



**CITY OF BOULDER
CITY COUNCIL AGENDA ITEM**

MEETING DATE: June 5, 2025

AGENDA TITLE

Introduction, first reading and consideration of a motion to order published by title only the following ordinances:

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

REQUESTING DEPARTMENT / PRESENTERS

Nuria Rivera-Vandermyde, City Manager

Mark Woulf, Assistant City Manager

Pam Davis, Assistant City Manager

Community Vitality

Cris Jones, Director of Community Vitality

Kristine Edwards, Senior Manager of Operations & Maintenance

Samantha Bromberg, Senior Project Manager

Planning & Development Services

Brad Mueller, Director of Planning & Development Services

Charles Ferro, Senior Planning Manager

Karl Guiler, Senior Policy Advisor

Lisa Houde, Principal City Planner

Transportation & Mobility

Valerie Watson, Interim Director of Transportation & Mobility

Stephen Rijo, Transportation Planning Manager

Chris Hagelin, Principal Project Manager

EXECUTIVE SUMMARY

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

Staff first provided an introduction to the final initiative to implement the [Access Management and Parking Strategy \(AMPS\)](#) project through code and policy updates to City Council on [August 8, 2024](#). Staff brought more detailed analysis of best practices and options to Council on [January 23, 2025](#) for direction prior to community engagement and code drafting.

These three topics have been studied together due to their interrelated nature to allow for a more holistic look at parking throughout the city. For example, in reviewing changes to off-street parking standards, it is important to understand other strategies and opportunities that the city has available to manage travel demands. TDM requirements support all modes of travel, and on-street parking management strategies ensure that public right-of-way can be appropriately utilized.

At this time, Ordinance 8696 regarding on-street parking standards and Ordinance 8700 regarding on-street parking management strategies are brought forward to Council for adoption; an accompanying ordinance with the TDM requirements is still in development and will be brought to Council in a few months.

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

In 2024, the Colorado State Legislature passed HB24-1304, which states that a municipality shall not enforce local laws that establish minimum parking requirements for certain uses. The city actively supported HB24-1304. Staff recommends implementing HB24-1304 with this project. HB24-1304 has a compliance date of June 30, 2025 for minimum parking requirements for certain uses.

An attached annotated Ordinance 8696 in **Attachment A** includes detailed footnotes describing each proposed change. The official ordinance without footnotes is in **Attachment M**. The draft Ordinance 8700 is in **Attachment B**.

If passed, changes typically go into effect 30 days after adoption by City Council. If adopted on second reading at council's June 26 meeting, the ordinance would be in effect on July 26, 2025. For any applications approved between July 1 and July 25 for the specific land uses located within the transit service area identified in the state law, the city can process an administrative variance to ensure compliance with the state law if final approval would occur prior to the effective date of the ordinance.

STAFF RECOMMENDATION

Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to introduce and order published by title only the following ordinances:

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

BOARD AND COMMISSION FEEDBACK

Planning Board

Planning Board reviewed the ordinances on May 20, 2025 and passed the following motions. The motions have been organized into recommendations related specifically to the ordinances and recommendations for future work:

Ordinance 8696

C. Hanson Thiem made a motion, seconded by **K. Nordback** the Planning Board recommends that City Council adopt Ordinance 8696, amending Title 9, “Land Use Code,” B.R.C. 1981, to modify off-street parking requirements, and amend Chapter 2 of the City of Boulder Design and Construction Standards (D.C.S.), originally adopted pursuant to Ordinance 5986, to update standards for bicycle parking. Planning Board voted 6-0. (J. Boone absent) Motion passed.

M. Roberts made a motion, seconded by **L. Kaplan** to recommend a change to ordinance 8696 to add language for schools serving any of grades K-12, long-term bicycle parking must include racks located within 100 feet of a main entrance. Planning Board voted 5-1 (M. McIntyre Dissent) (J. Boone absent) Motion passed.

M. Roberts made a motion, seconded by **M. McIntyre** to recommend a change to ordinance 8696 to add language that bicycle charging spaces shall accommodate larger bicycles with minimum dimensions of 8 feet long by 3 feet wide. Planning Board voted 6-0. (J. Boone absent) Motion passed.

M. Roberts made a motion, seconded by **K. Nordback** to recommend a change to ordinance 8696 to: for schools serving any grades K-8 schools, all bicycle parking intended to serve students must be horizontal. Planning Board voted 6-0. (J. Boone absent) Motion passed.

***M. McIntyre** made a motion, seconded by **C. Hanson Thiem** to recommend a change to ordinance 8696 to state that all long-term bike parking shall accommodate charging at all bike spaces with a standard electrical outlet within a 6' distance of each bike parking space. Planning Board voted 5-1 (L. Kaplan dissent). (J. Boone absent) Motion passed.*

***M. McIntyre** made a motion, seconded by **K. Nordback** to recommend a change to ordinance 8696 to remove bicycle parking from Floor Area Ratio calculations and requirements. Planning Board voted 6-0. (J. Boone absent) Motion passed.*

***MI Robles** made a motion, seconded by **M. McIntyre** to recommend a change to Ordinance 8696 to exempt single-unit detached residences without a private garage from the long-term bike storage requirements. Planning Board voted 5-1. (K. Nordback dissent) (J. Boone absent) Motion passed.*

***L. Kaplan** made a motion, seconded by **C. Hanson Thiem** to recommend limiting vertical and stacked/tiered racks to 25% of bike parking spaces. Planning Board voted 6-0. (J. Boone absent) Motion passed.*

***L. Kaplan** made a motion, seconded by **M. Roberts** to recommend that spaces reserved for cargo bikes need to be clearly marked with signage, so non-cargo do not park in these spaces. Planning Board voted 4-2. (C. Hanson Thiem, M. McIntyre dissent) (J. Boone absent) Motion passed.*

***L. Kaplan** made a motion, seconded by **K. Nordback** to recommend that staff examine whether and how to specify adequate elevator size minimums where parking relies solely on elevators. Planning Board voted 6-0. (J. Boone absent) Motion passed.*

***L. Kaplan** made a motion, seconded by **M. Roberts** to recommend that at least 20% of required spaces be designed for larger bikes (e.g. cargo bikes) where more than 5 spaces are required. Planning Board voted 6-0. (J. Boone absent) Motion passed.*

Ordinance 8700

***M. McIntyre** made a motion, seconded by **C. Hanson Thiem** to recommend that City Council adopt the following proposed ordinance 8700, amending Section 2-2-15, "Neighborhood Permit Parking Zones," and Chapter 4-23, "Neighborhood Parking Zone Permits," to update regulations for on-street parking management. Planning Board voted 6-0. (J. Boone absent) Motion passed.*

***M. McIntyre** made a motion, seconded by **M. Roberts** that Planning Board recommends a change to ordinance 8700 so that anytime the city approves a project through the site review process, where parking is required to be unbundled and paid, the city shall consider creating an appropriately sized NPP that surrounds the project. Planning Board voted 6-0. (J. Boone absent) Motion passed.*

Future Work

K. Nordback made a motion, seconded by **M. McIntyre** to request City Council and staff to consider simplifying or eliminating the parking dimensional standards, including the required 24' backup distance, from the code, in order to avoid unduly requiring design around large vehicles. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **K. Nordback** to recommend a next step to monitor over the next three years whether Ordinance 8696 results in more or less parking in new development compared to current parking minimums and average parking reductions. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **M. Roberts** that Planning Board recommend a future utilization study to establish empirical requirements for bike parking quantities. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **K. Nordback** to recommend development of a phased retroactive application of bike parking code to existing development. Planning Board voted 6-0. (J. Boone absent) Motion passed.

Board of Zoning Adjustment

Staff provided an overview of the project at BOZA's May 13, 2025 meeting and asked for general feedback. BOZA members expressed support for the general direction of the project and direction on front yard landscaped setback administrative variances. Some board members expressed interest in future reconsideration of front yard setback parking prohibitions.

Transportation Advisory Board

TAB reviewed the ordinances at their May 12, 2025 meeting and passed the following motion:

Transportation Advisory Board recommends that City Council adopt the following proposed ordinances:

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

Transportation Advisory Board recommends that staff consider incorporation of comments from Community Cycles and Transportation Advisory Board Member Michael Le Desma, and supports a future work plan item to further study bicycle parking.

A summary of the TAB discussion and the comments referenced, as well as the draft Planning Board meeting minutes are provided in [Attachments L and M](#).

Updates to Ordinances

In response to board recommendations, the following changes were incorporated in the proposed ordinances:

Recommendations incorporated in Ordinance 8695:

- Added exception for elementary, middle, and high schools that long-term biking must be on site or within 100 feet of a main entrance.
- Added prohibition on vertical or tiered racks for elementary or middle schools.
- Exempted detached dwelling units without a private garage from meeting the long-term bike parking standards.
- Reduced maximum limit on vertical/tiered racks from initial staff recommendation of 50% to 25%.
- Added requirement for signage to identify larger bike parking spaces
- Added language about elevators being adequately sized to accommodate a bicycle. (Note: proposed language is relatively general, based on similar language incorporated in Seattle's bicycle parking guide, as there were several varying sizes used in other cities and there was not sufficient time to analyze a more specific standard. If needed, more specific sizing can be added in future land use code updates.)

Recommendations incorporated in Ordinance 8695 with modifications:

- Added minimum dimensions for bicycle charging stations of 3 feet by 10 feet, rather than the 3 feet by 8 feet recommended by Planning Board, to align with National Association of City Transportation Officials (NACTO) guidelines.
- Modified the initial staff recommendation that required 5% of spaces be sized for larger bikes when 20 spaces or more are required; the updated ordinance requires 5% of spaces to be sized for larger bikes when 10 spaces or more are required. Planning Board recommended 20% of spaces sized for larger bikes when 5 spaces or more are required. After completing calculations for typical grocery, retail, and other uses, 10 spaces appeared to be an appropriate threshold to ensure most large retail or restaurant spaces would need to incorporate at least one larger space, as well as maintaining the 5% requirement. For example:
 - A small grocery store (12,000 square feet) would require a total of 16 bicycle parking spaces, of which, 1 space would need to be sized for larger bikes.
 - A typical large grocery store (40,000 square feet) would require a total of 53 bicycle parking spaces, of which, 3 spaces would need to be sized for larger bikes.

- A large format hardware store (100,000 square feet) would require a total of 133 bicycle parking spaces, of which, 7 spaces would need to accommodate larger bikes.
- A 100-unit multi-unit residential building would require 200 bicycle parking spaces, of which, 10 would need to be sized for larger bikes.
- An office (100,000 square feet) would require a total of 67 bicycle parking spaces, of which, 4 spaces would need to be sized for larger bikes.

Staff believes this requirement is reasonable to implement prior to completing a bicycle parking utilization study that could further inform quantitative requirements.

Recommendations not incorporated in Ordinance 8695:

- Staff has maintained the initial recommendation to require 5 percent of bicycle parking spaces to be capable of charging for electric bikes, when more than 100 spaces are required. TAB members acknowledged that 5 percent may be too low as ridership of electric bikes increases, but noted that a utilization study was needed first to inform the requirement. Planning Board recommended requiring that **all** long-term bicycle parking be within 6 feet of an outlet to charge. Engineering, planning, transportation, and building code staff considered the board's recommendation but identified many potential issues:
 - This recommendation was not proposed to the public during the engagement process as it was not raised by either board or by council during the six meetings where the project was discussed and the boards and council provided direction to staff. This would be a significant requirement that did not receive any public or stakeholder engagement and represents a substantial potential cost for business and property owners.
 - Requirements of this magnitude are best informed by a bicycle parking utilization study.
 - Additional best practices research would be needed to review e-bike charging mechanisms as there is no current universal standard (like there now is for electric vehicles) and many users may prefer to take a battery inside the building to charge.
 - There are several safety and practical challenges of accommodating outlets for outdoor long-term bicycle parking.
 - This requirement may create potential tripping hazards or challenges with ADA requirements if charging areas are not consolidated.
 - This requirement would be challenging to implement where there are also floodplain requirements, such as requirements to elevate electrical.
 - The requirement would be challenging to implement with development review timing – electrical plans are not available at time of Site Review, for example, and requiring applicants to confirm compliance would

represent a significant up-front and potentially costly element for them to complete, providing detailed electrical plans before any approvals are certain.

- Incorporating outlets every six feet would be challenging when adaptively reusing existing buildings.
- Commercial buildings codes do not require outlets spaced this closely, so this would be a significant increased cost to reuse a structure or build new. This requirement could potentially lead to needs for different sizes of electrical meters.
- Planning Board recommended and TAB recommended consideration of exempting bicycle parking from Floor Area Ratio (FAR) calculations. Ordinance 8599, adopted by City Council in October 2023, already exempted bicycle parking from FAR in the same districts where vehicle parking is exempted: MU-1, MU-2, MU-3, BMS, IS-1, IS-2, IG, IM, IMS, BR-1, RH-1, RH-2, RH-4, BT-1, RH-5, BC-1, and BC-2. Additionally, staff has a planned work plan item to update the Floor Area Ratio definitions and requirements cohesively and would recommend that any further changes to FAR exemptions be incorporated in that project instead. This would also allow a bicycle parking utilization study to inform the requirements and exemptions.

Recommendations not incorporated in Ordinance 8700:

Staff understands the intent of the Planning Board's recommendation regarding creating an NPP surrounding a new development; however, we do not believe a code change is necessary. Under the proposed updates, most impactful developments will already trigger a traffic study and parking utilization review, and staff from Planning or Transportation can easily coordinate with Community Vitality on any additional cases as needed.

COMMUNITY FEEDBACK

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

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

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

For one of the engagement meetings, staff developed an adapted Monopoly-style game for community members to play that had them weigh the cost and climate benefits of certain TDM programs and other actions. This was accompanied by discussion in small groups about transportation challenges and larger themes about the AMPS project.

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

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

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

Council and Board Input

City Council

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

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

- **Off-Street Parking Standards:** Council members were not interested in establishing maximum parking requirements, but supported updating bicycle parking design parking, encouraging shared parking, and maintaining recently adopted electric vehicle charging requirements in the Energy Conservation Code.
- **TDM Requirements:** Council members supported staff's proposed approach including the use of financial guarantees as the mechanism for funding tenant

TDM programs, and utilization of a three-tiered approach with specified exemptions.

- On-Street Parking Management Strategies: Council members supported the proposed on-street changes, particularly using a pilot program approach to try out new strategies.

Planning Board

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

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

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

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

Transportation Advisory Board (TAB)

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

- Off-Street Parking Standards: TAB members also supported the elimination of parking minimums for all land uses across the whole city. TAB also noted a need

to revisit bicycle parking standards to support larger, heavier, and longer bicycles and e-bike charging.

- TDM Requirements: TAB members wanted to use the TDM ordinance to stimulate travel behavior change and contribute to meeting citywide goals. Members supported using a tiered approach for the ordinance with increasing requirements for larger projects in relation to the on-site parking supply.
- On-Street Parking Management Strategies: TAB members shared their view that the Neighborhood Parking Permit program reserves public right-of-way for the private use of residents at too low of a cost and questioned the use of the program without reform or modifications. TAB supported the concept of evaluating right of way uses under the curbside management plan for redevelopment projects that change use and curbside demands.

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

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

BACKGROUND

Project Objective

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

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

AMPS Project

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

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

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

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

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

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

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

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

SUMMARY OF PROPOSED CHANGES IN ORDINANCE 8696 AND CITY MANAGER RULES

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

Off-Street Parking Standards

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

On-Street Parking Management

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

SUMMARY OF FORTHCOMING TDM ORDINANCE (ANTICIPATED FALL 2025)

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

Off-Street Parking Standards

Background

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

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

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

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

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

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

Comparable Cities

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

A few peer cities were analyzed further to understand the potential impacts of removing parking minimums. Portland removed parking minimums in response to a state bill and removing all parking minimums simplified the review process, rather than requiring

minimums in only certain areas of the city. The nearest peer city, Longmont, was also studied to gain a local understanding of the impact of removing parking minimums. Since the implementation, the city has not seen any instances where a development has provided zero parking spaces. However, they have seen positive new development or redevelopment in areas that previously had an excess of parking.

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

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

Analysis

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

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

Further, another city study completed as part of this project has estimated that nearly 10 percent of the city's real property is devoted to off-street parking lots (which even excludes parking garages and on-street parking) after 70 years of implementing off-street minimum parking requirements. (See **Attachment E**).

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

Planning Board Input

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

Transportation Advisory Board Input

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

Community Input

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

Proposed Code Changes – Off-Street Parking Standards:

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

On-Street Parking Management

Background

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

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

Comparable Cities

City staff looked at eight comparable cities that have successfully reduced or eliminated parking minimums. Several cities are refining residential parking permit programs to balance demand and fairness. Portland, Oregon and Costa Mesa, California limit permits to one per licensed driver, curbing overuse while accommodating car-dependent

residents. Columbus, Ohio combines paid parking with residential permits in high-demand areas, ensuring access for residents near schools and commercial zones. Seattle takes a strict approach to visitor permits, allowing just one per household to prevent abuse and protect resident access.

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

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

Analysis

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

Redefining Permit Allocations

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

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

Simplifying Guest and Visitor Permits

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

Staff proposes replacing these with two streamlined options:

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

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

Parking Study with New and Redevelopment

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

Formalize BVSD “Park and Walk”

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

Piloting Paid Parking and TDM Benefits in an NPP zone

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

The pilot will help determine two key outcomes:

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

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

Financial Analysis

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

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

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

Planning Board Input

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

Transportation Advisory Board Input

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

Community Input

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

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

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

Proposed Code Changes – On-Street Parking Management Strategies:

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

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

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

Transportation Demand Management Requirements for New Development

Background

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

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

1. Mitigate the impacts of new developments on the transportation network, adjacent properties and surrounding neighborhoods,
2. Enhance multimodal infrastructure and amenities and access to TDM programs and services, and
3. Contribute to meeting city transportation and climate goals by influencing travel behavior.

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

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

Comparable Cities

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

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

Based on the best practices, internal staff analysis, input from Boards and Council and feedback from the engagement process, the project team developed an overall framework

for the ordinance and determined the approach to each of the shared components listed above. The internal staff analysis included input from planners, engineers, and city attorney's office representatives from Transportation & Mobility, Community Vitality, and Planning and Development Services.

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

Analysis

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

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

Financial Guarantees

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

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

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

commercial (based on assumptions of square footage per employee) and the number of units of residential developments.

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

Tiered Approach

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

Table 1: Tier Thresholds

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

TDM Plan Requirements

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

Staff recommends using a package approach to TDM requirements to allow for some flexibility and customization. One package will focus on use of the RTD EcoPass plus other TDM programs and services, while the second package will be centered around a Transportation Wallet concept (specifically parking cash-out programs for employer tenants) for when the EcoPass is not suitable because of the location of the property.

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

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

Measurement of Success

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

Table 2: Vehicle Trip Reduction Targets

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

Monitoring and Enforcement

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

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

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

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

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

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

Planning Board Input

Planning Board provided input on the proposal at their May 15 and May 27, 2025 meetings. Based on previous presentations and discussions with the Planning Board, there was strong support for a TDM ordinance that mitigates impacts, enhances infrastructure and access, and contributes to meeting city goals. They supported the shift to have the ordinance apply to all projects, not just site review. Planning Board members supported the use of a tiered approach to determine which development projects would be subject to the ordinance. Planning Board recommended that staff re-evaluate the General Commercial thresholds so that fewer projects are categorized as Tier 0. It was also recommended that staff evaluate the use of square footage or number of bedrooms instead of number of units to create thresholds for residential projects.

They also supported the use of financial guarantees paid by developers/property owners to cover the cost of annual TDM programs but expressed varying opinions on whether or not the financial guarantee requirement should be in perpetuity. Some members said that there should be a time limit, and others expressed that staff should include periodic reviews to evaluate TDM plan and annual financial requirements. The board supported

that AFG rates be set based on hard costs of required TDM programs and services and not to use fully loaded costs.

Planning Board members recommended that staff conduct additional research on the possibility of having Tier 0 projects contribute to a pooled fund, similar to a cash in lieu program, that is used to provide TDM program city-wide or be required to provide a minimal AFG to provide some TDM benefits to residents or tenants.

Planning Board members also suggested that the review and approval of TDM Plans should be conducted at the staff level since the ordinance will provide TDM plan design guidance and increased clarity of plan requirements. However, Planning Board members recommended that initial rates, thresholds and targets that will be in City Manager Rules associated with the ordinance first be approved by the board.

Regarding TDM plan requirements, a Planning Board member suggested that the city require paid and/or unbundled parking at all sites and others suggested that multimodal infrastructure and amenities be required to encourage mode shift and improve access and safety.

It was also recommended by the board that staff identify the best way to provide the TDM benefits while at the same time minimizing the financial impacts of TDM requirements for affordable housing projects, likely through the use of city subsidies.

Transportation Advisory Board Input

Like Planning Board, TAB also supported the goals and purpose of the ordinance, the tiered approach and the use of financial guarantees. TAB supported making the financial guarantees annual and on-going, a tiered approach that focuses on larger, more impactful developments and manages the need for additional staff resources. For more detail on TAB comments from May 12, 2025, see [Attachment L](#).

Community Input

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

Engagement participants also expressed concerns about the design of the TDM ordinance. A common theme was that the desire to have a TDM ordinance is based on good intentions, but there are significant unintended consequences and economic impacts. For example, participants expressed that Boulder already has high development costs and that the cost of annual financial guarantees will just be passed down to tenants further increasing the cost of operating a business or living in Boulder.

Developers and consultants who participated in staff workshops questioned the recommended levels of annual financial guarantees and their on-going requirement as that the additional costs could make some commercial and residential developments

financially infeasible. Concerns were raised about the impact of long-term economic vitality if the on-going annual costs related to TDM ordinance negatively impacted economic growth and redevelopment.

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

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

Policy Considerations

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

Developments Subject to the Ordinance

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

Annual Financial Guarantee Levels

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

Size Thresholds

- Staff will design the tier thresholds based on the need to balance the need for additional staff resources with the desire to have the ordinance focus on the most impactful development projects. The tier thresholds can be changed to have more or less projects subject to the ordinance.

Plan Requirements

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

Vehicle Trip Generation Rates

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

Next Steps

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

ANALYSIS

Staff has identified the following key issues for City Council's consideration:

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

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

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

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

In coordination with the proposed elimination of parking minimums and the upcoming introduction of new TDM requirements for developers, staff were directed to review and

update the Residential Access Management Program (RAMP) to ensure the City has the necessary tools to manage potential impacts and support the effectiveness of both policy changes.

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

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

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

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

Are there consequences in not approving these ordinances?

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

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

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

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

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

not provide adequate parking based on the experiences of other communities that have already made these changes.

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

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

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

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

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

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

How do the ordinances compare to practices in other cities?

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

How will the ordinances implement the comprehensive plan?

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

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

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

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

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

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

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

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

Built Environment Policy 2.19: Neighborhood Centers

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

Neighborhood Centers Guiding Principles

4. Encourage parking management strategies.

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

Built Environment Policy 2.25: Improve Mobility Grid & Connections

The walkability, bikeability and transit access should be improved in parts of the city that need better connectivity and mobility, for example, in East Boulder. This should be achieved by coordinating and

integrating land use and transportation planning and will occur through both public investment and private development.

Built Environment Policy 2.41: Enhanced Design for All Projects

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

f. Parking.

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

Economy Policy 5.01: Revitalizing Commercial & Industrial Areas

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

Economy Policy 5.05: Support for Local Business & Business Retention

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

Economy Policy 5.06: Affordable Business Space & Diverse Employment Base

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

Economy Policy 5.08: Funding City Services & Urban Infrastructure

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

Economy Policy 5.14: Responsive to Changes in the Marketplace

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

Transportation Policy 6.02: Equitable Transportation

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

Transportation Policy 6.06: Transportation System Optimization

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

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

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

Transportation Policy 6.08: Accessibility and Mobility for All

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

Transportation Policy 6.13: Access Management & Parking

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

Transportation Policy 6.14: Transportation Impacts Mitigated

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

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

Transportation Policy 6.16: Integrated Planning for Regional Centers & Corridors

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

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

Transportation Policy 6.18 Transportation Facilities in Neighborhoods

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

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

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

Housing Policy 7.01: Local Solutions to Affordable Housing

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

Housing Policy 7.07: Mixture of Housing Types

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

Housing Policy 7.08: Preserve Existing Housing Stock

The city and county, recognizing the value of their existing housing stock, will encourage its preservation and rehabilitation through land use policies and regulations. Special efforts will be made to preserve and

rehabilitate existing housing serving low-, moderate- and middle-income households. Special efforts will also be made to preserve and rehabilitate existing housing serving low-, moderate- and middle-income households and to promote a net gain in affordable and middle-income housing.

Housing Policy 7.10: Housing for a Full Range of Households

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

Housing Policy 7.17: Market Affordability

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

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

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

ATTACHMENTS

Attachment A:	Annotated Ordinance 8696 (Official ordinance is Attachment N)
Attachment B:	Ordinance 8700
Attachment C:	Comparable Cities Parking Requirement Matrix
Attachment D:	Fox Tuttle Parking Utilization Report
Attachment E:	Empty Spaces Infographic
Attachment F:	City Manager Rule
Attachment G:	Neighborhoods for Pilot Consideration
Attachment H:	RAMP Financial Analysis
Attachment I:	Neighborhood Permit Parking Resident Feedback Graphs
Attachment J:	Summary of Community Meeting Comments
Attachment K:	Public Comments Received
Attachment L:	Summary of TAB Comments
Attachment M:	Draft Planning Board Minutes
Attachment N:	Ordinance 8696

Annotated Ordinance: City Council Review Draft

NOTE: This version of the ordinance includes footnotes that help to describe all of the proposed changes as well as the redlined tracked changes to existing code language.

...

7-6-23. Parking for Certain Purposes Prohibited.

...

- (b) No vehicle shall be parked upon any private property within any required yard abutting a street. *Required yard* means the minimum front yard setback for principal buildings, the minimum side yard setback from a street for all buildings and the minimum front and side yard setbacks from major roads set forth in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.
 - (1) As an exception to this prohibition, within districts zoned RR-1, RR-2, RE~~7~~~~or~~ RL-1, RL-2, A or P, up to two vehicles may be parked on a paved or improved driveway which serves as access to ~~required~~ off-street parking provided on the lot in accordance with Sections 9-9-6, "Parking Standards," and 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.¹
 - (2) This subsection does not apply to recreational vehicles parked or stored in accordance with subsection 9-9-6(~~hf~~), B.R.C. 1981.

9-1-3. Application of Regulations.

- (b) General Compliance Requirements:
 - (1) No building, structure or land may hereafter be used or occupied, and no building or structure or part thereof may hereafter be erected, constructed, moved or altered except in conformity with all of the regulations of this title.
 - (2) All lot area, open space, or yard requirements must be met on the lot or parcel creating the requirement for each building and use, unless modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981.²~~No part of a lot area, open space, off-street parking area or yard required about or in connection with any building for the purposes of complying with this title, may be included as part of a lot area, an open space, off-street parking area or yard similarly required for any other building or use, except as otherwise specifically permitted by the provisions of this title.~~

...

9-2-1. Types of Reviews.

- (b) Summary Chart:

¹ Updates to align language with Section 9-9-6 and remove reference to required parking.

² Clarified language and removed reference to off-street parking that is no longer necessary without minimum required off-street parking.

TABLE 2-1: REVIEW PROCESSES SUMMARY CHART

I. ADMINISTRATIVE REVIEWS	II. DEVELOPMENT REVIEW AND BOARD ACTION
Affordable housing design review pursuant to Section 9-13-4, B.R.C. 1981 <u>Bicycle parking reductions and modifications³</u> Building permits Change of address Change of street name Conditional uses, as noted in Table 6-1: Use Table Demolition, moving, and removal of buildings with no historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981 Easement vacation Extension of development approval/staff level Landmark alteration certificates (staff review per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981) Landscape standards variance Minor modification to approved site plan Minor modification to approved form-based code review Noise barriers along major streets per Paragraph 9-9-15(c)(7), B.R.C. 1981 Nonconforming use extension <u>Parking deferral per Subsection 9-9-6(e), B.R.C. 1981⁴</u> <u>Parking reduction of up to twenty-five percent per</u>	Annexation/initial zoning BOZA variances Concept plans Demolition, moving, and removal of buildings with potential historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981 Form-based code review Geophysical exploration permit Landmark alteration certificates other than those that may be approved by staff per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981 Lot line adjustments Lot line elimination Minor Subdivisions Out of city utility permit Rezoning Site review Subdivisions Use review Vacations of street, alley, or access easement

³ Moved up in list alphabetically.

⁴ Removing parking deferrals and reductions no longer necessary without minimum off-street parking requirements.

~~Subsection 9-9-6(f), B.R.C. 1981~~

~~Parking reductions and modifications for bicycle parking per Paragraph 9-9-6(g)(6), B.R.C. 1981~~

Parking stall ~~size reduction~~ variances⁵

Public utility

Rescission of development approval

Revocable permit

Right-of-way lease

Setback variance

Site access ~~exception~~ variance

Substitution of a nonconforming use

Solar exception

Zoning verification

9-2-2. Administrative Review Procedures.

(c) Application Requirements:

...

- (4) Additional Information: If, in the city manager's judgment, the application does not contain sufficient information to permit an appropriate review, the manager may request additional information from the applicant. This additional information may include, without limitation, a written statement describing the operating characteristics of proposed and existing uses and a site plan showing dimensions, distances, topography, adjacent uses, location of existing and proposed improvements, including but not limited to landscaping, ~~parking,~~⁶ and buildings.

...

9-2-3. Variances and Interpretations.

...

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

⁵ Aligning with correct process description.

⁶ No longer necessary without minimum requirements.

...

~~(6) The parking requirements of Subsection 9-9-6(d), B.R.C. 1981, with regards to parking in landscaped front yard setbacks, if the city manager finds that the application satisfies all of the requirements in subsection (h) or (j), as applicable,~~

~~of this section and if the applicant obtains the written approvals of impacted property owners.⁷~~

(67) If written approvals of impacted property owners cannot be obtained, the applicant may apply for consideration of the variance before the BOZA.

(78) Applicants shall apply for the variance on a form provided by the city manager and shall pay the application fee required by title 4, "Licenses and Permits," B.R.C. 1981, at time of submittal of the application.

(89) The city manager may also grant variances or refer variance requests to the BOZA to allow development not in conformance with the provisions of this title which otherwise would result in a violation of federal or state legislation or regulation, including but not limited to the Federal Fair Housing Act or the Americans with Disabilities Act.

...

(j) Variances for Parking Spaces in Front Yard Setbacks: The ~~BOZA-approving authority~~⁸ may grant a variance to the requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, to allow a required parking space to be located within the front yard setback if it finds that the application satisfies all of the following requirements:

...

9-2-14. Site Review.

...

(g) Review and Recommendation: The city manager will review and decide an application for a site review in accordance with the provisions of Section 9-2-6, "Development Review Application," B.R.C. 1981, except for an application involving the following, which the city manager will refer with a recommendation to the planning board for its action:

~~(1) A reduction in off-street parking of more than fifty percent subject to compliance with the standards of Subsection 9-9-6(f), B.R.C. 1981.⁹~~

(12) A reduction of the open space or lot area requirements allowed by Subparagraph (h)(6) of this section.

⁷ This allows variances for parking in the front yard setback to be reviewed administratively, if impacted neighbors provide written approval, rather than automatically going to BOZA, which provides additional flexibility for parking in the front yard setback under certain circumstances.

⁸ Updated as there is an option for an administrative variance now.

⁹ Parking reductions no longer needed in the code without minimum off-street parking requirements

(23) An application for any principal or accessory building above the permitted height for principal buildings set forth in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.

(h) Criteria: No site review application shall be approved unless the approving agency finds that the project is consistent with the following criteria:

...

(1) Site Design Criteria: The project creates safe, convenient, and efficient connections for all modes of travel, promotes safe pedestrian, bicycle, and other modes of alternative travel with the goal of lowering motor vehicle miles traveled. Usable open space is arranged to be accessible; designed to be functional, encourage use, and enhance the attractiveness of the project; and meets the needs of the anticipated residents, occupants, tenants, and visitors to the project. Landscaping aesthetically enhances the project, minimizes use of water, is sustainable, and improves the quality of the environment. Operational elements are screened to mitigate negative visual impacts. In determining whether this is met, the approving agency will consider the following factors:

(A) Access, Transportation, and Mobility:

...

(v) The design of vehicular circulation and parking areas make efficient use of the land and minimize the amount of pavement ~~necessary to meet the circulation and parking needs of the project.~~¹⁰

...

(7) ~~Parking Reductions: The applicant demonstrates, and the approving authority finds, that any reduced parking on the site, if applicable, meets the parking reduction criteria outlined in Section 9-9-6, "Parking Standards," B.R.C. 1981.~~¹¹

...

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

(1) Standards: Minor modifications may be approved if the proposed modification complies with the following standards:

¹⁰ ~~These references to circulation and parking needs have been removed to align with no minimum requirements. These are factors for consideration within a Site Review applications, and as such are discretionary standards. Efficient use of land and minimized pavement would remain a factor to consider in whether a project "creates safe, convenient, and efficient connections for all modes of travel, promotes safe pedestrian, bicycle, and other modes of alternative travel with the goal of lowering motor vehicle miles traveled."~~

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

...

(E) ~~Parking: Any parking reduction is reviewed and approved through the process and criteria in Subsection 9-9-6(f), B.R.C. 1981,¹²~~

(EF) Solar Panels: Any solar panels do not substantially add to the mass or perceived height of the building and comply with all applicable building height, solar access, building coverage, and open space requirements;

(FG) Other Requirements: The modification complies with all other applicable requirements of this title; and

(GH) Modified Standards: The numeric standards in the site plan are not modified by more than allowed through Table 2-3.

...

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

(a) Purpose: The purpose of form-based code review, is to improve the character and quality of new development to promote the health, safety and welfare of the public and the users of the development. The form-based code review regulations are established to create a sense of place in the area being developed or redeveloped and ensure a site and building design that:

...

(h) ~~Bicycle Parking Reductions. As part of the form-based code review process, the approving authority may grant a parking reduction pursuant to the criteria in Subsection 9-9-6(f), "Motor Vehicle Parking Reductions," B.R.C. 1981, for commercial developments, residential developments, industrial developments, and mixed use developments if the approving authority finds that the criteria of Subsection 9-9-6(f), B.R.C. 1981, are met.~~ As part of the form-based code review process, the approving authority may grant reductions and modifications to the bicycle parking standards of Subsection 9-9-6(eg), B.R.C. 1981, if the reviewing authority finds that the standards of Paragraph 9-9-6(eg)(6), B.R.C. 1981, are met.¹³

...

9-4-2. Development Review Procedures.

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

(1) "Historic Preservation," chapter 9-11; and

¹² ~~Parking reductions no longer needed in the code without minimum off-street parking requirements.~~

¹³ ~~Parking reductions are no longer necessary with the elimination of minimum off-street parking requirements. Bicycle parking reductions remain an option.~~

- (2) "Inclusionary Housing," chapter 9-13.

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

<i>Standard or Application Type</i>	<i>Staff/City Manager</i>	<i>BOZA</i>	<i>Planning Board</i>	<i>City Council</i>
Section 9-9-6: Parking Standards ¹⁴				
<u>Bicycle Parking Reduction</u> <u>Section 9-9-6(e)</u> ¹⁵	<u>D</u>	<u>=</u>	<u>=</u>	<u>=</u>
Parking Access Dimensions Section 9-9-5	D	—	—	—
<u>Parking Deferral</u> <u>Subsection 9-9-6(e)</u>	<u>D</u>	<u>—</u>	<u>—</u>	<u>—</u>
<u>Parking Reduction ≤25%</u> <u>Subsection 9-9-6(f)</u>	<u>D</u>	<u>—</u>	<u>—</u>	<u>—</u>
<u>Parking Reduction >25% but ≤50%</u> <u>Section 9-9-6(f)</u>	<u>D(14)</u>	<u>—</u>	<u>CA, D(30)</u>	<u>CA</u>
<u>Parking Reduction >50%</u> <u>Subsection 9-9-6(f)</u>	<u>—</u>	<u>—</u>	<u>D(30)</u>	<u>CA</u>

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

(a) **Residential Uses:**

...

HOUSEHOLD LIVING

(b) **Household Living Uses:**

...

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

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

- (i) The first floor above the finished grade at the street level fronting onto Pearl Street shall be constructed to permit a portion of the first floor as specified in Subparagraph (b)(3)(A)(ii) to be used for a restaurant, brewpub, or tavern

¹⁴ Several rows removed as parking reductions and deferrals no longer necessary.

¹⁵ Not new, but should have been included in this table previously.

use, personal service use, or retail sales use that is permitted in the MU-3 zoning district.

- (ii) The nonresidential spaces shall have a minimum depth of twenty feet measured from the front of the building along the Pearl Street frontage to the inside wall opposite of the street frontage. Building entries for uses above the first floor may be permitted to the extent necessary to provide access.
- ~~(iii) Additional parking will not be required to be provided for the floor area that is necessary to meet the required minimum depth of the first-floor nonresidential use. All floor area beyond the required minimum depth shall meet the parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981.¹⁶~~
- ~~(iiiiv)~~ The nonresidential space required by this section shall be used as a nonresidential principal use as permitted by Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, and not be used for any residential principal or accessory uses.
- (iv) No existing nonresidential space fronting onto Pearl Street shall be converted to residential space inconsistent with this paragraph.
- ~~(vi)~~ The first floor frontage requirements for nonresidential uses of this section and the requirements for window location, door location, and minimum lot frontage in "Table 7-1: Form and Bulk Standards" may be modified for an individual landmark or a building within a historic district that has received a landmark alteration certificate as required by Chapter 9-11, "Historic Preservation," B.R.C. 1981.

...

(m) **Transitional Housing:**

- (1) The following standards apply to any transitional housing facility that may be approved as a conditional use or pursuant to a use review:
 - (A) General Standards: Any transitional housing approved as a conditional use or pursuant to a use review shall meet the following standards:
 - (i) Density: The maximum number of dwelling units with in a transitional housing facility shall be the same as is permitted within the underlying zoning district, ~~except that for any zoning district that is classified as an industrial zoning district pursuant to Section 9-5-2, "Zoning Districts," B.R.C. 1981, the number of dwelling units permitted shall not exceed one dwelling unit for each one thousand six hundred square feet of lot area on the site.~~¹⁷

¹⁶ This exception is no longer relevant without minimum parking requirements.

¹⁷ Recent ordinances have removed minimum lot area requirements so this specific lot area requirement has been removed to align with those changes.

- (ii) ~~Parking: The facility shall provide one off-street parking space for each dwelling unit on the site. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.¹⁸~~

...

(o) **Home Occupation:**

- (1) A home occupation is allowed by right if the accessory use meets the following standards:

(A) Standards:

- (viii) ~~No traffic is generated by such home occupation in a volume that would create a need for parking greater than that which can be accommodated on the site or which is inconsistent with the normal parking usage of the district.¹⁹~~

...

9-6-4. Specific Use Standards - Public and Institutional Uses.

(d) **Daycare Center:**

- (1) The following standards apply to any daycare center, except home daycares, that may be approved as a conditional use or pursuant to a use review:

...

- (C) ~~Adequate off-street parking is provided for employees, volunteers, and visitors.²⁰~~

- (CB) Child daycare facilities are properly licensed by the State Department of Social Services.

- (DE) For nursery care (any child under the age of eighteen months), the facility provides fifty square feet of useable indoor floor area per child or a total of six hundred square feet of useable floor area, whichever is greater.

- (EF) For child care other than nursery care, the facility provides thirty square feet of useable indoor floor area per child or a total of six hundred square feet of useable floor area, whichever is greater.

- (EG) All child day care facilities shall provide a minimum of seventy-five square feet of useable outdoor play area per child or a total of two thousand four hundred square feet of useable outdoor play area, whichever is greater.

¹⁸ ~~Removed consistent with no minimum requirements for other land uses.~~

¹⁹ ~~Removed consistent with no minimum requirements for other land use.~~

²⁰ ~~Removed consistent with no minimum requirements for other land uses.~~

- (GH) In the MH and RH-6 zoning districts, the use shall not provide care to more than fifty persons, not including employees.

(e) **Day Shelters, Emergency Shelters, and Overnight Shelters:**

...

- (2) General Requirements for All Shelters: The following criteria apply to any day, emergency, or overnight shelters:

...

- (B) Additional Requirements for Day Shelters: The following additional criteria apply to any day shelter:

...

- ~~(iv) Parking: The facility shall provide off-street parking at the rates set forth in Section 9-9-6, "Parking Standards," B.R.C. 1981, for a nonresidential use. The approving authority may grant a parking deferral of the higher of up to fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.²¹~~

- (C) Additional Requirements for Emergency Shelters: The following additional requirements apply to any emergency shelter:

- (i) Waiver of Good Neighbor Meeting and Management Plan Requirement: The city manager may waive the requirement that the applicant organize, host, and participate in a good neighbor meeting upon finding that the applicant will not require a use review, and that the needs of the facility's clients for anonymity and a safe and secure environment will be compromised by such a meeting.

- ~~(ii) Parking: The facility shall provide off-street parking at the rates set forth below in Subparagraphs a., b., and c. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.²²~~

- ~~a. One space for each employee or volunteer that may be on the site at any given time computed on the basis of the estimated maximum number of employees and volunteers on the site at any given time;~~
- ~~b. One parking space for each twenty occupants, based on the maximum occupancy of sleeping rooms and the dormitory type sleeping areas; and~~

²¹ ~~Removed consistent with no minimum requirements for other land uses.~~

²² ~~Removed consistent with no minimum requirements for other land uses.~~

~~c. One parking space for each attached type dwelling unit.~~

- (iii) Maximum Occupancy: No person shall permit the maximum occupancy of a facility to exceed the following unless approved pursuant to an occupancy increase:

...

- ~~(iiiiv)~~ Review Standards: Uses designated as conditional uses in Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, shall be processed under the provisions of this paragraph unless the applicant makes a request to increase the maximum occupancy per dwelling unit equivalent from six persons per dwelling unit equivalent up to ten occupants for sleeping room or dormitory type sleeping areas.

- (D) Additional Standards for Overnight Shelters: The following additional criteria apply to any overnight shelter:

...

- ~~(iii) Parking: The facility shall provide off-street parking at the rates set forth below in Subparagraphs a. and b. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.²³~~

~~a. One space for each employee or volunteer that may be on the site at any given time computed on the basis of the estimated maximum number of employees and volunteers on the site at any given time; and~~

~~b. One parking space for each twenty occupants, based on the maximum occupancy of the facility.~~

- ~~(iiiiv)~~ Maximum Occupancy: No person shall permit the maximum occupancy of a facility to exceed the following unless approved pursuant to an occupancy increase:

...

- (iv) Review Standards: Uses designated as conditional uses in Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, shall be processed under the provisions of this paragraph unless the applicant proposes to exceed the following standards. In such cases, the applicant will also be required to complete the use review process pursuant to Section 9-2-15, "Use Review," B.R.C. 1981.

...

²³ ~~Removed consistent with no minimum requirements for other land uses.~~

9-6-5. Specific Use Standards - Commercial Uses.

(a) **Bed and Breakfast:**

- (1) The following standards apply to bed and breakfast uses that may be approved as a conditional use or pursuant to a use review:
- (A) The structure is compatible with the character of the neighborhood in terms of height, setbacks, and bulk. Any modifications to the structure are compatible with the character of the neighborhood.
 - ~~(B) One parking space is provided for each guest bedroom, and one space is provided for the operator or owner's unit in the building.²⁴~~
 - ~~(BE)~~ No structure contains more than twelve guest rooms. The number of guest rooms shall not exceed the occupancy limitations set forth in Section 9-8-6, "Occupancy Equivalencies for Group Residences," B.R.C. 1981.
 - ~~(CB)~~ No cooking facilities including, without limitation, stoves, hot plates, or microwave ovens are permitted in the guest rooms. No person shall permit such use.
 - ~~(DE)~~ One attached exterior sign is permitted to identify the bed and breakfast, subject to the requirements of Section 9-9-21, "Signs," B.R.C. 1981.
 - ~~(EF)~~ No long-term rental of rooms is permitted. No person shall permit a guest to remain in a bed and breakfast for a period in excess of thirty days.
 - ~~(EG)~~ No restaurant use is permitted. No person shall serve meals to members of the public other than persons renting rooms for nightly occupancy and their guests.
 - ~~(GH)~~ No person shall check in or check out of a bed and breakfast or allow another to do so except between the times of 6 a.m. and 9 p.m.

...

(h) **Temporary Event:**

- (1) Temporary events may be approved as a conditional use if the following standards are met:

...

- (E) Such uses may not ~~adversely affect the required parking or~~²⁵ result in unsafe conditions or unacceptable levels of congestion;

...

(u) **Neighborhood Business Center:**

²⁴ ~~Removed consistent with no minimum requirements for other land uses.~~

²⁵ ~~Removed reference to required parking.~~

- (1) The following standards apply to any neighborhood business center that may be approved pursuant to a use review:

...

- (F) Restaurant Restrictions: Restaurants are permitted as a use within a neighborhood business center provided the following criteria are met, notwithstanding any restriction within Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981:

- ~~(i) No Parking Reduction: No parking reduction may be granted for the neighborhood business center or any contemporaneously developed adjacent residential development unless the applicant can provide adequate assurances that there will be no parking spillover onto the surrounding residential streets.²⁶~~
- (ii) Size: The gross floor area of the restaurant does not exceed one thousand five hundred square feet in size, and up to three hundred additional square feet of floor area may be utilized for storage purposes only;
- (iii) Proportion of Development: The restaurant use is included in a development containing other uses approved as part of the neighborhood business center and does not exceed twenty-five percent of the gross floor area of the project;
- ~~(iiiiv)~~ Drive-Thru Uses Prohibited: The restaurant does not contain a drive-thru facility;
- (iv) Trash Storage: A screened trash storage area is provided adjacent to the restaurant use, in accordance with the requirements of Section 9-9-18, "Trash Storage and Recycling Areas," B.R.C. 1981;
- ~~(vi)~~ Loading Area: A loading area meeting the requirements of Section 9-9-9, "Off-Street Loading Standards," B.R.C. 1981, provided adjacent to the restaurant use;
- ~~(vi)~~ Signage: Signage complies with a sign program approved as part of the review by the city manager consistent with the requirements of Section 9-9-21, "Signs," B.R.C. 1981; and
- ~~(viii)~~ Environmental Impacts: Any environmental impact including, without limitation, noise, air emissions and glare is confined to the lot upon which the restaurant use is located and is controlled in accordance with applicable city, state, and federal regulations.

...

(x) **Fuel Service Station:**

- (1) The following standards apply to any fuel service station that may be approved as a conditional use or pursuant to a use review:

²⁶ ~~Removed consistent with no minimum requirements for other land uses and no parking reductions.~~

- (A) General Standards: Any fuel service station that may be approved as a conditional use or pursuant to a use review shall meet the following standards:

...

- (v) In addition to ~~the parking requirements of Sections 9-7-1, "Schedule of Form and Bulk Standards," and 9-9-6, "Parking Standards," B.R.C. 1981,~~ and the stacking requirements of Subparagraph (y)(1)(A)(ii) of this subsection, adequate space is provided for the storage of two vehicles per service bay off-street.²⁷

...

9-6-6. Specific Use Standards - Industrial Uses.

(a) **Outdoor Display of Merchandise:**

- (1) The following standards apply to the outdoor display of merchandise:
- (A) Merchandise shall not be located within any required yard adjacent a street;
 - (B) Merchandise shall not be located within or obstruct ~~required parking and~~ vehicular circulation areas or sidewalks;²⁸
 - (C) Merchandise shall be screened to the extent possible from the view of adjacent streets; and
 - (D) Outdoor display is for the temporary display of merchandise and not for the permanent storage of stock.

...

(d) **Recycling Collection Facilities - Large:**

- (1) Large recycling collection facilities that may be approved pursuant to a use review shall meet the following standards:

...

- ~~(F) — One parking space shall be provided for each commercial vehicle operated by the recycling facility. Parking requirements are as required in the zone, except that parking requirements for employees may be reduced if it can be shown that such parking spaces are not necessary, such as when employees are transported in a company vehicle to the work facility.²⁹~~

²⁷ ~~Removed reference to parking standards.~~

²⁸ ~~Remove reference to required parking~~

²⁹ ~~Removed consistent with no minimum requirements for other land uses.~~

(FG) If the facility is located within five hundred feet of property zoned, planned under the Boulder Valley Comprehensive Plan, or occupied for residential use, it shall not operate between 7:00 p.m. and 7:00 a.m.

(GH) Any container provided for after-hours donation of recyclable materials shall be at least fifty feet from any property zoned, planned in the Boulder Valley Comprehensive Plan, or occupied for residential use, shall be of sturdy, rustproof construction, shall have sufficient capacity to accommodate materials collected, and shall be secure from unauthorized entry or removal of materials.

(HI) The containers shall be clearly marked to identify the type of materials that may be deposited. The facility shall display a notice stating that no material shall be left outside the recycling containers.

(IJ) The facility shall be clearly marked with the name and phone number of the facility operator and the hours of operation.

(e) **Recycling Collection Facilities - Small:**

- (1) Small recycling collection facilities that may be approved as a conditional use or pursuant to a use review shall meet the following standards:

...

~~(O) No additional parking spaces are required for customers of a small collection facility located at the established parking lot of a host use, but one additional space shall be provided for the attendant, if needed.~~

(OP) Mobile recycling units shall have an area clearly marked to prohibit other vehicular parking during hours when the mobile unit is scheduled to be present.

~~(Q) Occupation of parking spaces by the facility and by the attendant shall not reduce available parking spaces below the minimum number required for the primary host use unless a parking study shows the existing parking capacity is not already fully utilized during the time the recycling facility will be on the site.³⁰~~

(f) **Recycling Processing Facility:**

- (1) Recycling processing facilities that may be approved as a conditional use or pursuant to a use review shall meet the following standards:

~~(G) One parking space shall be provided for each commercial vehicle operated by the processing center. Parking requirements shall otherwise be as required for the zone in which the facility is located.³¹~~

(GH) If the facility is located within five hundred feet of property zoned, planned in the Boulder Valley Comprehensive Plan, or occupied for residential use, it shall not be in operation between 7:00 p.m. and 7:00 a.m. The facility shall be administered by on-site personnel during the hours the facility is open.

³⁰ ~~Removed consistent with no minimum requirements for other land uses.~~

³¹ ~~Removed consistent with no minimum requirements for other land uses.~~

- (HI) Any containers provided for after-hours donation of recyclable materials shall be at least fifty feet from any property zoned, planned in the Boulder Valley Comprehensive Plan, or occupied for residential use; shall be of sturdy, rustproof construction; shall have sufficient capacity to accommodate materials collected; and shall be secure from unauthorized entry or removal of materials.
- (IJ) Containers shall be clearly marked to identify the type of material that may be deposited. The facility shall display a notice stating that no material shall be left outside the recycling containers.
- (JK) No dust, fumes, smoke, vibration, or odor from the facility shall be detectable on neighboring properties.

9-7-12. Two Detached Dwellings on a Single Lot.

- (a) Standards: In an RM-2, RM-3, RH-1, RH-2 or RH-5 district, two detached dwelling units may be placed and maintained as principal buildings on a lot which fronts on two public streets other than alleys, if the following conditions are met:
 - ...
 - ~~(3) In the RM zoning district, one parking space is required for each principal building. In the RH-5 zoning district, for the second principal building, one bedroom requires one off-street parking space, two bedrooms require one and one-half spaces, three bedrooms require two spaces, and four or more bedrooms require three spaces. Required parking is provided on the lot convenient to each principal building. Any two parking spaces fronting on an alley which are adjacent to each other shall be separated from any other parking spaces by a landscaped area at least five feet wide and as deep as the parking spaces;³²~~
 - (34) Privacy fencing or visual buffering of parking areas is provided;
 - (45) Each principal building has separate utility services in approved locations;
 - (56) All utilities are underground for each principal building unless this requirement is waived by the city manager for good cause;
 - (67) New principal buildings are compatible in character with structures in the immediate vicinity, considering mass, bulk, architecture, materials and color. In addition, the second principal building placed on a lot shall meet the following requirements:
 - ...

9-7-13. Mobile Home Park Form and Bulk Standards.

No person shall establish or maintain a mobile home park or mobile home on a lot within a mobile home park except in accordance with the following standards:

³² ~~Removed consistent with no minimum requirements for other land uses.~~

- (a) Mobile Home Park Form and Bulk Summary Table: Development within a mobile home park in the MH zoning district shall comply with the standards shown in Table 7-2 and illustrated in Figure 7-15 of this section.

TABLE 7-2: MOBILE HOME PARK DESIGN STANDARDS (MH DISTRICT)

Size and Intensity	
Lot Area and Open Space	
Minimum lot area if subdivided	3,500 square feet
Minimum average lot area per mobile home	4,350 square feet
Minimum outdoor living and service area (with no dimension less than 15 feet)	300 square feet
Minimum usable open space per mobile home	600 square feet
Parking Requirements	
Minimum number of off-street parking spaces per mobile home	1 ³³
Setbacks and Separation	
(A) Minimum setback from exterior perimeter property lines of the mobile home park -	MH, RL-2, RM-1, RM-3, RH-1 and RH-4 zones: 20 feet
	RM-2 and RH-5 zones: 25 feet
(B) Minimum side to side separation	15 feet
(C) Minimum end to end separation	10 feet
(D) Minimum distance from tongue to any adjacent sidewalk or pedestrian walkway	2 feet
(E) Minimum setback from private drive or internal public street (from edge of pavement)	10 feet

...

- ~~(d) Parking: Mobile homes in all zoning districts other than the MH district shall provide 1.5 off-street parking spaces per mobile home. Off-street spaces shall be located on or within three hundred feet of the mobile home space for which the parking is required.³⁴~~

- ~~(de)~~ Modification of Setbacks From the Exterior Perimeter Property Lines of the Mobile Home Park: Mobile home setback distances along mobile home park exterior perimeter property lines adjacent to other lots may be modified as part of a site review or use review approval if the mobile home park owner demonstrates that there is a need for such modifications and that no detrimental effect will result to uses on adjoining properties or to residents of the mobile home park.

- ~~(ef)~~ Obstructions Prohibited: No mobile home or portion thereof shall overhang or obstruct any driveway, access road or walkway.

- ~~(fg)~~ Screening: All mobile home parks adjacent to other residential uses, commercial uses or industrial uses shall be provided with screening, such as opaque fencing or landscaping, along the property lines separating the mobile home park from such adjacent land uses.

³³ ~~Removed consistent with no minimum requirements for other land uses.~~

³⁴ ~~Removed consistent with no minimum requirements for other land uses.~~

9-8-6. Occupancy Equivalencies for Group Residences.

The permitted density/occupancy for the following uses shall be computed as indicated below. The density/occupancy equivalencies shall not be used to convert existing uses referenced in this section to dwelling units. The number of allowed dwelling units shall be determined by using Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981:

...

- (f) Bed and Breakfast: Three guest rooms in a bed and breakfast constitute one dwelling unit. In any bed and breakfast, up to twelve guest rooms are permitted, provided ~~the required parking can be accommodated on site and~~ the provisions of Subsection 9-6-5(a), B.R.C. 1981, are met.³⁵

...

9-9-2. General Provisions.

...

- (e) Entire Use Located on One Lot: ~~All lot area, open space, or yard requirements must be met on the lot or parcel creating the requirement for each building and use, unless modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981.³⁶ No person shall include as part of a lot area, open space, off-street parking area, or yard required by this title for any building or use any part of a lot area, open space, off-street parking area, or yard required by this title for any other building or use, unless approved under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981.~~

9-9-5. Site Access Control.

- (a) Access Control: Vehicular access to property from the public right-of-way shall be controlled in such a manner as to protect the traffic-carrying capacity and safety of the street upon which the property abuts and access is taken, ensuring that the public use and purpose of public rights-of-way is unimpaired as well as to protect the value of the public infrastructure and adjacent property. The requirements of this section apply to all land uses, including detached dwelling units, ~~if motor vehicle access is provided to the property from the public right-of-way,~~ as follows:

...

- (2) For detached dwelling units, the standards of this section shall be met prior to a final inspection for any building permit for new development; the demolition of a principal structure; or the conversion of an attached garage or carport to a use other than use as a parking space.

...

- (c) Standards and Criteria for Site Accesses and Curb Cuts: Any access or curb cut to public rights of way shall be designed in accordance with the City of Boulder Design and Construction Standards and the following standards and criteria:

³⁵ ~~Removed consistent with no minimum requirements for other land uses.~~

³⁶ ~~Clarified language and removed reference to off-street parking that is no longer necessary without minimum required off-street parking.~~

...

- (6) Multiple Access Points for Detached Dwelling Units: The city manager will permit multiple access points on the same street for a single lot containing a detached dwelling unit upon finding that there is at least one hundred linear feet of lot frontage adjacent to the front yard on such street, the area has a limited amount of pedestrian activity because of the low density character, and ~~multiple access points are not inconsistent with the city's plans for curbside use on the street there is enough on-street parking within three hundred feet of the property to meet the off-street parking needs of such area.~~³⁷ The total cumulative width of multiple curb cuts shall not exceed the maximum permitted width of a single curb cut. The minimum spacing between multiple curb cuts on the same property shall not be less than sixty-five feet.
- (7) Shared Driveways for Residential Structures: A lot with a detached dwelling unit that does not have frontage on the street from which access is taken may be served by a shared driveway that meets all of the standards and criteria for shared driveways set forth in the City of Boulder Design and Construction Standards.
- ~~(8) Residential Driveways: Any driveway or access for a property with a residential use must lead to an off-street parking space meeting the requirements of this title and the City of Boulder Design and Construction Standards.~~
- (98) Driveway Width: Driveways shall meet the following standards (see Figure 9-1 of this section):
- (A) Minimum driveway width: The width of a driveway leading to an off-street parking space shall not be less than nine feet. A driveway, or portion of a driveway, may be located on an adjacent property if an easement is obtained from the impacted property owner.
 - (B) Maximum Driveway Width: For any property with three or fewer dwelling units, the driveway width within a landscaped setback, including any associated circulation or turnarounds, shall not exceed 20 feet.
- ...
- (109) Exceptions: The requirements of this section may be modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981, to provide for safe and reasonable access. Exceptions to this section may be made if the city manager determines that:
- ...

9-9-6. Parking Standards.

- (a) ~~Rationale Purpose:~~ The intent of this section is to ~~provide adequate off-street parking for all uses, to prevent undue congestion and interference with the traffic carrying capacity of city streets, and establish safe and functional motor vehicle and bicycle parking design and location standards, ensure that motor vehicle parking plays a subordinate role to site and building design, and to minimize the visual and environmental impacts of excessive parking lot paving.~~³⁸

³⁷ ~~Removed reference to required off-street parking.~~

³⁸ ~~These updates to the purpose statement include language pulled from the BVCP and the purpose of House Bill 24-1304 related to minimum parking requirements.~~

(b) Maximum Off-Street Parking Requirements: The following maximum off-street motor vehicle parking requirements apply to residential and nonresidential uses.³⁹

(1) Residential Uses: In the MU-4 and RH-7 zoning districts, the maximum number of off-street parking spaces for an attached dwelling unit or each unit of a duplex shall be one space per dwelling unit.

(2) Nonresidential Uses: In the RH-3, RH-6, RH-7, and MU-4 zoning districts, the maximum number of off-street parking spaces for nonresidential uses and their accessory uses shall be one space per 400 square feet of floor area per lot or parcel if residential uses comprise less than 50 percent of the floor area. If residential uses comprise more than 50 percent of the floor area, the maximum is one space per 500 square feet of floor area per lot or parcel. This maximum does not apply in a parking district.

(b) Off-Street Parking Requirements: The number of required off-street motor vehicle parking spaces is provided in Tables 9-1, 9-2, 9-3, and 9-4 of this section; the number of required off-street bicycle parking spaces is provided in Table 9-8 of this section.⁴⁰

(1) Residential Motor Vehicle Parking Requirements: Unless the use is specifically identified in Table 9-2 below, residential motor vehicle parking shall be provided according to Table 9-1:

TABLE 9-1: RESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT AND UNIT TYPE

Zone-District Standard	RR, RE, MU-1, MU-3, BMS, DT, A, RH-6	RMX-2, MU-2, MH, IMS	RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BG, 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	1	1 for 1- or 2- bedroom DU 1.5 for 3-bedroom	1 for 1-bedroom DU 1.5 for 2-bedroom	1 for 1-bedroom DU 1.5 for 2-bedroom	0

³⁹ These existing maximum off-street parking requirements have been pulled out of Tables 9-1 and 9-2 and instead listed here.

⁴⁰ Entire section has been removed to eliminate all minimum off-street parking uses citywide for all land uses.

an attached DU or each unit of a duplex		DU 2 for a 4 or more bedroom DU	DU 2 for 3-bedroom DU 3 for a 4 or more bedroom DU	DU 2 for 3-bedroom DU 3 for a 4 or more bedroom DU	
Accessible space requirement	Must meet the requirements of the Americans with Disabilities Act, as amended.				

(2) — Use Specific Motor Vehicle Parking Requirements for Residential Uses:

TABLE 9-2: USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR RESIDENTIAL USES IN ALL ZONES

<i>Use</i>	<i>Parking Requirement</i>
Rooming house, boarding house, fraternity, sorority, group living and hostels	2 spaces per 3 occupants
Efficiency units, transitional housing	1 space per DU
Bed and breakfast	1 space per guest room + 1 space for operator or owner's DU within building
Accessory dwelling unit	0
Group homes: residential, custodial or congregate care	Off-street parking appropriate to use and needs of the facility and the number of vehicles used by its occupants, as determined through review
Overnight shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time
Day shelter	Use the same ratio as general nonresidential uses in the zone
Emergency shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time; plus 1 space for each attached type dwelling unit
Duplexes or attached dwelling units in the RR, RE and RL zoning districts	1 per unit

- (3) ~~Nonresidential Motor Vehicle Parking Requirements:~~
~~Unless the use is specifically identified in Table 9-4 below,~~
~~nonresidential motor vehicle parking shall be provided~~
~~according to Table 9-3:~~

TABLE 9-3: NONRESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT⁴¹

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, BG, 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.						

- (4) ~~Use Specific Motor Vehicle Parking Requirements for Nonresidential Uses:~~

⁴¹See also Table 9-4 of this section.

**TABLE 9-4: USE-SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR NONRESIDENTIAL USES
IN ALL ZONES**

Use	Parking Requirement
Large daycare (less than 50 children)	Determined through review; parking needs of the use must be adequately served through on-street or off-street parking
Nonresidential uses in General Improvement Parking Districts	No parking required
Restaurant, brewpub, or tavern—outside of retail centers greater than 50,000 square feet	Indoor Seats: 1 space per 3 seats.
	Outdoor Seats:
	1.—If outdoor seats do not exceed 20% of the indoor seats, no additional parking is required.
	2.—For the portion of the outdoor seats exceeding 20% of indoor seats: 1 space per 3 seats.
	3.—Notwithstanding the requirements of (1) and (2) above, the following applies to uses that are nonconforming as to parking for indoor seats and the sole principal use of the site: No additional parking is required if the number of outdoor seats does not exceed 60% of the existing number of parking spaces on the site.
Retail centers over 50,000 square feet of floor area that:	Less than 30 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 250 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
—i)—Are under common ownership, or	30 percent or more and less than 60 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 175 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
—ii)—management, or	
—iii)—Are approved through a common site review approval, and	
—iv)—Contain a mix of some or all of the following uses: retail, commercial, office, restaurants, brewpubs, and taverns, which	
—v)—together comprise more than 50 percent of the total floor area, and	60 percent or more of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 100 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.

—vi)—Where written consent of all property owners within the retail center are included with the application:	This use-specific parking standard shall not apply to other uses for which a use-specific parking standard is created in this Table 9-4 or to uses other than retail, commercial, and office uses, restaurants, brewpubs, and taverns. For those uses, parking shall be provided as required for each such use under this Section 9-9-6, B.R.C. 1981, and in addition to the requirement above:
Restaurants in a regional park	Determined through review; parking needs of the use must be adequately served through on-street or off-street parking:
Motels, hotels, and bed and breakfasts	1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area
Theater	Greater of 1 parking space per 3 seats, or the parking ratio for the zone district
Fuel service station	General ratio for the use zone plus storage of 2 vehicles per service bay
Religious assembly:	(See Paragraph (f)(8) of this section for permitted parking reductions)
—a. Religious assemblies created prior to 9/2/1993	1:300
—b. Religious assemblies created after 9/2/1993	1 space per 4 seats, or 1 per 50 square feet of assembly area if there are no fixed seats – assembly area includes the largest room plus any adjacent rooms that could be used as part of the assembly area
—c. Uses accessory to a religious assembly and created after 9/2/1993	Uses accessory to the religious assembly shall meet the standards applicable to the use as if the use is a principal use
—d. Total parking of a religious assembly and accessory uses created after 9/2/1993	Parking for the religious assembly use and any accessory use shall be for the use which has the greatest parking requirement
Small recycling collection facility	1 space for attendant if needed
Large recycling collection facility	General parking ratio for the zone plus 1 space for each commercial vehicle operated by the facility
Recycling processing facility	Sufficient parking spaces for a minimum of 10 customers, or the peak load, whichever is greater, plus 1 space for each commercial vehicle operated by the facility

Warehouse or distribution facility or uses in industrial zones with accessory warehouse spaces	1 space per 1,000 square feet of floor area used for warehousing or storage of goods, merchandise, or equipment. Parking for floor area used for associated office space or production areas and not for warehousing or storage as outlined above shall be provided consistent with Table 9-3.
Self-service storage facility	3 spaces for visitor parking, plus parking for any floor area used as office space or otherwise not used for self-service storage shall be provided consistent with Table 9-3.
Airport and aircraft hangers	1 space per outside airplane or glider tie down space;
	1 space per 1,000 square feet of floor area of private airplane hangar space (with or without external or internal walls);
	1 space per 2,000 square feet of floor area of commercial or executive airplane hangar space; and
	Parking for floor area used as office space or otherwise not used for airport hanger shall be provided consistent with the requirements of Table 9-3.

(c) General Parking ~~Requirements~~ Standards:

- (1) ~~ADA Requirements: Where off-street parking spaces are provided, accessible parking spaces shall be provided, meeting the requirements of the Americans with Disabilities Act, as amended.~~⁴²
- (2) ~~Electric Vehicle Charging Requirements: Where off-street parking spaces are provided, electric vehicle charging spaces shall be provided, meeting the requirements of the City of Boulder Energy Conservation Code.~~⁴³
- (31) Rounding Rule: For all motor vehicle and bicycle parking space requirements resulting in a fraction, the fraction shall be:
- (A) Rounded to the next higher whole number when the required number of spaces is five or less; or
 - (B) Rounded to the next lower whole number when the required number of spaces is more than five.

⁴² This existing standard has been relocated from the tables above.⁴³ This standard has been added to link the EV charging requirements in the Energy Conservation Code to the number of parking spaces that are provided on a site.

- (42) Parking Requirements for Lots in Two or More Zoning Districts: For lots that have more than one zoning designation, the required ~~motor vehicle and~~ bicycle parking for the use(s) on the lot may be provided on any portion of the lot, subject to the provisions of this title.⁴⁴
- (5) ~~Approvals: Any minimum off-street motor vehicle parking requirement, for spaces other than accessible spaces, in any planned development, planned residential development, planned unit development, site review, use review, or other approval has no force and effect and shall not be enforced.~~⁴⁵
- (3) ~~Off-Street Parking Requirement for Unlisted Nonresidential Uses: If the city manager determines that the use type is not specifically listed in Table 6-1, Use Table, or Table 9-4; Use Specific Motor Vehicle Parking Requirements for Nonresidential Uses in All Zones, the city manager may apply one of the following standards that adequately meets the parking needs of the use.~~⁴⁶
- (A) ~~The applicable off-street parking requirement under Table 9-3, Nonresidential Motor Vehicle Parking Requirements by Zoning District;~~
- (B) ~~The off-street parking requirement under Table 9-4 for the listed use type most similar to the proposed use based on public parking demand, nature of the use type, number of employees, or any other factors deemed appropriate by the city manager;~~
- (C) ~~An off-street parking requirement established based on local or national best practices or by reference to standards or resources such as the Institute of Traffic Engineers, Urban Land Institute, International Council of Shopping Centers, American Association of State Highway and Transportation Officials, or American Planning Association; or~~
- (D) ~~An off-street parking requirement demonstrated by a parking demand study prepared by the applicant according to Paragraph 9-9-6(d)(6).~~
- (d) Motor Vehicle Parking Design Standards:
- (1) Location of Open or Enclosed Parking: Open or enclosed parking areas are subject to the following requirements:
- (A) No parking areas shall be located in any required landscaped setback abutting a street. However, in RR, RE, RL, A, or P zoning districts, ~~if all off-street parking requirements of this chapter have been met, if a driveway leads to at least one parking space that meets the design requirements of this title and that is located outside of the landscaped setback, persons may park~~ up to two ~~additional~~ vehicles ~~may be parked~~ in the driveway within the landscaped setback. The requirements of this subsection may be varied to allow ~~the required~~ off-street parking to be located

⁴⁴ ~~Remove reference to motor vehicle parking.~~

⁴⁵ ~~This language has been added to address parking requirements that may be individually applied to specific past approvals. They would no longer be enforceable.~~

⁴⁶ ~~Removed as not relevant with no minimum parking requirements.~~

within the front yard setback pursuant to the standards and procedures in a variance being approved by the BOZA per Subsection 9-2-3(j), B.R.C. 1981.⁴⁷

~~(B) Required parking areas shall be located on the lot or parcel containing the use for which they are required.~~⁴⁸

~~(BE)~~ No parking areas shall be located closer than ten feet from a side yard adjacent to a public street in the BMS and MU-2 zoning districts.

- (2) Parking Stall Design Standards: Parking stalls shall meet the following standards, based on stall type. The minimum maneuvering area to the rear of any parking stall shall be no less than twenty-four feet except as specified in Table 9-15 below for parking at an angle other than the 90-degree category. If the proposed use anticipates long-term parking as the major parking demand, the city manager may reduce those minimum parking stall sizes.

TABLE 9-15: STANDARD PARKING DIMENSION STANDARDS

Parking Angle (degrees)	Curb Length C	Stall D	Aisle Width		Bay Width	
			One Way A1	Two Way A2	One Way B1	Two Way B2
90	9'	19'	24'	24'	62'	62'
60	10.4'	21'	18'	22'	60'	64'
45	12.7'	19.8'	13'	20'	52.6'	59.6'
30	18'	17.3'	12'	20'	45.6'	54.6'
0	23'	8'	12'	20'	20'	36'

TABLE 9-26: SMALL CAR PARKING DIMENSION STANDARDS

Parking Angle (degrees)	Curb Length C	Stall D	Aisle Width		Bay Width	
			One Way A1	Two Way A2	One Way B1	Two Way B2
90	7.75'	15'	24'	24'	54'	54'
60	9.2'	17'	18'	22'	52'	56'
45	11.2'	16.1'	13'	20'	45.2'	52.2'

⁴⁷ Maintains current exception, as long as the driveway leads to a parking space that meets design requirements and is outside of landscaped setback. Variance of landscaped setback requirements is a possibility if necessary.

⁴⁸ Removed reference to required parking

30	15.5'	14.3'	12'	20'	40.6'	48.6'
0	20'	8'	12'	20'	28'	36'

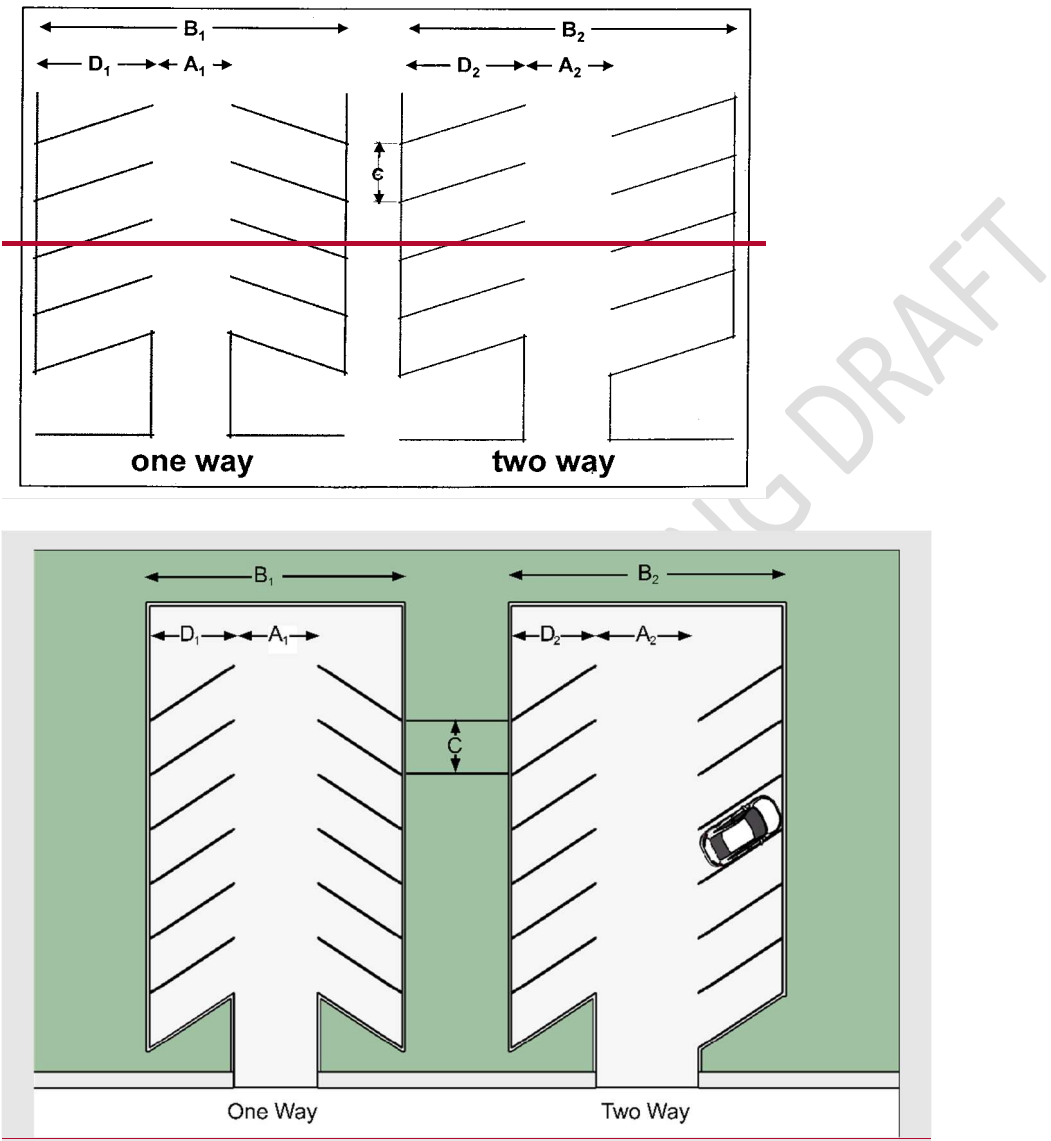


Figure 9-2: Parking Dimensions Diagram⁴⁹

- (A) Standard Stalls: All off-street standard parking spaces shall meet the minimum size requirements established as indicated in Table 9-15 and Figure 9-2 of this section.
- (B) Small Car Stalls:

⁴⁹ Updated graphic to align with more recent design style of code graphics.

- (i) Small Car Stalls Allowed: A proportion of the total spaces provided in each parking area may be designed and shall be signed for small car use according to Table 9-37 of this section.

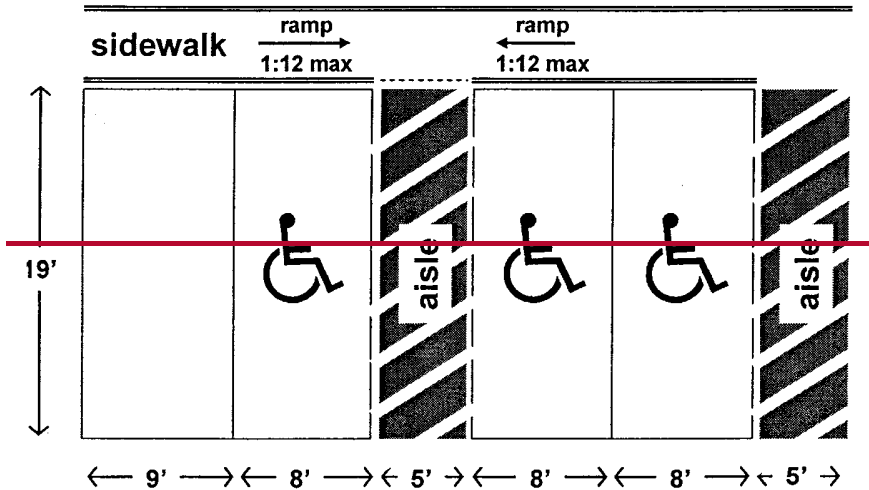
TABLE 9-37: SMALL CAR STALLS

Total Spaces Required	Allowable Small Car Stalls
5 - 49	40 percent
50 - 100	50 percent
101 or greater	60 percent

- (ii) Dimensional Standards: All small car stalls shall meet the minimum size requirements as indicated in Table 9-26 and Figure 9-2 of this section.

(C) Accessible Parking Stalls:

- (i) Dimensional Standards: Accessible parking spaces shall be eight feet wide and nineteen feet in length, with the standard width drive lane. Individual spaces shall have an additional five foot-wide, diagonally striped aisle abutting the passenger side of the space. If such spaces are provided in adjacent pairs, then one five foot~~five-foot~~ aisle may be shared between the two spaces. Accessible parking spaces shall conform to the construction and design standards in the City of Boulder Design and Construction Standards and be located to maximize convenience of access to the facility and minimize the need to cross the flow of vehicular traffic. (See Figure 9-3 of this section.)



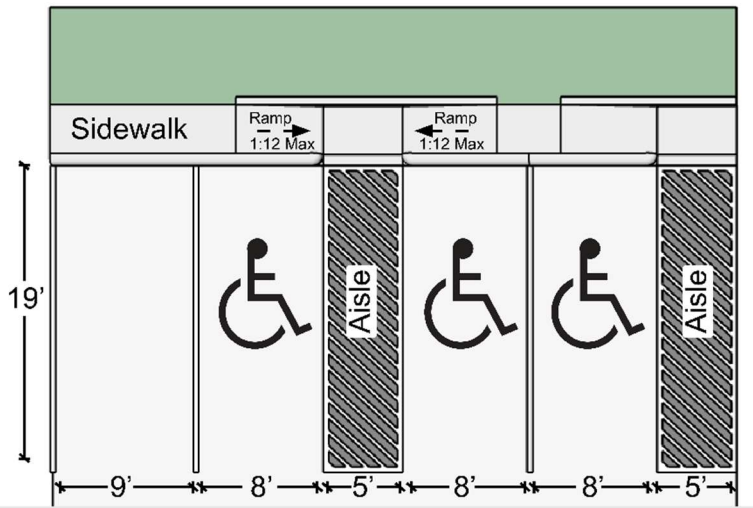


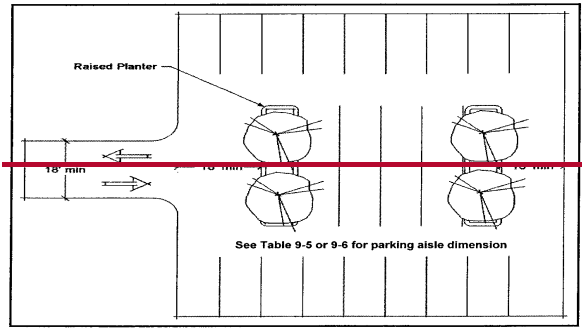
Figure 9-3: Accessible Parking Space Design⁵⁰

Accessible spaces must measure eight feet by nineteen feet and be flanked by a ~~five foot~~~~five-foot~~ diagonally-striped aisle. Two adjacent spaces may share a single ~~five foot~~~~five-foot~~ aisle. The aisle must be at the same grade as the accessible space and any adjacent sidewalk must slope to meet the grade of the aisle. The slope may not exceed 1:12.

...

(3) Drive Aisles:

(A) (A) — There is a definite and logical system of drive aisles to serve the entire parking area. Drive aisles shall have a minimum eighteen-~~foot~~~~width~~ ~~foot~~ ~~width~~ clearance for two-way traffic and a minimum ~~ten-foot~~ ~~ten-foot~~ width clearance for one-way traffic unless the city manager finds that the parking stalls to be served require a greater or lesser width. A physical separation or barrier, such as vertical curbs, may be required in order to separate parking areas from the travel lanes. (See Figure 9-4 of this section.)



⁵⁰ Updated graphic to align with more recent design style of code graphics.

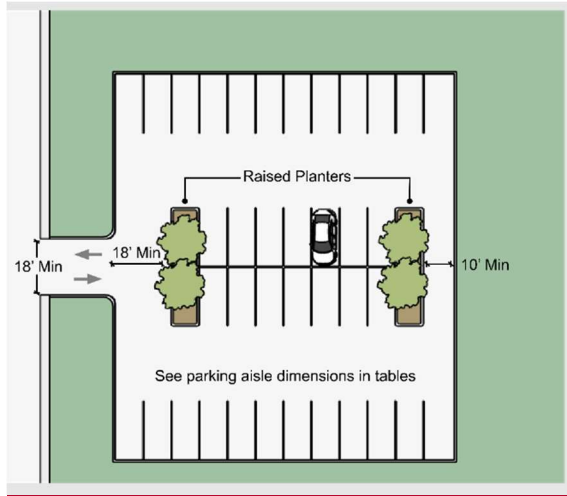
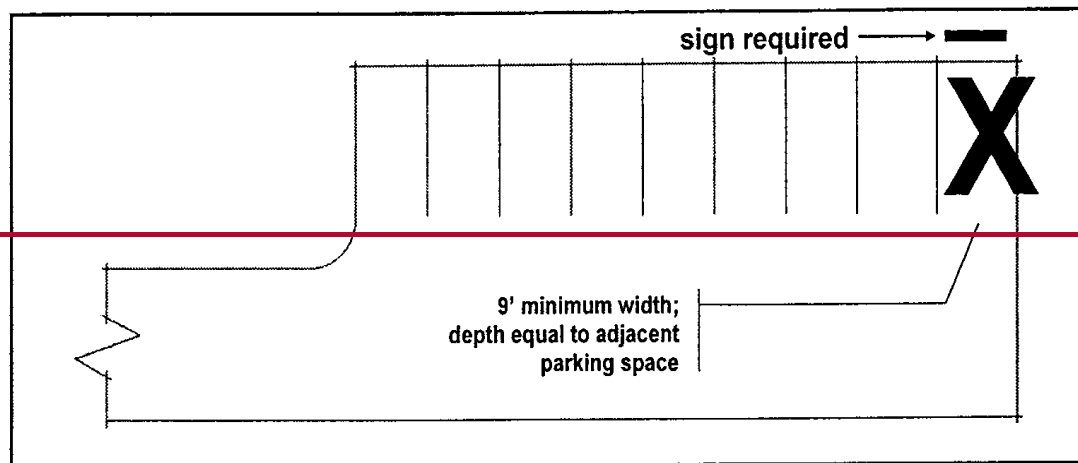


Figure 9-4: Drive Aisles⁵¹

Drive aisles provide access to parking areas but not to individual spaces. Drive aisles serving two-way traffic must be a minimum of eighteen feet wide. Drive aisles serving one-way traffic must be a minimum of ten feet wide. Raised planters, curbs, or other physical barriers may be necessary to separate parking areas from travel lanes. See Tables 9-15 and 9-26 of this section for parking aisle dimensions.

- (B) Turnarounds are provided for dead-end parking bays of eight stalls or more. Turnarounds must be identified with a sign or surface graphic and marked "no parking." The use of accessible parking spaces as the required turnaround is not permitted. (See Figure 9-5 of this section.)



⁵¹ Updated graphic to align with more recent design style of code graphics.

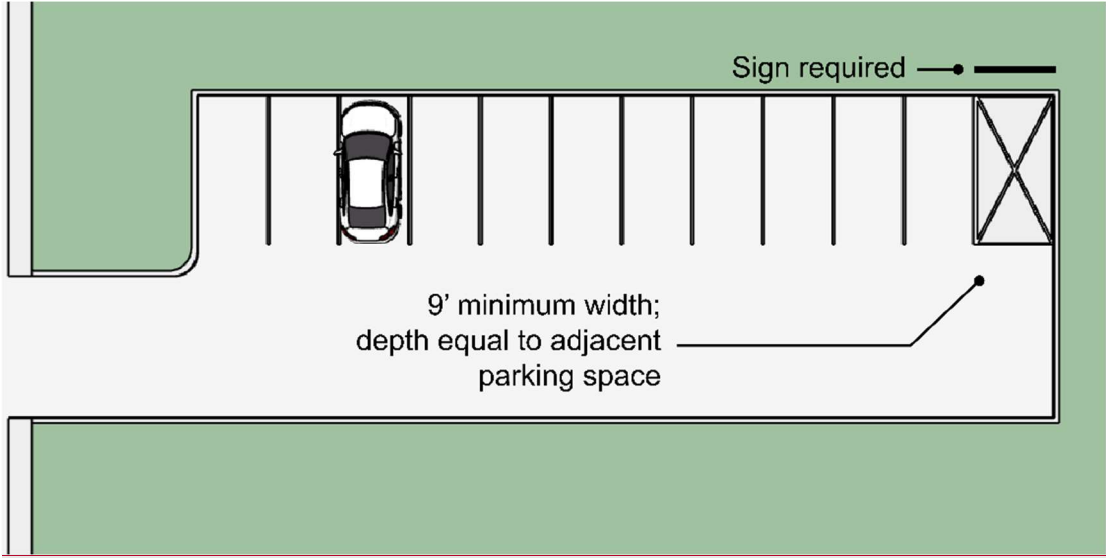


Figure 9-5: Parking Turnaround Spaces⁵²

In dead-end parking bays with eight or more stalls, a turnaround space must be provided and properly marked.

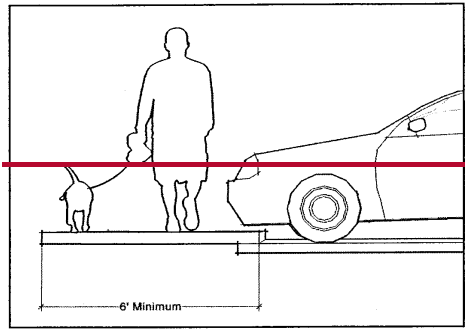
...

(5) Parking Design Details:

...

- (D) All open off-street parking areas with five or more spaces shall be screened from the street and property ~~edges, and edges~~ and shall provide interior lot landscaping in accordance with Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.

...



⁵² Updated graphic to align with more recent design style of code graphics.

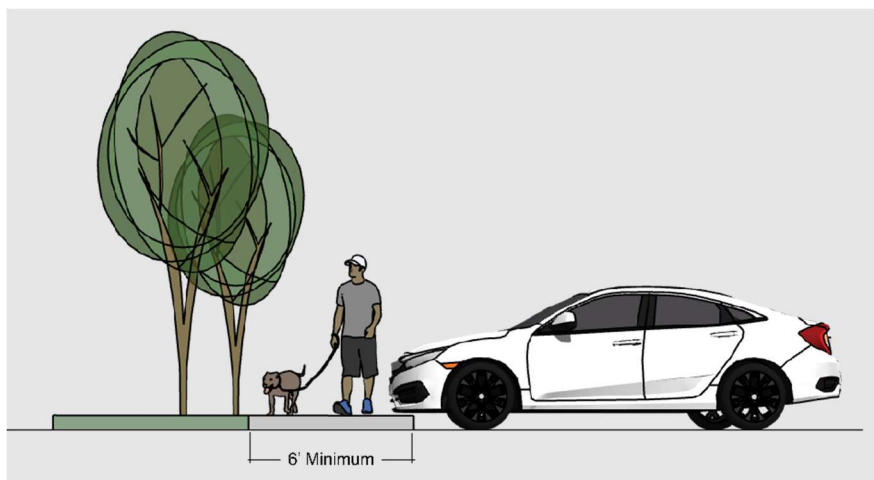


Figure 9-6: Permitted Vehicular Overhang⁵³

- (G) Within the DT zoning districts, at-grade parking is not permitted within thirty feet of a street right-of-way unless approved as part of a site review approval under Section 9-2-14, "Site Review," B.R.C. 1981. For the purpose of this subparagraph, the term "street" does not include "alley."

~~(6) — Parking Study: At the discretion of the city manager, a parking study may be required to demonstrate that adequate parking is provided either for parking provided per zoning requirements or in conjunction with a parking reduction request. The scope of a parking study may consist of analysis of any or all of the following factors: joint use of parking areas; peak parking demand for each land use; unusual parking demand based on type of land use; availability of nearby on-street parking; vicinity of high frequency transit; and Institute of Transportation Engineers Parking Generation estimates.⁵⁴~~

~~(e) — Motor Vehicle Parking Deferrals:⁵⁵~~

~~(1) — Criteria for Parking Deferral: The city manager may defer the construction and provision of up to ninety percent of the off-street parking spaces required by this section, in an industrial district, thirty-five percent in a commercial district, and twenty percent in any other district if an applicant demonstrates that:~~

- ~~(A) — The character of the use lowers the anticipated need for off-street parking, and data from similar uses establishes that there is not a present need for the parking;~~
- ~~(B) — The use is immediately proximate to public transportation that serves a significant proportion of residents, employees, or customers;~~
- ~~(C) — There is an effective private or company car pool, van pool, bus, or similar group transportation program; or~~

⁵³ Updated graphic to align with more recent design style of code graphics.

⁵⁴ No longer necessary without minimum requirements. Note traffic studies may still be required per the Design and Construction Standards.

⁵⁵ Deferrals are no longer necessary without minimum requirements.

- (D) ~~The deferred percentage of residents, employees, and customers regularly walk or use bicycle or other nonmotorized vehicular forms of transportation.~~
- (2) ~~Parking Deferral With a Concurrent Use Review: If a proposed use requires both a review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981, and a parking deferral pursuant to this subsection, the parking deferral shall be considered in conjunction with the use review decision and not before. The approving authority and process for the parking deferral shall be the same as the use review.~~
- (3) ~~Site Plan: Applicants for a parking deferral shall submit a site plan demonstrating that the total required parking can be accommodated on-site and designating the land to be reserved for future parking.~~
- (4) ~~Landscaping: Landscaping shall be provided as required under Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, and shall be indicated on the site plan.~~
- (5) ~~Notice of Change of Condition: No person having an interest in property subject to a parking deferral shall fail to notify the city manager of any change in the conditions set forth in Paragraph (e)(1) of this section that the manager considered in granting the deferral.~~
- (6) ~~Construction of Deferred Parking Areas: The city manager may require the construction of the deferred parking at any time upon thirty days' written notice by mail to commence construction of such parking. No person having an interest in the property shall fail to comply with such a notice.~~
- (f) ~~Motor Vehicle Parking Reductions.⁵⁶~~
- (1) ~~Parking Reduction Process: The parking requirements in Section 9-9-6, "Parking Standards," B.R.C. 1981, may be reduced if the requirements of this subsection are met. The city manager may grant a parking reduction not to exceed twenty-five percent of the required parking. Parking reductions greater than twenty-five percent may be granted as part of a site review approval under Section 9-2-14, "Site Review," B.R.C. 1981. Only the planning board or city council may grant a reduction exceeding fifty percent. Parking reductions are approved based on the operating characteristics of a specific use. No person shall change a use of land that is subject to a parking reduction except in compliance with the provisions of this subsection. For any parking reductions exceeding ten percent or if the parking reduction is being reviewed in conjunction with a site review, the applicant shall provide a parking study and transportation demand management (TDM) plan. Alternative administrative parking reductions (to the process set forth in this subparagraph (f)(1) and the criteria of subparagraph (f)(2)) by land use are found in Paragraph (f)(3).~~
- (2) ~~Parking Reduction Criteria: The approving authority may reduce the parking requirements of this section (see Tables 9-1, 9-2, 9-3 and 9-4), if it finds that the parking needs of all uses in the project will be adequately accommodated. In making this determination, the approving authority shall consider without limitation:~~
- (A) ~~Whether the probable number of all motor vehicles to be owned by occupants of and visitors to dwelling units in the project will be adequately accommodated;~~

⁵⁶ Reductions are no longer required without minimum requirements.

- (B) ~~The availability of off-street and nearby on-street parking;~~
 - (C) ~~Whether any proposed shared parking can adequately accommodate the parking needs of different uses of the project considering daytime and nighttime variability of the parking needs of uses;~~
 - (D) ~~The effectiveness of any multimodal transportation program that is proposed at reducing the parking needs of the project. Applications including such programs shall describe any existing or proposed facilities and proximity to transit lines and shall demonstrate that use of multimodal transportation options will continue to reduce the need for on-site parking on an ongoing basis;~~
 - (E) ~~If the number of off-street parking spaces is reduced because of the nature of the occupancy, whether the applicant provides assurances that the nature of the occupancy will not change; and~~
 - (F) ~~If considering a parking reduction for a use nonconforming as to parking, the approving authority shall evaluate the existing parking arrangement to determine whether it can accommodate additional parking or be rearranged to accommodate additional parking in compliance with the design requirements of subsection (d) of this section. If additional parking can reasonably be provided, the provision of such parking shall be a condition of approval of the requested reduction.~~
- (3) ~~Alternative administrative parking reductions by land use: The parking requirements in Section 9-9-6, "Parking Standards," B.R.C. 1981, may be reduced if the following standards are met. These standards shall not be permitted to be combined with the parking reduction standards in Subparagraphs (f)(2) of this section:~~
- (A) ~~Housing for Older Adults: The city manager may reduce the amount of required parking by up to seventy percent for governmentally sponsored housing projects for adults 65 and over.~~
 - (B) ~~Mixed Use Developments: The city manager may reduce the amount of required parking in a mixed-use development by up to ten percent in the BMS, IMS, MU-1, MU-2, MU-3 and RMX-2 zoning districts, or in all other nonresidential zoning districts in Section 9-5-2, "Zoning Districts," B.R.C. 1981, by up to twenty-five percent if the following requirements are met:~~
 - (i) ~~The project is a mixed use development that includes, as part of an integrated development plan, both residential and nonresidential uses. Residential uses shall comprise at least thirty-three percent of the floor area of the development; and~~
 - (ii) ~~The property is within a quarter of a mile walking distance to a high frequency transit route that provides service intervals of fifteen minutes or less during peak periods. This measurement shall be made along standard pedestrian routes from the property.~~
 - (C) ~~Religious Assemblies: The city manager may reduce the amount of required parking to permit additional floor area within the assembly area of a religious assembly which is located within three hundred feet of the Central Area General Improvement District if the applicant has made arrangements to use public parking within close~~

proximity of the use and that the building modifications proposed are primarily for the weekend and evening activities when there is less demand for use of public parking areas.

(4) ~~Limiting Factors for Parking Reductions: The city manager will consider the following additional factors to determine whether a parking reduction under this section may be appropriate for a given use:~~

(A) ~~A parking deferral pursuant to subsection (e) of this section is not practical or feasible for the property.~~

(B) ~~The operating characteristics of the proposed use are such that granting the parking reduction will not cause unreasonable negative impacts to the surrounding property owners.~~

(C) ~~The parking reduction will not limit the use of the property for other uses that would otherwise be permitted on the property.~~

(5) ~~Parking Reduction With a Concurrent Use Review: If a proposed use requires both a review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981, and a parking reduction pursuant to this subsection, the parking reduction shall be considered in conjunction with the use review decision and not before. The approving authority and process for the parking reduction shall be the same as for the use review.~~

(eg) Bicycle Parking:

(1) Required Bicycle Spaces: Bicycle parking spaces must be provided as required by Table 9-48 of this section. Where more than 10 spaces are required, at least five percent of the required bicycle parking spaces shall be designed to accommodate and signed for larger bikes with dimensions of at least 10 feet of length and 3 feet of width.⁵⁷

TABLE 9-48: OFF-STREET BICYCLE PARKING REQUIREMENTS

<i>Use Type - based on Table 6-1 of Section 9-6-1</i>	<i>Minimum Number of Off-Street Bicycle Spaces</i>	<i>Long-Term</i>	<i>Short-Term</i>
Residential Uses			
Dwelling units ^(a) with a private garage, <u>and detached dwelling units</u> ^{58 (b)}	no requirement	n/a	n/a
Dwelling units without a private garage ^(b)	2 per unit	75%	25%
Accessory dwelling units	no requirement	n/a	n/a
Group living - fraternities, sororities, and dormitories, boarding houses, transitional housing	1 per 3 beds	75%	25%
Group living - all others	1 per 5 beds	75%	25%
Public and Institutional Uses			

⁵⁷ New standard added due to increase in larger sized bikes. Dimensions based on National Association of City Transportation Officials (NACTO)'s Urban Bikeway Design Guide recommendations. Based on Planning Board recommendation and TAB discussion, the initial staff recommendation requiring 5% where more than 20 spaces are required has been modified to whenever more than 10 spaces are required. Also added requirement for signage per Planning Board recommendation.

⁵⁸ This exemption for detached dwelling units without a private garage was added per Planning Board recommendation.

Daycare centers, home daycares	Determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	50%	50%
Public and private elementary, middle, and high schools	5 per classroom	50%	50%
Public and private colleges and universities	5 per classroom	50%	50%
Hospitals	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Open space, park, and recreation uses	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	25%	75%
Religious assemblies	The greater of 1 per 15 seats or 1 per 150 square feet of assembly area	25%	75%
All other public and institutional uses	1 per 1,500 square feet of floor area, minimum of 4	50%	50%
Commercial Uses			
Restaurants, brewpubs, and taverns	1 per 750 square feet of floor area, minimum of 4	25%	75%
Bed and breakfasts, hostels, and hotels or motels	1 per 3 guest rooms, minimum of 4	50%	50%
All other food, beverage, and lodging uses	1 per 1,500 square feet of floor area	25%	75%
Mobile food vehicle and temporary events	no requirement	n/a	n/a
Office uses	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Campgrounds, outdoor recreation or entertainment, indoor athletic facilities	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	25%	75%
Financial institutions	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Service uses and retail sales uses	1 per 750 square feet of floor area, minimum of 4	25%	75%
Vehicle-related uses and all other commercial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Industrial Uses			
Industrial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Agriculture & Natural Resource Uses			
Agriculture & Natural Resource Uses	no requirement	n/a	n/a
Other Uses Not Listed in Table 9-4⁵⁹			
Other uses not listed in Table 9-4 ⁵⁹	1 per 1,500 square feet of floor area, minimum of 4	50%	50%
Footnotes to Table 9-4, Off-Street Bicycle Parking Requirements: ⁵⁹ (a) For purposes of this Table 9-4, the "dwelling units" subcategories include all types of residential uses listed in Table 6-1, Use Table, except those separately listed in Table 9-4. (b) Private garage, for purposes of this table, means a building or indoor space that is associated with an individual dwelling unit for purposes of parking or keeping a motor vehicle, is fully enclosed, and has a secure door.			

⁵⁹ These have been added into the table to address Municode formatting issues.

Footnotes to Table 9-8, Off-Street Bicycle Parking Requirements:

- (a) ~~For purposes of this Table 9-48, the "dwelling units" subcategories include all types of residential uses listed in Table 6-1, Use Table, of Section 9-6-1, "Schedule of Permitted Uses," B.R.C. 1981, except those separately listed in Table 9-8.~~
- (b) ~~Private garage, for purposes of this table, means a building or indoor space that is associated with an individual dwelling unit for purposes of parking or keeping a motor vehicle, is fully enclosed, and has a secure door.~~

(2) Bicycle Facilities: Both bicycle lockers and racks shall:

- (A) Provide for storage and locking of bicycles, either in lockers, ~~or~~ medium-security racks, ~~or an~~ equivalent installation in which both the bicycle frame and the wheels may be locked by the user.
- (B) Be designed so as not to cause damage to the bicycle.
- (C) Facilitate easy locking without interference from or to adjacent bicycles.
- (D) ~~Consist of racks or lockers~~ Be anchored with tamper-resistant anchors so that they cannot be easily removed.
- (E) ~~Be and~~ of solid construction, resistant to rust, corrosion, hammers, grinders, and saws, and other tools.⁶⁰
- (FE) Be consistent with their environment in color and design and be incorporated whenever possible into building or street furniture design.
- (GF) Be located in convenient, highly visible, active, well-lighted areas.
- (H) ~~Be located so that they do not but not~~ interfere with pedestrian movements.
- (I) ~~Be identified by wayfinding signs if the bicycle parking area is not visible from the site or building entrance.~~

(3) Short-Term Bicycle Parking: Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors. Short-term bicycle parking shall be located:

- (A) On the public access level;
- (B) Within fifty feet of the main building entrances; ~~and~~
- (C) Outside the building; ~~and~~
- (D) In an area that allows for passive surveillance, such as in front of business windows and in high-traffic areas.⁶¹

⁶⁰ Added grinders as this is an often-used tool utilized in bike thefts.⁶¹ Added standard to better ensure natural surveillance of short-term bicycle parking.

- (4) Long-Term Bicycle Parking: Long-term bicycle parking offers a secure and ~~weather protected~~ weather-protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours. Long-term bicycle parking shall meet the following standards:
- (A) Long-term bicycle parking is required to be covered, access restricted, and designed to include at least and shall include use of one of the following security strategies:⁶²
 - (i) ~~A locked room~~ room locked by a heavy-duty locking mechanism;
 - (ii) ~~An area enclosed by a fence with a locked gate that is resistant to forced entry and climbing, has some transparency to allow for surveillance, and incorporates a gate with a heavy-duty gate lock that is resistant to manipulation;~~
 - (iii) ~~An area within view of an attendant or security guard or monitored by a security camera~~ s pointed at the entrances to the bicycle parking area and the bicycle racks; or
 - (iv) ~~An area visible from employee work areas.~~
 - (B) The bicycle parking area ~~shall~~ must be located on site or in an area within three hundred feet of the building ~~it serves, except for elementary, middle, or high schools, where the bicycle parking area must be located within 100 feet of a main entrance. Access to the area shall not require the use of stairs but may require a ramp if needed for grade changes. If an elevator is required to reach the long-term bicycle parking, elevator cab dimensions must fit a bicycle.~~⁶³
 - (C) ~~Adequate lighting, designed to illuminate and allow for surveillance, shall be provided for the bicycle parking area, the route to the bicycle parking area, and the route to the building entrance if bicycle parking is provided within the building. Adequate lighting shall be provided for the bicycle parking area, designed to promote surveillance and illumination, the route to reach the bicycle parking area, and the route to the building entrance if bicycle parking is in the building.~~⁶⁴
 - (D) The bicycle parking area shall include adequate clearance around racks or lockers to give cyclists room to maneuver, and to prevent conflicts with pedestrians or parked cars.

⁶² Added some more specific standards to ensure restricted access of long-term bicycle parking storage in line with examples from peer cities.

⁶³ Added to ensure practicality of design in ease of parking a bicycle. Ramps are reviewed for compliance with ADA standards (1:12 slope) already by engineering staff and building code reviewers confirm compliance with ICC slope requirements as well. Added elevator cab dimension language based on Planning Board and TAB discussion, pulled from Seattle.

⁶⁴ Ensures adequate lighting at the route to get to the bicycle parking area; rewritten for clarity.

- (E) If the bicycle parking is provided in an ~~an auto motor vehicle~~ parking garage, the bicycle parking spaces shall be clearly marked as such and shall be separated from ~~auto motor vehicle~~ parking by physical barriers;⁶⁵
- (F) No more than 25 percent of required long-term bicycle parking spaces may be hanging vertical racks or elevated spaces of tiered racks, except that vertical and tiered racks are prohibited at elementary and middle schools. Any tiered or vertical hanging rack must include a mechanically-assisted lifting mechanism to mount the bicycle on any upper tier.⁶⁶
- (G) Where more than 100 bicycle parking spaces are required by Table 9-4, "Minimum Off-Street Bicycle Parking Requirements," at least five percent of bicycle parking spaces, must have electrical outlets suitable for charging of electric. The required bicycle charging spaces must be horizontal and shall be sized 3 feet by 10 feet per space.⁶⁷

...

- (6) Parking Reductions and Modifications for Bicycle Parking. Upon submission of documentation by the applicant of how the project meets the following criterion, the approving ~~agency authority~~ may approve reductions to the minimum number of off-street bicycle parking ~~or~~, modifications to the ratio of long-term and short-term bike parking requirements of Table 9-4~~8~~, reductions to the minimum number of larger spaces, and modifications to the maximum number of vertical or tiered racks, if it finds that the long-term and short-term bicycle parking needs of the use will be adequately accommodated ~~through on-street parking or off-street parking.~~⁶⁸
- (7) Parking Study: At the discretion of the city manager, a bicycle parking study may be required to demonstrate that adequate parking is provided either for parking provided per Boulder Revised Code requirements or in conjunction with a bicycle parking reduction request. The scope of a bicycle parking study may consist of analysis of any or all of the following factors: joint use of bicycle parking areas, peak bicycle parking demand for each land use, unusual bicycle parking demand based on type of land use, and availability of nearby ~~on-street~~

⁶⁵ Slight language change to ensure bicycle parking is safely protected from vehicle parking areas, in line with practice in peer cities.

⁶⁶ This new standard has been added to limit the number of hanging vertical bike racks, which are challenging to use for larger and heavier bikes, people with mobility challenges, or bikes with baskets or other cargo space. Language aligns with similar peer city requirements. Reduced requirement from initial staff recommendation of 50% to 25% and added prohibition for elementary and middle schools per Planning Board recommendations.

⁶⁷ Adds requirement for charging opportunities for electric bikes. Note that, the 2024 Fire Code adopted by Boulder includes requirements for charging more than five micromobility devices indoors or within ten feet of a building: micromobility devices, their batteries, and their charging equipment must be listed by a qualified testing laboratory; users must follow manufacturer instructions; extension cords or power strips cannot be used to charge devices; and charging cannot take place within ten feet of combustible materials or in any area blocking an exit. The minimum size requirement was added in response to 5/20 Planning Board recommendation.

⁶⁸ Removed for language clarity.

bicycle parking, vicinity of high frequency transit, and Institute of Transportation Engineers Parking Generation estimates.⁶⁹

...

9-9-7. Sight Triangles.

...

- (e) Streets: The area formed at a corner intersection of two public rights-of-way lines defined by a width of dimension X and a length of dimension Y as shown in Table 9-59 and Figure 9-8 of this section. The Y dimension will vary depending on the speed limit and configuration of the intersecting street and is outlined in the table below. The X distance shall be thirteen feet measured perpendicular from the curb line of the intersecting street. This triangular area is significant for the determination of sight distance requirements for ~~right-angle right-angle~~ intersections only.

The shaded area is required to be kept free of all structures, fences, landscaping and other materials. The size of the sight triangle is based on the size of the road and speed limit, as shown in the table below.

TABLE 9-59: SIGHT TRIANGLE REQUIREMENTS

...

9-9-9. Off-Street Loading Standards.

- (a) Off-Street Loading Requirements: Any use ~~with having or requiring~~ off-street parking shall provide an off-street delivery/loading space. The spaces shall be sufficient in size to accommodate vehicles ~~which will to~~ serve the use. The location of the delivery/loading space shall not block or obstruct any public street, parking area, parking area circulation, sidewalk or pedestrian circulation area. Loading areas shall be screened pursuant to paragraph 9-9-12(d)(5), B.R.C. 1981.⁷⁰
- (b) Modifications: The off-street loading requirements may be modified by the city manager under the provisions of Section 9-2-2, "Administrative Review," B.R.C. 1981, if the property owner demonstrates that the use of the building does not require an off-street loading space and that the safety of pedestrians, motorists and bicyclists is not impaired. ~~Process requirements for such administrative modifications are contained in section 9-2-3, "Variances and Interpretations," B.R.C. 1981.~~⁷¹

9-9-12. Landscaping and Screening Standards.

- (a) Purpose: The purpose of the landscaping and screening requirements set forth in this chapter is to:

...

⁶⁹ This language had been identical to the parking study required for vehicle parking – updated to better align with bicycle parking.

⁷⁰ Removed reference to required parking.

⁷¹ Corrected inaccurate reference to application process.

- (b) Scope: This section and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, apply to all nonresidential and residential developments unless expressly stated otherwise.
- (1) The standards in this section and Sections 9-9-13, "Streetscape Design Standards," and 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be met prior to a final inspection for any building permit for:
- ...
- (2) When additional parking spaces are provided, ~~or for a change of use where new off-street parking spaces are provided,~~ the provisions of Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be applied as follows:⁷²
- ...
- (d) General Landscaping and Screening Requirements:
- ...
- (8) Minimum Overall Site Landscaping: In all zones except A, P, RR, RE, RL and RM, one tree and five shrubs are planted for each 1,500 square feet of lot area not covered by a building or ~~required~~ parking.⁷³
- ...

9-9-13. Streetscape Design Standards.

- ...
- (d) Streetscape Requirements: Street trees must be selected from the approved street tree list set forth in the City of Boulder Design and Construction Standards, unless an equivalent tree selection is approved by the city manager. Table 9-~~610~~ of this section sets the minimum planting interval for street and alley trees. The specific spacing for each development is ~~dependant~~ ~~dependent~~ upon tree type (for a list of tree species in each type, see Approved Street Tree List, in the City of Boulder Design and Construction Standards) and existing conditions as identified in this section or an equivalent approved by the city manager.

TABLE 9-~~610~~: STREETSCAPE REQUIREMENTS

9-9-14. Parking Lot Landscaping Standards.

- (a) Scope Required: This section shall apply to all surface parking lots with more than five parking spaces., ~~regardless of whether the parking is required by Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.~~⁷⁴ All parking lots shall be screened from the street and adjacent properties

⁷² ~~Removed for clarity as without minimum parking requirements, change of use would not require additional parking.~~

⁷³ ~~Removes reference to required parking.~~

⁷⁴ ~~Remove reference to required parking (incorrect reference anyway).~~

and contain interior lot landscaping in accordance with this section. Landscaping and screening standards set forth in this section are separate and in addition to the requirements of all other sections in this chapter unless expressly stated otherwise.

...

- (5) **Expansive Parking Lots** ~~Containing One Hundred Twenty Percent or More of The Minimum Required Parking Spaces:~~ In order to mitigate the impacts of excessive pavement to water quality and to reduce the visual impacts of large expanses of pavement, open, at-grade parking ~~spaces in excess of one hundred twenty percent of the minimum required in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981 that encompasses more than 50 percent of the total lot area; a development shall provide include~~ additional parking lot landscaping over the amount required in other sections of this chapter as follows:⁷⁵
- (A) For parking lots ~~containing more than one hundred twenty percent and less than one hundred fifty percent of minimum required parking encompassing more than 50 percent of the total lot area,~~ interior parking lot landscaping shall be installed as required above, plus an additional five percent of the parking lot area as interior or perimeter parking lot landscaping. Perimeter parking lot landscaping shall not be located within a required front yard setback or a side yard adjacent to a street setback.
- (B) For parking lots ~~containing one hundred fifty percent or more than the minimum required parking encompassing more than 60 percent of the total lot area,~~ interior parking lot landscaping shall be installed as required above, plus an additional ten percent of the parking lot area as interior or perimeter parking lot landscaping. Perimeter parking lot landscaping shall not be located within a required front yard setback or a side yard adjacent to a street setback.
- (6) **Trees:** At least one tree must be planted for every two hundred square feet of interior parking lot landscaped area. At least seventy-five percent of the required trees must be deciduous trees classified as either large or medium trees in the approved street tree list ~~as defined set forth~~ in the City of Boulder Design and Construction Standards.

...

9-9-16. Lighting, Outdoor.

...

- (e) **Maximum Light Standards:** No person shall operate any device which makes light in excess of the levels specified in this section. Light from any fixture shall not exceed any of the limits for the applicable zoning district or use classification in Tables 9-~~711~~ and 9-~~812~~ of this section. In the event an applicant utilizes light levels at the highest level permitted for a specific use area, such lighting shall be substantially confined to that particular use area.

TABLE 9-~~711~~: ZONING DISTRICT REQUIREMENTS

⁷⁵ Updated to use percentage of total lot area used for parking lots rather than percentage in excess of required parking to ensure intent carries forward without tying to required parking numbers.

TABLE 9-812: SPECIAL USE REQUIREMENTS

9-9-21. Signs.

(c) Signs Exempt From Permits:

- (M) Cottage Foods and Fresh Produce Signs. On any premises meeting the requirements of Chapter 6-17, a sign meeting the size restrictions applicable to residential detached dwellings in Table 9-913 of this section. This provision does not restrict the content of the sign.

(e) Limitations on Area, Number, and Height of Signs by Use Module:

- (2) Maximum Sign Area Permitted: The maximum sign area permitted per property, maximum area per sign face, maximum number of signs, and maximum height of freestanding signs in the use modules in the city are as in Table 9-913 of this section, except as modified by other provisions of this section.

TABLE 9-913: LIMITATIONS ON AREA, NUMBER, AND HEIGHT OF SIGNS BY USE MODULE

(r) Amortization Provisions: Except for signs described in paragraph (q)(1) or (q)(3) of this section, or a temporary sign, a legal nonconforming sign shall be brought into conformity or removed under the following schedule:

- (4) A sign having an original cost exceeding \$100.00 that is nonconforming as to permitted sign area or any other provision of this section that would require the complete removal or total replacement of the sign may be maintained for the longer of the following periods:
- (A) Three years from the date upon which the sign became nonconforming under the provisions of this section by annexation or code amendment; or
- (B) A period of three to seven years from the installation date or most recent renovation date that preceded the date on which the sign became nonconforming. But if the date of renovation is chosen as the starting date of the amortization period, such period of amortization shall be calculated according to the cost of the renovation and not according to the original cost of the sign. The amortization periods in Table 9-104 of this section apply according to the original cost of the sign, including installation costs, or of the renovation:

TABLE 9-104: AMORTIZATION SCHEDULE

...

9-10-2. Continuation or Restoration of Nonconforming Uses and Nonstandard Buildings, Structures, and Lots.

Nonconforming uses and nonstandard buildings and lots in existence on the effective date of the ordinance which first made them nonconforming may continue to exist subject to the following:

- (a) One-Year Expiration for Nonconforming Uses: A nonconforming use, except for a use that is nonconforming only because it fails to meet the ~~required off street parking standards of Section 9-9-6, "Parking Standards," or~~ residential density requirements of Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981, that has been discontinued for at least one year shall not be resumed or replaced by another nonconforming use as allowed under Subsection 9-2-15(f), B.R.C. 1981, unless an extension of time is requested in writing prior to the expiration of the one-year period. The approving authority will grant such a request for an extension upon finding that an undue hardship would result if such extension were not granted.⁷⁶

...

9-10-3. Changes to Nonstandard Buildings, Structures, and Lots and Nonconforming Uses.

Changes to nonstandard buildings, structures, or nonstandard lots and nonconforming uses shall comply with the following requirements:

- (a) Nonstandard Buildings and Structures:

...

- (c) Nonconforming Uses:

- (1) Nonconforming Changes to Conforming Use Prohibited: No conforming use may be changed to a nonconforming use, notwithstanding the fact that some of the features of the lot or building are nonstandard ~~or the parking is nonconforming.~~⁷⁷

...

- ~~(3) Nonconforming Only as to Parking: The city manager will grant a request to change a use that is nonconforming only because of an inadequate amount of parking to any conforming use allowed in the underlying zoning district upon a finding that the new or modified use will have an equivalent or less parking requirement than the use being replaced.~~⁷⁸

- ~~(34)~~ Nonconforming Permanently Affordable Units. Dwelling units on a building site that exceeds the maximum number of dwelling units per acre standard or does not meet the minimum

⁷⁶ ~~Removed reference to required parking. Uses nonconforming to required parking would no longer be nonconforming with elimination of minimum parking requirements.~~

⁷⁷ ~~Removed, not relevant without parking requirements.~~

⁷⁸ ~~Removed, not relevant without parking requirements.~~

amount of open space per dwelling unit or the minimum lot area per dwelling unit standards may be reconstructed or restored consistent with the following standards:

...

~~(F) Parking: On-site parking that does not meet the requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be maintained or brought closer to compliance with the standards. Any further reduction in parking spaces may be pursued through Subsection 9-9-6(f), "Motor Vehicle Parking Reductions," B.R.C. 1981 or Section 9-2-14, "Site Review," B.R.C. 1981;⁷⁹~~

(FG) Application of Code: Applications subject to this paragraph shall meet all requirements of the Boulder Revised Code unless modified or waived by this paragraph or pursuant to another city process, including without limitation a site review, use review, or variance process. Any reconstructed or restored building meeting the maximum number of dwelling units per acre, the minimum amount of open space per dwelling unit, and the minimum lot area per dwelling unit standards shall be subject to the applicable zoning district standards; and

(GH) Application Requirements: A person having a demonstrable property interest in the land may apply for the reconstruction or restoration of a building or property under the requirements of this paragraph. Such application shall be filed on a form provided by the manager and shall meet the requirements of Subsection 9-2-6(a), B.R.C. 1981, and the following:

...

9-14-12. Outdoor Space Requirements

...

(c) **Outdoor Space Types.** All required outdoor space shall comply with one of the outdoor space types defined in subsections 9-14-12(lm) through (pq) of this section and the specifications applicable to the type used.

(1) **Specified Type.** If a type of outdoor space is specified in Figure 14-17 for Boulder Junction or Figure 14-18 for Alpine-Balsam for the project site, such type shall be utilized.

(2) **No Specified Type.** If no type is specified in Figure 14-17 or Figure 14-18 or the type is designated as flexible, any one of the outdoor space types defined in subsections 9-14-12(lm) through (pq) of this section may be utilized provided that the type utilized will result in a mix of outdoor spaces in the vicinity of the development.

...

~~(h) **Parking Requirements.** Parking shall not be required for any outdoor space type, unless a use other than open space is determined by the city manager.⁸⁰~~

⁷⁹ ~~Removed, not relevant without parking requirements.~~

⁸⁰ ~~Removes reference to parking requirements and renumbers accordingly.~~

(hi) **Continuity.** New outdoor space shall connect to abutting or proximate existing or planned public way or open space.

(ij) **Measuring Size.** When determining whether dimensions requirements of this section are met, the following standards apply:

...

(jk) **Improvements.** When determining the specific improvement standards applicable to each outdoor space type, the following shall apply:

...

(kl) **Stormwater in Outdoor Space Types.** Stormwater management practices, such as storage and retention facilities, may be integrated into any of the outdoor space types and utilized to meet stormwater requirements for surrounding parcels subject to the following standards:

(lm) **Plaza.** The intent of the plaza is to provide a formal outdoor space of medium scale that may serve as a gathering place for civic, social, and commercial purposes. The plaza may contain a greater amount of impervious coverage than any other type of outdoor space regulated in this section. Special features, such as fountains and public art installations, are encouraged. Plazas shall be designed to meet the standards of Table 14-3. Plaza Requirements. See Figure 14-19. Example of a Plaza.

...

(mn) **Green.** The intent of the green is to provide an informal outdoor space of medium scale for active or passive recreation located within walking distance for building occupants and visitors. The green is intended to be fronted mainly by streets. Greens shall be designed to meet the standards of Table 14-4. See Figure 14-20. Example of Green.

...

(no) **Commons.** The intent of the commons is to provide an informal, small to medium scale outdoor space for active or passive recreation. Commons are typically internal to a block and tend to serve adjacent building occupants. Commons shall be designed to meet the standards of Table 14-5. See Figure 14-21. Example of Commons.

...

(op) **Pocket Park.** The intent of the pocket park is to provide a small scale, primarily landscaped active or passive recreation and gathering space for neighborhood residents within walking distance. Pocket parks shall be designed to meet the standards of Table 14-6. See Figure 14-22. Example of ~~Plaza~~ Pocket Park.⁸¹

...

(pq) **Park/Greenway.** The intent of the park/greenway is to provide informal active and passive large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created around an existing natural feature such as a water body or stands of trees. Parks/greenways shall be designed to meet the standards of Table 14-7. See Figure 14-23. Example of Parks/Greenways.

⁸¹ Corrects typo.

...

9-16-1. General Definitions.

- (a) The definitions contained in Chapter 1-2, "Definitions," B.R.C. 1981, apply to this title unless a term is defined differently in this chapter.

...

Expansion of a nonconforming use means any change or modification to a nonconforming use that constitutes:

- (1) An increase in the occupancy, floor area, ~~required parking,~~⁸² traffic generation, outdoor storage, or visual, noise, or air pollution;
- (2) Any change in the operational characteristics which may increase the impacts or create adverse impacts to the surrounding area including, without limitation, the hours of operation, noise, or the number of employees;
- (3) The addition of bedrooms to a dwelling unit, except a single-family detached dwelling unit; or
- (4) The addition of one or more dwelling units.

...

Lot, building means a parcel of land, including, without limitation, a portion of a platted subdivision, that is occupied or intended to be occupied by a building or use and its accessory buildings and uses, together with the yards required under the provisions of this code; that has not less than the minimum area, useable open space, ~~and building coverage, and off-street parking spaces~~ required by this code for a lot in the district in which such land is situated; that is an integral unit of land held under unified ownership in fee or co-tenancy or under legal control tantamount to such ownership; and that is precisely identified by a legal description.⁸³

...

Nonconforming use means any legally established use of a building or use of a lot that is prohibited by Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981. A nonconforming use also includes an otherwise conforming use, except a single dwelling unit on a lot, that, as a result of adoption of or amendments to zoning standards, does not meet the minimum lot area per dwelling unit or useable open space per dwelling unit requirements of Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981, ~~or the required off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981.~~⁸⁴

...

Principal parking facility means an area that provides short-term or long-term off-street parking for motor vehicles and ~~is does not provide parking that is accessory to another use on the lot not accessory to the use on the lot~~ where the parking is located or to a use located in the same approved planned unit development or site review. A principal parking facility may be a parking lot, garage, or carpool lot. ~~A parking area that is an accessory use may also provide parking for a principal use on a different lot or parcel or a principal use that is not within the same planned unit development or site review without being considered a principal parking facility.~~⁸⁵

⁸² ~~Removed reference to required parking.~~

⁸³ ~~Remove reference to parking.~~

⁸⁴ ~~Remove reference to required parking in alignment with changes in Chapter 9-10.~~

⁸⁵ ~~Change to more clearly accommodate shared parking by differentiating it from principal parking facilities.~~

10-7-2. Energy Conservation Code.

- (a) Council adopts by reference the *2024 City of Boulder Energy Conservation Code* published by the International Code Council which shall have the same force and effect as though fully set forth in the Boulder Revised Code, 1981, except as specifically amended by the provisions of this chapter. This code shall also be known as the *City of Boulder Energy Conservation Code*. This chapter and the *2024 City of Boulder Energy Conservation Code* shall be administered, applied, and interpreted in accordance with and as part of Chapter 10-5, "Building Code," B.R.C. 1981.

- (b) Section C405.13, "Electric vehicle (EV) charging for new construction," is repealed and reenacted to read as follows:

C405.13 Electric vehicle (EV) charging for new construction. The building shall be provided with electric vehicle (EV) charging in accordance with this section and the National Electrical Code (NFPA 70). Where parking spaces are added or modified without an increase in building size, only the new parking spaces are subject to this requirement. The number of required EVSE installed spaces, EV ready spaces, EV capable spaces, and EV capable light spaces shall be determined based on the total number of provided motor vehicle parking spaces.

- (cb) Section C406.2.2, "More efficient HVAC performance," is repealed and reenacted to read as follows:

C406.2.2 More efficient HVAC performance. To achieve credits for more efficient HVAC performance, all heating and cooling systems shall meet the minimum requirements of Section C403 and efficiency improvements shall be referenced to minimum efficiencies listed in tables referenced by Section C403.3.3. Where multiple efficiency requirements are listed, equipment shall meet the seasonal or part-load efficiencies, including SEER/SEER2, EER/integrated energy efficiency ratio (IEER), integrated part load value (IPLV), or AFUE. Equipment that is larger than the maximum capacity range indicated in tables referenced by Section C403.3.3 shall meet the efficiencies listed for the largest capacity for the associated equipment type shown in the table. Where multiple individual heating or cooling systems serve a project, the HVAC performance improvement of the project shall be the weighted average improvement based on individual system capacity. Projects will achieve HVAC efficiency credits for one or several of the following measures:

1. C406.2.2.4 H04

2. C406.2.2.5 H05

- (dc) Section C406.2.2.2, "H02 More efficient HVAC equipment heating performance," is repealed and reenacted to read as follows:
C406.2.2.2 H02. Reserved.

- (ed) Section C406.2.2.3, "H03 More efficient HVAC equipment cooling and fan performance," is repealed and reenacted to read as follows:
C406.2.2.3 H03. Reserved.

- (fe) Lines H02 and H03 in Table C406.2, "Base Credit for Additional Conservation Measures," are repealed to read as follows:
H02 Reserved
H03 Reserved

Design and Construction Standards

See Attachment N

6/5 1ST READING DRAFT

ORDINANCE 8700

AN ORDINANCE AMENDING SECTION 2-2-15, "NEIGHBORHOOD PERMIT PARKING ZONES," AND CHAPTER 4-23, "NEIGHBORHOOD PARKING ZONE PERMITS," B.R.C. 1981, TO UPDATE STANDARDS FOR ON-STREET PARKING MANAGEMENT; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Section 2-2-15, "Neighborhood Permit Parking Zones," B.R.C. 1981, is amended to read as follows:

2-2-15. Neighborhood Permit Parking Zones.

- (a) Establishing a neighborhood permit parking zone ~~Restricting parking~~ on streets in certain areas zoned for residential uses ~~primarily to persons residing within such areas~~ will reduce hazardous traffic conditions, promote traffic safety, and preserve the safety of children and other pedestrians in those areas; protect those areas from polluted air, excessive noise, trash, and refuse; protect residents of those areas from unreasonable burdens in gaining access to their residences while still providing access to multiple users; preserve the character of those areas as residential; promote efficiency in the maintenance of those streets in a clean and safe condition; preserve the value of the property in those areas; and protect the peace, good order, comfort, convenience, and welfare of the inhabitants of the city. The city council also finds that, in some cases, residential streets serve an important parking function for nonresidents in the public and commercial life of the city. Some accommodation for parking by others may be appropriate in these cases.

...

- (d) New and Redevelopment. If a traffic assessment is required to adequately assess the impacts of any development proposal on the existing and planned transportation system per the City of Boulder Design and Construction Standards, as may be amended, the city will conduct a study of the -zone or neighborhood based on key metrics, including but not limited to parking occupancy, trip generation, and access to other modes of

transportation, to determine if a neighborhood permit parking zone should be established, altered, or removed in a neighborhood and what its boundaries should be.

(de) Upon establishment of a zone, the manager shall, subject to the availability of funds appropriated for the purpose, install the necessary traffic control devices within the zone and issue neighborhood parking zone permits pursuant to Chapter 4-23, "Neighborhood Parking Zone Permits," B.R.C. 1981.

(ef) The manager may by regulation prescribe additional standards, not inconsistent with those set out in this section, which must be met before the manager designates a neighborhood permit parking zone, or adds or deletes territory from an established zone. The manager may issue regulations governing the issuance and use of neighborhood parking permits not inconsistent with Chapter 4-23, "Neighborhood Parking Zone Permits," B.R.C. 1981.

(fg) The city manager shall monitor the program on a regular basis and annually provide the city council with a report on the neighborhood permit parking program generally, including its relationship to parking supply and demand in adjacent areas of the city and the status of zone block faces under Subsection 4-23-2(j), B.R.C. 1981. The details of the monitoring effort shall be contained in administrative regulations promulgated by the city manager pursuant to Chapter 1-4, "Rulemaking," B.R.C. 1981.

(gh) This Section shall not apply to the area as defined by Section 2-2-21, "Chautauqua Parking Management Plan," B.R.C. 1981.

Section 2. Chapter 4-23, "Neighborhood Parking Zone Permits," B.R.C. 1981, is amended to read as follows:

Chapter 23 - Neighborhood Parking Zone Permits

4-23-1. Legislative Intent.

The purpose of this chapter is to set the standards for issuance and administration of neighborhood parking zone permits.

4-23-2. Permit Issuance.

...

(c) Resident Permits. No more than ~~two~~one resident permits shall be in effect at any time for any person. No person shall be deemed a resident of more than one zone, and no more than one permit may be issued for any one vehicle even if persons residing in different zones share ownership or use. Provided, however, that no more than a total of three resident permits may be issued for any dwelling unit housing a group of persons or organization licensed pursuant to Section 10-11-3, "Cooperative Housing Licenses," B.R.C. 1981.

- 1 (d) The city manager may limit the total number of permits available in a zone based on the
 2 number of dwelling units and the capacity of on-street parking within the zone.
- 3 (~~d~~e) Resident permits issued under this section shall be specific for a single vehicle, shall not
 4 be transferred except as provided by city manager rule or regulation, and shall be
 5 displayed thereon or, for digital permits, valid and in effect only as the manager by
 6 regulation may prescribe. The permittee shall remove the permit from the vehicle or
 7 otherwise cancel the permit if the vehicle is sold, leased or no longer in the custody of the
 8 permittee.
- 9 (~~e~~f) Business Permits. Business, for the purpose of this chapter, includes nonresidential
 10 institutions, but does not include home occupations. Three business employee permits
 11 may be in effect at any time for any business without regard to number of employees or
 12 off-street parking. In the alternative, upon application by the manager of the business, the
 13 city manager may issue employee permits to a business according to the following
 14 formula: half of the number of full-time equivalent employees minus the number of off-
 15 street parking spaces under the control of the business at that location equals the
 16 maximum number of employee permits for the business. Full-time equivalent employees
 17 of the business are calculated based upon one such employee for every full forty hours
 18 worked at that location by employees of the business within the periods of time in a week
 19 during which the neighborhood permit parking restrictions are in effect. On its
 20 application, the employer shall designate the employee vehicles, not to exceed the
 21 number allowed, for which each permit is valid. A business permit is valid only for the
 22 vehicles listed thereon, and shall be displayed on the vehicle for which the permit is being
 23 used only as the manager by regulation may prescribe.
- 24 (~~f~~g) The manager shall by regulation set forth how long permits issued under this section are
 25 valid and when they must be renewed.
- (~~g~~h) In considering applications for resident permits, the manager may require proof that the
 applicant has a legal right to possession of the premises claimed as a residence. If the
 manager has probable cause to believe that the occupancy limitations of Subsection 9-8-
 5(a), B.R.C. 1981, are being violated, no further permits shall be issued under this section
 for the residence in question until the occupancy thereof is brought into compliance.
- (~~h~~i) If a physical permit or the portion of the vehicle to which a resident permit has been
 affixed is damaged such that it must be replaced, the permittee, upon application therefor,
 shall be issued a replacement at a prorated cost. The manager may require display of the
 damaged permit before a new permit is issued.
- (~~i~~j) No person shall use or display any permit issued under this section in violation of any
 provision of this code.
- (~~j~~k) Commuter Permits. The maximum number of nonresident permits issued on any given
 block face within a zone shall be four. In addition, if the manager determines that the
 average daily percentage of unoccupied neighborhood parking spaces, on block faces
 where commuter permits have been allocated, drops below twenty-five percent for four

consecutive hours between the hours of 9:00 a.m. and 5:00 p.m. of any given weekday, then the manager shall reduce the number of commuter permits by a number estimated to maintain an average daily percentage of unoccupied neighborhood parking spaces of twenty-five percent. But for any part of Goss Street or Circle, Grove Street or Circle or the portions of 16th Street through 23rd Street between Arapahoe Avenue and Canyon Boulevard, included within any neighborhood parking permit zone, the average daily percentage of unoccupied neighborhood parking spaces which must be maintained without reduction in commuter permits shall be fifteen percent. The manager may also, for this Goss-Grove zone, allocate commuter permits initially to educational institutions and organizations representing postal workers in rough proportion to the needs of these groups. Such groups may renew such permits. Distribution of such permits by such groups to their clientele shall be at a price not to exceed the cost of the permit.

4-23-3. Guest Permits Day Passes.

~~Residents Households~~ of a zone may obtain ~~two two-week permits twenty-five (25)~~ digital day passes per year at no cost ~~for use by houseguests of the resident. The permit shall be indelibly marked in the space provided thereon with, or for digital permits shall indicate, the date of its first use. The permit shall thereafter be valid only for the succeeding thirteen consecutive days~~ Each day pass is valid for up to twenty-four (24) hours. Day passes may be used consecutively. Each day pass may be assigned to the same vehicle or different vehicles. Use of a day pass is limited to those whose stay will last longer than the time limit posted within the permit zone for parking by the general public but shall not exceed twenty-four (24) consecutive hours. The manager may by regulation define the circumstances under which additional ~~guest permits day passes~~ may be issued ~~purchased~~ in cases of reasonable need consistent with residential use of the dwelling. ~~Provided, however, that no more than a total of six two-week guest permits per year may be issued for any dwelling unit licensed pursuant to Section 10-11-3, "Cooperative Housing Licenses," B.R.C. 1981.~~

4-23-6. Visitor Flex Permits.

- (a) ~~Two (2) annual visitor's passes~~ flex permits may be issued ~~to a resident purchased per household~~ of a neighborhood permit parking zone. Flex permits may be used for any vehicle associated with the household, including but not limited to additional resident vehicles and vehicles of longer-term or recurring visitors, such as domestic workers. These permits are intended solely for residential use and may not be transferred, resold, or used for commercial purposes. ~~to be used on a temporary and transferable basis to accommodate visitors, including without limitation health care workers, repairmen, and babysitters, who need access to the residence of the resident. Use of this pass is limited to those visitors whose stay will last longer than the time limit posted within the permit zone for parking by the general public but shall not exceed twenty four consecutive hours.~~
- (b) ~~Use of the pass is valid only while the visitor is on the residential premises. Visitor passes shall not exceed twenty four consecutive hours and are to be used within a one block radius of the residence address. Visitor passes may not be used by residents. If visitor passes have already been issued, new ones cannot be issued until the following year. No more than two (2) such permits will be issued per resident household per year. However,~~

~~only one such permit will be issued per resident per year for the West Pearl zone containing more than four units.~~

(c) ~~It is the responsibility of the resident to ensure that this pass never leaves the zone, and that it is returned to the resident at the end of each day of use.~~ Use of this pass permit also falls under the same restrictions as those prescribed by Section 4-23-2, B.R.C. 1981, and in these regulations.

(d) The number of flex permits per household is subject to change based on individual neighborhood permit parking zone guidelines set forth by city manager rule.

Section 3. This Ordinance is effective January 1, 2026.

Section 4. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 5. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this Ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE

ONLY this ____ day of _____ 20__.

Aaron Brockett,
Mayor

Attest:

Elesha Johnson,
City Clerk

1 READ ON SECOND READING, PASSED AND ADOPTED this ____ day of
2 _____ 20____.

3
4
5 _____
6 Aaron Brockett,
7 Mayor

8 Attest:

9 _____
10 Elesha Johnson,
11 City Clerk
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Comparable City Research: Parking Requirements

August 2024

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
BOULDER	Minimum: 1 space	Minimum: Varies by bedroom# 1 space for 1 BR 1.5 spaces for 2 BR 2 spaces for 3 BR 3 for 4+ BR (varies by zoning district)	Minimum: Varies by bedroom# - per unit 1 space for 1 BR 1.5 spaces for 2 BR 2 spaces for 3 BR 3 for 4+ BR (varies by zoning district)	Minimum: 1 space per DU	Minimum: indoor seats: 1 space per 3 seats Outdoor seats: if outdoor seats don't exceed 20% of indoor seats, no additional parking is required. For portion of outdoor seats exceeding 20%: 1 space per 3 seats	Minimum: Depends on total floor area occupied by restaurants, taverns, and brewpubs: >30%: 1 space per 250 sq. ft. <30% >60%: 1 space per 175 sq. ft. <60%: 1 space per 100 sq. ft.	Minimum: Depends on total floor area occupied by restaurants, taverns, and brewpubs: >30%: 1 space per 250 sq. ft. <30% >60%: 1 space per 175 sq. ft. <60%: 1 space per 100 sq. ft.	Minimum: 1 space per guest room or unit + 1 space per 300 sq. ft. of floor area for accessory uses	-parking reduction for housing the elderly -Joint use parking -Proximity to transit reduction	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
ANN ARBOR, MI	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: Up to 600,000 sq. ft.: 1 space per 250 sq. ft. More than 600,000 sq. ft.: 1 space per 235 sq. ft.	Maximum: 1 space per 250 sq. ft.	Maximum: none		
ARVADA, CO	Minimum: 2 spaces per DU	Minimum: Varies by bedroom#: 1 BR: 1.6 spaces per DU 2 BR: 2.1 spaces per DU 3+ BR: 2.5 spaces per DU	Minimum: 2 spaces per DU	Minimum: 1.4 spaces per unit	Minimum: 5 spaces per 1,000 sq. ft.	Minimum: 4 spaces per 1,000 sq. ft.	Minimum: 3 spaces per 1,000 sq. ft.	1 space per guest room	-Shared Parking Reduction table -On street parking credits -Off street reduction zones (TOD and Urban centers)	-Allows tandem spaces -Townhomes min. 2.2/unit -Senior housing - 1/DU -Required number of accessible parking spaces
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: for commercial centers more than 50,000 sq. ft. maximum parking shall be 115% of minimum requirements	Maximum: none	Maximum: none		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
BERKELEY, CA	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: Differs based on zoning district, 1 per 300 sq. ft. or 2 per 1,000 sq. ft.	Minimum: Differs based on zoning district, 2 per 1,000 sq. ft. in commercial districts.	Minimum: Differs based on zoning district, 1 space per 400 sq. ft. in residential districts, 2 per 1,000 sq. ft. in commercial	Minimum: Differs based on zoning district, typically 1 space per 3 guest rooms + 1 space per 3 employees	-AUP to allow shared parking to meet requirements -Some commercial districts/projects are exempt from parking requirements	-Hillside overlay has minimum reqts.
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum for R-BMU: 1.5 spaces for 1,000 sq. ft.	Maximum for R-BMU: 1.5 space per 1,000 sq. ft.	Maximum for R-BMU: 1.5 spaces per 1,000 sq. ft.	Maximum: none		
BLOOMINGTON, IN	Minimum: none	Minimum: 1 BR: 1 space per DU 2 BR: 1.5 spaces per DU 3 BR: 2 spaces per DU	Minimum: 0.5 spaces per DU	Minimum: 0.5 spaces per DU	Minimum: none	Minimum: none	Minimum: none	Minimum: none	-Shared parking reductions -Proximity to transit reductions -Affordable and senior housing reductions -On-street parking reductions	- No parking reqd. for duplex, triplex, fourplex in MD district
	Maximum: none	Maximum: 125% of the required minimum or 1.25 spaces per BR (whichever is less)	Maximum: 2 spaces per DU	Maximum: 125% of the required minimum or 1.25 spaces per BR (whichever is less)	Maximum: Indoor seating: 10 spaces per 1,000 sq. ft. Outdoor seating: 5 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft. For large retail: 3.3 spaces per 1,000 sq. ft.	Maximum: 3.3 spaces per 1,000 sq. ft.	Maximum: 1 space per guest room		
BOISE, ID	Minimum: 2 spaces per DU	Minimum: Multi-family: 1 BR: 1 space per DU 2 BR: 1.25 spaces per DU 3+ BR: 1.5 spaces per DU Guest: 1 space per 10 units	Minimum: 2 spaces per DU	Minimum: 0.75 spaces per DU	Minimum: 1 space per 3 seats	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per guest room	-Transit proximity reductions -On-street parking reductions -Joint parking reductions	-Minimum for ADUs: 1 space per DU - Structured parking exempt from maximum -Maximum is 1.5x min. when >20 spaces reqd.
	Maximum: none	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces	Maximum: 1.75 times the required spaces		
BOZEMAN, MT	Minimum: 1 BR: 1 space 2+ BR: 2 spaces per DU	Minimum: 1 BR: 1 space 2+ BR: 2 spaces per DU	Minimum: 1 BR: 1 space 2+ BR: 2 spaces per DU	Minimum: 1 space per DU	Minimum: 1 space per 50 sq. ft. of indoor dining area + 1 space per 100 sq. ft. of outdoor dining area	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 250 sq. ft.	Minimum: 1.1 spaces per guest room + 1 space per employee + Spaces for accessory uses	-10% parking reduction if development is within 800 ft. of a transit stop. -Shared parking to meet requirements -Parking adjustments for affordable housing	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
BROOMFIELD, CO	Minimum: 2 spaces per DU	Minimum: 1 BR: 1.5 spaces per unit 2 BR: 2 spaces per unit 3 BR: 2.5 spaces per unit	Minimum: 2 spaces per DU	Minimum: 1.5 spaces per DU	Minimum: 1 space per 150 sq. ft.	Minimum: 1 space per 200 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 per guest room + 1 space per 3 employees	-Joint parking	Minimum for ADUs: 1 space per DU

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
		4 BR: 3 spaces per unit 4+ BR: 3 spaces + ½ space per additional BR								
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
CAMBRIDGE, MA	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per 400/800/1,200 sq. ft.	Minimum: 1 space per 500/700/900 sq. ft.	Minimum: 1 space per 800 or 1,000 sq. ft.	Minimum: 1 space per 2 guest rooms	-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

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
		1 space per 5 DU required for visitor parking								Maximum: 150% of required minimum in other mixed-use districts
	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement	Maximum: 200% of minimum requirement Mixed-Use Districts: for buildings more than 50,000 sq.ft. 150% of minimum requirement	Maximum: 200% of minimum requirement Mixed-Use Districts: for buildings more than 50,000 sq.ft. 150% of minimum requirement	Maximum: 200% of minimum requirement		
DENVER, CO Pg. 415	Minimum: none	Minimum: 1 space per unit	Minimum: 1 space per unit	Minimum: 1 space per unit	Minimum: 3.75 spaces per 1,000 sq. ft.	Minimum: 1.875 spaces per 1,000 sq. ft.	Minimum: 1.875 spaces per 1,000 sq. ft.	Minimum: 1 space per guest room	-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

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	Maximum: 125% of minimum requirement	-Proximity to transit reductions -Shared parking reductions	
FAYETTEVILLE, AR	Minimum: 2 spaces per DU	Minimum: 1 space per BR	Minimum: 2 spaces per DU	Minimum: 1 space per DU	Minimum: none	Minimum: none	Minimum: none	Minimum: none	-Transit proximity reductions -Bike rack reductions -Shared parking -On-street parking credit	-Can increase maximums with better landscaping
	Maximum: Additional 15% of minimum required spaces	Maximum: Additional 15% of minimum required spaces	Maximum: Additional 15% of minimum required spaces	Maximum: Additional 15% of minimum required spaces	Maximum: 1 space per 100 sq. ft.	Maximum: 1 space per 250 sq. ft.	Maximum: 1 space per 300 sq. ft.	Maximum: 1 space per guest room + 75% of spaces required for accessory uses		
FLAGSTAFF, AZ	Minimum: 2 spaces plus 1 space for each BR over 4	Minimum: 1 BR: 1.5 spaces 2-3 BR: 2 spaces 4 BR: 2.5 spaces 5+ BR: 3 spaces plus 0.5 spaces for each BR over 5 Guest spaces: 0.25 per each 2+ BR units	Minimum: 1 BR: 1.5 spaces 2-3 BR: 2 spaces 4 BR: 2.5 spaces 5+ BR: 3 spaces plus 0.5 spaces for each BR over 5 Guest spaces: 0.25 per each 2+ BR units	Minimum: 1.25 spaces	Minimum: 1 space per employee + 1 space per 100 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 3 employees on largest shift + 1 space per guest room + 1 space per 3 persons at the max. capacity of each public meeting or banquet room	-Reduced parking requirements for affordable housing -Reduced parking requirements for High Occupancy housing -Transit proximity reductions -Shared parking and on-street parking -Bike parking reductions	-ADU: 1 space
	Maximum: none	Maximum: Developments over 10,000 sq. ft. or more than 25 DUs: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft. or more than 25 DUs: Additional 5 % of minimum required spaces unless in parking structure	Maximum: none	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure	Maximum: Developments over 10,000 sq. ft.: Additional 5 % of minimum required spaces unless in parking structure		
FORT COLLINS, CO	Minimum: 1BR: 1.5 spaces per DU 2 BR: 1.75 spaces per DU 3 BR: 2 space per DU 4+ BR: 3 spaces per DU	Minimum: 1BR: 1.5 spaces per DU 2 BR: 1.75 spaces per DU 3 BR: 2 space per DU 4+ BR: 3 spaces per DU	Minimum: 1BR: 1.5 spaces per DU 2 BR: 1.75 spaces per DU 3 BR: 2 space per DU 4+ BR: 3 spaces per DU	Minimum: 1.5 spaces	Minimum: 5 spaces per 1,000 sq. ft.	Minimum: 2 spaces per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 0.5 spaces per unit	-Affordable housing reduction -TOD overlay zone has lower requirement for multi-family and mixed use -Transit pass reduction -Car share reduction -Transit proximity reduction -Bike share reduction	-TOD overlay has 115% maximum -In newly adopted land use code: -Affordable housing has lower minimums -Single-family dwellings 1 space per DU on >40 ft lot, 2 <40 ft lot.
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: 10 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 3 spaces per 1,000 sq. ft. or 0.75 spaces per employee on largest shift	Maximum: 1 space per unit		
GAINESVILLE, FL	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		
	Maximum: 2 spaces per DU	Maximum: Multi-Family: 1 space per BR	Maximum: 2 spaces per DU	Maximum: 1 space per DU	Maximum: 3 spaces +1 space for each 2 seats of seating capacity	Maximum: 1 space per 250 sq. ft. (or 500 sq. ft. for large scale)	Maximum: 1 space for 300 sq. ft. or 1 space per employee (whichever is greater)	Maximum: 5 spaces + 1 space per guest room + 75% of required		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
								spaces for accessory uses		
GOLDEN, CO	Minimum: 1 space per DU	Minimum: 1-2 BR: 1.5 spaces 3+ BR: 2 spaces Downtown/ mixed use districts: 1 space per DU if less than 800 sq. ft.	Minimum: 1-2 BR: 1.5 spaces 3+ BR: 2 spaces Downtown/ mixed use districts: 1 space per DU for less than 800 sq. ft.	Minimum: 1 space per DU	Minimum: 1 space per 3 seats Downtown/ mixed use districts: 1 space per 5 seats Outdoor seating: 1 space per 10 seats	Minimum: 1 space per 250 sq. ft. Downtown/ mixed use districts: 1 space per 350 sq. ft.	Minimum: 1 space per 300 sq. ft. Downtown/ mixed use districts: 1 space per 350 sq. ft.	Minimum: 1 space per each guest room + 1 space per two employees	-Shared parking	Unless not stated, Downtown and mixed-use districts have different parking requirements
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
HONOLULU, HI	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 1,000 sq. ft.	Minimum: 1 space per 500 sq. ft.	Minimum: 1 space per 500 sq. ft.	Minimum: 1 space per 500 sq. ft.	Minimum: 1 space per 1000 sq. ft.	-Joint-use parking reductions -Bike parking reductions -Bike share reductions -Unbundled parking -Car sharing reductions	-1 additional space required for ADU
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
LAWRENCE, KS	Minimum: 2 spaces per DU	Minimum: Multi-Dwelling: 1 space per BR + 1 space per 10 units	Minimum: 1 space per BR	Minimum: 1 space per DU	Minimum: 1 space per 100 sq. ft. + 1 per employee based on largest shift	Minimum: 1 space per 300 sq. ft. (up to 45,000 sq. ft.) + 1 space per employee on largest shift	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per guest room + 1 space per 1.5 employees	-Shared parking	
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
LEXINGTON, KY	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none	Minimum: none		- All significant developments (more than 5,000 sq. ft.) shall be required to provide a parking demand mitigation study when seeking zone map amendment
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		
LONGMONT, CO	Minimum: 2 spaces per DU	Minimum: 1 BR: 1.75 spaces 2 BR: 2 spaces 3 BR: 2.25 spaces 4+ BR: 3 spaces	Minimum: 2 spaces per DU	Minimum: 1.75 spaces per DU	Minimum: none	Minimum: none	Minimum: none	Minimum: none		-For an affordable housing unit only 1 space is required -For the MU-C and MU-D zoning districts, the residential minimums are maximums
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: 12 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 4 spaces per 1,000 sq. ft.	Maximum: 1 space per unit		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
MADISON, WI	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 1 space per DU	Minimum: 15% of capacity of persons	Minimum: 1 space per 400 sq. ft.	Minimum: 1 space per 400 sq. ft.	Minimum: 0.75 spaces per bedroom	-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		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
		5+ BR: 5 spaces per DU								
SALT LAKE CITY, UT	Minimum: 2 spaces per DU	Minimum: 1 BR: 1 space per DU 2+ BR: 1.25 spaces per DU	Minimum: 2 spaces per DU	Minimum: 1 space per DU	Minimum: Indoor: 2 spaces per 1,000 sq. ft. Outdoor: 2 spaces per 1,000 sq. ft.	Minimum: 2 spaces per 1,000 sq. ft.	Minimum: 3 spaces per 1,000 sq. ft.	Minimum: 1 space per guest room	-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		

Attachment C - Comparable City Parking Research Matrix

City	Detached Dwelling Unit	Attached Dwelling Unit	Duplex	Efficiency Unit	Restaurants	Retail	Office	Hotel	Parking Incentives?	Notes
<u>TEMPE, AZ</u>	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		
<u>TUCSON, AZ</u>	Minimum: 2 spaces per DU + 0.25 spaces per unit for guest parking	Minimum if under 70 units/acre: 1 BR: 1.5 spaces per DU 2 BR: 2 spaces per DU 3 BR: 2.25 spaces per DU 4+ BR: 2.5 spaces per DU Minimum if over 70 units/acre: 1.25/ DU	Minimum: 1 space per DU	Minimum: 1 space per DU (under 400 sq. ft), 1.5 spaces per DU (over 400 sq. ft) Minimum if over 70 units/acre: 1.25/ DU	Minimum: 1 space per 100 sq. ft. (including outdoor seating areas)	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per 300 sq. ft.	Minimum: 1 space per rental unit+ 1 space per 300 sq. ft. of accessory uses	-Reduction for public open space -On-street parking reductions -EV parking reductions -Bike parking reductions -Landscaping and screening reductions -Lower residential requirements for elderly housing	-In R-1 zone, single-family with 5BR has min. of 3 plus 1 space per additional BR.
	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none	Maximum: none		

Comparable City Research: Bike Parking Requirements

City	Residential	Restaurant	Office	Retail	Hotel
BOULDER	2 spaces per DU	1 space per 750 sq. ft., Min of 4	1 space per 1,500 sq. ft., Min of 4	1 space per 750 sq. ft., Min of 4	1 space per 3 guest rooms, Min of 4
ANN ARBOR, MI	1 space per 5 DU	1 space per 750 sq. ft.	1 space per 3,000 sq. ft.	1 space per 3,000 sq. ft.	N/A
ARVADA, CO	1 space per 4 DU	1 space per 20 required motor vehicle spaces; 10% long-term	1 space per 20 required motor vehicle spaces; 10% long-term	1 space per 20 required motor vehicle spaces; 10% long-term	1 space per 20 required motor vehicle spaces; 10% long-term
BERKELEY, CA	1 space per DU or 1 space per 3 BR	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.
BLOOMINGTON, IN	10% of motor vehicle spaces or 1 space per 5 BR (whichever is more)	5% of motor vehicle spaces	2% of motor vehicle space	5% of motor vehicle spaces	5% of motor vehicle spaces
BOISE, ID	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces	1 space per 10 required motor vehicle spaces
BOZEMAN, MT	10% of motor vehicle spaces	10% of motor vehicle spaces	10% of motor vehicle spaces	10% of motor vehicle spaces	10% of motor vehicle spaces
BROOMFIELD, CO	N/A	N/A	N/A	N/A	N/A
CAMBRIDGE, MA	Short-Term: 0.1 spaces per DU Long-Term: 1 space per DU for first 20 units; 1.05 spaces per DU for more than 20 units	N/A	Short-Term: N/A Long-Term: 0.3 spaces per 1,000 sq. ft.	Short-Term: 0.6 spaces per 1,000 sq. ft. Long-Term: 0.1 spaces per 1,000 sq. ft.	N/A
CHAMPAIGN, IL	1 space per 1-2 DU or 2-4 BR	1 space per 10 motor vehicle spaces	1 space per 20 motor vehicle spaces	1 space per 20 motor vehicle spaces	1 space per 20 motor vehicle spaces
COLORADO SPRINGS, CO	0.5 spaces per 1,000 sq. ft.	0.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.	0.5 spaces per 1,000 sq. ft.	0.5 spaces per 1,000 sq. ft.
COLUMBIA, MO	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)	10-50 Vehicle spaces: 4 bike parking spaces 51-99 vehicle spaces: 8 bike parking spaces 100-199 vehicle spaces: 12 bike parking spaces 200-299 vehicle spaces: 15 bike parking spaces 300 or more vehicle spaces: 5% number of vehicle spaces or 50 spaces (whichever is less)
DENVER, CO Pg. 415	1 space per 4 DU	1 space per 10,000 sq.ft.	1 space per 10,000 sq.ft.	1 space per 10,000 sq.ft.	1 space per 10,000 sq.ft.
DURANGO, CO	N/A	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required	1 bike parking space per 10 off-street parking spaces. No less than 3 and no more than 30 should be required
EUGENE, OR	1 space per DU (in lot w/5 or more DU)	1 space per 600 sq. ft.	1 space per 3,000 sq. ft.	1 space per 3,000 sq. ft.	1 space per 10 guest rooms
FAYETTEVILLE, AR	1 bike rack per 30 parking spaces (each bike rack holds 2 bikes)	1 bike rack per 20 parking spaces	1 bike rack per 20 parking spaces	1 bike rack per 20 parking spaces	1 bike rack per 20 parking spaces
FLAGSTAFF, AZ	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces	2 bike parking spaces or 5% of required vehicle parking spaces
FORT COLLINS, CO	1 space per BR	1 space per 1,000 sq. ft.	1 space per 4,000 sq. ft.	1 space per 4,000 sq. ft.	1 space per 4 units
GAINESVILLE, FL	10% of vehicle parking spaces Single/two family dwellings: none	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces	4 spaces
GOLDEN, CO	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces	10% of vehicle parking spaces
HONOLULU, HI	Short-Term: 1 space per 10 DU Long-Term: 1 space per 2 DU	Short-Term: 1 space per 2,000 sq. ft. or 1 space per 10 vehicle spaces Long-Term: 1 space per 12,000 sq. ft. or 1 space per 30 vehicle spaces	N/A	Short-Term: 1 space per 2,000 sq. ft. or 1 space per 10 vehicle spaces Long-Term: 1 space per 12,000 sq. ft. or 1 space per 30 vehicle spaces	Short-Term: 1 space per 20 rooms Long-Term: 1 space per 10 rooms
LAWRENCE, KS	Short-Term: 1 space per 20 BR Long-Term: 1 space per 6 BR	Short-Term: 1 space per 1,000 sq. ft. Long-Term: 1 space per 10,000 sq. ft.	Short-Term: 1 space per 5,000 sq. ft. Long-Term: 1 space per 10,000 sq. ft.	Short-Term: 1 space per 4,000 sq. ft. Long-Term: 1 space per 10,000 sq. ft.	Short-Term: 1 space per 20 rooms Long-Term: 1 space per 200 rooms

Attachment C - Comparable City Parking Research Matrix

City	Residential	Restaurant	Office	Retail	Hotel
LEXINGTON, KY	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces	1 space per 10 motor vehicle spaces
LONGMONT, CO	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces
MADISON, WI	1 space per DU	5% of capacity of persons	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 10 rooms
MINNEAPOLIS, MN	1 space per DU	N/A	1 space per 4,000 sq. ft.	1 space per 5,000 sq. ft.	
PASADENA, CA	1 space per 6 dwelling units	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces	>15,000 sq. ft.: 4 spaces <15,000 sq. ft.: 5% of motor vehicle spaces
PORTLAND, OR	For 5 or more units: Short-Term: 1 space per 20 units Long-Term: 1.5 spaces per unit	Short-Term: 1 space per 1,000 sq. ft. Long-Term: 1 space per 2,300 sq. ft.	Short-Term: 1 per 20,000 sq. ft. Long-Term: 1 per 1,800 sq. ft.	Short-Term: 1 space per 2,700 sq. ft. Long-Term: 1 space per 3,800 sq. ft.	Short-Term: 1 per 40 rooms Long-Term: 1 per 20 rooms
RALEIGH, NC	Short-Term: 1 space per 20 units (min of 4) Long-Term: 1 space per 7 BR	Short-Term: 1 space per 50,000 sq. ft. (min of 4) Long-Term: 1 space per 25,000 sq. ft. (min of 4)	Short-Term: 1 space per 10,000 sq. ft. (min of 4) Long-Term: 1 space per 5,000 sq. ft. (min of 4)	Short-Term: 1 space per 5,000 sq. ft. (min of 4) Long-Term: N/A	Short-Term: N/A Long-Term: 1 space per 20 rooms
SALT LAKE CITY, UT	1 space per 2 DU	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.	1 space per 2,000 sq. ft.
SAVANNAH, GA	1 space per 10 DU	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces	5% of required motor vehicle spaces
SEATTLE, WA	Short-Term: 1 space per 20 DU Long-Term: 1 space per DU	Short-Term: 1 space per 1,000 sq. ft. Long-Term: 1 space per 5,000 sq. ft.	Short-Term: 1 space per 10,000 sq. ft. Long-Term: 1 space per 2,000 sq. ft.	Short-Term: 1 space per 2,000 sq. ft. Long-Term: 1 space per 4,000 sq. ft.	N/A
TEMPE, AZ	0.5 spaces per unit (0.75 spaces for 3+ BR)	1 space per 1,000 sq. ft.	1 space per 10,000 sq. ft.	1 space per 10,000 sq. ft.	N/A
TUCSON, AZ	Short-Term: 0.10 per BR Long-Term: 0.5 spaces per BR (min of 2)	N/A	Short-Term: 1 space per 20,000 sq. ft. Long-Term: 1 space per 6,000 sq. ft.	Short-Term: 2 spaces per 12,000 sq. ft. Long-Term: 1 space per 12,000 sq. ft.	Short-Term: 2 space per 6,000 sq. ft. Long-Term: 1 per 20 guest rooms

Characteristics of Comparable Cities

	Population	Persons/ HH	Land Area	Population/ Sq. Mile	University Size	Median Rent	Median Value of Housing Units
Boulder	104,175	2.26	26.33	4,112	University of Colorado: 30k	\$1588	736k
Ann Arbor, MI	121,536	2.25	28.2	4,094	University of Michigan: 45k	\$1299	347k
Arvada, CO	123,436	2.55	38.91	3,028	N/A	\$1444	424k
Berkeley, CA	117,145	2.4	10.43	10,752	UC-Berkeley 45k	\$1767	1.06 million
Bloomington, IN	79,968	2.18	23.23	3,472	Indiana University: 32k	\$946	219k
Boise, ID	237,446	2.38	84.03	2,591	Boise State University: 22k	\$1009	283k
Bozeman, MT	54,539	2.17	20.6	1950	Montana State University: 17k	\$1145	413k
Broomfield, CO	75,325	2.54	32.97	1,692	N/A	\$1711	451k
Cambridge, MA	117,090	2.13	6.39	16,469	Harvard:6k, MIT: 12k	\$2293	843k
Champaign, IL	89,114	2.3	22.93	3,613	University of Illinois Urbana-Champaign: 33k	\$922	167k
Colorado Springs, CO	483,956	2.51	195.4	2,140	University of Colorado at Colorado Springs: 13k, Colorado College: 2k	\$1196	295k
Columbia, MO	126,853	2.31	66.54	1,720.1	University of Missouri: 30k	\$890	208k
Denver, CO	711,463	2.44	153.08	3,922.6	University of Denver: 12k; University Colorado Denver: 19k; Metro State: 20k	\$1397	428k
Durango, CO	19,223	2.3	14.71	1,701	Fort Lewis College: 4k	\$1297	473k
Eugene, OR	175,096	2.29	44.18	3,572.2	University of Oregon: 23k	\$1075	305k
Fayetteville, AR	95,230	2.23	54.14	1,366	University of Arkansas: 27k	\$837	232k
Flagstaff, AZ	76,989	2.45	66.03	1,031.3	Northern Arizona University: 25k	\$1286	363k
Fort Collins, CO	168,538	2.56	57.21	2,653	Colorado State University: 23k	\$1373	399k
Gainesville, FL	140,398	2.33	63.15	2,028	University of Florida: 34k	\$965	180k

Attachment C - Comparable City Parking Research Matrix

Golden, CO	19,871	2.4	9.63	1,901	Colorado School of Mines: 7k	\$1495	541k
Honolulu, HI	1 million	2.98	600.63	1,586	University of Hawaii: 13k	\$1779	702k
Lawrence, KS	95,256	2.28	34.15	2,611.2	University of Kansas: 28k	\$953	205k
Lexington, KY	321,793	2.36	283.64	1042	University of Kentucky: 30k	\$920	201k
Longmont, CO	100,758	2.59	28.78	3,294	N/A	\$1437	396k
Madison, WI	269,196	2.2	79.57	3,037	University of Wisconsin: 44k	\$1147	262k
Minneapolis, MN	425,336	2.28	54	7,088	University of Minnesota: 51k	\$1078	268k
Pasadena, CA	135,732	2.44	22.96	5,969	Cal Tech: 3k	\$1787	822k
Portland, OR	641,162	2.29	133.45	4,375	Portland State University: 17k	\$1325	439k
Raleigh, NC	469,124	2.4	147.12	2,826	North Carolina State University: 25k	\$1175	267k
Salt Lake City, UT	200,478	2.37	110.34	1,678	University of Utah: 33k	\$1050	346k
Savannah, GA	147,088	2.55	106.85	1,321.2	Savannah College of Art & Design: 12k	\$1049	162k
Seattle, WA	733,919	2.08	83.83	7,251	University of Washington: 46k	\$1702	714k
Tempe, AZ	184,118	2.37	39.94	4,050	Arizona State University: 75k	\$1230	288k
Tucson, AZ	543,242	2.4	241	2,294	University of Arizona: 45k	\$861	167k



MEMORANDUM

To: Lisa Houde, AICP – City of Boulder Principal City Planner

From: Scott Kilgore, PE – Transportation Engineer

Date: December 31, 2024

Project: Update to the City of Boulder Off-Street Parking Standards

Subject: Project Summary and Recommendations

As a culmination of the years-long process to reevaluate off-street parking requirements in the City of Boulder, Fox Tuttle Transportation Group (Fox Tuttle) is pleased to present the following summary of work completed and recommended next steps. This phase of the project built upon previous efforts to quantify parking utilization for a variety of land uses within the City of Boulder and evaluate adjustments to the City code for parking standards. Parking data were collected at a variety of sites both new and previously surveyed. Current and historical data were analyzed for an understanding of parking utilization by land use type.

Current and Historic Parking Utilization Data

Parking data were collected at multiple sites across the City of Boulder starting in 2014 with periodic updates through 2019. The same group of sites was surveyed over time as much as possible and some new land uses were added in 2024 to represent current development. Some sites could not be surveyed consistently such as residential uses with secured parking that did not permit access at all phases of the project. Each type of land use was surveyed at peak occupancy times; for example, residential uses were observed overnight while offices were observed daytime on weekdays. The project was put on pause during the COVID-19 pandemic due to fluctuating travel patterns caused by pandemic-related conditions. As travel patterns began to normalize in 2024, a new round of data collection was completed. A compiled master spreadsheet has been developed to include all data collected over the past 10 years in support of this project.

Historic (2014-2019) and current (2024) data indicate that off-street parking is underutilized during peak times for nearly all land uses surveyed. A summary of observed excess parking for each land use surveyed is shown in **Table 1**.

Table 1: Excess Parking Provided by Land Use

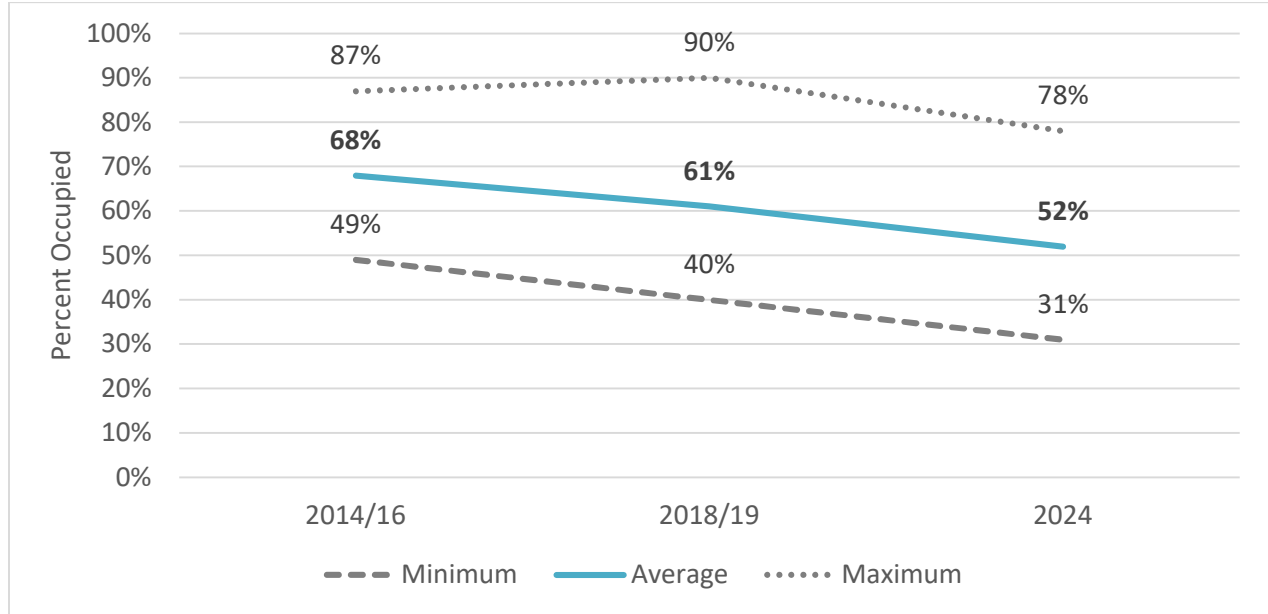
Land Use	Observed Amount of Excess Parking Provided at Peak Times
Retail	22% to 69%
Office	27% to 66%
Medical Office	14%
Industrial	40% to 50%
Lodging/Hotel	51% to 85%
Residential	5% to 53%
Mixed Use Residential	26% to 62%
Mixed Use Commercial	9% to 61%

Each individual use in **Table 1** was reviewed over time to understand the trends of parking usage across the 10 years of data collected. A brief overview of parking usage trends by use type is provided below:

Retail

Parking demand has generally fallen for retail uses since data collection began in 2014. Since the first round of data collection between 2014 and 2016, the average parking demand for retail has dropped over time. The parking occupancy data over time for retail is shown in **Figure 1** below.

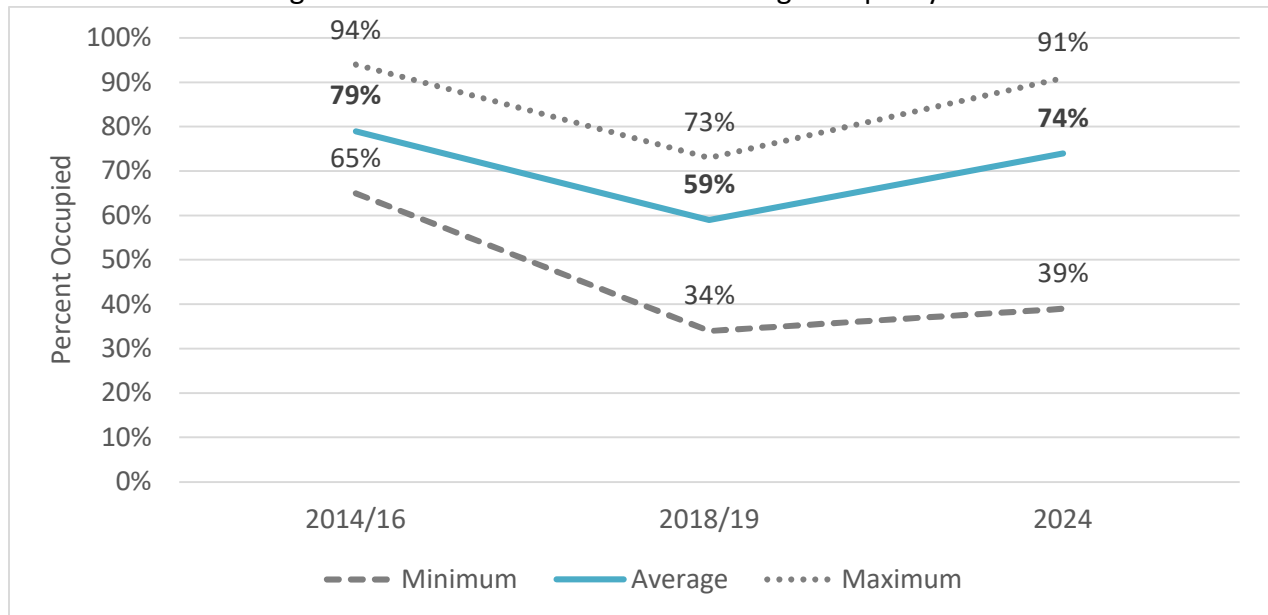
Figure 1: Retail Parking Occupancy Data



Mixed Use Commercial

For commercial uses within mixed use districts, the average parking occupancy in 2024 is very similar to 2014/16. Despite a decrease in occupancy of these sites in 2018/19, the trend across the past 10 years is relatively unchanged average and maximum occupancy, with more variation in 2024 as compared to 2014/16. Mixed Use parking data is shown in **Figure 2**.

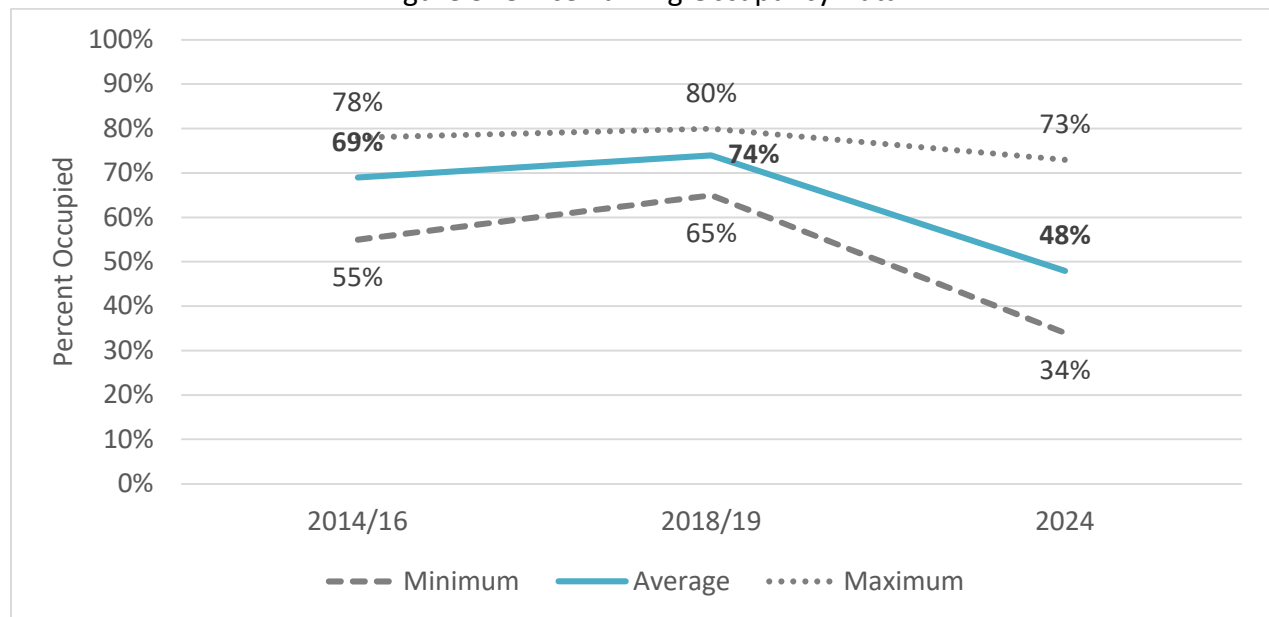
Figure 2: Mixed Use Commercial Parking Occupancy Data



Office

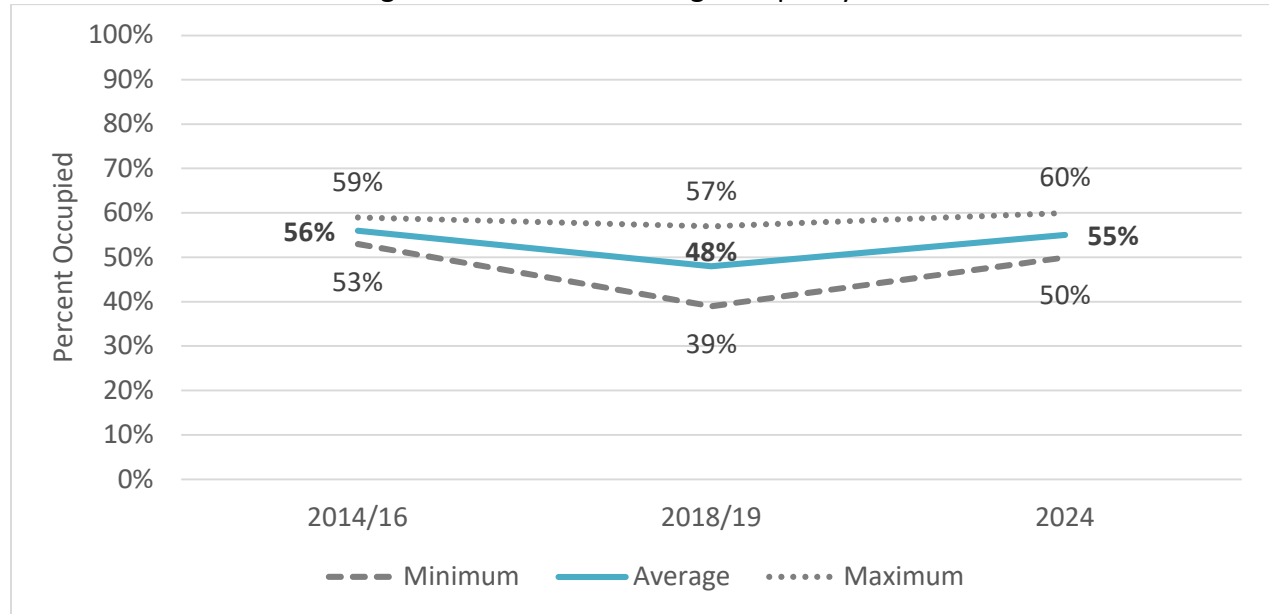
Parking occupancy has changed significantly for office uses with the increase in remote work after the covid pandemic. Average parking occupancy dropped 26% in 2024 as compared to 2018/19. The spread of parking occupancy has also increased post-covid. Even at the highest levels of occupancy observed in 2018/19, an excess of at least 20% of parking was being provided at office uses. Office parking data is shown in **Figure 3**.

Figure 3: Office Parking Occupancy Data

*Industrial*

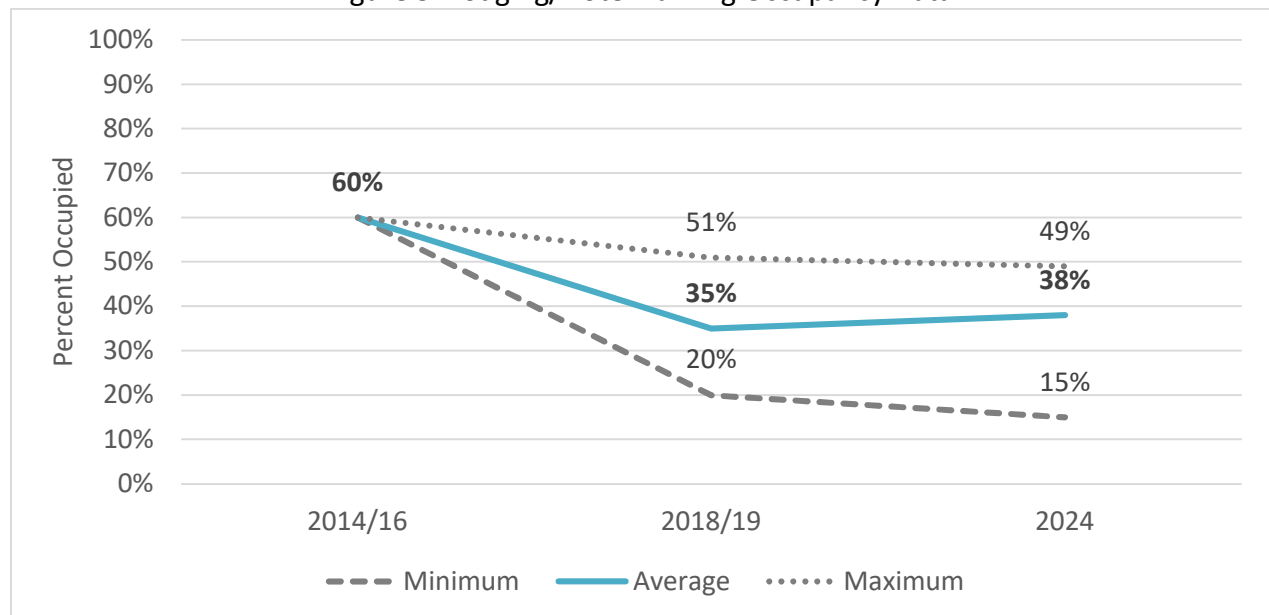
Only two industrial sites were surveyed as part of this project. Parking occupancy for these sites has been relatively unchanged over time. Both sites have significantly more parking provided than is utilized at peak times. Industrial parking data is shown in **Figure 4**.

Figure 4: Industrial Parking Occupancy Data

*Lodging/Hotel*

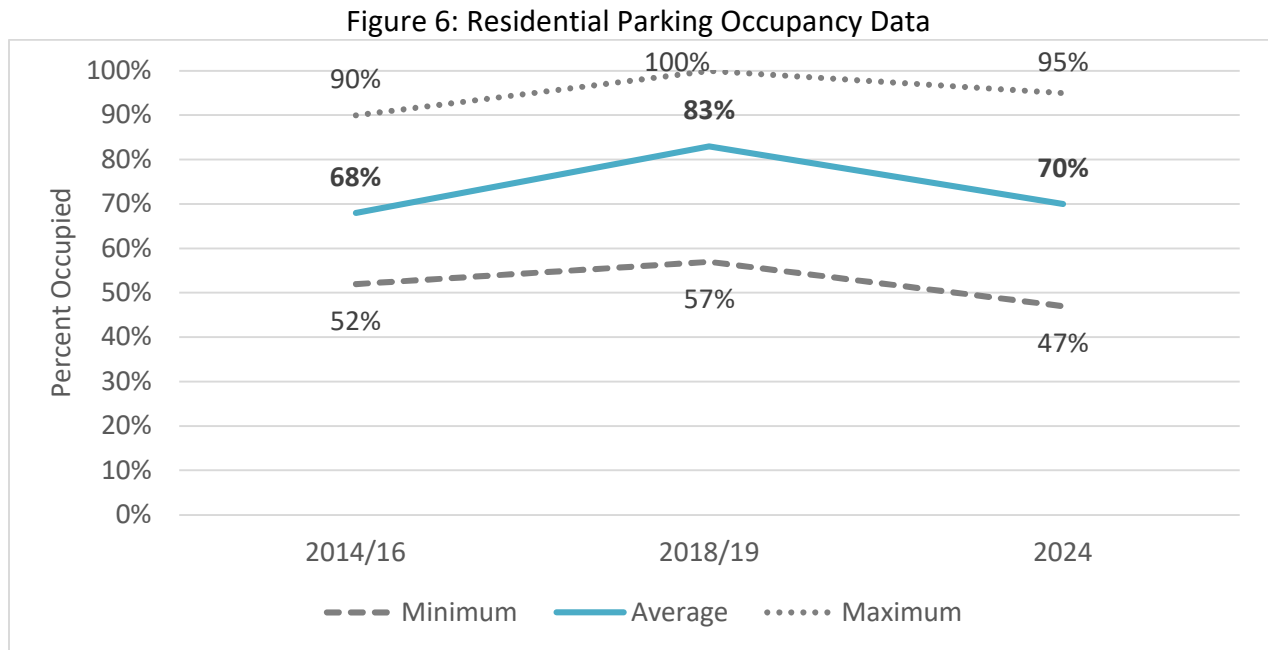
The parking data for lodging/hotel sites shows that these uses provide an excess of parking. The parking data shown in **Figure 5** shows that the range of parking utilization at hotels has not changed much between 2018/19 and 2024. Hotels have at least 50% more parking than is occupied.

Figure 5: Lodging/Hotel Parking Occupancy Data



Residential

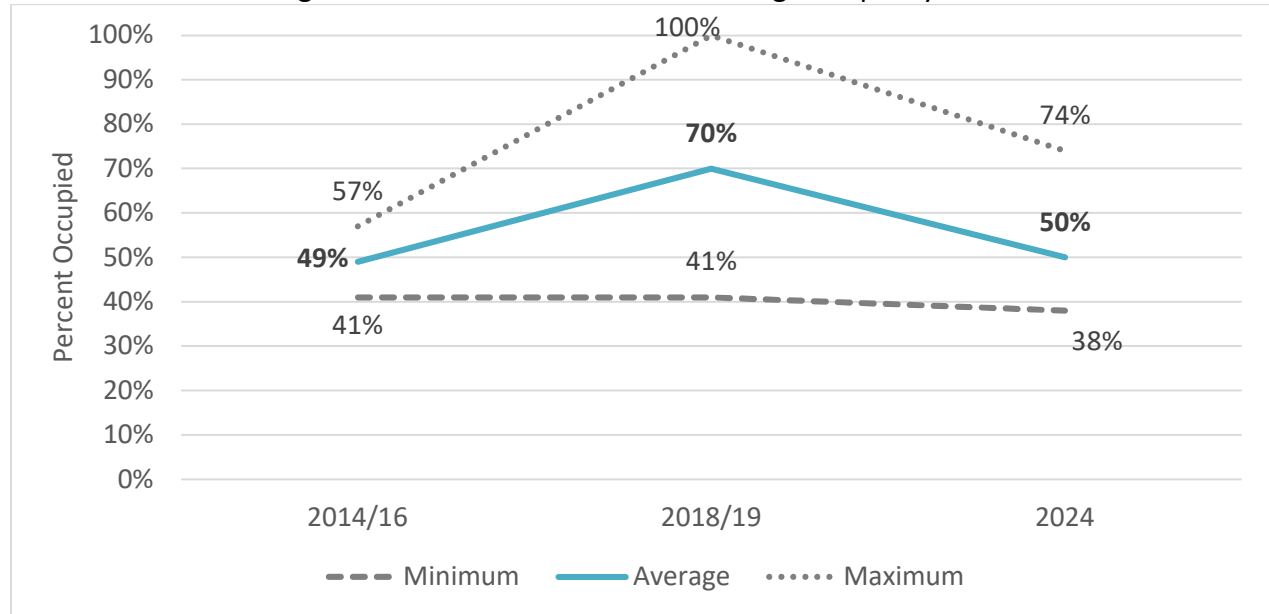
Parking occupancy at multifamily residential properties fluctuated slightly between 2014/16 and 2024. Parking occupancy increased from 2014/16 to 2018/19, and then decreased from 2018/19 to 2024. Overall there was a very slight increase in average parking occupancy between 2014/16 and 2024, with an increased overall spread between maximum and minimum observed parking occupancy. Residential parking occupancy data is shown in **Figure 6**.



Mixed Use Residential

For multifamily residential uses that are part of a mixed use district, parking occupancy is generally lower than standalone multifamily residential. A similar trend of parking occupancy over time was observed, with an increase in occupancy in 2018/19 as compared to 2014/16 and a decrease in 2024 compared to 2018/19. The trend of parking occupancy over time for residential in mixed use districts is shown in **Figure 7**.

Figure 7: Mixed Use Residential Parking Occupancy Data



Impact of Covid Pandemic

Trends in parking utilization between 2018/19 and 2024 captured the influence of the covid pandemic, before the onset of any pandemic impacts and after patterns had settled.

For most uses surveyed, the trend of parking utilization pre-covid and post-covid showed a continuation of established patterns. The industrial and lodging/hotel uses surveyed continued to have a consistent parking utilization, while multifamily residential uses showed an increase in utilization in 2018/19 that dropped close to 2014/16 levels in 2024. Retail uses continued a pattern of decline in parking occupancy over time. Mixed use commercial saw an overall decrease in parking occupancy in 2018/19 compared to 2014/16. Average parking occupancy for mixed use commercial sites increased near 2014/16 levels again in 2024, though the spread between minimum and maximum parking occupancy observed increased.

The office use was most impacted by covid. Vacancy rates for offices across the country have dropped as many office jobs have transitioned to increased remote work. Data at the offices surveyed showed a significant decrease in average and minimum observed parking occupancy post-covid. The spread between minimum and maximum parking utilization increased dramatically in 2024 compared to previous years, indicating that there is increased variability in parking demand for office space post-pandemic. The one medical office surveyed was an exception from other office uses and showed a fairly consistent parking utilization across the years surveyed.

Recommended Changes to Existing Parking Standards

The recommended changes to existing parking standards are detailed in two commented versions of Section 9-9-6 of the Boulder Municipal Code. Section 9-9-6 describes parking requirements for new development. The quantity and design criteria of vehicle parking are defined, as well as the process for requesting reductions and deferrals. Required bicycle parking by use and zone district are also described in Section 9-9-6. This project completed a full review of Section 9-9-6 and has developed two “track changes” versions of the code with proposed specific language adjustments called out.

Data driven motor vehicle parking minimums were developed based on the previously mentioned parking utilization data. Potential data driven changes to parking minimums based on the parking utilization data are shown in **Table 2** and **Table 3** below for residential and nonresidential land uses, respectively. The data driven minimums shown in **Table 2** and **Table 3** reflect the zone districts and land uses with changes to minimum or maximum requirements as supported by the data collected. It should be noted that while the data collected in support of this project included a wide variety of properties in various parts of Boulder, not every zone district or use was surveyed. For zone districts and uses that were not surveyed, no changes to parking minimums were suggested.

With the passage of Colorado House Bill (HB) 24-1304, local parking minimum requirements for multifamily housing near high-frequency (defined as every 15 minutes during peak hours) transit lines cannot be enforced beginning on June 30, 2025. A map of the applicable transit service areas where HB 24-1304 can be enforced was released by the Colorado Department of Local Affairs in September 2024. Applicable transit service areas cover most of the City of Boulder. For regulatory simplicity, it is recommended that multifamily parking minimum requirements be eliminated throughout the City of Boulder for residential uses in all zone districts. This would bring the City into compliance with HB 24-1304 while minimizing regulatory burden. For consideration, the revised version of Section 9-9-6 includes data-supported reductions in residential parking minimums as shown in **Table 2**.

Similarly, Colorado House Bill (HB) 24-1152 prevents certain municipalities, including Boulder, from requiring additional off-street parking for an accessory dwelling unit (ADU). While ADUs were not specifically surveyed in the parking utilization data collection, the proposed revisions to Section 9-9-6 include the removal of parking minimums for ADUs.

Table 2: Boulder Context Residential Parking Requirements

Land Use	Zone District(s)	Minimum Parking Requirement			Maximum Off-Street Parking	
		Current Code	Boulder Context Change	Proposed Change	Current Code	Proposed Change
Residential - Attached DU or Duplex	RR, RE, MU-1, MU-3, BMS, DT, A, RH-6	1 per DU	1 per DU	0	N/A	N/A
	RMX-2, MU-2, MH, IMS	1 for 1- or 2-bedroom DU 1.5 for 3-bedroom DU 2 for a 4 or more bedroom DU	1 per DU	0	N/A	N/A
	RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR, IS, IG, IM, P	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for 4 or more bedroom DU	1 per DU	0	N/A	N/A
	RH-3	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for 4 or more bedroom DU	1 per DU	0	N/A	N/A
Efficiency Units, Transitional Housing	Any Applicable	1 per DU	0.8 per DU	0	N/A	N/A
Attached Accessory Dwelling Unit, Detached Accessory Dwelling Unit	Any Applicable	The off-street parking requirement for the principal DU must be met, plus any parking space required for the accessory unit, see Subsection 9-6-3(n), B.R.C. 1981	0	0	N/A	N/A

Data driven reductions in parking minimums were based on the average observed occupancy for each surveyed use. The data collected could support lower minimums for some uses. For example, the average observed multifamily parking demand of 0.8 per unit is recommended in **Table 2** for efficiency units, but the minimum utilization observed was as low as 0.15 per unit. While these

data-driven residential minimums are presented for consideration, the elimination of multifamily residential parking minimums citywide is recommended for compliance with HB 24-1304 and simplifying the development code.

Table 3: Proposed Boulder Context Nonresidential Parking Requirements

Land Use	Zone District(s)	Minimum Parking Requirement		Maximum Off-Street Parking	
		Current Code	Proposed Change	Current Code	Proposed Change
Nonresidential General	RH-3, RH-6, RH-7, MU-4 (not in a parking district)	0	0	1:400sf if residential uses comprise less than 50% of the floor area; otherwise 1:500sf	1:500sf
	BCS, BR-1, IS, IG, IM, A	1:400sf	1:500sf	N/A	N/A
	RMX-2, MU-2, IMS, BMS (not in a parking district)	1:400sf if residential uses comprise less than 50 percent of the floor area; otherwise 1:500sf	1:500sf	N/A	N/A
	MU-1, MU-3 (not in a parking district)	1:300sf if residential uses comprise less than 50% of the floor area; otherwise 1:400sf	1:400sf	N/A	N/A
	RR, RE, RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR-2, P (not in a parking district)	1:300sf	1:400sf	N/A	N/A
Motels, Hotels, and Bed and Breakfasts	Any Applicable	1 per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area	0.5 per guest room or unit	N/A	N/A

Bicycle Parking

Bicycle parking requirements in Section 9-9-6 were also reviewed in comparison to the peer communities. In general, Boulder's bicycle parking requirements are on par or higher than the requirements of peer communities. For example, Portland Oregon requires similar amounts of bicycle parking to Boulder but allows for counting storage of bicycles in residential units toward the requirement, whereas Boulder does not allow counting of bicycle storage in residential units.

The only bicycle parking requirement which exceeded Boulder is the residential parking requirement in Fort Collins, CO which requires one bicycle parking space per bedroom as opposed to 2 bicycle parking spaces per dwelling unit in Boulder. For residential units with three bedrooms or more, Fort Collins requires more bicycle parking spaces than Boulder, but Boulder requires more bicycle parking for studio and one bedroom units. The actual discrepancy for a given property would depend on the unit mix, which generally tends to favor more studio and one bedroom units than three (or more) bedroom units for most multifamily properties. A typical multifamily residential project unit mix with more one bedroom units than three bedroom units would result in Boulder requiring more bicycle parking than Fort Collins. The peer review comparison did not account for type of bicycle parking required (e.g. short term vs. long term).

Changes to the bicycle parking requirements in Section 9-9-6 are not recommended based on the findings from peer communities and the City's mode split and climate change goals.

Peer Review of Parking Standards

Previously, the City of Boulder completed a peer review of the off-street parking requirements of 33 peer communities across the US. This peer review was summarized in a table describing minimum and maximum off-street parking requirements by land use for each of the communities surveyed. In support of the recommended changes to the City's parking requirements, certain peer communities were surveyed in greater detail. The peer review for this phase was limited to a select handful of communities included in the larger 33 communities summarized previously.

Peer communities for further interview were selected based on the findings of the initial peer summary table and the recommended changes to the Boulder parking standards developed in this stage. The goal was to follow up with peer communities that have eliminated parking minimums or have parking standards similar to the recommended changes and gain some insight into how those standards are working in those communities. The identified communities included several that have eliminated parking minimums completely to gain more insight on how that option has been playing out in a variety of contexts. Peer communities selected to be surveyed included Longmont Colorado, Portland Oregon, Berkeley California, Raleigh North Carolina, and Minneapolis Minnesota. Contacts at Raleigh and Minneapolis could not be established in time for inclusion in this report.

Berkeley, CA

Justin Horner, Principal Planner at the City of Berkeley provided valuable insight into how parking standards in Berkeley have been working. Berkeley has no residential parking minimums in most of the city, with select exceptions for lots on narrow streets in the Hillside neighborhood that is more car dependent than the rest of the city. Due to a California state law Berkeley also has no commercial parking minimums near transit. The areas where the state law does not apply has commercial minimum parking requirements that are very similar to the Boulder-context data-supported minimums shown in **Table 3**.

Transitioning to the removal of parking minimums was aided by a previously-enacted city policy that required unbundling housing and parking costs. Many residents were already accustomed to paying for parking separately from housing and therefore were encouraged to own fewer vehicles overall. Before minimums were removed, it was a regular occurrence that developers were requesting variances to provide less parking than required. These variances were almost always granted because of the strong evidence supporting provision of less parking in the community. The experience of prior policy unbundling housing and parking from a cost perspective was pivotal in helping decision-makers become more comfortable with removing parking minimums completely. Overall, the transition to remove parking minimums in Berkeley has been successful and there have not been any negative unforeseen consequences to the change. The policy of unbundling housing and parking costs has made it difficult to identify the impact of removal of parking minimums on housing prices.

Portland, OR

The City of Portland has no minimum off-street parking requirements for any uses. The removal of all minimums was implemented in response to new state-level rules requiring the removal of parking requirements within ½ mile of frequent transit or ¾ mile of a rail station. Through a code compliance update process (similar to that being performed by the City of Boulder), it was determined that the state rules would require removing parking minimums for most of the city, so removing parking requirements for all of the city became a preferred option because of the comparative simplicity to the option of maintaining minimums in a select few areas. The code was updated to remove minimum parking requirements citywide and eliminate the variance processes to minimum parking requirements since they would no longer apply. The code changes removing parking minimums citywide went into effect on June 30, 2023.

There have been many new projects that have chosen to provide no off street parking, particularly in the form of infill residential projects. A specific comparison of development before and after the removal of parking minimums is challenging because of other updates to the development code around the same time that expanded access to tax credits and financing opportunities that

have resulted in an increase in new housing, much of which has no off-street parking. Many new multifamily residential developments without off-street have been proposed or completed since the removal of parking minimums. So far, the removal of minimums has helped spur new affordable housing development which is a benefit of implementing the policy.

Longmont, CO

As the nearest peer community that has eliminated parking minimums citywide, Longmont has experience that can inform the removal of parking minimums in a Colorado context. Ben Ortiz, a Transportation Planner with the City of Longmont, provided valuable insight into the removal of parking minimums in Longmont, and the experience of the city before and after implementation. The city removed commercial parking minimums in 2013. There have been no new developments that have come in requesting zero off-street parking since that change was implemented.

Removal of minimums has helped spur new development in some areas. For commercial centers with excess parking, creating a new lot on a portion of the parking lot and building new projects there has allowed for more efficient use of land in the city. As an example, Ben pointed to the Popeye's fast-food restaurant at 2120 Main Street. A portion of the shopping center parking lot was repurposed for the project, and the development only chose to provide 9 parking spaces. In comparison, the McDonalds fast food restaurant at 245 S Main Street was built to the previous parking code and provided 56 parking spaces. Generally, when parking minimums were in place, developers were building the minimum required number of parking spaces. Since minimums were removed, developers have been building less parking than the previous minimums. In 2018, the city also eliminated parking minimums for residential uses in mixed use corridors. At 3rd and Atwood, an affordable housing development had planned to provide 1 parking space per unit (the minimum under the previous code), and then revised the project to provide more housing units and less parking after the minimum requirement was removed.

Overall, removal of parking minimums in Longmont has been successful at enabling new infill development and encouraging more housing construction than would have been achieved before. There have been no negative consequences to removing minimums, with no spillover issues being raised. In the Colorado context, the experience of Longmont suggests that developers will continue to provide adequate parking for their sites even without any minimum required. The previous parking maximums were left in place when minimums were removed and have been functioning well – only 2 projects have ever requested exceeding maximums. Longmont was ultimately successful in building consensus to remove parking minimums by drawing the connection between climate, housing, economic, and mode share goals to the impact of land use and provision of parking.

Peer Review Summary

In all, the peer communities surveyed have found success in removing parking minimums. The removal of minimums has resulted in the construction of less parking than before and has resulted in relatively limited unexpected consequences. The experience of Berkeley suggests that parking minimums similar to the observed Boulder-context usage data can function well. Additionally, the unbundling of housing costs and parking cost in Berkeley, similar to Boulder code for RH-7 and MU-4 zone districts, helped reduce car ownership and prove that parking requirements were resulting in excess parking than market forces would require. In Longmont, removing minimums has not resulted in displacing all parking onto the street as some fear. Overall, top reasons to remove parking minimums included less regulatory burden, aligning climate and transportation policy with stated goals, reducing housing costs, and more efficient land use.

Comparison to Option of Eliminating Parking Standards

As previously noted, Colorado House Bill (HB) 24-104, effectively eliminates local parking minimum requirements for multifamily housing near high-frequency (defined as every 15 minutes during peak hours) transit lines beginning on June 30, 2025. Therefore, some elimination of parking minimums within the City of Boulder will be required. However, for the remaining land uses, decisions must be made about either modifying or eliminating parking minimums.

The potential benefits and drawbacks of removing minimum parking requirements in the City of Boulder for other land uses are explored below.

Potential Benefits of Eliminating Parking Minimums

Eliminating parking minimums entirely allows developers to determine how much off-street parking is appropriate for each development. Greater flexibility can spur new development projects that would not have been economically viable when subjected to parking minimums. For many projects, ensuring that the product is marketable will typically ensure some level of off-street parking is provided based on the type of development and location. To secure financing, developers will need to do their due diligence on the project and justify the amount of parking provided to the entities providing financing. These market forces provide a check on development that naturally supports a provision of adequate parking without regulatory oversight. The experience of Longmont supports the notion that developers will continue to provide some amount of parking on-site in the Colorado context with minimum parking requirements eliminated.

Elimination of parking minimums altogether can also streamline the development review process for the city and regulatory burdens of processing requests for parking reductions or deferrals. Removing the review of parking requirements simplifies the city's process and requires fewer

resources. The option of removing parking minimums is much less complex compared to the current system of review and approval for parking reductions and deferrals, which would remain even with the lowered requirements proposed.

Flexibility in the development code from removing parking minimums benefits both new construction and adaptive re-use projects. Adaptive re-use is the repurposing of an existing structure for a new purpose other than what it was originally built for. New projects can employ designs and building types that are not currently feasible due to parking constraints. Adaptive re-use may become much more feasible when converting existing buildings to new uses without needing to meet parking requirements for the new use.

Allowing new development to maximize buildable space for active uses instead of vehicle storage also has the benefit of improving walkability and elevating multimodal travel, which can help the city achieve its mode split, road safety, and climate action goals. Requiring parking minimums creates more space between uses and barriers for multimodal travel, while encouraging and elevating driving. Removing vehicle parking minimums would align the building code with the city's other goals for a more cohesive and holistic approach to shift travel away from single occupant vehicles to active, environmentally friendly, and safer modes. From a climate perspective, fewer surface parking lots may reduce driving and associated emissions while also potentially reducing impervious area and stormwater runoff from paved surfaces.

Additionally, eliminating parking minimums may further the city's goal of improving affordability by removing the cost of building parking from new development. Depending on the type of construction and land cost, parking construction can increase development cost by tens of thousands of dollars per parking space. Removing minimums legalizes more affordable housing types and provides more flexibility for new construction to address the housing shortage. Untying vehicle parking from housing allows for greater equity for those who cannot afford a vehicle or are unable to drive.

It is also possible that the city may see increased revenue from allowing more businesses and residents within a space that otherwise would have been largely reserved for storing automobiles. The potential for infill development increases dramatically by removing parking minimums. Currently underutilized parking lots can be repurposed for new development.

Potential Drawbacks of Eliminating Parking Minimums

Eliminating parking minimums may result in unintended consequences, particularly regarding on-street parking in established areas. Allowing projects to provide no off-street parking has the potential to increase demand for on-street parking. While peer community interviews indicate that many projects will still choose to provide adequate off-street parking without minimum requirements, it is possible that new development will occur with zero or very limited parking that

pushes demand onto the surrounding streets. Higher on-street parking demand may result in resident complaints and potentially greater instances of illegal parking. Some displacement of parking demand from off-street to on-street parking can also be expected when off-street parking is provided at a cost. It is expected that some degree of parking demand displacement is already occurring from developments that charge for parking in areas where street parking is free. Projects that choose to build less off-street parking than currently required may be able to eliminate fees for off-street parking because of the reduced upfront cost of building less parking, but eliminating parking minimums overall may increase demand for on-street parking.

Current residents who are used to existing levels of on-street parking demand may become frustrated by increased demand for on-street parking. The City of Boulder has a robust Neighborhood Parking Permit (NPP) program to ensure on-street parking availability for residents within specific areas, which is being reevaluated as part of the AMPS project. An increase in on-street parking demand from development providing less (or no) off-street parking may increase demand for NPP expansion outside of the existing zones. While eliminating parking standards may free up staff resources from development review, there may be additional demands for city staff to implement new on-street parking management strategies in the future.

Equitable access to services and opportunities may also be influenced by elimination of off-street parking requirements. The high cost of living within the City of Boulder means that many lower-income workers commute into the city. Access to opportunities in Boulder may become more challenging if the removal of parking minimums results in inadequate off-street supply and high competition for on-street parking. Fortunately, most of the City is reasonably well-served by public transportation to mitigate most access concerns.

Eliminating parking minimums overall may also influence the decision-making of developers when providing transportation demand management (TDM) measures. Under the current framework, TDM plans are key to securing reductions in required off-street parking. This system creates a synergy where developers are incentivized to create robust TDM plans in exchange for the increased flexibility and cost savings of reduced off-street parking requirements. The reduction in driving and associated parking demand is then supported by TDM. With the removal of parking minimums entirely, the City of Boulder may need to consider alternative policy levers to incentivize the creation of TDM plans and investments in TDM measures with new development. Requirements for TDM are also being evaluated as part of the AMPS project.

Conclusion and Recommendations

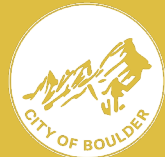
Real-world parking data were collected and analyzed to understand the current utilization of off-street parking at a variety of uses in the City of Boulder. The observed level of parking utilization was compared to the amount of required off-street parking in the City's code. Proposed revisions to the code are offered to reduce the amount of minimum parking required to better match the

observed Boulder-specific parking demand. An alternative code revision with parking minimums removed entirely is also offered along with a discussion of pros and cons to removing minimums citywide.

It is recommended that residential off-street parking minimums be eliminated citywide to bring the City of Boulder into compliance with new state-level land use regulations. Data driven reductions to parking minimums for nonresidential uses are recommended to be implemented if the City decides to retain parking minimums for those uses. These reduced minimums will help ensure that an appropriate amount of parking is built. No changes to the bicycle parking requirements are recommended at this time.

/SK

Empty Spaces: Rethinking Parking Requirements in Boulder



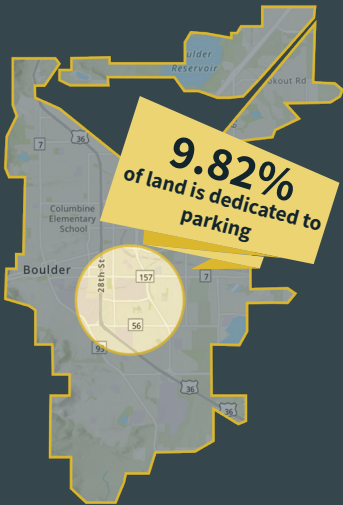
Space Wasted?

Over the last decade, many major cities around the country have taken minimum parking requirements out of their codes. Colorado legislators recently passed a bill that limits minimum parking requirements for multifamily residential development in transit rich areas.

The City of Boulder is considering removing minimum parking requirements citywide.

- How much land is already used for parking?
- What tradeoffs does the city make when we require parking?

Space For Cars In Boulder



This is **1,517 acres** of parking



That's the size of **~1,150 football fields!**

A typical 2,500 sf. restaurant requires:



21 spaces - 3 X the land area of the restaurant

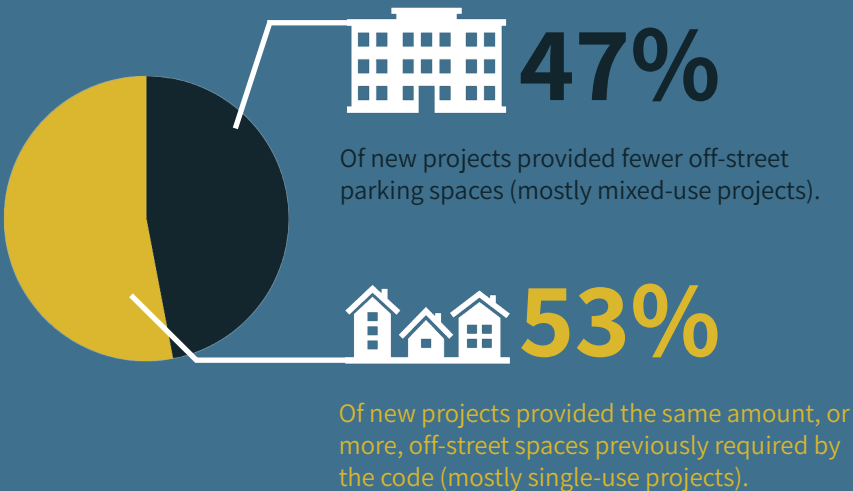


3 Spaces exist for each household vehicle

If **every** commuter and household vehicle parked in Boulder at the same time, there would still be **extra parking spaces** left over.

Space to Learn

Buffalo, NY was the first major U.S. city to remove minimum parking requirements citywide. In the two years that followed...



Space to Adapt

Removing minimum parking requirements **would...**



Allow developers or business owners to assess their own parking needs.

AND provide the amount of parking they determine will best support the development.



Removing minimum parking requirements **would not...**



Would **NOT** remove existing parking spaces.

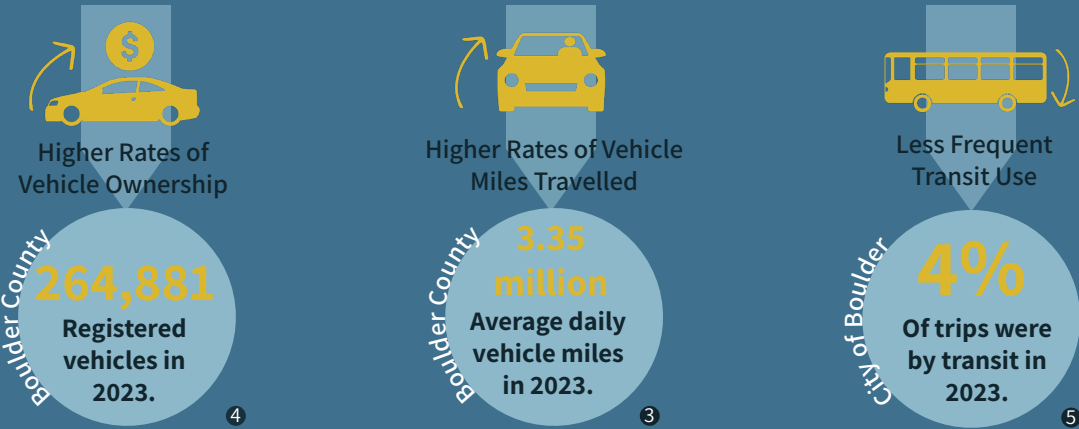
Would **NOT** eliminate **ALL** parking spaces.



Space to Support Climate Goals

Local government land use decisions that require a minimum amount of parking spaces beyond what is necessary to meet market demand increase vehicle miles travelled and associated greenhouse gas emissions. ²

Providing more free parking in residential developments causes:



Space for New Strategies

Transportation demand management (TDM) is a set of strategies to make transportation more efficient and convenient, like:

- EcoPass Program:** Incentivize public transit use
- Bike share programs & improved bike parking**
- Rent incentives:** unbundled parking
- Shared parking**



On-street parking management involves the planning, measuring, managing, allocating, and enforcement of the uses and users of the curb by the city like:

- Efficient, proactive, flexible
- Timed parking
- Paid parking
- Permit programs
- Loading zones

Space Reimagined

The removal of parking minimums would allow developers to reimagine land use in a creative way and meet the goals laid out in the Boulder Valley Comprehensive Plan. **How can we reimagine these spaces?**



Pocket Parks



Affordable Housing Units



Walkable Neighborhoods

STANDARD (NON-EMERGENCY) REGULATION/RULE

Rule X

Regulation Regarding Administration and Management of a Paid Parking and EcoPass Pilot

B.R.C. Section that is the subject of this Rule: 2-2-21(A)

1. This regulation shall provide details as to the implementation and administration of a paid parking and residential EcoPass for the Neighborhood Parking Permit (NPP) area Goss-Grove for a one year pilot, starting on January 1, 2026 and ending on December 31, 2026.
2. Key Components:
 - a) Public paid parking will be available Monday through Friday 08:00 AM to 06:00 PM. The rate will be \$1.00 per hour, payable using mobile payment application. Parking sessions paid for using the mobile payment application will not be subject to a time limit. Users with a valid Goss-Grove permit will not be subject to paying the hourly rate. At least two signs will be placed per blockface in the pilot area. The City will administer and enforce public parking in this area, and issue tickets to parked vehicles that do not have an NPP permit or fail to pay.
 - b) Residents of Goss-Grove NPP will be eligible for an EcoPass at no cost. Any net revenues received from the paid parking program in this neighborhood will be used to off-set the cost of the EcoPass.

ATTACHMENT A

NEIGHBORHOOD PERMIT PARKING ZONES REGULATIONS

These regulations implement the Neighborhood Permit Parking Zones provisions of Section 2-2-15, Section 2-2-21, and Chapter 4-23, B.R.C. 1981.

I. General Guidelines

- (a) The Neighborhood Permit Parking (NPP) Program restrictions are primarily intended to address issues of resident access and use of street parking in residential areas. Parking restrictions are not considered an effective or primary means of addressing other types of neighborhood issues.
- (b) Permit parking restrictions should not be applied if cheaper, simpler solutions are found.
- (c) Permit parking restrictions will only be implemented if the residents affected support the proposed zone.
- (d) The baseline restrictions on parking without a permit in an NPP zone will be no more than two hours without moving the vehicle from 9:00 a.m. to 5:00 p.m., Monday through Friday, holidays excepted. Departures from this baseline may include:
 - (1) Nighttime restrictions which limit all parking to permit holders only during evening hours.
 - (2) Saturday restrictions which extend the basic parking restrictions for the zone to Saturdays.
 - (3) Sunday restrictions which extend the basic parking restrictions for the zone to Sundays.
 - (4) Extending nighttime restrictions beyond 5:00 p.m.
 - (5) Holiday restrictions when indicated in the particular NPP zone.
 - (6) “Color Code” restrictions. This restriction prohibits a vehicle without a permit from being parked within such a zone at more than one place and for more than one allowed period of time. For instance, if a zone allowed two hours of parking, a vehicle which had been parked for two hours or any fraction of two hours could not be parked again anywhere within that zone during the times that restrictions are in effect on that day. This option might be used if people were using the zone for long term parking by moving the vehicle every two hours.

~~(A)~~ Certain blocks near Boulder schools may be designated as “Park and Walk”. These streets, as identified by “Park and Walk” signage allow for two separate parking periods of one-hour or less in a 24-hour period to accommodate school pick up and drop off, or other school events.

- (7) The beginning and ending time for this restriction may be varied.
- (8) Paid parking may be implemented in an NPP, which would require payment for parking during the enforced hours for all except NPP permit holders of the particular NPP zone.
- (9) Paid parking may be implemented in addition to “color code” restrictions in the case of severe residential access issues. This restriction would require payment for parking up to the allowed period of time and would prohibit a vehicle without a permit from being parked within such a zone at more than one place and for more than the allowed period of time.
- (10) Seasonal restrictions when indicated in the particular NPP zone.
- (11) The length of time a vehicle without a permit may be parked within a zone may be decreased or increased from two hours.

II. Criteria for Assessing Proposed Zone

- (a) Priority Based Neighborhood Access Management Strategy, also known as Residential Access Management Program (RAMP): The city manager, through the Director of Community Vitality and the Director of Transportation & Mobility will conduct an annual study of the entire city by zone or neighborhood based on Key Metrics such as parking occupancy, trip generation, and access to other modes of transportation to determine if a neighborhood permit parking zone should be established, altered, or deleted in a neighborhood and what its boundaries should be. Key Metrics will be evaluated, to assess the need for a zone, the type of restrictions that should be applied, the number of commuter permits to be sold, if any, the zone boundaries, and other details of zone design including, but not limited, to altering or deleting a zone, and a customized management approach will be implemented based on the individual characteristics of the neighborhood and spillover generator.

The city manager may accept eligible applications year-round and evaluate them on an annual basis subsequent to completion of the study. Threshold eligibility for applications is determined by whether the location falls within an approved location based on the Priority Based Neighborhood Access Management analysis and signed by 25 adult residents of a neighborhood proposing a neighborhood permit parking zone. The study will be conducted annually throughout the calendar year, and petitions will be accepted during the fourth

quarter of the calendar year for consideration of implementation the following year.

- (b) The following general factors may be considered by the city manager in the analysis of whether to pursue creation, alteration, and removal of a zone.
 - (1) The city manager may consider the cost and availability of alternative parking (within the immediate vicinity of the proposed zone,) and the availability, proximity, and convenience of transit service.
 - (2) The city manager may consider the extent to which a zone may impact adjacent neighborhoods and areas and may recommend implementation of additional measures to mitigate these spillover parking or displaced parker impacts.
 - (3) A petition signed by no less than 25 adult residents from no less than five households has been received and the addresses of those adult residents verified. To verify the addresses of the residents, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted to verify addresses.
- (c) In addition to the factors specified above and in subsection 2-2-15(b), B.R.C. 1981, the following are considerations to be used in determining whether to designate an area as a neighborhood permit parking zone and what its boundaries shall be, or alter an existing neighborhood permit parking zone:
 - (1) At least one block face with some residential street frontage should meet these criteria:
 - (A) For the purposes of the City of Boulder Neighborhood Permit Parking program, a block-face shall be defined in one of the following three manners, governed by the location of addresses relevant to the boundaries of each parking zone:
 - (i) 100 block includes all lots on a full or partial block in which all addresses orient to the same street and share a numeric sequence.
 - (ii) corner to corner includes those lots oriented to the same street and sharing a numeric sequence when either or both of the corner lots orient to a crossing street. For example, if 15th street is an NPP block, and there is a corner lot which faces both 15th street and Baseline Road, and Baseline Road is not an NPP block, that corner property would be eligible to be part of the NPP program even if their address

was listed on Baseline Road.

- (iii) One side of a street between two adjacent perpendicular roadways, or a dead-end street or cul-de-sac broken up based on the city addressing system and numerical progression of the lots as if they were on traditional blocks.
 - (B) The number of legal on-street parking spaces occupied by parked vehicles on each block face exceeds a 85% occupancy during at least eight sampled times between 9:00 a.m. and 5:00 p.m. of a weekday selected by the traffic engineer. Departures from the baseline include:
 - (i) Weekend days when occupancy regularly exceeds 85% based on the determined data sampling schedule.
 - (ii) Nighttime beyond 7:00 p.m. when occupancy regularly exceeds 85% based on the determined data sampling schedule.
 - (iii) Seasonal trends where in select seasons occupancy regularly exceeds 85% based on the determined sampling schedule.
 - (C) At least 25% of on-street parked vehicles during a period selected by the traffic engineer for study are determined to belong to registered owners who reside outside of the study area.
- (2) If determining which other block faces may be included in the zone, staff may consider if the following criteria are met:
- (A) They are directly contiguous to the area at (1) above or are indirectly contiguous through each other, and
 - (B) The number of legal on-street parking spaces occupied by parked vehicles on each block face exceeds a 60% occupancy during at least three hours between 9:00 a.m. and 5:00 p.m. on a weekday selected by the traffic engineer, and
 - (C) The requirements of (1)(C) above are met, or
 - (D) If, in the opinion of the traffic engineer, posted legal restrictions on parking, including without limitation prohibitions on parking, on any block face render these survey methods invalid as indicators of the extent of the parking problems faced by residents or businesses located on such a block face, the traffic engineer may deem such block face to have met these criteria if the block face

immediately across the street meets the criteria.

- (3) The zone as a whole is:
 - (A) Primarily zoned RH, RM, RL, or MU or a combination thereof, and block faces or areas to be included which are not so zoned are predominantly residential in nature.
 - (B) Not located across a geographic barrier of a type which would serve to limit pedestrian movement, including, but not limited to, four lane arterial streets, major arterial streets which server as a pedestrian barrier, major drainage ways, and major ridges.
- (d) Criteria for adding block faces to an existing zone:
 - (1) Each block face should be contiguous to the existing zone directly or through other added block faces.
 - (2) Each added block face should meet the criteria of (c)(2) above.
 - (3) Addition of the block face will not violate the criteria of (c)(3).
 - (4) The procedure for adding block faces to an existing zone shall be the same as the procedure for creating a zone but the request need contain at a minimum 25 signatures from no less than five individual households per block face or 100% resident consent, whichever is the lesser amount. To verify the addresses of the residents, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone if the document so indicates. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted to verify addresses.
- (e) If it appears from public testimony at the Transportation Advisory Board meeting or council meeting where the zone is under consideration, that there is no consensus on neighborhood support for a proposed zone, the city manager may require further evaluation aimed at determining whether resident support for the proposed zone exists.
- (f) Removal of zone. The city manager shall monitor the program on a regular basis and annually provide City Council with a report on the Residential Access Management Program. If any established Neighborhood Permit Parking Zone in the program does not meet the approved Key Metrics for three consecutive years, it may be identified by staff for termination. If a block face has been removed, it may not be reintegrated in a zone for two years. The city manager is not required to remove any part of a zone if it is not in the public interest to do so. The city manager may remove any part of a zone by following the zone creation process without the requirement of a petition.

III. Criteria for Applying Parking Restrictions within Zones

- (a) NPP restrictions will be applied area by area and tailored to the particular needs and attributes of each zone.
- (b) A color-code restriction may be applied in residential areas if the city manager believes that a traditional time limit will not effectively limit long term parking in that area.
- (c) The following guidelines apply to use of nighttime, holiday, Saturday, and Sunday parking restrictions:

- (1) The city manager may exempt certain short term or once a year civic events from nighttime/Saturday or Sunday restrictions, including but not limited to events such as the December Lights Parade, Fall Festival, and the Boulder Creek Festival.

- (2) Weekend or seasonal restrictions may be enacted in residential areas abutting or adjacent to certain public and community uses, including but not limited to public parks, and other large site parks and Open Space lands (including trail access points) with considerations for public access accounted for in a corresponding Transportation Demand Management (“TDM”) plan. These restrictions may be seasonal in nature, based on access needs. Nighttime restrictions may be imposed in residential areas as determined based on access needs.

Pursuant to Section 2-2-21, B.R.C. 1981, a Chautauqua Parking Management Plan shall control the Chautauqua leasehold area and adjacent areas.

- (3) TDM Plan - Staff should undertake a full assessment of potential impacts on affected nonresident users, including but not limited to an assessment of the availability of alternative parking and the availability of transit and other multimodal service (proximity, hours and frequency of operation) before the decision to implement nighttime or weekend restrictions. The restrictions should be reconsidered in circumstances where such impacts cannot be remedied by any reasonable means or at a reasonable cost.

- (4) Nighttime and weekend restrictions proposed for block faces where daytime commuter permits are also available will specifically exempt commuter permits from the posted restriction.

- (5) Residential areas abutting or adjacent to public and community uses will be studied by a cross-departmental team with representatives from Transportation & Mobility, Community Vitality, and the corresponding

city department (for example, Open Space & Mountain Parks department) to recommend appropriate TDM strategies in concert with any parking restrictions. Recommended strategies will be presented to the Transportation Advisory Board for feedback, along with the corresponding board or commission associated with the relevant department (for example, Open Space Board of Trustees).

IV. Permits

- (a) Applications for neighborhood parking permits shall be made through the City of Boulder parking services website.
- (b) Residential Permit.
 - (1) Unless there is evidence to the contrary, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone if the document so indicates. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted. If the vehicle registration is not under the applicant's name, a notarized statement from the registered owner of the vehicle stating that the applicant is using the vehicle with the permission of the registered owner, together with a copy of proof of ownership in the person claiming to be the registered owner, as proof that the vehicle is lawfully in the custody and control of the applicant. The city manager may accept other documents of equivalent reliability. If voter registration is provided, then the vehicle registration address must match the address from the voter registration.
 - (2) Permits are valid for one calendar year from the purchase date. Residential permits may be renewed once without providing the required documentation for a new permit so long as payment has been received, the applicant has not moved, and the vehicle continues to be registered in good standing with the Colorado Department of Motor Vehicles.
 - (3) A residential permit can be transferred only in the case of a new vehicle purchase, temporary use of a rental car, or when the same vehicle has a new license plate. These transfers must be updated by the permittee and approved by the City.
 - (4) The permittee shall relinquish the permit by providing written notification to the city manager, or returning the physical permit if applicable, if the vehicle is sold, leased, or no longer in the custody of the permittee.
 - (5) Qualified low-income residents can apply for a discounted rate of 50% off the residential parking permit cost. Unless there is evidence to the contrary, the city manager will accept as proof of low-income eligibility,

a County of Boulder explanation of benefits letter detailing enrollment within the most recent calendar year in one the following income- based programs: the Child Care Assistance Program (CCAP), Health First Colorado, and the Supplemental Nutrition Assistance Program (SNAP); or proof of enrollment within the most recent calendar year in a City of Boulder income-based program such as the Child Care Subsidy (CCS) program, Family Resource Schools (FRS), or the Food Tax Rebate program.

(c) Nonresidential Permits.

- (1) Commuter Permits. Commuter permits, if available within an NPP zone, are issued on a first come first served basis. Renewals of commuter permits occur monthly. If a permit is not renewed one week after its expiration, it will be released for purchase by another applicant. This process will be followed unless some other fair and equitable method of allocation is specified for a specific zone as part of the zone creation process. No individual shall have more than one commuter permit anywhere in the city at any one time. No one who resides within a zone may receive a commuter permit within that zone.
- (2) Business Employee Neighborhood Parking Permit. Unless there is evidence to the contrary, the city manager will accept a current lease or Boulder County Ownership tax report as proof of address within the zone. Additionally, the city manager requires a current City of Boulder Sales Tax License, the most recent Colorado Unemployment Report, and the vehicle registration of those vehicles to be included on the business permit. Permits are valid for one calendar year from the purchase date.
- (3) Mobile Vendor Permit. Unless there is evidence to the contrary, the city manager will accept a current lease or Boulder County Ownership Tax report. The city manager requires the City of Boulder Sales Tax license, the most recent Colorado Unemployment Report, and the vehicle registration. Permits are valid for one calendar year from the purchase date.
- (4) Contractor Permits. Upon the purchase of a temporary permit by a contractor, such permit(s) shall be valid for one month. Unless there is evidence to the contrary, the manager will accept a copy of the Building Permit, Right of Way Permit (ROW), or Contract on business letterhead signed by all parties if there is no requirement for a Building or ROW Permit. In determining whether to issue additional contractor permits the city manager shall consider the purposes of the permit system in determining whether or not granting the permit will be detrimental to the goals of the permit system.

(d) Applicants with vehicles that have parking ticket(s) older than 14 days from the

violation date set forth on the ticket must pay the violation fees prior to being issued any parking permit.

V. Display of Permit

- (a) Any permit issued by the city manager must be displayed or, for digital permits, valid and in effect per guidelines addressed in the permit application.
- (b) Enforcement staff may utilize license plate recognition technology to verify vehicles permitted or payment status.

VI. Additional Residential Permits~~Additional Guest Permits~~

- (a) ~~Day Passes. Upon special application, the city manager may issue two two-week guest permits to residents of a zone. The applicant shall affirm that the house guest is temporarily residing in the applicant's home as a guest and is not paying rent. Twenty-five (25) single-day digital day passes can be used—obtained per household of a NPP zone. Each day pass is valid for up to twenty four hours each. Day passes can be used consecutively. Day passes can be assigned to the same or different vehicles for each pass. Use of this pass is limited to those whose stay will last longer than the time limit posted within the permit zone for parking by the general public but shall not exceed 24 consecutive hours. No more than 25 day passes will be issued per resident per year except that the City Manager may approve the purchase of additional guest passes to a resident only in extenuating circumstances. Use of the pass also falls under the same restrictions as those prescribed in Section 4-23-2, B.R.C. 1981, and in these regulations.~~
- ~~(b) Flex Permits. Additional guest permits, beyond the two included permits, may be purchased for use by guests at social gatherings at the applicant's home. Such gatherings must be entirely unrelated to a home occupation and must be of the sort normally associated with residential use. Permits will not be issued for more than 12 such gatherings in any permit year. Additional guest permits will have an associated cost and be subject to additional restrictions. In determining whether to issue an additional house guest permit the city manager shall consider the purposes of the permit system in determining whether or not granting the permit will be detrimental to the goals of the permit system.~~
- ~~(c)(b) Two Two annual Flex Permits may be purchased per household of a neighborhood permit parking zone. No more than two such permits will be issued per household per year. Use of this permit also falls under the same restrictions as those prescribed by Section 4-23-2, B.R.C. 1981, and in these regulations. this Rule. annual visitor's permits can be purchased by a resident of a zone to be used on a temporary and transferable basis to accommodate visitors, including without limit, health care workers, repair persons, and babysitters,~~

~~who need access to the residence of the resident. Use of the permit is valid only while the visitor is on the residential premises. No more than two such permits will be issued per residence per year. Use of the permit also falls under the same restrictions as those prescribed by Section 4-23-2, B.R.C. 1981, and in these regulations.~~

VII. Basis for Allocating Commuter Permits

Commuter permits, if available within an NPP zone, are issued on a first-come, first-served basis. Renewals of commuter permits occur on a monthly, quarterly, bi-annually, or annually basis. If a permit is not renewed one week after the expiration it will be released for purchase. This process will be followed unless some other fair and equitable method of allocation is specified for a specific zone as part of the zone creation process. No individual shall have more than one commuter permit anywhere in the city at any one time. No one who resides within a zone may receive a commuter permit within that zone.

VIII. Program Monitoring

Pursuant to the provisions of Subsection 2-2-15(f), B.R.C., 1981, the city manager will annually provide City Council with information in the following areas:

- (a) The status of the Residential Access Management Program in general, including:
 - (1) A report or online dashboard which indicates the status of the current Neighborhood Permit Parking Zones and whether they meet key performance indicators.
 - (2) A report on newly identified areas of study and whether any neighborhoods met the key performance indicators for implementation of an NPP or inclusion in a TDM study, and if any community requests were received.
 - (3) A report on program revenue and expenditures, including how many and where commuter permits have been sold in each zone.
 - (4) An examination of the relationship between the NPP program and parking supply and demand in adjacent areas of the city, including the cost and availability of adjacent alternative parking.
 - (5) The status of other replacement strategies (parking and alternative modes), including:
 - (A) Estimated increases in alternative modes use.
 - (B) The advent (provision) of any new transit service (public or private) or alt modes facilities.

- (C) Use of remote lot parking.
 - (D) The status of new parking structures.
- (6) A report on the enforcement of NPP zones.
- (b) The status of specific NPP zones, including:
 - (1) A report on any significant spill-over parking into peripheral or other areas.
 - (2) A report on zone restrictions and how well they work to address the identified parking concerns, including any recommended adjustments.
 - (3) A report on how many, if any, zone block faces experience parking occupancy patterns that trigger the requirement to lower the number of commuter permits sold on that block face as specified in subsection 4-23-2(j), B.R.C., 1981.
- (c) The city manager may utilize license plate recognition technology to collect data used to monitor the program. If the city manager hires a consultant, a data retention agreement will be required. Data will be analyzed and returned to the city in aggregated report form,
and no identifying information (the license plates) will be maintained by the consultant. Once the city receives the report and provides final approval, the consultant will be required to purge the raw reads.
- (d) Data retention. The city manager shall not release or permit the inspection or copying of images that are evidence required to prove a violation taken by license plate recognition technology, camera radar or red-light camera for other than law enforcement purposes, unless directed to do so by subpoena from a court of competent jurisdiction, or as part of litigation or threatened litigation involving the city. But such images shall be available to the owner of any vehicle and to the driver of any vehicle depicted in any such image. Images taken by license plate recognition technology that are determined to not be evidence required to prove a parking violation shall not be released or be permitted to be inspected or copied and shall be purged on a regular schedule adopted by the city manager.

Neighborhoods for Pilot Consideration

The City of Boulder is seeking to launch a pilot in one NPP zone to include paid parking and an EcoPass offering. The following data has been evaluated for consideration in determining the zone where the pilot will be tested. The City participated in several in-person community events and published a questionnaire for residents in NPP zones to gather parking information.

Areas Which Should Not Be Under Consideration

1. **Under Consideration for Removal.** The following three zones are under consideration for removal and should not be considered for the pilot: Columbine, Fairview, and High – Sunset.
2. **Zone Seasonality.** Due to the seasonality of the Chautauqua, it should be eliminated as a consideration for the pilot.
3. **Number of Households.** A minimum of 40 households are required to establish an EcoPass program in an NPP.

NPP Zones to be Considered for Pilot	Number of Households
University Hill	540
Mapleton Hill	479
Whittier	330
Goss - Grove	266
Park East Square	220
West Pearl	172
East Aurora	62
East Ridge - Pennsylvania	58
Eliminated NPP Zones	Number of Households
Chautauqua	110
Fairview	42
High - Sunset	65
University Heights	29

Eliminated NPP Zones	Number of Households
Chautauqua	110
Fairview	42
High - Sunset	65
University Heights	29

Contributing Factors for Remaining Zones

4. **Density.** Denser NPP zones may benefit more from the pilot by having additional parking options through paid parking, and they may benefit further from the offering of an EcoPass.

NPP Zones to be Considered for Pilot	Number of Blockfaces	Number of Households	Average Number of Households per Blockface	Ranking (1 best, 8 worst)
Park East Square	6	220	36.67	1
West Pearl	17	172	10.12	2
University Hill	81	540	6.67	3
Goss Grove	45	266	5.91	4
Mapleton Hill	82	479	5.84	5
East Ridge - Pennsylvania	10	58	5.80	6
East Aurora	14	62	4.43	7
Whittier	78	330	4.23	8

5. **Occupancy.** Zones with higher occupancy may benefit more from the pilot. Occupancy refers to the number of vehicles divided by the total supply of spaces. The higher the average occupancy is, the more vehicles are parked in the NPP zone.

NPP Zones to be Considered for Pilot	Average Occupancy ¹	Ranking (1 best, 8 worst)
Goss Grove	69.7%	1
Park East Square	67.1%	2
Whittier	50.0%	3
Mapleton Hill	48.2%	4
University Hill	44.4%	5
East Aurora	33.2%	6
East Ridge - Pennsylvania	32.6%	7
West Pearl	31.7%	8

6. **Access to Transit.** Neighborhoods closer to more transit may benefit more from an EcoPass. The transit score was compiled from Zillow.

NPP Zones to be Considered for Pilot	Transit Score	Ranking (1 best, 8 lowest)
Goss Grove	61	T-1
University Hill	61	T-1
East Ridge - Pennsylvania	58	3
Mapleton Hill	54	4
East Aurora	53	5
West Pearl	50	T-6
Whittier	50	T-6
Park East Square	47	8

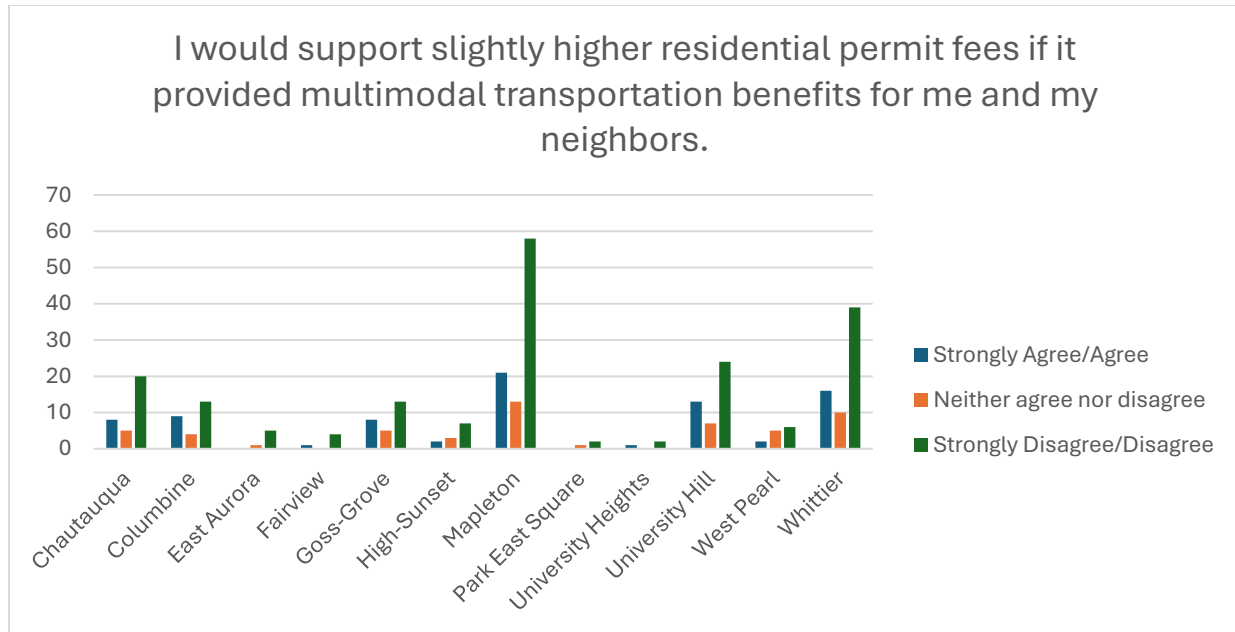
¹ Average occupancy was calculated during business hours when CU is in session and across all blocks of the zone.

7. **EcoPass Availability.** Colorado University students already receive EcoPasses. Because of this, NPP zones near the CU campus may have a higher number of student residents and would benefit less from this pilot. Zones closer to a CU campus, which may include more EcoPass holders, are ranked 2, while areas further outside of CU are ranked 1.

NPP Zones to be Considered for Pilot	Ranking (within a close proximity 2, further proximity 1)
University Hill	2
East Ridge - Pennsylvania	2
East Aurora	2
Park East Square	2
Whittier (already has an NEcoPass program established)	2
Goss Grove	1
Mapleton Hill	1
West Pearl	1

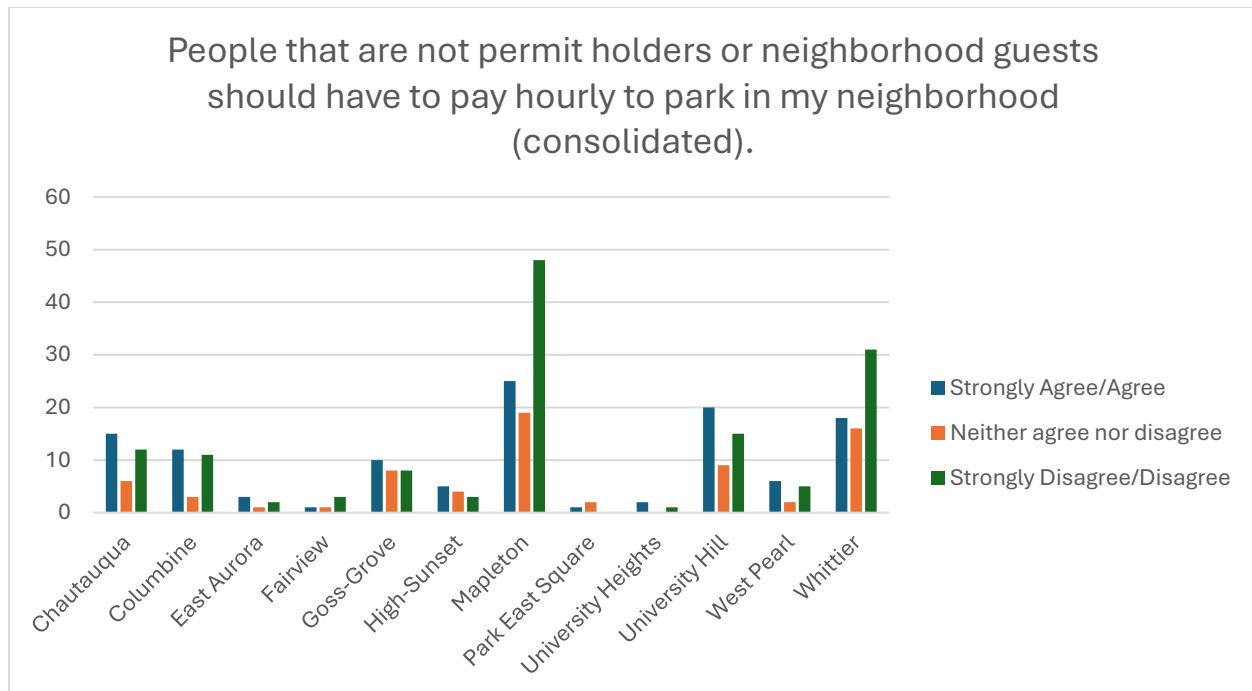
8. **Willingness to Pay a Higher Permit Rate for an EcoPass** (based on questionnaire results). Based on the results of the questionnaire, zones where more residents were supportive or neutral to a higher permit fee for EcoPasses should be considered.

NPP Zones to be Considered for Pilot	Percent of Questionnaire Responses Supportive or Neutral	Ranking (1 more, 8 less)
West Pearl	54%	1
Goss Grove	50%	2
University Hill	45%	3
Whittier	40%	4
Mapleton Hill	37%	5
Park East Square	33%	6
East Aurora	17%	7
East Ridge - Pennsylvania	No Responses	8



9. **Results in Favor of Paid Parking** (based on questionnaire results). Based on the results of the questionnaire, zones where more respondents were supportive or neutral to paid parking should be considered for the pilot.

NPP Zones to be Considered for Pilot	Percent of Questionnaire Responses Supportive or Neutral	Ranking (1 more, 8 less)
Park East Square	100%	1
Goss Grove	69%	2
University Hill	66%	3
East Aurora	67%	4
West Pearl	62%	5
Whittier	52%	6
Mapleton Hill	48%	7
East Ridge - Pennsylvania	No Responses	8



10. Cost Recovery. Based on RAMP Financial Analysis, if paid parking is implemented, some NPP zones are more likely to recover the costs of the EcoPass program better than others.

NPP Zones to be Considered for Pilot	NECOPASS Cost (\$)	Estimated On-Street Parking Revenue (\$)	Net Income / Loss (\$)	Ranking (1 best cost recovery, 8 lowest)
University Hill	\$67,500.00	\$114,106.67	\$46,606.67	1
Whittier	\$41,250.00	\$58,616.00	\$17,366.00	2
Goss - Grove	\$33,250.00	\$46,875.56	\$13,625.56	3
Mapleton Hill	\$59,875.00	\$65,644.44	\$5,769.44	4
East Ridge - Pennsylvania	\$7,250.00	\$12,172.44	\$4,922.44	5
East Aurora	\$7,750.00	\$1,468.44	(\$6,281.56)	6
West Pearl	\$21,500.00	\$5,427.56	(\$16,072.44)	7
Park East Square	\$27,500.00	\$8,135.11	(\$19,364.89)	8

Final Results

Based on the considerations above, the following three zones, as indicated in **bold**, should be considered for the pilot.

NPP Zones to be Considered for Pilot	Density Ranking	Occupancy Ranking	Access to Transit Ranking	EcoPass Availability Ranking	Willingness to Pay a Higher Permit Rate for EcoPass Ranking	Support or Neutral to Paid Parking Ranking	Cost Recovery	Average Ranking Average (lower is better)	Final Results
Goss Grove	4	1	1	1	2	2	3	2.0	1
University Hill	3	5	1	2	3	3	1	2.6	2
Park East Square	1	2	8	2	6	1	8	4.0	3
West Pearl	2	8	6	1	1	5	7	4.3	4
Mapleton Hill	5	4	4	1	5	7	4	4.3	5
Whittier	8	3	6	2	4	6	2	4.4	6
East Aurora	7	6	5	2	7	4	6	5.3	7
East Ridge - Pennsylvania	6	7	3	2	8	8	5	5.6	8

RAMP Financial Analysis

A financial analysis was conducted to assess how the Residential Access Management Program (RAMP) could continue to achieve cost recovery under proposed changes to permit regulations—such as transitioning Guest and Visitor permits to Day Passes and Flex Permits and limiting residential permits to one per person. The analysis also explores potential future scenarios, including offering free EcoPasses to all NPP zone residents and introducing paid parking in areas that currently use time-limited restrictions.

Scenario 1: Cost Recovery with Proposed Changes

RAMP FINANCIAL ANALYSIS 2023-2028 (WITHOUT ON-STREET PARKING ESTIMATES)						
	2023	2024	2025	2026	2027	2028
REVENUES (\$)						
Residential Permit	85,240	109,747	116,430	91,722	97,838	104,341
Flex/Visitor Permit	9,465	9,749	10,041	24,625	26,632	28,803
Guest Permit	1,415	1,457	1,501	-	-	-
Business Permit	900	927	980	1,010	1,040	1,071
Commuter Permit	129,250	143,415	196,956	202,865	208,951	215,219
Citation Revenue	269,610	275,002	280,502	286,112	291,835	297,671
Total Revenue	495,880	540,297	606,411	606,334	626,295	647,106
EXPENSES (\$)						
Personnel	458,638	462,771	476,654	419,767	432,361	445,331
Non-Personnel	10,300	10,609	2,609	2,687	2,768	2,851
Total Expenses	468,938	473,380	479,263	422,455	435,128	448,182
Net Income/Loss	26,942	66,917	127,148	183,879	191,167	198,924
Ending Balance	(448,645)	(381,729)	(254,580)	(70,701)	120,466	319,390

Scenario 2: Cost recovery with proposed changes plus free EcoPasses for all NPP residents and paid

RAMP FINANCIAL ANALYSIS 2023-2028 (WITH ON-STREET PARKING ESTIMATES)						
	2023	2024	2025	2026	2027	2028
REVENUES (\$)						
Residential Permit	85,240	109,747	116,430	91,722	97,838	104,341
Flex/Visitor Permit	9,465	9,749	10,041	24,625	26,632	28,803
Guest Permit	1,415	1,457	1,501	-	-	-
Business Permit	900	927	980	1,010	1,040	1,071
Commuter Permit	129,250	143,415	196,956	202,865	208,951	215,219
Citation Revenue	269,610	275,002	280,502	286,112	291,835	297,671
On-Street Parking Revenue	-	-	-	326,792	336,596	346,694
Total Revenue	495,880	540,297	606,411	933,126	962,891	993,799
EXPENSES (\$)						
Personnel	458,638	462,771	476,654	419,767	432,361	445,331
Non-Personnel	10,300	10,609	2,609	2,687	2,768	2,851
NECOPASS	-	-	-	320,750	327,165	333,708
Total Expenses	468,938	473,380	479,263	743,205	762,293	781,891
Net Income/Loss	26,942	66,917	127,148	189,922	200,598	211,909
Ending Balance	(448,645)	(381,729)	(254,580)	(64,659)	135,939	347,848

parking replacing current time limited parking for all zones

Scenario 3: Cost recovery with proposed changes plus free EcoPasses for all NPP residents, doubling the price of permits

RAMP FINANCIAL ANALYSIS 2023-2028 (WITHOUT ON-STREET PARKING ESTIMATES)						
	2023	2024	2025	2026	2027	2028
REVENUES (\$)						
Residential Permit	85,240	109,747	116,430	178,102	189,976	202,604

Flex/Visitor Permit	9,465	9,749	10,041	47,816	51,713	55,928
Guest Permit	1,415	1,457	1,501	-	-	-
Business Permit	900	927	983	1,043	1,107	1,174
Commuter Permit	129,250	143,415	196,956	208,951	221,676	235,176
Citation Revenue	269,610	275,002	280,502	286,112	291,835	297,671
Total Revenue	495,880	540,297	606,414	722,024	756,307	792,554
EXPENSES (\$)						
Personnel	458,638	462,771	476,654	419,767	432,361	445,331
Non-Personnel	10,300	10,609	2,609	2,687	2,768	2,851
NECOPASS	-	-	-	320,750	327,165	333,708
Total Expenses	468,938	473,380	479,263	743,205	762,293	781,891
Net Income/Loss	26,942	66,917	127,151	(21,180)	(5,987)	10,663
Ending Balance	(448,645)	(381,729)	(254,577)	(275,758)	(281,745)	(271,081)

Notes: Estimates are based on the following assumptions: (1) Starting in 2026, the Visitor Permit becomes a Flex Permit and is priced the same as a Residential Permit and we estimate a 75% decrease in the number of these permits sold; (2) From 2025-2028, prices of permits and estimated expenses increase by 3% each year; (3) Starting in 2026, Residential Permits are restricted to one permit per account; and (4) The closure of the Columbine, Fairview, and High-Sunset NPP zones in 2026. On-Street Parking revenue estimates are based on City of Boulder analysis of visitation data from Placer.AI.

RAMP Permit Pricing for Scenarios 1, 2, and 3

RAMP Permit Prices 2023-2028 (Scenario 1 & 2)						
	2023	2024	2025	2026*	2027*	2028*
Residential Permit	\$40.00	\$50.00	\$51.50	\$53.05	\$54.64	\$56.28
Flex/Visitor Permit	\$5.00	\$5.00	\$5.00	\$53.05	\$54.64	\$56.28
Guest Permit/Day Passes	\$5.00	\$5.00	\$5.00			
Business Permit	\$75.00	\$75.00	\$77.25	\$79.57	\$81.95	\$84.41
Commuter Permit	\$110.00	\$118.50	\$39.50	\$40.69	\$41.91	\$43.16

*Estimate

RAMP Permit Prices 2023-2028 (Scenario 3)						
	2023	2024	2025	2026*	2027*	2028*
Residential Permit	\$40.00	\$50.00	\$51.50	\$103.00	\$106.09	\$109.27
Flex/Visitor Permit	\$5.00	\$5.00	\$5.00	\$103.00	\$106.09	\$109.27
Guest Permit /Day Passes	\$5.00	\$5.00	\$5.00			
Business Permit	\$75.00	\$75.00	\$77.25	\$79.57	\$81.95	\$84.41
Commuter Permit	\$110.00	\$118.50	\$39.50	\$40.69	\$41.91	\$43.16

*Estimate

Neighborhood Permit Parking Resident Feedback Graphs

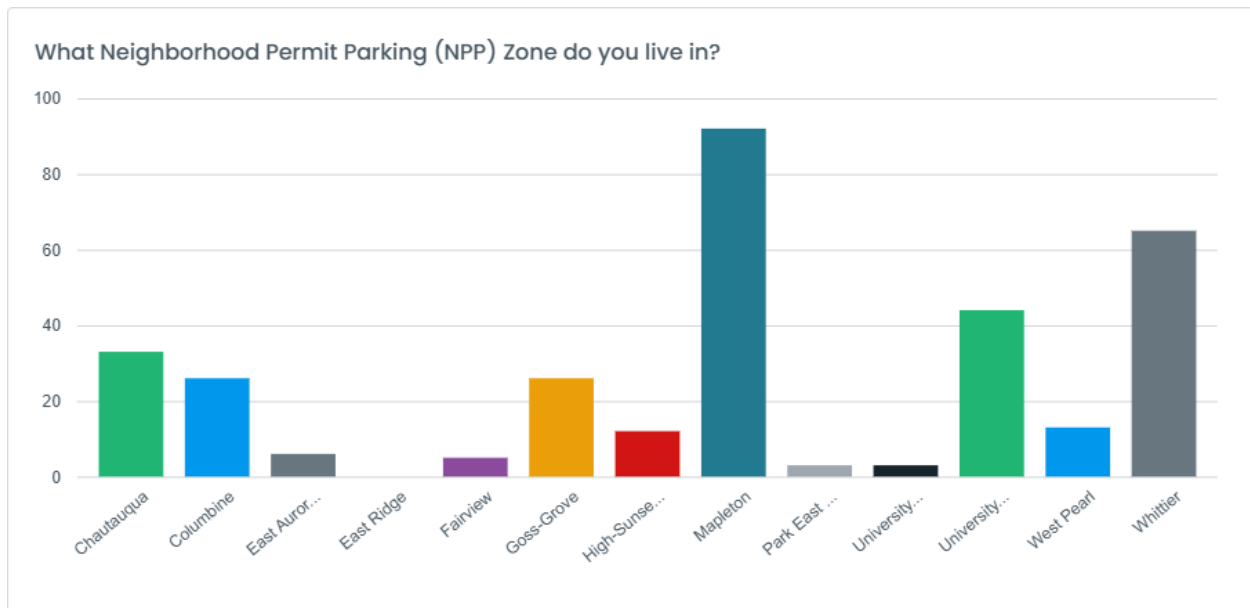


Figure 1- What NPP Zone do you live in?

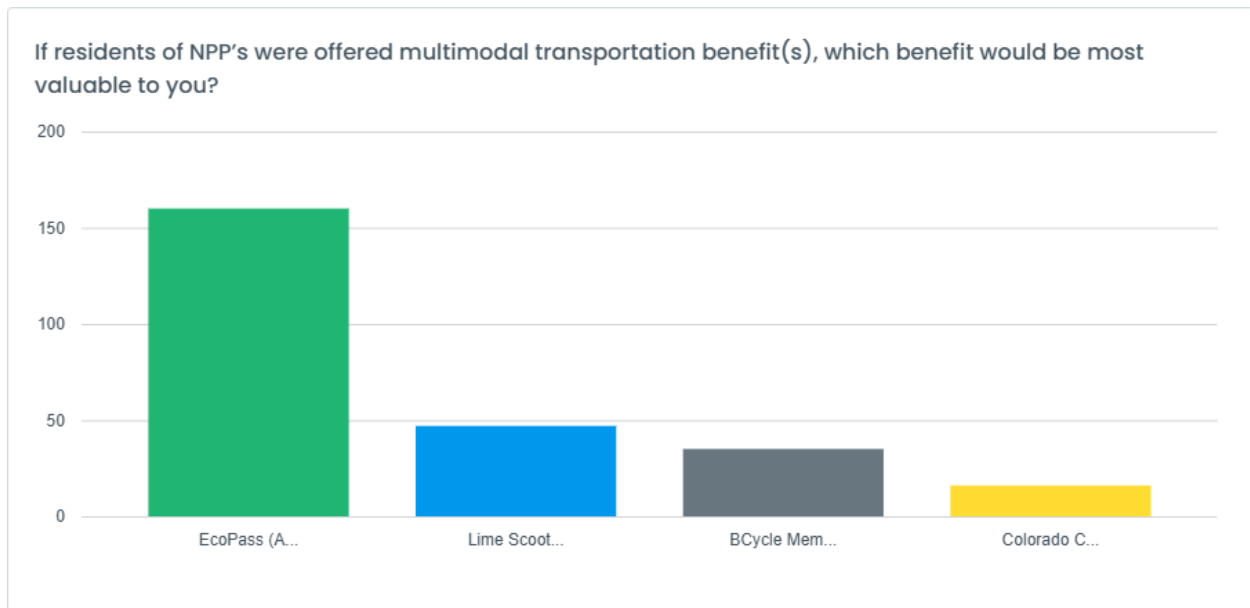


Figure 2- If residents of NPP's were offered multimodal transportation benefit(s), which benefit would be most valuable to you?

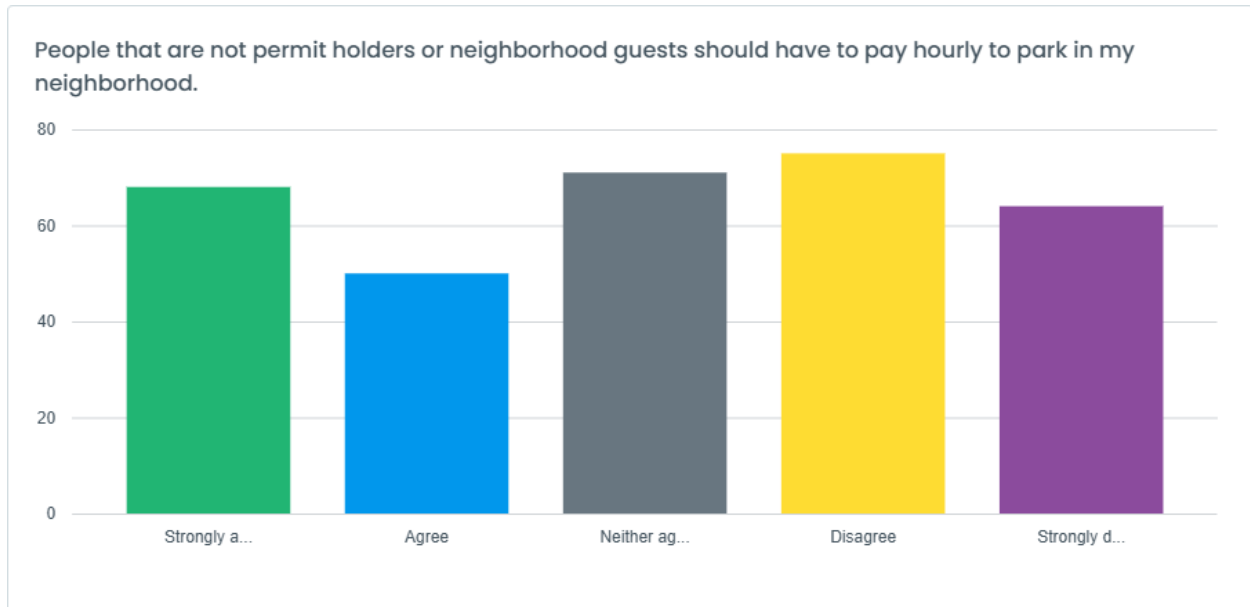


Figure 3- People that are not permit holders or neighborhood guests should have to pay to park hourly in my neighborhood.

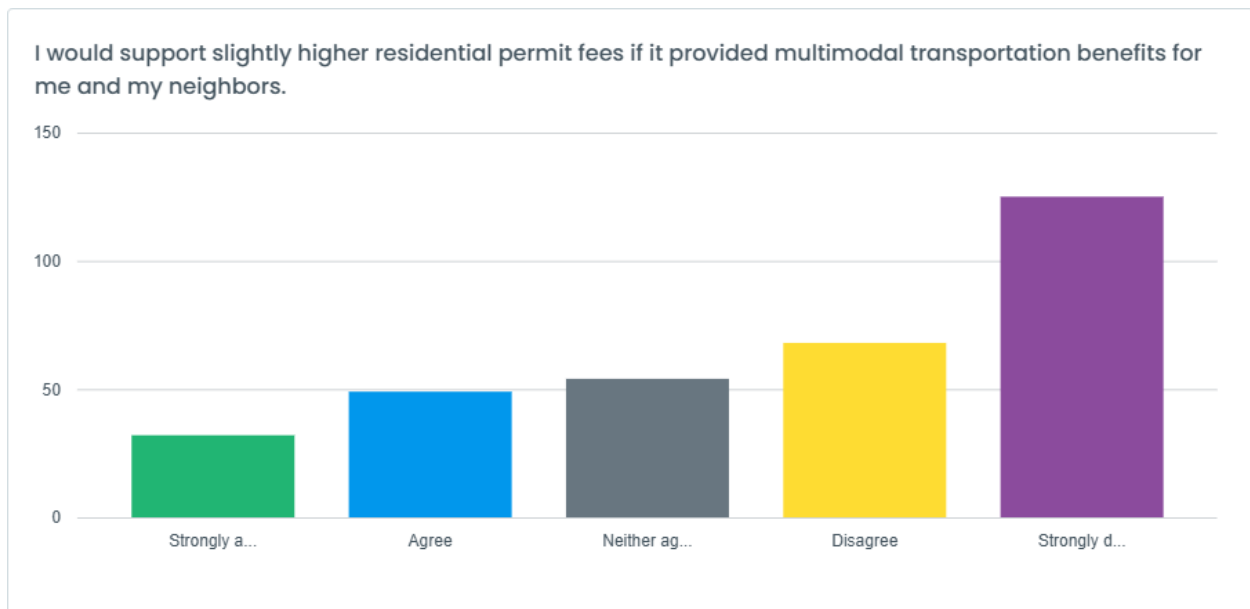


Figure 4- I would support slightly higher residential permit fees if it provided multimodal transportation benefits for me and my neighbors.

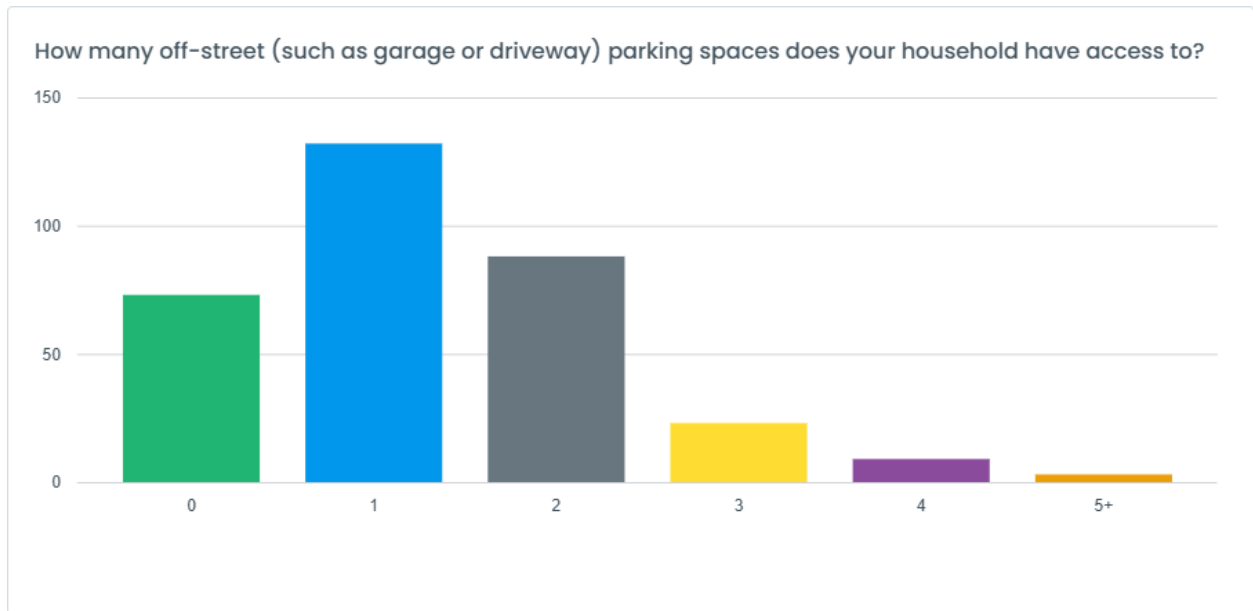


Figure 5- How many off-street (such as garage or driveway) parking spaces does your household have access to?

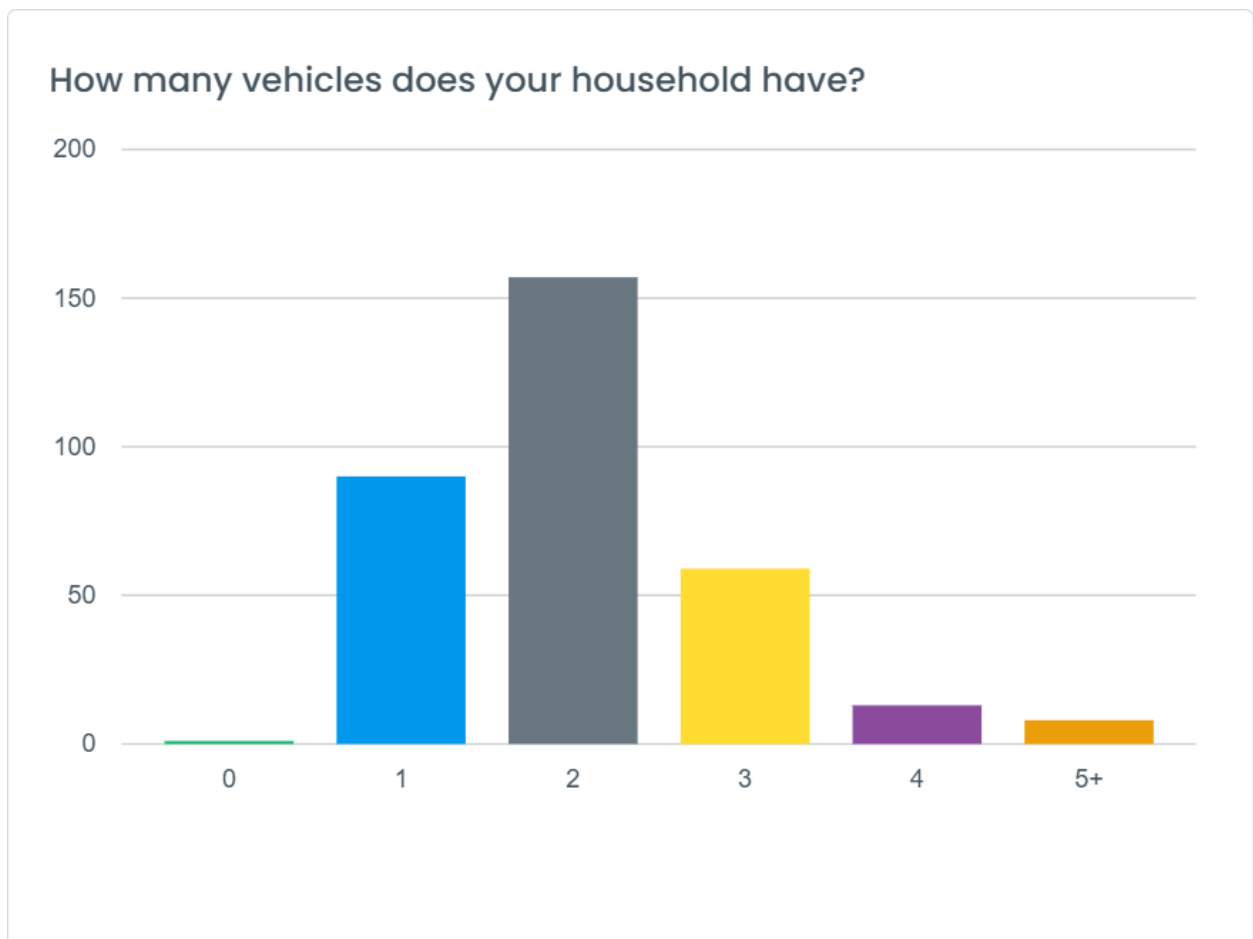


Figure 6- How many vehicles does your household have?

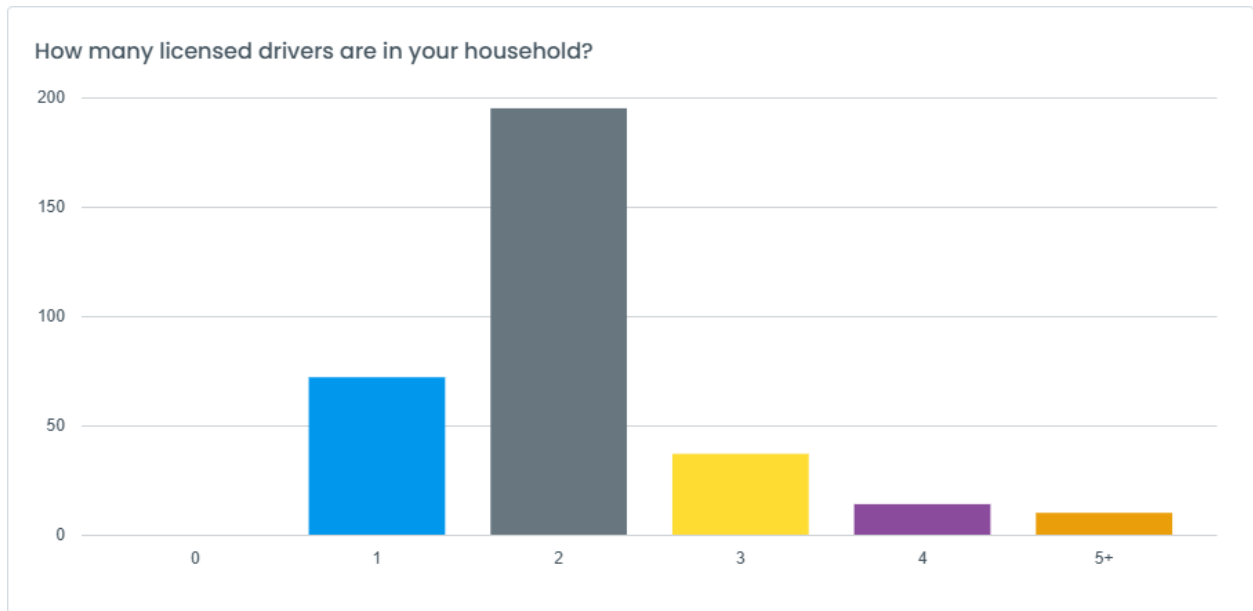


Figure 7- How many licensed drivers are in your household?

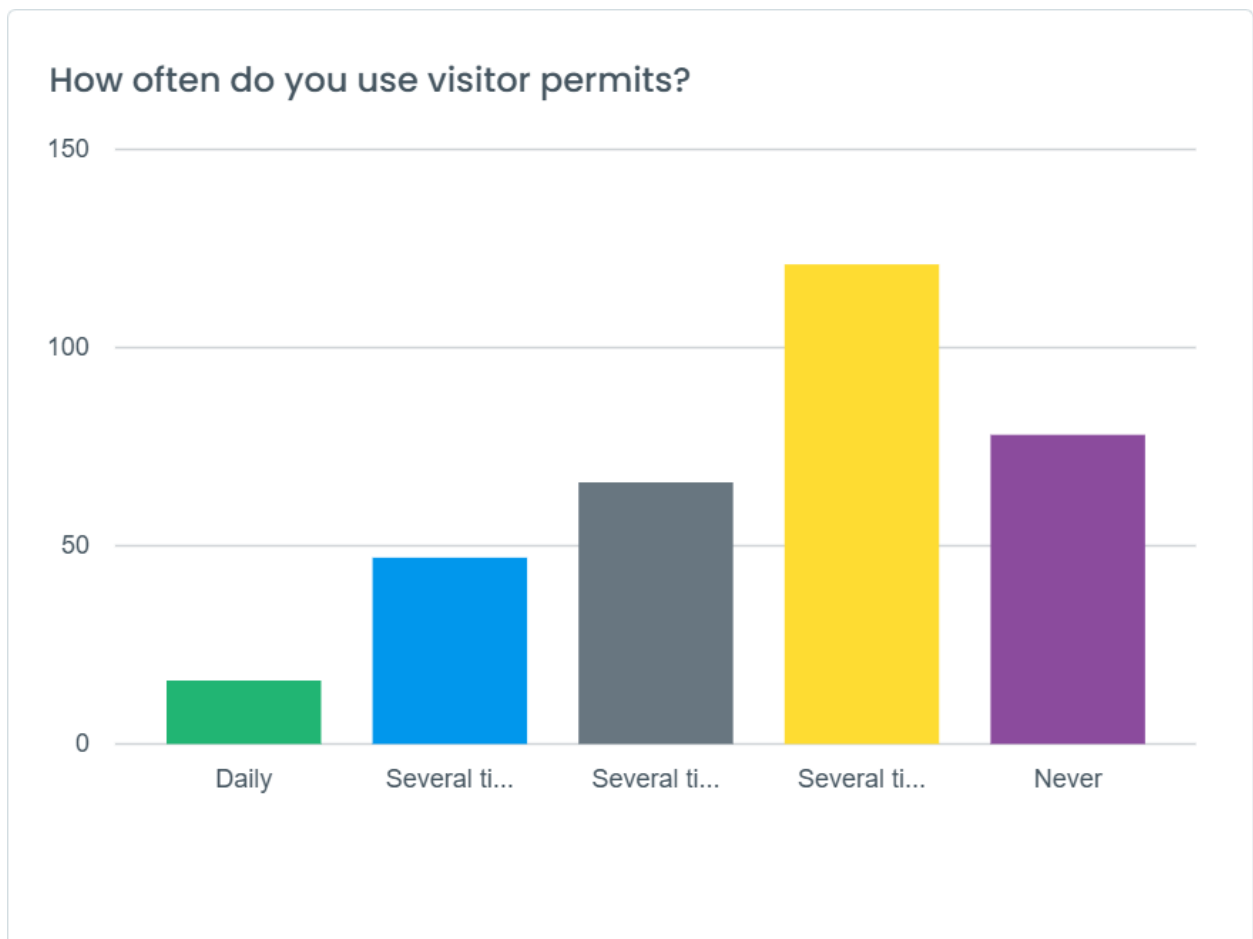


Figure 8- How often do you use visitor permits?

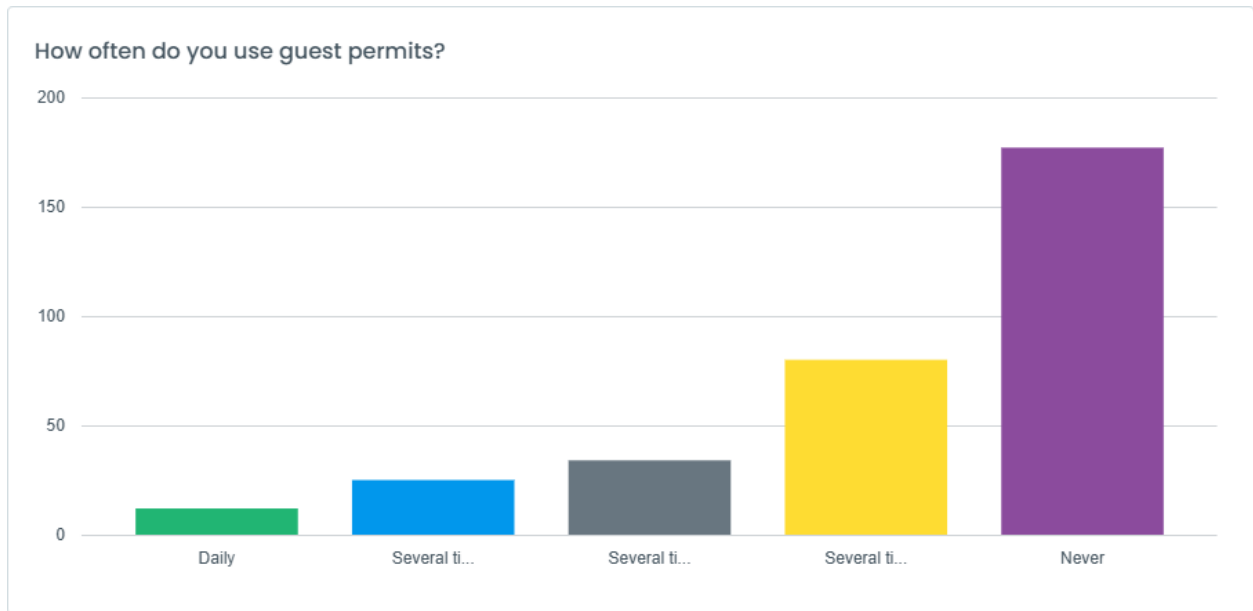


Figure 9- How often do you use guest permits?

AMPS Technical Experts Consultation

Date: 03/10/2025

Location: Hybrid Meeting- In person & Microsoft Teams

Participants: Architects, developers, engineers, frequent development review applicants

Summary of feedback and questions

Bike parking

- My bike parking reduction request was not supported by the Planning Board even though there are a lot of empty bike parking spaces. Staff should consider cargo and e-bike standards that count as two or more to meet bike parking requirements.
- Does the city have any data on how bike parking is currently being used? I think we need to have a certain amount of flexibility in bike parking.
- Availability of bike chargers is important but leaving ebikes plugged in can be dangerous. Our garage caught fire from an ebike battery, and I know another family whose house burnt down. I am sure there are solutions but I am just speaking from personal experience.
- I had a project called up about EV bike parking standards... can we codify that? A lot of people have EV bikes now and it would be nice if they have charging. I would support standards for EV and cargo bikes.

On-street/NPPS

- Are new neighborhoods being added to NPPs? And there is no requirement from developers?

Off-Street/ General Process Comments

- Very excited about these requirements and loosening up on parking. This will be a positive game changer. For areas where there is excess parking, could we remove spots to add something like a playground? Is there a way to act retroactively?
- Do smaller projects require TDM as a part of a Use Review or permit? Can we consider parking impacts in Use Reviews if we have no parking requirements?
- Agree that we should check utilization data on parking- this could be a good next phase.
- I am concerned about parking reductions. Used to have to work with neighbors on shared parking through site review and it has typically killed proposals.
- Glad to hear that parking will not be a trigger in Site Review. I like the focus on numeric rather than any discretionary criteria in the site review criteria – it is less nebulous.
- I have some concern about parking space size requirements. I would encourage a consideration of spatial dimensioning standards with some flexibility.

- Is it possible to discuss with staff the parking minimums for commercial?
- A shared parking analysis should be done in the traffic studies, and it should be codified.
- Are there any state-level parking requirements on EV parking?

TDM Discussion

- This is a hard nut to crack. What are the unforeseen consequences?
- Will this apply to form-based code review as well?
- How will we determine if a project is overparked if minimums are going away?
- Testing goes away if there is compliance for 3 years or more. Multi-unit estimates are very close per Institute of Transportation Engineers (ITE).
- Minor comments:
 - Look at thresholds: nobody can build structured parking at the numbers in the presentation
 - Sustainability codes- they start mild and get more strict. Could affect financing.
 - Assumes a large project will have good transit- explain that this will drive the perceived values and the rents- sustainability perspective- no TDM requirements
 - If by-right, I'm not buying that. By-right projects would benefit from TDM. Have and have-nots. Surprised and disappointed that it doesn't apply to by-right projects.
- Troubled with the thresholds. Certain facilities will need parking. You don't want to add more cost to a type of use (e.g., medical office) – Needs to be some recognition that some facilities need to provide parking.
- Is it calculated by number of employees per use? Or trips per use? The thresholds are not jiving. It needs to be equitable.
- Agreed that certain uses will always need parking- need flexibility in TDM to address this. How does this relate to Site Review criteria? What happens to projects that haven't been completed by the time this is in implementation?
- Limiting TDM so that it only applies to Site Review Projects; other projects could benefit from TDM- I see both sides to this- maybe it should be spread out a bit more, like a citywide fund that everyone pays into. This would be more equitable. Understand that there are no perfect solutions.

Next Steps

Lisa introduced the next steps and opportunities to offer more feedback before the ordinance is written.

AMPS Community Consultation

03/12/2025

Location: In-Person Meeting at Penfield Tate

Participants: Primarily residents of affordable housing

Summary of Feedback

AMPS Discussion

- General interest in the idea of mobility hubs
- EV chargers:
 - Problem with people taking EV charging spots with non-EV cars
 - If there wasn't an EV charger at their housing development or nearby, they feel they probably wouldn't be able to afford or conveniently charge their electric vehicle
- Large praise for EV bikes- some participants hadn't had the chance to win the EV lottery yet and are really hoping to
- Bus scheduling for the 208 is inconvenient, it doesn't line up with schools being released and since it doesn't come often, their kid often waits 30 mins to an hour after school after missing it by just 5 mins. Can this be moved at all?
- Bcycles and Lime scooters are great, but the age restrictions aren't convenient for families- is there a way an adult could unlock two bikes or scooters?
- Concerns about accessibility standards for people with disabilities and older people.
- Shared parking with BHP and Rec Center is no longer working well
- Rampant bike theft
- 28th and Glenwood is a danger concern for peds/cyclists
- Bus transfers are not lining up well which can make bus transportation especially challenging
- Theft of bike trailers is an issue, as there is often nowhere appropriate to store a bike trailer securely
- Free U-lock programs have been incredibly beneficial
- Desire for mobility hubs, especially near places that offer key services such as hospitals
- Can we tap into existing electrical infrastructure such as streetlights to offer more EV charging in residential neighborhoods?

Comments on the Game

- It would be helpful to insert occasional reflection questions in the middle of the game, instead of keeping the discussion to the end.
- Next time, laminate the board so that it is easier and nicer to play on
- It was difficult to get out of the mindset of classic monopoly
- Climate trackers needed to go longer; some people had to double up on trackers
- Cards had too much info to read on the spot

AMPS Community Connectors-in-Residence

03/14/2025

Virtual Meeting- Zoom

Participants: Community Connectors-In-Residence

Input on Impacts

Parking and Development

- Need requirements off-street parking requirements for apartments
- These costs (TDM) would also be passed on to the residents
- If parking spaces are too small, it's a major problem
- Inconvenience of no parking- need places where you can drive up and park (like the DMV)

Public Transportation

- This would be effective if we had a better bus system
- You cannot get to all areas of the city by bus, and many workers need to transport heavy equipment for work (construction, house cleaning, etc.), bus is not always an option.
- Until RTD moves off the hub and spoke model from the 50's to a grid system, ridership will not increase
- ECO pass- great if free- expensive for people on low incomes, if you need to pay for it.
- People will use cars less if they know about options and it's easy to use alternatives
- Mobility for all provides bus passes, \$50 credits for Uber or Lyft as a way to promote other transportation alternatives. I am a volunteer with them.
- Most people will not get on a bus because there is no oversight- especially coming on the JUMP or coming from a medical facility- people don't want to ride with the unhoused.

Social and Equity

- My kids have experienced racist comments, people yelling at them (go back to..., You have to speak English, etc.) and bus drivers don't do anything. My kids don't feel comfortable riding the bus. I have seen people being racist even with the bus drivers, and they don't have protocol to deal with these kinds of situations. Can the city do some sort of training or take other measures to avoid this?
- Parents ALWAYS tells me they have to drive "because of my kids"
- General skepticism that this wouldn't help low-income communities- more density, cost of housing continuing to rise, less parking = disaster
- Are we considering ADA spaces for people with disabilities?

- Before we continue to grow, we need to ensure that we have well managed spaces- ensure that our most vulnerable people are cared for and have good transit- before spreading resources scarcely.

Other Priorities

- A large workforce in the city can't afford to live in Boulder and need to commute, that is another thing to consider.
- Is there no stopping of developers? They bring in these parking issues, unwanted community changes, more need for water, landfill use, etc. Parking impacts are more than parking. I avoid my beautiful town because of these considerations. Are all of the newer apartments filled? What is creating the need? Why do we need more building?
- Inconvenience of no parking- need places where you can drive up and park (like the DMV)
- Very few people live and work in Boulder- our set up isn't made for alternative use to a car since most people commute in.
- I am concerned about substandard service like what has happened with the wind damage repair program
- What about EV charging?

AMPS Chamber of Commerce Community Conversation Breakfast

03/18/2025

In-Person Meeting at the Boulder Chamber of Commerce

Participants: Various event attendees – registered with the Chamber

Introduction

Lisa and Sam presented about On- and Off-Street parking topic to the Boulder Chamber of Commerce:

Reactions to on-street and off-street parking changes

General Comments

- Great that there is no minimums, but each project should be looked at. There are projects where parking is really tight. Have each individual project looked at separately.
- How long will the results from this study affect policy? Will this come up for review years later?
- How will the district perspective be addressed? At what point will they be considered?
- How does this project intersect with the Boulder Valley Comprehensive plan?

On-street Parking Management

- How many zones have permit parking right now?
- What is the petition threshold for a neighborhood to get an NPP?
- What other options do you have in residential areas to manage parking?
- What is the typical parking permit allocation per household?
- Do you have employers mixing with residents in a conversation if they are both using on-street parking in residential areas?
- Is there a mutual benefit of an out commuter and in commuter sharing a space?
- How will we proactively review change in on-street in different areas? Are there specific areas being looked at now?

Deliveries/Loading Zones

- Aspen's loading zone demonstration is not good for Boulder.
- Smart Locker Space- Portland- pick up and drop off in one spot, larger delivery trucks are not permitted in a specified area.
- Anything that changes the cost of deliveries or make it more complicated could hurt downtown businesses.

Bike Parking

- Buffalo came to talk to the chamber. They followed SF and Cambridge. They probably have more data now. Concern about bikes stored inside with dangers of batteries. Pittsburgh, Buffalo, and Denver experimenting with cargo bikes.
- Are you looking into bike safety?

TDM Discussion

- Is the charging forever mechanism an annual bill?
- Are there considerations if you put in bike paths, would that decrease the cost?
- Are there any considerations for larger projects that implement strategies to lower cost?
- Will this deter larger projects due to cost? Will this start a “gaming” of the system for developers to try to avoid meeting the requirements of the tiers?
- Will there be exemptions for developments that won’t have the same trip generation in the targets (ie. Hotels or Retirement homes)?
- Do you have an idea of the impact of return-to-work policies?
- Google has had success with the Loom software, have others adopted it?
- Is there a flexible area of the parking cashout program for people who drive maybe half the time?
- Can we look into trip generation tables for small cars.

AMPS Community Consultation Neighborhoods

03/19/2025

Hybrid Meeting- In Person & Microsoft Teams

Introduction

Participants: Neighborhood representatives, interested community members

Lisa began the presentation, gave background information on AMPS and talked about Off-Street Parking.

Off-Street Parking Presentation Comments

- Are SUMP (Sustainable Urban Mobility Plans) principles a part of the AMPS project?
- In low-income areas (such as Depot Square) SUMP didn't work for them as many people had to have multiple cars for work and rely on being able to park- we should ensure that we survey these people.
- Unused parking spaces is one thing, why is that a problem? Is there an assumption that is has to be converted to something (ie. More development, trees), what about commercial developments?
- It would be valuable if you had specifically listed the objectives of this project.
- [CHAT] Not buying that we are underutilizing parking, it is already so hard to find parking in off-street lots.
- Does the parking utilization data have to do with commercial vacancies? There are very high vacancy rates in Boulder- be careful with how you use this survey data.
- With the parking utilization averages (by-use) ensure that you emphasize that the data has assumptions about occupancy.
- [CHAT] If the premise of the project (abundance of underutilized parking) is "incorrect" then so is the solution.

On-Street Parking Presentation Comments

Sam presented on on-street parking and the NPP program

- What is the objective of On-street parking management? What minimums are we talking about with the NPPs? New Development?
- How will the existing lots that change the amount of parking impact on-street parking strategies?
- Will this impact new developments at the planning and permitting stage before the buildings are constructed? It would be very good to do this during the planning stage, as this may change how much parking developers think they need to provide.

- Does this change the requirements for existing developments?
- We need to address the University Hill on street parking management, especially with the new occupancy changes.
- Is there an objective for vacant retail? The program should address existing developments that have no taxes and income due to vacancy.
- All NPPs are not created equal. My neighborhood asked for 3-hour parking to better support businesses and commuter parking, which is great, but when they are close to downtown then visitors can't use them. Visitors move around more and create more availability- commuter parking may not be best for every neighborhood and people who visit might spend money downtown whereas commuters are less likely to.
- With increases in density, we will need to increase NPPs. Why do we have to pay and no one else does?
- [CHAT] I don't think you can solve all of the issues- you need to focus on the lots that are getting used and how hard it is to find parking in them.
- This could become an equity issue- when people bought into the neighborhood, they had an assumption that they could park their car on the street. This is now brought into question, especially with density increases and the changes to occupancy. Do these people have a right to this? Should we ask ourselves the question: do we want to have more people in Boulder?
- Is there a clearly defined objective list? Can this be published for us to see?
- Do you have a list that gets into the specifics? I didn't realize you were thinking about charging for visitor/guest parking near downtown.
- University Hill residents can't get ECO passes since student residents already have passes through CU- can we please change this?

TDM Presentation Comments

Chris presented the TDM program.

- [CHAT] using other modes of transportation doesn't work here like in does in a place like New York. People Uber and taxi all the time which is no better. RTD is awful here, very inconsistent and inconvenient.
- [CHAT] have you considered how land use got to be the way it is here and in almost all of the USA and Canada? It's because of land use restrictions (zoning) that only allows single family housing in vast areas of town. This means we can't have density, and we can't have corner stores to walk to and run our errands.
- [CHAT] If I want to walk to a grocery store, or Twenty Ninth Street, I have to walk across a sea of surface parking lots, which is unfriendly and dangerous. Thankfully, this is now starting to change with state mandates to end parking minimums. Much more needs to be done. We cannot continue on our current path of car dependency if we are to avoid the worst path for climate change.
- [CHAT] If you don't want people to use cars, you have to make transportation easy to get to, easy to use, and affordable. Boulder doesn't have a great system (and Denver is only a little better). I have

wanted a decent trans system to get to Denver for decades, but RTD gave all our money to other projects (and I know that from being on a panel). I do walk to my shopping area in Gunbarrel, when I have a quick errand, but, like most people, I stop there on my way out or back from somewhere else.

- Can you change “bike parking” to “secure bike parking”?
- Do you have a structure for van pool incentives and paid parking/parking subsidies?
- Boulder’s largest emissions are from commuters- TDM is a great way to offset this without many consequences.
- This is all market based- if you eliminate parking from a development, you lower your market price- lose out of square footage of your development. Must, as a developer, accommodate some parking and bike security.
- This could be a set of figures that the developers get to decide about- not assuming that developers would provide zero parking spots.
- Do you coordinate with the climate initiatives division? Removing surface parking is fine with me if you create some green spaces.
- What was the last time we updated the TDM plan?
- The markets just recently got flooded with a bunch of EV’s- I am a little concerned that you aren’t planning to change these requirements.
- The best thing that happens in a neighborhood is a Co-Op that can make these changes and get ECO passes.
- We are missing a bike and bus program like London.
- [CHAT] We can’t expect Everyone/Coloradans to give up their cars, they moved here so they can drive up to the mountains and have access to the outdoors.
- [CHAT] Aren’t saying we should give up cars, just suggesting we build less parking and look at ways to reduce demand.
- Could we get a copy of the annual NPP report? Could we notify neighborhoods of this?
- There is a cost associated with these strategies and passes. Homeowners have a sense of right to the street instead of thinking about supply and demand. Could we create a bidding system?
- Buying a house in an historic district makes on-street parking imperative since the houses aren’t adapted for garages. This could cause discrimination to workers (landscaping, construction, etc.) and elderly people who have visitors and caretakers coming to the house. We can’t just cut off historic rights.
- [CHAT] the focus should be on reducing emissions for commuters through incentivizing EV’s and increasing charging stations.
- Don’t remove our historic rights in neighborhoods (on-street parking)
- That is an entitlement

Wrap-Up Discussion

- [CHAT] This is exciting work, happy about removing minimums for new developments. With getting rid of minimums, are there ways to encourage SUMP principles in developments that aren't required to implement TDM? Is there plans to require TDM plans retroactively?
- The city parking minimums are not retroactive right? Concern about hill with occupancy and developers removing existing parking for more units. Big parking issues on the hill and now with ADUs this could have an impact- putting more cars on the hill.
- 15-minute neighborhoods- are you going to control what goes into this?
- if someone has a parking lot, under the new rules, could they eliminate the lot and put a new building?
- let's get real about why parking minimums exist, and developers will build as much as they can if they don't have to build parking (or can take parking away).
- That isn't addressing changes to transportation and the other strategies to offset these changes and have environmental impacts
- [CHAT] my main concern is that we should focus on reducing emissions, and consider the cards largely commuting from out of town the best thing boulder could do is incentive more EVs. I drive an EV and live in an apartment with no charging, and using the public charging system is deplorable. There are the same number of level 2 and I believe it's 10 fast charger from when I moved here three years ago. Also, you have to be at a charger much longer, 8-12 hours for level 2. Our current public charging system is akin to only having two gas pumps for all the cars of boulder. Due to the difficulty I've had here, Boulder you have made me decide to sell my EV and go back to a regular car. you have failed miserably. if you all really care about env/emissions, get more EV fast chargers
- [CHAT] It sounds like this isn't just for new lots, but reducing existing lots, that are already overfull.
- Confused about eliminating parking minimums. Trying to understand how this intersects with occupancy on the Hill. Investors are buying up properties and drive out families. Big parking issues on the Hill. More and more cars on the Hill. 15 minute neighborhoods – can the Fox Theatre be allowed in a Residential neighborhood with no parking!?
- [CHAT] if you use Fox theater as an example- or other businesses that were grandfathered in- was built before parking requirements. Imagine what our downtown would be like if this wasn't the case for this and other downtown buildings, grateful this is changing .
- Impressed with team and how NPP will be addressed. Exciting.
- Grateful that this is changing.
- USPS workers – They're the first people in the neighborhood – Wonderful amenity, but once you start charging for parking, it raises questions about where workers will park.
- Community vitality and parking on the street, CV never talks about the space as if it were a valued community asset.

Attachment J - Summary of Community Meeting Comments

- In our NPPs, we need to make a distinction between a student, (short term) someone who parks for long periods (long term) – It should be valued more. Cites the High Cost of Free Parking. Paved Paradise.
- TDM – We’ve been talking about EcoPass as a venerable program for 25 years, not sure it deserves that praise. Would like to see the phone data on how it shapes our TDM plans. They can figure out how people are moving (what modes).
- Landscaping services are not a luxury and parking is needed by elderly care people. Mapleton Hill specifically – Don’t discriminate against seniors. We will protest if you remove placards.
- [CHAT] Lots to wrap our heads around. Thank you for this conversation. It is my hope all these changes will address the impacts to my Uni-Hill Neighborhood.

Houde, Lisa

From: Mueller, Brad
Sent: Thursday, April 17, 2025 7:45 PM
To: Guiler, Karl; Houde, Lisa
Subject: FW: Parking Reform in Boulder & New Resources from SWEEP

For the AMP public comment file

From: Matt Frommer <mfrommer@swenergy.org>
Sent: Wednesday, April 16, 2025 5:09 PM
Cc: Caroline Leland <cleland@swenergy.org>
Subject: Parking Reform in Boulder & New Resources from SWEEP

External Sender Notice This email was sent by an external sender.

Boulder local elected officials and staff,

We wanted to thank you for taking steps to eliminate parking mandates citywide. As you know, these reforms have potential to reduce housing costs, minimize the oversupply of parking, cut pollution, and lower administrative burdens on city staff. You are in good company, as several other Colorado localities have also taken steps in that direction, including [Longmont](#) (June 2024) and [Denver](#). Nationwide, you are joining [over 50 others](#) – from Richmond, Virginia to Bend, Oregon to Durham, North Carolina – that have eliminated parking mandates citywide.

We recently published [a suite of resources on parking reform](#) to support your public-facing communications:

- [Parking](#)
- [Reform Primer](#)
- [Parking](#)
- [Reform 2-pager](#)
- [Parking](#)
- [Reform FAQ](#)
- [Parking](#)
- [Reform Presentation](#)

SWEEP is here to support you in making these beneficial changes in your community. Please don't hesitate to reach out with any questions.

Thanks,
Matt

--



Matt Frommer (he/him) | Transportation & Land
Use Policy
Managermfrommer@swenergy.org | 908-432-1556



Southwest Energy Efficiency Project
(SWEET)swenergy.org

Houde, Lisa

From: Ferro, Charles
Sent: Wednesday, January 8, 2025 5:06 PM
To: Guiler, Karl; Houde, Lisa
Subject: FW: No more parking minimums!

From: Mark Bloomfield <mark@averde.ai>
Sent: Wednesday, January 8, 2025 5:03 PM
To: boulderplanningboard <boulderplanningboard@bouldercolorado.gov>
Subject: No more parking minimums!

External Sender Notice This email was sent by an external sender.

Please eliminate parking minimums across the board. There are many good reasons - increase density, reduce traffic, reduce carbon footprint, increase affordable/missing middle housing.

Thanks for all your hard work!

--

Mark Bloomfield
mark@averde.ai
720.589.2895

Houde, Lisa

From: Alexey Davies <membership@communitycycles.org>
Sent: Wednesday, November 13, 2024 10:48 AM
To: Houde, Lisa
Cc: Hagelin, Chris; sue; alexey@communitycycles.org; drmikemills@gmail.com; Charles Brock; Watson, Valerie
Subject: Re: Scope of AMPs & request

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lisa

We look forward to working with you during the spring engagement! Here is some of our preliminary input.

1- Input on [Land Use code 9-9-6](#) - TABLE 9-8: OFF-STREET BICYCLE PARKING REQUIREMENTS. Boulder's requirements for new development compared to the C-parking research matrix table aren't bad, However, to meet Boulder to meet 80% mode share goal for residents we need to do better.

- Dwelling w/o garage, 2 per unit currently. CC: 2 per unit, plus 1 space per each bedroom over 2.
- ADU, 0 currently. CC: 1 per basic unit, 2 if larger size ADU is allowed
- Group living varies, per bed currently. CC: 1 per bedroom.
- Retail, 1 per 750 square feet of floor area, minimum of 4 currently. CC: Shift to 1 per 250 square feet, minimum of 4, with 25/75 LT/ST split.
- Restaurants, 1 per 750 square feet of floor area, minimum of 4 currently. CC: As with autos; 1 space per 3 seats, minimum of four. Assume that 25% of customers arrive by bike.
- Other, CC: Default to retail standard of 1 per 250 sq. ft., minimum of 4.

2- Input on Bike parking in the [DCS](#) (section 2-44,45,46):

- Size for the parking spot needs to be somewhat larger for e-bikes. Some spots (20%) should be provided for cargo bikes that can exceed 8 feet and up to 3 feet in width.
- We've seen a bunch of development being proposed with vertical hanging bike racks (for example, 2555 30th St., LUR2023-00046) Using vertical parking is very difficult for most e-bike owners, as well as for standard bikes handled by less physically capable people, or with bikes with racks, panniers, and baskets. Is the Director really approving all of these installations (and is this Mark Garcia)? If space is an issue, we would like to work with the Director on better options, ideally following [guidelines from the Association of Pedestrian and Bicycle Planners](#). Vertical hanging bike racks may be an option for some especially constrained cases, but the total long-term parking should not be more than 25% hanging. [High quality, mechanically assisted, stacked racks](#) may also be a better option than vertical racks where space is limited, but come with maintenance requirements.
- Specifications should be developed for bike lockers (e.g., size, security method, spacing).
- Long-term bike storage should be accessible without using stairs or elevators (with possible exceptions for extremely unusual cases by the Director). Access to the outdoors from a long-term storage room should be through a single door. If a grade change is required, an ADA-compliant ramp should be provided. The entrance should be well marked.
- Long-term bicycle storage should be linked to building entrances or internal access, so that bike users can park their bikes and immediately enter the main building or have access to the building interior directly from the storage room.
- There should be one 15A, GFI electrical outlet provided for every three long term bike parking spaces to permit charging of e-bikes. This would effectively permit charging on 2/3 of the spaces.

- Short term bike parking should be lighted at night and located near front or common building entrances to enhance security.

3- Re: What do you mean by applying parking code to existing buildings? New zoning regulations typically apply only when a building is expanded or the site is significantly modified. Is this sufficient, or are you thinking every building needs to update their bike parking outside of any changes or permits? I'd love to hear a bit more about this.

We are thinking of the latter, namely requiring updates to bike parking regardless of significant changes/permits underway. The rationale for this is clear; given the rise of more expensive e-bikes and increased bike theft rate in recent years, a primary goal for this suggestion is to reduce bike theft, which we feel deters bicycle use and thus impacts VMT. Additionally, bikes parked outside are exposed to the elements and degrade quickly in the weather. Carrying an e-bike or standard bike up stairs in apartment complexes is not a viable option for most tenants (and in fact may be prohibited in lease agreements).

This is not without precedent; Boulder implemented SmartRegs for existing residential rental properties, so we envision something similar. This would need to be phased in and of course would need to be very carefully evaluated with respect to the impact of costs on tenants. Ideally the city could get a grant and use the funds to purchase racks and provide installation guidance. Improved, sheltered, secure bike parking could in fact become part of the SmartRegs calculations, providing a carrot for the owners of complexes.

There is an equity component to this as well. Lower income tenants are more likely to rely on bicycles for transportation, yet live in older complexes where secure bike parking is not provided. We feel that this rationale would help make such changes palatable for City Council members. Tara Winer, in particular, is very interested in pursuing efforts to reduce bike theft and make cycling more tenable for residents.

Beyond residential units, there are many older commercial plazas and buildings that also need an improvement in bike parking for safety and convenience. We suggest that improved bike parking be triggered whenever a permit of any type is pulled in a location where bike parking does not meet current standards. Again, considering the cost impacts on small and/or marginal businesses, we would need to have a program in place to provide bike racks and installation assistance, and would need to be willing to give up a parking space or two for the installation of bike racks.

Community Cycles Advocacy Committee

Houde, Lisa

From: Ferro, Charles
Sent: Monday, August 19, 2024 3:20 PM
To: Houde, Lisa; Guiler, Karl
Subject: FW: Community Cycles input on Parking Minimums

fyi

From: Alexey Davies <membership@communitycycles.org>
Sent: Monday, August 19, 2024 3:17 PM
To: boulderplanningboard <boulderplanningboard@bouldercolorado.gov>
Cc: Alexey Davies <alexey@communitycycles.org>; sue <sue@communitycycles.org>
Subject: Community Cycles input on Parking Minimums

External Sender Notice This email was sent by an external sender.

Dear Planning Board

Community Cycles supports eliminating Parking Minimums in Boulder.

Below is our statement we presented to Council prior to the Council priority setting retreat:

Off-Street Parking

Minimum off-street parking requirements convert land that could be used for additional housing or vegetation to asphalt, a medium inconsistent with any use other than cars. This substantially increases the cost of housing ([an additional \\$225 per month in rent, on average](#)) and pushes things apart, meaning greater distances to shopping, restaurants and services working against the BVCP policy of [15-Minute neighborhoods](#). Parking requirements are also deeply unfair to the [30% or so of people who don't drive](#), a population that is disproportionately lower-income, elderly, disabled, or people of color.

Below is how this initiative supports the City of Boulder's Strategic Plan:

Livable - Strategy #6: Define and establish Boulder's 15-minute neighborhood model.
Economic Vitality - Strategy #15: Streamline processes for housing, parking, infrastructure, land use, and events that tie directly to priority community outcomes.

Thank you for your work
Community Cycles Advocacy Committee

--

ride on!

alexey davies

alexey@communitycycles.org

Advocacy & Membership Director Community Cycles

www.communitycycles.org

303-641-3593

2601 Spruce St, Unit B (in the back)

Houde, Lisa

From: Alexey Davies <membership@communitycycles.org>
Sent: Tuesday, January 21, 2025 4:14 PM
To: TAB
Cc: Houde, Lisa; Hagelin, Chris; sue; Trish
Subject: AMPS and TDM update

External Sender Notice This email was sent by an external sender.

Dear TAB Members

Community Cycles is excited to see potential updates to Boulder's bike parking code. Secure and sufficient bike parking is fundamental to meeting our TMP goals and reducing Boulder's serious bike theft problem.

We have met with Transportation and P&DS with regards to bike parking requirements both for new builds and existing buildings.

In addition to improvements to facilitate electric and cargo bikes as well as capacity changes, we need to address our thousands of existing buildings. Boulder has demonstrated that code changes can be applied retroactively, such as for SmartRegs for new or renewed rental licenses as well as for houses in the Wildfire Urban interface where we understand that mitigation improvements must be made for remodels. We suggest pursuing code changes triggered by a permit, license, or other mechanism. To incentivise these upgrades, we suggest potentially a waiver of permit fees and easier ways to meet the code requirements such as sending a photo or self-certification.

We look forward to working with staff further on bike parking requirements and encourage your support. Thank you

For your reference, attached are our recommendations to city staff for code changes (if you like details): https://docs.google.com/document/d/1sTrP8bfPXYRp4uVF2lrglGrfjO5vUlvrwB-zEF4u76k/edit?usp=drive_link



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ride on!
alexey davies

alexey@communitycycles.org

Advocacy & Membership Director Community Cycles

www.communitycycles.org

303-641-3593

2601 Spruce St, Unit B (in the back)

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Houde, Lisa

From: Alexey Davies <membership@communitycycles.org>
Sent: Friday, May 9, 2025 3:01 PM
To: TAB
Cc: Houde, Lisa; sue; Alexey Davies; Watson, Valerie; Hagelin, Chris; Mueller, Brad; Trish
Subject: Community Cycles input on Bike Parking Code

External Sender Notice This email was sent by an external sender.

Dear members of TAB:

Community Cycles is looking forward to code changes that will improve bike parking security for cyclists. We much appreciate the City's intent to create stronger rules. Today we see new building proposals with grossly inadequate bicycle parking. It may be that some developers are simply unaware of the need or the methods to address the need. Good bike parking --parking that is safe, convenient, and easy to use for people of all ages and abilities-- can strongly promote the amount of bicycling, which in turn can reduce the emissions from automobile travel. The recent City of Boulder news release shows Boulder's commitment to secure bike infrastructure and Boulder's building code is foundational in achieving secure bike parking. We offer these comments and suggestions for improving the proposed changes.

1- Vertical and stacked/tiered racks

The Community Cycles Advocacy Committee recently discussed the proposed design rule and we do not support vertical and stacked/tiered bicycle storage in residential buildings. This aligns with the [Cambridge Bike Parking Guide](#) where bike racks must keep both wheels on the ground. We want to limit these types of racks to no more than five percent of the bike parking spaces.

If we truly want to encourage bicycling as a primary transportation mode in Boulder, we need good bike racks and safe bike storage in far more places. Multi-family residential buildings need to have ample, easy, accessible, and secure bicycle parking. Vertical and stacked bike racks fail on the "easy" and "accessible" criteria. Vertical and stacked racks can be difficult or impossible for people with mobility or strength challenges. These racks often are not suitable for e-bikes or cargo bikes due to the length and/or weight of e-bikes. Some of these racks may not accommodate the wide tires of many bikes. There are lift-assist devices that can help with some of these issues. But such mechanisms require maintenance. We are concerned that some landlords will not sufficiently maintain the racks or will not fix broken systems. Just as parking lots require regular maintenance and striping, lift-assist bike parking also requires servicing.

According to city staff, the space required for bike parking impacts the FAR (floor-area-ratio), implying bike parking means less housing. We suggest two mechanisms to address impacts to FAR:

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- More bicycle parking can come from car parking spaces, especially once parking minimums are eliminated.
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-
- Simply exempt bike parking areas from FAR.
-

2- Rack clearances

The rack clearances (below) in DCS Section 2.11(H)(1)(a) are not sufficient for stacked/tiered racks. Tiered racks typically have a ramp that extends out from the rack and would not allow a bike to be removed with only a 6' clearance.

- (v) The location of a bike rack shall maintain a minimum sidewalk width of 6 feet from any bicycle racks

3- Cargo bike parking

Spaces reserved for cargo bikes need to be clearly marked with signage so non-cargo or large e-bikes do not park in these spaces.

4-Bike locker dimensions

The DCS2-44(C)iii - The requirement for bike locker width is too narrow. Many bike handlebars are in excess of 24", including many city bikes & mountain bikes.

5-Elevators

The use of elevators to bring bikes to parking areas can be quite problematic. A regular bike may not fit in smaller elevators. Bikes reduce elevator capacity for regular passengers. Cargo and e-bikes are even more constrained. So if a proposed development will rely on elevators to access bicycle parking, there needs to be a requirement for a minimum dimension, sufficient in size to fit a cargo bike parallel to an elevator wall; i.e., cyclists won't have to place the bike diagonally within the elevator.

The prior draft did not allow for the use of elevators: "The bicycle parking area shall be located on site or in an area within three hundred feet of the building it serves **and shall not require the use of stairs or an elevators to access the area, but may use a ramp if needed for grade changes.**"

The current draft allows elevators by omitting "or elevator": .

- (B) The bicycle parking area shall be located on site or in an area building it serves and shall not require the use of stairs to acc

Future Work needs to be staffed

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- 2.
3. Utilization study
- 4.

We are glad P&DS is considering a utilization study to determine the quantity of bike racks needed at developments. We previously noted that one bike parking space per unit can be quite insufficient for group living where some units are five bedrooms. Let's work together on how to get this funded so it can be on an upcoming staff work plan.

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- 3.

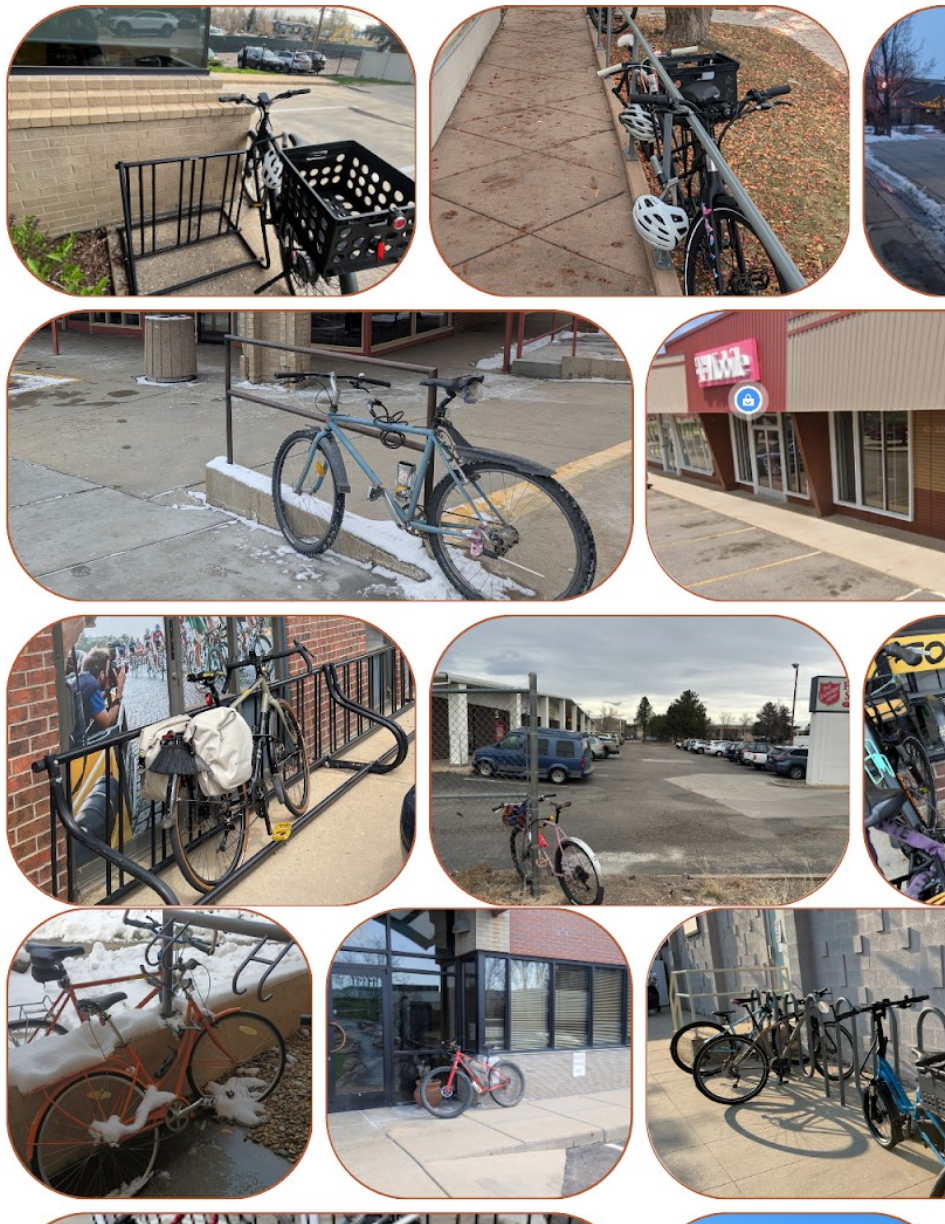
4. Retroactive application of code**5.**

There needs to be a phased-in retroactive application of the bike parking code. Most commercial and multi-unit residential property bike parking spaces in Boulder do not even meet the old code, assuming the site even has racks.

Given the rise of more expensive e-bikes and increased bike theft rate in recent years, a primary goal for this suggestion is to reduce bike theft, which we feel deters bicycle use and thus impacts VMT. Additionally, bikes parked outside are exposed to the elements and degrade quickly in the weather. Carrying an e-bike or standard bike up stairs in apartment complexes is not a viable option for most tenants (and in fact may be prohibited in lease agreements).

There is an equity component to this as well. Lower income tenants are more likely to rely on bicycles for transportation, yet live in older complexes where secure bike parking is not provided.

Beyond residential units, there are many older commercial plazas and buildings that also need an improvement in bike parking for safety and convenience.



At the October TAB meeting board member Mike Mills asked about retroactively applying code and the response was that it was in scope. Now we understand that the city attorney says it is problematic and can't be done. We disagree.

Retroactive code changes are not without precedent. Boulder implemented SmartRegs for existing residential rental properties. Now existing attached ADUs must now also meet SmartRegs by the end of the year. Beyond SmartRegs, both outdoor lighting requirements and wood shingle roofs were required to be replaced over a 25 year period. So there is precedent for policies that force retroactive changes for reasons varying from climate mitigation to fire safety to wildlife protection.

Community Cycles recognizes that retroactive application of bike parking rules presents some challenges. But this city needs much better, much more bicycle parking. The existing bike parking deficiencies will greatly outweigh the improved parking of new developments for a very long time. The City needs to work on this problem in phases (potentially short term parking could be addressed first) and of course potential solutions need to be carefully evaluated with respect to the impact of costs on tenants.

Change could happen with a combination of carrot and stick. On the carrot side, there could be incentives like waived fees. There also could be a program to help finance new bike racks via grants or state TDM money for small and/or marginal businesses and low- and middle-income housing. The City could also provide diagrams and explanations for converting car parking spaces into covered and secure bike parking areas, similar to the "bus then bike" shelters provided at some RTD locations.

On the stick side, the new rules could come into effect whenever a permit of any type is pulled in a location where bike parking does not meet current standards. Perhaps the rules could have some flexibility to address the differing challenges in existing buildings.

This is a complex topic that needs further discussion and analysis. Nonetheless, the challenge of parking in and around existing buildings is an urgent need. We hope to work with the City to address this problem in a timely manner.

Thank You
Community Cycles Advocacy Committee

--

ride on!

alexey davies

alexey@communitycycles.org

Advocacy & Membership Director Community Cycles

www.communitycycles.org

303-641-3593

2601 Spruce St, Unit B (in the back)

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Houde, Lisa

From: Macon Cowles <macon.cowles@gmail.com>
Sent: Thursday, January 23, 2025 12:48 PM
To: Bromberg, Samantha; Houde, Lisa; Jones, Cris; Hagelin, Chris
Subject: Writeup on the AMPS project at Council tonight

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Samantha, Lisa, Chris and Cris,

I thought you might be interested in the [article in Boulder Housing Network](#) about the AMPS project you will be discussing tonight.

Also, I invite staff working on AMPS to look into the important and new principles about parking backed by research in Prof. Donald Shoup's *The High Cost of Free Parking* and Henry Grabar's very recent book, *Paved Paradise: How Parking Explains the World*.

Don Shoup wrote his book *The High Cost of Free Parking* in 2005. I read it when I was on Planning Board, and I gave my copy of it to a Planning Board member, no longer serving, four years ago. His idea is that on street parking management should support the vitality of the businesses adjacent to the parking. And that this is accomplished by dynamic pricing. You want to management curbside parking so that there are 1/4 or so of the spaces in a block are generally free so that people can find parking at low cost quickly to make a purchase from adjacent businesses. Where people intend to store their cars for longer periods of time, the price per minute rises substantially to discourage longer parking in spots that can provide convenient access to adjacent stores.

Shoup Key Themes and Concepts: 1. Parking Minimums:

- Shoup criticizes mandatory parking minimums in zoning regulations, which require developers to provide a specific number of parking spaces for buildings. He argues these requirements inflate construction costs, increase urban sprawl, and prioritize cars over other forms of transportation.

2. Hidden Costs of Free Parking:

- While parking may seem "free" to drivers, the costs are passed on indirectly through higher housing prices, increased goods and service costs, and reduced urban land availability for other uses.

3. Environmental Impacts:

- Free parking encourages car dependency, which leads to increased vehicle miles traveled, greenhouse gas emissions, and air pollution. It also contributes to heat islands and water runoff issues.

4. Economic Distortions:

- Free parking acts as a subsidy for driving, distorting transportation choices by making it artificially cheaper than alternatives like public transit, biking, or walking.

5. Shoup's Solutions:

- **Eliminate Parking Minimums:** Replace rigid parking requirements with more flexible policies that let the market determine the amount of parking needed.

- **Dynamic Pricing for Parking:** Use variable parking fees to manage demand, ensuring that spaces are always available without overbuilding.

- **Parking Revenue for Public Benefits:** Invest parking revenue in local infrastructure, such as sidewalks, bike lanes, and public transit, to create more sustainable and equitable urban environments.

Henry Grabar puts the cost of on street parking at several thousands of dollars a year per space. He factors in to that lost tax revenue from dedicating some of the most valuable land in the city to parking and car storage. There are some good reviews of Grabar's book which assert that the book is so entertaining, it makes great summer reading! NYT review, [America, Land of Free Parking](#). I read this book and it is really fun. Below are some salient points from Grabar: **Key Contributions of Paved Paradise: 1. Parking**

as a Source of Inequity:

- Grabar highlights how parking policies exacerbate social and economic inequality. For example:
- Excessive parking requirements raise housing costs, making urban areas less affordable.
- Communities often prioritize car owners at the expense of non-drivers, creating inequitable access to urban resources.

2. Environmental Impacts:

- Grabar expands on the environmental costs of parking, including urban heat islands, increased stormwater runoff, and the destruction of green spaces.
- He ties these impacts to broader concerns about climate change and sustainability.

3. Parking Lot Surplus and Waste:

- Grabar reveals how much space is wasted on parking lots, particularly in suburban and exurban areas. He discusses how parking minimums have led to oversized lots that are often underutilized. For example, he notes that many large retail chains, such as Walmart, maintain massive parking lots that are rarely full, a result of outdated zoning laws.

4. Parking's Role in Housing Crises:

- **One of Grabar's major contributions is linking parking policies directly to the housing crisis. He demonstrates how parking minimums have inflated the cost of housing by requiring developers to allocate expensive space to parking rather than living units.**

- He argues that eliminating parking mandates is a critical step toward addressing housing shortages, particularly in high-demand cities.

8. Parking as a Political Issue:

- Grabar emphasizes how parking has become a flashpoint in local politics, with debates over parking policy reflecting broader conflicts about urban development, gentrification, and climate action.

Thank you.

Macon Cowles

Boulder City Council Member Emeritus (2007-2015)

macon.cowles@gmail.com

(303) 447-3062

Houde, Lisa

From: Ferro, Charles
Sent: Thursday, August 15, 2024 11:11 AM
To: Guiler, Karl; Houde, Lisa
Subject: FW: Parking Minimums - Better Boulder Position

Follow Up Flag: Follow up
Flag Status: Flagged

From: Elisabeth Patterson <elisabeth.patterson@gmail.com>
Sent: Wednesday, August 14, 2024 5:28 PM
To: boulderplanningboard <boulderplanningboard@bouldercolorado.gov>
Cc: Better Boulder Board of Directors <better-boulder-board@googlegroups.com>
Subject: Parking Minimums - Better Boulder Position

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Members of Planning Board,

In advance of your August 20 meeting, Better Boulder would like to resubmit our position on parking minimums.

Parking Minimums and Transportation

Better Boulder supports eliminating minimum parking requirements citywide, including in residential zones, commercial zones, mixed use areas, affordable housing developments and for ADUs, in both new and existing developments. We expect the City to continue to provide parking for people with disabilities as required by ADA. We encourage the City to identify incentives other than parking reductions to encourage more affordable units, purchase of EcoPasses, and other community benefits. The City should also continue to institute incentives for alternatives to parking such as having flex cars available for resident use, safe, secure, and sheltered bike parking, Eco-passes, and Boulder BCycle bike stations in close proximity.

Elisabeth Patterson
Executive Director
Better Boulder
303 931 8331



TAB Discussion – May 12, 2025

Clarifying Questions

- Enforcement of on-street parking
- Bike parking on Google maps
- What is the NPP
- How were the thresholds determined for TDM

Discussion

- Consider not counting bike parking as FAR
- Some interest in exploring retroactivity of ordinance
- Might not need to specify bike rack types, just how they function
- Lighting is very important for feeling safe when storing bikes
- Potentially require unbundled fees for bike parking
- Higher requirement for cargo bike parking, could it be based on use type
- Reorganization of security standards in ordinance
- Could there be engineering judgment to require a higher bike parking requirement than the code establishes
- Potential to review bike parking requirements every few years
- 5% e-bike charging requirement may be too low as their use increases, but maybe that should be addressed after a bike parking utilization study is completed
- Are there e-bike requirements in the Energy Conservation Code?
- What is driving the June deadline? Maybe there should be more time for the bike parking part of the ordinance. Could Council split it off separately?
- Might need minimum dimensions for elevators if used to access bike parking
- How does TAB feedback get shared with Council?

TAB Motion

Transportation Advisory Board recommends that City Council adopt the following proposed ordinances:

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

Transportation Advisory Board recommends that staff consider incorporation of comments from Community Cycles and Transportation Advisory Board Member Michael Le Desma, and supports a future work plan item to further study bicycle parking.

Houde, Lisa

From: Alexey Davies <membership@communitycycles.org>
Sent: Friday, May 9, 2025 3:01 PM
To: TAB
Cc: Houde, Lisa; sue; Alexey Davies; Watson, Valerie; Hagelin, Chris; Mueller, Brad; Trish
Subject: Community Cycles input on Bike Parking Code

External Sender Notice This email was sent by an external sender.

Dear members of TAB:

Community Cycles is looking forward to code changes that will improve bike parking security for cyclists. We much appreciate the City's intent to create stronger rules. Today we see new building proposals with grossly inadequate bicycle parking. It may be that some developers are simply unaware of the need or the methods to address the need. Good bike parking --parking that is safe, convenient, and easy to use for people of all ages and abilities-- can strongly promote the amount of bicycling, which in turn can reduce the emissions from automobile travel. The recent City of Boulder news release shows Boulder's commitment to secure bike infrastructure and Boulder's building code is foundational in achieving secure bike parking. We offer these comments and suggestions for improving the proposed changes.

1- Vertical and stacked/tiered racks

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If we truly want to encourage bicycling as a primary transportation mode in Boulder, we need good bike racks and safe bike storage in far more places. Multi-family residential buildings need to have ample, easy, accessible, and secure bicycle parking. Vertical and stacked bike racks fail on the "easy" and "accessible" criteria. Vertical and stacked racks can be difficult or impossible for people with mobility or strength challenges. These racks often are not suitable for e-bikes or cargo bikes due to the length and/or weight of e-bikes. Some of these racks may not accommodate the wide tires of many bikes. There are lift-assist devices that can help with some of these issues. But such mechanisms require maintenance. We are concerned that some landlords will not sufficiently maintain the racks or will not fix broken systems. Just as parking lots require regular maintenance and striping, lift-assist bike parking also requires servicing.

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Future Work needs to be staffed

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4. Retroactive application of code

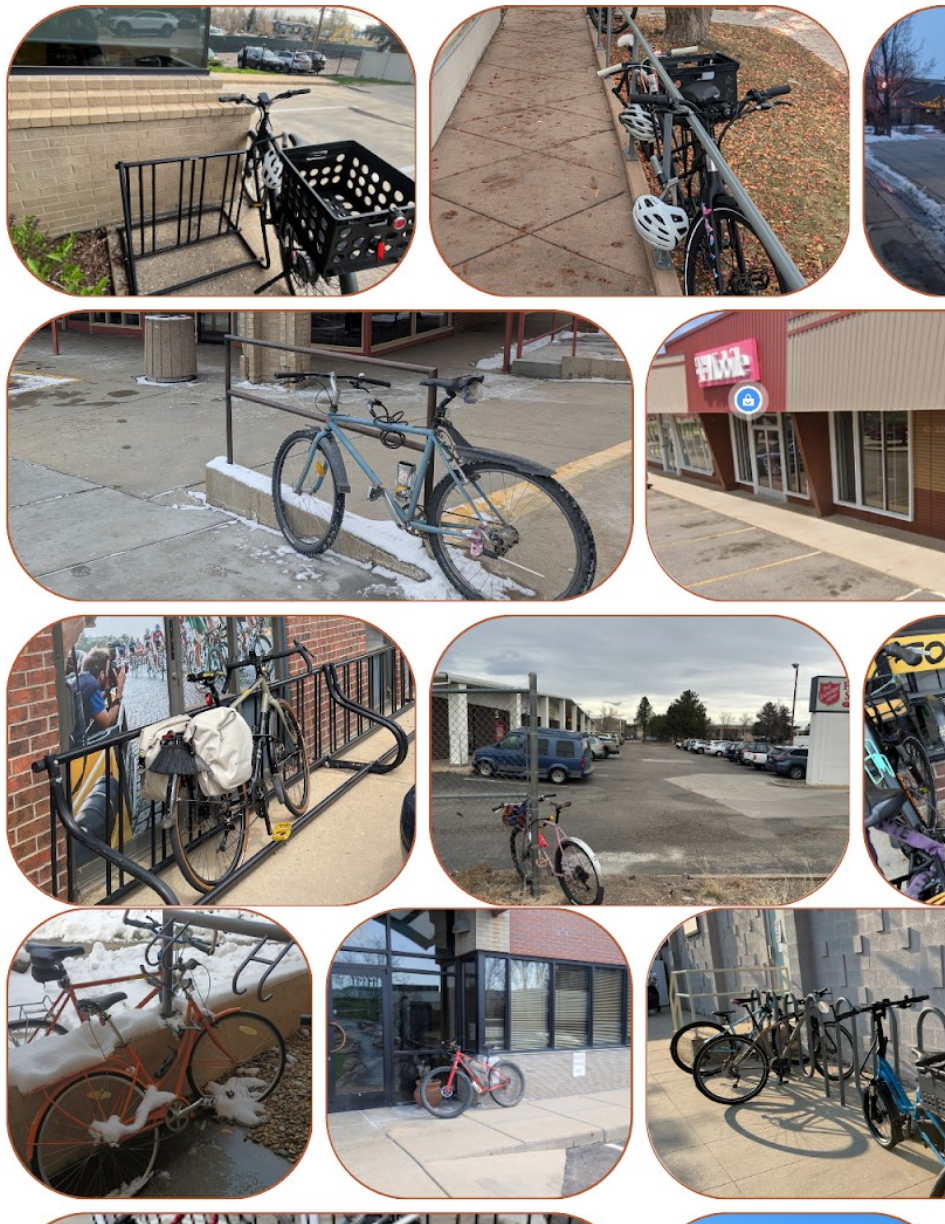
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There needs to be a phased-in retroactive application of the bike parking code. Most commercial and multi-unit residential property bike parking spaces in Boulder do not even meet the old code, assuming the site even has racks.

Given the rise of more expensive e-bikes and increased bike theft rate in recent years, a primary goal for this suggestion is to reduce bike theft, which we feel deters bicycle use and thus impacts VMT. Additionally, bikes parked outside are exposed to the elements and degrade quickly in the weather. Carrying an e-bike or standard bike up stairs in apartment complexes is not a viable option for most tenants (and in fact may be prohibited in lease agreements).

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Thank You
Community Cycles Advocacy Committee

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ride on!

alexey davies

alexey@communitycycles.org

Advocacy & Membership Director Community Cycles

www.communitycycles.org

303-641-3593

2601 Spruce St, Unit B (in the back)

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COMMENTS FROM TAB MEMBER MICHAEL LE DESMA - 5/10/25

Proposed Changes & Rationale to Long-term Bicycle Parking Provisions.

The ordinance should:

- Define what long-term bicycle parking is in terms of minimum hours of expected stay. Three hours may be an appropriate threshold.
- Organize the criteria for acceptability in terms of (1) Quantity and compositions, (2) Security, (3) Safety and comfort, and (4) Accessibility. This should make the ordinance easier to follow and to help ensure that like issues are addressed together.

Quantity & Composition

- In terms of the quantity of bike parking, the ordinance should have a failsafe provision to ensure that more bike parking is provided than specified in Table 9 when experience or judgment indicates that more will be needed. That is, it should not be acceptable to provide only the minimum bike parking specified in Table 9 when there is reason to believe that more will actually be needed. For example, if a building provides bike parking that is already overwhelmed despite meeting the minima specified in Table 9, redevelopment of that building or its parking area to provide the same insufficient parking should not be permissible.
- The ordinance should require that at least some (maybe 15%) of the bike parking is large enough to accommodate cargo bikes, which are often longer (and wider) than regular bikes. Cargo bikes can be as long as 102 inches.
- The ordinance should require that there be some parking spaces that can accommodate e-trikes. Particularly at facilities expected to house the elderly (for whom the balance required by a two-wheeled bike may be a challenge), it may be a good idea to require at least 10% of the bike parking be of this variety. Perhaps as little as 2% could be acceptable elsewhere.
- The ordinance should expressly require that parking spots accommodate bikes of varying tire widths and wheelbase. Otherwise, child bikes, cargo bikes, and fat tire bikes might be unable to use the parking.
- Given the rapid growth of e-bike sales, it's important for some significant portion of the parking to have code-compliant electrical outlets to support charging of e-bikes.
- The ordinance should get away from defining permissible rack style (vertical, horizontal, lift, ramp) and, instead, define acceptable racks by what they require of the user. For example, the regulation could require that racks be usable by persons with a lifting capacity of no more than 20 pounds (typical of the elderly) and stature of no less than 4 feet. This would ensure that racks remain usable by the widest range of likely users even as new space-saving designs emerge.
- The ordinance should expressly require that racks be designed and located to allow bikes to be locked by the frame to the rack and that baskets and racks need not be removed to use the rack.

Security

- The ordinance presently seems to structure bike security around storage typologies but it may be useful to, instead, structure this section as a matrix of surveillance and securement strategies because the strength of one diminishes the need for the other. Surveillance could, for example, begin at the low end with less-than-continuous supervision by facility staff of the storage location and end on the high end with continuous, recorded video surveillance. Securement could begin on the low end with an indoor rack and end on the high end with a robustly locked, walled-in space where access by specific individuals is monitored and recorded electronically by token or badge. Between these extremes there will be various combinations of surveillance and securement that should do the trick. Using a matrix would give developers a framework in which to make tradeoffs.

Safety & Comfort

- The ordinance presently requires “cover”, but should probably more expressly require that bikes be protected from precipitation. In Boulder, high winds often blow precipitation sideways, so mere cover might not actually protect bikes from the elements.
- The ordinance should be specific about minimum space required to move bikes into and out of parking spots. That is, it should define these spaces in terms of inches of required clearance based on the size of the bikes that would need to access that space.
- The ordinance should specify minimum levels of lighting in the storage area. Often, developers will stick bike parking in some dark corner of a parking garage that many users (like women and children) will feel is unsafe to visit. A minimum lux of 600 should address that problem.
- The ordinance should require that the path to available bike parking is clearly marked.
- The ordinance presently requires that out-building parking be located no more than 300 feet from the main building. This is probably too far, particularly for those who may be transporting groceries or children from the bike parking to the building. I recommend that this distance be at least halved. I also recommend that the ordinance expressly require that the route to such an out-building be illuminated with at least the lux of typical streetlights (around 20 lux).
- It is probably a good idea to expressly require that bike storage be equipped with automatic fire suppression and alarms sufficient to control a battery fire.

Accessibility

- The ordinance should probably expressly require that bike parking remain accessible in all weather. In some places, snow, ice, water, or plants will need to be removed in order for the parking to remain accessible throughout the year.
- If the ordinance will allow cargo bike parking on floors accessible only by elevator, the ordinance should specify that the elevator must be sized to accommodate cargo bikes

and e-bikes, which can range from 80 to 102 inches. Hopefully, this would motivate the developer to provide cargo bike storage on the ground level.

- If parking will be accessible beyond stairs, the ordinance should specify that a ramp be provided and that the ramp have a grade of no more than 5%. This is important because many e-bikes are heavy enough that a steep ramp (say 8% grade) would be difficult for many users to use. It may also be useful to specify a minimum width of the ramp sufficient for cargo bikes and e-bikes to navigate any turns that the ramp may have.

Other Issues

- The ordinance does not presently address whether or not a fee may be assessed for use of bike parking. This should be addressed. I propose the same approach that is commonly used at gyms to govern use of lockers: for a fee, users can reserve a locker, and for all others it's first-come-first-served. *I also strongly suggest that no fee be permitted unless the storage area meets the security, safety, and comfort criteria in the ordinance. This may motivate landlords of existing structures to upgrade substandard bike parking such that a fee can be assessed for reserved parking. Also permissible fees should be capped so that bike parking fees are not usurious, perhaps capping them as a percentage of amounts charged for car parking with the assumption that 8 to 10 bikes can fit into a single car space.*
- The ordinance is presently not retroactive. I think it would be helpful to understand how some City ordinances have been made retroactive (such as to address the fire hazard of wood-shingled roofs) to ascertain whether and to what degree elements of this ordinance may also be made retroactive. It may be, for example, that there is a public safety justification for requiring the retroactive provisionment of code-compliant electrical service for charging e-bikes when users may otherwise create a fire risk by running narrow gauge, ungrounded extension cords to daisy-chained power strips. Similarly, some storage racks may endanger users by requiring more strength to use safely than many users can muster, creating a risk of injury from strain or from the bike falling should it be unsuccessfully mounted in/to the rack.
- The ordinance may usefully specify that racks that are not accessible to the bikes that may need to use them are functionally absent and, thus, do not meet minimum bike storage requirements, regardless of when the rack was installed. The aim of such a provision is to ensure that landlords cannot use the new standards as a shield against code enforcement for racks that were so substandard as to have always been functionally absent.

**CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
May 20, 2025
Hybrid Meeting**

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

PLANNING BOARD MEMBERS PRESENT:

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

PLANNING BOARD MEMBERS ABSENT:

Jorge Boone

STAFF PRESENT:

Brad Mueller, Director of Planning & Development Services
Charles Ferro, Development Review Senior Manager
Hella Pannewig, Assistant City Attorney
Lisa Houde, Code Amendment Principal Planner
Karl Guiler, Development Code Amendment Manager
Shannon Moeller, Planning Manager
Adam Olinger, City Planner
Stephen Rijo, Transportation Planning Manager
Chris Hagelin, Transportation Principal Project Manager
Samantha Bromberg, Community Vitality Senior Project Manager
Amanda Cusworth, Internal Operations Manager

1. CALL TO ORDER

M. McIntyre declared a quorum at 6:00 p.m. and the following business was conducted.

2. PUBLIC PARTICIPATION

There was no public participation

3. APPROVAL OF THE MINUTES

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

L. Kaplan made a motion, seconded by **ml Robles** to delay approval of all sets of minutes until staff is able to bring them back with edits. Planning Board voted 6-0. Motion passed.

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

A. CALL-UP ITEM: Site Review Amendment and Use Review to allow the existing structure at 1836 19th Street to be used as a single-family detached dwelling unit in the RH-2 zoning district and to amend the existing PUD (P-83-64) to maintain the existing rear deck. These applications are subject to potential call-up on or before May 22, 2025.

S. Moeller answered questions from the board. **L. Kaplan** and **ml Robles** called the item up.

B. CALL-UP ITEM: Minor Subdivision review to subdivide one existing lot into two new lots on the 14,392 square foot property at 855 Union Ave. This approval is subject to call-up on or before **May 21, 2025**.

This item was not called up.

5. PUBLIC HEARING ITEMS

A. PUBLIC HEARING and recommendation to City Council regarding the following proposed ordinances:

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

L. Houde, S. Bromberg and C. Hagelin presented the item to the board.

L. Houde, S. Bromberg and C. Hagelin answered questions from the board.

Public Participation:

Lisa Spalding
Alexey Davies

Board Comments:

Key Issue #1: Does the Planning Board recommend any modifications to draft Ordinance 8700 or 8696?

Key Issue #2 Does the Planning Board want to provide any additional guidance regarding the TDM ordinance currently under development that will complement draft Ordinance 8700 and 8696?

03:00:34

The board chose to break the item up into 3 parts for deliberation: Ordinance 8696, followed by Ordinance 8700, and lastly TDM.

In reference to Ord 8696 the board made the following comments:

C Hanson Thiem was largely supportive of the proposed ordinances as part of a long overdue shift away from “free parking” which has encouraged and subsidized car dependent development to the detriment of many other health, safety, and environmental goals of the city. She applauded the pilot program in Goss Grove and funds going to eco passes. That approach can affirm a transportation and mobility eco system. With regard to off-street parking, she was concerned about the loss of ADA spaces.

03:05:14

L. Kaplan said that on page 119 of the packet there is a section of the ordinance related to home occupations. She said some things were struck that have nothing to do with on-site parking. “No traffic is generated by such home occupation in volume that is inconsistent with the normal parking usage of the district” Staff should take a look at that. On page 148 in the ordinance talks about easy locking. Sometimes it is not adjacent bicycles it is about adjacent structures. On page 128, referring to site access and control and controlling vehicle access to the public right of way. It says, “The requirements of this section and subsections B through E below, apply to all land uses, including detached dwelling units, as follows, only if access to the property is provided for the purposes of off street parking, loading, space, or operational access or other provided vehicle circulation” She didn’t understand why that clause was included and suggested staff take another look. She agreed with community cycles about utilization study as a potential future work element.

03:11:17

MI Robles said removing the parking requirements is a significant land use shift. She thinks there should be strategies to incentivize that land could be used to achieve walkable neighborhoods. Let’s put the big parking lots to use to meet our goals. She would like to see a motion to exempt single family residential uses from the long term bike storage requirements.

K. Nordback does not feel that 9-9-5 c 8 related to curb cuts needed leading to parking spaces is not necessary. He agreed with **L. Kaplan** about bike parking requirements. He said that landscape thresholds are too high; perhaps they should be lowered. He would support eliminating parking mandates for numbers. He feels dimensional and geometric should be simplified and potentially eliminate some.

M. Roberts said he agreed with his colleagues and will save comments for motions to be made.

M. McIntyre also said he would save comments for motions.

The following motions were made in reference to Ordinance 8696:

03:23:05

C. Hanson Thiem made a motion, seconded by **K. Nordback** the Planning Board recommends that City Council adopt Ordinance 8696, amending Title 9, "Land Use Code," B.R.C. 1981, to modify off-street parking requirements, and amend Chapter 2 of the City of Boulder Design and Construction Standards (D.C.S.), originally adopted pursuant to Ordinance 5986, to update standards for bicycle parking. Planning Board voted 6-0. (J. Boone absent) Motion passed.

M. Roberts made a motion, seconded by **L. Kaplan** to recommend a change to ordinance 8696 to add language for schools serving any of grades K-12, long-term bicycle parking must include racks located within 100 feet of a main entrance. Planning Board voted 5-1 (M. McIntyre Dissent) (J. Boone absent) Motion passed.

M. Roberts made a motion, seconded by **M. McIntyre** to recommend a change to ordinance 8696 to add language that bicycle charging spaces shall accommodate larger bicycles with minimum dimensions of 8 feet long by 3 feet wide. Planning Board voted 6-0. (J. Boone absent) Motion passed.

M. Roberts made a motion, seconded by **K. Nordback** to recommend a change to ordinance 8696 to: for schools serving any grades K-8 schools, all bicycle parking intended to serve students must be horizontal. Planning Board voted 6-0. (J. Boone absent) Motion passed.

M. McIntyre made a motion, seconded by **C. Hanson Thiem** to recommend a change to ordinance 8696 to state that all long-term bike parking shall accommodate charging at all bike spaces with a standard electrical outlet within a 6' distance of each bike parking space. Planning Board voted 5-1 (L. Kaplan dissent). (J. Boone absent) Motion passed.

M. McIntyre made a motion, seconded by **K. Nordback** to recommend a change to ordinance 8696 to remove bicycle parking from Floor Area Ratio calculations and requirements. Planning Board voted 6-0. (J. Boone absent) Motion passed.

04:12:35

M. McIntyre made a motion, seconded by **C. Hanson Thiem** to recommend a change to ordinance 8696 to require changes to Table 9-4 be modified with the following requirements in the table:

Multi-unit Dwelling units without a private garage(b)	1 per bed
Group living - fraternities, sororities, and dormitories, boarding houses, transitional housing	1 per bed
Group living - all others	1 per 1.5 beds

Public and private elementary, middle, and high schools	The greater of 10 per classroom or 1 per 2 students based on mean attendance.
Public and private colleges and universities	The greater of 10 per classroom or 1 per 2 students based on mean attendance.
Office uses	1 per 750 square feet of floor area, minimum of 4

Planning Board voted 1-5 (all dissenting except M. McIntyre) (J. Boone absent) Motion Failed.

K. Nordback made a motion, seconded by **M. McIntyre** to request City Council and staff to consider simplifying or eliminating the parking dimensional standards, including the required 24' backup distance, from the code, in order to avoid unduly requiring design around large vehicles. Planning Board voted 6-0. (J. Boone absent) Motion passed.

MI Robles made a motion, seconded by **M. McIntyre** to recommend a change to Ordinance 8696 to exempt single-unit detached residences without a private garage from the long-term bike storage requirements. Planning Board voted 5-1. (K. Nordback dissent) (J. Boone absent) Motion passed.

04:38:08

L. Kaplan made a motion, seconded by **K. Nordback** to recommend a next step to monitor over the next three years whether Ordinance 8696 results in more or less parking in new development compared to current parking minimums and average parking reductions. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **C. Hanson Thiem** to recommend limiting vertical and stacked/tiered racks to 25% of bike parking spaces. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **M. Roberts** to Recommend that spaces reserved for cargo bikes need to be clearly marked with signage, so non-cargo do not park in these spaces. Planning Board voted 4-2. (C. Hanson Thiem, M. McIntyre dissent) (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **K. Nordback** to Recommend that staff examine whether and how to specify adequate elevator size minimums where parking relies solely on elevators. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **M. Roberts** to recommend that at least 20% of required spaces be designed for larger bikes (e.g. cargo bikes) where more than 5 spaces are required. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **M. Roberts** that Planning Board recommend a future utilization study to establish empirical requirements for bike parking quantities. Planning Board voted 6-0. (J. Boone absent) Motion passed.

L. Kaplan made a motion, seconded by **K. Nordback** to recommend development of a phased retroactive application of bike parking code to existing development. Planning Board voted 6-0. (J. Boone absent) Motion passed.

05:03:58

The board closed motions related to ordinance 8696 and moved onto ordinance 8700.

M. McIntyre made a motion, seconded by **C. Hanson Thiem** to recommend that City Council adopt the following proposed ordinance 8700, amending Section 2-2-15, “Neighborhood Permit Parking Zones,” and Chapter 4-23, “Neighborhood Parking Zone Permits,” to update regulations for on-street parking management. Planning Board voted 6-0. (J. Boone absent) Motion passed.

M. McIntyre made a motion, seconded by **M. Roberts** that Planning Board recommends a change to ordinance 8700 so that anytime the city approves a project through the site review process, where parking is required to be unbundled and paid, the city shall consider creating an appropriately sized NPP that surrounds the project. Planning Board voted 6-0. (J. Boone absent) Motion passed.

05:17:16

M. McIntyre made a motion, seconded by **C. Hanson Thiem** to continue the TDM portion of item 5 of tonight’s agenda to the May 27th Planning Board meeting. Planning Board voted 6-0. (J. Boone absent) Motion passed.

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

The planning board elected to take a brief summer recess. There will be no meetings held June 24th and July 1st.

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 11:21 PM.

APPROVED BY

Board Chair

DATE

ORDINANCE 8696

AN ORDINANCE AMENDING TITLE 9, "LAND USE CODE," B.R.C. 1981, TO MODIFY OFF-STREET PARKING REQUIREMENTS AND AMENDING CHAPTER 2 OF THE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS (D.C.S), ORIGINALLY ADOPTED PURSUANT TO ORDINANCE 5986, TO MODIFY STANDARDS FOR MOTOR VEHICLE AND BICYCLE PARKING; AND SETTING FORTH RELATED DETAILS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Section 7-6-23, "Parking for Certain Purposes Prohibited," B.R.C 1981 is amended to read as follows:

7-6-23. Parking for Certain Purposes Prohibited.

...

(b) No vehicle shall be parked upon any private property within any required yard abutting a street. *Required yard* means the minimum front yard setback for principal buildings, the minimum side yard setback from a street for all buildings and the minimum front and side yard setbacks from major roads set forth in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.

(1) As an exception to this prohibition, within districts zoned RR-1, RR-2, RE₂ or RL-1, RL-2, A or P, up to two vehicles may be parked on a paved or improved driveway which serves as access to ~~required~~ off-street parking provided on the lot in accordance with Sections 9-9-6, "Parking Standards," and 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.

(2) This subsection does not apply to recreational vehicles parked or stored in accordance with subsection 9-9-6(~~h~~), B.R.C. 1981.

Section 2. Section 9-1-3, Application of Regulations", B.R.C. 1981 is amended to read as follows:

9-1-3. Application of Regulations.

(a) General Applicability: The regulations, requirements, limitations and provisions of this title shall extend and apply only to land and the use of land within the corporate limits of the City of Boulder, Colorado, except as may otherwise be specified in this title.

(b) General Compliance Requirements:

(1) No building, structure or land may hereafter be used or occupied, and no building or structure or part thereof may hereafter be erected, constructed, moved or altered except in conformity with all of the regulations of this title.

(2) All lot area, open space, or yard requirements must be met on the lot or parcel creating the requirement for each building and use, unless modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981. ~~No part of a lot area, open space, off street parking area or yard required about or in connection with any building for the purposes of complying with this title, may be included as part of a lot area, an open space, off street parking area or yard similarly required for any other building or use, except as otherwise specifically permitted by the provisions of this title.~~

...

Section 3. Section 9-2-1, "Types of Reviews," B.R.C. 1981 is amended to read as follows:

9-2-1. Types of Reviews.

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

(b) Summary Chart:

TABLE 2-1: REVIEW PROCESSES SUMMARY CHART

<i>I. ADMINISTRATIVE REVIEWS</i>	<i>II. DEVELOPMENT REVIEW AND BOARD ACTION</i>
Affordable housing design review pursuant to Section 9-13-4, B.R.C. 1981	Annexation/initial zoning
<u>Bicycle parking reductions and modifications</u>	BOZA variances
Building permits	Concept plans
Change of address	Demolition, moving, and removal of buildings with potential historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition,

1	Change of street name	On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981
2	Conditional uses, as noted in Table 6-1: Use Table	Form-based code review
3	Demolition, moving, and removal of buildings with no historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981	Geophysical exploration permit
4		Landmark alteration certificates other than those that may be approved by staff per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981
5	Easement vacation	
6	Extension of development approval/staff level	Lot line adjustments
7	Landmark alteration certificates (staff review per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981)	Lot line elimination
8		Minor Subdivisions
9	Landscape standards variance	Out of city utility permit
10	Minor modification to approved site plan	Rezoning
11	Minor modification to approved form-based code review	Site review
12	Noise barriers along major streets per Paragraph 9-9-15(c)(7), B.R.C. 1981	Subdivisions
13	Nonconforming use extension	Use review
14	Parking deferral per Subsection 9-9-6(e), B.R.C. 1981	Vacations of street, alley, or access easement
15	Parking reduction of up to twenty five percent per Subsection 9-9-6(f), B.R.C. 1981	
16	Parking reductions and modifications for bicycle parking per Paragraph 9-9-6(g)(6), B.R.C. 1981	
17		
18	Parking stall <u>size reduction</u> variances	
19	Public utility	
20	Rescission of development approval	
21	Revocable permit	
22	Right-of-way lease	
23	Setback variance	
24	Site access <u>exception</u> variance	
25	Substitution of a nonconforming use	
	Solar exception	

Zoning verification	
---------------------	--

1 ...

2 (6) The parking requirements of Subsection 9-9-6(d), B.R.C. 1981, with regards to
3 parking in landscaped front yard setbacks, if the city manager finds that the
4 application satisfies all of the requirements in subsection (h) or (j), as applicable,
5 of this section and if the applicant obtains the written approvals of impacted
6 property owners.

7 (67) If written approvals of impacted property owners cannot be obtained, the
8 applicant may apply for consideration of the variance before the BOZA.

9 (78) Applicants shall apply for the variance on a form provided by the city manager
10 and shall pay the application fee required by title 4, "Licenses and Permits,"
11 B.R.C. 1981, at time of submittal of the application.

12 (89) The city manager may also grant variances or refer variance requests to the
13 BOZA to allow development not in conformance with the provisions of this title
14 which otherwise would result in a violation of federal or state legislation or
15 regulation, including but not limited to the Federal Fair Housing Act or the
16 Americans with Disabilities Act.

17 ...

18 (j) Variances for Parking Spaces in Front Yard Setbacks: The ~~BOZA~~-approving authority
19 may grant a variance to the requirements of Section 9-9-6, "Parking Standards," B.R.C.
20 1981, to allow a required parking space to be located within the front yard setback if it
21 finds that the application satisfies all of the following requirements:

22 ...

23 Section 6. Section 9-2-14, "Site Review", B.R.C. 1981 is amended to read as follows:

24 **9-2-14. Site Review.**

25 (a) Purpose: The purpose of site review is to allow flexibility in design, to encourage
innovation in land use development, to promote the most appropriate use of land, to
improve the character and quality of new development, to facilitate the adequate and
economical provision of streets and utilities, to preserve the natural and scenic features of
open space, to ensure compatible architecture, massing and height of buildings with
existing, approved, and known to be planned or projected buildings in the immediate
area, to ensure human scale development, to promote the safety and convenience of
pedestrians, bicyclists and other modes within and around developments and to
implement the goals and policies of the Boulder Valley Comprehensive Plan and other
adopted plans of the community. Review criteria are established to achieve the following:

...

1 (g) Review and Recommendation: The city manager will review and decide an application
2 for a site review in accordance with the provisions of Section 9-2-6, "Development
3 Review Application," B.R.C. 1981, except for an application involving the following,
4 which the city manager will refer with a recommendation to the planning board for its
5 action:

6 ~~(1) A reduction in off-street parking of more than fifty percent subject to compliance
7 with the standards of Subsection 9-9-6(f), B.R.C. 1981.~~

8 ~~(12)~~ A reduction of the open space or lot area requirements allowed by Subparagraph
9 (h)(6) of this section.

10 ~~(23)~~ An application for any principal or accessory building above the permitted height
11 for principal buildings set forth in Section 9-7-1, "Schedule of Form and Bulk
12 Standards," B.R.C. 1981.

13 (h) Criteria: No site review application shall be approved unless the approving agency finds
14 that the project is consistent with the following criteria:

15 ...

16 (1) Site Design Criteria: The project creates safe, convenient, and efficient
17 connections for all modes of travel, promotes safe pedestrian, bicycle, and other
18 modes of alternative travel with the goal of lowering motor vehicle miles traveled.
19 Usable open space is arranged to be accessible; designed to be functional,
20 encourage use, and enhance the attractiveness of the project; and meets the needs
21 of the anticipated residents, occupants, tenants, and visitors to the project.
22 Landscaping aesthetically enhances the project, minimizes use of water, is
23 sustainable, and improves the quality of the environment. Operational elements
24 are screened to mitigate negative visual impacts. In determining whether this is
25 met, the approving agency will consider the following factors:

(A) Access, Transportation, and Mobility:

...
...

(v) The design of vehicular circulation and parking areas make
efficient use of the land and minimize the amount of pavement
~~necessary to meet the circulation and parking needs of the project.~~

...

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

...

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

(1) Standards: Minor modifications may be approved if the proposed modification complies with the following standards:

...

~~(E) Parking: Any parking reduction is reviewed and approved through the process and criteria in Subsection 9-9-6(f), B.R.C. 1981;~~

~~(EF) Solar Panels: Any solar panels do not substantially add to the mass or perceived height of the building and comply with all applicable building height, solar access, building coverage, and open space requirements;~~

~~(EG) Other Requirements: The modification complies with all other applicable requirements of this title; and~~

~~(GH) Modified Standards: The numeric standards in the site plan are not modified by more than allowed through Table 2-3.~~

...

Section 7. Section 9-2-16, "Form-Based Code Review", B.R.C. 1981 is amended to read as follows:

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

(a) Purpose: The purpose of form-based code review, is to improve the character and quality of new development to promote the health, safety and welfare of the public and the users of the development. The form-based code review regulations are established to create a sense of place in the area being developed or redeveloped and ensure a site and building design that:

...

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

Subsection 9-9-6(~~eg~~), B.R.C. 1981, if the reviewing authority finds that the standards of Paragraph 9-9-6(~~eg~~)(6), B.R.C. 1981, are met.

...

Section 8. Section 9-4-2, "Development Review Procedures", B.R.C. 1981 Table 4-1,

"Summary of Decision Authority by Process Type," is amended to read as follows:

9-4-2. Development Review Procedures.

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

(1) "Historic Preservation," chapter 9-11; and

(2) "Inclusionary Housing," chapter 9-13.

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

<i>Standard or Application Type</i>	<i>Staff/City Manager</i>	<i>BOZA</i>	<i>Planning Board</i>	<i>City Council</i>
Chapter 9-7: Form and Bulk Standards				
Accessory Building Coverage Subsection 9-7-8(a)	—	D	—	—
Building Height Section 9-7-5	—	—	D(30)	CA
Conditional Building Height Section 9-7-6	D	—	—	—
Section 9-9-6: Parking Standards				
<u>Bicycle Parking Reduction</u> <u>Section 9-9-6(e)</u>	<u>D</u>	<u>—</u>	<u>—</u>	<u>—</u>
Parking Access Dimensions Section 9-9-5	D	—	—	—
Parking Deferral Subsection 9-9-6(e)	D	—	—	—

1	Parking Reduction ≤25% Subsection 9-9-6(f)	D	—	—	—
2	Parking Reduction >25% but ≤50% Section 9-9-6(f)	D(14)	—	CA, D(30)	CA
3	Parking Reduction >50% Subsection 9-9-6(f)	—	—	D(30)	CA
4	Section 9-9-17: Solar Access				
5	Solar Access Permit Subsection 9-9-17(h)	D	D	—	—
6	Solar Exception Subsection 9-9-17(f)	D	D	—	—
7	Section 9-10-3: Changes to Nonstandard Buildings, Structures, and Lots and Nonconforming Uses				
8	Expansion of a Nonconforming Use Section 9-10-3	D(14)	—	CA(30)	CA
9	Substitution of a Nonconforming Use Section 9-10-3	D	—	—	—
10	Chapter 9-12: Subdivision				
11	Final Plat Section 9-12-8	D(14)	—	CA	—
12	Lot Line Adjustment or Lot Line Elimination Sections 9-12-3 and 9-12-4	D	—	—	—
13	Minor Subdivision Section 9-12-5	D(14)	—	CA(30)	—
14	Preliminary Plat Section 9-12-7	D	—	—	—
15	KEY: D = Decision Authority CA = Call-Up and Appeal Authority (for City Council, call-up only)				
16	R = Recommendation only (A) = Appeal Authority only (n) = Maximum number of days for call-up or appeal				

Section 9. Section 9-6-3, “Specific Use Standards-Residential Uses”, B.R.C. 1981, is amended to read as follows:

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

(a) Residential Uses:

...

HOUSEHOLD LIVING

(b) Household Living Uses:

...

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

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

(i) The first floor above the finished grade at the street level fronting onto Pearl Street shall be constructed to permit a portion of the first floor as specified in Subparagraph (b)(3)(A)(ii) to be used for a restaurant, brewpub, or tavern use, personal service use, or retail sales use that is permitted in the MU-3 zoning district.

(ii) The nonresidential spaces shall have a minimum depth of twenty feet measured from the front of the building along the Pearl Street frontage to the inside wall opposite of the street frontage. Building entries for uses above the first floor may be permitted to the extent necessary to provide access.

~~**(iii)** Additional parking will not be required to be provided for the floor area that is necessary to meet the required minimum depth of the first floor nonresidential use. All floor area beyond the required minimum depth shall meet the parking requirements of Section 9-6, "Parking Standards," B.R.C. 1981.~~

~~**(iii)**~~**(iv)** The nonresidential space required by this section shall be used as a nonresidential principal use as permitted by Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, and not be used for any residential principal or accessory uses.

(iv) No existing nonresidential space fronting onto Pearl Street shall be converted to residential space inconsistent with this paragraph.

(vi) The first floor frontage requirements for nonresidential uses of this section and the requirements for window location, door location,

and minimum lot frontage in "Table 7-1: Form and Bulk Standards" may be modified for an individual landmark or a building within a historic district that has received a landmark alteration certificate as required by Chapter 9-11, "Historic Preservation," B.R.C. 1981.

...

(g) **Live-Work Unit:**

(1) General Standards: The following standards apply to live-work units:

- (A) The commercial or industrial activity may be any nonresidential use allowed in the same zoning district, subject to any applicable specific use standards or review process for that use.
- (B) The residential use is located above or behind a ground floor space for nonresidential use.
- (C) A resident of the live-work unit must be responsible for the work performed in the nonresidential use.
- (D) Only one kitchen is permitted.

(2) In the Industrial Zoning Districts:

- (A) Review Process: In the industrial zoning districts, live-work units may be approved as a conditional use if at least fifty percent of the floor area of the building is for nonresidential use. Floor area within the live-work unit is considered residential floor area.

...

GROUP LIVING

...

(m) **Transitional Housing:**

(1) The following standards apply to any transitional housing facility that may be approved as a conditional use or pursuant to a use review:

- (A) General Standards: Any transitional housing approved as a conditional use or pursuant to a use review shall meet the following standards:
 - (i) Density: The maximum number of dwelling units within a transitional housing facility shall be the same as is permitted within

the underlying zoning district, ~~except that for any zoning district that is classified as an industrial zoning district pursuant to Section 9-5-2, "Zoning Districts," B.R.C. 1981, the number of dwelling units permitted shall not exceed one dwelling unit for each one thousand six hundred square feet of lot area on the site.~~

~~(ii) — Parking: The facility shall provide one off-street parking space for each dwelling unit on the site. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.~~

(B) In the BC-1 and BC-2 Zoning Districts:

(i) Review Process: In the BC-1 and BC-2 zoning districts, the following review process applies to transitional housing:

- a. Conditional Use: Transitional housing may be approved as a conditional use if the use is not located on the ground floor, with the exception of minimum necessary ground level access.
- b. Use Review: Transitional housing that may not be approved as a conditional use may be approved only pursuant to a use review. In addition to meeting the use review criteria, the applicant shall demonstrate that the use on the ground floor will not adversely affect the intended function and character of the area as a neighborhood serving business area where retail-type stores predominate on the ground floor. In determining whether this criterion is met, the reviewing authority shall consider the location and design of the proposed use and the existing and approved uses on the property and in the area.

RESIDENTIAL ACCESSORY

...

(o) **Home Occupation:**

(1) A home occupation is allowed by right if the accessory use meets the following standards:

(A) Standards:

(viii) ~~No traffic is generated by such home occupation in a volume that would create a need for parking greater than that which can be accommodated on the site or which is inconsistent with the normal parking usage of the district.~~

...
Section 10. Section 9-6-4, "Specific Use Standards-Public and Institutional Uses", B.R.C. 1981, is amended to read as follows:

9-6-4. Specific Use Standards - Public and Institutional Uses.

COMMUNITY, CULTURAL, AND EDUCATIONAL

...
CARE AND SHELTER

(d) **Daycare Center:**

- (1) The following standards apply to any daycare center, except home daycares, that may be approved as a conditional use or pursuant to a use review:

...
~~(C) Adequate off-street parking is provided for employees, volunteers, and visitors.~~

~~(CD)~~ Child daycare facilities are properly licensed by the State Department of Social Services.

~~(DE)~~ For nursery care (any child under the age of eighteen months), the facility provides fifty square feet of useable indoor floor area per child or a total of six hundred square feet of useable floor area, whichever is greater.

~~(EF)~~ For child care other than nursery care, the facility provides thirty square feet of useable indoor floor area per child or a total of six hundred square feet of useable floor area, whichever is greater.

~~(EG)~~ All child day care facilities shall provide a minimum of seventy-five square feet of usable outdoor play area per child or a total of two thousand four hundred square feet of useable outdoor play area, whichever is greater.

~~(GH)~~ In the MH and RH-6 zoning districts, the use shall not provide care to more than fifty persons, not including employees.

(e) **Day Shelters, Emergency Shelters, and Overnight Shelters:**

...

- (2) General Requirements for All Shelters: The following criteria apply to any day, emergency, or overnight shelters:

...

- (B) Additional Requirements for Day Shelters: The following additional criteria apply to any day shelter:

...

~~(iv) Parking: The facility shall provide off-street parking at the rates set forth in Section 9-9-6, "Parking Standards," B.R.C. 1981, for a nonresidential use. The approving authority may grant a parking deferral of the higher of up to fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.~~

- (C) Additional Requirements for Emergency Shelters: The following additional requirements apply to any emergency shelter:

(i) Waiver of Good Neighbor Meeting and Management Plan Requirement: The city manager may waive the requirement that the applicant organize, host, and participate in a good neighbor meeting upon finding that the applicant will not require a use review, and that the needs of the facility's clients for anonymity and a safe and secure environment will be compromised by such a meeting.

~~(ii) Parking: The facility shall provide off-street parking at the rates set forth below in Subparagraphs a., b., and c. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(e), B.R.C. 1981, have been met.~~

~~a. One space for each employee or volunteer that may be on the site at any given time computed on the basis of the estimated maximum number of employees and volunteers on the site at any given time;~~

b. ~~One parking space for each twenty occupants, based on the maximum occupancy of sleeping rooms and the dormitory type sleeping areas; and~~

c. ~~One parking space for each attached type dwelling unit.~~

(iii) Maximum Occupancy: No person shall permit the maximum occupancy of a facility to exceed the following unless approved pursuant to an occupancy increase:

...

(~~iii~~iv) Review Standards: Uses designated as conditional uses in Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, shall be processed under the provisions of this paragraph unless the applicant makes a request to increase the maximum occupancy per dwelling unit equivalent from six persons per dwelling unit equivalent up to ten occupants for sleeping room or dormitory type sleeping areas.

(D) Additional Standards for Overnight Shelters: The following additional criteria apply to any overnight shelter:

...

(iii) ~~Parking: The facility shall provide off-street parking at the rates set forth below in Subparagraphs a. and b. The approving authority may grant a parking deferral of up to the higher of fifty percent of the required parking or what otherwise may be deferred in the underlying zoning district if the applicant can demonstrate that the criteria set forth in Subsection 9-9-6(c), B.R.C. 1981, have been met.~~

a. ~~One space for each employee or volunteer that may be on the site at any given time computed on the basis of the estimated maximum number of employees and volunteers on the site at any given time; and~~

b. ~~One parking space for each twenty occupants, based on the maximum occupancy of the facility.~~

(~~iii~~iv) Maximum Occupancy: No person shall permit the maximum occupancy of a facility to exceed the following unless approved pursuant to an occupancy increase:

...

- (iv) Review Standards: Uses designated as conditional uses in Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, shall be processed under the provisions of this paragraph unless the applicant proposes to exceed the following standards. In such cases, the applicant will also be required to complete the use review process pursuant to Section 9-2-15, "Use Review," B.R.C. 1981.

...

INFRASTRUCTURE

...

Section 11. Section 9-6-5, "Specific Use Standards-Commercial Uses", B.R.C. 1981, is amended to read as follows:

9-6-5. Specific Use Standards - Commercial Uses.

FOOD, BEVERAGE, AND LODGING

(a) Bed and Breakfast:

- (1) The following standards apply to bed and breakfast uses that may be approved as a conditional use or pursuant to a use review:
 - (A) The structure is compatible with the character of the neighborhood in terms of height, setbacks, and bulk. Any modifications to the structure are compatible with the character of the neighborhood.
 - ~~(B) One parking space is provided for each guest bedroom, and one space is provided for the operator or owner's unit in the building.~~
 - ~~(C)~~ (BE) No structure contains more than twelve guest rooms. The number of guest rooms shall not exceed the occupancy limitations set forth in Section 9-8-6, "Occupancy Equivalencies for Group Residences," B.R.C. 1981.
 - ~~(D)~~ (CE) No cooking facilities including, without limitation, stoves, hot plates, or microwave ovens are permitted in the guest rooms. No person shall permit such use.
 - ~~(E)~~ (DE) One attached exterior sign is permitted to identify the bed and breakfast, subject to the requirements of Section 9-9-21, "Signs," B.R.C. 1981.

(~~EF~~) No long-term rental of rooms is permitted. No person shall permit a guest to remain in a bed and breakfast for a period in excess of thirty days.

(~~EG~~) No restaurant use is permitted. No person shall serve meals to members of the public other than persons renting rooms for nightly occupancy and their guests.

(~~GH~~) No person shall check in or check out of a bed and breakfast or allow another to do so except between the times of 6 a.m. and 9 p.m.

...

RECREATION AND ENTERTAINMENT

...

(h) Temporary Event:

(1) Temporary events may be approved as a conditional use if the following standards are met:

...

(E) Such uses may not ~~adversely affect the required parking or~~ result in unsafe conditions or unacceptable levels of congestion;

...

OFFICE USES

...

RETAIL SALES USES

...

SERVICE USES

...

(s) Media Production:

(1) In the MU-1, MU-2, and MU-3 Zoning Districts:

(A) Review Process: In the MU-1, MU-2, and MU-3 zoning districts, a media production use is allowed by right if the floor area of the use does not

exceed 5,000 square feet. A media production use that is not allowed by right may be approved only pursuant to a use review.

(2) In the BMS Zoning District:

- (A) Review Process: In the BMS zoning district, a media production use is allowed by right if the use is not located on the ground floor facing a street, with the exception of minimum necessary ground level access. A media production use that is not allowed by right may be approved only pursuant to a use review.

(t) **Non-Vehicular Repair and Rental Service:**

(1) In the MU-1, MU-2, MU-3, MU-4, BT-1, BT-2, and BMS Zoning Districts:

- (A) Review Process: In the MU-1, MU-2, MU-3, MU-4, BT-1, BT-2, and BMS zoning districts, a non-vehicular repair and rental service is allowed by right if the floor area of the use does not exceed 5,000 square feet. A non-vehicular repair and rental service that is not allowed by right may be approved only pursuant to a use review.

(u) **Neighborhood Business Center:**

- (1) The following standards apply to any neighborhood business center that may be approved pursuant to a use review:

...

- (F) Restaurant Restrictions: Restaurants are permitted as a use within a neighborhood business center provided the following criteria are met, notwithstanding any restriction within Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981:

- (i) ~~No Parking Reduction: No parking reduction may be granted for the neighborhood business center or any contemporaneously developed adjacent residential development unless the applicant can provide adequate assurances that there will be no parking spillover onto the surrounding residential streets;~~
- (ii) Size: The gross floor area of the restaurant does not exceed one thousand five hundred square feet in size, and up to three hundred additional square feet of floor area may be utilized for storage purposes only;
- (iii) Proportion of Development: The restaurant use is included in a development containing other uses approved as part of the neighborhood business center and does not exceed twenty-five

percent of the gross floor area of the project;

(iiiiv) Drive-Thru Uses Prohibited: The restaurant does not contain a drive-thru facility;

(iv) Trash Storage: A screened trash storage area is provided adjacent to the restaurant use, in accordance with the requirements of Section 9-9-18, "Trash Storage and Recycling Areas," B.R.C. 1981;

(vi) Loading Area: A loading area meeting the requirements of Section 9-9-9, "Off-Street Loading Standards," B.R.C. 1981, provided adjacent to the restaurant use;

(vii) Signage: Signage complies with a sign program approved as part of the review by the city manager consistent with the requirements of Section 9-9-21, "Signs," B.R.C. 1981; and

(viii) Environmental Impacts: Any environmental impact including, without limitation, noise, air emissions and glare is confined to the lot upon which the restaurant use is located and is controlled in accordance with applicable city, state, and federal regulations.

...

VEHICLE-RELATED USES

...

(x) Fuel Service Station:

(1) The following standards apply to any fuel service station that may be approved as a conditional use or pursuant to a use review:

(A) General Standards: Any fuel service station that may be approved as a conditional use or pursuant to a use review shall meet the following standards:

...

(v) In addition to the parking requirements of Sections 9-7-1, "~~Schedule of Form and Bulk Standards,~~" and 9-9-6, "~~Parking Standards,~~" B.R.C. 1981, and the stacking requirements of Subparagraph (y)(1)(A)(ii) of this subsection, adequate space is provided for the storage of two vehicles per service bay off-street.

1 ...

2 Section 12. Section 9-6-6, “Specific Use Standards-Industrial Uses”, B.R.C. 1981, is
3 amended to read as follows:

4 **9-6-6. Specific Use Standards - Industrial Uses.**

5 **STORAGE, DISTRIBUTION, AND WHOLESALING**

6 (a) **Outdoor Display of Merchandise:**

7 (1) The following standards apply to the outdoor display of merchandise:

8 (A) Merchandise shall not be located within any required yard adjacent a
9 street;

10 (B) Merchandise shall not be located within or obstruct ~~required parking and~~
11 vehicular circulation areas or sidewalks;

12 (C) Merchandise shall be screened to the extent possible from the view of
adjacent streets; and

13 (D) Outdoor display is for the temporary display of merchandise and not for
14 the permanent storage of stock.

15 **PRODUCTION AND PROCESSING**

16 ...

17 (d) **Recycling Collection Facilities - Large:**

18 (1) Large recycling collection facilities that may be approved pursuant to a use
19 review shall meet the following standards:

20 ...

21 ~~(F) — One parking space shall be provided for each commercial vehicle operated~~
22 ~~by the recycling facility. Parking requirements are as required in the zone,~~
23 ~~except that parking requirements for employees may be reduced if it can~~
24 ~~be shown that such parking spaces are not necessary, such as when~~
25 ~~employees are transported in a company vehicle to the work facility.~~

(~~F~~G) If the facility is located within five hundred feet of property zoned,
planned under the Boulder Valley Comprehensive Plan, or occupied for
residential use, it shall not operate between 7:00 p.m. and 7:00 a.m.

1 (GH) Any container provided for after-hours donation of recyclable materials
2 shall be at least fifty feet from any property zoned, planned in the Boulder
3 Valley Comprehensive Plan, or occupied for residential use, shall be of
4 sturdy, rustproof construction, shall have sufficient capacity to
accommodate materials collected, and shall be secure from unauthorized
entry or removal of materials.

5 (HF) The containers shall be clearly marked to identify the type of materials
6 that may be deposited. The facility shall display a notice stating that no
material shall be left outside the recycling containers.

7 (IF) The facility shall be clearly marked with the name and phone number of
8 the facility operator and the hours of operation.

9 (e) **Recycling Collection Facilities - Small:**

10 (1) Small recycling collection facilities that may be approved as a conditional use or
11 pursuant to a use review shall meet the following standards:

12 ...

13 ~~(O) No additional parking spaces are required for customers of a small
collection facility located at the established parking lot of a host use, but
one additional space shall be provided for the attendant, if needed.~~

14 ~~(OP) Mobile recycling units shall have an area clearly marked to prohibit other
15 vehicular parking during hours when the mobile unit is scheduled to be
16 present.~~

17 ~~(Q) Occupation of parking spaces by the facility and by the attendant shall not
18 reduce available parking spaces below the minimum number required for
the primary host use unless a parking study shows the existing parking
19 capacity is not already fully utilized during the time the recycling facility
will be on the site.~~

20 (f) **Recycling Processing Facility:**

21 (1) Recycling processing facilities that may be approved as a conditional use or
22 pursuant to a use review shall meet the following standards:

23 ~~(G) One parking space shall be provided for each commercial vehicle operated
by the processing center. Parking requirements shall otherwise be as
24 required for the zone in which the facility is located.~~

25 (GH) If the facility is located within five hundred feet of property zoned,
planned in the Boulder Valley Comprehensive Plan, or occupied for

residential use, it shall not be in operation between 7:00 p.m. and 7:00 a.m. The facility shall be administered by on-site personnel during the hours the facility is open.

(H) Any containers provided for after-hours donation of recyclable materials shall be at least fifty feet from any property zoned, planned in the Boulder Valley Comprehensive Plan, or occupied for residential use; shall be of sturdy, rustproof construction; shall have sufficient capacity to accommodate materials collected; and shall be secure from unauthorized entry or removal of materials.

(I) Containers shall be clearly marked to identify the type of material that may be deposited. The facility shall display a notice stating that no material shall be left outside the recycling containers.

(J) No dust, fumes, smoke, vibration, or odor from the facility shall be detectable on neighboring properties.

Section 13. Section 9-7-12, "Two Detached Dwellings on a Single Lot", B.R.C. 1981, is amended to read as follows:

9-7-12. Two Detached Dwellings on a Single Lot.

(a) Standards: In an RM-2, RM-3, RH-1, RH-2 or RH-5 district, two detached dwelling units may be placed and maintained as principal buildings on a lot which fronts on two public streets other than alleys, if the following conditions are met:

...

~~(3) In the RM zoning district, one parking space is required for each principal building. In the RH-5 zoning district, for the second principal building, one bedroom requires one off-street parking space, two bedrooms require one and one-half spaces, three bedrooms require two spaces, and four or more bedrooms require three spaces. Required parking is provided on the lot convenient to each principal building. Any two parking spaces fronting on an alley which are adjacent to each other shall be separated from any other parking spaces by a landscaped area at least five feet wide and as deep as the parking spaces;~~

(34) Privacy fencing or visual buffering of parking areas is provided;

(45) Each principal building has separate utility services in approved locations;

(56) All utilities are underground for each principal building unless this requirement is waived by the city manager for good cause;

(67) New principal buildings are compatible in character with structures in the immediate vicinity, considering mass, bulk, architecture, materials and color. In addition, the second principal building placed on a lot shall meet the following requirements:

...

Section 14. Section 9-7-13, "Mobile Home Park Form and Bulk Standards", B.R.C. 1981, is amended to read as follows:

9-7-13. Mobile Home Park Form and Bulk Standards.

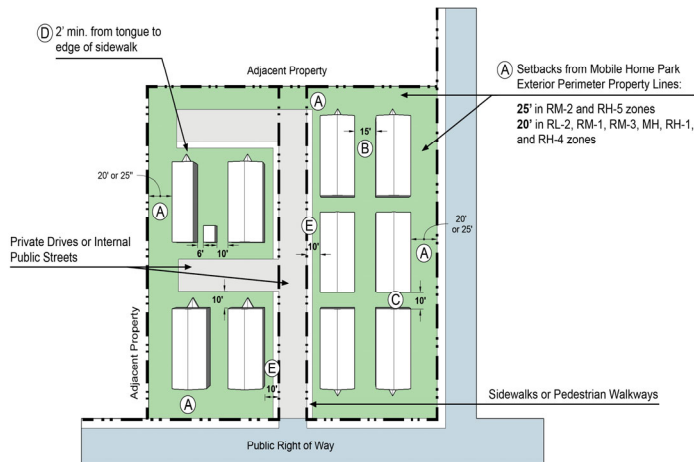
No person shall establish or maintain a mobile home park or mobile home on a lot within a mobile home park except in accordance with the following standards:

- (a) Mobile Home Park Form and Bulk Summary Table: Development within a mobile home park in the MH zoning district shall comply with the standards shown in Table 7-2 and illustrated in Figure 7-15 of this section.

TABLE 7-2: MOBILE HOME PARK DESIGN STANDARDS (MH DISTRICT)

Size and Intensity	
Lot Area and Open Space	
Minimum lot area if subdivided	3,500 square feet
Minimum average lot area per mobile home	4,350 square feet
Minimum outdoor living and service area (with no dimension less than 15 feet)	300 square feet
Minimum usable open space per mobile home	600 square feet
Parking Requirements	
Minimum number of off-street parking spaces per mobile home	4
Setbacks and Separation	
(A) Minimum setback from exterior perimeter property lines of the mobile home park -	MH, RL-2, RM-1, RM-3, RH-1 and RH-4 zones: 20 feet
	RM-2 and RH-5 zones: 25 feet
(B) Minimum side to side separation	15 feet

(C) Minimum end to end separation	10 feet
(D) Minimum distance from tongue to any adjacent sidewalk or pedestrian walkway	2 feet
(E) Minimum setback from private drive or internal public street (from edge of pavement)	10 feet



See Table 7-2: Mobile Home Park Design Standards for additional setbacks and requirements.

Figure 7-15: Mobile Home Park Setback & Separation Standards

The minimum setback from the exterior perimeter property lines of the mobile home park depends on the zoning district. All other setback requirements apply in all mobile home parks. The required setback from a private drive or internal public street is measured from the edge of pavement. The required tongue setback is measured to the edge of the sidewalk or pedestrian walkway. See Table 7-2 for corresponding setbacks and separation standards.

~~(d) — Parking: Mobile homes in all zoning districts other than the MH district shall provide 1.5 off-street parking spaces per mobile home. Off-street spaces shall be located on or within three hundred feet of the mobile home space for which the parking is required.~~

~~(de)~~ Modification of Setbacks From the Exterior Perimeter Property Lines of the Mobile Home Park: Mobile home setback distances along mobile home park exterior perimeter property lines adjacent to other lots may be modified as part of a site review or use review approval if the mobile home park owner demonstrates that there is a need for such modifications and that no detrimental effect will result to uses on adjoining properties or to residents of the mobile home park.

~~(ef)~~ Obstructions Prohibited: No mobile home or portion thereof shall overhang or obstruct any driveway, access road or walkway.

(fg) Screening: All mobile home parks adjacent to other residential uses, commercial uses or industrial uses shall be provided with screening, such as opaque fencing or landscaping, along the property lines separating the mobile home park from such adjacent land uses.

Section 15. Section 9-8-6, "Occupancy Equivalencies for Group Residences", B.R.C.

1981, is amended to read as follows:

9-8-6. Occupancy Equivalencies for Group Residences.

The permitted density/occupancy for the following uses shall be computed as indicated below.

The density/occupancy equivalencies shall not be used to convert existing uses referenced in this section to dwelling units. The number of allowed dwelling units shall be determined by using Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981:

...

(f) Bed and Breakfast: Three guest rooms in a bed and breakfast constitute one dwelling unit. In any bed and breakfast, up to twelve guest rooms are permitted, provided ~~the required parking can be accommodated on site and~~ the provisions of Subsection 9-6-5(a), B.R.C. 1981, are met.

...

Section 16. Section 9-9-2, "General Provisions," B.R.C. 1981, is amended to read as

follows:

9-9-2. General Provisions.

No person shall use or develop any land within the city except according to the following standards, unless modified through a use review under Section 9-2-15, "Use Review," B.R.C. 1981, or a site review, Section 9-2-14, "Site Review," B.R.C. 1981, or a variance granted under Section 9-2-3, "Variances and Interpretations," B.R.C., 1981.

...

(e) Entire Use Located on One Lot: All lot area, open space, or yard requirements must be met on the lot or parcel creating the requirement for each building and use, unless modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981. ~~No person shall include as part of a lot area, open space, off-street parking area, or yard required by this title for any building or use any part of a lot area, open space, off-street parking area, or yard required by this title for any other building or use, unless approved under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981.~~

Section 17. Section 9-9-5, "Site Access Control," B.R.C. 1981, is amended to read as follows:

9-9-5. Site Access Control.

(a) Access Control: Vehicular access to property from the public right-of-way shall be controlled in such a manner as to protect the traffic-carrying capacity and safety of the street upon which the property abuts and access is taken, ensuring that the public use and purpose of public rights-of-way is unimpaired as well as to protect the value of the public infrastructure and adjacent property. The requirements of this section apply to all land uses, including detached dwelling units, if motor vehicle access is provided to the property from the public right-of-way, as follows:

...

(2) For detached dwelling units, the standards of this section shall be met prior to a final inspection for any building permit for new development; the demolition of a principal structure; or the conversion of an attached garage or carport to a use other than use as a parking space.

...

(c) Standards and Criteria for Site Accesses and Curb Cuts: Any access or curb cut to public rights of way shall be designed in accordance with the City of Boulder Design and Construction Standards and the following standards and criteria:

...

(6) Multiple Access Points for Detached Dwelling Units: The city manager will permit multiple access points on the same street for a single lot containing a detached dwelling unit upon finding that there is at least one hundred linear feet of lot frontage adjacent to the front yard on such street, the area has a limited amount of pedestrian activity because of the low density character, and multiple access points are not inconsistent with the city's plans for curbside use on the street ~~there is enough on-street parking within three hundred feet of the property to meet the off-street parking needs of such area~~. The total cumulative width of multiple curb cuts shall not exceed the maximum permitted width of a single curb cut. The minimum spacing between multiple curb cuts on the same property shall not be less than sixty-five feet.

(7) Shared Driveways for Residential Structures: A lot with a detached dwelling unit that does not have frontage on the street from which access is taken may be served by a shared driveway that meets all of the standards and criteria for shared driveways set forth in the City of Boulder Design and Construction Standards.

(8) Residential Driveways: Any driveway or access for a property with a residential use must lead to an off-street parking space meeting the requirements of this title and the City of Boulder Design and Construction Standards.

(98) Driveway Width: Driveways shall meet the following standards (see Figure 9-1 of this section):

(A) Minimum driveway width: The width of a driveway leading to an off-street parking space shall not be less than nine feet. A driveway, or portion of a driveway, may be located on an adjacent property if an easement is obtained from the impacted property owner.

(B) Maximum Driveway Width: For any property with three or fewer dwelling units, the driveway width within a landscaped setback, including any associated circulation or turnarounds, shall not exceed 20 feet.

...

(109) Exceptions: The requirements of this section may be modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981, to provide for safe and reasonable access. Exceptions to this section may be made if the city manager determines that:

...

Section 18. Section 9-9-6, "Parking Standards," B.R.C. 1981, is amended to read as follows:

9-9-6. Parking Standards.

(a) ~~Rationale Purpose:~~ The intent of this section is to ~~provide adequate off-street parking for all uses, to prevent undue congestion and interference with the traffic carrying capacity of city streets, and establish safe and functional motor vehicle and bicycle parking design and location standards, ensure that motor vehicle parking plays a subordinate role to site and building design, and to minimize the visual and environmental impacts of excessive parking lot paving.~~

(b) Maximum Off-Street Parking Requirements: The following maximum off-street motor vehicle parking requirements apply to residential and nonresidential uses.

(1) Residential Uses: In the MU-4 and RH-7 zoning districts, the maximum number of off-street parking spaces for an attached dwelling unit or each unit of a duplex shall be one space per dwelling unit.

(2) Nonresidential Uses: In the RH-3, RH-6, RH-7, and MU-4 zoning districts, the maximum number of off-street parking spaces for nonresidential uses and their accessory uses shall be one space per 400 square feet of floor area per lot or parcel if residential uses comprise less than 50 percent of the floor area. If

residential uses comprise more than 50 percent of the floor area, the maximum is one space per 500 square feet of floor area per lot or parcel. This maximum does not apply in a parking district.

(b) ~~Off Street Parking Requirements: The number of required off-street motor vehicle parking spaces is provided in Tables 9-1, 9-2, 9-3, and 9-4 of this section; the number of required off-street bicycle parking spaces is provided in Table 9-8 of this section:~~

(1) ~~Residential Motor Vehicle Parking Requirements: Unless the use is specifically identified in Table 9-2 below, residential motor vehicle parking shall be provided according to Table 9-1:~~

TABLE 9-1: RESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT AND UNIT TYPE

<i>Zone-District Standard</i>	<i>RR, RE, MU-1, MU-3, BMS, DT, A, RH-6</i>	<i>RMX-2, MU-2, MH, IMS</i>	<i>RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR, IS, IG, IM, P</i>	<i>RH-3</i>	<i>MU-4, RH-7</i>
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.				

(2) ~~Use Specific Motor Vehicle Parking Requirements for Residential Uses:~~

TABLE 9-2: USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR RESIDENTIAL USES IN ALL ZONES

<i>Use</i>	<i>Parking Requirement</i>
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Rooming house, boarding house, fraternity, sorority, group living and hostels	2 spaces per 3 occupants
Efficiency units, transitional housing	1 space per DU
Bed and breakfast	1 space per guest room + 1 space for operator or owner's DU within building
Accessory dwelling unit	0
Group homes: residential, custodial or congregate care	Off-street parking appropriate to use and needs of the facility and the number of vehicles used by its occupants, as determined through review
Overnight shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time
Day shelter	Use the same ratio as general nonresidential uses in the zone
Emergency shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time, plus 1 space for each attached type dwelling unit
Duplexes or attached dwelling units in the RR, RE and RL zoning districts	1 per unit

(3) — Nonresidential Motor Vehicle Parking
Requirements: Unless the use is specifically identified in Table 9-4 below, nonresidential motor vehicle parking shall be provided according to Table 9-3:

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

Zone District Standard	<i>RH-3, RH-6, RH-7, MU-4 (within a parking district)</i>	<i>RH-3, RH-6, RH-7, MU-4 (not in a parking district)</i>	<i>DT, MU-3, BMS (within a parking district)</i>	<i>BCS, BR-1, IS, IG, IM, A</i>	<i>RMX-2, MU-2, IMS, BMS (not in a parking district)</i>	<i>MU-1, MU-3 (not in a parking district)</i>	<i>RR, RE, RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR-2, P (not in a parking district)</i>
-------------------------------	--	--	---	--	---	--	--

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.						

~~(4) Use Specific Motor Vehicle Parking Requirements for Nonresidential Uses:~~

~~TABLE 9-4: USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR NONRESIDENTIAL USES IN ALL ZONES~~

<i>Use</i>	<i>Parking Requirement</i>
Large daycare (less than 50 children)	Determined through review; parking needs of the use must be adequately served through on-street or off-street parking
Nonresidential uses in General Improvement Parking Districts	No parking required
Restaurant, brewpub, or tavern outside of retail centers greater than 50,000 square feet	Indoor Seats: 1 space per 3 seats.
	Outdoor Seats:
	1. If outdoor seats do not exceed 20% of the indoor seats, no additional parking is required.
	2. For the portion of the outdoor seats exceeding 20% of indoor seats: 1 space per 3 seats.

		3. Notwithstanding the requirements of (1) and (2) above, the following applies to uses that are noneconforming as to parking for indoor seats and the sole principal use of the site: No additional parking is required if the number of outdoor seats does not exceed 60% of the existing number of parking spaces on the site.
	Retail centers over 50,000 square feet of floor area that: — i) Are under common ownership, or	Less than 30 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 250 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
	— ii) management, or	30 percent or more and less than 60 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 175 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
	— iii) Are approved through a common site review approval, and	
	— iv) Contain a mix of some or all of the following uses: retail, commercial, office, restaurants, brewpubs, and taverns, which	
	— v) together comprise more than 50 percent of the total floor area, and	60 percent or more of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 100 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.
	— vi) Where written consent of all property owners within the retail center are included with the application.	This use-specific parking standard shall not apply to other uses for which a use-specific parking standard is created in this Table 9-4 or to uses other than retail, commercial, and office uses, restaurants, brewpubs, and taverns. For those uses, parking shall be provided as required for each such use under this Section 9-9-6, B.R.C. 1981, and in addition to the requirement above.
	Restaurants in a regional park	Determined through review; parking needs of the use must be adequately served through on-street or off-street parking.
	Motels, hotels, and bed and breakfasts	1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area
	Theater	Greater of 1 parking space per 3 seats, or the parking ratio for the zone district
	Fuel service station	General ratio for the use zone plus storage of 2 vehicles per service bay
	Religious assembly:	(See Paragraph (f)(8) of this section for permitted parking reductions)
	— a. Religious assemblies created prior to 9/2/1993	1:300

—b. Religious assemblies created after 9/2/1993	1 space per 4 seats, or 1 per 50 square feet of assembly area if there are no fixed seats—assembly area includes the largest room plus any adjacent rooms that could be used as part of the assembly area
—c. Uses accessory to a religious assembly and created after 9/2/1993	Uses accessory to the religious assembly shall meet the standards applicable to the use as if the use is a principal use
—d. Total parking of a religious assembly and accessory uses created after 9/2/1993	Parking for the religious assembly use and any accessory use shall be for the use which has the greatest parking requirement
Small recycling collection facility	1 space for attendant if needed
Large recycling collection facility	General parking ratio for the zone plus 1 space for each commercial vehicle operated by the facility
Recycling processing facility	Sufficient parking spaces for a minimum of 10 customers, or the peak load, whichever is greater, plus 1 space for each commercial vehicle operated by the facility
Warehouse or distribution facility or uses in industrial zones with accessory warehouse spaces	1 space per 1,000 square feet of floor area used for warehousing or storage of goods, merchandise, or equipment. Parking for floor area used for associated office space or production areas and not for warehousing or storage as outlined above shall be provided consistent with Table 9-3.
Self-service storage facility	3 spaces for visitor parking, plus parking for any floor area used as office space or otherwise not used for self-service storage shall be provided consistent with Table 9-3.
Airport and aircraft hangers	1 space per outside airplane or glider tie down space;
	1 space per 1,000 square feet of floor area of private airplane hangar space (with or without external or internal walls);
	1 space per 2,000 square feet of floor area of commercial or executive airplane hangar space; and
	Parking for floor area used as office space or otherwise not used for airport hanger shall be provided consistent with the requirements of Table 9-3.

(c) General Parking Requirements Standards:

- (1) ADA Requirements: Where off-street parking spaces are provided, accessible parking spaces shall be provided, meeting the requirements of the Americans with Disabilities Act, as amended.
- (2) Electric Vehicle Charging Requirements: Where off-street parking spaces are provided, electric vehicle charging spaces shall be provided, meeting the requirements of the City of Boulder Energy Conservation Code.
- (34) Rounding Rule: For all motor vehicle and bicycle parking space requirements resulting in a fraction, the fraction shall be:
- (A) Rounded to the next higher whole number when the required number of spaces is five or less; or
 - (B) Rounded to the next lower whole number when the required number of spaces is more than five.
- (42) Parking Requirements for Lots in Two or More Zoning Districts: For lots that have more than one zoning designation, the required ~~motor vehicle and bicycle~~ parking for the use(s) on the lot may be provided on any portion of the lot, subject to the provisions of this title.
- (5) Approvals: Any minimum off-street motor vehicle parking requirement, for spaces other than accessible spaces, in any planned development, planned residential development, planned unit development, site review, use review, or other approval has no force and effect and shall not be enforced.
- ~~(3) Off Street Parking Requirement for Unlisted Nonresidential Uses: If the city manager determines that the use type is not specifically listed in Table 6-1, Use Table, or Table 9-4, Use Specific Motor Vehicle Parking Requirements for Nonresidential Uses in All Zones, the city manager may apply one of the following standards that adequately meets the parking needs of the use:~~
- ~~(A) The applicable off-street parking requirement under Table 9-3, Nonresidential Motor Vehicle Parking Requirements by Zoning District;~~
 - ~~(B) The off-street parking requirement under Table 9-4 for the listed use type most similar to the proposed use based on public parking demand, nature of the use type, number of employees, or any other factors deemed appropriate by the city manager;~~
 - ~~(C) An off-street parking requirement established based on local or national best practices or by reference to standards or resources such as the Institute of Traffic Engineers, Urban Land Institute, International Council of Shopping Centers, American Association of State Highway and Transportation Officials, or American Planning Association; or~~

(D) ~~An off-street parking requirement demonstrated by a parking demand study prepared by the applicant according to Paragraph 9-9-6(d)(6).~~

(d) Motor Vehicle Parking Design Standards:

(1) Location of Open or Enclosed Parking: Open or enclosed parking areas are subject to the following requirements:

(A) No parking areas shall be located in any required landscaped setback abutting a street. However, in RR, RE, RL, A, or P zoning districts, ~~if all off-street parking requirements of this chapter have been met, if a driveway serves as access to at least one parking space that meets the design requirements of this title and that is located outside of the landscaped setback, persons may park up to two additional vehicles may be parked in the driveway within the landscaped setback.~~ The requirements of this subsection may be varied to allow the required off-street parking to be located within the front yard setback pursuant to the standards and procedures in a variance being approved by the BOZA per Subsection 9-2-3(j), B.R.C. 1981.

(B) ~~Required parking areas shall be located on the lot or parcel containing the use for which they are required.~~

(B) No parking areas shall be located closer than ten feet from a side yard adjacent to a public street in the BMS and MU-2 zoning districts.

(2) Parking Stall Design Standards: Parking stalls shall meet the following standards, based on stall type. The minimum maneuvering area to the rear of any parking stall shall be no less than twenty-four feet except as specified in Table 9-15 below for parking at an angle other than the 90-degree category. If the proposed use anticipates long-term parking as the major parking demand, the city manager may reduce those minimum parking stall sizes.

TABLE 9-15: STANDARD PARKING DIMENSION STANDARDS

Parking Angle (degrees)	Curb Length C	Stall D	Aisle Width		Bay Width	
			One Way A1	Two Way A2	One Way B1	Two Way B2
90	9'	19'	24'	24'	62'	62'
60	10.4'	21'	18'	22'	60'	64'
45	12.7'	19.8'	13'	20'	52.6'	59.6'
30	18'	17.3'	12'	20'	45.6'	54.6'

0	23'	8'	12'	20'	20'	36'
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TABLE 9-26: SMALL CAR PARKING DIMENSION STANDARDS

Parking Angle (degrees)	Curb Length C	Stall D	Aisle Width		Bay Width	
			One Way A1	Two Way A2	One Way B1	Two Way B2
90	7.75'	15'	24'	24'	54'	54'
60	9.2'	17'	18'	22'	52'	56'
45	11.2'	16.1'	13'	20'	45.2'	52.2'
30	15.5'	14.3'	12'	20'	40.6'	48.6'
0	20'	8'	12'	20'	28'	36'

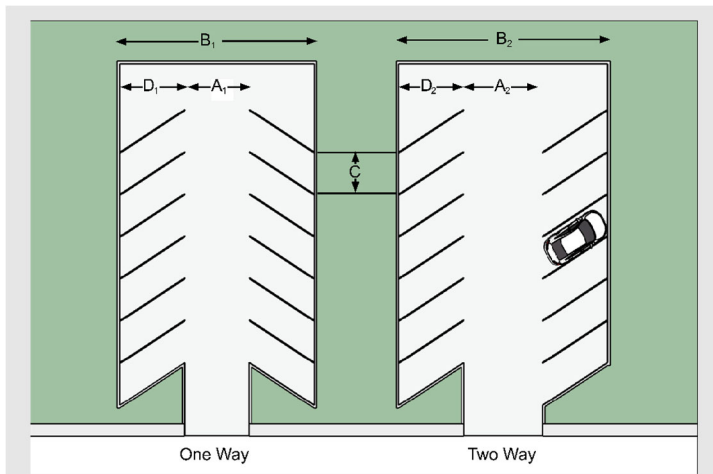
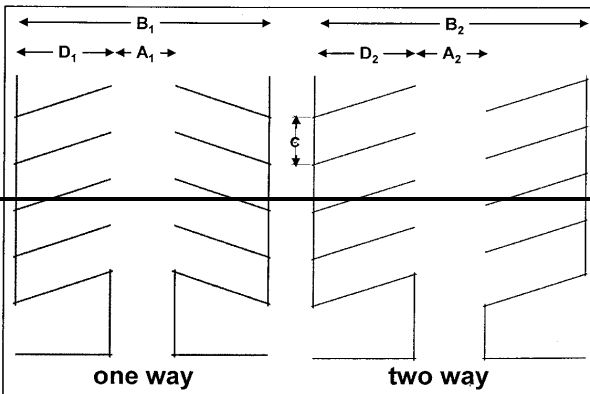


Figure 9-2: Parking Dimensions Diagram

(A) Standard Stalls: All off-street standard parking spaces shall meet the minimum size requirements established ~~as indicated~~ in Table 9-15 and Figure 9-2 of this section.

(B) Small Car Stalls:

(i) Small Car Stalls Allowed: A proportion of the total spaces provided in each parking area may be designed and shall be signed for small car use according to Table 9-37 of this section.

TABLE 9-37: SMALL CAR STALLS

Total Spaces Required	Allowable Small Car Stalls
5 - 49	40 percent
50 - 100	50 percent
101 or greater	60 percent

(ii) Dimensional Standards: All small car stalls shall meet the minimum size requirements as indicated in Table 9-26 and Figure 9-2 of this section.

(C) Accessible Parking Stalls:

(i) Dimensional Standards: Accessible parking spaces shall be eight feet wide and nineteen feet in length, with the standard width drive lane. Individual spaces shall have an additional five foot-wide, diagonally striped aisle abutting the passenger side of the space. If such spaces are provided in adjacent pairs, then one ~~five foot~~five-foot aisle may be shared between the two spaces. Accessible parking spaces shall conform to the construction and design standards in the City of Boulder Design and Construction Standards and be located to maximize convenience of access to the facility and minimize the need to cross the flow of vehicular traffic. (See Figure 9-3 of this section.)

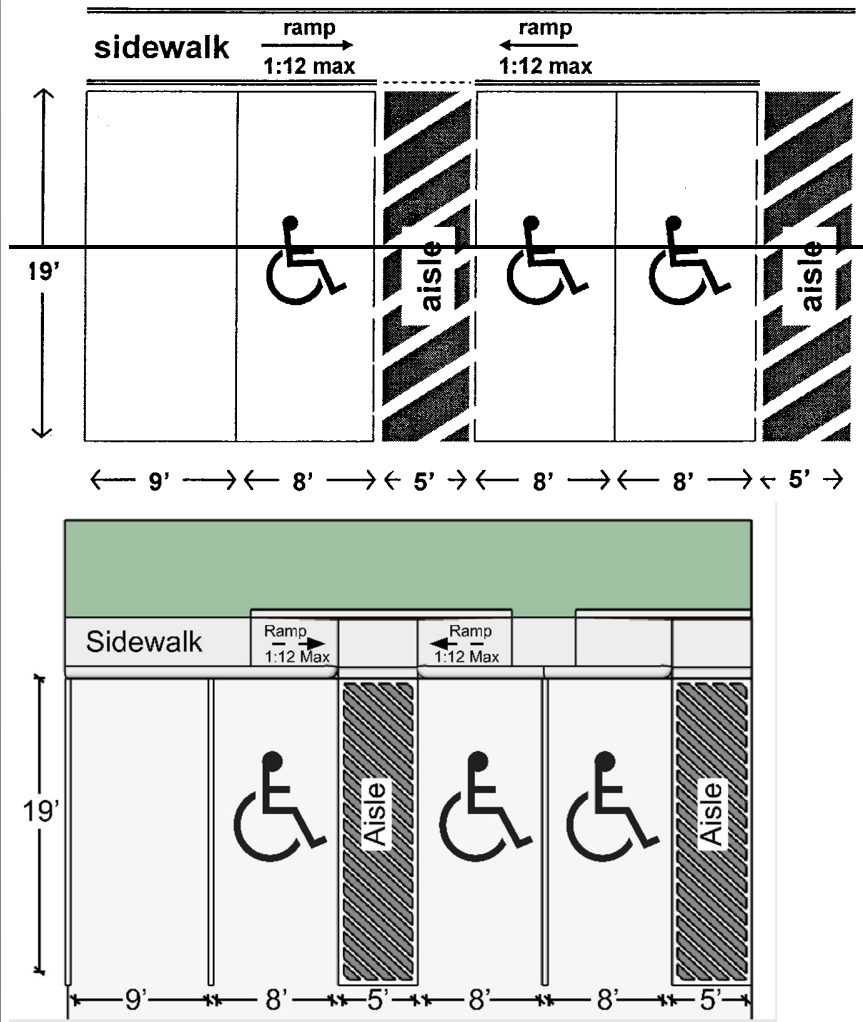


Figure 9-3: Accessible Parking Space Design

Accessible spaces must measure eight feet by nineteen feet and be flanked by a five-foot-five-foot diagonally-striped aisle. Two adjacent spaces may share a single five-foot-five-foot aisle. The aisle must be at the same grade as the accessible space and any adjacent sidewalk must slope to meet the grade of the aisle. The slope may not exceed 1:12.

...

(3) Drive Aisles:

- (A) There is a definite and logical system of drive aisles to serve the entire parking area. Drive aisles shall have a minimum eighteen-foot width foot width clearance for two-way traffic and a minimum ten-foot ten-foot width clearance for one-way traffic unless the city manager finds that the parking stalls to be served require a greater or lesser width. A physical separation or barrier, such as vertical curbs, may be required in order to

separate parking areas from the travel lanes. (See Figure 9-4 of this section.)

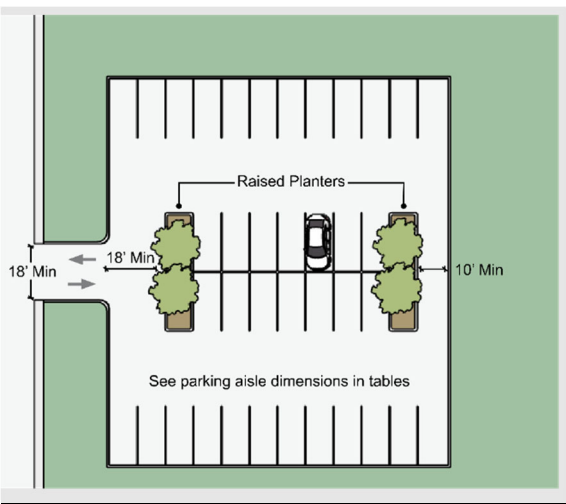
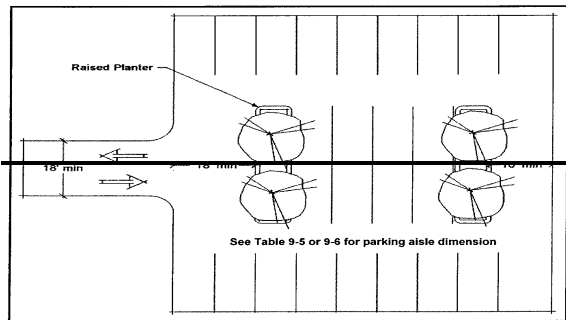
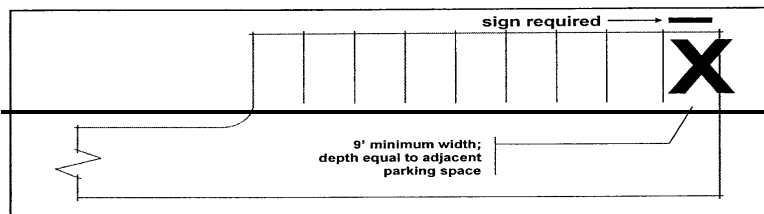


Figure 9-4: Drive Aisles

Drive aisles provide access to parking areas but not to individual spaces. Drive aisles serving two-way traffic must be a minimum of eighteen feet wide. Drive aisles serving one-way traffic must be a minimum of ten feet wide. Raised planters, curbs, or other physical barriers may be necessary to separate parking areas from travel lanes. See Tables 9-15 and 9-26 of this section for parking aisle dimensions.

- (B) Turnarounds are provided for dead-end parking bays of eight stalls or more. Turnarounds must be identified with a sign or surface graphic and marked "no parking." The use of accessible parking spaces as the required turnaround is not permitted. (See Figure 9-5 of this section.)



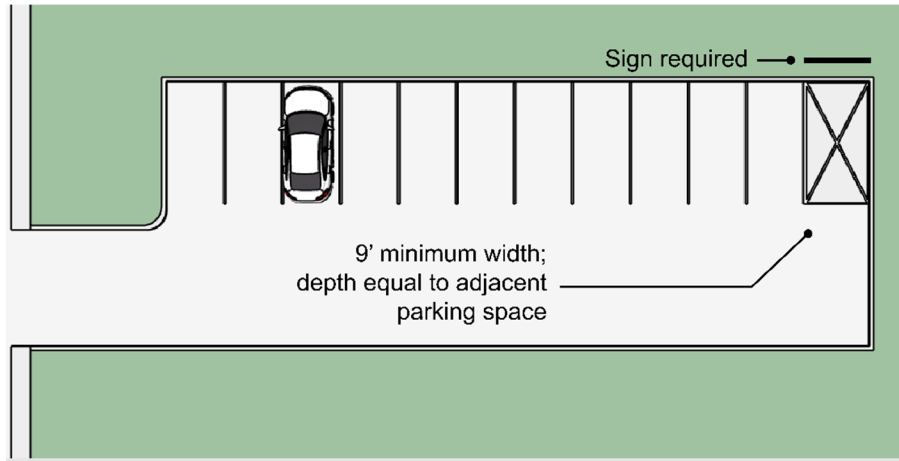


Figure 9-5: Parking Turnaround Spaces

In dead-end parking bays with eight or more stalls, a turnaround space must be provided and properly marked.

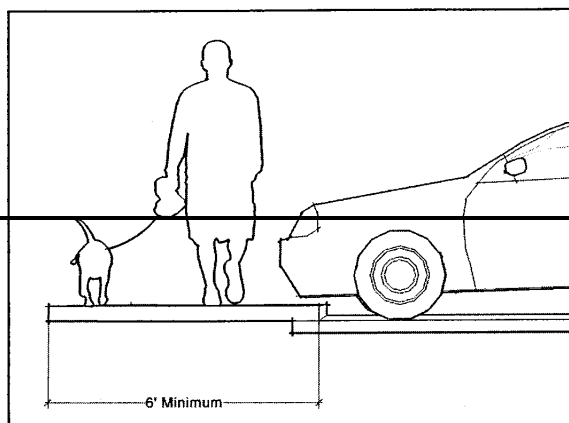
...

(5) Parking Design Details:

...

- (D) All open off-street parking areas with five or more spaces shall be screened from the street and property ~~edges, and edges and~~ shall provide interior lot landscaping in accordance with Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.

...



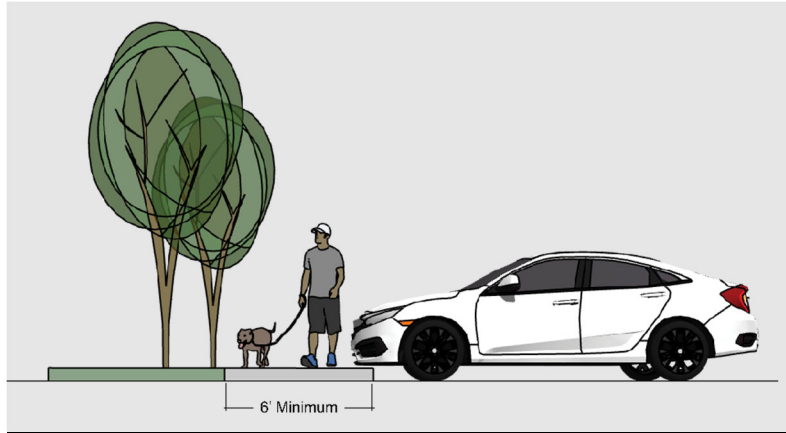


Figure 9-6: Permitted Vehicular Overhang

(G) Within the DT zoning districts, at-grade parking is not permitted within thirty feet of a street right-of-way unless approved as part of a site review approval under Section 9-2-14, "Site Review," B.R.C. 1981. For the purpose of this subparagraph, the term "street" does not include "alley."

~~(6) — Parking Study: At the discretion of the city manager, a parking study may be required to demonstrate that adequate parking is provided either for parking provided per zoning requirements or in conjunction with a parking reduction request. The scope of a parking study may consist of analysis of any or all of the following factors: joint use of parking areas, peak parking demand for each land use, unusual parking demand based on type of land use, availability of nearby on-street parking, vicinity of high frequency transit, and Institute of Transportation Engineers Parking Generation estimates.~~

~~(e) — Motor Vehicle Parking Deferrals:~~

~~(1) — Criteria for Parking Deferral: The city manager may defer the construction and provision of up to ninety percent of the off-street parking spaces required by this section, in an industrial district, thirty five percent in a commercial district, and twenty percent in any other district if an applicant demonstrates that:~~

~~(A) — The character of the use lowers the anticipated need for off-street parking, and data from similar uses establishes that there is not a present need for the parking;~~

~~(B) — The use is immediately proximate to public transportation that serves a significant proportion of residents, employees, or customers;~~

~~(C) — There is an effective private or company car pool, van pool, bus, or similar group transportation program; or~~

(D) ~~The deferred percentage of residents, employees, and customers regularly walk or use bicycle or other nonmotorized vehicular forms of transportation.~~

(2) ~~Parking Deferral With a Concurrent Use Review: If a proposed use requires both a review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981, and a parking deferral pursuant to this subsection, the parking deferral shall be considered in conjunction with the use review decision and not before. The approving authority and process for the parking deferral shall be the same as the use review.~~

(3) ~~Site Plan: Applicants for a parking deferral shall submit a site plan demonstrating that the total required parking can be accommodated on-site and designating the land to be reserved for future parking.~~

(4) ~~Landscaping: Landscaping shall be provided as required under Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, and shall be indicated on the site plan.~~

(5) ~~Notice of Change of Condition: No person having an interest in property subject to a parking deferral shall fail to notify the city manager of any change in the conditions set forth in Paragraph (e)(1) of this section that the manager considered in granting the deferral.~~

(6) ~~Construction of Deferred Parking Areas: The city manager may require the construction of the deferred parking at any time upon thirty days' written notice by mail to commence construction of such parking. No person having an interest in the property shall fail to comply with such a notice.~~

(f) ~~Motor Vehicle Parking Reductions:~~

(1) ~~Parking Reduction Process: The parking requirements in Section 9-9-6, "Parking Standards," B.R.C. 1981, may be reduced if the requirements of this subsection are met. The city manager may grant a parking reduction not to exceed twenty-five percent of the required parking. Parking reductions greater than twenty-five percent may be granted as part of a site review approval under Section 9-2-14, "Site Review," B.R.C. 1981. Only the planning board or city council may grant a reduction exceeding fifty percent. Parking reductions are approved based on the operating characteristics of a specific use. No person shall change a use of land that is subject to a parking reduction except in compliance with the provisions of this subsection. For any parking reductions exceeding ten percent or if the parking reduction is being reviewed in conjunction with a site review, the applicant shall provide a parking study and transportation demand management (TDM) plan. Alternative administrative parking reductions (to the process set forth in this subparagraph (f)(1) and the criteria of subparagraph (f)(2)) by land use are found in Paragraph (f)(3).~~

- (2) ~~Parking Reduction Criteria: The approving authority may reduce the parking requirements of this section (see Tables 9-1, 9-2, 9-3 and 9-4), if it finds that the parking needs of all uses in the project will be adequately accommodated. In making this determination, the approving authority shall consider without limitation:~~
- ~~(A) Whether the probable number of all motor vehicles to be owned by occupants of and visitors to dwelling units in the project will be adequately accommodated;~~
 - ~~(B) The availability of off-street and nearby on-street parking;~~
 - ~~(C) Whether any proposed shared parking can adequately accommodate the parking needs of different uses of the project considering daytime and nighttime variability of the parking needs of uses;~~
 - ~~(D) The effectiveness of any multimodal transportation program that is proposed at reducing the parking needs of the project. Applications including such programs shall describe any existing or proposed facilities and proximity to transit lines and shall demonstrate that use of multimodal transportation options will continue to reduce the need for on-site parking on an ongoing basis;~~
 - ~~(E) If the number of off-street parking spaces is reduced because of the nature of the occupancy, whether the applicant provides assurances that the nature of the occupancy will not change; and~~
 - ~~(F) If considering a parking reduction for a use nonconforming as to parking, the approving authority shall evaluate the existing parking arrangement to determine whether it can accommodate additional parking or be rearranged to accommodate additional parking in compliance with the design requirements of subsection (d) of this section. If additional parking can reasonably be provided, the provision of such parking shall be a condition of approval of the requested reduction.~~
- (3) ~~Alternative administrative parking reductions by land use: The parking requirements in Section 9-9-6, "Parking Standards," B.R.C. 1981, may be reduced if the following standards are met. These standards shall not be permitted to be combined with the parking reduction standards in Subparagraphs (f)(2) of this section.~~
- ~~(A) Housing for Older Adults: The city manager may reduce the amount of required parking by up to seventy percent for governmentally sponsored housing projects for adults 65 and over.~~

1 (B) ~~Mixed Use Developments: The city manager may reduce the amount of~~
2 ~~required parking in a mixed-use development by up to ten percent in the~~
3 ~~BMS, IMS, MU-1, MU-2, MU-3 and RMX-2 zoning districts, or in all~~
4 ~~other nonresidential zoning districts in Section 9-5-2, "Zoning Districts,"~~
5 ~~B.R.C. 1981, by up to twenty-five percent if the following requirements~~
6 ~~are met:~~

7 (i) ~~The project is a mixed-use development that includes, as part of an~~
8 ~~integrated development plan, both residential and nonresidential~~
9 ~~uses. Residential uses shall comprise at least thirty-three percent of~~
10 ~~the floor area of the development; and~~

11 (ii) ~~The property is within a quarter of a mile walking distance to a~~
12 ~~high-frequency transit route that provides service intervals of~~
13 ~~fifteen minutes or less during peak periods. This measurement~~
14 ~~shall be made along standard pedestrian routes from the property.~~

15 (C) ~~Religious Assemblies: The city manager may reduce the amount of~~
16 ~~required parking to permit additional floor area within the assembly area~~
17 ~~of a religious assembly which is located within three hundred feet of the~~
18 ~~Central Area General Improvement District if the applicant has made~~
19 ~~arrangements to use public parking within close proximity of the use and~~
20 ~~that the building modifications proposed are primarily for the weekend~~
21 ~~and evening activities when there is less demand for use of public parking~~
22 ~~areas.~~

23 (4) ~~Limiting Factors for Parking Reductions: The city manager will consider the~~
24 ~~following additional factors to determine whether a parking reduction under this~~
25 ~~section may be appropriate for a given use:~~

(A) ~~A parking deferral pursuant to subsection (e) of this section is not practical~~
~~or feasible for the property.~~

(B) ~~The operating characteristics of the proposed use are such that granting the~~
~~parking reduction will not cause unreasonable negative impacts to the~~
~~surrounding property owners.~~

(C) ~~The parking reduction will not limit the use of the property for other uses~~
~~that would otherwise be permitted on the property.~~

(5) ~~Parking Reduction With a Concurrent Use Review: If a proposed use requires~~
~~both a review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981, and a~~
~~parking reduction pursuant to this subsection, the parking reduction shall be~~
~~considered in conjunction with the use review decision and not before. The~~
~~approving authority and process for the parking reduction shall be the same as for~~
~~the use review.~~

(eg) Bicycle Parking:

- (1) Required Bicycle Spaces: Bicycle parking spaces must be provided as required by Table 9-48 of this section. Where more than 10 spaces are required, at least five percent of the required bicycle parking spaces shall be designed to accommodate and signed for larger bikes with dimensions of at least 10 feet of length and 3 feet of width.

TABLE 9-48: OFF-STREET BICYCLE PARKING REQUIREMENTS

<i>Use Type - based on Table 6-1 of Section 9-6-1</i>	<i>Minimum Number of Off-Street Bicycle Spaces</i>	<i>Long-Term</i>	<i>Short-Term</i>
Residential Uses			
Dwelling units ^(a) with a private garage, and detached dwelling units ^(b)	no requirement	n/a	n/a
Dwelling units without a private garage ^(b)	2 per unit	75%	25%
Accessory dwelling units	no requirement	n/a	n/a
Group living - fraternities, sororities, and dormitories, boarding houses, transitional housing	1 per 3 beds	75%	25%
Group living - all others	1 per 5 beds	75%	25%
Public and Institutional Uses			
Daycare centers, home daycares	Determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	50%	50%
Public and private elementary, middle, and high schools	5 per classroom	50%	50%
Public and private colleges and universities	5 per classroom	50%	50%
Hospitals	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Open space, park, and recreation uses	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately	25%	75%

	served through on- or off-street parking, minimum of 4		
Religious assemblies	The greater of 1 per 15 seats or 1 per 150 square feet of assembly area	25%	75%
All other public and institutional uses	1 per 1,500 square feet of floor area, minimum of 4	50%	50%
Commercial Uses			
Restaurants, brewpubs, and taverns	1 per 750 square feet of floor area, minimum of 4	25%	75%
Bed and breakfasts, hostels, and hotels or motels	1 per 3 guest rooms, minimum of 4	50%	50%
All other food, beverage, and lodging uses	1 per 1,500 square feet of floor area	25%	75%
Mobile food vehicle and temporary events	no requirement	n/a	n/a
Office uses	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Campgrounds, outdoor recreation or entertainment, indoor athletic facilities	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	25%	75%
Financial institutions	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Service uses and retail sales uses	1 per 750 square feet of floor area, minimum of 4	25%	75%
Vehicle-related uses and all other commercial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Industrial Uses			
Industrial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Agriculture & Natural Resource Uses			

Agriculture & Natural Resource Uses	no requirement	n/a	n/a
Other Uses Not Listed in Table 9-48			
Other uses not listed in Table 9-48	1 per 1,500 square feet of floor area, minimum of 4	50%	50%
<u>Footnotes to Table 9-4, Off-Street Bicycle Parking Requirements:</u> (a) <u>For purposes of this Table 9-4, the "dwelling units" subcategories include all types of residential uses listed in Table 6-1, Use Table, except those separately listed in Table 9-4.</u> (b) <u>Private garage, for purposes of this table, means a building or indoor space that is associated with an individual dwelling unit for purposes of parking or keeping a motor vehicle, is fully enclosed, and has a secure door.</u>			

Footnotes to Table 9-8, Off-Street Bicycle Parking Requirements:

~~(a) For purposes of this Table 9-48, the "dwelling units" subcategories include all types of residential uses listed in Table 6-1, Use Table, of Section 9-6-1, "Schedule of Permitted Uses," B.R.C. 1981, except those separately listed in Table 9-8.~~

~~(b) Private garage, for purposes of this table, means a building or indoor space that is associated with an individual dwelling unit for purposes of parking or keeping a motor vehicle, is fully enclosed, and has a secure door.~~

(2) Bicycle Facilities: Both bicycle lockers and racks shall:

(A) Provide for storage and locking of bicycles, either in lockers, ~~or~~ medium-security racks, or an equivalent installation in which both the bicycle frame and the wheels may be locked by the user.

(B) Be designed so as not to cause damage to the bicycle.

(C) Facilitate easy locking without interference from or to adjacent bicycles.

~~(D) Consist of racks or lockers.~~ Be anchored with tamper-resistant anchors so that they cannot be easily removed.

~~(E) Be and of solid construction, resistant to rust, corrosion, hammers, grinders, and saws, and other tools.~~

~~(F)~~ Be consistent with their environment in color and design and be incorporated whenever possible into building or street furniture design.

~~(G)~~ Be located in convenient, highly visible, active, well-lighted areas.

(H) Be located so that they do not ~~but not~~ interfere with pedestrian movements.

(I) Be identified by wayfinding signs if the bicycle parking area is not visible from the site or building entrance.

(3) Short-Term Bicycle Parking: Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors. Short-term bicycle parking shall be located:

(A) On the public access level;

(B) Within fifty feet of the main building entrances; ~~and~~

(C) Outside the building; and

(D) In an area that allows for passive surveillance, such as in front of business windows and in high-traffic areas.

(4) Long-Term Bicycle Parking: Long-term bicycle parking offers a secure and ~~weather-protected~~ weather-protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours. Long-term bicycle parking shall meet the following standards:

(A) Long-term bicycle parking is required to be covered, access restricted, and designed to include at least ~~and shall include use of~~ one of the following security strategies:

(i) ~~A locked room~~ room locked by a heavy-duty locking mechanism;

(ii) An area enclosed by a fence ~~with a locked gate~~ that is resistant to forced entry and climbing, has some transparency to allow for surveillance, and incorporates a gate with a heavy-duty gate lock that is resistant to manipulation;

(iii) An area within view of an attendant or security guard or monitored by ~~a~~ security cameras pointed at the entrances to the bicycle parking area and the bicycle racks; or

(iv) An area visible from employee work areas.

(B) The bicycle parking area ~~shall~~ must be located on site or in an area within three hundred feet of the building it serves, except for elementary, middle, or high schools, where the bicycle parking area must be located within 100 feet of a main entrance. Access to the area shall not require the use of stairs but may require a ramp if needed for grade changes. If an elevator is

required to reach the long-term bicycle parking, elevator cab dimensions must fit a bicycle.

(C) Adequate lighting, designed to illuminate and allow for surveillance, shall be provided for the bicycle parking area, the route to the bicycle parking area, and the route to the building entrance if bicycle parking is provided within the building. Adequate lighting shall be provided for the bicycle parking area, designed to promote surveillance and illumination, the route to reach the bicycle parking area, and the route to the building entrance if bicycle parking is in the building.

(D) The bicycle parking area shall include adequate clearance around racks or lockers to give cyclists room to maneuver, and to prevent conflicts with pedestrians or parked cars.

(E) If the bicycle parking is provided in an auto motor vehicle parking garage, the bicycle parking spaces shall be clearly marked as such and shall be separated from auto motor vehicle parking by physical barriers;

(F) No more than 25 percent of required long-term bicycle parking spaces may be hanging vertical racks or elevated spaces of tiered racks, except that vertical and tiered racks are prohibited at elementary and middle schools. Any tiered or vertical hanging rack must include a mechanically-assisted lifting mechanism to mount the bicycle on any upper tier.

(G) Where more than 100 bicycle parking spaces are required by Table 9-4, "Minimum Off-Street Bicycle Parking Requirements," at least five percent of bicycle parking spaces, must have electrical outlets suitable for charging of electric. The required bicycle charging spaces must be horizontal and shall be sized 3 feet by 10 feet per space.

...

(6) Parking Reductions and Modifications for Bicycle Parking. Upon submission of documentation by the applicant of how the project meets the following criterion, the approving agency authority may approve reductions to the minimum number of off-street bicycle parking ~~or~~, modifications to the ratio of long-term and short-term bike parking requirements of Table 9-48, reductions to the minimum number of larger spaces, and modifications to the maximum number of vertical or tiered racks, if it finds that the long-term and short-term bicycle parking needs of the use will be adequately accommodated ~~through on-street parking or off-street parking~~.

(7) Parking Study: At the discretion of the city manager, a bicycle parking study may be required to demonstrate that adequate parking is provided either for parking provided per Boulder Revised Code requirements or in conjunction with a bicycle parking reduction request. The scope of a bicycle parking study may consist of

analysis of any or all of the following factors: joint use of bicycle parking areas, peak bicycle parking demand for each land use, unusual bicycle parking demand based on type of land use, and availability of nearby ~~on-street bicycle~~ parking, ~~vicinity of high frequency transit, and Institute of Transportation Engineers~~ ~~Parking Generation estimates.~~

(fh) Parking and Storage of Recreational Vehicles: No person shall park, store, or use a travel trailer, tent trailer, pickup camper or coach, motorized dwelling, boat and boat trailer, snow vehicle, cycle trailer, utility trailer and van, horse trailer or van, or similar vehicular equipment in a residential district unless the following requirements are met:

- (1) Such vehicular equipment is stored or parked on private property no closer than eighteen inches to any proposed or existing public sidewalk and so as not to project into the public right-of-way;
- (2) On corner lots, any such vehicular equipment that exceeds thirty-six inches in height is not parked in the triangular area formed by the three points established by the intersection of property lines at the corner and the points thirty feet back from this intersection along each property line;
- (3) No travel trailer, tent trailer, pickup camper or coach, motorized dwelling or van is used for the conduct of business or for living or housekeeping purposes except when located in an approved mobile home park or in a campground providing adequate sanitary facilities;
- (4) Any travel trailer, tent trailer, detached pickup camper or coach, boat and boat trailer, cycle trailer, utility trailer and van, horse trailer and van parked or stored out-of-doors is adequately blocked or tied down or otherwise secured so that such vehicle does not roll off the lot and is not moved about by high winds; and
- (5) No vehicular equipment regulated by this section is stored out-of-doors on a residential lot unless it is in condition for safe and effective performance of the functions for which it is intended.

(gi) Parking Costs Separated From Housing Costs in New Residential Buildings in the RH-7 and MU-4 Zoning Districts: In the RH-7 and MU-4 zoning districts, all off-street parking spaces accessory to residential uses in new structures of ten dwelling units or more, or in new conversions of nonresidential buildings to residential use of ten dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. Parking spaces that are unused or unsold with a residential unit may be leased or otherwise permitted to be used by persons who are not residents, tenants, or visitors to the property. The city manager will waive the requirements of this subsection for a building if the applicant demonstrates

that the building is financed with low-income housing tax credit financing pursuant to 26 U.S.C.S. § 42.

Section 19. Section 9-9-7, "Sight Triangles," B.R.C. 1981, is amended to read as follows:

9-9-7. Sight Triangles.

(a) Sight Triangle Required: Where a driveway intersects a public right-of-way or where property abuts the intersection of two public rights-of-way, the owner or occupant of the driveway or property shall provide unobstructed sight distance as described in subsections (c) through (e) of this section within the sight triangle area on the property adjacent to the intersection in order to ensure that safe and adequate sight distance is provided for the public use of the right-of-way.

...

(e) Streets: The area formed at a corner intersection of two public rights-of-way lines defined by a width of dimension X and a length of dimension Y as shown in Table 9-59 and Figure 9-8 of this section. The Y dimension will vary depending on the speed limit and configuration of the intersecting street and is outlined in the table below. The X distance shall be thirteen feet measured perpendicular from the curb line of the intersecting street. This triangular area is significant for the determination of sight distance requirements for right-angle right-angle intersections only.

The shaded area is required to be kept free of all structures, fences, landscaping and other materials. The size of the sight triangle is based on the size of the road and speed limit, as shown in the table below.

TABLE 9-59: SIGHT TRIANGLE REQUIREMENTS

Lane Usage	Additional Facilities	Speed Limit	Y Distance (Left)	Y Distance (Right)
2 lanes	None	25 mph	155 feet	105 feet
		30/35 mph	210 feet	145 feet
	Bike lane or on-street parking	25 mph	110 feet	85 feet
		30/35 mph	150 feet	115 feet
	Bike lane and on-street parking	25 mph	90 feet	75 feet
		30/35 mph	125 feet	100 feet
	None	25 mph	155 feet	80 feet

3 or 4 lanes		30/35 mph	210 feet	110 feet
		40/45 mph	265 feet	135 feet
	Bike lane or on-street parking	25 mph	110 feet	65 feet
		30/35 mph	150 feet	90 feet
		40/45 mph	195 feet	115 feet
	Bike lane and on-street parking	25 mph	90 feet	60 feet
		30/35 mph	125 feet	80 feet
		40/45 mph	160 feet	100 feet
5 or more lanes	None	25 mph	155 feet	60 feet
		30/35 mph	210 feet	85 feet
		40/45 mph	265 feet	110 feet
	Bike lane or on-street parking	25 mph	110 feet	55 feet
		30/35 mph	150 feet	75 feet
		40/45 mph	195 feet	95 feet
	Bike lane and on-street parking	25 mph	90 feet	50 feet
		30/35 mph	125 feet	65 feet
		40/45 mph	160 feet	85 feet

...

Section 20. Section 9-9-9, “Off-Street Loading Standards,” B.R.C. 1981, is amended to read as follows:

9-9-9. Off-Street Loading Standards.

- (a) Off-Street Loading Requirements: Any use with ~~having or requiring~~ off-street parking shall provide an off-street delivery/loading space. The spaces shall be sufficient in size to accommodate vehicles ~~which will to~~ serve the use. The location of the delivery/loading space shall not block or obstruct any public street, parking area, parking area circulation, sidewalk or pedestrian circulation area. Loading areas shall be screened pursuant to paragraph 9-9-12(d)(5), B.R.C. 1981.

(b) Modifications: The off-street loading requirements may be modified by the city manager under the provisions of Section 9-2-2, "Administrative Review," B.R.C. 1981, if the property owner demonstrates that the use of the building does not require an off-street loading space and that the safety of pedestrians, motorists and bicyclists is not impaired. ~~Process requirements for such administrative modifications are contained in section 9-2-3, "Variances and Interpretations," B.R.C. 1981.~~

Section 21. Section 9-9-12, "Landscaping and Screening Standards," B.R.C. 1981, is amended to read as follows:

9-9-12. Landscaping and Screening Standards.

(a) Purpose: The purpose of the landscaping and screening requirements set forth in this chapter is to:

...

(b) Scope: This section and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, apply to all nonresidential and residential developments unless expressly stated otherwise.

(1) The standards in this section and Sections 9-9-13, "Streetscape Design Standards," and 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be met prior to a final inspection for any building permit for:

...

(2) When additional parking spaces are provided, ~~or for a change of use where new off-street parking spaces are provided,~~ the provisions of Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, shall be applied as follows:

...

(d) General Landscaping and Screening Requirements:

...

(8) Minimum Overall Site Landscaping: In all zones except A, P, RR, RE, RL and RM, one tree and five shrubs are planted for each 1,500 square feet of lot area not covered by a building or ~~required~~ parking.

...

Section 22. Section 9-9-13, “Streetscape Design Standards,” B.R.C. 1981, is amended to read as follows:

9-9-13. Streetscape Design Standards.

Streetscape improvements shall be designed in accordance with the following standards:

(a) Scope: The standards set forth in this section apply to all land uses, including single-family residential land uses.

...

(d) Streetscape Requirements: Street trees must be selected from the approved street tree list set forth in the City of Boulder Design and Construction Standards, unless an equivalent tree selection is approved by the city manager. Table 9-640 of this section sets the minimum planting interval for street and alley trees. The specific spacing for each development is ~~dependant~~ dependent upon tree type (for a list of tree species in each type, see Approved Street Tree List, in the City of Boulder Design and Construction Standards) and existing conditions as identified in this section or an equivalent approved by the city manager.

TABLE 9-640: STREETSCAPE REQUIREMENTS

Existing or Approved Condition			Required Planting	
Sidewalk Condition	Planting Strip Width	Utility Location	Tree Type	Minimum Tree Planting Interval
Detached	Up to and including 8 feet or more	Buried	Large	30 feet—40 feet
		Overhead	Small	15 feet—20 feet
	More than 6 feet to 8 feet	Buried	Medium	25 feet—30 feet
		Overhead	Small	15 feet—20 feet
	4 feet—6 feet: This planting strip width is less than desirable	Buried	Small	15 feet—20 feet
		Overhead	Small	15 feet—20 feet

Attached	Trees must be planted 4 feet—5 feet from the sidewalk. Trees may be planted on private property if there is not adequate right-of-way.	Buried	Large	30 feet—40 feet
		Overhead	Small	15 feet—20 feet
Urban sidewalk of 12 feet or wider (BMS, BR-1, BR-2, and MU-3 zoning districts)	Trees must be planted in irrigated tree grates or tree pits unless approved by the city manager. For tree grate dimensions and tree pit volume, see Design and Construction Standards, Table 3.05-5.	Buried	Large	20 feet—25 feet
		Overhead	Medium	15 feet—20 feet

...

Section 23. Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, is amended to read as follows:

9-9-14. Parking Lot Landscaping Standards.

- (a) Scope Required: This section shall apply to all surface parking lots with more than five parking spaces, ~~regardless of whether the parking is required by Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.~~ All parking lots shall be screened from the street and adjacent properties and contain interior lot landscaping in accordance with this section. Landscaping and screening standards set forth in this section are separate and in addition to the requirements of all other sections in this chapter unless expressly stated otherwise.

...

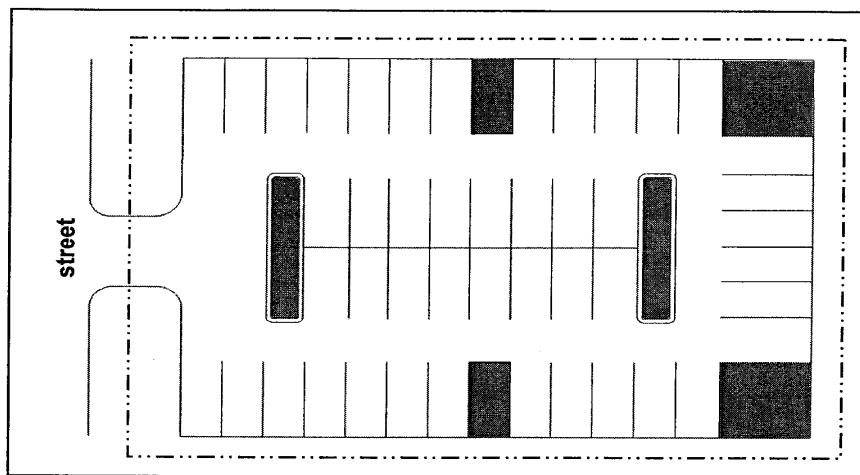


Figure 9-9: Interior Parking Lot Landscaping

1 *Only the shaded areas qualify as interior landscaping. Each landscaping area must be a*
2 *minimum of one hundred fifty square feet in size and have no dimensions less than eight feet.*

3 (5) ~~Expansive Parking Lots Containing One Hundred Twenty Percent or More of The~~
4 ~~Minimum Required Parking Spaces:~~ In order to mitigate the impacts of excessive
5 ~~pavement to water quality and to reduce the visual impacts of large expanses of~~
6 ~~pavement, open, at-grade parking spaces in excess of one hundred twenty percent~~
7 ~~of the minimum required in Section 9-7-1, "Schedule of Form and Bulk~~
8 ~~Standards," B.R.C. 1981 that encompasses more than 50 percent of the total lot~~
9 ~~area, a development shall provide include additional parking lot landscaping over~~
10 ~~the amount required in other sections of this chapter as follows:~~

11 (A) ~~For parking lots containing more than one hundred twenty percent and less~~
12 ~~than one hundred fifty percent of minimum required parking~~
13 ~~encompassing more than 50 percent of the total lot area, interior parking~~
14 ~~lot landscaping shall be installed as required above, plus an additional five~~
15 ~~percent of the parking lot area as interior or perimeter parking lot~~
16 ~~landscaping. Perimeter parking lot landscaping shall not be located within~~
17 ~~a required front yard setback or a side yard adjacent to a street setback.~~

18 (B) ~~For parking lots containing one hundred fifty percent or more than the~~
19 ~~minimum required parking encompassing more than 60 percent of the total~~
20 ~~lot area, interior parking lot landscaping shall be installed as required~~
21 ~~above, plus an additional ten percent of the parking lot area as interior or~~
22 ~~perimeter parking lot landscaping. Perimeter parking lot landscaping shall~~
23 ~~not be located within a required front yard setback or a side yard adjacent~~
24 ~~to a street setback.~~

25 (6) Trees: At least one tree must be planted for every two hundred square feet of
interior parking lot landscaped area. At least seventy-five percent of the required
trees must be deciduous trees classified as either large or medium trees in the
approved street tree list as defined ~~set forth~~ in the City of Boulder Design and
Construction Standards.

...

Section 24. Section 9-9-16, "Lighting, Outdoor," B.R.C. 1981, is amended to read as
follows:

9-9-16. Lighting, Outdoor.

(a) Purpose: The purposes of the outdoor lighting standards are to:

(1) Provide adequate light for safety and security;

- (2) Promote efficient and cost effective lighting and to conserve energy;
 - (3) Reduce light pollution, light trespass, glare and offensive light sources;
 - (4) Provide an environmentally sensitive nighttime environment that includes the ability to view the stars against a dark sky so that people can see the Milky Way Galaxy from residential and other appropriate viewing areas;
 - (5) Prevent inappropriate, poorly designed or installed outdoor lighting; and
 - (6) Encourage quality lighting design; light fixture shielding, establish maximum uniformity ratios and establish maximum light levels within and on property lines.
- ...
- (e) Maximum Light Standards: No person shall operate any device which makes light in excess of the levels specified in this section. Light from any fixture shall not exceed any of the limits for the applicable zoning district or use classification in Tables 9-744 and 9-842 of this section. In the event an applicant utilizes light levels at the highest level permitted for a specific use area, such lighting shall be substantially confined to that particular use area.

TABLE 9-744: ZONING DISTRICT REQUIREMENTS

	Residential Zoning Districts (Not Including Public Uses)	Commercial, Mixed Use, Downtown, Business, and Industrial Zoning Districts	Public Zoning District and Public Uses in Residential Zones
Maximum allowable light levels (measured in footcandles)	5.0 at building entries	5.0 at building entries	5.0 at building entries
	3.0 in parking areas	5.0 in parking areas	5.0 in parking lots
	3.0 along pedestrian walkways	3.0 along pedestrian walkways	3.0 along pedestrian walkways
	2.0 in common open space areas	2.0 in outdoor storage areas (maximum uniformity ratio requirements are not applicable)	
Maximum uniformity ratio (maximum to minimum)	n/a	10:1 (except as noted above)	15:1
Maximum lumen rating for a full cutoff luminaire shielded from view of	8,500 - parking areas of 6 or more spaces	8,500 - pedestrian areas 14,000 - parking and loading areas	14,000 - parking and loading areas

adjacent streets and properties	4,000 - walkway lights and common areas	23,500 on 35 foot pole when permitted (parking and loading areas)	
	1,800 stairways and entryways	16,000 for high pressure sodium when permitted	
Maximum lumen rating for a partially shielded (IES TM-15-11 G1 rating) fixture	900	1,250	1,250
Maximum lumen rating for an unshielded light fixture	900: except no lamp or bulb, other than for seasonal displays and landscape ornamental lighting, shall be visible beyond the property line	900	900
Controls	Motion sensors required for all unshielded fixtures in excess of 900 lumens	Recommended after close of business	Recommended after close of business
Maximum allowable pole height (includes base, pole and luminaire)	20 feet in parking lots	25 feet in parking lots	20 feet in parking lots within or adjacent to residential zones, otherwise 25 foot maximum
	15 feet in all other areas	35 feet for contiguous parking lots of 5 or more acres in size	
		20 feet in all other areas	

TABLE 9-812: SPECIAL USE REQUIREMENTS

	Open Parking Structures and Parking Below a Building	Private Recreation Use	Public Recreation Use	Service Stations, Automobile Dealerships, Drive-Thru Windows
Maximum allowable light levels (measured in footcandles)	5.0 within open parking structure and parking below a building 5.0 for uncovered upper levels 5.0 for covered exterior pedestrian circulation areas	The lesser of 30 footcandles or the IESNA recommended standards for the specific sports venue 5.0 in parking lots	The IESNA recommended standards for the specific sports venue 5.0 in parking lots	5.0 in building entries and drive-up windows 20.0 under service station canopies 15.0 within vehicular display

	that are a part of a parking structure or parking below a building	4.0 in pedestrian areas	4.0 in pedestrian areas	areas 5.0 in parking lots 3.0 along pedestrian walkways
Maximum uniformity ratio (maximum to minimum)	5:1 within parking structure 10:1 remainder of site	3:1 on sports field or court 10:1 remainder of site	3:1 on sports field or court 10:1 remainder of site	10:1
Maximum lumen rating for a full cutoff light fixture shielded from view of adjacent streets and properties	14,000	23,500 for field or court area 8,500 for parking and pedestrian areas	107,000 for sports field 23,500 for courts 14,000 for parking areas 8,500 for pedestrian areas	14,000
Maximum lumen rating for a partially shielded (IES TM-15-11 G1 rating) fixture	1,800	1,250	4,000	1,800
Maximum lumen rating for an unshielded light fixture	900	900	900	900
Sports shielding	n/a	Internal and external	Internal and external	n/a
Light fixture aiming angle	n/a	n/a	Not greater than 60 degrees from nadir	n/a
Controls	Automatic daylight adaptation controls required	Field or court lights shall be turned off within 30 minutes of the last event or 12:00 midnight, whichever is earlier	Field or court lights shall be turned off within 30 minutes after the last event	Service station canopies and vehicular display lights shall not exceed 5.0 footcandles within

				1 hour of the close of business
Maximum allowable pole height (includes base, pole, and light fixture)	12 feet for uncovered upper level parking	20 feet in residential zones 25 feet in all other zones	20 feet in parking lots within or adjacent to residential zones, otherwise 25 feet 35 feet for sports lighting or as approved by the city manager per Section 9-2-14, "Site Review," B.R.C. 1981	20 feet when adjacent to residential zones, otherwise 25 feet in parking lots 20 feet in all other areas

...

Section 25. Section 9-9-21, "Signs," B.R.C. 1981, is amended to read as follows:

9-9-21. Signs.

(a) Application and Legislative Intent:

- (1) Application of Section: This section applies only to signs erected on private property by the owner or lessee in possession of that property, or by persons acting with the permission or at the request of the owner or lessee. It applies only to signs which are visible beyond the boundaries of the property upon which they are located. There are two exceptions to this rule which are most conveniently included in this section: signs erected on private property as part of a sign program which was a condition of approval of development under this title; and signs on private vehicles located on public property. This section does not apply to a sign carried by a person, whether on public or private property. This section does not apply to signs, other than those on vehicles, on public property. ^[12]

...

(c) Signs Exempt From Permits:

...

- (M) Cottage Foods and Fresh Produce Signs. On any premises meeting the requirements of Chapter 6-17, a sign meeting the size restrictions applicable to residential detached dwellings in Table 9-9-13 of this section. This provision does not restrict the content of the sign.

(e) Limitations on Area, Number, and Height of Signs by Use Module:

- (2) Maximum Sign Area Permitted: The maximum sign area permitted per property, maximum area per sign face, maximum number of signs, and maximum height of freestanding signs in the use modules in the city are as in Table 9-913 of this section, except as modified by other provisions of this section.

TABLE 9-913: LIMITATIONS ON AREA, NUMBER, AND HEIGHT OF SIGNS BY USE MODULE

Maximum Sign Area Permitted Per Property	Maximum Area Per Sign Face	Maximum Number Signs Permitted	Maximum Height of Freestanding Signs
Residential and Agricultural Districts (RR, RE, RL, RM, RMX, RH, and A)			
For detached dwelling uses: 4 square feet	2 square feet	1 per use	7 feet
For attached dwelling uses: 32 square feet	16 square feet	1 per street frontage	7 feet
For other uses permitted by zoning chapter 9-6, "Use Standards," B.R.C. 1981: 32 square feet	16 square feet	1 per street frontage	7 feet
For other uses permitted by special review and for lawful nonconforming uses: the lesser of 50 square feet or the maximum sign area for the use in the zoning district in which the use is permitted by chapter 9-6, "Use Standards," B.R.C. 1981	16 square feet	The lesser of 1 per street frontage or 2 per use	7 feet
Public District (P)			
The greater of: 15 square feet or ½ square foot of sign area for each foot of street frontage	50 square feet for freestanding signs. See subsection (d) of this section for limits on other signs	1 per street frontage for freestanding signs. 1 per ground level tenant for projecting signs. No limit on other signs	7 feet
Downtown, Mixed Use, and Business - Transitional Districts (BMS, BT, MU, DT)			
Any use that is permitted in a residential zone shall be regulated as in the residential zoning districts			

For any use not permitted in residential zones, other than MU-3, in addition to freestanding signs, as permitted in paragraph (d)(6) of this section, 1.25 square feet of sign area for each linear foot of total building frontage for the first 200 feet of frontage, plus 0.5 square feet of sign area for each foot of frontage thereafter	See subsection (d) of this section for area restrictions	1 per street frontage for freestanding signs. 1 per ground level tenant for projecting signs. No limit on other signs	See paragraph (d)(6) of this section for height restrictions
Business - Community, Business - Commercial Services, Business - Regional, and Industrial Districts not in the B.V.R.C. (BC, BCS, BR, IS, IG, IM, and IMS)			
For any use permitted in residential zones, as regulated in residential zoning districts	See subsection (d) of this section for area restrictions		Varies with setback; see paragraph (d)(6) of this section
In addition to freestanding signs, as permitted in paragraph (d)(6) of this section, 2 square feet sign area for each linear foot of total building frontage for the first 200 feet of frontage, plus 0.5 square foot sign area for each linear foot of frontage, except as provided in subparagraph (d)(6)(D) of this section	See subsection (d) of this section for area restrictions		See paragraph (d)(6) of this section for height restrictions
Boulder Valley Regional Center and Regional Business Districts			
Properties zoned BR-1 and properties located within the Boulder Valley Regional Center unless zoned BT-1 or BT-2			
For any use not permitted in residential zones, in addition to freestanding signs, as permitted in paragraph (d)(6) of this section, 1.5 square feet of sign area for each linear foot of total building frontage for the first 200 feet of each frontage, plus ½ square foot sign area for each additional linear foot of each frontage	See subsection (d) of this section for area restrictions	1 per street frontage for freestanding signs. 1 per ground level tenant for projecting signs. No limit on other signs	See paragraph (d)(6) of this section for height restrictions

...

(q) Discontinuance of Prohibited Legal Nonconforming Signs:

- (1) Except as provided in paragraph (q)(2) or (q)(3) of this section, a legal nonconforming sign prohibited by subsection (b) of this section shall be removed or brought into conformity with the provisions of this section within sixty days from the date on which the sign became nonconforming.

- (2) A legal nonconforming sign described in subparagraph (b)(3)(C), (b)(3)(D), (b)(3)(H), or (b)(3)(K) of this section is subject to the amortization provisions of subsection (r) of this section, unless excepted by paragraph (q)(3) of this section.
- (3) Existing legal signs in the city which became nonconforming solely because of a change in this sign code enacted by Ordinance No. 5186 (1989) or Ordinance No. 6017 (1998) are subject to all the requirements of subsection (p) of this section, but are not subject to the sixty-day discontinuance provisions of paragraph (q)(1) of this section or the amortization provisions of subsection (r) of this section. Such amortization provisions are also inapplicable to lawfully permitted nonconforming advertising devices, as those terms are defined and applied in the Outdoor Advertising Act, 43-1-401 et seq., C.R.S. The city manager is authorized, subject to appropriation, to remove such devices by eminent domain proceedings.
- (r) Amortization Provisions: Except for signs described in paragraph (q)(1) or (q)(3) of this section, or a temporary sign, a legal nonconforming sign shall be brought into conformity or removed under the following schedule:
- (4) A sign having an original cost exceeding \$100.00 that is nonconforming as to permitted sign area or any other provision of this section that would require the complete removal or total replacement of the sign may be maintained for the longer of the following periods:
- (A) Three years from the date upon which the sign became nonconforming under the provisions of this section by annexation or code amendment; or
- (B) A period of three to seven years from the installation date or most recent renovation date that preceded the date on which the sign became nonconforming. But if the date of renovation is chosen as the starting date of the amortization period, such period of amortization shall be calculated according to the cost of the renovation and not according to the original cost of the sign. The amortization periods in Table 9-104 of this section apply according to the original cost of the sign, including installation costs, or of the renovation:

TABLE 9-104: AMORTIZATION SCHEDULE

Sign Code or Renovation Cost	Permitted Years From Installation or Renovation Date
\$ 101 through \$1,000	3 years
\$1,001 through \$3,000	4 years
\$3,001 through \$10,000	5 years
Over \$10,000	7 years

1 ...

2 Section 26. Section 9-10-2, "Continuation or Restoration of Nonconforming Uses and
3 Nonstandard Buildings, Structures, and Lots," B.R.C. 1981, is amended to read as follows:

4 **9-10-2. Continuation or Restoration of Nonconforming Uses and Nonstandard Buildings,**
5 **Structures, and Lots.**

6 Nonconforming uses and nonstandard buildings and lots in existence on the effective date of the
7 ordinance which first made them nonconforming may continue to exist subject to the following:

- 8 (a) One-Year Expiration for Nonconforming Uses: A nonconforming use, except for a use
9 that is nonconforming only because it fails to meet the ~~required off-street parking~~
10 ~~standards of Section 9-9-6, "Parking Standards,"~~ or residential density requirements of
11 Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981, that has been
12 discontinued for at least one year shall not be resumed or replaced by another
nonconforming use as allowed under Subsection 9-2-15(f), B.R.C. 1981, unless an
extension of time is requested in writing prior to the expiration of the one-year period.
The approving authority will grant such a request for an extension upon finding that an
undue hardship would result if such extension were not granted.

13 ...

14 Section 27. Section 9-10-3, "Changes to Nonstandard Buildings, Structures, and Lots
15 and Nonconforming Uses" B.R.C. 1981, is amended to read as follows:

16 **9-10-3. Changes to Nonstandard Buildings, Structures, and Lots and Nonconforming Uses.**

17 Changes to nonstandard buildings, structures, or nonstandard lots and nonconforming uses shall
18 comply with the following requirements:

- 19 (a) Nonstandard Buildings and Structures:

20 ...

- 21 (c) Nonconforming Uses:

- 22 (1) Nonconforming Changes to Conforming Use Prohibited: No conforming use may
23 be changed to a nonconforming use, notwithstanding the fact that some of the
24 features of the lot or building are nonstandard ~~or the parking is nonconforming.~~

24 ...

(3) ~~Nonconforming Only as to Parking: The city manager will grant a request to change a use that is nonconforming only because of an inadequate amount of parking to any conforming use allowed in the underlying zoning district upon a finding that the new or modified use will have an equivalent or less parking requirement than the use being replaced.~~

(34) Nonconforming Permanently Affordable Units. Dwelling units on a building site that exceeds the maximum number of dwelling units per acre standard or does not meet the minimum amount of open space per dwelling unit or the minimum lot area per dwelling unit standards may be reconstructed or restored consistent with the following standards:

...

~~(F) Parking: On-site parking that does not meet the requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be maintained or brought closer to compliance with the standards. Any further reduction in parking spaces may be pursued through Subsection 9-9-6(f), "Motor Vehicle Parking Reductions," B.R.C. 1981 or Section 9-2-14, "Site Review," B.R.C. 1981;~~

~~(EG)~~ Application of Code: Applications subject to this paragraph shall meet all requirements of the Boulder Revised Code unless modified or waived by this paragraph or pursuant to another city process, including without limitation a site review, use review, or variance process. Any reconstructed or restored building meeting the maximum number of dwelling units per acre, the minimum amount of open space per dwelling unit, and the minimum lot area per dwelling unit standards shall be subject to the applicable zoning district standards; and

~~(GH)~~ Application Requirements: A person having a demonstrable property interest in the land may apply for the reconstruction or restoration of a building or property under the requirements of this paragraph. Such application shall be filed on a form provided by the manager and shall meet the requirements of Subsection 9-2-6(a), B.R.C. 1981, and the following:

...

Section 28. Section 9-14-12, "Outdoor Space Requirements" B.R.C. 1981, is amended to read as follows:

9-14-12. Outdoor Space Requirements

...

(c) **Outdoor Space Types.** All required outdoor space shall comply with one of the outdoor space types defined in subsections 9-14-12(lm) through (pq) of this section and the specifications applicable to the type used.

(1) **Specified Type.** If a type of outdoor space is specified in Figure 14-17 for Boulder Junction or Figure 14-18 for Alpine-Balsam for the project site, such type shall be utilized.

(2) **No Specified Type.** If no type is specified in Figure 14-17 or Figure 14-18 or the type is designated as flexible, any one of the outdoor space types defined in subsections 9-14-12(lm) through (pq) of this section may be utilized provided that the type utilized will result in a mix of outdoor spaces in the vicinity of the development.

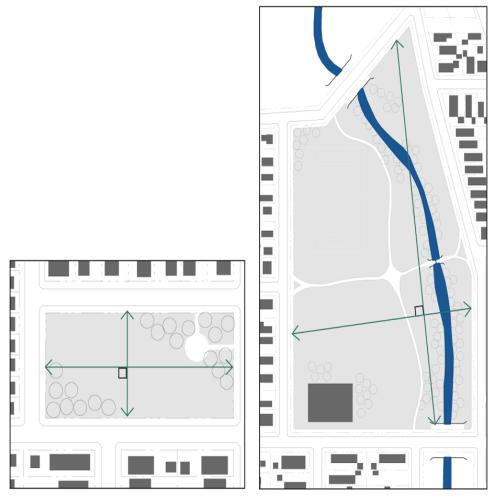


Figure 14-16. Outdoor Space: Measuring Minimum Dimensions

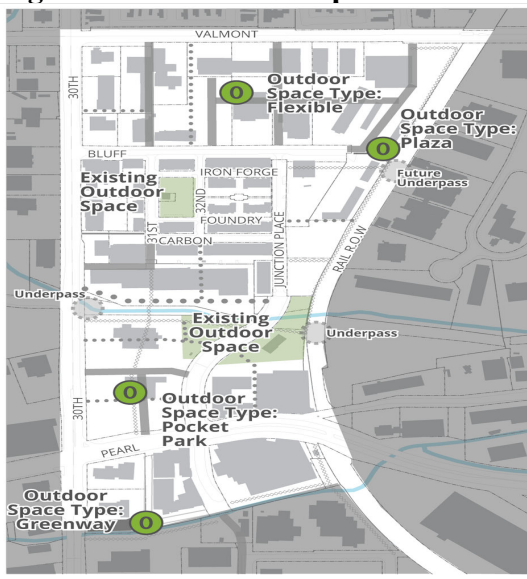


Figure 14-17. Boulder Junction: Required Locations for Outdoor Space

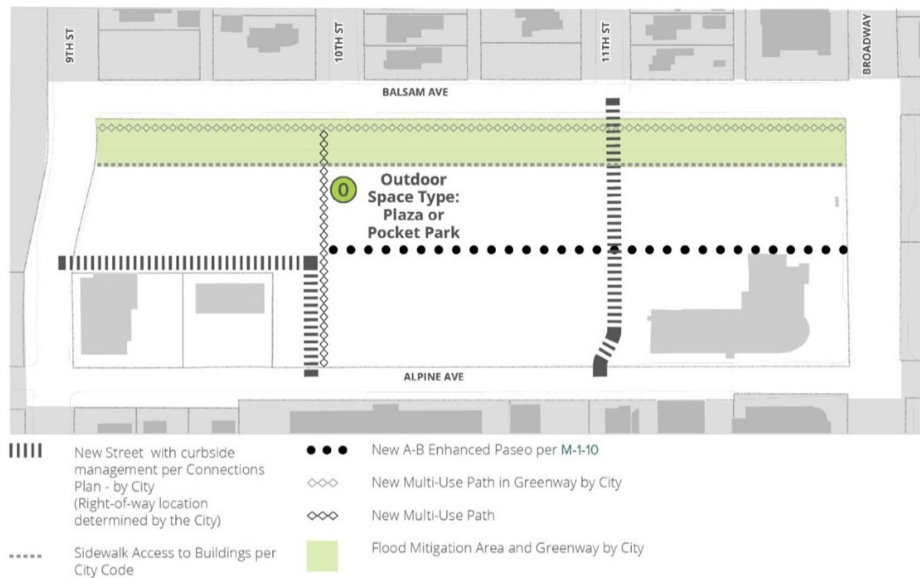


Figure 14-18. Alpine-Balsam: Required Locations for Outdoor Space

~~(h) **Parking Requirements.** Parking shall not be required for any outdoor space type, unless a use other than open space is determined by the city manager.~~

(hi) **Continuity.** New outdoor space shall connect to abutting or proximate existing or planned public way or open space.

(ij) **Measuring Size.** When determining whether dimensions requirements of this section are met, the following standards apply:

(jk) **Improvements.** When determining the specific improvement standards applicable to each outdoor space type, the following shall apply:

(kl) **Stormwater in Outdoor Space Types.** Stormwater management practices, such as storage and retention facilities, may be integrated into any of the outdoor space types and utilized to meet stormwater requirements for surrounding parcels subject to the following standards:

(lm) **Plaza.** The intent of the plaza is to provide a formal outdoor space of medium scale that may serve as a gathering place for civic, social, and commercial purposes. The plaza may contain a greater amount of impervious coverage than any other type of outdoor space regulated in this section. Special features, such as fountains and public art installations,

are encouraged. Plazas shall be designed to meet the standards of Table 14-3. Plaza Requirements. See Figure 14-19. Example of a Plaza.

Table 14-3. PLAZA REQUIREMENTS

Dimensions	
Minimum Size	0.10 acres
Maximum Size	1 acre
Minimum Dimension	80 feet
Minimum Percentage of Street or Public Way Frontage Required	25%
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Not permitted
Mobility Hub	Permitted
Fully Enclosed Structures	Permitted; may cover maximum 5% of plaza area
Maximum Impervious Surface + Semi-Pervious Surface	60%+ 20%
Maximum Percentage of Open Water	30%



Figure 14-20. Example of a Green

(m) **Green.** The intent of the green is to provide an informal outdoor space of medium scale for active or passive recreation located within walking distance for building occupants and visitors. The green is intended to be fronted mainly by streets. Greens shall be designed to meet the standards of Table 14-4. See Figure 14-20. Example of Green.

Table 14-4. GREEN REQUIREMENTS

Dimensions	
Minimum Size	0.25 acres
Maximum Size	2 acres
Minimum Dimension	45 feet
Minimum Percentage of Street or Public Way Frontage Required	100% for greens less than 1.25 acres; 50% for greens 1.25 or more acres in size
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Mobility Hub	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	20% + 15%
Maximum Percentage of Open Water	30%



Figure 14-21. Example of a Commons

(n) **Commons.** The intent of the commons is to provide an informal, small to medium scale outdoor space for active or passive recreation. Commons are typically internal to a block and tend to serve adjacent building occupants. Commons shall be designed to meet the standards of Table 14-5. See Figure 14-21. Example of Commons.

Table 14-5. COMMONS REQUIREMENTS

Dimensions	
Minimum Size	0.25 acres
Maximum Size	1.5 acres
Minimum Dimension	45 feet
Minimum Percentage of Street or Public Way Frontage Required	0%; requires a minimum of two access points (minimum 20 feet wide)
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Mobility Hub	Not permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	30% + 10%
Maximum Percentage of Open Water	30%



Figure 14-22. Example of a Pocket Park

(op) Pocket Park. The intent of the pocket park is to provide a small scale, primarily landscaped active or passive recreation and gathering space for neighborhood residents within walking distance. Pocket parks shall be designed to meet the standards of Table 14-6. See Figure 14-22. Example of ~~Plaza~~ Pocket Park.

Table 14-6. POCKET PARK REQUIREMENTS

Dimensions	
Minimum Size	0.10 acres
Maximum Size	1
Minimum Dimension	None
Minimum Percentage of Street Frontage Required	30%
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Required
Mobility Hub	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	30% + 10%
Maximum Percentage of Open Water	30%



Figure 14-23. Example of a Park/Greenway

(p) **Park/Greenway.** The intent of the park/greenway is to provide informal active and passive large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created around an existing natural feature such as a water body or stands of trees. Parks/greenways shall be designed to meet the standards of Table 14-7. See Figure 14-23. Example of Parks/Greenways.

Table 14-7. PARK/GREENWAY REQUIREMENTS

Dimensions	
Minimum Size	2 acres
Maximum Size	None
Minimum Dimension	30 feet; minimum average width of 80 feet
Minimum Percentage of Street Frontage Required	30% for parks less than 5 acres; 20% for parks 5 or more acres in size
Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Mobility Hub	Permitted
Fully Enclosed Structures	Permitted in parks 5 acres or larger in size
Maximum Impervious Surface + Semi-Pervious Surface	20% + 10%
Maximum Percentage of Open Water	50%

Section 29. Section 9-16-1, "General Definitions," B.R.C. 1981, is amended to read as follows:

9-16-1. General Definitions.

- (a) The definitions contained in Chapter 1-2, "Definitions," B.R.C. 1981, apply to this title unless a term is defined differently in this chapter.
- (b) Terms identified with the references shown below after the definition are limited to those specific sections or chapters of this title:
 - (1) Airport influence zone (AIZ).
 - (2) Floodplain regulations (Floodplain).
 - (3) Historic preservation (Historic).
 - (4) Inclusionary housing (Inclusionary Housing).
 - (5) Solar access (Solar).
 - (6) Wetlands Protection (Wetlands).
 - (7) Signs (Signs).
- (c) The following terms as used in this title have the following meanings unless the context clearly indicates otherwise:

A—E

...

Expansion of a nonconforming use means any change or modification to a nonconforming use that constitutes:

- (1) An increase in the occupancy, floor area, ~~required parking~~, traffic generation, outdoor storage, or visual, noise, or air pollution;
- (2) Any change in the operational characteristics which may increase the impacts or create adverse impacts to the surrounding area including, without limitation, the hours of operation, noise, or the number of employees;
- (3) The addition of bedrooms to a dwelling unit, except a single-family detached dwelling unit; or
- (4) The addition of one or more dwelling units.

...

K—O

...

Lot, building means a parcel of land, including, without limitation, a portion of a platted subdivision, that is occupied or intended to be occupied by a building or use and its accessory buildings and uses, together with the yards required under the provisions of this code; that has not less than the minimum area, useable open space, and building coverage, ~~and off-street parking spaces~~ required by this code for a lot in the district in which such land is situated; that is an integral unit of land held under unified ownership in fee or co-tenancy or under legal control tantamount to such ownership; and that is precisely identified by a legal description.

...

Nonconforming use means any legally established use of a building or use of a lot that is prohibited by Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981. A nonconforming use also includes an otherwise conforming use, except a single dwelling unit on a lot, that, as a result of adoption of or amendments to zoning standards, does not meet the minimum lot area per dwelling unit or useable open space per dwelling unit requirements of Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981, ~~or the required off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981.~~

...

P—T

...

Principal parking facility means an area that provides short-term or long-term off-street parking for motor vehicles and ~~is does not provide parking that is accessory to another use on the lot not accessory to the use on the lot~~ where the parking is located or to a use located in the same approved planned unit development or site review. A principal parking facility may be a parking lot, garage, or carpool lot. A parking area that is an accessory use may also provide parking for a principal use on a different lot or parcel or a principal use that is not within the same planned unit development or site review without being considered a principal parking facility.

1 ...

2 Section 30. Section 10-7-2, "Energy Conservation Code," B.R.C. 1981, is amended to
3 read as follows:

4 **10-7-2. Energy Conservation Code.**

5 (a) Council adopts by reference the *2024 City of Boulder Energy Conservation Code*
6 published by the International Code Council which shall have the same force and effect
7 as though fully set forth in the Boulder Revised Code, 1981, except as specifically
8 amended by the provisions of this chapter. This code shall also be known as the *City of*
9 *Boulder Energy Conservation Code*. This chapter and the *2024 City of Boulder Energy*
10 *Conservation Code* shall be administered, applied, and interpreted in accordance with and
11 as part of Chapter 10-5, "Building Code," B.R.C. 1981.

12 (b) Section C405.13, "Electric vehicle (EV) charging for new construction," is repealed and
13 reenacted to read as follows:

14 **C405.13 Electric vehicle (EV) charging for new construction.** The building shall be
15 provided with electric vehicle (EV) charging in accordance with this section and the
16 National Electrical Code (NFPA 70). Where parking spaces are added or modified
17 without an increase in building size, only the new parking spaces are subject to this
18 requirement. The number of required EVSE installed spaces, EV ready spaces, EV
19 capable spaces, and EV capable light spaces shall be determined based on the total
20 number of provided motor vehicle parking spaces.

21 (c) Section C406.2.2, "More efficient HVAC performance," is repealed and reenacted to read
22 as follows:

23 **C406.2.2 More efficient HVAC performance.** To achieve credits for more efficient
24 HVAC performance, all heating and cooling systems shall meet the minimum
25 requirements of Section C403 and efficiency improvements shall be referenced to
minimum efficiencies listed in tables referenced by Section C403.3.3. Where multiple
efficiency requirements are listed, equipment shall meet the seasonal or part-load
efficiencies, including SEER/SEER2, EER/integrated energy efficiency ratio (IEER),
integrated part load value (IPLV), or AFUE. Equipment that is larger than the maximum
capacity range indicated in tables referenced by Section C403.3.3 shall meet the
efficiencies listed for the largest capacity for the associated equipment type shown in the
table. Where multiple individual heating or cooling systems serve a project, the HVAC
performance improvement of the project shall be the weighted average improvement
based on individual system capacity. Projects will achieve HVAC efficiency credits for
one or several of the following measures:

1. C406.2.2.4 H04

2. C406.2.2.5 H05

(~~d~~e) Section C406.2.2.2, "H02 More efficient HVAC equipment heating performance," is repealed and reenacted to read as follows:

C406.2.2.2 H02. Reserved.

(~~e~~d) Section C406.2.2.3, "H03 More efficient HVAC equipment cooling and fan performance," is repealed and reenacted to read as follows:

C406.2.2.3 H03. Reserved.

(~~f~~e) Lines H02 and H03 in Table C406.2, "Base Credit for Additional Conservation Measures," are repealed to read as follows:

H02 Reserved

H03 Reserved

Section 31. The city council adopts the amendments to the *City of Boulder Design and Construction Standards*, originally adopted pursuant to Ordinance 5986 (amended by Ordinance 7088, 7400, 7688, 8006, 8324, 8370, 8561, 8608, 8631, and 8672) that are shown in **Exhibit A** of this ordinance.

Section 32. The city council orders and directs the city manager to make any additional citation, reference, update, and formatting changes to the *City of Boulder Design and Construction Standards* not included in this ordinance that are necessary to properly implement these amendments to the *City of Boulder Design and Construction Standards* and to correct clerical errors.

Section 33. This ordinance is prospective in nature and shall apply to all applications and permits applied for or those for which application is requested for after the effective date of its adoption. Permits and applications applied for prior to the effective date of this ordinance may proceed under the regulations in effect at the time of application.

Section 34. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city and covers matters of local concern.

1 Section 35. The city council deems it appropriate that this ordinance be published by title
2 only and orders that copies of this ordinance be made available in the office of the city clerk for
3 public inspection and acquisition.

4
5 INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY
6 TITLE ONLY this 5th day of June 2025.

7
8
9 Attest:

Aaron Brockett,
Mayor

10
11 _____
12 Elesha Johnson,
City Clerk

13
14 READ ON SECOND READING, PASSED AND ADOPTED this 26th day of June 2025.

15
16
17 Attest:

Aaron Brockett,
Mayor

18
19
20 _____
21 Elesha Johnson,
City Clerk

CITY OF BOULDER
DESIGN AND CONSTRUCTION STANDARDS

CHAPTER 2

TRANSPORTATION DESIGN

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Effective: TBD June 3, 2024

DESIGN AND CONSTRUCTION STANDARDS

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2.01 General

(A) Intent

The Transportation Design Standards are intended to provide for an integrated transportation system for all transportation modes, including pedestrian, bicycle, transit, and motor vehicle.

(B) Transportation Master Plan

All improvements proposed to the city's transportation system shall conform with the goals and policies in the Transportation Master Plan (TMP).

(C) Reference Standards

Where not specified in these Standards or the B.R.C. 1981, to protect the public health, safety, and welfare, the Director of Public Works will specify the standards to be applied to the design and construction of transportation improvements and may refer to one or more of the references listed in the References Section of these Standards.

(D) Functional Street Classification

Public streets shall be designed and improved to conform to the applicable functional street classification as defined on the "Street Function Class and Proposed Street Facilities" map of the TMP.

2.02 Traffic Study

(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 the development proposal. 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.

(C) Responsibilities for Traffic Studies

An applicant for construction approval shall be responsible for assessing all traffic impacts associated with a proposed development, with the city serving in a review and approval capacity.

(D) Preparation

A Traffic Study shall be prepared by an Engineer with adequate experience and expertise in transportation engineering. The Engineer shall be identified in the Traffic Study.

(E) Coordination with City

Transportation consultants and Engineers preparing Traffic Studies shall discuss proposed development projects with the Director prior to initiating the study. Issues to be discussed include, without limitation, the TMP, definition of the study area, relevant subarea, area, and subcommunity plans, methods for projecting build-out volumes, background traffic conditions, trip generation, directional distribution of traffic, trip assignment, and assessment of potential transportation hazards. These aspects of the Traffic Study shall be approved by the Director prior to study preparation.

(F) Submittal

A Traffic Study shall be prepared in conformance with, and including, the information required in Section 2.03, "Traffic Study Format," of these Standards.

2.03 Traffic Study Format**(A) Study Requirements**

The information provided in the Traffic Study shall include the following sections as outlined below. The study shall be typed and ~~bound~~, and bound and clearly identify the data and information in the appropriate sections. In addition, the study shall contain a table of contents, lists of figures, and tables, and shall identify any map pockets and included drawings.

(B) Introduction

The Traffic Study shall provide an introduction with an overview and discussion of the project or development proposal.

(C) Site Location and Zoning

Include a vicinity map detailing the property location, a conceptual site plan reflecting the boundaries of the project or development, and information detailing the designated zoning district, general terrain and physical features of the site and the surrounding area.

(D) Study Area Boundaries

Include the Study Area Boundaries as determined based on discussions with the Director and include all roadways and transportation routes providing access to the site and the surrounding transportation system.

(E) Existing Area Street System Description

Describe and include roadway orientations, functional classifications and geometries, intersection geometries, and traffic controls, including without limitation signage and striping, speed limits, parking restrictions, sight distance, transit routes, the presence of bicycle and pedestrian facilities, and any other related traffic operations information and improvements approved or planned by government agencies. For identified improvements scheduled by government agencies, include the nature of the improvements, extent, implementation schedule, and the agency or funding source responsible.

(F) Existing and Projected Roadway and Intersection Traffic Volumes

Include diagrams that map existing traffic volumes, and each variation of projected traffic volumes, for all roadways and intersections within the study area. Also provide diagrams that map the intersection and roadway geometries and traffic control within the study area.

(G) Existing and Proposed Site Uses

Include an identification of the existing land use and proposed land use or the highest potential land use based on zoning and maximum trip generation where a specific use has not been determined. If rezoning is proposed, the study shall provide a comparison between the highest trip generation uses for the existing zoning and the highest trip generation uses for the proposed zoning.

(H) Existing and Proposed Land Uses in Vicinity of the Site

Document any vacant land or potential redevelopment that may result in a change in traffic volume conditions within the study area during each time period studied. Perform and provide trip generation on these parcels and include the trips generated from these parcels in the trip volume diagrams and level of service analyses for each appropriate time period studied.

(I) Transportation Demand Management Strategies

Include an outline of transportation demand management strategies to mitigate traffic impacts created by proposed development and implementable measures for promoting alternate modes of 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.

(J) Trip Generation

Traffic estimates for the proposed project and potential developed or redeveloped properties in the study area shall be obtained by performing trip generation using the procedures outlined in the most current edition of the *Trip Generation Manual* of the Institute of Transportation Engineers (ITE). If adequate *Trip Generation Manual* data is not available for a specific land use, the procedures used to estimate trip generation data shall be approved by the Director. Include the following specific trip generation information:

- (1) **Summary Table:** List each land use that requires trip generation analysis, including the project plus developed or redeveloped land uses within the study area. For each trip generation summary, include land use type, amount, intensity, average trip generation rates for total daily traffic and peak hour traffic (a.m., noon and/or p.m. peak hour traffic generation may be required), and the resultant total trips generated for each time period and each land use.
- (2) **Calculations:** -Calculation of projected trip generation for any land use, used to determine study area impacts, shall be based on the following:

- (a) Trip generation formulas (or rates, if formulas are not available) published in the most recent version of the *Trip Generation Manual*. Trip generation reports from other industry publications may be considered but are subject to the approval of the Director.
 - (b) A local trip generation study, following procedures outlined in the most recent version of the *Trip Generation Manual*, if no published rates are available and similar land uses can be studied.
 - (c) Additional data or studies from other similar jurisdictions. Trip generation obtained in this fashion is subject to the review and approval of the Director.
- (3) **Trip Generation Reductions:** Credit for any trip reductions is subject to review and approval in advance by the Director. Anticipated trip reduction assumptions should be discussed and approved by the Director prior to the preparation of the Traffic Study. Trip reductions typically fall into one of two categories: those that reassign some portion of the trip generation from the surrounding roadway network (passerby and diverted trip reductions), and those that remove trips generated from the land use trip generation (internal and modal split reductions).
- (a) Use of passerby and diverted trip reductions may be evaluated and considered in reducing the additional estimated total trip generation of a new land use. However, passerby and diverted trip reduction factors are not to be applied directly to reduce trip generation and turning movement volumes at driveways serving the studied land use. These factors are subject to the approval of the Director.
 - (b) Internal trip reductions and modal split assumptions may reduce the total trip generation of a land use. These factors considered in the Traffic Study shall supply analytical support and detailed documentation to demonstrate how the estimates were derived and incorporated and are subject to the approval of the Director.

(K) Trip Distribution/Assignment and Modal Split

Trip distribution/assignment of any generated traffic estimates shall be clearly summarized and illustrated for each access route entering and exiting the generating land use, using the study area transportation system as a basis. Include the following specific trip distribution/assignment information:

- (1) **Trip Distribution:** The trip distribution for each site shall be identified and illustrated with a graphical figure detailing the percentages making each movement, at each intersection in the study area. The trip distribution shall be logically based upon factors such as the site's location within the city's existing traffic volume data in the study area, market analyses, applied census data, and/or professional engineering judgment. Trip distribution assumptions are subject to the approval of the Director.

- (2) **Trip Assignment:** Trip assignment shall be done by applying the trip generation totals for each time period studied, to the trip distribution percentages developed. The trip assignment shall develop anticipated traffic volumes for each of the movements identified by the trip distribution and each of the time periods identified in the analyses. The resulting traffic volumes shall be illustrated with graphical figures detailing the anticipated volumes making each movement, at each intersection in the study area, during each time period studied.

(L) Existing and Projected Traffic Volumes

- (1) **Traffic Volume Scenarios:** Five traffic volume scenarios and three separate times of the day may be required to be included in a Traffic Study analysis. The applicant shall meet with the Director to determine the scenarios and time periods to be studied, prior to the development of the Traffic Study. The number of scenarios and time periods to be studied are subject to the approval of the Director. The potential scenarios and time periods include the following:
- (a) Scenario 1 - Existing Conditions: An analysis of existing traffic conditions will be required in the Traffic Study. Existing Conditions analysis should attempt to model traffic conditions at the time the Traffic Study is being prepared. Traffic counts that are older than the year the study is being prepared shall be factored up or adjusted to existing year volumes.
 - (b) Scenario 2 - Anticipated Project Completion Year Without Project Volumes: Include an analysis of the anticipated traffic conditions during the year the project is intended to be finished and traffic is generated. The analysis shall anticipate the increase in background traffic volumes and the generation of other related projects that are not present in the existing condition, but would likely be completed and generating trips in this time period. The trip generation for the proposed project shall not be included in this scenario. If the project is intended to be completed the same year that the Traffic Study is being prepared, then this scenario is the same as Scenario 1 - Existing Conditions.
 - (c) Scenario 3 - Anticipated Project Completion Year With Project Volumes: This scenario is the same as Scenario 2, except that the project volumes are assigned to the roadway network and included in the analyses.
 - (d) Scenario 4 Future Buildout Conditions Without Project Volumes: An analysis of the anticipated traffic conditions during buildout, using the projected buildout year defined in the city's TMP. The analysis shall anticipate the increase in background traffic volumes and the generation of other related projects that are not present in the existing condition, but would likely be completed and generating trips in this time period. The trip generation for the proposed project should not be included in this scenario.
 - (e) Scenario 5 Future Buildout Conditions With Project Volumes: This scenario is the same as Scenario 4, except that the project volumes are assigned to the roadway network and included in the analyses.

- (2) **Traffic Volume Projections:** The traffic volume projections shall identify existing and projected daily traffic counts and peak hour turning movement counts for each access point, intersection and street identified in the Traffic Study area for each of the aforementioned scenarios required in the study.
- (3) **Time Periods:** Each scenario may be required to look at three different time periods (the a.m., noon and p.m. peak hour conditions). The Director will determine which time periods and scenarios are required for each Traffic Study depending upon the project's size, location, types of land uses and other pertinent factors.
- (4) **Raw Traffic Count Data:** Include all raw traffic-count data for average daily and peak hour conditions and traffic analysis worksheets in the appendices of the Traffic Study for reference. Computer techniques and associated printouts may be used for this part of the report.

NOTE: All total daily traffic counts must be actual machine counts, not based on factored peak hour sampling. Latest available machine counts from the city, and other agencies, may be acceptable if not more than 2 years older than the year the Traffic Study is being prepared. Data older than the year the Traffic Study is being prepared shall be factored up to current year numbers, using growth rates approved by the Director.

(M) Transportation Service Standards

Include a discussion and analysis assessing the impacts of the project or development proposal on the existing and planned transportation system in the study area with respect to the following traffic impact and mitigation objectives:

- (1) **Transportation Master Plan Objectives:** TMP service standards' objectives include the following:
 - (a) No long-term growth in auto traffic over current levels described as a 0 percent increase in vehicle miles traveled.
 - (b) Reduction in single occupant vehicle travel to 25 percent of total trips.
 - (c) Continuous reduction in mobile source emission of air pollutants, and no more than 20 percent of roadways congested at LOS F.
- (2) **Level of Service Design Guide:** LOS standards objectives include:
 - (a) Minimum LOS D design guide for peak hour conditions for all movements. Project impacts that maintain LOS D or better for all intersections and street segments may not be required to provide LOS-related traffic mitigation improvements.
 - (b) LOS E and lower peak hour conditions require the implementation of one or more transportation management strategies consistent with the goals and objectives of the TMP. A transportation management strategy plan required to address and mitigate these conditions may include travel demand management,

land use intensity reduction, site design, layout and access modifications, parking reduction measures, or transportation infrastructure improvements.

(N) Level of Service Analysis

- (1) The Traffic Study shall provide LOS analyses for all study area intersections (signalized and unsignalized) and mid-block roadway segments using methodologies outlined in the current *Highway Capacity Manual*. The analyses should be performed for Scenarios 1 through 5, described in Section 2.0 3(L), “Existing and Projected Traffic Volumes,” and for each time period (a.m., noon and/or p.m. peaks) that is required in the Traffic Study, unless otherwise required by the Director.
- (2) Level of service analyses shall consider the appropriate infrastructure, lane usage, traffic control and any other pertinent factors for each scenario to be studied. Intersections with planned improvements, discussed in city planning documents, may have those improvements shown in the level of service analyses.
- (3) Signalized intersection level of service analyses shall use the existing timing and phasing of the intersections for all scenarios. If the analyses are to deviate from existing timings or phasing, then a detailed signal progression analyses for the affected corridor shall also be provided.
- (4) The results of the level of service analyses for each scenario and each time period shall be summarized into one or more tables that illustrate the differences in level of service for each scenario. At a minimum, these tables shall list the level of service results for each intersection to include the level of service for each approach and the total intersection level of service, as well as the appropriate delay values for each approach and the total intersection. These tables shall highlight any locations where the addition of project traffic has caused any approach of any intersection to fall below the LOS D standard for the city.

(O) Traffic Counts and Analyses Worksheets

Provide capacity analysis calculations based on the planning or operational analysis techniques contained in the current *Highway Capacity Manual* or subsequent highway capacity techniques established by the Federal Highway Administration, including the following:

- (1) **Raw Traffic Count Data:** Include all raw traffic count data for average daily, hourly Average daily trip (ADT), and peak hour conditions and traffic analysis worksheets in the appendices of the Traffic Study for reference. Computer techniques and associated printouts may be used for this part of the report.
- (2) **Level of Service Analyses:** Include all level of service analyses performed for intersections and roadway links. If signal timing or phasing changes are proposed for traffic mitigation and the signal is currently part of a coordinated system, a progression analysis will be required to ensure that adequate progression is maintained or provided. All progress analysis and assumptions to be used shall be reviewed and approved by the Director.

(P) Traffic Control and Signals

The Traffic Study shall discuss and analyze any traffic control measures that may be necessary to serve a proposed project or development. Any traffic control measures are to be evaluated based on the requirements established in the *Manual on Uniform Traffic Control Devices* (MUTCD) and by the city, and will be applied as necessary to ensure safe and efficient operation of the city's transportation system. The analysis shall demonstrate the need for traffic control measures considering the objectives and policies of the TMP and alternative site designs in order to minimize or mitigate traffic impacts from the proposed project or development. The following traffic control measures are to be addressed:

- (1) **Regulatory Signage, Markings and Islands:** These traffic control measures shall be applied as necessary in conformance with the MUTCD and city standards and policies.
- (2) **Traffic Signals:** The installation of new traffic signals is not encouraged by the city and all possible alternatives to signalization shall be evaluated before the installation of a new traffic signal will be considered. The need for new traffic signals will be based on warrants contained in the MUTCD and on city policies. In determining the location of a new signal, safety and community traffic circulation and progression will be the primary considerations. If a traffic signal is suggested as part of a mitigation package, and the intersection lies within a series of coordinated traffic signals, then a progression analysis may be required to ensure that adequate progression may still be provided. Generally, a spacing of one-half mile between all signalized intersections is to be maintained, to achieve optimum capacity and signal progression. Pedestrian and bicycle movements shall be considered in all cases and adequate pedestrian clearance is to be provided in the signalization design.
- (3) **Intersection and Access Locations:** To provide flexibility and safety for the existing roadway system and to ensure optimum two-way signal progression, an approved traffic engineering analysis shall be made to properly locate all proposed intersections that may require signalization, and any accesses to the proposed development.

(Q) Hazard Assessment

The Traffic Study shall include a Hazard Assessment if the development has immediate frontage on a High Risk Network street (as detailed in the most recent version of the Vision Zero Action Plan). The applicant must evaluate if future conditions being proposed by the development create a new potentially hazardous condition or worsen an existing potentially hazardous condition or identified crash pattern. If a potentially hazardous condition has been identified, proven safety countermeasures to mitigate the hazard are to be included. The Hazard Assessment shall include, but is not limited to, the following sub-sections:

(1) Existing Conditions and Proposed Project

- (a) Summarize existing conditions (including the past five years of fatal and serious injury crashes in the project vicinity) and the proposed project as defined by the Traffic Study requirements and relevant to identifying existing and new potential hazards (e.g., study area, existing and planned transportation system, multi-modal trip generation, distribution/assignment, modal split, traffic volumes, traffic control, and

signals).

(2) Analysis

(a) Applicant must analyze if future conditions being proposed by the development exacerbate existing or create new potentially hazardous conditions for public transit operations and for people walking, bicycling, driving, or using a mobility device or scooter. The methodology for analysis should account for the amount, movement type, sightlines, and speed of projected vehicle trips and projected changes to the public right-of-way in relation to the presence of public transit vehicles or people walking, bicycling, driving, or using a mobility device or scooter.

(b) Analysis must:

- (i) Address the project's direct and indirect physical changes to the existing baseline conditions
- (ii) Describe the intensity (e.g., number of vehicle trips), location (e.g., driveway, particular streets), and other project features that may be relevant to address the significance criterion. Be specific (e.g., the project would generate 120 vehicle trips into the driveway during the p.m. peak hour), do not generalize (e.g., the project would generate a modest number of vehicle trips).
- (iii) The impact analysis shall assume the project will comply with laws and regulations. The analysis shall describe how compliance would occur, what it would entail, and how it may reduce impacts
- (iv)** Table 2-1 provides a sample of the circumstances, which may result in potentially hazardous conditions for people walking, bicycling, driving, or using a mobility device or scooter. This is not an exhaustive list of circumstances, under which, potentially hazardous conditions would occur. Additional hazardous conditions may be identified at the Director's discretion.

Table 2-1: Sample of Potentially Hazardous Conditions

Potentially Hazardous Condition
Adds a new site access or modifies an existing site access by adding new movements that were not previously permitted
Increases automobile volumes crossing sidewalks, paths, or trails
Increases corner radius and thereby increases the speed of turns or pedestrian/bicycle crossing distance

Increases the number of automobile lanes
Increases crossing distances
Adds unprotected left turn movement
Increases the volume of pedestrians across an uncontrolled mid-block crosswalk
Adds obstructions or slopes that diminish the sightline between road users

(3) Mitigation

- (a) If a potentially hazardous condition is identified, the site development plan must identify and implement feasible mitigation measures using proven safety countermeasures to avoid or reduce the impact. The Engineer shall describe the location, nature, and extent of proposed mitigations to ensure compatibility with the City's transportation system and the goals of the TMP. Mitigations may include site design, layout and access modifications, parking reduction measures, or transportation infrastructure improvements.
- (b) Proven safety countermeasures can be found in resources including the Boulder Vision Zero Action Plan, and national guidelines such as the FHWA Proven Safety Countermeasures, the Crash Modification Factors Clearinghouse, and NACTO Publications such as the Urban Street Design Guide, Urban Bikeway Design Guide, and Transit Street Design Guide.
- (c) Hazard Assessment and proposed mitigation measures are subject to the approval of the Director.

(R) Noise Attenuation

If residential development is planned adjacent to a roadway designated collector or greater, the city may require noise attenuation measures. A discussion and analysis of noise attenuation measured using the methods in the *Fundamentals and Abatement of Highway Traffic Noise Textbook* is to be included in all traffic studies for residential developments adjacent to roadways designated collector or greater.

(S) Recommendations

- (1) The Traffic Study shall include a section in the report that provides any recommendations of the Engineer. These recommendations shall include the Engineer's recommended location, nature and extent of proposed transportation improvements associated with the project or development to ensure safe and efficient roadway operations and capacity, and compatibility with the city's transportation system and the goals of the TMP.

- (2) These recommendations are to be supported with appropriate documentation and discussion of the technical analyses, assumptions and evaluations used to make the determinations and findings applied in the Traffic Study. In the event that any Traffic Study analyses or recommendations indicate unsatisfactory levels of service on any study area roadways, a further description of proposed improvements or mitigation measures to remedy deficiencies shall be included.
- (3) These proposed improvements or mitigation measures may include projects by the city or the Colorado Department of Transportation for which funds have been appropriated and obligated. These proposals may also include improvements to be funded and constructed by the applicant as part of project or development construction. Assumptions regarding future roads, widths and lane usages in any analyses are subject to the approval of the Director.
- (4) In general, the recommendation section shall include:
 - (a) Proposed and Recommended Improvements: Provide a detailed description and sketch of all proposed and recommended improvements. Include basic design details showing the length, width and other pertinent geometric features of any proposed improvements. Discuss and analyze whether speed change lanes are necessary to serve a project of development adjacent to a collector or arterial street. Discuss whether these improvements are necessary because of development traffic or whether they would be necessary due to background traffic. Specify the approximate timing necessary for each improvement.
 - (b) Level of Service Analysis at Critical Points: Provide another iteration of the LOS analyses that demonstrate the anticipated results of making recommended improvements, such as movement LOS, operational and safety conditions, and conformance with the city's transportation system goals and TMP. In association with LOS analyses for recommended improvements, include a comparison of these results with the background LOS analyses without the proposed project or development. Where appropriate, this step is to be provided for both near term (year of project completion) and buildout scenarios.

(T) Conclusion

Include a conclusion in the report that provides a clear and concise description of the study findings and recommendations and serves as an executive summary.

(U) Revisions to Traffic Study

- (1) Following city review, the Director may require revisions to a Traffic Study based on the following considerations:
 - (a) Completeness of the study,
 - (b) Thoroughness of the level of service and impact analyses and evaluations,
 - (c) Compatibility of the study with the proposed access design, project or development plan and local transportation system,

- (d) Compliance with local and state regulations and design standards, and
 - (e) An analysis of study deficiencies, errors, or conflicts.
- (2) Revisions may also be required as a result of public process with surrounding neighborhoods and land uses or review by City Council or the Planning Board. Additional details requiring Traffic Study revisions may include, but are not limited to, the following:
- (a) An enlarged study area,
 - (b) Alternative trip generation scenarios,
 - (c) Additional level of service analyses, and
 - (d) Site planning and design issues.

2.04 Site Access

(A) Access Requirements

All accesses and curb cuts shall be designed and constructed in compliance with these Standards and the requirements set forth in Section 9-9-5, "Site Access Control," B.R.C. 1981.

(B) Access Permit Required

All accesses and curb cuts proposed and constructed on city streets and alleys require a permit, as set forth in Section 9-9-5, "Site Access Control," B.R.C. 1981.

(C) Location of Access

- (1) **Spacing:** Table 21, "Access Spacing Requirements," shows the required spacing of access points and curb cuts. Minimum spacing from corners shall be measured from point of intersection of the street flowlines. Minimum spacing between accesses shall be measured at the property line.

Table 2-2: Access Spacing Requirements

Minimum Spacing (measured from edge of access)	Single Family Residential	Other Residential	Commercial	Industrial
Local Streets				
- from property line	7.5'	10'	10'	10'
- from corner	20'	50'	50'	50'
- between accesses	15'	20'	20'	20'
Collector Streets	Permitted only when no other access is available.			
- from property line		10'	10'	10'
- from corner		50'	50'	50'
- between accesses		20'	20'	20'
Arterial Streets	Permitted only when no other access is available.			
- from property line		75'	75'	75'
- from corner		150'	150'	150'
- between accesses		250'	250'	250'

- (2) **Alignment:** Accesses shall intersect city streets at a 90-degree angle. Accesses to properties on opposite sides of a collector or arterial, where turning movements are not controlled by a center median or access island, shall either be aligned, or offset by at least 150 feet on collectors, or at least 300 feet on arterials. Greater offsets may be required if left-turn storage lanes are required.
- (2) **Relocation of Existing Access Points and Curb Cuts:** Relocation, alteration, or reconstruction of any existing access points and curb cuts shall meet the requirements of these Standards.

(D) Sight Distance

All access points and curb cuts shall provide adequate sight distance as set forth under Section 9-9-7, "Sight Triangles," B.R.C. 1981.

(E) Restriction of Turning Movements

Along streets designated arterial or greater, or where necessary for the safe and efficient movement of traffic, the city will require access points and curb cuts to provide for only limited turning movements, as follows:

- (1) **Access With Barrier Island - Left-Turn Restrictions ("Pork Chop"):** Where restricted turning movements are required by the city, and where the abutting street does not have a median, a barrier island will be required:
 - (a) Islands shall have a minimum area of 150 square feet, be bounded by vertical curb, and have an appropriate concrete center surface treatment, approved by the Director.
 - (b) Barrier island lanes shall be at least 12 feet wide, have a radius of at least 20 feet, and be designed to accommodate the largest vehicle using the access on a daily basis. The island shall provide congruent curb ramps or cut through for sidewalks. The pedestrian crossing over the barrier island shall be raised. The dimensions of a raised crossing shall be designed considering standards for accessible design and site conditions, including topography, stormwater flow, and location of utilities. The minimum width of the island along the abutting roadway frontage shall be 30 feet for right-in, right-out only islands, and 15 feet for islands allowing right-in, right-out and left-turning movements.
- (2) **Access With Median Divider Barriers – Left-Turn Restrictions:** Median barriers may be permitted where a median design can improve traffic circulation and safety, or overall site access. Where permitted, medians shall be at least 4 feet wide, and shall extend at least 25 feet beyond the right-of-way.

(F) Traffic Control

All accesses shall be designed and constructed with appropriate traffic control and signage conforming to the MUTCD, B.R.C. 1981, and these Standards.

(G) One-Way Access Lanes

One-way access lanes may be permitted where restricted access is limited to one turning movement, or where the one-way access improves traffic circulation and safety. One-way access lanes shall be at least 12 feet wide, have at least radius of 20 feet, and be designed to accommodate the largest vehicle using the access on a daily basis.

(H) Speed Change Lanes

Speed change lanes shall be required on Colorado state highways as designated in the Colorado State Highway Access Code in accordance with the standards of Section 4.8 of the Colorado State Highway Access Code. For all collectors or arterials that are not Colorado state highways, the Traffic Study shall make recommendations on the need for speed change lanes, based on the criteria contained in the Colorado State Highway Access Code. When required by the Director based on the criteria in the Colorado State Highway Access Code, design of speed change lanes shall conform with Subsection 2.07(D), "Horizontal Alignment," of these Standards.

(I) Access and Curb Cut Type

- (1) **Driveway Ramp and Curb Cut:** All new accesses and curb cuts shall be designed as driveway ramps and curb cuts, using the standard ramp driveway details provided in Chapter 11, except as allowed in Subsection (2), along streets where no curb and gutter exists, or for single family lots where roll-over curbs have been provided.
- (3) **Radii Curb Returns:** Radii curb return accesses may be required or permitted by the Director under the following conditions:
 - (a) The access is located along an arterial or collector.
 - (b) Access volumes indicate a need for a radii curb return where the ADT exceeds 500 or where speed change lanes would be required.
 - (c) The access is designed to restrict turning movements, requiring the installation of an access island or center median.
 - (d) The roadway has no curb and gutter.
 - (e) The access serves an industrial property, or provides for commercial deliveries, where large truck movements are required.
 - (f) The Director determines that a radii access is necessary to ensure adequate traffic safety and operation.
 - (g) The access is for a new public street

Table 2-3: Access Design Specifications

	Single Family Residential	Other Residential	Commercial	Industrial
Width (in feet)				
- Minimum	10	10	15	20
- Maximum	20	35	35	35
- One-Way Lane	N/A	12-18	12-20	14-24
Radii (in feet)				
- Minimum	N/A	15	15	20
- Maximum	N/A	30	30	40
Access Grades				
Initial Grade (to a point 10				

ft beyond ROW)				
- Minimum	(+) 3%	(+) 1%	(+) 1%	(+) 1%
- Maximum	(+) 8%	(+) 6%	(+) 6%	(+) 6%
Final Grade (G2)				
- Minimum	(+/-) 3%	(+/-) 1%	(+/-) 1%	(+/-) 1%
- Maximum	(+/-) 14%	(+/-) 8%	(+/-) 8%	(+/-) 8%
Max Grade Break	(+/-) 10%	(+/-) 6%	(+/-) 6%	(+/-) 6%

(J) Access and Curb Cut Width

Access and curb cut widths shall be consistent with Table 2-2, "Access Design Specifications," of these Standards. Access design for Colorado state highways shall conform to the Colorado State Highway Access Code. All other access widths shall be determined using turning templates, as designated by the Director, for a 10 MPH design speed for the largest vehicle expected to use the access on a daily or routine basis. The width of each access shall be the minimum width that is necessary to serve the property and use. No more than 50 percent of the street frontage shall be occupied by the access driveway, except for access to a cul-de-sac or flag lot. All access widths are measured from edge of pavement to edge of pavement (or curb to curb) at the throat of the driveway (or edge of the right-of-way) and are not inclusive of drive cut transitions or curb return radii.

(K) Access and Curb Cut Radii

Access and curb cut radii shall meet the specifications shown in Table 2-2, "Access Design Specifications," of these Standards. All radii are measured from the flowline (front face of the curb) or from the edge of the pavement where no flowline exists.

(L) Access and Curb Cut Grades

Access and curb cut grades shall be consistent with Table 2-2. The initial grade (G1) shall be a positive grade, beginning at the back of the sidewalk, the back of the driveway ramp or pan section, or the edge of the pavement (where no curb and gutter exists), and shall continue at least 10 feet beyond the right-of-way. The final grade (G2) may be positive or negative, depending on the access conditions. The maximum grade break (or change in slope) shall apply at all grade changes. Additional grade changes may occur at intervals of at least 20 feet.

(M) Driveways

- (1) **Vehicle Storage:** Adequate driveway storage capacity for both inbound and outbound vehicles to facilitate safe, unobstructed, and efficient traffic circulation and movements from the adjacent roadway and within the development shall be provided, except for single-family or duplex residential driveways on local streets. Adequate driveway length will be subject to approval by the Director and shall extend at least 24 feet beyond the right-of-way before accessing the first off-street parking space or parking lot aisle.
- (2) **Internal Circulation:** Developments ~~requiring with~~ off-street parking facilities shall provide onsite vehicular circulation allowing access to all portions of the site without using the adjacent street system unless a joint access or parking easement with one or more of the adjacent property owners has been dedicated.
- (3) **Backing Into the Right-of-Way Prohibited:** Driveways shall be designed to contain all vehicle backing movements onsite, except for single-family or duplex residential uses on local streets.

- (4) **Minimum Back-Up Distance for Detached Single-Family Residential Driveways Accessing Public Alleys:** Driveways shall provide for a minimum distance of 24-feet from the rear of the parking stall or face of garage to the far edge of the adjacent alley right-of-way or turn around area as required by Chapter 9-9-6, “Parking Standards,” B.R.C. 1981.
- (5) **Shared Driveways (Detached Single-Family Residential Only):** Shared driveways to access detached single-family residential lots may be permitted pursuant to an approved site review or subdivision as set forth in Chapter 9-9-14, “Site Review,” B.R.C. 1981 or Chapter 9-12, “Subdivision,” B.R.C. 1981, if they meet the following criteria:
- ~~(a)~~ ~~A common parking court is provided at a ratio of 0.5 additional spaces per unit if less than two onsite parking spaces, meeting city requirements, are provided on each single-family lot served by the shared driveway.~~
 - ~~(ab)~~ The shared driveway is no more than 100 feet long, except in districts zoned RL-1 (Residential-Low 1), RE (Residential-Estate), and RR1 (Residential-Rural 1) and RR 2 (Residential-Rural 2), where the shared driveway may extend up to 300 feet long if each lot accessing the shared driveway exceeds 10,000 square feet.
 - ~~(be)~~ The number of units served shall be no more than three lots or houses that have less than 30 feet of usable frontage on the accessing street.
 - ~~(ce)~~ Adequate turnaround for vehicles is provided either on an individual lot or lots.
 - ~~d(e)~~ The driveway is properly engineered and constructed to mitigate any adverse drainage conditions and is appropriately surfaced for the type of development, usage, and zoning district.
 - ~~e(f)~~ The driveway is at least 12 feet wide.
 - ~~(fg)~~ For units not fronting on the accessing street, addressing shall be located near the entrance to the shared driveway insuring visibility of the numbering from the street.
 - ~~(gh)~~ A public access easement, a minimum fifteen feet in width, for the benefit and use of all properties and property owners accessing the shared driveway has been dedicated and recorded to ensure legal access rights in perpetuity for each property served.
 - ~~(hi)~~ Driveway spacing conforms with the requirements in Table 21, “Access Spacing Requirements,” of these Standards.

2.05 RightofWay Requirements

Dedication or reservation of public right-of-way required as part of any project or development proposal shall comply with the requirements set forth in Section 9-9-8, “Reservations, Dedication, and Improvement of Rights-of-Way,” B.R.C. 1981.

2.06 Base Street and Alley Standards

(A) Base Street Standard

Except for residential streets approved pursuant to Chapter 9-12, “Subdivision,” B.R.C. 1981, and Section 2.09, “Residential Streets,” all new streets shall provide at a minimum the base street standard components listed in Table 2-3, “Base Street Standard Components.”

(B) Base Alley Standard

Except for residential streets approved pursuant to Chapter 9-12, “Subdivision,” B.R.C. 1981, and Section 2.09, “Residential Streets,” all new alleys shall provide at a minimum the base alley standard components listed in Table 2-4, “Base Alley Standard Components.”

Table 2-4: Base Street Standard Components

Street Component	Base Standard
Right-of-Way	60' Minimum Width
Paved Street Section	36' Minimum Width, Curb Face to Curb Face
Travel Lanes	Two Travel Lanes, Two-Way Traffic
Curb and Gutter	Required Both Sides
Parking	Parking Allowed Both Sides
Sidewalks	6' Preferred Width (5' Minimum), Detached, Required Both Sides
Streetscape Planting Strips*	8' Width Required Both Sides

*NOTE: In commercial streetside retail zones where 12foot wide attached sidewalks may be provided, streetscape planting strips may be created using street trees in planting pits with tree grates (15-foot width between back of curb and back of walk).

Table 2-5: Base Alley Standard Components

Alley Component	Base Standard
Right-of-Way	20' Minimum Width
Paved Street Section	18' Minimum Width, Pavement Edge to Pavement Edge
Travel Lanes	Two-Way Traffic Allowed
Parking	Parking on Alley Not Permitted

2.07 Street Geometric Design

(A) Minimum Requirements

Except for State Highways and the geometric design variations allowed for residential streets approved pursuant to Chapter 9-12, “Subdivision,” B.R.C. 1981, and Section 2.09, “Residential Streets,” all city streets shall be designed in conformance with this section. The design standards outlined in this section are minimum design standards, and all street design shall meet or exceed these standards. On streets designated collector or arterial in the TMP, the Director may specify standards to be applied to street design that may exceed the minimum standards in this section based on functional need to ensure safe and efficient operation of the street.

(B) Right-of-Way

The right-of-way width required for new streets shall comply with the requirements of Section 9-9-8, “Reservations, Dedication, and Improvement of Rights-of-Way,” B.R.C. 1981, and shall include without limitation the following elements:

- (1) The paved roadway section including without limitation travel lanes, turning and speed change lanes, transit lanes, bicycle lanes, and parking lanes;
- (2) Curbs and gutters or drainage swales;
- (3) Roadside and median landscaping areas;
- (4) Sidewalks and multi-use paths; and
- (5) Any necessary utility corridors.

(C) Lane Width

Street lanes shall meet the width specifications shown in Table 2-5, “Preferred Street Lane Widths,” of these Standards.

Table 2-6: Preferred Street Lane Widths

Design Criteria		Street Characteristics		
		With Parking Lane	No Parking Lane	With Fixed-Route Bus Transit Service and No Parking Lane
		Preferred	Preferred	Preferred
General Purpose Travel Lanes*		10'	10'	11' (Outside lane)
Auxiliary Lanes*		10'	9'	10'
Conventional Bike Lanes		7'	6.5'	7'
Contra-Flow Bike Lanes (On One-Way Streets)		7'	6.5'	N/A
Buffered Bike Lanes	Bike Lane	7'	6.5'	6'
	Buffer	3'	3'	2'
Separated Bike Lanes	Bike Lane	7' (for parking protected bike lanes, a painted 3' buffer is between curbside of parking lane and bike lane)	7'	7'
	Buffer	3' (with vertical element)	3' (with vertical element)	3' (with vertical element)
Two-Way Separated Bike Lanes	Bike Lane	12' Two-way bike lane (for parking protected bike lanes, a painted 3' buffer is between curbside of parking lane and bike lane)	12' Two-way bike lane (buffer is between curbside of parking lane and bike lane)	N/A
	Buffer	3'	3'	N/A

		(with vertical element)	(with vertical element)	
Parking Lanes	8' (measured from curb face, including gutter pan)	N/A	8' (measured from curb face, including gutter pan)	

*NOTES: Travel, auxiliary lane and bike lane dimensions do not include gutter pan width. Auxiliary lanes include, without limitation, turning and speed change lanes.

(D) Horizontal Alignment

- (1) **Conformance to Street Plan:** Horizontal alignment shall conform to the pattern of streets in the Boulder Valley Comprehensive Plan, TMP, and adopted right-of-way plans and shall provide continuous alignment with existing, planned, or platted streets with which they will connect.
- (2) **Extension to Property Line:** All streets shall be extended to the property lines across the property to be developed, unless the street to be constructed has been approved by the city as a cul-de-sac or other no-outlet street.
- (4) **Minimum Horizontal Curve:** Street curvatures shall meet the minimum specifications shown in Table 2-6, “Minimum Horizontal Street Curve Specifications,” of these Standards.

Table 2-7: Minimum Horizontal Street Curve Specifications

Design Criteria	Local Street	Collector Street	Arterial Street
Minimum Design Speed	20 mph	35 mph	40 mph
Minimum Centerline Radius	100 feet	300 feet	500 feet
Minimum Reverse Curve Tangent	50 feet	100 feet	200 feet
Minimum Intersection Approach Tangent	100 feet	200 feet	300 feet

Table 2-7a: Separated Bike Lane Minimum Horizontal Curve Specifications

Design Criteria	Flat, level terrain	Congested, urban area	Intersection approach
Minimum Design Speed	15 mph	12 mph	8 mph
Minimum Centerline Radius*	42 feet	27 feet	12 feet

*Radius assumes a 20-deg lean angle of the bicyclist.

- (4) **Design Horizontal Curve:** The design horizontal street curvature shall meet or exceed the minimum horizontal curvature and be calculated using the following equation:

$$R = V^2 / 15 * (e-f)$$

Where: E = rate of superelevation per foot
F = side friction factor

Side Friction Factors	
Design Speed	Side Friction
(mph)	Factor (f)
20	0.26

V = vehicle speed in MPH

R = radius of curve in feet

25	0.23
30	0.22
35	0.20
40	0.18
45	0.16

(5) **Intersections and Street Spacing**

- (a) **Angles:** All streets shall intersect at right angles (90°).
- (b) **Minimum Street Spacing:** Spacing between streets, as measured from centerline to centerline, shall equal or exceed the minimum distances shown in Table 2-7, “Minimum Street Spacing,” of these Standards.
- (c)

Table 2-8: Minimum Street Spacing

Street Type	Minimum Street Spacing
Local	150 feet
Collector	300 feet
Arterial	500 feet

- (c) **Street Spacing for Signalized Intersections:** Signalized intersections, where feasible, shall be spaced at half-mile intervals. Closer signal spacing may be approved by the Director based on context-sensitive design. Signalized intersections shall comply with the TMP and Low-Stress Walk and Bike Network Plan to ensure signalized intersections along arterial and collector streets provide controlled crossing where existing and proposed walking and bicycling network streets cross those arterial and collector streets.
- (d) **Receiving Width:** The minimum receiving width is 20 feet. This may include both an opposing and receiving vehicle through lane and a paved shoulder and/or bicycle lane.
- (e) **Corner Radii:** The smallest feasible actual curb radii shall be selected for corner designs. Corner design shall account for the effective turning radius, the actual curve of a turning vehicle. This shall include the additional turning area provided by on-street parking, bicycle lanes, medians, and other roadway features. Figure 2-1 and Figure 2-2 demonstrate the relationship between the effective radius and actual curb radius. Table 2-8 shall be used to determine actual versus effective turning radii for SU-30 design vehicles.

The effective radius shall be analyzed for the design vehicle; the default design vehicle is the SU-30 for all intersections. The Director may require a different design vehicle based on functional need to ensure safe and efficient operation of the street (for example, a bus or transit route, or a semi-tractor and trailer on streets with industrial land uses).

The Director may require a larger effective curb radii to provide no encroachments at locations served by transit and where the transit agency operators have policies that prohibit drivers from encroaching into adjacent lanes. The Director may require a mountable truck apron for locations where large trucks turn infrequently, but there is limited space for encroachment. The truck apron design shall provide a smaller effective radius for the design vehicle and a larger effective radius to accommodate larger vehicle turn movements. Figure 2-3 is an example of a truck apron.

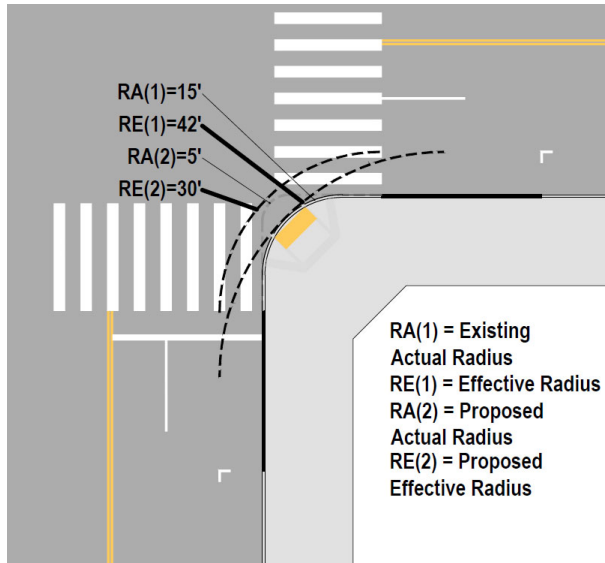


Figure 2-1: Actual and Effective Radius At A Conventional Intersection Corner

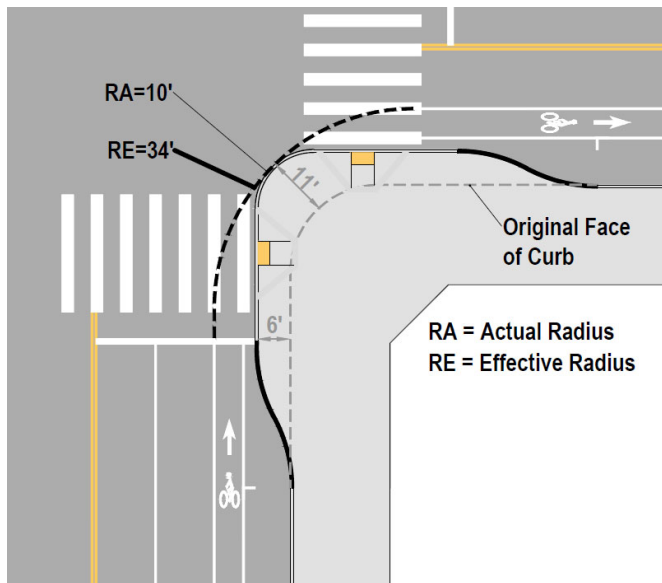


Figure 2-2: Actual and Effective Radius At An Intersection Corner With A Curb Extension

Table 2-9: Relationship between Effective and Actual Radius for the Default Design Vehicle (SU-30)

			Street B			
			Parking	No	No	Yes
			Bike Lane	No	Yes	No
Street A	Parking	Bike Lane				
	No	No	RA = 30' (RE = 30')	RA = 25' (RE = 30')	RA = 25' (RE = 30')	RA < 10' (RE = 30')
	No	Yes	RA = 25' (RE = 30')	RA = 15' (RE = 30')	RA < 10' (RE = 30')	RA < 5' (RE = 30')
	Yes	No	RA = 25' (RE = 30')	RA < 10' (RE = 30')	RA < 5' (RE = 30')	RA < 5'' (RE = 35')
	Yes	Yes	RA < 10' (RE = 30')	RA < 5' (RE = 30')	RA < 5' (RE = 35')	RA < 5' (RE = 45')

**When the difference between the effective and actual corner radii becomes larger, or when the effective radius cannot be reduced to what is necessary for the control vehicle, the director may require a curb extension.*

- (f) **Allowable turning encroachments for curb radii design:** The following shall be used to reduce effective and actual curb radii. The SU-30 design vehicle turns may encroach into other lanes as follows:
- For turns onto local streets from arterial, collector, or local streets, the design vehicle is allowed to utilize the entire width of the departing and receiving lanes, including oncoming travel lanes, to negotiate the turn.
 - At intersections where the minor leg is stop controlled and the major leg is uncontrolled, turns are allowed to use the entire width of both the minor leg departing or minor leg receiving lanes, including oncoming travel lanes, to negotiate the turn.
 - At signalized intersections that have a “No Right on Red” restriction, turning vehicles are allowed to utilize multiple lanes on the receiving street to complete their turn.
- (g) **Additional Corner Radii Design Considerations:** The following turning scenarios shall be used to reduce the effective and actual curb radii:

- i. Emergency vehicles are allowed to utilize the entire street pavement width for departing and or receiving lanes to negotiate turns, including all adjacent and oncoming travel lanes.
- ii. WB-40 and larger design vehicles are allowed to utilize adjacent lanes on the departing and receiving streets at all intersections; large trucks may use the entire street pavement width on local streets.



Figure 2-3: Example of A Mountable Truck Apron At An Intersection

- (6) **Road Width Transition Tapers:** Where two street sections of different widths are to be connected, a transition taper is required between the outside traveled edge of the two sections. The length of the transition taper shall be calculated using the following equation:

$$L = WS$$

Where: S = Speed in MPH
 L = Length in feet
 W = Width of offset in feet

This transition is not to be used in the design of left turn storage lanes or speed change lanes.

Design of tapers for on-street bike lanes shall use a minimum length as calculated using the formula below:

$$L = \frac{WS^2}{60}$$

Where: L = Longitudinal lane shift (ft), minimum 20 ft
 W = Lateral width of offset (ft)

S = Target bicyclists operating speed (mph)

If the bikeway is delineated by paint-only and the off-tracking of a bicycle pulling a trailer would not put the trailer into a motor vehicle lane, a maximum taper ratio of 2:1 (longitudinal:lateral) may be required by the Director.

(7) **Left Turn Lanes**

- (a) **Storage Length:** Left turn lane storage length for unsignalized intersections shall be determined based on traffic volumes using the Leisch nomographs provided in the ITE “Guidelines for Major Urban Street Design.” The left turn storage length for an unsignalized intersection shall not be less than 25 feet. Unsignalized intersections shall only use single lane turn lanes.

For signalized intersections, left turn lane storage length shall be determined utilizing the Highway Capacity Manual. The minimum left turn lane storage length is 80 feet. Single lane left turn storage shall be maximized to the extent feasible and shall be exhausted before consideration of dual turn lanes. If storage length requirements cannot be met in a single lane the Director may, after considering the impacts to the pedestrian and bicycle crossing distance and expected left turn queuing impacts to safety and intersection operations, approve a dual or triple left turn lane configuration. In a location where dual left turn lanes are approved, the lane storage length shall be based on at least 60 percent of the single lane storage length..

- (b) **Lane Change Taper:** Left turn lane change tapers shall be calculated using the equation for bay tapers in Subsection (8).

(8) **Speed Change Lanes:** Speed change lanes required for transitional access to turning lanes shall be designed according to the design standards provided in the ITE “Guidelines for Major Urban Street Design,” as follows:

- (a) **Bay Tapers:** Bay tapers are required for the lane transition from the travel lane into a turn lane. The bay taper length shall be calculated using the following equation:

$$L = WS / 3$$

Where: S = Speed in MPH
L = Length in feet
W = Width of offset in feet

- (b) **Approach Tapers:** Approach tapers are required to transition the position of travel lanes to accommodate turn lanes. The approach taper length shall be calculated using the following equation:

$$L = WS^2 / 60$$

Where: S = Speed in MPH

L = Length in feet

W = Width of offset in feet

- (9) **Cul-de-sacs:** Where allowed, cul-de-sacs shall have a minimum pavement diameter of 90 feet, curb face to curb face, and a minimum right-of-way diameter of 115 feet, except for residential streets approved pursuant to Chapter 9-12, “Subdivision,” B.R.C. 1981, and Section 2.09, “Residential Streets.” Cul-de-sacs are prohibited on arterial and collector streets, and are strongly discouraged on local and residential streets. The Director may permit cul-de-sacs where there is no other possible street or driveway access to a property from a public right-of-way, or if a cul-de-sac would avoid direct property access to a collector or arterial.

(E) Vertical Alignment

- (1) **Minimum Street Grade:** All street grades shall equal or exceed the minimum street grade of 0.5 percent.
- (2) **Maximum Street Grade:** Street grades shall not exceed the maximum street grades shown in Table 2-9, “Maximum Street Grades,” of these Standards.

Table 2-10: Maximum Street Grades

Street Type	Maximum Street Grade
Local	8%
Collector	6%
Arterial	5%
Intersection Approach (Minimum 50')	4%
Signalized Intersection Approach (Min. 50')	2%

- (3) **Design Controls for Vertical Curves:** Design control for sag and crest vertical curves (based on a design speed of 30 mph) shall meet the specifications shown in Table 2-10, “Vertical Curve Design Control,” of these Standards. For design speeds in excess of 30 mph, design control shall be in accordance with the current edition of “A Policy on Geometric Design of Highways and Streets,” prepared by the American Association of State Highway and Transportation Officials.

Table 2-11: Vertical Curve Design Control

Algebraic Difference in Grades	Sag Curve Minimum Vertical Curve Length	Crest Curve Minimum Vertical Curve Length
0.5 - 1.0 %	50 feet	100 feet
1.0 - 3.0 %	100 feet	100 feet
3.0 - 5.0 %	200 feet	150 feet
5.0 - 7.0 %	300 feet	200 feet
7.0 - 8.0 %	300 feet	300 feet
Min. Vert. Sight Distance	N/A	250 feet

- (4) **Vertical Sight Distance:** Vertical curve sight distance shall equal or exceed 250 feet. Greater vertical sight distance may be required by the Director to ensure safe travel and street crossings for all transportation modes.

(F) Sight Distance

All streets and alleys shall provide adequate sight distance as set forth under Section 9-9-7, "Sight Triangles," B.R.C. 1981.

- (1) **Design Sight Distance for Separated Bike Lanes:** Departure sight triangles shall be used to provide adequate sight distance for a stopped driver on a minor roadway to depart from the intersection.
- (a) **Parking Restrictions:** Separated bike lanes and access driveways shall be designed so that parking is prohibited within 20 feet of a driveway in locations where a parking lane is designated between bike lane motor vehicle lane.
- (b) **Two Stage Crossing:** Where side streets intersect the separated bike lane, intersections shall be designed as two-stage crossings for motor vehicles.
- (c) **Departure Sight Triangle:** Use the following equation to compute the departure sight triangle between a passenger vehicle and user of the bike lane.

$ISD_{bike} = 1.47 V_{bike} t_g$		
Where:		
ISD_{bike}	=	intersection sight distance (length of the leg of sight triangle along the bikeway) (ft)
V_{bike}	=	design speed of bikeway (mph)
t_g	=	time gap for passenger vehicle to cross bikeway (s), use 5.5 seconds

Table 26a, "Separated Bike Lane Minimum Horizontal Curve Specifications," shall be used to establish the V_{bike} value.

AASHTO *Green Book* Case B sight distance shall be used to calculate the departure sight triangle between the motorist and the intersecting motorist travel lanes.

(G) Medians

Raised medians are required on new arterial streets. Raised medians, where feasible, shall extend past the pedestrian crosswalk to allow for a pedestrian refuge zone.

- (1) **Median Widths:** Medians shall be at least 4 feet wide, curb face to curb face. If left turn lanes are installed in the median, the median width adjacent to the left turn storage lanes shall be 4 feet and the median width at the start of the left turn lane bay taper shall be at least 14 feet wide, curb face to curb face. Median design widths shall conform to Table 2-11, "Median Width Design Standards," of these Standards.

Table 2-12: Median Width Design Standards

Function	Minimum Width	Recommended Width
Separation of Opposing Traffic	4 feet*	10 feet*
Pedestrian Refuge or Traffic Control Device Location	6 feet*	14 feet
Medians Separating Left Turn Lanes	14 feet	20 feet

* NOTE: Cannot accommodate left-turn lanes

- (2) **Landscaping in Medians:** Landscaping in medians shall comply with the requirements of Chapter 3, “Streetscaping,” of these Standards.

(H) Vertical Clearance of Structures

At least 17.5 feet of vertical clearance shall be provided for all overhead structures. Vertical clearance is measured from the crown of the street to the lowest portion of the structure on all streets and alleys.

2.08 Sidewalks

(A) Required

Sidewalks are required on both sides of all new streets, except for residential streets that were approved without required sidewalks pursuant to Chapter 9-12, “Subdivision,” B.R.C. 1981, and Section 2.09, “Residential Streets.”

(B) Conformance with the Transportation Master Plan

Off-street sidewalks may be required as part of any project or development proposal in conformance with the TMP.

(C) Compliance with Americans with Disabilities Act (ADA)

All public sidewalks shall comply with the requirements of the ADA’s “Standards for Accessible Design,” which includes without limitation sidewalk widths, grades, locations, markings, surface treatments, and access ramps.

(D) Minimum Widths

Sidewalk widths shall conform to the dimensions shown in Table 2-12, “Minimum Sidewalk Widths,” of these Standards.

Table 2-13: Minimum Sidewalk Widths

Minimum Sidewalk Width			
	Adjacent Land Use		
Street Type	Commercial/Retail	Commercial/Industrial	Residential
Local	12	5	4
Collector	12	5	5

Arterial	12	8	8
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Note: All off-street multi-use/bike paths designated in the Transportation Master Plan shall be 12 feet wide.

(E) Vertical Grades

The vertical grade of a sidewalk shall not exceed 8.33 percent, a ratio of 12 feet horizontal to 1 foot vertical (12:1).

At sidewalk locations adjacent to transit stops or transfer points, the Director may require wider sidewalk sections to provide for adequate passenger storage areas.

(F) Vertical Clearance

A minimum 8-foot vertical clearance shall be provided between all sidewalk and multi-use path surfaces and any overhead encroachments.

2.09 Residential Streets

(A) Purpose

(1) The residential street standards were developed to allow a variety of choices in the creation of new transportation corridors within the urban environment under conditions that will not compromise the safety and function of the city street system. Traditionally streets have provided the following:

- (a) Corridors for pedestrian, bicycle, transit, and motor vehicle movement;
- (b) Parking for vehicles;
- (c) Fire, police, and emergency access;
- (d) Locations for public utilities networks including water supply, sewage, electricity, telecommunications and gas services, and refuse disposal; and
- (e) Postal and other delivery services.

(2) These Standards recognize that streets, if appropriately designed, may provide additional community amenities including landscape buffers, attractive public gathering spaces, opportunities for neighborhood interaction, public art, view corridors, and potential avenues for new technologies.

(B) Scope

(1) Location of Streets

- (a) These standards are intended to be used for new streets in undeveloped areas of the city.
- (b) Where infill development in the existing developed portions of the city requires the creation of new streets, these alternative standards may be used if the Director finds, after completing the review process described in Section (C) below, that the new streets will not impair the functions of the surrounding transportation system nor negatively impact the character of the surrounding existing development.

- (c) Further, the Director may determine that these standards are appropriate for redesigning and reconfiguring existing streets. Because the public cost of retrofitting, reconfiguring, or redesigning existing streets is often expensive, decisions about reconstruction of individual streets in accordance with these standards shall be made pursuant to the city's Capital Improvements Program process.

(2) **Methods of Review**

- (a) Permitted: The following street types may be developed without review:
 - (i) Residential collector street
 - (ii) Residential street
 - (iii) Residential alley
 - (b) By Director Review: Residential streets listed in paragraph (B)(2)(a) and the street types listed below may be developed upon approval by the Director under the criteria outlined in Section (C) below.
 - (i) Rural residential street
 - (ii) Access street
 - (iii) Access lane
 - (c) By Site Review: Those underlined criteria and specifications in the following residential street standards may be appropriate for modification under certain limited circumstances. Developments requesting such modifications shall meet all of the requirements of Section 9-2-14, "Site Review," B.R.C. 1981, in addition to the criteria outlined in Subsection (C), "Director Review," below.
- (3) **Cumulative Standards**: These street standards are intended to be used in combination with Section 2.07, "Street Geometric Design," of these Standards. Where the standards in this section are silent, the criteria or specifications contained in Section 2.07 shall control.

(C) **Director Review**

- (1) **Application**: As part of a subdivision application, the applicant for residential street construction approval shall include plans that depict the building envelopes of all proposed structures, and the location of proposed trees, street furniture, fire hydrants, meter pits, utility cabinets, or pedestrians in the right-of-way.
- (2) **Criteria**: The Director will consider the following factors in determining whether an alternative street design is appropriate in a particular location:
 - (a) Urban Design: The street should contribute to the creation of an attractive community and to a clearly defined sense of place. Streets shall be designed with due attention to building spacing and setbacks, green spaces, attractive materials, plantings, and landscaping. Pavement and right-of-way widths that are less than

the Residential Street standard should provide a benefit to the community that includes improved safety, improved site design, the creation of street canopies through landscaping, and secondary lot access through the use of alleys. Rural Residential streets shall be consistent with the existing character of the area, or with an approved subcommunity or area plan.

- (b) Street Function: The street should be designed according to its function. This may require a diversity of street types, each serving a role in a hierarchical system. The street pattern and any reduced pavement or right-of-way widths should provide acceptable levels of accessibility, safety and convenience for all street users, including emergency service providers. The pattern shall discourage residential streets from operating as pass through traffic routes for externally generated traffic, while minimizing the length of time local drivers need to spend in a low-speed environment.
- (c) Connectivity: The neighborhood street pattern should be simple, and logical, with the following characteristics:
 - (i) “No outlet” streets will be highly discouraged and allowed only when street connectivity is unachievable:
 - (ii) The street pattern provides for safe and convenient movements for pedestrians, bicycles, and motor vehicles, including transit.
- (d) Design Speed: The design of the streets will control vehicular speeds under normal driving conditions to that specified in the residential street standards, while maintaining reasonable access for emergency vehicles.
- (e) Minimize Maintenance Costs: The street will not create additional city obligations for maintenance and repair that exceed a standard street section.
- (f) Adequate Parking: The site design provides for adequate onstreet ~~and offstreet~~ parking to serve the area.
- (g) Infill Streets: In the case of infill development, the residential street design will not impair the functioning of, and will have a compatible transition to, the surrounding street system and will not negatively impact the character of the surrounding existing development. No additional density may result from approval of the reduced rights-of-way provided for in the case of Access Streets, Access Lanes, or Residential Alleys.

(D) Residential Street Sections

Five residential street sections and a residential alley may be applied to the design of residential neighborhoods as part of subdivisions approved pursuant to Chapter 9-12, “Subdivision,” B.R.C. 1981. Residential streets shall be designed in compliance with the standards outlined in Table 2-13, “Residential Street Design Standards,” “Technical Drawings 2.63 - 2.68,” Chapter 11, of these Standards, and the requirements of this Section.

- (1) **Residential Collector Street**: The residential collector street collects and distributes neighborhood traffic from residential streets to community collector and arterial

transportation systems and provides access to individual properties. The residential collector street is designed for residential streets where anticipated traffic volumes range from 1,000 to 2,500 vehicle trips per day. In addition to the requirements outlined in Table 213, “Residential Street Design Standards,” and “Technical Drawing 2.63,” Chapter 11, the residential collector street shall be designed to meet the following minimum standards:

- (a) Parking: On-street parking is allowed on both sides.
 - (b) Bicycle Facilities: Additional street and right-of-way width shall be provided where on-street bicycle lanes are required by a city-adopted subcommunity or area plan, the TMP, or the BVCP.
 - (c) Provision of Alleys: Where alleys are provided or required to be provided under a City-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.
 - (d) Emergency Response: Residential collectors exceeding 500 feet in length from any intersection shall provide a secondary emergency access at 500-foot intervals.
- (3) **Residential Street**: The residential street is designed to provide access to individual properties as well as access to the higher classification street network. The residential street provides for neighborhood circulation and may carry neighborhood traffic and through movements. The residential street shall be designed to meet the minimum standards shown in Table 2-13, “Residential Street Design Standards,” and “Technical Drawing 2.64,” Chapter 11, of these Standards.

Table 2-14: Residential Street Design Standards

Design Standards	Residential Collector	Residential Street	Rural-Type Residential Street	Access Street	Access Lane	Residential Alley
Design Speed	25 mph	25 mph	20 mph	15 mph	10 mph	10 mph
Design Traffic Volumes (Vehicle Trips Per Day)	1,000 -2,500	500 - 1,000	500 - 1,000	400	250	N/A
Minimum Right-of-Way	60'	60'	60'	40'	30'	16'
Minimum Pavement Section	<u>32'</u>	<u>30'</u>	22' plus 2' gravel shoulders	26'	20'	12'
Sidewalk	5'	<u>4'</u>	4' where required	4'	N/A	N/A
Streetscape Planting Strip	8'	<u>8'</u>	N/A	N/A	N/A	N/A
Minimum Centerline Radius	300'	150'	150'	100'	100'	100'
Minimum Curb Radius	20'	20'	20'	10'	10'	10'
Maximum Length Between Connecting Streets	<u>500'</u>	500'	500'	<u>350'</u>	<u>350'</u>	<u>N/A</u>
Maximum Street Length - No Outlet	500'	500'	500'	<u>150'</u>	<u>150'</u>	500'
Maximum Street Length - Loop or Circle Street	<u>500'</u>	<u>500'</u>	<u>500'</u>	<u>500'</u>	<u>500'</u>	<u>500'</u>
Minimum Turn-Around Area	35' Radius	35' Radius	30' Radius or "Y" or "T" Turn	30' Radius or "Y" or "T" Turn	25' Radius or "Y" or "T" Turn	25' Radius or "Y" or "T" Turn
Emergency Response Set Up Area Intervals	N/A	N/A	N/A	150'	150'	N/A
Sidewalk Placement	Detached Required	Detached Required	Adjacent to Property Line Where Required	<u>Attached</u>	N/A	N/A
Curb and Gutter	Required	Required	N/A	Required	N/A	N/A
On-Street Parking	Allowed	Allowed	Allowed	Allowed	Allowed	Not Allowed
Minimum Lot Frontages	N/A	N/A	60' no alley 40' w/ alley	<u>60'</u> no alley <u>40'</u> w/alley	<u>60'</u>	N/A
Maximum Number of Units to be Accessed	N/A	N/A	N/A	<u>25 single family</u>	<u>15 single family</u>	N/A

NOTE: Residential street standards that are underlined may be varied through Section 9-2-14, "Site Review," B.R.C. 1981.

- (a) Parking: ~~Parking is allowed both sides or, on residential streets where parking is restricted or prohibited, offstreet parking courts providing parking spaces at a ratio of 0.5 spaces per dwelling unit shall be provided.~~
 - (b) Bicycle Facilities: Additional street and right-of-way width shall be provided where on-street bicycle lanes are required by a City-adopted subcommunity or area plan, the TMP, or the BVCP.
 - (c) Provision of Alleys: Where alleys are provided or required to be provided under a City-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.
 - (d) Emergency Response: Residential streets exceeding 500 feet from any intersection shall provide a secondary emergency access at 500-foot intervals.
- (3) **Rural Residential Street**: The rural residential street is designed to provide access to individual properties as well as access to the higher classification street network. The rural residential street provides for neighborhood traffic and through movements and is designed to carry traffic volumes in the range of 500 to 1,000 vehicles per day. The rural residential street shall be provided where prescribed by a city-adopted subcommunity or area plan to maintain the rural character of an area or neighborhood. The rural residential street is a curbless paved street section, with gravel shoulders for parking and open roadside ditches for drainage. In addition to the requirements outlined in Table 213, “Residential Street Design Standards,” and “Technical Drawing 2.65,” Chapter 11, the rural residential street shall be designed to meet the following standards:
- (a) Parking: Allowed on both sides of the street.
 - (b) Turnaround Standard (No Outlet Streets): If a “Y” or “T” turnaround is proposed in place of a standard cul-de-sac bulb turnaround, the “Y” or “T” turnaround shall be designed 60 feet long and 20 feet wide. The turnaround area (including sidewalks if required) shall be contained within the dedicated right-of-way.
 - (c) Provision for Future Sidewalks: If sidewalks are not required at the time of initial street construction, adequate space in the right-of-way shall be reserved for a future sidewalk and commitments from adjacent property owners to participate in assessment districts shall be obtained, so that sidewalks can be added and funded in the future when they are appropriate.
 - (d) Sidewalk Placement (Where Required): Sidewalks shall be required where vehicular traffic volumes are anticipated to exceed 1,000 trips per day, on routes to school, and as prescribed by a city-adopted subcommunity or area plan. Sidewalks shall be placed outside of the paved roadway and drainage ditch, and inside the right-of-way line.
 - (e) Roadside Drainage Ditches: Side slopes along roadside drainage ditches shall be 4:1, and driveway culverts, at least 12 inches in diameter with flared end sections or headwalls, shall be installed by owners at driveways.

- (f) Land Use Requirements: Lot frontages shall be at least 60 feet wide, unless alley access is provided. Lot frontages with alley access shall be at least 40 feet wide. ~~Two onsite parking spaces, meeting all city requirements, shall be provided on each single family lot.~~
 - (g) Provision of Alleys: Where alleys are provided or required to be provided under a city-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.
 - (h) Emergency Response: Rural residential streets exceeding 500 feet from any intersection shall provide a secondary emergency access at 500-foot intervals.
- (4) **Access Street**: The access street provides public access to no more than 25 single-family dwelling units, where anticipated vehicular volumes would not exceed 400 trips per day. The access street is narrow, to ensure slower speeds for vehicular travel, and provides sidewalks along both sides of the street. In addition to the requirements outlined in Table 2-13, “Residential Street Design Standards,” and “Technical Drawing 2.66,” Chapter 11 of these Standards, the access street shall comply with the following minimum standards:
- (a) Parking: ~~Parking is allowed on both sides of the street or, if parking is not provided on street, a parking court at a ratio of 0.5 spaces per dwelling unit is required.~~
 - (b) “L” Intersections: “L” intersections may be permitted as part of subdivision and are subject to approval by the Director. Where permitted, “L” intersections shall have at least a 150-foot-long tangent street section from the intersection to the closest curvature and a minimum corner radius of 50 feet.
 - (c) Circle or Loop Street: If a circle or loop street is proposed as part of subdivision, the street shall connect to a higher classification street, or connect to two separate perpendicular or offset higher classification streets.
 - (d) Turnaround Standard (No outlet streets): If a “Y” or “T” turnaround is proposed in place of a standard cul-de-sac bulb turnaround, the “Y” or “T” turnaround shall be designed with a 60-foot length, 20-foot width. The turnaround area (including sidewalks if required) shall be contained within dedicated right-of-way.
 - (e) Land Use Requirements: A residential access street shall connect to a higher classification street. Lot frontages shall be at least 60 feet wide, unless alley access is provided. Lot frontages with alley access shall be at least 40 feet wide. ~~Two onsite parking spaces, meeting all city requirements, shall be provided on each single family lot.~~
 - (f) Provision of Alleys: Where alleys are provided or required to be provided under a city-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.

- (g) Emergency Response: Access streets exceeding 175 feet from any intersection shall provide a fire apparatus setup area at 150-foot intervals. The setup area shall provide at least 30 foot long, 25-foot-wide clear zone, and is subject to approval by the Fire Department.
- (5) **Access Lane**: The access lane provides public access to no more than 15 single family dwelling units, where anticipated vehicular traffic volumes would not exceed 250 trips per day. The access lane is a narrow “shared street” for all modes of travel (vehicular, bicycle, and pedestrian), without curb and gutter or sidewalks, and must connect with a higher classification street. In addition to the requirements outlined in Table 213, “Residential Street Design Standards,” and “Technical Drawing 2.67,” Chapter 11, the access lane shall comply with the following minimum standards:
- (a) Parking: Parking is allowed.
- (b) “L” Intersections: “L” intersections shall have a minimum 150-foot long tangent street section from the intersection to the closest curvature and a minimum corner radius of 50 feet.
- (c) Circle or Loop Street: A circle or loop street shall connect to a higher classification street or connect to two separate perpendicular or offset higher classification streets.
- (d) Turnaround Standard (No outlet streets): A “Y” or “T” turnaround shall be designed with a 60-foot length, 20-foot width. The turnaround area (including sidewalks if required) shall be contained within dedicated right-of-way.
- (e) Land Use Requirements: An access lane shall connect to a higher classification street. Lot frontages shall be at least 60 feet wide. ~~Two onsite parking spaces, meeting all city requirements, shall be provided on each single family lot. If the minimum lot frontage requirement is not met, additional parking spaces shall be provided at a ratio of 0.5 spaces per dwelling unit as a part of the subdivision. These required spaces shall be located on private property.~~
- (f) Right-of-Way Landscaping: Landscaping other than ground cover or low shrubbery shall be placed outside of the right-of-way.
- (g) Emergency Response: Access streets exceeding 175 feet from any intersection shall provide a fire apparatus setup area at 150-foot intervals. The setup area shall provide a minimum 30-foot long, 25-foot-wide clear zone, and is subject to approval by the Fire Department.
- (6) **Residential Alley**: The residential alley is to provide secondary vehicular access to the rear of lots in detached single-family dwelling subdivisions with narrow street frontages, in order to limit curb cuts from the street and increase on-street parking. Alleys are most beneficial when lot widths are narrower than 50 feet. In addition to the requirements outlined in Table 2-13, “Residential Street Design Standards,” and “Technical Drawing 2.68,” Chapter 11 of these Standards, the residential alley shall be designed to meet the following minimum land use requirements: Backup distance for parking and garage

access from the alley shall be 24 feet, including the 16-foot alley right-of-way width, and the remaining backup distance shall be provided on the lot being served.

2.10 Emergency Access Lanes

(A) Emergency Access Required

All industrial, commercial, and residential developments shall provide adequate emergency vehicle access. Adequate emergency access is a minimum 20-foot-wide unobstructed fire apparatus access road with an unobstructed vertical clearance of 15 feet, and meets all applicable standards as set forth in Chapter 10-8, "Fire Prevention Code," B.R.C. 1981.

(B) When Emergency Access Lane is Required

When adequate emergency access is not available from a public street, an applicant for construction approval shall construct an emergency access lane. Emergency access lanes must accommodate all emergency vehicles, including fire equipment.

(C) Secondary Emergency Access

Secondary emergency access lanes shall be provided to structures whenever the distance to the nearest public street equals or exceeds 500 feet. Secondary access lanes shall conform to all design requirements specified for emergency access lanes.

(D) Local Emergency Access Lane Standards

In addition to the emergency access standards set forth in Chapter 10-8, "Fire Prevention Code," B.R.C. 1981, an emergency access lane shall equal or exceed the following standards:

- (1) **Direct Route:** Emergency access lanes shall provide the shortest practical direct access to points of concern, and be entirely contained within a minimum, continuous 20-foot-wide emergency access easement or public right-of-way.
- (2) **Distance From Structure:** Emergency access lanes shall be provided whenever a structure is located more than 150 feet from fire apparatus access.
- (3) **Surface:** An emergency access lane shall consist of either of the following:
 - (a) Two concrete strips at least 4 feet wide, with a 4-foot separation between them. Vegetation other than grass shall not be permitted in the separation area.
 - (b) A minimum continuous paved surface width of 12 feet.
- (4) **Radius:** An emergency access lane shall provide a minimum turning radius of 25 feet, or the radius needed to accommodate an SU-30 vehicle.
- (5) **Turnarounds:** If the length of the emergency access lane exceeds 150 feet (without an outlet accessible to emergency vehicles), then a turnaround with a minimum radius of 45 feet shall be provided.
- (6) **Grade:** The grade for an emergency access lane shall not exceed five percent. Exceptions may be allowed with specific approval from the City of Boulder Fire Chief where this standard cannot be met due to topographical conditions.

- (7) **Vertical Clearance:** Vertical clearance from the surface of the emergency access lane shall be at least 15 feet.

(E) Unobstructed Access

Emergency access lanes shall be kept free and clear of all obstructions. If the Director or Fire Chief determines that barriers are needed to prevent automobile traffic from using an emergency access lane, then the applicant for construction approval shall install traffic bollards. Traffic bollard designs shall provide for immediate access of emergency vehicles, without requiring these vehicles to stop and maneuver around, or unlock, any structures. The Director and Fire Chief shall have final approval of all bollard designs.

(F) Access Identification

Signs and pavement markings will be required if necessary, by the Director and Fire Chief to delineate and identify emergency access lanes. All signage for emergency access lanes shall conform with the specifications in the MUTCD.

2.11 Bicycle Facilities and Multi-Use Path Design

(A) Conformance with Low-Stress Walk and Bike Network Plan

The arrangement, type, and location of all bike lane and multi-use path facilities and routes shall conform with the "Low-Stress Walk and Bike Network Plan" section in the TMP. The Director shall specify the standards for design and construction of new bike lane and multi-use path facilities consistent with these Standards and considering public health, safety, and welfare and generally accepted engineering principles. The Director may refer to the Transportation References in these Standards. These Standards shall also apply to marked and signed contraflow bike lanes to meet bicycle connectivity goals identified in the Low-Stress Walk and Bike Network Plan where the right-of-way is constrained.

(B) On-Street Bike Lanes - Streets Without On-Street Parking

An on-street bike lane is separated from the motor vehicle travel lane by a single white line. On-street bike lanes on new streets without on-street parking shall be at least 5 feet wide, exclusive of the curb pan, or 6.5 feet from the face of any curb. On existing streets where on-street bike lanes are being added and available right-of-way or improvements space is restricted, the Director may approve a reduced width of the bike lane; the reduced width shall be at least 5 feet wide, inclusive of the curb pan.

(C) On-Street Bike Lanes - Streets With On-Street Parking

An on-street bike lane on a street with on-street parking is separated from the motor vehicle travel lane or parking lane by a single white line. On-street bike lanes on new streets with on-street parking shall be at least 6 feet wide, exclusive of the parking lane. On existing streets where on-street bike lanes are being added and available right-of-way or improvements space is restricted, the Director may approve a reduced width of the bike lane; the reduced width shall be at least 5 feet wide, exclusive of the parking lane.

(D) Buffered Bike Lanes

A buffered bike lane is separated from the motor vehicle travel lane by a painted buffer space creating a greater separation between the bike lane and adjacent travel lane. The buffer shall be

marked with 2 solid white lines, and the markings shall otherwise conform with MUTCD standards. The buffered space shall be at least 2 feet wide. On streets without on-street parking the bike lane shall be at least 5 feet wide, or 6.5 feet from the face of the curb. Bike lanes on new streets with on-street parking shall be at least 5 feet wide, exclusive of the parking lane. On existing streets where buffered bike lanes are to be added and right-of-way or improvement space is limited, the Director may modify this standard considering safety concerns or approve an on-street bike lane.

(E) Separated Bike Lanes (One-Way and Two-Way)

A separated bike lane is physically separated from the motor vehicle travel lane through vertical or horizontal elements and is distinct from the sidewalk. Separated bike lanes have different forms but all share common elements. Where on-street parking is allowed, the separated bike lane shall be located to the curb side of the parking (in contrast to on-street and buffered bike lanes). Separated bike lanes may be one-way or two-way and may be at street level, at sidewalk level, or at an intermediate level. If located at sidewalk level, a curb or median shall separate the separated bike lane from the motor vehicle travel lane, and different pavement color or type shall separate the separated bike lane from the sidewalk. If located at sidewalk level, the separation may include a landscaped area. If located at street level, the separated bike lane shall be separated from the motor vehicle travel lane by raised medians, on-street parking, or flexible delineators. Flexible delineators shall conform with MUTCD standards. Raised medians shall conform to "Technical Drawing 2.42C," Chapter 11 of these Standards. The Director may require additional markings, signage, and other improvements to ensure safe and efficient operation of the city's transportation system.

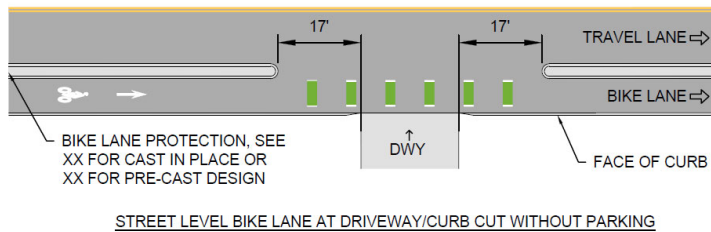
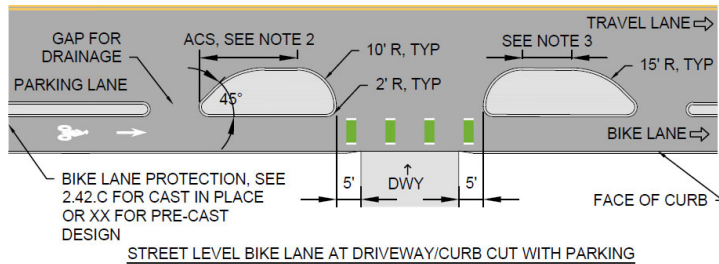
On streets without on-street parking, a vertical separation shall create a buffer between the bike lane and the travel lane that is at least 3 feet wide, and the bike lane shall be at least 5 feet wide, or 6.5 feet from the face of the curb. On streets with on-street parking, the separation shall be a 3-foot-wide horizontal buffer between the bike lane and the parking lane, and the bike lane shall be at least 5 feet wide.

On existing streets where separated bike lanes are to be added and right-of-way or improvement space is limited, the Director may modify this standard considering safety concerns and the efficient operation of the city's transportation system.

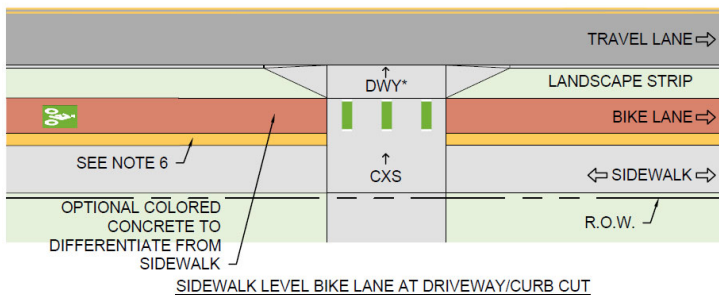
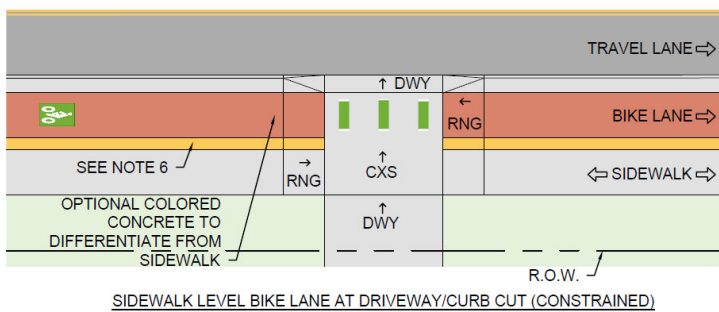
(F) Typical Bicycle Facility Layouts

The following are examples of typical bicycle facility layouts and shall be used as guidance for separated bike lane facilities. The existing street context and site constraints of each location shall be taken into account when designing these facilities and engineering judgement may be used to implement the intent of these example bicycle facility layouts.

(1) One-Way Street Level Separated Bike Lanes at Driveways



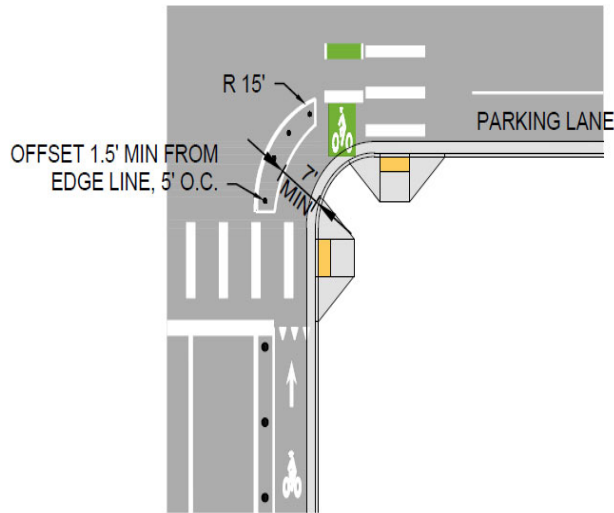
(2) Sidewalk Level One-Way Separated Bike Lanes at Driveways



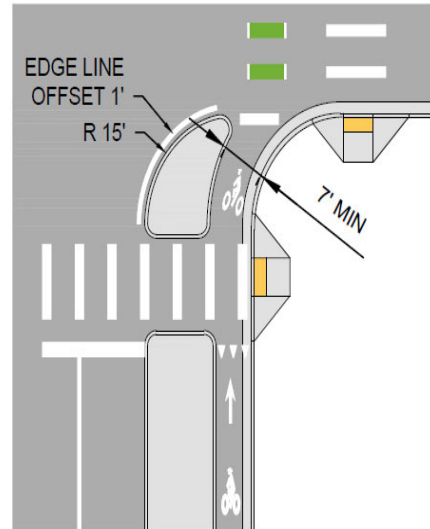
- (a) Typical approach clear space (ACS) for driveways and alleys shall be 20 feet as shown; in constrained locations the approach clear space may be measured from edge of driveway.
- (b) In constrained locations the far-side buffer tangent may be reduced to 5 feet.
- (c) See Section 2.07, Table 2.5 of these Standards for standard lane widths.
- (d) Bike lane tapers preferred at 7:1 shift, minimum 3:1 shift in constrained locations where speed is ≤ 13 mph.

- (e) For bike lanes at sidewalk elevation without buffer treatment, 1-foot minimum directional indicator strip required within the sidewalk; typically located 1 foot from the edge of the bike lane.
- (f) Accessible ramp slope (RMP) = 7.8% (8.3% max).
- (g) Accessible cross slope (CXS) = 0.5-1.5% (2% max).
- (h) Accessible running slope (RNG) = 5% max.
- (i) Driveway slope (DWY) = 12% max.

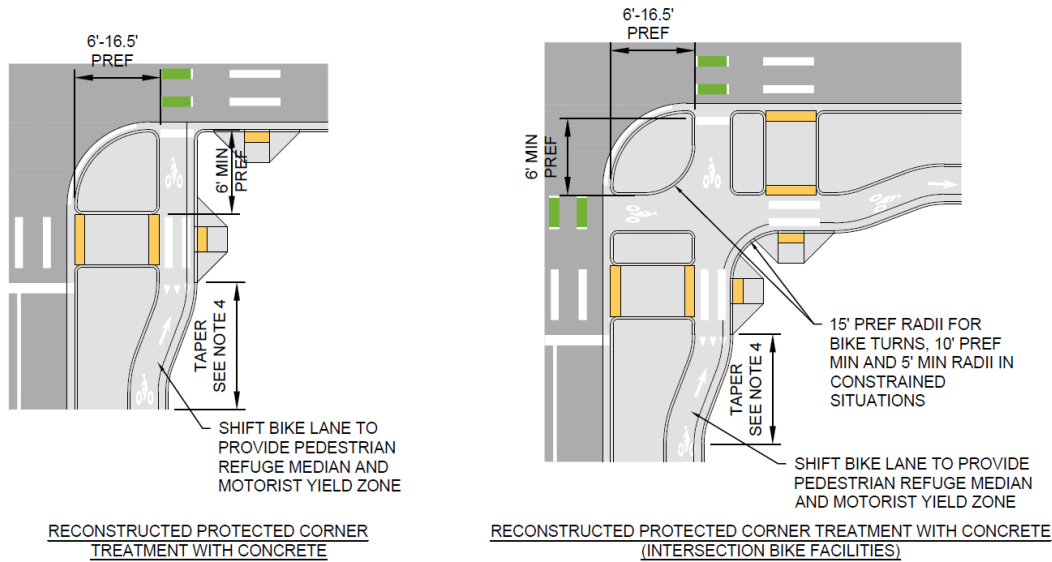
(3) Street Level Separated Bike Lanes at Intersection in Retrofit Conditions



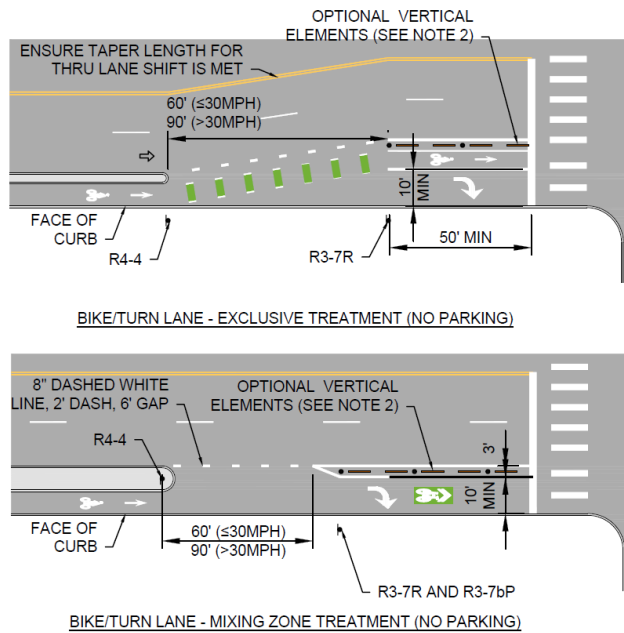
RETROFIT PROTECTED CORNER
TREATMENT WITH PAINT AND POST

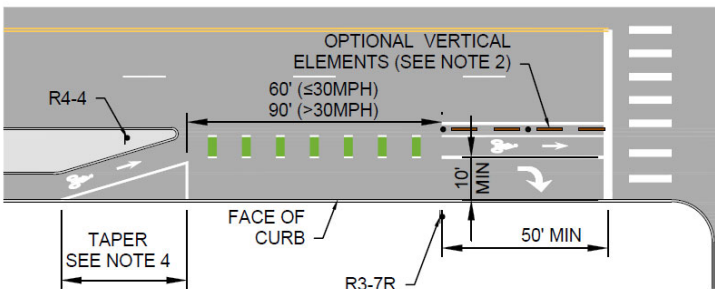


RETROFIT PROTECTED CORNER
TREATMENT WITH CONCRETE

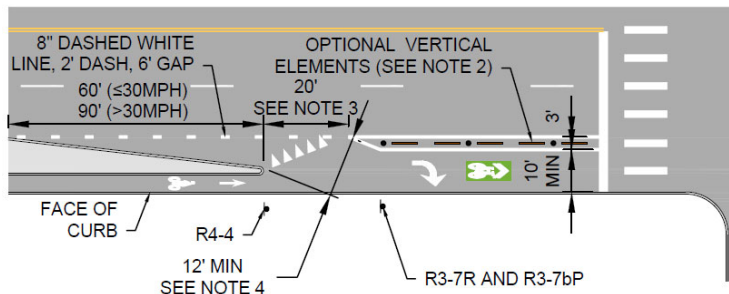
(4) Street Level Separated Bike Lanes at Intersections in New or Retrofitted Conditions

- (a) Design plans shall be consulted for variations.
- (b) Size and shape of corner treatments are dependent on intersection characteristics.
- (c) See Section 2.07, Table 2.5 of these Standards for standard lane widths.
- (d) Bike lane tapers preferred at 7:1 shift, minimum 3:1 shift in constrained locations here speed is ≤ 13 mph.

(5) One-Way Separated Bike Lane and Right Turn Lane

(6) One-Way Separated Bike Lane and Right Turn Lane

BIKE/TURN LANE - EXCLUSIVE TREATMENT (WITH PARKING)



BIKE/TURN LANE - MIXING ZONE TREATMENT (WITH PARKING)

- (a) Design plans shall be consulted for variations
- (b) Vertical elements may be excluded or modified as needed to accommodate truck and/or transit vehicles, with a 13-foot minimum where high bus volume is anticipated.
- (c) Bike lane tapers preferred at 7:1 shift, minimum 3:1 shift in constrained locations where speed is ≤ 13 mph.
- (d) See Section 2.07, Table 2.5 of these Standards for standard lane widths.
- (e) A ramp up to sidewalk may be provided for people on bicycles prior to vehicular mixing zone to provide a low stress alternative.

(G) Off-Street Multi-Use Paths

Design for off-street multi-use paths shall conform to Chapter 5 of the AASHTO Guide for the Development of Bicycle Facilities, 4th edition. The paths shall be at least 10 feet wide with an inside edge radius of at least 15 feet and shall conform to "Technical Drawing 2.02D," Chapter 11, of these Standards.

(H) Bicycle Parking

Bicycle parking shall be located in a visible and prominent location that is lit at night and physically separated from automobile parking to prevent vehicles from intruding into the bike parking area. All bicycle parking constructed in the City of Boulder shall conform to the provisions in the Section 9-9-6(g), "Bicycle Parking," B.R.C. 1981 or as adopted in any subcommunity or area improvement plan.

- (1) **Bicycle Parking in Sidewalk Area of Public Right-of-Way:** Bicycle parking racks located in the sidewalk area of the public right-of-way shall be designed using either the inverted “U” rack standard or the inverted “U” racks on rails standard. A minimum aisle of 5 feet shall be provided for bikes to maneuver in when accessing the rack. All racks shall be attached to a concrete base using a high security tamper proof anchor such as a mushroom head carbon steel expansion anchor “spike” #5550 as manufactured by Rawl or an equivalent theft-proof device.
- (a) Inverted “U” Rack: The inverted U rack is designed to park two bicycles, facing opposite directions, parallel to the rack. For the rack to meet its design specification of parking two bikes, it must be installed according to the specifications below, otherwise it will be considered to provide parking for one bike. The inverted “U” standard may be installed with the following conditions:
- (i) Where the “U” rack is installed oriented parallel to a wall or curb, at least 3.0 feet shall be provided between the parallel wall or curb and the center of the rack. Where a bike rack is located near a curb with “head-in” automobile parking, a minimum distance of 5 feet from the curb to the center of the rack is required to avoid damage to bicycles or racks by automobiles extending across the curb over the sidewalk.
 - (ii) Where the “U” rack is installed oriented perpendicular to a wall or curb, a minimum distance of 4 feet from the wall or curb to the center of the rack will be provided to allow two bikes to access and use the rack.
 - (iii) Where placed side-by-side, “U” racks shall be placed at least 3.5 feet apart to accommodate ease of access to the racks.
 - (iv) Where placed in a series of 2 or more and parallel to a wall, inverted “U” racks will be separated by a minimum distance of 10 feet between the centers of the racks to allow access to both sides of the rack.
 - (v) The location of a bike rack shall maintain a minimum unobstructed sidewalk width of 6 feet from any bicycle parked properly in the rack.
 - (vi) The location of a “U” rack shall maintain a minimum unobstructed distance of 3 feet from any pedestrian curb ramp to any bicycle parked properly in the rack.
- (b) Inverted “U” Racks on Rails: The inverted “U” racks on rails are designed to park four to ten bicycles, with two bikes facing opposite directions parked on either side and parallel to each inverted “U” rack. These racks allow locking of frame and wheel with a U-lock and support bikes with two points of contact. For the rack to meet its design specifications of parking bikes from both sides, it must be installed according to the conditions of the inverted “U” rack listed above; otherwise it will be considered to provide no more than half of its designed parking capacity.
- (2) **Onsite Bicycle Parking:** Bicycle parking should generally be provided within 50 feet of the main building entrance. Racks must be installed according to the guidelines in (1) above to reach their designed parking capacity. Otherwise, they shall be credited with no more than half their design capacity. Bicycle parking racks or lockers located on development or project sites or in parking lots outside of public right-of-way shall generally be selected from the following standards:

- (a) Inverted “U” Rack: The inverted “U” rack is recommended for most bike rack installations and is one of the standards for bicycle parking in public rights-of-way as required in Subsection G.(1) above. Each rack provides space for two bicycles and allows flexibility in parking by providing two supports for attaching locks. The “U” rack may be used individually where space is limited, or, in circumstances requiring a larger amount of bike parking, inverted “U” racks on rails may be used to park four to ten bikes. Inverted “U” racks and inverted “U” racks on rails shall meet the specifications for the dimensions and installation shown in Chapter 11, “Technical Drawings,” of these Standards
- (b) Other Bike Rack Styles: Another rack style may be approved by the Director if it meets the following criteria:
 - (i) Provides at least two contact points between the rack and the bike to securely support the bike;
 - (ii) Provides at least a 2 foot by 6-foot parking space for each bike without the need to lift the handlebars of one bike over those of another to park;
 - (iii) Allows the frame and one wheel to be locked to the rack with a standard high security, U-shaped shackle lock; and
 - (iv) The rack is uncomplicated and intuitively simple for the bicyclist to use.
- (c) Lockers: Bicycle lockers provide secure weatherproof storage for bike parking. Lockers are recommended for employee and longer-term parking and require adequate space, since they require more area than bicycle racks. Lockers must meet the following standards:
 - (i) The locker must be securely anchored to the ground using tamper-resistant anchors.
 - (ii) There must be an aisle at least 5 feet wide behind all bicycle lockers to allow room for bicycle maneuvering.
 - (iii) All bicycle lockers must meet one of the following dimensions:
 - (1) The locker space has a minimum depth of 6 feet and an access door that is a minimum of 3 feet wide.⁸⁵
 - (2) A locker provided in a triangle locker layout for two bicycle parking spaces must have a minimum depth of 6 feet and an access door that is a minimum of 3 feet wide on each end.
- (3) **On-Street Bike Parking (Bike Parking Corrals)**: The Director may approve on-street bike corrals in commercial areas where sidewalk space is limited and in locations with high pedestrian volumes. In approving the design and construction of bike corrals, the Director shall consider public safety and the efficient operation of the city's transportation system.

2.12 Street Lighting

(A) Scope

The provisions of this section shall apply to streetlighting in public streets and alleys.

(B) Private Development

Installation, relocation, or removal of streetlighting may be proposed by an applicant or may be required by the Director as part of a development approval under Title 9, "Land Use Code," B.R.C.1981.

(C) City Projects

The Director decides whether and where streetlighting may be provided, relocated, or removed considering the standards in this Section 2.12.

(D) Street Types

In determining whether streetlighting shall be installed or relocated in or removed from the public right-of-way, the Director shall consider the ANSI/IES RP-8-22, Illuminating Engineering Society Recommended Practice: Lighting Roadway and Parking Facilities (IES), as modified by the following standards:

- (1) Arterial Streets: Corridor lighting may be required or provided based on IES standard practices.
- (2) Collector Streets: Streetlighting may be required or provided only at intersections and identified pedestrian crossings.
- (3) Other Streets (Local): Streetlighting may be required or provided only at identified pedestrian crossings.
- (4) Alleys: Streetlighting may be required or provided in alleys in commercial areas with significant night-time pedestrian activity. Streetlighting is not provided in other alleys.

(E) Design Standards

- (1) **Design:** Streetlighting shall have an LED light bulb within a full cut-off fixture that is installed in a horizontal position as designed. Streetlight poles shall be steel poles or wood poles. The pole material shall be determined by the Director and shall be generally consistent with the poles in the surrounding area. Relocation of a pole requires installation of a current pole design of the ~~City~~city.
- (2) **Location:** Poles shall be located so that the center of the pole is three feet behind the face of the curb. The Director may approve a different pole location that is between three feet and six feet behind the face of the curb where necessary to accommodate the needs of other public right-of-way uses in the sidewalk area. Streets with a detached multi-use path or sidewalk may have streetlighting between the curb and multi-use path or sidewalk provided there are two feet of horizontal clearance between the nearest face of the pole and the edge of the multi-use path or sidewalk. Where a multi-use path or sidewalk are

attached to the street's curb and gutter, streetlighting shall be placed with two feet of horizontal clearance between the nearest face of the pole and the edge of the multi-use path or sidewalk.

(F) Installation

The ~~City~~city will acquire, own, and install all streetlighting that is to be installed in public streets or alleys as part of a private development or a ~~City~~city project. The ~~c~~City also performs relocation and removal of streetlighting. An applicant shall coordinate any construction of improvements in the public street or alley with the City's installation, relocation, or removal of the streetlighting.

(G) Easements

Adequate rights-of-way, public access easements, or utility easements shall be dedicated to the City to allow the City to install, access, maintain, repair, and reinstall streetlighting and their associated facilities, such as cables, conduit, and pull boxes. The Director will determine the type and size of dedication based on the location of the streetlighting.

(H) Fees

An applicant for a private development including new installation, relocation, or removal of streetlighting in a public street or alley shall pay the applicable streetlighting fee prescribed by Section 4-20-77, "Streetlighting Fee," B.R.C. 1981, at the time of submittal of construction plans for approval under Section 1.03, "Submittal Requirements for Construction Approval" or, if no such submittal is required, prior to issuance of a building permit.

2.13 Transit Stop Facilities

New transit stops and enhancements to existing transit stops shall be designed in accordance with RTD's "Bus Infrastructure Standard Drawings" and with consideration of NACTO's "Transit Street Design Guide."

2.14 Traffic Calming Design

(A) Scope

This section includes guidelines for the implementation of traffic calming elements on public streets. All elements shall be designed and installed in accordance with the provisions of Chapter 2 of this document and in conformance with the MUTCD. The Vision Zero Action Plan shall be consulted when determining if and what traffic calming measures are implemented.

Traffic calming measures are intended to slow motorized vehicles and increase safety for bicycle and pedestrian users. Measures may also prioritize the movement of bicycles and pedestrians at crossing or conflict points.

(B) Traffic Circles

The Director may require the installation of a traffic circle where the Director finds that the operations or safety of the intersection or the adjoining streets would benefit from such device.

Figure 2-4 illustrates the typical layout and standard dimensions of a traffic circle and Table 2-14 Offset and Opening Width Dimensions and Table 2-15 Center Island Diameter Dimensions shall guide the design of the traffic circle. Final dimensions shall be approved by the Director based up site specific considerations for the safety of all users, the ability for all modes to traverse the intersection, and the efficient operation of the transportation system.

In locations where crossing streets are not the same width, curb extensions may be used on the wider street to create consistent approach widths.

In locations where the circulating width is less than 20 feet, the Director may require a mountable truck apron if the director finds that the expected truck traffic at the intersection will negatively impacts safety or intersection operations.

Any objects, including plantings and trees, in the traffic circle shall provide a clear zone of visibility between 36 inches high and 80 inches high from the top of the travel path surface.

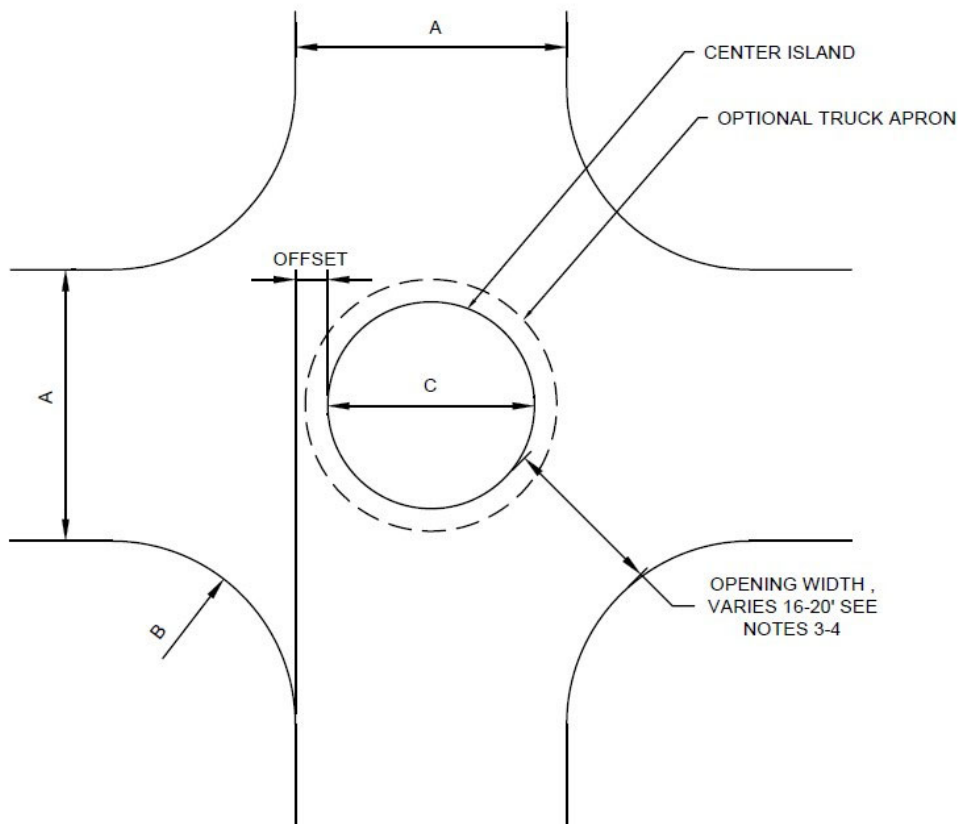


Figure 2-4: Typical Layout and Standard Dimensions of Traffic Circle

Table 2-15: Offset and Opening Width Dimensions

Offset	Opening Width
5.5' (Max)	16' (Min)
5.0'	17'
4.5'	18'
4.0'	19'
3.5' or less	20' (Max)

Table 2-16: Center Island Diameter Dimension for Different Street Widths and Curb Return Radii

A Street Width	B Curb Return Radius	C Center Island Diameter
28'	15'	18'
	20'	20'
	25'	22'
30'	15'	20'
	20'	22'
	25'	24'
36'	15'	27'
	20'	29'
	25'	33'
40'	15'	32'
	20'	34'
	25'	38'

(C) Raised Crossings

The Director may require the installation of a raised crossing where the Director finds that the crossing meets the criteria from the city's Pedestrian Crossing Treatment Installation Guidelines for additional crossing treatments.

Figure 2-5 through 2-7 illustrate typical layouts for raised crossings, Figure 2-8 illustrates typical section of a raised crossing, and Table 2-XXX Dimensions of Approach Ramp Length For Various Roadway Longitudinal Slopes and Target Grade Breaks and Table 2-16 Target Grade Breaks For Different Roadway Classifications shall guide the design of the raised crossing. Final dimensions and geometry shall be approved by the Director based up site specific considerations for the safety of all users, the ability for all modes to traverse the intersection, and the efficient operation of the transportation system.

The width of the top of raised crosswalks should match the width of the connecting sidewalk, shared use path, or desired crosswalk, and in no case be less than 10-feet in width.

Installation of a raised crossing shall include modifications to existing street paving, cold plane and overlay asphalt, or reconstruction of paving to provide a smooth transition and street crown and shall match adjacent paving materials and thickness.

In locations where positive drainage cannot be achieved the design shall include drain inlet(s) as

necessary to convey stormwater drainage and meet street drainage requirements of Chapter 7.

All crosswalks shall have a minimum of 2 feet spacing from poles, hydrants, and other vertical obstructions.

Crosswalk cross slopes should be no greater than 2%, however, at mid-block locations the cross slope may match the existing street grade. Crosswalk cross slope may be 0% if longitudinal slope is sufficient to self-drain

Crosswalk longitudinal slopes should not exceed 5%

Grade breaks should be determined based on existing roadway speeds and desired speed reduction and should conform with Table 2-17. Generally, higher grade breaks correspond to higher speed reduction.

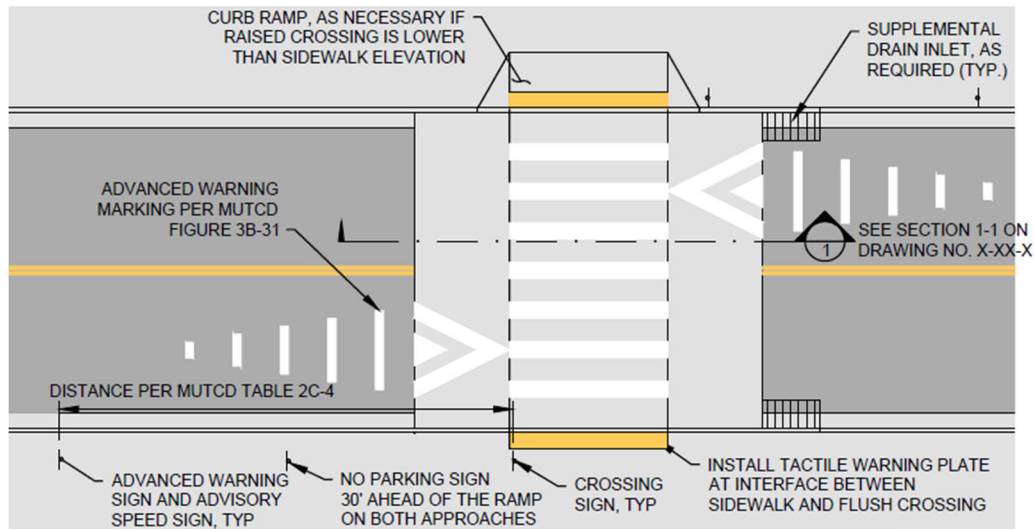


Figure 2-5: Typical Layout of Raised Crossing at Mid-Block Location

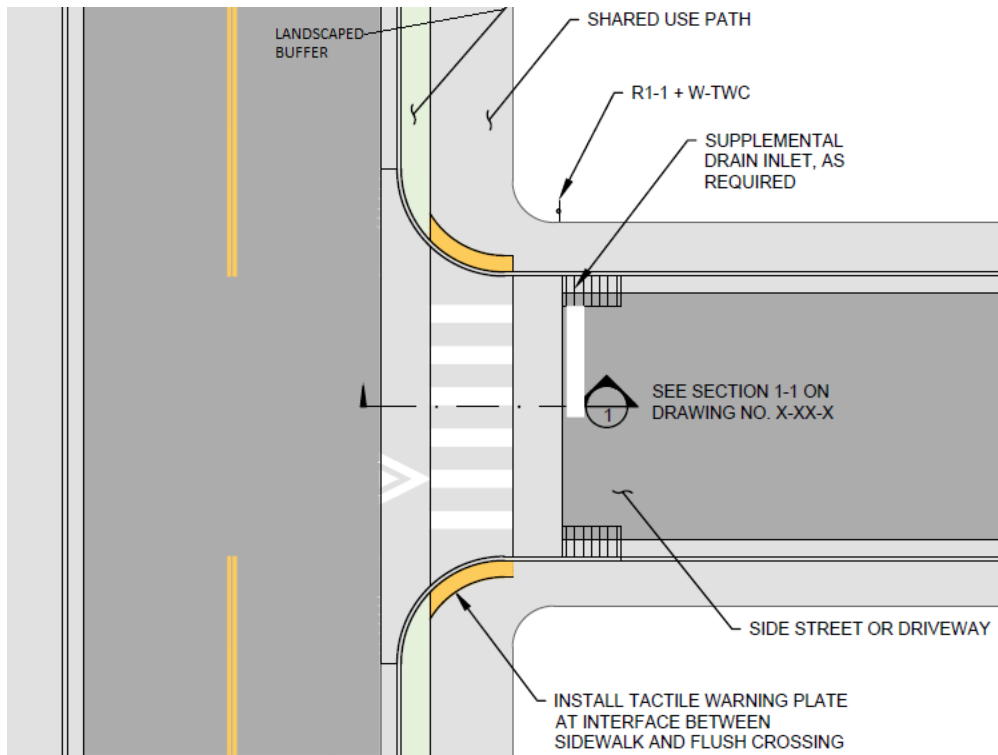


Figure 2-6: Typical Layout of Raised Crossing at Intersection Leg Location

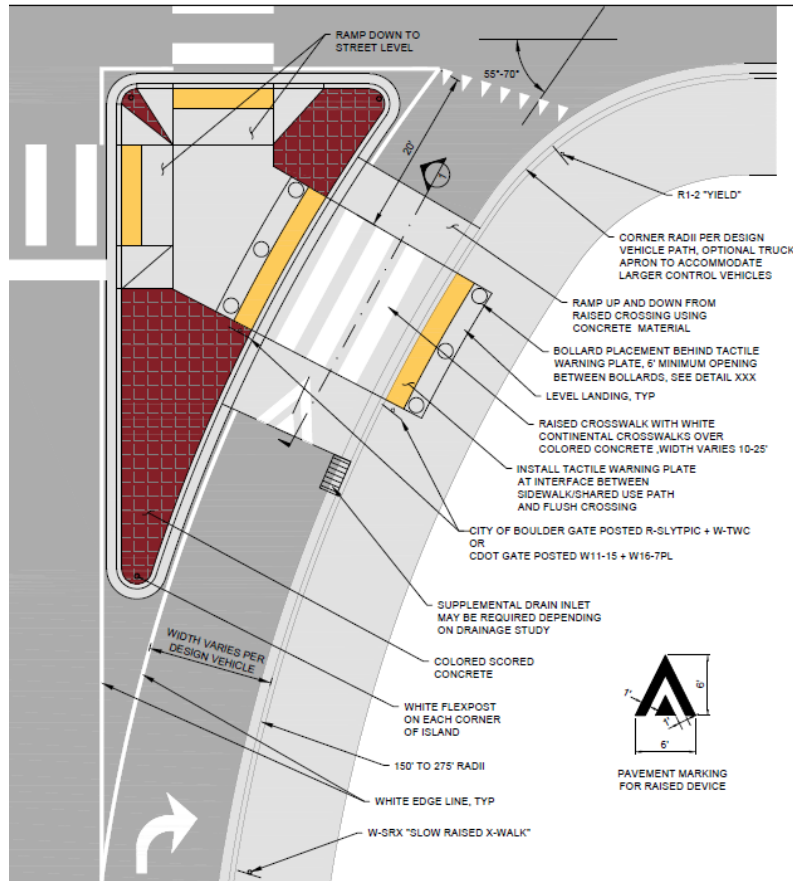


Figure 2-7: Typical Layout of Raised Crossing at Channelized Right Turn Location

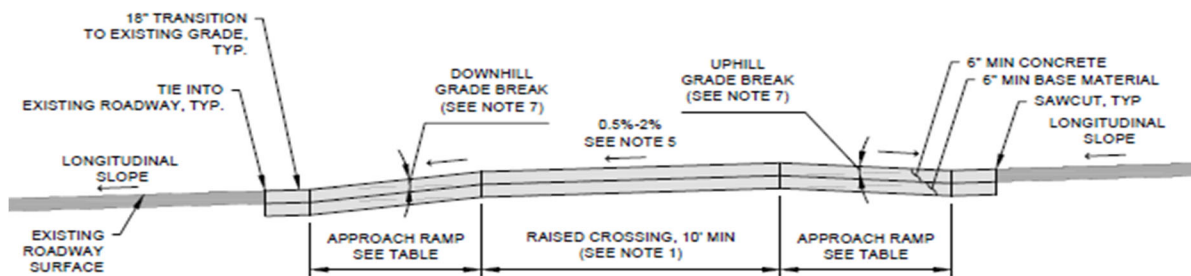


Figure 2-8: Raised Crossing Typical Section

Table 2-17: Dimensions of Approach Ramp Length For Various Roadway Longitudinal Slopes and Target Grade Breaks

Roadway Longitudinal Slope	Approach Ramp Length			
	5-6% Grade Break		8-10% Grade Break	
	Uphill	Downhill	Uphill	Downhill
0%	5.0-5.5' (3.0'-4.0')	5.0-5.5' (3.0'-4.0')	3.0-3.5' (2.0'-2.5')	3.0-3.5' (2.0'-2.5')
2%	5.0-5.5' (3.0'-4.0')	5.0-5.5' (3.0'-4.0')	3.0-3.5' (2.0'-2.5')	3.0-3.5' (2.0'-2.5')
4%	5.0-5.5' (3.0'-4.0')	8.0-10.0' (6.5'-7.5')	3.0-3.5' (2.0'-2.5')	5.0'-6.0' (4.0'-5.0')
6%	5.0-5.5' (3.0'-4.0')	11.0-13.5' (9.5'-11.5')	3.0-3.5' (2.0'-2.5')	6.5'-8.5' (5.5'-7.0')
<i>Note: Primary ramp lengths assume a 6-inch tall raised crossing. Ramp lengths in parenthesis assume a 4-inch tall raised crossing.</i>				

Table 2-18: Target Grade Breaks For Different Roadway Classifications

Roadway Classification	Grade Break Range	
	Min	Max
Local	8%	10%
Collector	5%	6%
Arterial	5%	6%