds to user behaviors as well as the

diversity of needs for different user groups. It also generates revenue and achieves cost recovery, promotes effective parking management, and advances climate and sustainability goals.

Graduated Fines and Mobility Safety Fines

Graduated fines and mobility safety fines entails graduated fines for most parking violations citywide, and higher fines for violations that impede mobility safety, such as parking in a bike lane, in a crosswalk, or in a fire lane. These higher fines are called "Mobility Safety Fines" and are premiums for safety violations already levied by the city. Similar to performance-based pricing, this strategy encourages turnover, recognizes the value of the public street right of way, responds to user behaviors, and the diversity of needs for different user groups. Graduated fines generate revenue and achieve cost recovery, promote effective parking management, improves customer compliance, and advances climate and sustainability goals.

Remaining AMPS Implementation Projects

The last of the identified projects from the original AMPS report include the Off-Street Parking Standard Changes and TDM Plan Ordinance for New Developments which are the topics of this memorandum.

ANALYSIS

The following section will provide background information on the main focus areas of the updates as well as the key questions for City Council input.

- **Off-street parking standards**
- **Transportation Demand Management requirements**
- **On-street parking management strategies**

Off-Street Parking Standards

History of Parking Requirements

After World War II, car ownership in the United State increased drastically and zoning codes began incorporating requirements for off-street parking, which is vehicle parking on private property to serve housing or businesses without parking on the public street. Over 70 years later, parking requirements remain a significant influence on urban form and development and mobility options due to their incorporation in most zoning codes around the country. Typically, parking requirements are based on a number of parking spaces per square foot calculation, although they can be even more nuanced, based on number of seats, employees, bedrooms in a house, or other factors.

Boulder's first zoning ordinance, adopted in 1928, established the first zoning districts, height, setback, permitted uses, and lot area requirements, but did not include any mention of vehicle parking. The city's first off-street parking requirements were adopted in 1954. While many more specific requirements have been added and new processes to provide flexibility have been introduced, the basic parking requirements have not

significantly changed in the 70 years since they were first adopted. After a major update in 1983 the intent of the parking standards was: *"in order to prevent undue congestion in and interference with the traffic-carrying capacity of city streets, off-street parking and loading shall be provided for all land uses."*

Other than a code standard reorganization in 2006, a comprehensive update of the parking standards has not been completed since the first requirements were added in 1954. For a detailed history of parking requirements in Boulder, see **Attachment B**.

Recent Zoning Reform in Other Cities

Many cities throughout the country have been rethinking their off-street parking requirements in recent years. In 2017, Buffalo, New York was the first major city in the United States to eliminate parking requirements citywide. Hundreds of other cities have considered changes to their parking standards since that time. 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.

Some examples of other cities similarly sized to Boulder with large universities that have eliminated all minimum parking requirements include Gainesville, Florida, Cambridge, Massachusetts, Duluth, Minnesota, and Eugene, Oregon. Nearby, Longmont eliminated all minimum parking requirements earlier this year. Some larger cities like Austin, Minneapolis, Sacramento, San Francisco, San Jose, Raleigh, and Portland have also removed parking requirements citywide.

HB24-1304: Minimum Parking Requirements

States have also been focused on parking legislation recently. Parking Reform Network notes that 22 states have introduced parking reform legislation since 2019, and 10 states have passed bills so far.

As noted above, the Colorado State Legislature passed HB24-1304 this year, which prohibits cities and counties within a Metropolitan Planning Organization (like the Denver Regional Council of Governments) from enforcing minimum parking requirements for certain uses. As of June 30, 2025, Boulder will no longer be able to enforce minimum requirements for multifamily residential development, residential adaptive reuse, or mixed-use adaptive reuse projects with 50 percent residential uses within an "*applicable transit service area*."

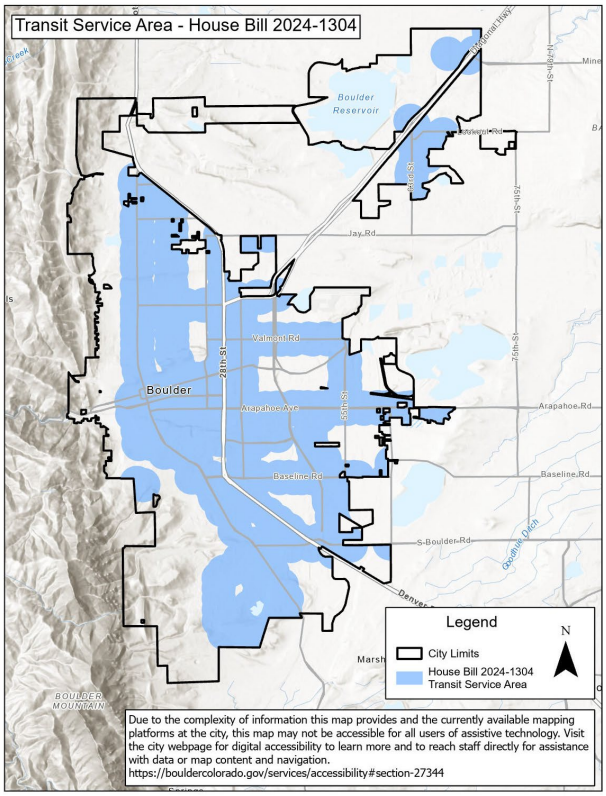
The official applicable transit service area will be mapped by the state by September 30, 2024. It will include areas that are within 1/4 mile of existing stations served by routes in an applicable transit plan for:

- Commuter Bus Rapid Transit
- Commuter rail or light rail with planned or scheduled service at least every 30 minutes during rush hour
- Public bus routes with planned or scheduled service at least every 30 minutes for at least four hours on weekdays

The transit service area will also include areas within 1/4 mile of planned or existing stations and stops served by public bus routes that:

- Have planned or scheduled service at least every 30 minutes for at least four hours on weekdays
- And are identified within an applicable transit plan for short-term implementation or before January 1, 2030.

City staff prepared the map below to generally anticipate the location of the applicable transit service area before the state releases the official map. About 29,000, or 81%, of the city's parcels in the cityare expected to intersect the Transit Service Area.



The bill does provide some potential exceptions to the prohibition on minimum parking requirements for these uses, although a high bar is set to utilize the exception. Cities can impose a parking requirement of one space per dwelling unit for projects over 20 units or affordable housing developments, but only if findings are met that "*not imposing or enforcing a minimum parking requirement… would have a substantial negative impact*."

The city would have to support the parking requirement with substantial evidence of negative impacts on safe pedestrian, bike, or emergency access, or the existing on- or off-street parking spaces within 1/8 mile of the project. The city would need to include parking utilization data from the area surrounding the project, engineer approval, and demonstrate that "*strategies to manage demand for on-street parking for the… [surrounding] area would not be effective to mitigate a substantial negative impact*." Each year, the city would submit information to the Colorado Department of Local Affairs about the parking requirements enforced using this exception.

Research and Data Collection

Comparable City Research

In late 2023, staff completed a review of over 30 different comparable cities to understand their parking requirements for various uses. A matrix summarizing this research is available in **Attachment C**.

Parking Reduction Research

Staff also has been studying parking reductions granted in Boulder for the last several years to help inform this work. Off-street parking requirements can be reduced by up to 25% administratively, and reductions over 25% can be approved through a Site Review application. Any reduction over 50% must be approved by Planning Board or City Council.

On average, since 2011, the city has approved about three administrative parking reductions per year and five parking reductions annually through the Site Review process. About three-quarters of requested parking reductions have been approved in those years. The average approved parking reduction request has been 18% administratively and 28% through Site Review. Since 2011, approximately 39% of Site Review applications have included a parking reduction request. The extent of parking reductions in development projects speaks to a need to comprehensively re-evaluate the city's off-street parking requirements.

Parking Supply and Utilization Data Collection

Over the last few months, staff has been working with Fox Tuttle, a transportation planning consulting firm, to update parking supply and utilization data counts at nearly 50 sites around the city to inform this project. Fox Tuttle has completed these counts three times throughout the AMPS project, most recently in 2018/2019. Since that data was 5-6 years old and there have been significant social, economic, and cultural shifts post-pandemic, a new study of supply and utilization was completed this year. This data has repeatedly shown that the parking supply dictated by current requirements exceeds maximum utilization across all land uses in the city. More detail is available in **Attachment D** and will be shared during the August 8 presentation.

Requested Council Direction: Off-Street Parking Standards

The initial direction from Council in 2014 for the AMPS project was to update the off-street parking standards, most likely by reducing requirements to better match utilization. In the many years since the project was first initiated, many more cities have rethought their minimum parking requirements and even eliminated them entirely citywide. During the 2024-2025 council retreat, several city council members expressed an interest in eliminating minimum parking requirements.

As noted previously, it is expected that approximately 81 percent of parcels in the city will fall within the "*applicable transit service area*" where parking requirements are prohibited through HB24-1304 for multifamily residential, residential adaptive reuse, or mixed-use adaptive reuse projects with 50% residential. Staff is also seeking direction from council on whether those parts of the city that are not included in the service area (19% of parcels) should retain minimum parking requirements for those uses, or whether

the state mandate should apply citywide given the extent of city parcels that are subject to the bill.

Proposed Scope of Work: Off-Street Parking Standards

For this project, staff recommends exploring the benefits and drawbacks of eliminating off-street parking requirements for all uses, while also determining feasible reductions to the requirements in lieu of a wholesale elimination. Thorough best practices research of comparable cities that have both reduced and eliminated requirements, as well as community engagement will inform further recommendations.

Staff recommends applying the changes required by HB24-1304 to areas outside of the applicable transit service area as well, since such a significant percentage of the city's parcels are already included in the area. Carving out specific parts of the city where multifamily residential parking requirements would differ than those within the transit service area would introduce significant complexity to the code.

These recommendations are summarized in the **Scope Recommendations** at the end of this memo.

Transportation Demand Management Requirements

Current TDM Plan Requirements

The foundation for TDM Plans within the development review process is located in the Section 9-2-14(d)(16) and (21), which requires a TDM Plan for all Site Review applications, and requires a traffic study if required by the city's Design and Construction Standards. Additionally, in the Boulder Junction area (the MU-4, RH-6 and RH-7 districts), a TDM Plan is required for all development applications that add a nonresidential use floor area or an additional dwelling unit that demonstrates compliance with the trip generation requirements of Section 9-9-22.

In section 2.02 of the city of Boulder Design and Construction Standards, it states:

(A) Traffic Assessment

The Director will require an applicant to submit a Traffic Assessment in order to adequately assess the impacts of any development proposal on the existing and planned transportation system. The Assessment shall include a peak hour trip generation study projection (Refer to 2.03(J)) and may require additional information as determined by the Director.

(B) Traffic Study Requirements

For any development proposal where trip generation from the development during the peak hour of the adjacent street is expected to exceed 100 vehicles for nonresidential applications, or 20 vehicles for residential applications the Director will require an applicant to submit a Traffic Study to evaluate the traffic impacts of any development proposal required to undergo a concept review as set forth in Section 9-4-10, "Concept Plan Review and Comment," B.R.C. 1981. The traffic study may include the information required in Subsections (A) through (K), of Section 2.03, "Traffic Study Format," of these Standards at the discretion of the Director.

The TDM Plan requirements are specifically referred to in section I of Chapter 2:

(I) Travel Demand Management Strategies

Include an outline of travel demand management strategies to mitigate traffic impacts created by proposed development and implementable measures for promoting alternate modes travel, including but not limited to the following:

> **(1) Site Design:** Incorporate design features that facilitate walking, biking, and use of transit services to access a proposed development, including features such as transit shelters and benches site amenities, site design layouts, orientations and connections to increase convenience for alternate modes and reduce multiple trips to and from the site, and direct connections to existing offsite pedestrian, bicycle, and transit systems.
>
> **(2) Programs and Education:** Incorporate alternate modes programs, such as providing transit passes to employees and residents, van pooling to the site by a major employer, ride-sharing, parking pricing, and planned delivery services, and educational measures such, as promoting telecommuting, distributing transit schedules and trails maps, signing alternate travel routes, and providing an onsite transportation coordinator or plan to educate and assist residents, employees, and customers in using alternate modes.

When TDM Plans are required as part of the Site Review process, the current process is for staff to work with developers and their consultants to design a customized TDM Plan within the opportunities and limitations of the regulations. Staff works with the developer to include infrastructure and amenities that enhance multimodal access and options and focuses on the handful of traditional TDM programs and strategies that can be implemented by the developer.

Many traditional TDM programs and strategies are not implemented by developers as they are implemented through employer tenants for commercial land uses or property managers for residential developments. For example, while a developer can provide short- and long-term bicycle parking or showers and changing facilities, they cannot be required to implement a TDM program like parking cash-out or vanpool subsidies.

The city has been successful in requiring developers to put funds in escrow to pay for certain TDM programs, like the RTD EcoPass, but for a limited time period.

Requested Council Direction: Transportation Demand Management Requirements

The key components of any TDM ordinance include:

1. Determining **purpose and desired outcomes** of TDM Plans and the ordinance
2. Setting **triggers and thresholds of ordinance applicability**
3. Establishment of the **measurable objective or performance metric**
4. Designing a methodology or formula to set **target levels**
5. Selection of required TDM Plan **design elements**
6. Deciding on **monitoring, compliance and enforcement** requirements
7. Understanding **funding and staffing** needs

At this time, staff would like to focus on the first two components with boards and council. Before addressing the other components, staff will want to update the best practice research and share that information through the engagement process before returning to boards and council.

Purpose and Desired Outcomes

In general, a TDM Plan ordinance is enacted to mitigate the impacts of a new development on the adjacent transportation system and surrounding land uses. However, an ordinance could also be used to go beyond mitigation and be used as a policy tool to motivate or push further travel behavior change to achieve broader transportation and community goals.

The overarching reason for incorporating TDM into the Site Review process and regulating implementation and evaluation is to meet the goals and objectives of the Boulder Valley Comprehensive Plan, the City of Boulder's Sustainability Framework and the Transportation Master Plan, and the Access Management and Parking Strategy. However, when designing a new set of policies and a TDM toolkit, it is important to understand the *specific* reasons to have new developments comply with an ordinance.

One option would be to design an ordinance that is intended to mitigate the impacts of a new development on the adjacent transportation system and surrounding area. Or, staff could design one that goes beyond mitigation to the use of incentives and disincentives to further push mode shift to meet goals. The way to achieve a more significant mode shift would be through performance measure targets and where they are set for new developments for ordinance compliance. While pushing beyond mitigation may be desired, it is important to understand that the overall impact of doing this on only new development will be small compared to a TDM ordinance that applies to existing developments. This approach also makes it more difficult for developments to comply with the ordinance, and may cause other unintended consequences.

Triggers and Thresholds of Ordinance Applicability

In all communities with TDM ordinances for new development, there are some projects that are exempt from the requirements. Typically, this is based on size or estimated vehicle trip generation rates. Under current policies in Boulder, the Design and Construction Standards state that when a commercial development is expected to exceed 100 vehicle trips at peak hour or 20 vehicle trips at peak hour for residential developments, an approved TDM Plan is required. The city may want to revisit these figures and raise or lower the thresholds based on staff feedback on the frequency of exempted Site Review developments.

Most cities with TDM ordinances use a tiered approach. For example, the City and County of Denver uses a three-tier approach based on size for commercial, industrial or office uses or the number of dwelling units for residential. In this approach, small developments of minimal impact are not required to comply with the ordinance. Medium sized developments are required to include TDM-supportive infrastructure, assign a transportation coordinator and achieve a designated target SOV rate. In addition to those requirements, larger developments are also required to identify and implement

programmatic strategies for a TDM Plan, conduct surveys to measure program impacts and demonstrate achievement of the target SOV rate.

While trip generation or size measured in square feet, or number of bedrooms for residential, are most typically used, the City may want to consider some other triggers which either exempt or automatically require a regulated TDM plan. Other options to consider include location within a Transit-Oriented Development (TOD) or subcommunity plan area or in an existing district such as the Central Area or University Hill General Improvement Districts (CAGID or UHGID). Under the current code, any property that redevelops in Boulder Junction is already required to meet the trip generation allowance through the District or independently.

Proposed Scope of Work: Transportation Demand Management Plan Requirements

Staff recommends designing a TDM ordinance for new developments that works in tandem with the updated off-street parking requirements and improves residential access and livability. Staff recommends designing requirements that primarily focus on mitigating the impacts of new development on the adjacent transportation system and surrounding area.

Based on previous direction from City Council and boards and public input prior to the pandemic delay, staff recommends exploring a tiered approach that considers size and location with the smallest developments exempt from the ordinance and increasing requirements for medium to larger developments which have more significant impacts on the transportation system and surrounding area.

These recommendations are summarized in the **Scope Recommendations** at the end of this memo.

On-Street Parking Management Strategies

History of On-Street Residential Parking Management Strategies

In 1986, the Boulder City Council adopted the Residential Permit Parking (RPP) program as a mechanism to relieve spillover parking in residential areas. The RPP program was designed to give preference in the use of on-street parking spaces to residents or businesses located within a designated zone, to maintain quality of life by restricting long- and short-term non-resident parking on neighborhood streets.

The program was first implemented in 1993 when RPP zones were established in the Mapleton Hill and University Hill neighborhoods. The RPP program restricted nonresident parking on neighborhood streets to two hours, Monday through Friday from 9 a.m. to 5 p.m. Concerns about the impacts associated with RPP implementation led Council to request an evaluation of the RPP program before proceeding with further zone implementation.

The NPP program was adopted by the City Council in May 1997 as an improved version of the RPP program. The NPP program was designed to improve the balance between preserving neighborhood character and providing public access to community facilities. The NPP program provided for greater flexibility in managing parking restrictions and expanded the RPP program to make available commuter permits within NPP zones.

Today, twelve NPP zones and one seasonal zone (Chautauqua North) exist. The provisions for the city's NPP zone program are set forth in Section 2-2-15, "Neighborhood Permit Parking Zones".

NPP parking restrictions limit on-street parking for vehicles without a parking permit. Vehicles without an NPP permit may park one time only, per day, per zone for the posted time limit and may not re-park in that zone again on the same day. Vehicles with a valid permit are exempt from these posted parking restrictions. Residents who live within an NPP zone may purchase up to two annual resident permits, and a resident permit holder may receive up to two annual visitor passes when they purchase their resident permit. Resident permit holders may also obtain two two-week guest permits per year at no cost. NPP zone residents may purchase additional guest permits for social gatherings at their home.

Businesses located within a zone may purchase up to three permits for use by employees and may apply for additional employee parking permits if necessary. The maximum number of commuter permits issued on any one block face within an NPP zone is four, which number may be reduced if needed and according to the formulas set forth in the Boulder Revised Code.

As a continuation of the 2017 AMPS work, RAMP was introduced in 2022. RAMP utilizes tools such as the existing NPP program to help manage parking and access in Boulder's residential areas.

Proposed Scope of Work: On-Street Parking Management Strategies

In conjunction with the work on the off-street parking standards and TDM requirements, staff proposes exploring some minor updates to the existing NPP program to allow application across all neighborhoods regardless of density, and the creation of new tools within RAMP to help mitigate impacts of new development. Under current regulations, an NPP is not permitted in higher density neighborhoods. Minor changes to the program could allow it to be a viable tool for parking management in higher density neighborhoods by ensuring that permit issuance does not exceed curbside capacity.

New higher intensity development in a residential area could trigger a RAMP study, and based on observed thresholds, RAMP tools, including but not limited to an NPP, could be proposed to the surrounding neighborhood for their consideration. Sufficient support by the neighborhood would prompt a public hearing process for the proposed changes to determine if they should be implemented.

These new tools would help to manage curbside demand, including vehicle storage, generated by new development. Along with the existing Curbside Management program which considers other curbside uses, these RAMP tools could mitigate the additional demand on the curb generated by the new development. This would enable accessibility and manage demand in the residential neighborhoods surrounding new development. The tools will complement the TDM requirements for new developments and will align with the TMP and BVCP goals and policies to encourage multimodal transportation options that support walking, biking, and transit use.

SCOPE RECOMMENDATIONS

The following summarizes the proposed scopes of work for each topic area for council's consideration in guiding the future direction of this project.

Off-Street Parking Standards

- Explore the benefits and drawbacks of eliminating off-street parking requirements for all uses citywide, while also determining feasible reductions to the requirements in lieu of a wholesale elimination.
- Apply the changes required by HB24-1304 to areas outside of the applicable transit service area (19% of the city's parcels).

TDM Requirements

- Design a TDM ordinance for new developments as part of this project.
- Establish requirements that mitigate impacts of new development on the adjacent transportation system and surrounding area.
- Use a tiered approach that considers size and location with the smallest developments exempt from the ordinance and increasing requirements for medium to larger developments.

On-Street Parking Management Strategies

- Minor updates to the existing NPP program to allow application across all neighborhoods regardless of density.
- Explore new tools within RAMP to help mitigate impacts and facilitate new development, triggered by the development review process and proposed to the surrounding neighborhood for their consideration.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Relevant Past AMPS Engagement

Previous phases of the AMPS project included community engagement activities such as stakeholder meetings, consultations with community connectors, questionnaires, and open houses. The feedback received throughout the history of the project will continue to inform next steps, but will be significantly supplemented by further engagement efforts.

Community Engagement Plan

Engagement will be an important part of this project. Thus far, staff has begun researching how other cities have engaged on this topic with their communities and brainstorming engagement ideas for Boulder. In addition, staff has started reaching out to stakeholders to understand the impact of the state requirements on residential parking, especially related to permanently affordable projects. The city's racial equity instrument has also been utilized to guide efforts in this project and advance racial equity.

Staff will further develop an engagement plan based on the scope of work provided by council. Because part of the project is mandated by the HB24-1304 requirements, engagement on that topic will remain at an "inform" level, while other topics will focus on a "consult" level of engagement.

The project charter in **Attachment A** outlines some of the engagement strategies being explored. Initial ideas for engagement include convening a working group of interested stakeholders, including one member each from TAB and Planning Board, and incorporating both in-person and virtual engagement efforts on project options.

NEXT STEPS

Staff plans to attend meetings of Planning Board and the Transportation Advisory Board in the coming weeks to kickoff the project with the boards and solicit initial feedback on scope. Tentatively, staff anticipates returning to both boards and to City Council in quarter one of 2025 to bring best practice research and specific options to guide ordinance drafting. The goal is to complete this project in the second quarter of 2025, which aligns with the required compliance date for HB24-1304.

ATTACHMENTS

Attachment A: Project Charter

Attachment B: History of Parking Requirements in Boulder

Attachment C: Comparable City Parking Research Matrix

Attachment D: Off-Street Parking Inventory and Occupancy Data Summary

Access Management and Parking Strategy: Code and Policy Enhancements

Land Use Code Amendment
Project Charter – *Working Draft*

Project Purpose & Goals

Background

The City of Boulder is a recognized national leader in providing a variety of options for access, parking, and transportation. To support the community's social, economic, and environmental goals, Boulder must continuously innovate and prepare for a world that is rapidly changing.

This project has been in process for many years and has been composed of several phases.

Phase I: In early 2014, an interdepartmental team of city staff began a new project called the Access Management and Parking Strategy or AMPS. That year, City Council passed Ordinances 8005 and 8006 to update the Land Use Code and Design and Construction Standards, 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.

Phase II: In 2016, the project team conducted additional parking supply and occupancy observations at 20 sites, including commercial, office, industrial, mixed-use, and residential land uses. These observations supplemented 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. No changes were adopted at this time.

Phase III: In 2019, as part of a previous Council work plan, a final phase of the parking code changes was initiated. Updates to the parking code 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 evolving TDM goals. The project was paused due to the COVID-19 pandemic in 2020.

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

HB24-1304: In 2024, the Colorado State Legislature passed HB24-1304 related to minimum parking requirements. The bill prohibits the city from enforcing minimum parking requirements within a defined "transit service area" except for certain projects that meet specific exemptions. By state law, the city must comply with this bill by June 30, 2025. All changes proposed as part of this project will need to comply with the new state regulations.

Problem/Issue Statement

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. Changes to parking needs after the impacts of the COVID-19 pandemic are not fully understood. In addition, the Transportation Demand Management

requirements in the code have not been revised in many years. The residential access management program should be reassessed simultaneously.

Project Purpose Statement

This project groups three interrelated topics related to parking: off-street parking standards, TDM, and the residential access management program. This project will reimagine the approach to parking regulation in Boulder.

OFF-STREET PARKING STANDARDS:

- Understand the actual parking supply and demand rates that currently exist throughout Boulder.
- Minimize construction of underutilized parking spaces while also avoiding or mitigating transportation and public on-street parking impacts.
- Encourage efficient use of land.
- Explore the benefits and drawbacks of eliminating minimum parking requirements.
- Reflect the multimodal goals of the Transportation Master Plan (TMP) and Boulder Valley Comprehensive Plan policies to encourage alternative modes of transportation and support walking, bike, and transit use.
- Increase predictability in the application of parking standards and reduce the number of parking reductions requested.
- Acknowledge the impact of parking regulations on housing affordability and local business support.
- Reflect changing market conditions nationwide.
- Comply with state requirements per HB24-1304.

TDM:

- Coordinate and align parking supply rates with the city's evolving Transportation Demand Management goals and strategies.
- Design a TDM Plan Ordinance for New Development to mitigate the impact of new development on the surrounding transportation system and adjacent properties.
- Formalize and codify TDM Plan requirements for new development regarding trip generation targets, thresholds and project tiers, required plan elements, timing and duration, monitoring compliance, program evaluation and staffing resources.
- Develop a toolkit for developers on TDM Plan requirements, strategy options, and compliance guidelines.

RESIDENTIAL ACCESS MANAGEMENT PROGRAM:

- Explore the creation of new tools within the Residential Access Management Program (RAMP) and modification of the existing Neighborhood Permit Parking (NPP) Program to mitigate the parking impacts of denser development in residential zones by proactively managing curbside demand

- Enhance accessibility and reduce congestion in the residential neighborhoods surrounding new development.
- Consider tools which complement the Transportation Demand Management (TDM) Plan requirements for new development and are aligned with the Transportation Master Plan (TMP) and Boulder Valley Comprehensive Plan goals and policies to encourage multimodal transportation options and support walking, biking, and transit use.

Guiding BVCP Policies

The project is guided by many key BVCP policies:

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.

Project Timeline

	2024									2025								
	Q2			Q3			Q4			Q1			Q2			Q3		
	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
PROJECT SCOPING																		
Internal scoping																		
Peer research																		
Consultant contracting																		
Data collection																		
PUBLIC ENGAGEMENT																		
Convene groups																		
Working group meetings																		
Be Heard Boulder																		
In-person events																		
DRAFTING																		
Options development																		
Initial draft																		
CAO review																		
PLANNING BOARD AND TAB REVIEW																		
PB matters					8/20													
TAB matters					8/12													
TAB final review																		
PB public hearing																		
CITY COUNCIL REVIEW																		
Study session					8/8													
Agenda/matters																		
1st reading																		
2nd reading															*			
IMPLEMENTATION																		

**Note: HB24-1304 requires compliance by June 30, 2025.*

Project Scoping | Q2 2024 | Planning

- Develop initial scope of work for parking and TDM changes
- Research minimum and maximum parking requirements for several key land uses in peer communities
- Internal issue identification meetings – engineers, case managers, transportation
- Regular coordination meetings – P&DS, TM, CV

- Engage with consultants to collect updated parking data at 40 sites for comparison to data collection in 2014/2016 and 2018/2019
- Analyze recent data related to parking reductions
- Develop Be Heard Boulder landing page, update city website
- Begin developing options to present for public engagement
- Meet with interested stakeholders as requested

Deliverables – P&DS

- *Peer city research matrix and graphics*
- *Project charter*
- *Internal meeting summaries*
- *Application data*
- *Be Heard Boulder page*
- *Working group invite email*

Deliverables – Consultant

- *Updated parking data spreadsheet*

Engagement and Initial Direction | Q3 2024 | Shared Learning

- Send invites for working group
- Finalize option development
- Hold first working group meeting
- Develop and launch Be Heard Boulder virtual engagement
- In-person engagement events
- Present project introduction as Matters item to TAB, Planning Board, and City Council study session
- Working group meeting to review parking utilization data and best practices research, TDM peer city review, and options, and TAB/ Planning Board/ City Council direction
- Continued internal staff stakeholder engagement
- Begin potential reorganization drafting strategies

Deliverables – P&DS

- *Working group meeting materials*
- *Engagement summary*
- *Be Heard Boulder engagement tool*
- *Initial reorganizing draft*
- *Materials for in-person events*
- *Planning Board Matters memo and attachments*
- *City Council study session memo and attachments*

Deliverables – Transportation

- *Peer city ordinance review/best practices*

- *Ordinance design*
- *TDM Toolkit for Developers*
- *Engagement and Communication Strategy*
- *TAB Matters memo and attachments*
- *Engagement summary*

Deliverables – Consultant

- *Summary slides & comparison to previous years*
- *Recommended standards*
- *9-9-6 audit*
- *Methodology slides*

Deliverables – Community Vitality

- *Peer city policy review/best practices*
- *RAMP Toolkit for new development*
- *Engagement and Communication Strategy*
- *Engagement summary*

Draft Ordinance | Q4 2024 – Q1 2025 | Options

- Draft ordinance of parking changes and TDM
- Draft City Manager Rule updates for RAMP toolkit
- Begin CAO review meetings
- Final working group/focus group meeting to present draft for review

Deliverables – P&DS

- *Draft ordinance*
- *Planning Board memo*
- *TAB memo*
- *City Council memos*

Deliverables – TAB

- *TAB memo*

Deliverables – Community Vitality

- *Draft City Manager Rule updates*

Adoption | Q2 2025 | Decision

- Finalize CAO review of ordinance and City Manager Rule updates
- Engagement – feedback on draft ordinance and City Manager Rule updates
- Public hearings at Planning Board, TAB and City Council – final adoption by June 30, 2025

Deliverables – P&DS

- *Draft ordinance*
- *Planning Board memo*

- *City Council memos*
- *TAB memo*

Engagement & Communication

Level of Engagement

The City of Boulder has committed to considering four possible levels when designing future public engagement opportunities (see chart in the appendix). For this project, the public will be ***Consulted*** on potential changes. One important factor in this project is that HB24-1304 mandates certain changes related to residential off-street parking, so communication regarding those changes will be an ***Inform*** level, as the city will now be prohibited from enforcing those types of requirements.

Who Will be Impacted by Decision/Anticipated Interest Area

- **Residents and neighborhoods** who may be impacted in the neighborhoods where they live/work/play.
- **Historically excluded communities** that may be unfamiliar with the methods to offer input.
- **City staff, City boards, and City Council** who will administer parking-related programs and regulations.

Overall Engagement Objectives

- Model the engagement framework by using the city's decision-making wheel, levels of engagement and inclusive participation.
- Involve people who are affected by or interested in the outcomes of this project.
- Be clear about how the public's input influences outcomes to inform decision-makers.
- Provide engagement options.
- Remain open to new and innovative approaches to engaging the community.
- Provide necessary background information in advance to facilitate meaningful participation.
- Be efficient with our community's time.
- Show why ideas were or were not included in the staff recommendation.

Engagement Strategies

WORKING GROUP

Purpose: Convene a group of diverse interests to provide guidance and feedback on potential options and proposed code changes. One member each of Planning Board and TAB will attend the meetings as well. Follow-up meetings with Planning Board and TAB members may be scheduled as needed to solicit additional direct feedback.

Logistics: The working group will meet quarterly throughout the project. The meetings will be hybrid, held in-person and virtual. Staff will send out time options when convening the group to determine a regular time and day of week that works for everyone. For each meeting, staff will provide a

presentation and develop engagement activities to solicit the group's input. A summary of each meeting will be sent to the group and compiled throughout the project.

IN-PERSON ENGAGEMENT

Purpose: Obtain feedback on potential options for parking, TDM, and neighborhood parking program changes.

Logistics: Staff will focus in-person engagement to existing events in late summer/early fall 2024. P&DS and TM staff will prepare engagement activities and informational boards and/or handouts. Staff will identify 2-3 events to attend. Further planning will take place after more direction is received by City Council, TAB, and Planning Board in August.

WHAT'S UP BOULDER

Purpose: What's Up Boulder is a citywide community outreach event. This is a great opportunity to highlight the project and develop ways to solicit input.

Logistics: The event will be held Saturday, Sept. 7, 2024, 1 – 4 p.m. P&DS will have at least one table. Communications staff has indicated that the event should not be used for long conversations or engagement, but this event could be used to pass out flyers or information about the larger project.

BE HEARD BOULDER

Purpose: A home page for all project-related documents, announcements of engagement opportunities, and virtual engagement.

Logistics: Virtual engagement will align with in-person engagement efforts in the late summer. Staff will work with consultants to develop options.

OFFICE HOURS

Purpose: Provide an informal forum for interested residents to chat with staff about the project and answer any questions.

Logistics: P&DS, TM, and CV staff will attend. One will be held virtually and one will be held in person.

COMMUNITY CONNECTORS-IN-RESIDENCE

Purpose: The Community Connectors-In-Residence (CCR) support the voices and build power of underrepresented communities by reducing barriers to community engagement, advancing racial equity, and surfacing the ideas, concerns, and dreams of community members.

Logistics: Coordinate with CCR staff to determine if the topic is of interest of the group and schedule a time to attend a meeting to seek feedback on the project's racial equity strategies and on any proposed alternatives or changes. Provide meeting minutes afterwards for approval.

NEXTDOOR

Purpose: Nextdoor is another method to promote opportunities to provide input about the project and raise awareness that has a wide reach that may reach people who are not otherwise involved or engaged in planning-related topics.

Logistics: Staff will work with communications staff to craft posts to promote engagement efforts.

WEBSITE

Purpose: The code change website will be maintained and updated throughout the remainder of the project to inform the public of the project, provide updates, and link to any engagement opportunities.

Logistics: Work with communications staff to make updates as needed to the website.

NEWSLETTER AND EMAIL UPDATES

Purpose: Updates on the project will be provided to interested parties.

Logistics: Staff will work with communications staff to draft content for the planning newsletter during key engagement windows. Additional email updates will be provided on an as-needed basis.

Project Team & Roles

Team Goals

- Follow City Council and Planning Board direction regarding changes to parking standards, TDM, and the neighborhood parking program.
- Seek community feedback on proposed standards or criteria and incorporate relevant ideas.
- Solution must be legal, directly address the purpose and issue statement, and must have application citywide.

Critical Success Factors

- Conduct a successful public engagement process.
- Identify solution that meets policy goals and transportation needs of the community.

Expectations

Each member is an active participant by committing to attend meetings; communicate the team's activities to members of the departments not included on the team; and demonstrate candor, openness, and honesty. Members will respect the process and one another by considering all ideas expressed, being thoroughly prepared for each meeting, and respecting information requests and deadlines.

Potential Challenges/Risks

The primary challenge of this project is making sure that proposed code changes avoid land use impact, unintended consequences, and over complication of the code.

Administrative Procedures

The core team will meet regularly throughout the duration of the project. An agenda will be set prior to each meeting and will be distributed to all team members. Meeting notes will be taken and will be distributed to all team members after each meeting.

CORE TEAM	
Executive Sponsor	Brad Mueller
Executive Team	Brad Mueller, Charles Ferro, Karl Guiler
Project Leads	
Project Manager	Lisa Houde
Community Vitality	Samantha Bromberg
Transportation & Mobility	Chris Hagelin
Other Department Assistance	
CAO	Hella Pannewig
Comprehensive Planning	TBD
Communications	Cate Stanek
GIS	Sean Metrick
Community Engagement	Vivian Castro-Wooldridge

Executive Sponsor: The executive sponsor provides executive support and strategic direction. The executive sponsor and project manager coordinates and communicates with the executive team on the status of the project, and communicate and share with the core team feedback and direction from the executive team.

Project Manager: The project manager oversees the development of the Land Use Code changes and overall project. The project manager coordinates the core team and project management. The project manager will be responsible for preparing (or coordinating) agendas and notes for the core team meetings, coordinating with team members on the project, and coordinating public outreach and the working group. The project manager coordinates the preparation and editing of all council/board/public outreach materials for the project, including deadlines for materials

Project Leads: Other project leads from Transportation & Mobility and Community Vitality will manage the consultants for the TDM and RAMP topics. Project leads will attend regular check in meetings, help to coordinate public outreach and the working group, and will attend most board or council meetings related to the project.

Other Department Assistance: Staff from other departments coordinate with the project manager on the work efforts and products. These staff members will assist in the preparation and editing of all council/board/public outreach materials including code updates as needed.

Project Cost

Throughout the early years of the project, staff worked with Fox Tuttle on various parts of the project. Fox Tuttle is currently completing an update of the parking utilization count. Staff is working on an updated scope of work for additional consulting assistance, primarily during the initial stages of the project. The cost of the parking utilization count is approximately $19,000. Further work could be maintained under $50,000 for continuing services with Fox Tuttle. Additional consulting assistance is anticipated through Urban Trans (for TDM work) and Dixon (for RAMP). Scoping and cost are still being determined.

Decision-Makers

- **City Council:** Decision-making body.
- **Planning Board:** Will provide input throughout the process, and make a recommendation to council that will be informed by other boards and commissions.
- **City Boards and Commissions:** Will provide input throughout process and ultimately, a recommendation to council around their area of focus.

Boards & Commissions

City Council – Will be kept informed about project progress and issues; periodic check-ins to receive policy guidance; invited to public events along with other boards and commissions. Will ultimately decide on the final code changes.

Planning Board – Provides key direction on the development of options periodically. Will make a recommendation to City Council on the final code changes.

Transportation Advisory Board - Provides key direction on the development of options periodically. Will make a recommendation to City Council on the final code changes.

Appendix: Engagement Framework

City of Boulder Engagement Strategic Framework

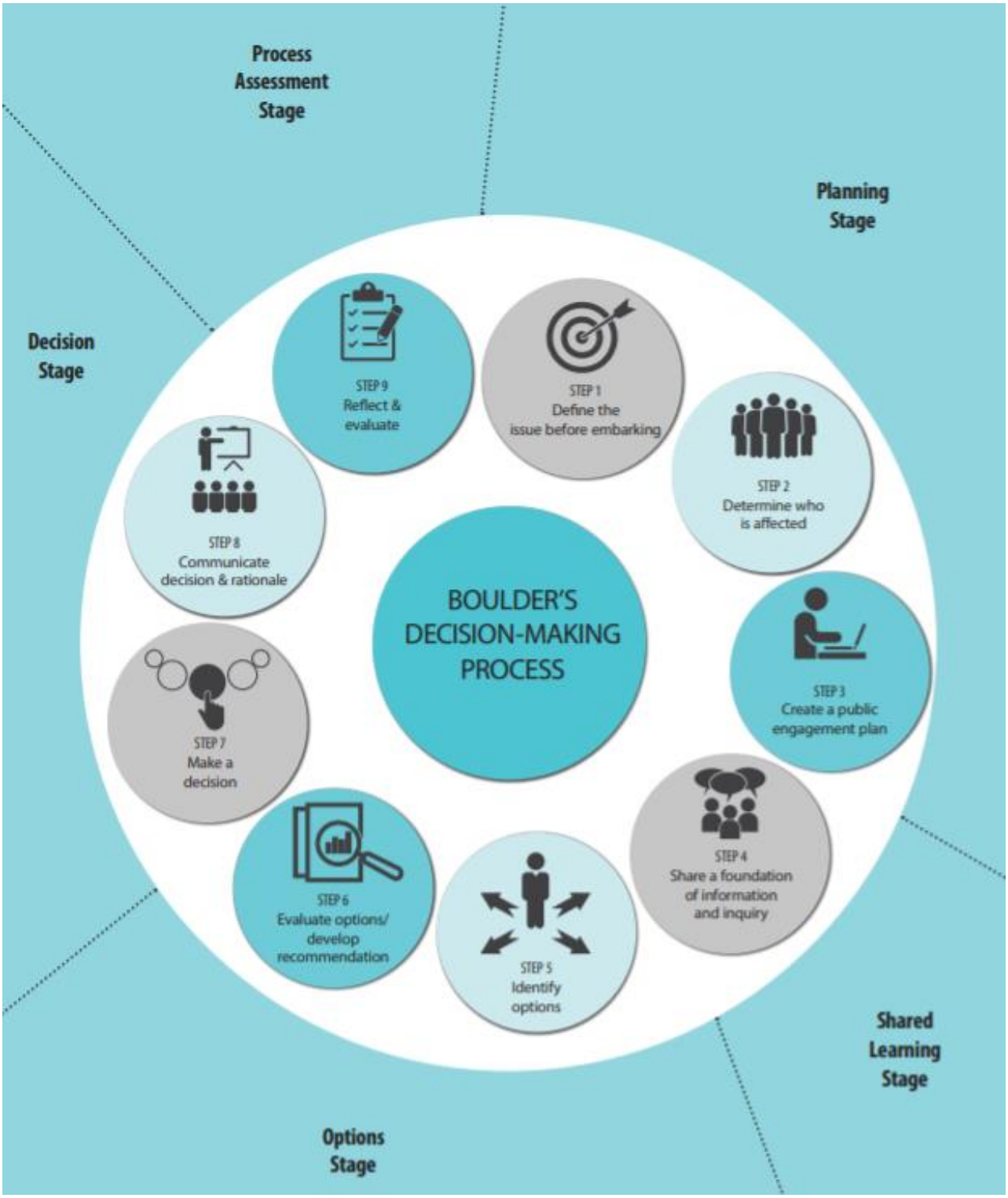
BOULDER'S ENGAGEMENT SPECTRUM

The city will follow a modified version of IAP2's engagement spectrum to help identify the role of the community in project planning and decision-making processes.

INCREASING IMPACT ON THE DECISION

	INFORM	CONSULT	INVOLVE	COLLABORATE
PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding a problem, alternatives, opportunities and/or solutions.	To obtain public feedback on public analysis, alternatives and/or decisions.	To work directly with the public throughout a process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and identification of a preferred solution.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge your concerns and aspirations, and share feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are reflected in any alternatives and share feedback on how the public input influenced the decision.	We will work together with you to formulate solutions and to incorporate your advice and recommendations into the decisions to the maximum extent possible.

Boulder's Decision Making Process



History of Parking Requirements in Boulder

After World War II, car ownership in the United State increased drastically and zoning codes began incorporating requirements for off-street parking, or vehicle parking on private property to serve housing or businesses without requiring parking on the public street. Over seventy years later, parking requirements remain a significant influence on urban form and development and mobility options due to their incorporation in most zoning codes around the country. Typically, parking requirements are based on a number of parking spaces per square foot calculation, although they can be even more nuanced, based on number of seats, employees, bedrooms in a house, or other factors.

Boulder's first zoning ordinance, adopted in 1928, established the first zoning districts, height, setback, permitted uses, and lot area requirements, but did not include any mention of vehicle parking.

1954: The city's first off-street parking requirements were adopted in 1954. The parking requirements differed based on the zoning district and use type. While many more use types and accompanying requirements have been added since then, the basic parking requirements have not significantly changed in the 70 years since they were first adopted.

1983: The next major update occurred in 1983. The intent of the parking regulation was stated: "*in order to prevent undue congestion in and interference with the traffic-carrying capacity of city streets, off-street parking and loading shall be provided for all land uses*." This version of the code incorporated new options for parking deferrals and parking reductions, acknowledging a need for flexibility in the application of these requirements. Parking area design standards were added, as well as flexibility for small car spaces. Bicycle parking requirements had also been added by this point, but were significantly less than today's requirements. Vehicle parking requirements were increased to 1.5 spaces per dwelling unit in "redeveloping" districts, with higher requirements for attached units of 3 bedrooms or larger. Nonresidential uses were primarily generalized, rather than specific to use type, and subject to requirements as high as 1 space per 300 square feet, depending on zoning district.

1993: In 1993, a significant overhaul of the land use regulations repealed and reenacted several chapters. The parking requirements at the time necessitated additional options for flexibility. An administrative parking reduction process was added to the code and the allowable amount of parking deferrals was increased. The nonresidential parking requirements were not specific to use type, with some exceptions. In the 1990s, parking requirements were increased for residential districts dominated by student rentals.

2006: Boulder completed a land use code simplification project in 2006, which reorganized the increasingly complex regulations and established the general organization of the parking standards in the code today in Section 9-9-6. Parking requirements were consolidated into the current parking-specific charts and many more use-specific parking standards were added. The changes incorporated more diagrams and more emphasis on parking design standards. The intent section of the parking standards was updated 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*."

Since 2006, Section 9-9-6 has been updated many times, but primarily with many minor changes. More significant changes occurred in 2009 to implement the Transit Village Area Plan, including trip generation requirements and unbundled parking requirements for the area. In 2014, the initial work of the AMPS project resulted in changes for several use types as well as the addition of much more detailed short- and long-term bicycle parking requirements.

Other than the reorganization in 2006, a comprehensive update of the parking standards has not been completed since the first requirements were added in 1954.

Comparable City Research: Parking Requirements

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		

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

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	-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	-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	-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	-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

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	-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	-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	-On street parking credits -Bike parking reductions -Restricting occupancy numbers -Transit proximity reductions -Shared parking reductions -TDM programs	-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	-No required parking for an ADU -Parking exempt areas -Reductions for low-income housing and senior housing - On-street parking credits	-2 spaces per DU on flag lots -No parking reqt for ADUs

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		

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		

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	-Shared parking -Bike parking reduction -Off-site parking reductions -Car share reduction -Moped parking substitution	-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)	-Shared parking -Reduced parking for senior citizen housing developments	- 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		-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		

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	-Shared parking -Affordable and senior housing reduction -Community parking credits -Car share	-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	-Downtown parking reduction area -Streetcar area parking reductions -Shared parking reductions	-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	-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.	-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		

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

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

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

Off-Street Parking Standards Inventory and Occupancy

A Project for the City of Boulder

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Off-Street Parking Standards
Background

Current vehicle and bicycle parking standards are outlined in Section 9-9-6 of the Boulder Municipal Code.

Required parking is based on zone district and use type. For example:

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, IM, P	RH-3	MU-4, RH-7
Minimum number of off-street parking spaces for a detached dwelling unit (DU)	1	1	1	1	0
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.				

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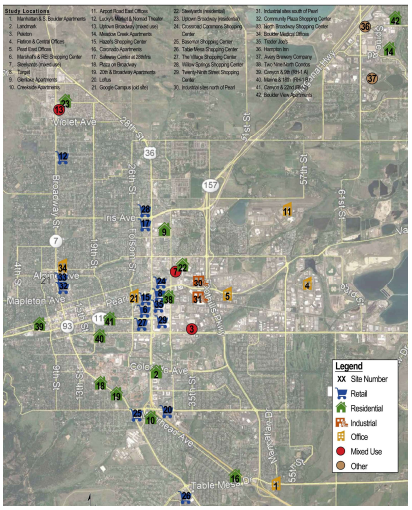
Off-Street Parking Standards

Background

16,500+ parking spaces observed at 50 sites between 2014 and 2019, refreshed with new 2024 data.

Peak times, off peak, and specific times of interest (e.g. Target during CU move in)

Focus is on peak times for occupancy data.



Study locations by land use type

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Retail Parking Summary

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Off-Street Parking Standards

Retail Parking Summary

- Per Code:
  - Typically about one parking space per 300 or 400 square feet
  - Certain uses can require one space per 250 square feet or up to one space per 100 square feet
  - Other retail uses have specific requirements (e.g. restaurants, retail centers, etc.)

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Off-Street Parking Standards

Retail Parking Summary

- 16 sites observed in 2024
- 9,030 parking spaces
- Peak time: Weekday Evenings and Saturday Midday

- **Average Parking Occupancy: 52%**

- Minimum Observed Occupancy: 31%
- Maximum Observed Occupancy: 78%

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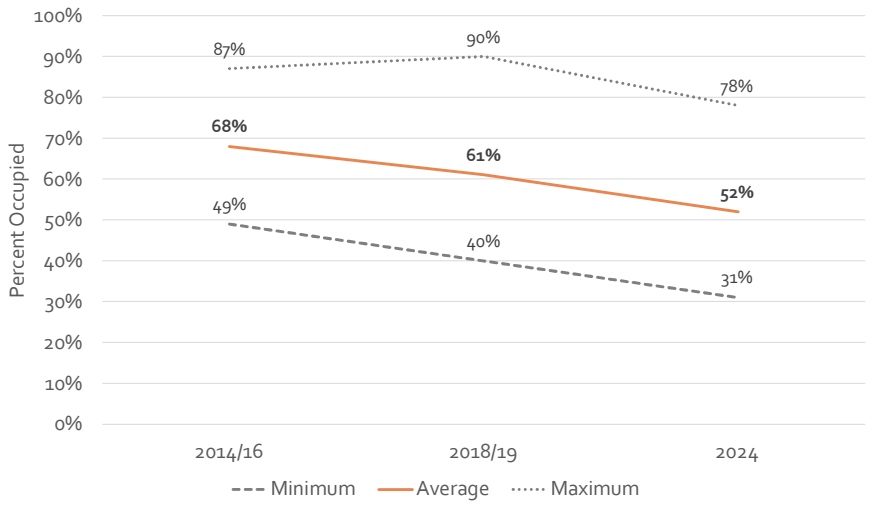
Off-Street Parking Standards

Retail Parking Summary



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Off-Street Parking Standards

Retail Parking Summary

- **9% reduction** in average occupancy since 2018/19
- **16% reduction** in average occupancy since 2014/16

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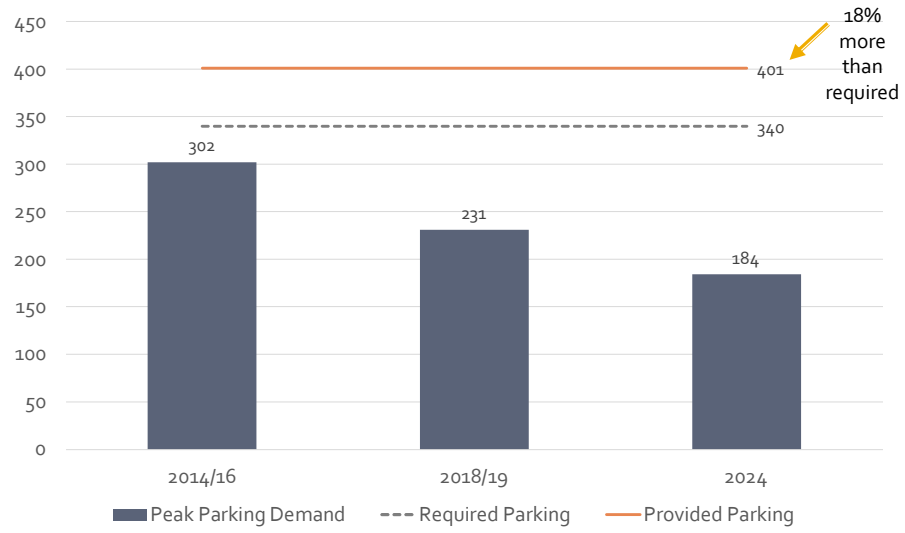
Off-Street Parking Standards

Retail Parking Summary - Target



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Off-Street Parking Standards

Retail Parking Summary - Target

- Provided **18% more parking than required**
- Peak occupancy only reached 89% of the **required** parking at the highest observed
- 2024 data showed **46% peak occupancy of provided parking** (54% of required parking)

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Off-Street Parking Standards

Mixed Use Commerical Parking Summary

- Commercial spaces in mixed use projects
- 4 sites observed in 2024
- 402 parking spaces
- Peak time: Weekday Afternoon

- **Average Parking Occupancy: 74%**

- Minimum Observed Occupancy: 39%
- Maximum Observed Occupancy: 91%

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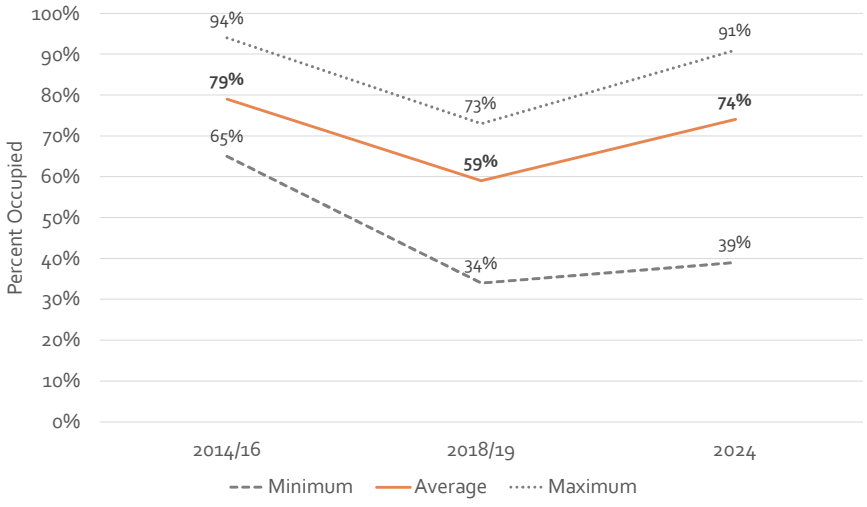
Off-Street Parking Standards

Mixed Use Commercial Parking Summary



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Off-Street Parking Standards

Mixed Use Commercial Parking Summary

- Average and maximum occupancy is **relatively unchanged** over time
- **Greater variation** in 2024 than earlier

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Office Parking Summary

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Off-Street Parking Standards
Office Parking Summary

Table 9-3: NONRESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT

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.						

Generally: One parking space per 300 or 400 square feet

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Off-Street Parking Standards
Office Parking Summary

- 6 sites observed in 2024
- 2,471 parking spaces
- Peak time: Weekday Mornings

- **Average Parking Occupancy: 48%**

- Minimum Observed Occupancy: 34%
- Maximum Observed Occupancy: 73%

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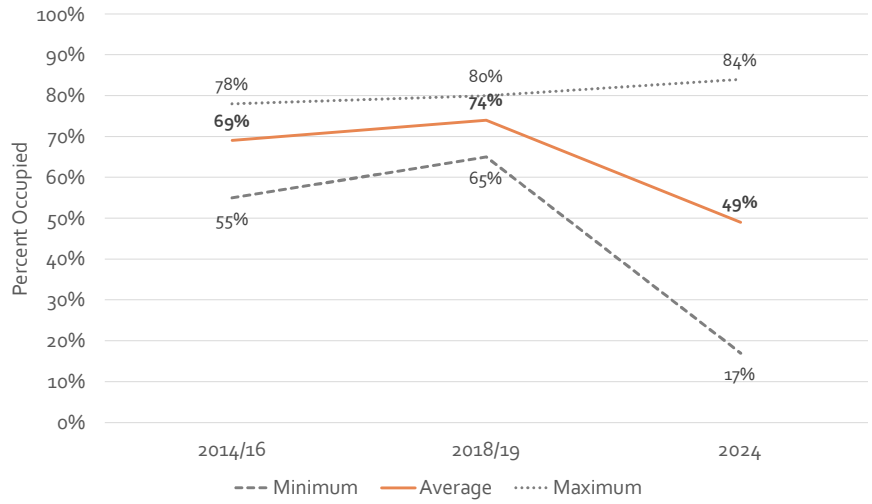
Off-Street Parking Standards

Office Parking Summary



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Off-Street Parking Standards

Office Parking Summary

- **25% reduction** in average occupancy since 2018/19
- **20% reduction** in average occupancy since 2014/16
- Much more variation post-COVID

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Off-Street Parking Standards

Office Parking – Google Campus

- Required Parking per Code: 825 spaces
- Provided Parking: 716

24% reduction

- Observed Peak Parking Demand: 590
- Observed Peak Parking Occupancy:
  - 82% of provided
  - 72% of required

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Off-Street Parking Standards

Medical Office Parking Summary

- 1 site observed in 2024
- 148 parking spaces
- Peak time: Weekday Afternoon

- **Observed Parking Occupancy: 86%**

- **Peak occupancy unchanged** compared to 2018/19

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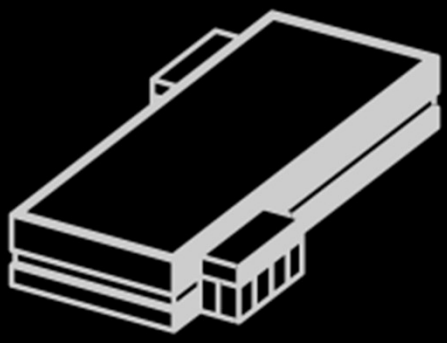
Industrial Parking Summary



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Off-Street Parking Standards

Industrial Parking Summary

Table 9-3: NONRESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT

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.						

Generally: One parking space per ~400 square feet

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Off-Street Parking Standards

Industrial Parking Summary

- 2 sites observed in 2024
- 513 parking spaces
- Peak time: Weekday Mornings

- **Average Parking Occupancy: 55%**

- Minimum Observed Occupancy: 50%
- Maximum Observed Occupancy: 60%

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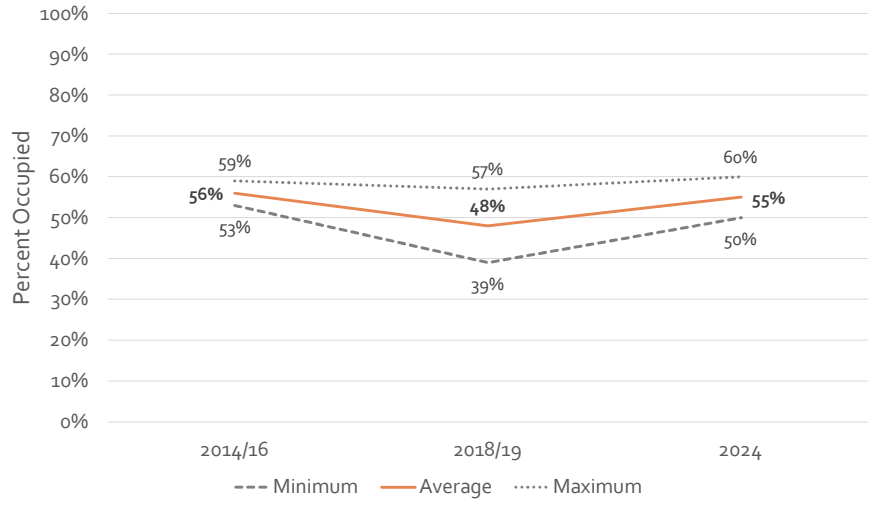
Off-Street Parking Standards

Industrial Parking Summary



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Off-Street Parking Standards

Industrial Parking Summary

- Parking occupancy is **relatively unchanged** over time
- Maximum observed occupancy **did not exceed 60%** of the available supply

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Lodging/Hotel Parking Summary

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Off-Street Parking Standards

Lodging/Hotel Parking Summary

- 3 sites observed in 2024
- 786 parking spaces
- Peak time: Weekday Overnight

- **Average parking occupancy: 38%**

- Minimum observed occupancy: 15%
- Maximum observed occupancy: 49%

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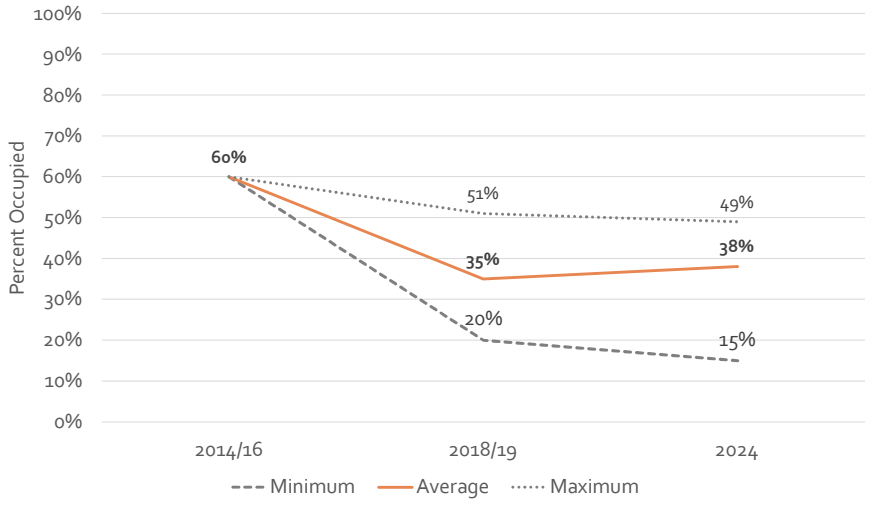
Off-Street Parking Standards

Lodging/Hotel Parking Summary



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Off-Street Parking Standards

Lodging/Hotel Parking Summary

- Parking occupancy is **relatively unchanged** compared to 2018/19
- Maximum observed occupancy **did not exceed 60%** of the available supply

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Off-Street Parking Standards

Lodging/Hotel Parking – Embassy Suites/Hilton Garden Inn

- Required Parking per Code: 560 spaces
- Provided Parking: 410

26.8% reduction

- Observed Peak Parking Demand: 230
- Observed Peak Parking Occupancy:
  - 56% of provided
  - 41% of required

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Residential Parking Summary

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Off-Street Parking Standards
Residential Parking Summary

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, IM, P	RH-3	MU-4, RH-7
Minimum number of off-street parking spaces for a detached dwelling unit (DU)	1	1	1	1	0
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.				

- HB 24-1304: prohibits multifamily residential parking minimums near transit
  - Effective June 30, 2025

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Off-Street Parking Standards

Residential Parking Summary

- 14 sites observed in 2024
- 2,691 parking spaces
- Peak time: Weekday Overnight

- **Average Parking Occupancy: 70%**

- Minimum Observed Occupancy: 47%
- Maximum Observed Occupancy: 95%

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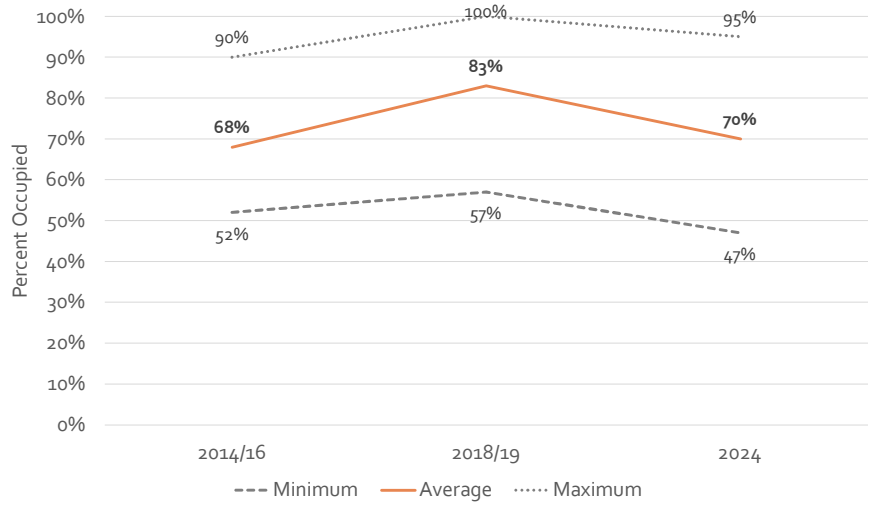
Off-Street Parking Standards

Residential Parking Summary



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Off-Street Parking Standards

Residential Parking Summary

- **13% reduction** in occupancy compared to 2018/19
- Average occupancy **relatively unchanged** compared to 2014/16
- Highest occupancy of all land uses

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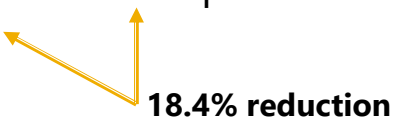
Off-Street Parking Standards

Residential Parking – Diagonal Crossing

- Required Parking per Code: 591 spaces
- Provided Parking: 482



- Observed Peak Parking Demand: 325
- Observed Peak Parking Occupancy:
  - 67% of provided
  - 55% of required

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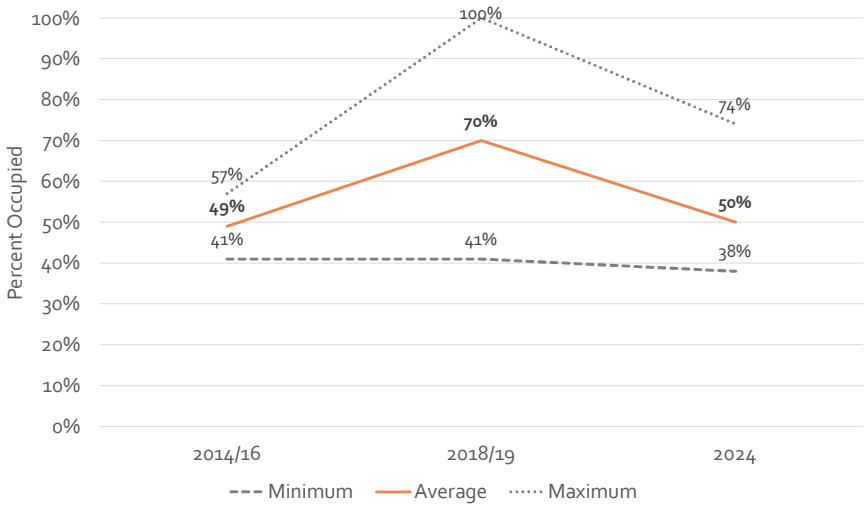
Off-Street Parking Standards

Mixed Use Residential Parking Summary



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Off-Street Parking Standards

Mixed Use Residential Parking Summary

- Residential parking occupancy is **lower in mixed use** projects
- Average occupancy **relatively unchanged** compared to 2014/16

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Overall Parking Trends

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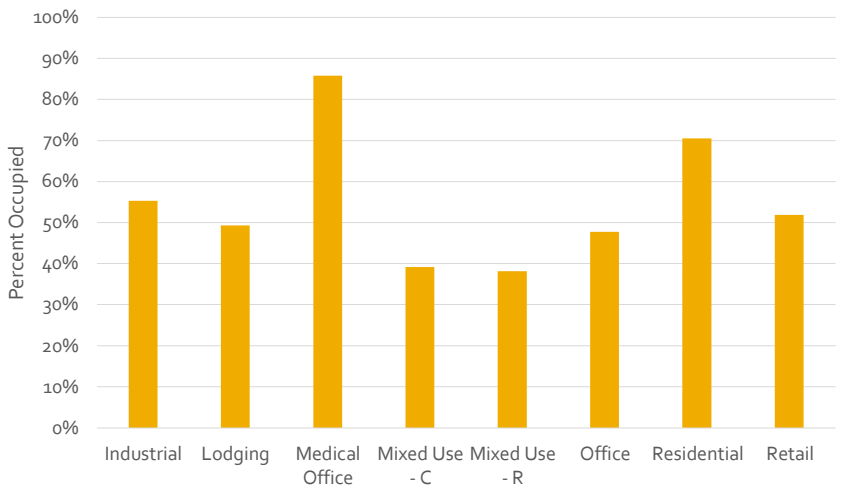
Off-Street Parking Standards

2024 Average Occupancy By Use



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Off-Street Parking Standards

Key Takeaways

- More parking is available than used at peak times

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%**

**Not based on parking required by code*

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Off-Street Parking Standards

Key Takeaways

- Projects that were granted parking reductions from code minimum have **more parking than used at peak times**

Project	Land Use	Minimum Code Required	Reduction From Code	Parking Provided	Maximum Observed Peak Demand	Amount Excess Parking Provided (%)
Google Campus	Office	825	24.0%	716	590	126 **18%**
Embassy Suites	Lodging/ Hotel	560	26.8%	410	230	180 **44%**
Diagonal Crossing	Residential	591	18.4%	482	325	157 **33%**

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