

Harris Park Parking Study

Final Report



Prepared For:



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COLORADO

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TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	i
INTRODUCTION	1
EXISTING PARKING CONDITIONS	1
Parking Supply	1
Effective Parking Supply	3
Parking Utilization	6
<i>Saturday, July 11, 2020</i>	6
<i>Friday, July 24, 2020</i>	7
SHARED PARKING STUDY	8
The Shared Parking Process	9
Modal Split Adjustments	9
Hourly Variations in Parking Demand	10
COMMUNITY OUTREACH.....	13
Survey	13
Community Forums	17
PARKING MANAGEMENT	18
Parking Best Practices	18
<i>Parking Policies</i>	18
<i>Parking Technologies</i>	18
<i>Sustainable Parking Management and Design</i>	19
<i>Alternative Modes of Transportation</i>	19
<i>Miscellaneous Parking</i>	19
Expand Time Limited Parking in the Future	20
Protect Residential Parking	21
Accessible Parking	21
Parking Standards.....	22
Parking Requirements	24

TABLE OF CONTENTS (CONT'D)

	<u>Page</u>
Pay Parking.....	24
<i>Parking Meter Advantages</i>	24
<i>Parking Meter Disadvantages</i>	24
Electronic Single-Space Meters.....	25
<i>Advantages of Electronic Single-Space Meters</i>	25
<i>Disadvantages of Electronic Single-Space Meters</i>	25
“Smart” Single-Space Meters.....	25
<i>Advantages of “Smart” Single-Space Meters</i>	26
<i>Disadvantages of “Smart” Single-Space Meters</i>	26
In-Vehicle Meters.....	27
<i>Advantages of In-Vehicle Meters</i>	27
<i>Disadvantages of In-Vehicle Meters</i>	27
Multi-Space Meters	27
<i>Advantages of Multi-Space Meters</i>	28
<i>Disadvantages of Multi-Space Meters</i>	28
Mobile Pay	28
Parking Benefit District	29
OFF-STREET PARKING IMPROVEMENTS.....	29
Opportunities Between Harris Park and RTD Westminster Station	29
Lease the Westminster Presbyterian Church Lot for Public Use	29
7725 Bradburn Blvd. Parking Lot	30
Fire Station 1 Parking Lot	30
ON-STREET PARKING IMPROVEMENTS.....	30
Angled On-Street Parking on 73 rd Avenue	30

EXECUTIVE SUMMARY

There is a long history of parking concerns in the Historic Harris Park Core Area in Westminster, CO and the City of Westminster hired DESMAN to better understand existing and future parking needs in the area including:

- On-street and off-street parking inventory
- Current and estimated future parking demand with new development
- Locations for additional off-street parking supply
- On-street parking policies and regulations
- Private/public partnerships
- Creating a positive experience for parking patrons
- Opportunities between Westminster Station and Harris Park
- Community outreach for public opinion and to share information with the community

The ten-block parking study area is based on acceptable walking distances to/from the commercial core area of Harris Park. As directed by city staff, the parking analysis focuses on weekend evenings as future development in the area is expected to be eating and drinking establishments that will exhibit peak parking demand on weekend evenings, which includes the proposed Westminster Tavern. The central question is will there be sufficient parking in the area with new nighttime and weekend uses?

Existing Parking Conditions

There are currently an estimated 874 parking spaces within the study area, of which 260 spaces are located on street and 614 spaces are located off street. Most of the on-street spaces are unrestricted and all of the off-street parking supply is private.

Parking utilization surveys were conducted on an hourly basis from 5:30 PM to 9:30 PM on Saturday, July 11, 2020 and from 5:30 PM to 9:30 PM on Friday, July 24, 2020. On Saturday, July 11, the on-street parking was 40% utilized at the peak hour of 6:30 PM and the off-street parking was 26% utilized at the peak hours of 8:30 and 9:30 PM. The combined on- and off-street peak-hours were 7:30 and 8:30 PM when there were 248 vehicles parked in the 874 spaces, which represents a total parking utilization rate of only 28%. On Friday, July 24, the on-street parking was 35% utilized at the peak hour of 6:30 PM. The off-street parking was 21% utilized at the peak hour of 5:30 PM. The combined on- and off-street peak hour was 5:30 PM when there were 214 vehicles parked in the 874 spaces, which represents a total parking utilization rate of only 24%. The parking was slightly better utilized on Saturday, July 11 than on Friday, July 24. Parking utilization on weekend evenings is currently very low in the study area and there is no immediate need to increase the parking supply.

Shared Parking Study

Land use information for four existing businesses (Custom Flag Company, YMR Train Shoppe, A Creative Corner and Westminster Grange Hall) and one proposed business (Olde Westminster Tavern) was provided to DESMAN by the city in order to conduct a shared parking study in the core area of the neighborhood and to estimate

potential overflow parking demand. The peak hour for parking occurs at 8:00 PM when there is the estimated demand for 124 parking spaces for these businesses. There will be 14 off-street parking spaces serving the five businesses in three small lots, which translates to maximum spillover demand for 110 spaces. Since all of the other off-street parking in the study area is private, the spillover demand will need to be accommodated entirely on street. There is currently sufficient on-street parking available in the general area to accommodate the estimated maximum overflow demand for parking for the four existing businesses and proposed Olde Westminster Tavern on weekend evenings.

Community Outreach

One of the city's goals for the Harris Park parking study was to conduct community outreach to collect public opinion regarding the parking experience of residents, visitors, businesses and their employees and to share information with the community. The community engagement strategy included two components: 1) a ten-question survey that was administered on-line; and 2) two community forums which were held virtually on Thursday, October 22 and Wednesday, October 28, 2020. Most believe that parking is generally available in Harris Park although for each group and respondents as a whole, parking availability emerged as the most important issue. Safety and security, non-residential overflow parking on residential streets and walking distance round out the other top issues. Most customers and visitors said the current parking situation was not a deterrent to visiting or patronizing Harris Park. The majority of respondents indicated support for time-restricted parking and the vast majority of respondents expressed disfavor of parking meters. There were three primary issues identified during the community forums including the following:

- Concerns regarding overflow parking from residential development
- Challenges for businesses that were built decades ago that now do not have adequate parking
- Blocking access to existing off-street parking and businesses as a result of proposed changes to some of the city's on-street parking

Parking Management

Listed in the study are examples of current best practices in parking for future consideration to better manage and utilize parking resources, manage the demand for parking, be environmentally responsible, and improve vehicle, pedestrian and bicycle traffic conditions in the Harris Park area. The city will want to better manage parking resources to accommodate future development, encourage the use of alternative modes of transportation, encourage the turnover of the most convenient commercial on-street spaces, and protect the residential on-street parking from commercial intrusion.

Recommendations

On-Street Parking Regulations

- Consider expanding time limited parking to encourage turnover of the most convenient on-street parking spaces once there is more parking activity in the commercial areas of Harris Park. Turnover is critical to most businesses because the parking supply is often limited.

- Discourage commercial spillover parking on residential streets with deterrent signage or a Residential Parking Permit Program (RPP Program).
- Provide on-street accessible parking in commercial areas in accordance with the Americans with Disabilities Act.

Parking Dimensions and Requirements

- Consider changing parking dimensions in the Code of Ordinances for angled parking (45 to 75-degree spaces).
- Consider changing parking space requirements for Restaurant/Bar, Fitness Center and Medical/Dental Office uses.

Pay Parking

- Although not recommended at this time, the city may want to transition from free parking to pay parking sometime in the future in Harris Park. There are four primary operating methods discussed for on-street parking in Harris Park in the future, including electronic single-space meters, “smart” single-space meters, in-vehicle meters, multi-space meters, and mobile pay.
- Harris Park business owners and other key stakeholders may better support parking meters if the revenue generated by the meters will be reinvested in the historic area. A Parking Benefit District is a program where the city agrees to return all or percentage of net parking revenue back to the area where the revenue is generated for capital improvements and beautification projects.

Parking Improvements

- The RTD Westminster Station parking structure is approximately 3,000 feet walking distance from the southeast corner of the study area. The walking distance between the station and the study area greatly exceeds the generally accepted walking distances for visitors, shoppers and commuters and the station is not considered a viable parking resource for Harris Park.
- Consider leasing existing underutilized private parking for public use in the evenings. A viable option to consider to serve the business on 73rd Street is the Westminster Presbyterian Church lot located north of the business on 73rd Avenue. There is a pedestrian connection between the lot and the businesses on 73rd Avenue through the 73rd Avenue Sculpture Park. Lighting in the lot will likely need to be supplemented at an estimated cost of \$12,000 to \$16,000 to enhance safety and security for parking patrons after dark. There are several other private lots within the study area that could be leased for public parking.
- The city owns a parcel of land located at 7225 Bradburn Boulevard that could be partially used to develop a parking lot with an estimated 40 to 50 parking spaces at an estimated cost between \$180,000 and \$225,000. Given the distance of the proposed lot from the core area it may best represent overflow parking.
- An estimated 29 parking spaces can be added to the existing Fire Station 1 parking lot at very little cost. It would be possible to separate the fire station parking from the public parking if desirable.

- Angled parking could be added to 73rd Avenue and the parking capacity increased only if the street is widened by a minimum of 9'-6" and preferably by 17'-6" to maximize the parking.

Please refer to the following report for detailed information supplementing the above findings, conclusions and recommendations.

INTRODUCTION

There is a long history of parking concerns in the Historic Harris Park Core Area in Westminster, CO and the City of Westminster hired DESMAN, a national parking study and consulting firm with an office in Denver, to better understand existing and future parking needs in the area including the following:

- On-street and off-street parking inventory
- Current and estimated future parking demand with new development
- Locations for additional off-street parking supply
- On-street parking policies and regulations
- Private/public partnerships
- Creating a positive experience for parking patrons
- Opportunities between Westminster Station and Harris Park
- Community outreach for public opinion and to share information with the community

The study area for the parking analysis contains ten blocks, indicated in Figure 1 on the following page, which have been numbered by DESMAN for identification purposes. The outline of the study area is based on acceptable walking distances to/from the commercial core area of Harris Park, which includes a mix of commercial, office and institutional buildings, single- and multi-family homes, and public spaces. As directed by city staff, the following parking analysis focuses on weekend (Friday and Saturday) evenings from 5:30 to 9:30 PM as future development in the area is expected to be eating and drinking establishments that will exhibit peak parking demand on weekend evenings, including the proposed Westminster Tavern. The central question is will there be sufficient parking in the area with new nighttime and weekend uses?

EXISTING PARKING CONDITIONS

Parking Supply

Table 1 on page 3 presents the current on- and off-street parking supply within the study area by block and type of parking. There are currently an estimated 874 parking spaces within the study area, of which 260 spaces are located on street and 614 spaces are located off street. Most of the on-street spaces are unmarked and unrestricted. All of the off-street parking supply is private, which is defined as parking available only to building tenants, visitors and shoppers. The location of the on-street and off-street parking is graphically illustrated in Figures 2 and 3, respectively.

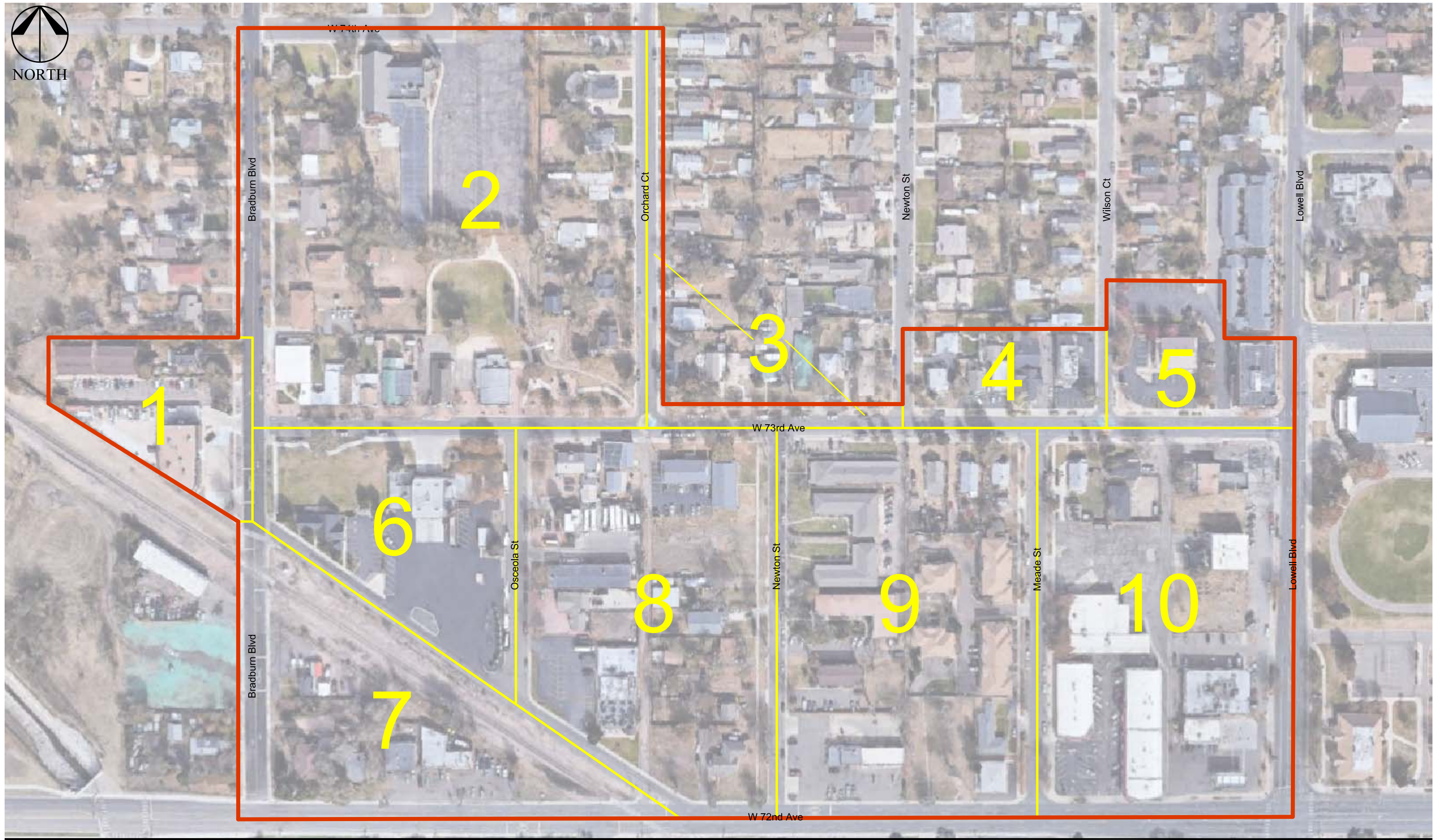


Figure 1. Parking Study Area & Block Designations

Harris Park Parking Study
Westminster, CO

Table 1.
On-Street, Off-Street and Total Parking Supply by Block

Block	On-Street			Private Off-Street	Total Parking	
	Unrestricted	2-Hour Time Limit	15-Minute Time Limit			Total On-Street
1	4			4	38	42
2	71			71	146	217
3	23			23		23
4	12			12	22	34
5	12			12	36	48
6	14	11		25	35	60
7	15			15	22	37
8	26			26	59	85
9	47			47	81	128
10	18		7	25	175	200
Total:	242	11	7	260	614	874

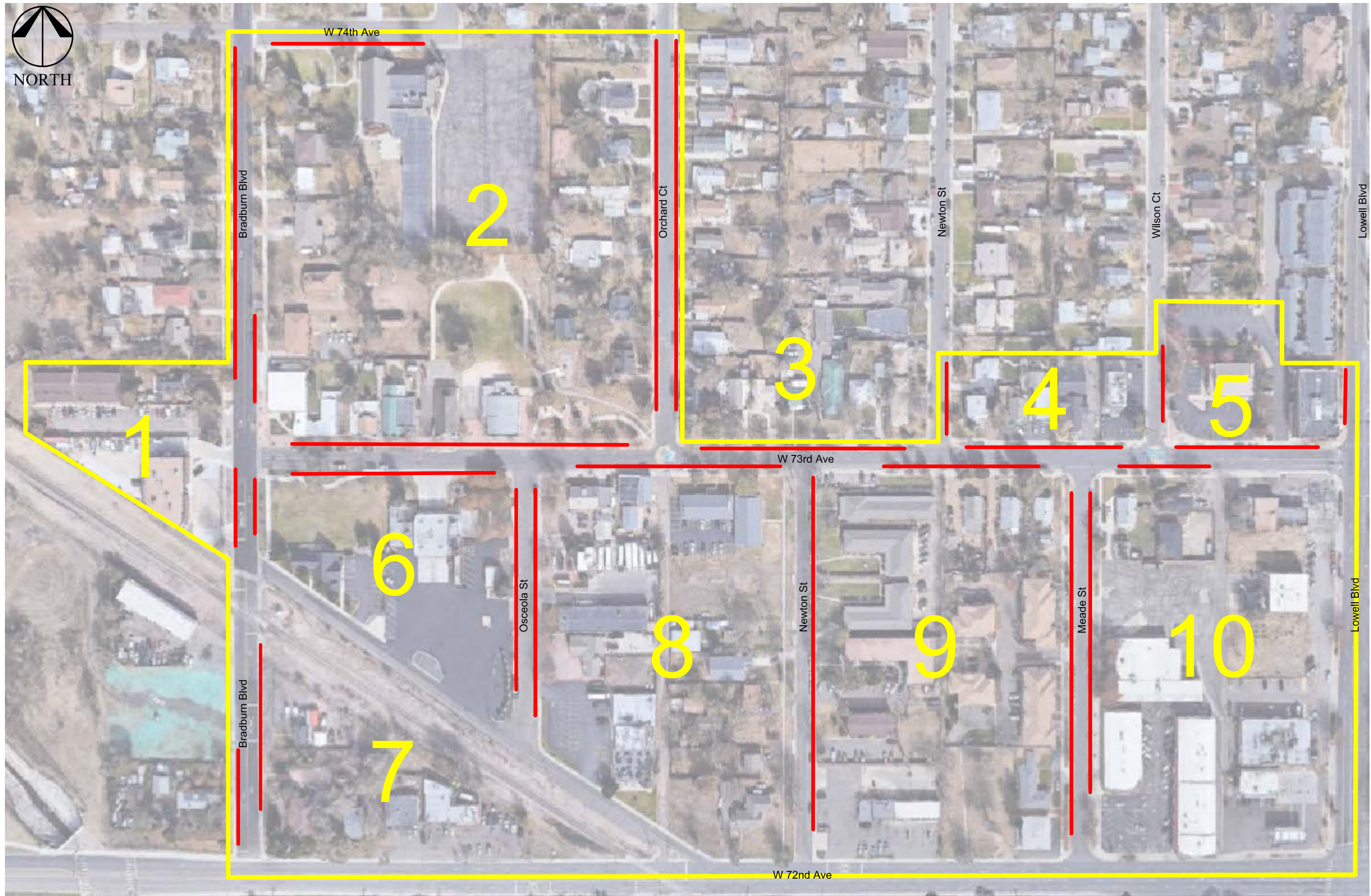
The on-street parking supply is indicated by street in Table 2 below. It should be noted there are three on-street spaces on Lowell Boulevard that were missed and not counted as part of the inventory and are not included in the on-street utilization.

Table 2.
On-Street Parking Supply by Street

Street	Spaces	Percent of Total
Bradburn Blvd.	42	16%
Osceola St.	24	9%
Orchard St.	34	13%
Newton St.	23	9%
Mead St.	40	15%
Wilson Ct.	6	2%
73rd Ave.	80	31%
74th Ave.	11	4%
Total:	260	100%

Effective Parking Supply

A parking system operates at optimum efficiency at a level below its actual capacity. The occupancy at which peak efficiency is reached is generally considered to be 85% of the capacity by parking professionals. This cushion of spaces reduces the time to search for the last few available spaces and allows for the dynamics of vehicles moving in and out of parking stalls during peak periods. It also allows for variations in parking activity, the loss of parking due to mis-parked vehicles, snow piling, construction, reserved spaces, and other factors. As a result, the effective supply is used to determine the adequacy of the parking system rather than the actual supply.



— ON-STREET PARKING

Figure 2. Location of On-Street Parking
Harris Park Parking Study
Westminster, CO



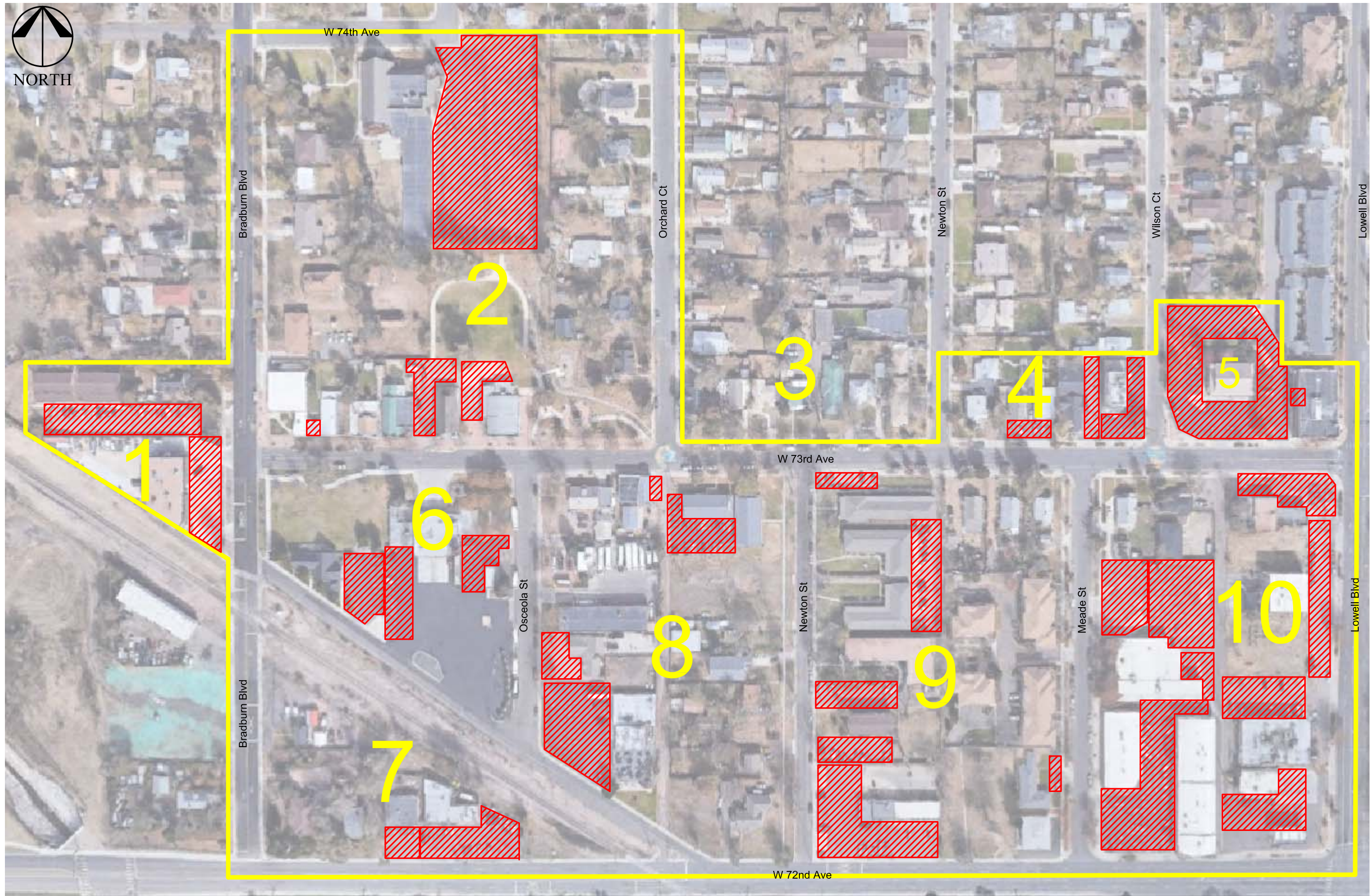


Figure 3. Location of Off-Street Parking
Harris Park Parking Study
Westminster, CO

OFF-STREET PARKING

Parking Utilization

Parking utilization surveys were conducted from 5:30 PM to 9:30 PM on Saturday, July 11, 2020 and from 5:30 PM to 9:30 PM on Friday, July 24, 2020. The counts each hour were generally started at a quarter past the hour and completed within 30 minutes, so the peak hour referred to below is in the middle of the hour between 5:00 and 6:00 PM, 6:00 and 7:00 PM, 7:00 and 8:00 PM, 8:00 and 9:00 PM and 9:00 and 10:00 PM. Additional surveys may be commissioned by the city in the future if deemed necessary based on changes in parking demand.

Saturday, July 11, 2020

A summary of on-street parking utilization is shown in in Table 3 and off-street parking utilization is shown in Table 4 for Saturday, July 11, 2020. The on-street parking was 40% utilized at the peak hour of 6:30 PM when there were 99 vehicles parked in the 260 on-street spaces. The off-street parking was 26% utilized at the peak hours of 8:30 and 9:30 PM when there were 161 vehicles parked in the 614 off-street spaces. The combined on- and off-street peak-hours were 7:30 and 8:30 PM when there were 248 vehicles parked in the 874 spaces, which represents a total parking utilization rate of only 28%.

Table 3.
On-Street Parking Utilization (Saturday, July 11, 2020)

Block	Number of Spaces	Spaces Occupied				
		5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM
1	4	0	0	0	0	0
2	71	15	19	18	16	17
3	23	13	13	13	5	5
4	12	2	2	2	3	3
5	12	0	0	2	2	2
6	25	8	5	5	5	4
7	15	3	2	2	2	1
8	26	21	20	18	17	15
9	47	28	35	35	34	33
10	25	3	3	3	3	3
Total:	260	93	99	98	87	83
% Occupied:		36%	38%	38%	33%	32%

Peak Hour

Table 4.
Off-Street Parking Utilization (Saturday, July 11, 2020)

Block	Number of Spaces	Spaces Occupied				
		5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM
1	38	18	20	20	18	19
2	146	5	7	6	5	5
4	22	4	4	4	4	4
5	36	3	3	2	1	1
6	35	7	7	7	7	7
7	22	10	9	11	10	9
8	59	10	8	7	12	13
9	81	31	29	27	35	35
10	175	44	40	66	69	68
Total:	614	132	127	150	161	161
% Occupied:		21%	21%	24%	26%	26%

Peak Hour

Friday, July 24, 2020

A summary of on-street parking utilization is shown in in Table 5 and off-street parking utilization is shown in Table 6 for Friday, July 24, 2020. The on-street parking was 35% utilized at the peak hour of 6:30 PM when there were 90 vehicles parked in 260 on-street spaces. The off-street parking was 21% utilized at the peak hour of 5:30 PM when there were 130 vehicles parked in 614 off-street spaces. The combined on- and off-street peak hour was 5:30 PM when there were 214 vehicles parked in the 874 spaces, which represents a total parking utilization rate of only 24%.

Table 5.
On-Street Parking Utilization (Friday, July 24, 2020)

Block	Number of Spaces	Spaces Occupied				
		5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM
1	4	0	0	0	0	0
2	71	20	19	21	17	16
3	23	11	12	12	12	11
4	12	8	9	9	7	7
5	12	0	0	0	0	0
6	25	5	9	6	5	3
7	15	0	0	0	0	0
8	26	8	8	7	9	8
9	47	30	31	29	31	29
10	25	2	2	3	2	2
Total:	260	84	90	87	83	76
% Occupied:		32%	35%	33%	32%	29%

Peak Hour

Table 6.
Off-Street Parking Utilization (Friday, July 24, 2020)

Block	Number of Spaces	Spaces Occupied				
		5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM
1	38	19	21	15	16	16
2	146	3	4	3	5	4
4	22	3	2	1	3	2
5	36	2	2	2	1	1
6	35	9	8	9	10	9
7	22	19	12	17	14	14
8	59	11	12	11	8	9
9	81	35	32	34	34	30
10	175	29	21	23	19	27
Total:	614	130	114	115	110	112
% Occupied:		21%	19%	19%	18%	18%

Peak Hour

The parking was slightly better utilized on Saturday July 11, 2020 when the on-street spaces were 38% utilized at the peak hour 6:30 PM and the off-street space were 26% utilized at the peak hours of 8:30 and 9:30 PM. On Friday, July 24, 2020, the on-street spaces were 35% utilized at the peak hour of 6:30 PM and only 21% occupied at the peak hour of 5:30 PM. Parking utilization on weekend evenings is currently very low in the study area and there is no immediate need to increase the parking supply.

SHARED PARKING STUDY

This section of the study summarizes a shared parking study conducted for four existing business and a proposed 4,300 Square foot tavern located on the north side of 73rd Avenue between Bradbury Boulevard and Orchard Court including:

- Custom Flag Company
- YMR Train Shoppe
- A Creative Corner
- Westminster Grange Hall
- Olde Westminster Tavern (proposed)

Land use information (square footage) for these five businesses was provided to DESMAN by the city in order to conduct the shared parking study in the core area of the neighborhood and to estimate potential overflow parking demand. Table 7 on the following page indicates the estimated base parking demand for the five businesses based on standard parking industry demand ratios for the subject land uses of 186 spaces.

Table 7.
Base Parking Demand

Business	Square Feet	Parking Demand Ratio	Estimated Parking Demand
Custom Flag Company	4,700	3.30	16
YMR Train Shoppe	1,500	3.30	5
A Creative Corner	2,300	15.0	35
Westminster Grange Hall	2,800	17.0	48
Olde Westminster Tavern*	4,300	19.0	82
Total:	15,600		186

* Proposed use of the building at the time of the study

The Shared Parking Process

The parking requirements indicated in the table above are for single, stand-alone land uses that account for the maximum level of parking demand that is likely to occur. Parking demand for a mix of land uses can be significantly overstated if parking is provided for each land use in accordance with base parking ratios. This occurs for three primary reasons:

1. The density of the development and visiting multiple land uses in the same auto trip.
2. The use of public transportation and other modes of transportation (carpooling, walking, bicycling, etc.) reduces the reliance on the use of the automobile.
3. Variations in peak parking accumulation by time of day, day of week, and month of the year for different land uses.

The Shared Parking Analysis process, developed by the Urban Land Institute (ULI) in the early 1980's, is today widely accepted among local jurisdictions to more accurately balance the parking supply with parking demand in developments with a mix of land uses. Captive Market refers to a reduction in parking due to the proximity of land uses that allow individuals to walk between destinations in a single trip. ULI's *Shared Parking* documents the peak accumulation of vehicles for the subject land uses. Variations in parking accumulation are provided for time of day, day of week (weekdays versus weekends), and month of the year. The time-share approach to shared parking can result in significant reductions in parking. The main goal of a shared parking study is to provide sufficient parking to support the development while minimizing the area and resources dedicated to parking.

Modal Split Adjustments

Table 8 on the following page separates the parking for the individual land uses (186 spaces) into customer (165 spaces) and employee (21 spaces) components based on parking demand ratios presented in *Shared Parking*. The modal split adjustment for customers and visitors of 0.95 is a conservative estimate. The modal split adjustment of 0.932 for employees is based on the following information for the 80030 Zip Code in the 2018 US Census:

Carpooled:	4.0%	(reduction in vehicles based on number of persons per carpool vehicle)
Walked:	1.4%	
Bicycled:	0.6%	
<u>Other Means:</u>	<u>0.8%</u>	
Total:	6.8%	

The base demand for 186 spaces is reduced to 178 spaces with the modal split adjustments.

Table 8.
Revised Parking Demand with Modal Split Adjustments

Business	Customer/ Visitor	Modal Split Adjustment	Revised Customer/ Parking Demand	Employee	Modal Split Adjustment	Revised Employee Demand	Revised Total Demand
Custom Flag Company	13	0.95	12	3	0.932	3	15
YMR Train Shoppe	4	0.95	4	1	0.932	1	5
A Creative Corner	30	0.95	29	5	0.932	5	34
Westminster Grange Hall	48	0.95	46	0	0.932	0	46
Olde Westminster Tavern	70	0.95	67	12	0.932	11	78
Total:	165		158	21		20	178

Hourly Variations in Parking Demand

Table 9 on the following page indicates hourly variations in parking demand as a percent of the peak (100%) demand for the subject land uses. The percentages in the table are taken from *Shared Parking* and are based on data collected from hundreds of mixed-use developments throughout the country. The percentages in the evening for Custom Flag Company, YMR Train Shoppe and A Creative Corner have been adjusted because these businesses are closed in the evening. The early morning percentages for A Creative Corner have been increased because coffee is an early morning staple.

Table 9.
Hourly Variations in Parking Demand - Weekends

Hour	Custom Flag Co. & YMR Train Shoppe		A Creative Corner		Westminster Grange Hall	Olde Westminster Tavern	
	Customer	Employee	Customer	Employee	Visitor	Customer	Employee
8:00 AM	10%	40%	100%	100%	30%	0%	30%
9:00 AM	30%	75%	100%	100%	60%	0%	60%
10:00 AM	50%	85%	100%	100%	60%	0%	75%
11:00 AM	65%	95%	100%	100%	60%	15%	75%
12:00 AM	80%	100%	100%	100%	65%	50%	75%
1:00 PM	90%	100%	85%	100%	65%	55%	75%
2:00 PM	100%	100%	65%	100%	65%	45%	75%
3:00 PM	100%	100%	40%	75%	65%	45%	75%
4:00 PM	95%	100%	45%	75%	65%	45%	75%
5:00 PM	0%	0%	0%	0%	100%	60%	100%
6:00 PM	0%	0%	0%	0%	100%	90%	100%
7:00 PM	0%	0%	0%	0%	100%	95%	100%
8:00 PM	0%	0%	0%	0%	100%	100%	100%
9:00 PM	0%	0%	0%	0%	100%	90%	100%
10:00 PM	0%	0%	0%	0%	50%	90%	100%

Table 10 on the following page presents the hourly distribution of parked vehicles based on the adjusted parking demand presented in Table 8 for each of the land use by user group and the percentages presented in Table 9. The peak hour for parking occurs at 8:00 PM when there is the estimated demand for 124 parking spaces. There is no demand for parking for Custom Flag Company, YMR Train Shoppe and A Creative Corner as they are closed at the overall peak hour of 8:00 PM.

Table 10.
Hourly Distribution of Parking Demand by Land Use & User Group

Hour	Custom Flag Co. & YMR Train Shoppe		A Creative Corner		Westminster Grange Hall	Olde Westminster Tavern		Total
	Customer	Employee	Customer	Employee	Visitor	Customer	Employee	
8:00 AM	2	2	29	5	14	0	3	55
9:00 AM	5	3	29	5	28	0	7	77
10:00 AM	8	3	29	5	28	0	8	81
11:00 AM	10	4	29	5	28	10	8	94
12:00 AM	13	4	29	5	30	34	8	123
1:00 PM	14	4	25	5	30	37	8	123
2:00 PM	16	4	19	5	30	30	8	112
3:00 PM	16	4	12	4	30	30	8	104
4:00 PM	15	4	13	4	30	30	8	104
5:00 PM	0	0	0	0	46	40	11	97
6:00 PM	0	0	0	0	46	60	11	117
7:00 PM	0	0	0	0	46	64	11	121
8:00 PM	0	0	0	0	46	67	11	124
9:00 PM	0	0	0	0	46	60	11	117
10:00 PM	0	0	0	0	23	60	11	94

Peak Hour

Shared Parking Summary

Base Demand:	186
Shared Parking:	124
Parking Reduction:	-62
% Reduction:	-33%

The 124 parking spaces represent approximately a 33% reduction in parking from the 186 spaces presented in Table 7. There will be 14 off-street parking spaces serving three of the five businesses in three small lots, which translates to maximum spillover demand for 110 spaces. Since all of the other off-street parking in the study area is private, the spillover demand will need to be accommodated entirely on street, unless private parking is leased by the city for public use and/or public off-street parking is developed by the city. **There is currently sufficient on-street parking available in the general area to accommodate the estimated maximum overflow demand for parking for the four existing businesses and proposed Olde Westminster Tavern on weekend evenings.**

COMMUNITY OUTREACH

One of the city’s goals for the Harris Park parking study was to conduct community outreach to collect public opinion regarding the parking experience of residents, visitors, businesses and their employees and to share information with the community. DESMAN and the City developed a community engagement strategy for this study to address these goals and to inform recommendations presented here.

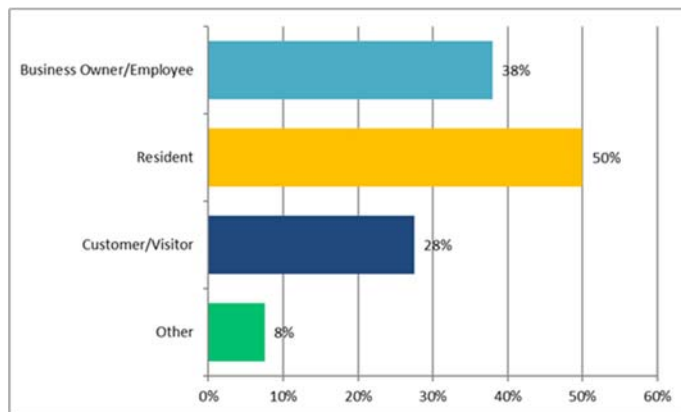
The community engagement strategy included two components: 1) a ten-question survey that was administered on-line in English and Spanish and responses were received from October 5 to October 16; and 2) two community forums which were held virtually on Thursday, October 22 and Wednesday, October 28, 2020.

Survey

The ten-question electronic survey was sent to stakeholders identified by the City of Westminster, it was posted on city social media outlets, including the city’s website, and sent via email to the Harris Park Business Group and

Harris Park Vision Plan focus group. The survey was provided in English and Spanish and responses were received from October 5 to October 16, 2020. A total of 41 responses were received.

Figure 4: Survey Respondents by Type



Half of the respondents identified themselves as residents, nearly 40% indicated that they were business owners and employees in Harris Park, and less than 30% indicated that they were customers or visitors. Most respondents indicated that they primarily parked off street (roughly 60%) compared to 40% that primarily park on-street.

Parking Experience

Respondents were asked about their perceptions of finding parking during weekdays, weekends and evenings and were given multiple options from “I can always find parking” to “I can never find parking.” The results are mostly positive in that over half of respondents indicated that they can always or very frequently find parking during weekdays compared to 12.5% who said they could rarely, very rarely or never find parking.

Figure 5: Primary Parking Choice

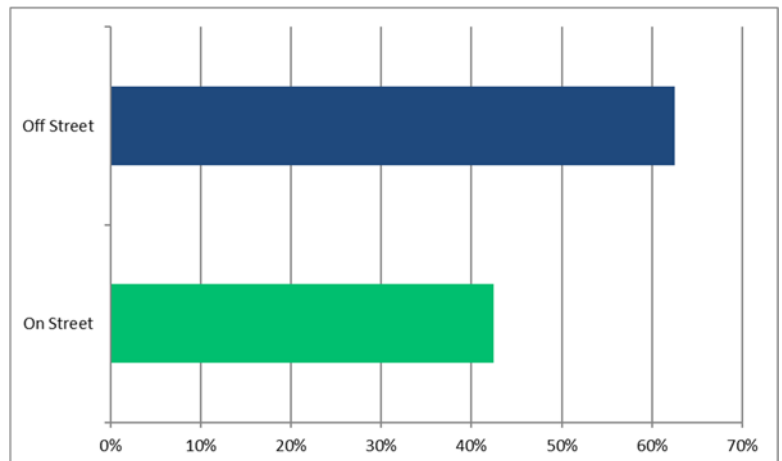
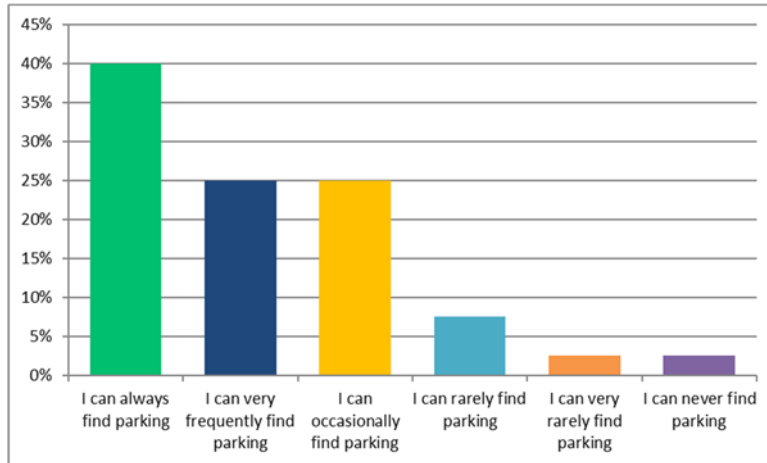
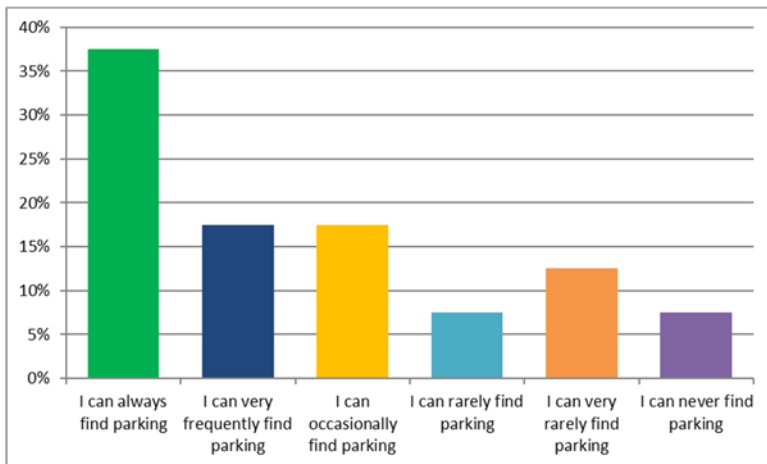


Figure 6: Weekday Parking Experience



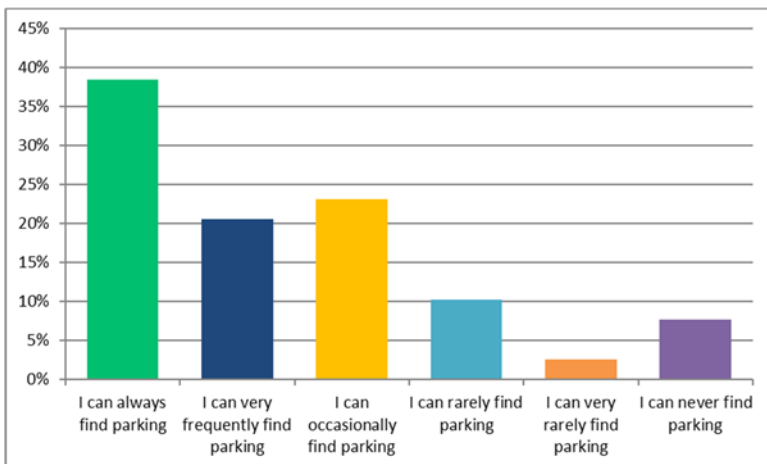
The weekend parking experience is similar with 55% saying they can always or can very frequently find parking. The negative responses (can very rarely find parking or can never find parking) were higher during weekends with 20% of responses (up 8.5% from weekdays).

Figure 7: Weekend Parking Experience



The evening parking experience is better with nearly 60% saying they can always find parking or very frequently find parking. Evening negative responses were down from both weekdays and weekends with 10% indicating that they can rarely or never find parking.

Figure 8: Evening Parking Experience



When separated into respondent groups – Residents, Business Owners and Employees and Visitors, some differences in experience emerge. Figures 9-11 summarizes by user group parking experiences during weekdays, weekends and evenings and suggest that visitors are more likely to have difficulty finding parking compared to the other groups.

Figure 9: Weekday Parking Experience by Group



Figure 10: Weekend Parking Experience by Group



Figure 11: Evening Parking Experience by Group



Issues

Respondents were asked to rank, in order, parking issues they may have from a list of seven options which included the following:

1. Availability of parking
2. Walking distance from parking to my destination(s)
3. Long-term parking in front of my business
4. Overflow non-residential parking on residential streets

5. Safety and security
6. Excessive parking enforcement
7. Lack of parking enforcement

The following table summarizes the responses on aggregate and by user group by order. For each group and respondents as a whole, parking availability emerged as the most important issue. Safety and security, non-residential overflow parking on residential streets and walking distance round out the other top issues.

Figure 12: Parking Issues Ranked

Rank	Aggregate	Residents	Owners/Employees	Visitors
1	Parking Availability	Parking Availability	Parking Availability	Parking Availability
2	Walking distance	Non-residential overflow parking	Safety & Security	Walking distance
3	Non-residential overflow parking	Safety & Security	Walking distance	Safety & Security
4	Safety & Security	Walking distance	LT Parking in front of business (tie)	Non-residential overflow parking
5	LT Parking in front of business	Lack of parking enforcement	Non-residential overflow parking (tie)	LT Parking in front of business
6	Lack of parking enforcement	LT Parking in front of business	Lack of parking enforcement	Excessive parking enforcement
7	Excessive parking enforcement	Excessive parking enforcement	Excessive parking enforcement	Lack of parking enforcement

Customers and Visitors

Customers and Visitors were asked if the current parking situation (as defined by them) was a deterrent to visiting or patronizing Harris Park. Of the 26 respondents who identified as customers or visitors, 42% indicated that it was, compared to 58% who did not.

Parking Management Strategies

Respondents were asked about two parking management strategies aimed at better serving customers and visitors – time restricted on-street parking and metered parking. The majority of respondents indicated support for time-restricted parking while the vast majority of respondents expressed disfavor of parking meters.

Figure 13: Support for Time-Restricted Parking

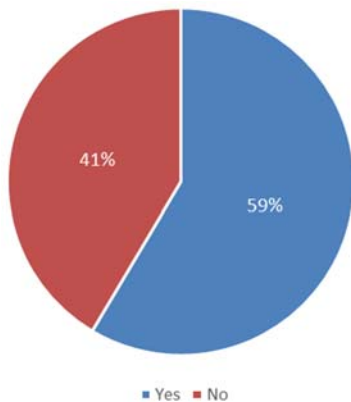
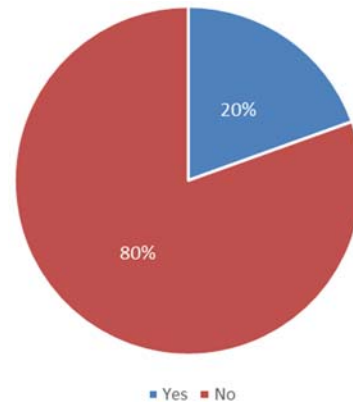


Figure 24: Support for Metered Parking



When broken out by group, visitors support time restrictions of the most convenient parking, business owners and employees appear to disfavor the approach and residents are evenly split.

Figures 15 and 16 provide responses by group for support or opposition to both measures.

Figure 35: Support for Time Restricted Parking by Group

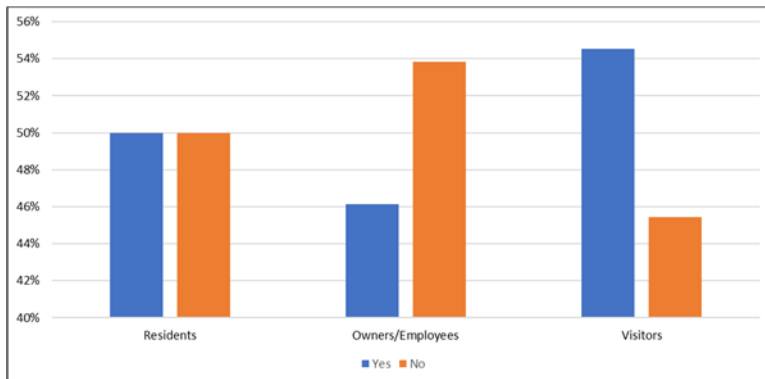
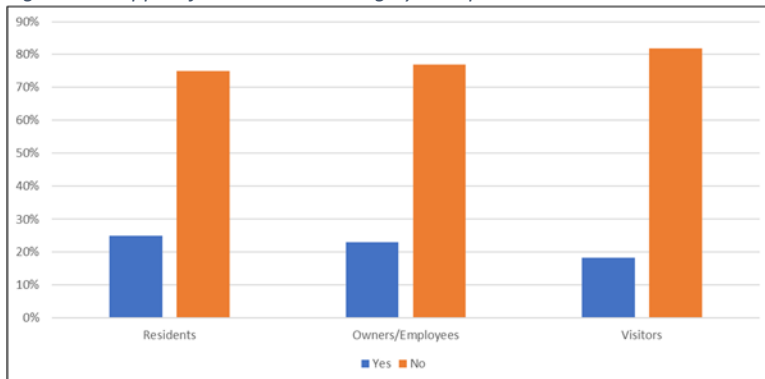


Figure 16: Support for Metered Parking by Group



Community Forums

Two virtual community forums were held as part of this study. The first took place on Thursday, October 22 and the second on Wednesday, October 28. Each began at 5:30pm and lasted about an hour and were attended by community members, City of Westminster staff and members of the consulting team. The forums consisted of a project overview, summary findings from parking utilization study and question and answer period for participants. There were three primary issues identified during the sessions including the following:

- Concerns regarding overflow parking from residential developments
- Challenges for businesses that were built decades ago that now do not have adequate parking
- Blocking access to existing off-street parking as a result of proposed changes to some of the city's on-street parking.

Meeting minutes from the community forums can be found in the Appendix.

PARKING MANAGEMENT

Parking Best Practices

Following are examples of current best practices in parking for future consideration to better manage and utilize parking resources, manage the demand for parking, be environmentally responsible, and improve vehicle, pedestrian and bicycle traffic conditions in the Harris Park area. The city will want to better manage parking resources to accommodate future development, encourage the use of alternative modes of transportation, encourage the turnover of the most convenient commercial on-street spaces, and protect the residential on-street parking from commercial intrusion.

Parking Policies

- Developing and adopting guiding principles to establish the vision and priorities related to parking policy.
- Policy statements that rank pedestrian, bicycle and transit as higher priority modes of travel compared to motor vehicles.
- Reinvesting surplus parking revenues in the area that they are generated for parking and other improvements.
- A citation system that charges infrequent offenders' minimal fines and habitual offenders progressively more expensive fines. The city currently utilizes the Passport system for mobile payments, parking citations and appeals processing.
- Charging premium rates for short-term parking to deter long-term use of more convenient parking spaces.
- Raising parking fees incrementally each year instead of larger, less palatable increases every few years.
- Significant increases in parking fees to reduce the demand for parking.
- Parking maximums in zoning codes.
- Unbundle parking from leases to provide choice to use parking only if needed.

Parking Technologies

- The use of handheld enforcement devices with built-in camera and citation printer.
- The use of License Plate Recognition (LPR) in enforcement.
- Wirelessly networked single space parking meters that accept multiple forms of payment, including credit cards.
- Solar powered multi-space meters.
- Parking Guidance Systems (PGS) to direct parkers to the nearest available space in a parking facility or the nearest available parking facility.
- Intelligent Transportation System (ITS) providing advanced travel information via the internet, television, radio, cell phone, etc.
- Evaluate new parking equipment and technologies to streamline operations.
- Integrated parking management system for enforcement, permits, events, and parking access and revenue control.

Sustainable Parking Management and Design

- Energy-efficient lighting in parking facilities.
- Minimizing light spillover from a parking facility into the surrounding environment.
- Motion detectors to turn lights on only when people and vehicles are detected.
- Use of low VOC (Volatile Organic Compounds) paints, stains and sealers.
- Preferred parking spaces for carpools, vanpools, low-emission vehicles, and electric vehicles.
- Charging stations for electric vehicles.
- Parking canopies to reduce the heat island effect, provide shade and to protect vehicles.
- Solar panels as parking space canopies.
- Solar powered light fixtures.
- Water efficient landscaping in parking lots.

Alternative Modes of Transportation

- Preferred spaces for carpools, vanpools, low-emission vehicles, and electric vehicles.
- Additional bicycle racks.
- Covered bicycle parking areas.
- Bicycle lockers and showers.
- Secure parking areas (SPA's) for bicycles, electric bicycles and scooters.
- Bicycle sharing/rental program.
- Car-sharing service.
- Addressing pedestrian safety concerns (police patrols, escorts, lighting, etc.).
- Ride sharing programs, matching services and parking discounts or rebates for participants.
- Guaranteed ride home program in cases of emergencies for those that utilize alternative transportation modes.
- Provide convenient and accurate information on travel options using maps, signs, websites and direct marketing programs.

Miscellaneous Parking

- Enhanced "Passive" security features (high light levels, openness, clear lines of sight, eliminating hiding places, etc.).
- Integrate this area into existing parking management programs in the Downtown and TOD areas.
- Vertical integration of all parking-related functions under one management structure (operations, enforcement, revenue and fine collection, maintenance, planning, marketing, etc.).
- Parking enforcement personnel also acting as parking ambassadors.
- Customer services programs including vehicle lock out, dead battery and vehicle location assistance.
- Periodic assessment of parking supply/demand for effective parking system planning.
- Shared parking.

Expand Time Limited Parking in the Future

The City should consider expanding time limited parking to encourage turnover of the most convenient on-street parking spaces once there is more parking activity in the commercial areas of Harris Park. Turnover is critical to most businesses because the parking supply is often limited. If long-term parkers, such as employees or residents, use a parking space in front of a store or restaurant, fewer short-term customers have the opportunity to use that space. The lack of convenient on-street parking can contribute to an area not being able to compete with the surrounding shopping centers. Lower sales, fewer tenants, and weaker property lease rates are a function, in part, of this parking issue.



Turnover can be encouraged through a combination of timed parking and enforcement. Timed parking places a limit, such as two hours, on a parking space. Enforcement is needed so that if people violate the time limit, there is the possibility of receiving a ticket. Without enforcement, there is no incentive for people to move, and the time limit does not serve its purpose. The traditional method to enforce time limited parking is with tire chalking. This low-tech method of enforcement has several disadvantages including inefficiency, reliability, detection by parkers, and difficulty.

License Plate Recognition (LPR) enforcement should be considered to more efficiently and effectively enforce the on-street time limited spaces in the Harris Park area. This would generate parking enforcement revenue and one full-time enforcement officer could cover the entire historic area several times a day. Overtime parking in the time-limited zones would be virtually eliminated and it would be possible to track employees and others moving their vehicles to avoid receiving a citation. A vehicle would have to be purchased or provided for the LPR cameras. The cost of the mobile system (hardware and software) is in the range of \$45,000 to \$65,000, exclusive of the enforcement vehicle. The return on investment with this type of system is usually only a few years.

If LPR enforcement is implemented in Harris Park, an anti-shuffling ordinance may need to be developed and passed by City Council for legal enforceability. In the City of Fort Collins, CO parkers are not allowed to return to the same block face for a minimum of four hours, or they risk receiving a citation for overtime parking. The City of Bozeman, MT has a “rolling rule” that requires vehicles to leave a block face every two hours. Preferred manufacturers include Genetec, Gtechna and Tannery Creek Systems.



Protect Residential Parking

Commercial spillover parking should be discouraged on residential streets. There are two primary options to regulate the on-street parking on the residential block faces in the study area:

1. Deterrent signage (illustrated on the right).
2. Residential Parking Permit Program (RPP Program).



“RESIDENT AND GUEST PARKING ONLY” signs or a RPP Program should be considered for the residential streets in Harris Park. RPP programs are usually considered for residential areas located near major long-term parking generators such as transit stations, downtowns, commercial corridors, schools, and hospitals. A RPP program does not guarantee an available on-street space for all permit holders. RPP programs are designed to give residents a better chance of finding an on-street parking space in their neighborhood. Most cities charge an annual fee for residential permits, which generally range between \$10 and \$100. The fee is often based on covering the cost to administer and enforce the program. Some cities give residents without off-street parking first priority for permits when on-street parking is very limited. The city has implemented a RPP program near three high schools and consideration could be given to expanding the program to Harris Park if supported by neighborhood residents. Two-hour parking is often allowed on residential streets on weekdays.

Accessible Parking

In addition, accessible on-street parking should be provided in commercial areas in accordance with the table below from the Americans with Disabilities Act. On-street accessible spaces do not presently require an adjacent access aisle and can be identified with only signs. The symbol of accessibility does not have to be painted on the surface. Parallel parking spaces are typically 8 feet wide and 22 feet long.

Required Accessible Spaces

Total Parking Spaces	Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and over	20 plus 1 for each 100 over 1,000



Figure 17 on the following page illustrates the recommended parking regulations and the approximate sign location in Harris Park. The installed signs are estimated to represent a cost of \$15,000. The number of on-street parking spaces available to support future commercial development will depend upon future parking regulations.

Parking Standards

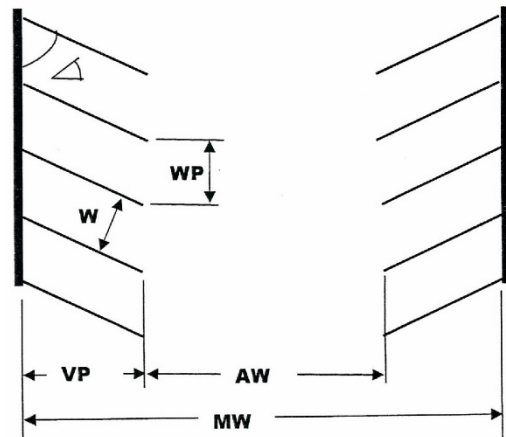
As indicated in the table below, with the exception of 90° parking, parking module widths in the City of Westminster exceed Level of Service (LOS) A parking industry standards and consideration should be given to changing parking dimensions in the Code of Ordinances. In addition, 80° parking is an unusual angle of parking and should be changed to 75°. The recommended parking module for 90° parking in parking garages is 60'-0" (18'-0" spaces and 24'-0" wide drive aisle).

National Parking Association

Parking Angle	Vehicle Projection (VP)	Drive Aisle Width (AW)	Module Width (MW)	Stall Width Projection (WP)
90°	18'-0"	26'-0"	62'-0"	9'-0"
75°	19'-1"	19'-10"	58'-0"	9'-4"
70°	19'-3"	18'-6"	57'-0"	9'-7"
60°	19'-0"	16'-6"	54'-6"	10'-5"
50°	18'-2"	15'-3"	51'-7"	11'-9"
45°	17'-7"	14'-8"	49'-10"	12'-9"

City of Westminster

Parking Angle	Vehicle Projection (VP)	Drive Aisle Width (AW)	Module Width (MW)	Stall Width Projection (WP)
90°	19.0'	24.0'	62.0'	9.0'
80°	20.3'	24.0'	64.6'	9.1'
70°	21.0'	19.0'	61.0'	9.6'
60°	21.0'	18.0'	60.0'	10.4'
50°	20.4'	12.0'	52.8'	11.7'
45°	19.8'	13.0'	52.6'	12.7'










-  ACCESSIBLE PARKING SPACE
-  PROPOSED 2-HOUR PARKING
-  RESIDENT PARKING ONLY
-  EXISTING 2-HOUR PARKING
-  EXISTING 15-MIN. PARKING

Figure 16. Proposed Parking Regulations
 Harris Park Parking Study
 Westminster, CO

Parking Requirements

The city's off-street parking requirements in the Code of Ordinances have been reviewed by DESMAN and most are consistent with parking industry standards. However, there are a few exceptions including the following:

Restaurant/Bar: One space/100 square feet (10 spaces per 1,000 sf)

Fitness Center: One space/100 square feet (10 spaces per 1,000 sf)

Medical/Dental Office: One space/300 square feet (3.33 spaces per 1,000 sf)

If it is determined that restaurants and bars are generally not providing enough parking, consideration should be given to increasing the restaurant parking requirement to 15 spaces/1,000 Square feet and the bar requirement to 19 spaces/1,000 square feet. The parking requirement for fitness centers is high compared to parking industry standards. Consideration should be given to lowering the requirement to 7 spaces/1,000 square feet. The parking requirement for medical/dental offices is a little low and consideration should be given to increasing it to 4.5 spaces/1,000 square feet. The recommended ratios are for single-use projects and anticipate little or no transit service.

Pay Parking

The City of Westminster implemented "pay" parking effective September 1, 2020 in the Downtown and TOD areas. Although not recommended at this time, the city may want to transition from free parking to pay parking sometime in the future in Harris Park. Olde Town Arvada is currently in the process of transitioning from free parking to pay parking and is exploring technology and equipment options for both on-street and public off-street parking. There are four primary operating methods that should be considered for on-street parking in Harris Park in the future, including electronic single-space meters, "smart" single-space meters, in-vehicle meters, and multi-space meters. Following are advantages and disadvantages of parking meters compared to time limited parking and enforcement:

Parking Meter Advantages:

- Provide an accurate time check on parking and simplify the detection of overtime parking.
- Reduce the personnel required for parking enforcement.
- Discourage long-term parking in short-term spaces.
- Increase turnover and make more parking available for the intended users.
- Produce revenue and aid in the financing of parking and other improvements.
- Single-space meters visually delineate on-street spaces.

Parking Meter Disadvantages:

- Meters can arouse resentment if used where they are not warranted.
- If not properly enforced, users learn that they can park without paying or park overtime (plug the meters) without receiving a parking citation.

- Once meters are installed there can be reluctance to remove them to aid traffic flow because of the production of revenue.
- If parking is prohibited during rush hour where meters are installed, the presence of the meters can confuse motorists and make enforcement more difficult.
- Possible streetscape clutter and hindrance of snow removal with single-space meters.

Following is a discussion of on-street parking meters and payment options for future consideration.

Electronic Single-Space Meters

Parking meters are very common and most customers find them easy to use. Electronic meters, which are battery powered, almost never jam and can alert parking enforcement when overtime parking has occurred. These parking meters are relatively inexpensive to purchase and are easy to maintain. They can also provide additional customer conveniences such as payment using smartcards and prepaid cash keys. However, they can detract from the aesthetics of the streetscape. The installation of parking meters will require sufficient parking enforcement to encourage people to pay to park.



Advantages of electronic meters include:

- Ease of use.
- Simple setup, management and repair.
- Are less expensive to purchase and operate than the newer “smart” meters.
- Software is available to improve the auditing of funds and provide additional utilization data.
- Meters accept coins, tokens, smart cards, and meter keys.

Disadvantages of electronic meters include:

- Meters do not accept debit or credit cards and it is not possible to pay by phone.
- Meters that do not accept debit or credit cards are becoming obsolete.
- Meters require coin collection and counting time.
- Single-space meters are less esthetically appealing than multi-space meters.
- Meters require sufficient parking enforcement to be effective.
- No ability to charge variable rates based on parking demand.

“Smart” Single-Space Meters

The latest single-space meters are solar powered, have rechargeable battery packs, and are wirelessly networked to a remote web-based management system. The system allows remote diagnostics and configuration of the meters. The meters accept coins, tokens, credit cards, debit cards and smart cards. It is also possible to pay by cell phone. These meters can also come with a wireless sensor to reset the meters to “0” when a vehicle vacates a parking space.

Advantages of the “smart” single-space meters:

- Multiple payment options including coins, credit cards and smart cards.
- More user-friendly and better understood by users than multi-space meters.
- More convenient to use than multi-space meters as they are located next to the parking space.
- No space numbering required.
- Meter placement delineates on-street parking spaces.
- No additional signage required advising users to pay at the parking station and key in their parking space number, license plate number or place a receipt on their dashboard.
- Meter malfunctions are wirelessly communicated to the maintenance shop so repair efforts can be handled as needed rather than on a routine basis.
- If a meter fails, only a single space is affected.
- No paper jams or increased costs for consumables.
- Parking enforcement can be done in a vehicle and it is also made easier with more highly visible expiration indicators.
- Audit control and real-time reporting and alarming.
- Credit card usage will reduce meter revenue collection efforts and coin deposits.
- Represents a lower cost per space on blocks with fewer parking spaces than multi-space meters.
- Ability to charge variable rates based on parking demand.



Disadvantages of the “smart” single-space meters:

- More maintenance and collection costs compared to multi-space meters.
- More streetscape clutter than with multi-space meters.
- There are currently only a few suppliers of these meters.
- Credit card user will not be provided with a receipt.
- More extensive and expensive installation in Westminster because there are no existing meter housings and poles to be reused.
- Wireless communication and credit card processing fees to be incurred.
- Wireless communication service interruptions could delay credit card processing.

Some cities have also tested the meters and found out that there were very few credit card transactions at the meters, which didn't justify the additional expense for the meters. There are on-going monthly expenses associated with the meters, including secure wireless, management system license, and credit card transaction fees. A minimum hourly rate of \$1.00 is suggested with these meters because of the fees. Each meter is estimated to represent a cost of approximately \$1,000 to \$1,200 installed, depending upon options. Preferred manufacturers include IPS Group, Inc. and Duncan Solutions.

In-Vehicle Parking Meters

In-vehicle parking meters are small electronic devices that parking customers would purchase or lease from the city to use to pay for on-street parking. The customer pre-pays for parking and the time-value is loaded into the in-vehicle meter. When the user parks in a designated area, they turn the meter on and typically hang it from the rearview mirror or driver's side window. The appropriate amount of time is deducted by the parking meter until the customer returns to their vehicle and turns the meter off. Parking enforcement officers can see the meter as they patrol the area and determine if the vehicle is parking appropriately.



Advantages of in-vehicle parking meters:

- Relatively easy to setup, use, and manage the meters.
- Users pay for the time parked (no overpayment).
- No repair costs.
- Software is available to improve the auditing of funds and help provide additional utilization data.

Disadvantages of in-vehicle meters:

- Meters are used primarily by frequent downtown visitors or employees, not periodic or occasional visitors and tourists.
- Units can be lost or stolen, and are fairly costly to replace.
- Meters require sufficient parking enforcement to be effective.

In-vehicle meters typically have an 8 to 10-year lifespan and cost \$50 to \$60 per meter. There is a monthly user fee and fee when money is added to an account. A preferred supplier is Prax (EasyPark).

Multi-Space Meters

Multi-space meters are similar to standard parking meters but provide single-point control for a larger number of spaces. They can be configured to be Pay-by-Space, Pay-and-Display, or Pay-by-License Plate Number. It is also possible to pay by cell phone. With pay-by-space and pay-by-license plate number, patrons note the parking space or license plate number, proceed to the multi-space meter, insert the appropriate fee and key the parking space or license plate number into the machine. With pay-and-display, patrons proceed to the meter, insert the appropriate fee and are issued a parking ticket to display on their dashboard. Pay-by-space and pay-by-license plate number are more convenient for users and easier to enforce. Pay-by-License Plate Number is the most common configuration today because it increases parking revenue by eliminating free piggyback parking. Generally, one meter is sufficient for each block face where metered parking is provided. The city currently has three multi-space meters configured to Pay-by-License



Plate Number in the Downtown area. More multi-space meters are will be installed in the Downtown and TOD areas in late 2020 and early 2021.

The advantages of multi-space meters:

- Multiple payment options including coins, bills, smartcards and credit cards.
- A high level of security for owners/operators.
- Reduced maintenance and collection costs compared to single-space meters.
- Audit control and real-time reporting and alarming.
- Less streetscape clutter than with single-space meters.

The disadvantages of multiple-space meters:

- Confusion among users who are unfamiliar with this form of revenue control.
- Signage is required to provide patrons with the information needed to locate and use multi-space meters.
- Increased walking distance between parking spaces and meter.
- Parking spaces must be numbered with pay-by-space, which can be problematic in colder climates with snow.
- Users may forget their license plate number in the process of paying for parking.
- Pay-and display requires users to walk from the meter back to their vehicles to display a receipt.
- High cost per space on blocks with fewer parking spaces.
- Wireless communication and credit card processing fees to be incurred.
- Wireless communication service interruptions could delay credit card processing.
- The possible loss of revenue for an entire block face with a meter malfunction.

A multi-space meter (hardware and software) and associated signage is estimated to represent a cost of \$11,000 to \$15,000 per block face, depending upon type of meter and features. Most major manufacturers now offer solar powered units for easy installation. Preferred manufacturers include T2 Systems, Cale, and Parkeon.

Mobile Pay

Instead of paying the fee directly to a single-space or multi-space meter, the customer downloads an app on their smartphone and creates an account; they find the zone number on parking signs where the app is available, enter the space, meter or license plate number; and pay for their parking session with a credit card or credit card account. This represents a convenient way for customers to pay for parking that eliminates some of the disadvantages of single- and multi-space meter technology, such as returning to meters to pay for more time, meter malfunctions, and displaying receipts. It would also reduce some of the expenses associated with meters as it decreases the need for meter maintenance and cash collection. Paying by cell phone represents a convenient service for customers paying for parking and can be used with or without parking meters. The current city vendor is Passport Parking, which is one of our preferred vendors of mobile pay.

Parking Benefit District

Harris Park business owners and other key stakeholders may better support parking meters if the revenue generated by the meters will be reinvested in the historic area. A Parking Benefit District is a program where the city agrees to return all or percentage of net parking revenue back to the area where the revenue is generated for capital improvements and beautification projects. Two examples of successful Parking Benefit Districts include Boulder, CO and Old Pasadena, CA. In Boulder parking revenues are used to encourage the use of alternative travel modes. Parking revenue in Pasadena is used for streetscape improvements and maintenance.

OFF-STREET PARKING IMPROVEMENTS

Opportunities Between Harris Park and RTD Westminster Station

The RTD Westminster Station parking structure is approximately 3,000 feet walking distance from the southeast corner of the study area. Outdoors and uncovered walking distance is classified by Level of Service (LOS) as follows:

LOS A: 400' (Best)	LOS B: 800' (Good)
LOS C: 1,200' (Average)	LOS D: 1,600' (Below Average but minimally acceptable)

Source: *How Far Should Parkers Have to Walk?* by Smith and Butcher.

LOS D is tolerated by commuters in major metropolitan areas. Parking used by visitors and shoppers is generally designed for LOS A on typical days and LOS B on the very busiest days. The walking distance between the station and the study area greatly exceeds the generally accepted walking distances for visitors, shoppers and commuters.

There is hourly bus service between the Westminster Station and the study area on weekdays from about 6:00 AM to 6:00 PM and from 8:00 AM to 6:00 PM on Saturdays (Route 72). There are westbound and eastbound bus stops at 72nd Avenue and Lowell Blvd. and 72nd Avenue and Newton Street. This would represent a viable commuting option for employees without cars during the day, but is realistically not a viable service for the vast majority of visitors and shoppers. There is no bus service between the station and the study area in the evening after 6:00 PM.

Lease the Westminster Presbyterian Church Lot for Public Parking

Consideration should be given to leasing existing underutilized private parking for public use in the evenings. A viable option to consider to serve the business on 73rd Street is the Westminster Presbyterian Church lot located north of the business on Block 2. There is a pedestrian connection between the lot and the businesses on 73rd Avenue through the 73rd Avenue Sculpture Park. The key to the success of leasing private parking for public use is providing convenient parking close to primary destinations and signage to effectively direct patrons to clearly identified public parking. This would mitigate the need to construct additional parking. Better utilization of the available supply would eliminate at least the need for near-term parking supply additions, maintain existing green space, or reserve land for future development. Ideally, long-term parkers would be directed to viable off-street



parking facilities and on-street parking would be held for short-term Olde Town visitors. A sample lease agreement is located in the Appendix.

The church lot does not have much lighting and may not be an inviting place to park after dark for safety and security reasons. Lighting that enables users to see and to be seen is one of the most important security features of a parking lot. Lighting levels should meet minimum standards set by the Illuminating Engineering Society of North America (IESNA). The IESNA Roadway Lighting Committee has set standards for the lighting of surface parking lots, and is considered the authority for setting lighting standards in the United States. They recommend a minimum horizontal illuminance (measured at the surface) of 0.5 footcandles (fc) for enhanced security, with a maximum to minimum uniformity ratio of 15:1. Average footcandles should be in the range of 2.0 to 3.0. The recommended lamps for the lot are light-emitting diodes (LED). LED is probably the most revolutionary lighting development since the invention of the light bulb. LED lighting is highly energy efficient, the technology has improved greatly in recent years, and prices are dropping. LED lighting will enhance security, reduce maintenance time and costs, reduce energy costs and reduce the lot's environmental footprint. Supplementing the lighting in the lot is estimated to represent a cost of approximately \$12,000 to \$16,000.

There are several other private lots within the study area that could be leased for public parking.

7225 Bradburn Blvd. Parking Lot

The City of Westminster owns a parcel of land located at 7225 Bradburn Boulevard that could be partially used to develop a parking lot with an estimated 40 to 50 parking spaces at an estimated cost between \$180,000 and \$225,000, depending upon the number of spaces provided. The construction cost estimate includes grading, paving, concrete curbs and gutters, drainage, striping, signage and landscaping. Given the distance of the proposed lot from the core area it may best represent overflow parking.

Fire Station 1 Parking Lot

Parking spaces could be added to the existing Fire Station 1 asphalt parking lot, although some are concerned fire station operations could represent a safety hazard to pedestrians in the area. Figure 18 on the following page is a concept striping plan for the expansion of the lot from six spaces currently to 35 spaces at very little cost. It would be possible to separate the fire station parking from the public parking if desirable. The striping is estimated to represent a cost of only \$1,250.

ON-STREET PARKING IMPROVEMENTS

Angled On-Street Parking on 73rd Avenue

Currently there is two-way traffic and parallel parking on both sides of 73rd Avenue between Bradburn Boulevard and Lowell Boulevard. The parking capacity could be increased if the parallel parking is replaced on one side with angled parking (typically 60°) on one side. The avenue is approximately 34 feet wide, which accommodates two-way traffic and parallel parking, although it is tight. In order to accommodate angled parking on one side and no parking on the other side, 73rd Avenue would need to be minimum 43'-6" as follows:

Vehicle Projection (60°):	19'-0"
Travel/Back-up Lane:	14'-6"
Traffic lane:	<u>10'-0"</u>
Total:	43'-6"

In order to provide angled parking on 73rd Avenue it would need to be widened by a minimum of 9'-6". To provide angled parking on one side and parallel parking on the other side, which would maximize the parking, 73rd Avenue would need to be widened by 17'-6".



Figure 17. Fire Station 1 Concept Striping Plan (35 Spaces)

Harris Park Parking Study
Westminster, CO

APPENDIX

PARKING LEASE AGREEMENT

This Lease Agreement, effective as of the 16th day of May, 2010, by and between [REDACTED] (hereinafter referred to as the "Lessor") and the CITY OF [REDACTED] (hereinafter referred to as the "Lessee"). The aforementioned shall collectively be referred to as the "Parties."

1. PREMISES

Lessor shall provide to Lessee seventy (70) parking spaces located at [REDACTED] Colorado, with the specific parking spaces to be designated by Lessor (hereinafter referred to as "Lessee's Parking Spaces").

2. TERM

2.1. **Term.** The term of this Lease shall be for one (1) year. The term of this Lease shall commence on May 16, 2010 and end on May 15, 2011, excluding the periods referenced in Section 2.2.

2.2. **Exclusions.** Lessee's Parking Spaces are not available to Lessee during the "Western Welcome Week Grand Parade Week" and the "Halloween Season" [REDACTED]. For the term of this Lease, the Halloween Season begins October 1, 2010 and continues through October 31, 2010.

3. PAYMENTS

3.1. **Rent.** For the term of the Lease, Lessee agrees to pay Lessor thirty dollars (\$30.00) per parking space per month. Full payment of twenty-three thousand one hundred dollars (\$23,100.00), representing said rent for the entire term of the Lease, is due on or before May 16, 2010. Both parties agree that the current lease rate is well below the fair market value of said real property and is being provided by Lessor to Lessee at such reduced rate as a community service.

3.2. **Snow Removal.** Lessee shall be responsible for the payment of all expenses related to Lessor's removal of snow as described in Section 4.1. On or before September 1, 2010, Lessee agrees to deposit in escrow an amount equal to twenty-five hundred dollars (\$2,500.00) with irrevocable instructions that payments be disbursed to Lessor from such escrow account immediately upon Lessor's submission of an invoice to Lessee for said snow removal. When the escrowed amount has been exhausted, or is nearly exhausted, Lessee agrees to replace said escrow amount with a like deposit. Any amounts remaining in escrow following termination of this Agreement will be returned to Lessee.

4. MAINTENANCE AND REPAIR OF PARKING LOT

4.1. **Lessor's Obligations.** Lessor agrees to be responsible for the removal of snow in

excess of four (4) inches from the driveway and entire parking lot located at [REDACTED] Colorado. Payment for said snow removal shall be the obligation of Lessee as described in Section 3.2.

4.2 **Lessee's Obligations.** Lessee agrees to keep the parking lot in good order.

5. SIGNAGE

Each Party shall be responsible for the posting and maintenance of any signs relating to their respective parking spaces.

6. LIMITATIONS

6.1 **Lessor.** Lessor is not responsible for fire, theft, damage or loss to any vehicles located in Lessee's Parking Spaces.

6.2 **Lessee.** Lessee assumes responsibility for damage to the building, posts, signs, cables or pavement by any person(s) using Lessee's Parking Spaces. Lessee further agrees to either repair or replace the damaged items or reimburse Lessor for the repair or replacement of said damaged items. Nothing in this Agreement shall be a waiver of the Colorado Governmental Immunity Act, nor create any benefit to any person not a party to this Agreement.

6.3 **Exclusion of Commercial Vehicles.** Lessee's Parking Spaces are to be made available solely to passenger vehicles. Commercial vehicles are prohibited from using Lessee's Parking Spaces, except with the written consent of Lessor.

6.4 **No Storage of Vehicles.** Lessee's Parking Spaces may not be used for the storage of vehicles.

7. BREACH OF CONTRACT

If any Party seeks to enforce the terms of this Agreement by legal action, the non-prevailing party in any such action shall pay to the prevailing party in any such action said prevailing party's reasonable attorney fees and costs, in addition to all other remedies available at law or in equity.

8. GOVERNING LAW

This Agreement shall be construed and interpreted in accordance with the laws of the State of Colorado.

9. SEVERABILITY

If any of the provisions of this Lease shall be invalid or unenforceable under applicable law,

the remaining provisions of this Lease shall remain in full force.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

LESSOR:

[REDACTED]

[REDACTED]

LESSEE:

CITY OF [REDACTED]

Council President

APPROVED AS TO FORM:

[REDACTED] City Attorney

Appendix A – Survey Instrument

1. I am a Harris Park:

- Resident
- Employee
- Business Owner
- Customer/Visitor
- Other (please specify)

2. Where do you primarily park?

- On Street
- Off Street

3. What statement best describes your parking experience in Harris Park on weekdays?

- I can always find parking
- I can very frequently find parking
- I can occasionally find parking
- I can rarely find parking
- I can very rarely find parking
- I can never find parking

4. What statement best describes your experience parking in Harris Park on weekends?

- I can always find parking
- I can very frequently find parking
- I can occasionally find parking
- I can rarely find parking
- I can very rarely find parking
- I can never find parking

5. What statement best describes your experience parking in Harris Park in the evening?

- I can always find parking
- I can very frequently find parking
- I can occasionally find parking
- I can rarely find parking
- I can very rarely find parking
- I can never find parking

6. Of the seven parking issues listed below, what are the three most important parking issues to you (rank 1-3)?

Availability of parking

Walking distance from parking to my destination(s)

Long-term parking in front of my business

Overflow non-residential parking on residential streets

Safety and security

Excessive parking enforcement

Lack of parking enforcement

7. If you are a customer or visitor, does the current parking situation deter you from coming to Harris Park?

- Yes
- No
- Not applicable

8. Do you think the most conveniently located on-street parking spaces in the commercial areas of Harris Park should be time restricted (2- or 3-hour limit) to better serve customers and visitors?

- Yes
- No

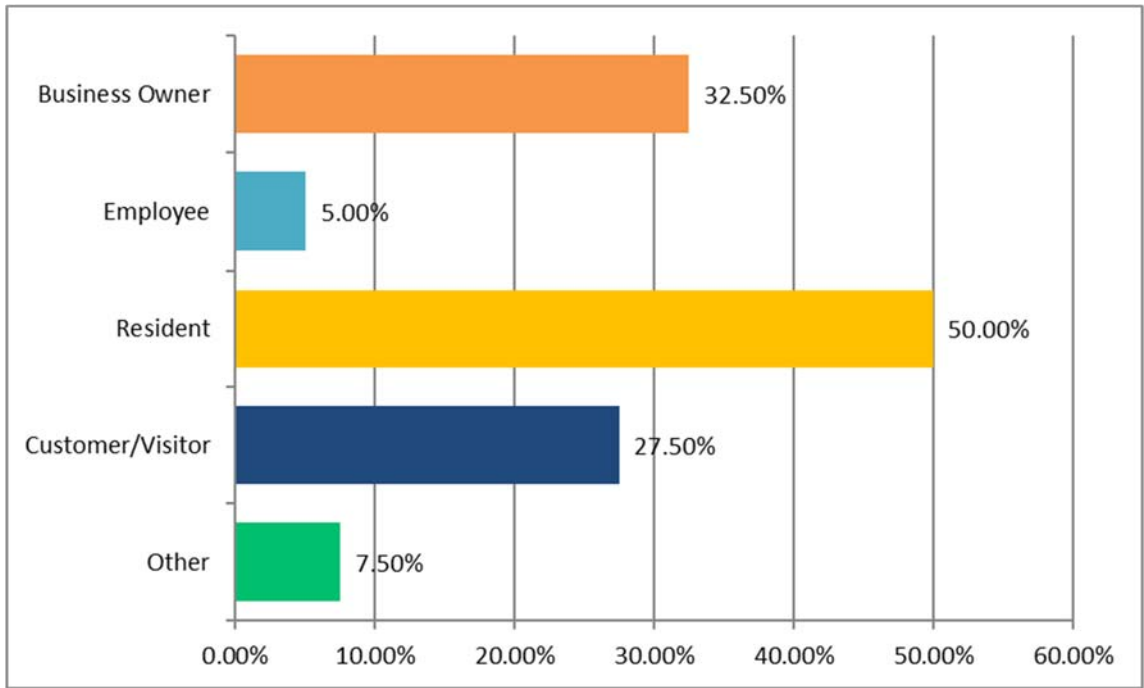
9. Do you think the most conveniently located on-street parking spaces in the commercial areas of Harris Park should be metered to better serve customers and visitors?

- Yes
- No

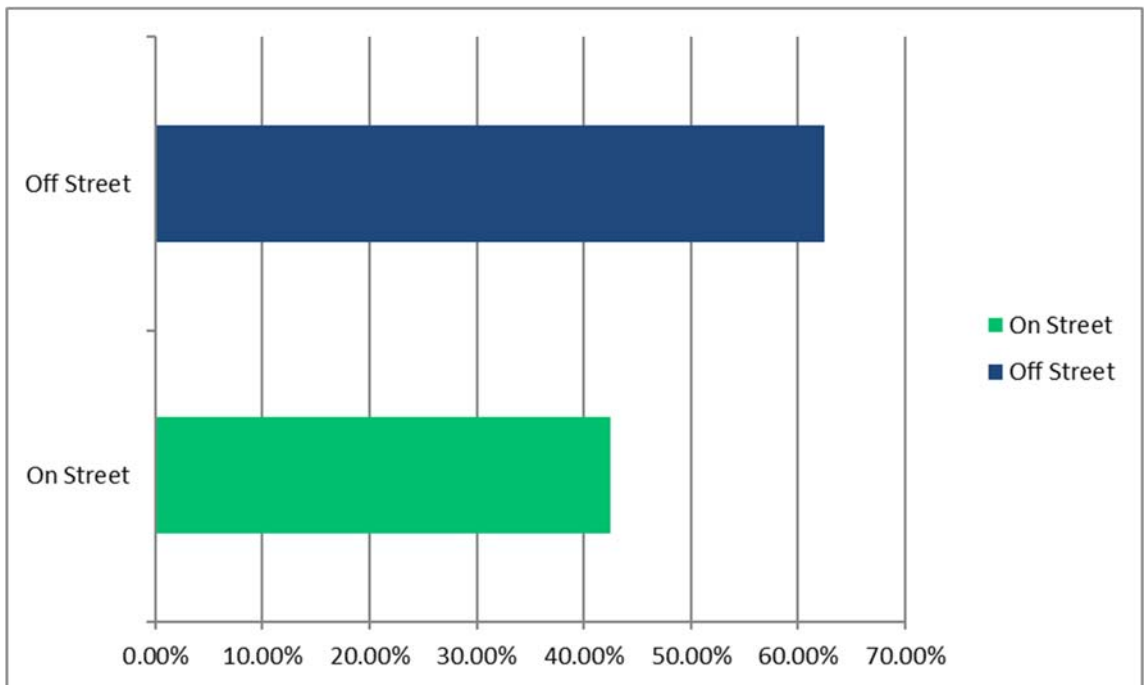
10. Please share any other comments or opinions on Parking in Harris Park:

Appendix B – Survey Results

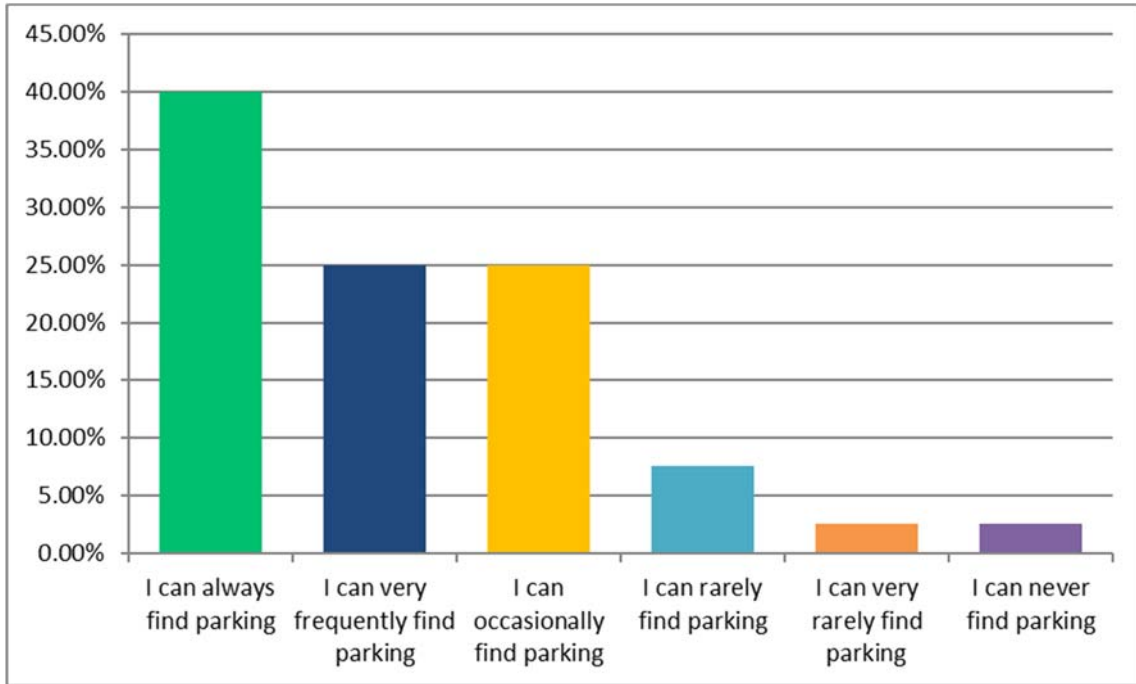
Q1: I am a Harris Park:



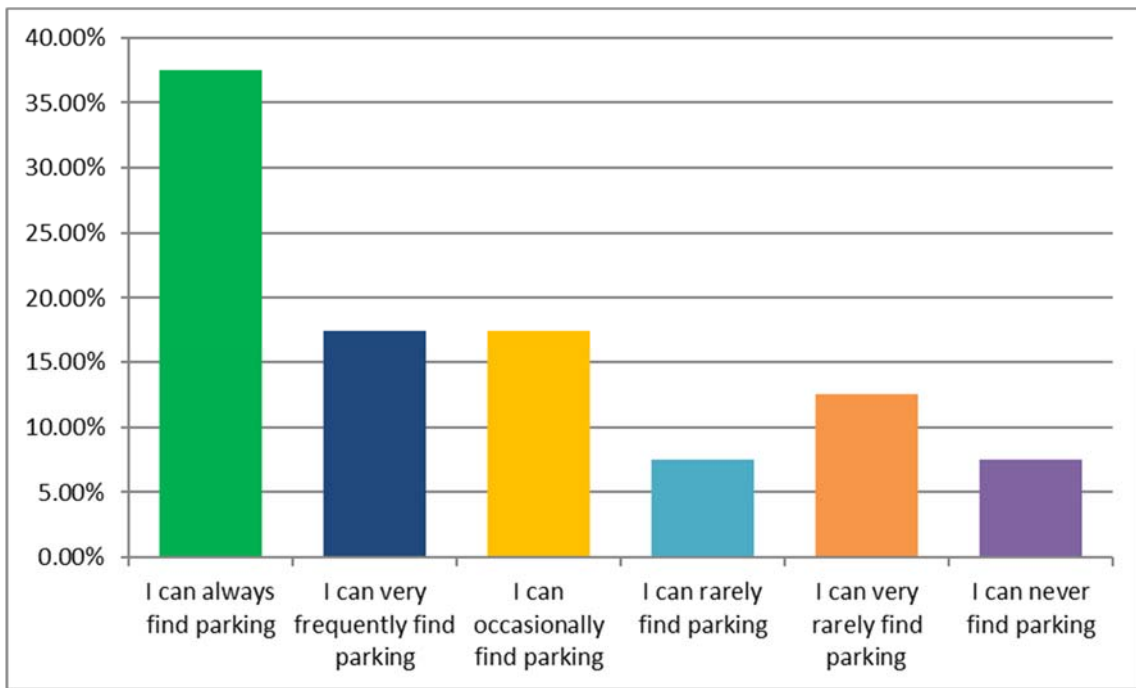
Q2: Where do you primarily park?



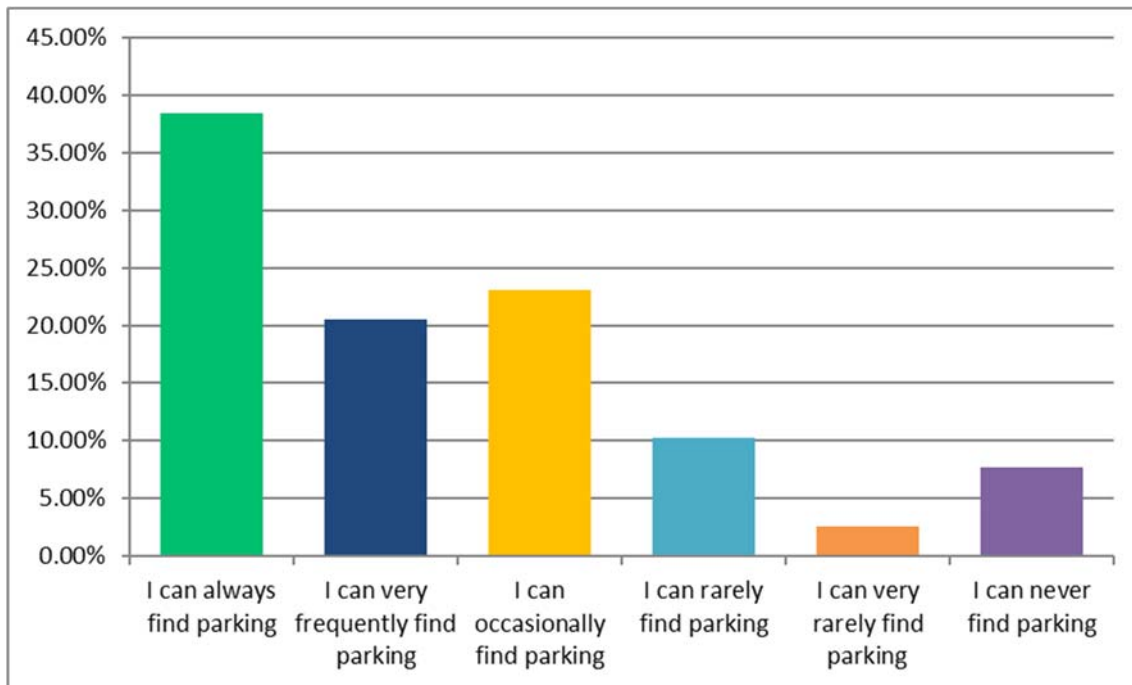
Q3: What statement best describes your parking experience in Harris Park on weekdays?



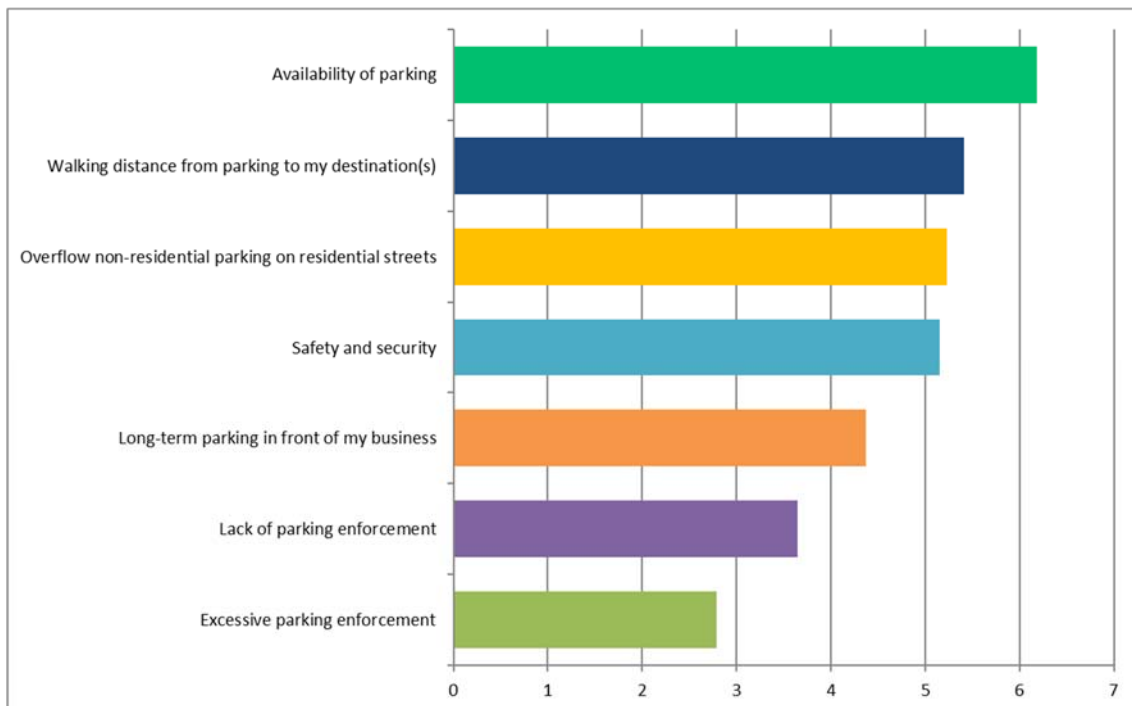
Q4: What statement best describes your experience parking in Harris Park on weekends?



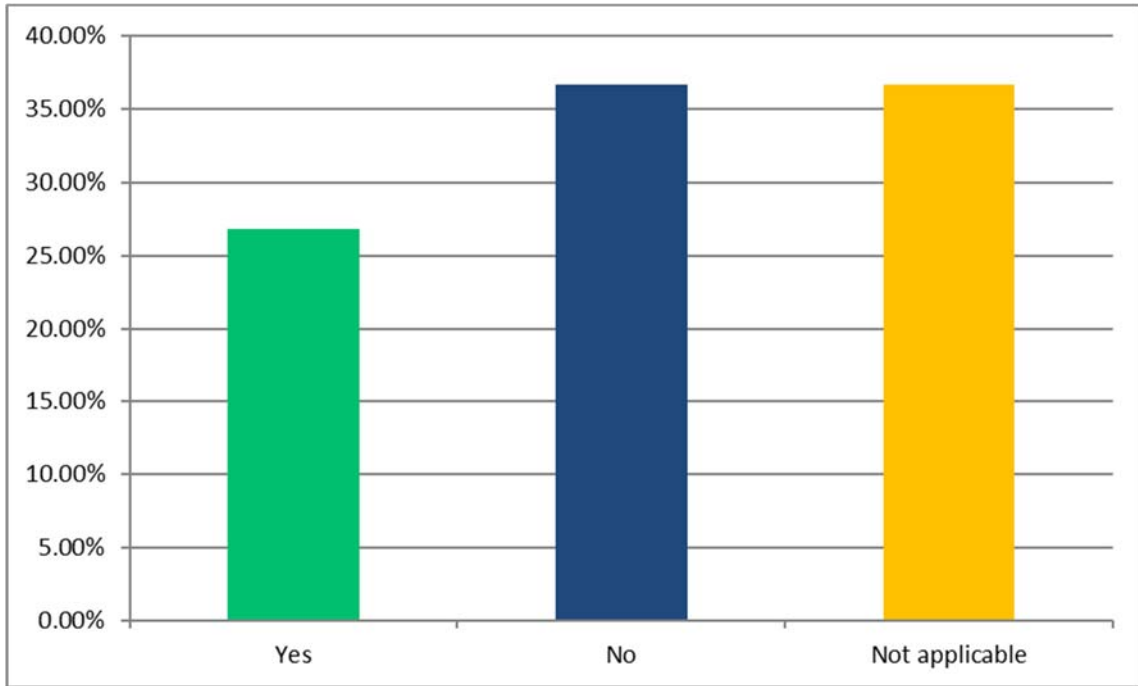
Q5: What statement best describes your experience parking in Harris Park in the evening?



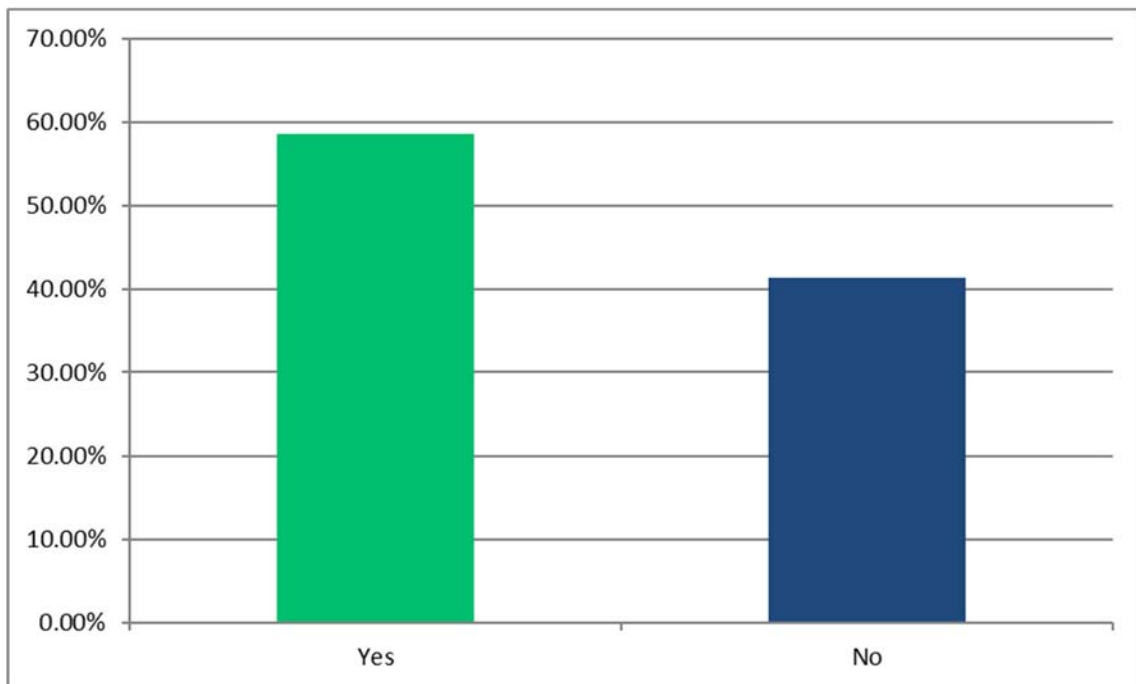
Q6: Of the seven parking issues listed below, what are the three most important parking issues to you (rank 1-3)?



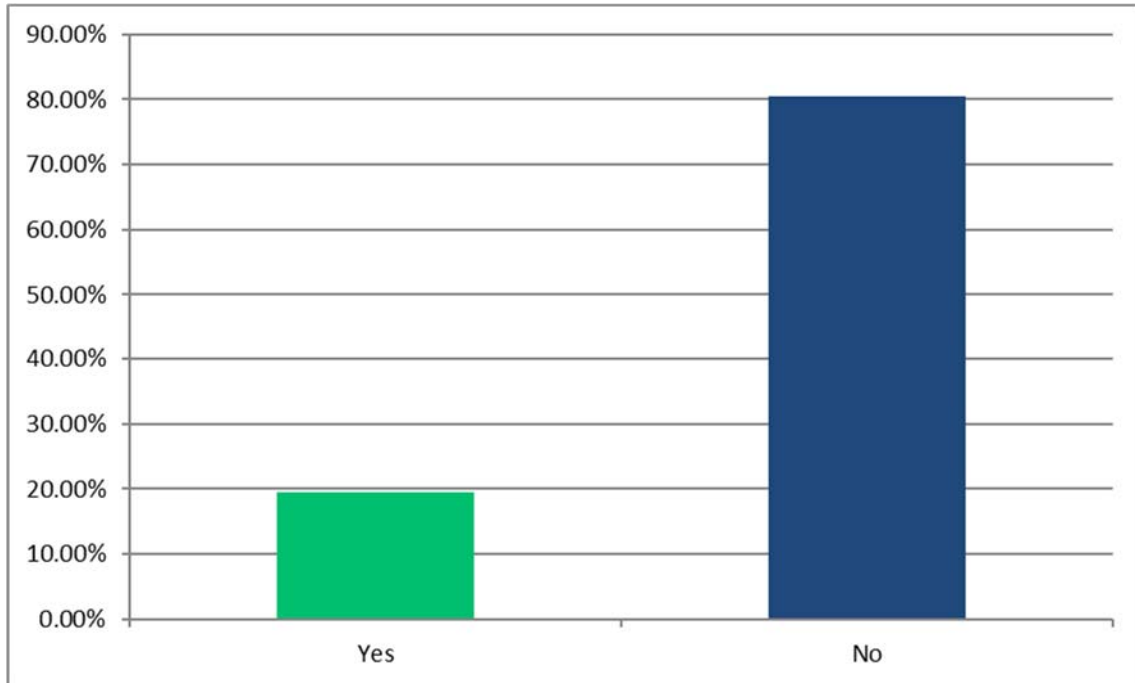
Q7: If you are a customer or visitor, does the current parking situation deter you from coming to Harris Park?



Q8: Do you think the most conveniently located on-street parking spaces in the commercial areas of Harris Park should be time restricted (2- or 3-hour limit) to better serve customers and visitors?



Q9: Do you think the most conveniently located on-street parking spaces in the commercial areas of Harris Park should be metered to better serve customers and visitors?



Q10: Please share any other comments or opinions on Parking in Harris Park:

Multiple vehicles parked in front of homes lowers residential home values.

I have lived in my home for almost 15 years. The number on tenants in the multi-family condos on the NW corner of Newton and 73rd as well as the apartments on the SE corner of 73rd and Newton have increasingly become problematic. The apartments started restricting on site/in lot parking. Those tenants have started creeping up into the neighborhood and sometimes leave their vehicles for long periods of time, in various states of disrepair or other. The number of expired plated or tagged vehicles in the area is also a huge concern. It's like a giant drop site for unwanted vehicles. People also park way too close to corners and driveways in the Harris park area making it a safety issue. You have to pull out half way into intersections to see around cars. Please address all of these issues with apartment owners and vehicle owners. Thanks.

The apartments in Harris park do not have enough spots for people. They end up parking where ever they can. Normally in front of our homes and for weeks at a time. There is a major lack of enforcement. Tons of broken cars, expired plates and cars that won't move for weeks at a time. Another major safety issue the block fire hydrants and park at the edge of the streets. When you try and pull out when a car is parked at the edge it is very dangerous. I have almost been hit 3 times in the last few months. Safe thing is police drive by and they can't see either and do nothing about it.

As the area grows, we might need to look at a low-profile parking structure to accommodate parking needs for future businesses and residents.

Stop the high density low-income housing !!!!!!!

On street parking is difficult to find on busy weekends or when there's an event.

The limo service should NOT be allowed to park their vehicles on the street.

The city should provide a public parking lot on the Fire Station 1 site and create a new lot north of the 73rd Avenue businesses just east of Bradburn. The second lot could serve those businesses, the Grange and future tenants of the Rodeo Market building. This would allow new businesses to locate on 73rd Avenue without having to provide off street parking.

There are problems with parking but can usually be rectified using the area between orchard and the old Rodeo. If it opens as a bar and grill will make parking impossible on the west end of 73rd. Apartments, businesses, employees already sharing west end of the street with the fire department.

There has been much discussion about Harris Park - but no mention of its Location or cross-streets in the City. WHERE IS HARRIS PARK???

There few serious problems with the current mix of residences and businesses, but the addition of a higher capacity business would cripple parking.

I am not certain that parking is the greatest concern in Harris Park.

What is the complaint that generated this issue? The parking issues I have witnessed are generated by the poor City planning that allowed the high-density areas of residential, or businesses that should never have been intermixed with residential in the first place. Nice work. Nice foresight.

I am worried about the enforcement/ticketing issue if meters are added to 73rd Ave. Mainly it is the people who live in the area who come to the businesses. We just leave our vehicles parked at home and walk over.

The area is residential and the businesses have no place for customers to park.

Don't put in meters. There is literally no reason to do that unless the city is out for a cash grab.

Too many cars parked on both sides of residential streets. Very dangerous.

Parking is not hard to come by and created more off-street parking will just erode the fabric of the built environment and fragment the area. The biggest problem appears to be the limousine company that parks their commercial vehicles on Osceola between 72nd Place and 73rd Avenue.

I am a resident and usually have no problem finding a spot but if there is an event going on sometimes it is difficult.

Please note, my answers to questions 3 and 4 are only because I get to my shop early in the morning before anyone else is there, which is the only way I am able to find parking. However, during the day,

because many of my customers are seniors, they find it difficult to park a block or so away and walk the distance to my shop when business is brisk.

The Sunset Limousine Company takes up a whole city block (both sides) which takes up a lot of parking and with the big busses it makes unsafe and difficult to pull out into the street from the recycle lot. That business has clearly out grown their space, and they need to relocate their busses. Thank-you.

Off street parking and/or localized parking lots should be provided for the existing businesses and monthly events.

I own Pachello's Printing Inc. and have been at this location for 20 years. I knew when I picked this location that my employees would need to park in the street, I do ask my employees not to park in front of my building so customers can and we can load their printing orders. I would ask that if parking is going to be limited that some kind of system is in place for parking passes for my employees on the street. Please call me if you have any questions. When the area starts to get busy with bars, food and entertainment I would like some type of parking hours limiting it to my customers in front of my building. Please call me if you have any questions. 303-570-2873. Thank you, Greg Pachello

I don't like these questions. They really don't get to the issue. The issue concerning parking is that there is so much building of density structures and so many families doubling and tripling up that the streets are overwhelmed with cars. For instance, when 3-4 people live in one townhome with a 1-car garage, there may be 3-4 cars all but one of which end up on the streets all night and frequently during the days. No, I don't have trouble finding a parking space. Why? It's my property and I have a designated space and if someone takes it, I am fine to block that person in. However, our city council continues to push high density living units such as the forthcoming Benzene Estates -- a Senior Living Community. This will be 17 living units where once was a gas station that had enough parking for 2 bays of service and a couple cars. You have other buildings where the city reconfigured a street and then took all of the spaces. Street widenings have taken parking spaces in older centers over the years. The simple reality is that south of 76th, we are every bit as urban as nearby Denver neighborhoods with increasing density and I hate it because I live in the suburbs for a reason. That being said, strategies such as neighborhood signage, parking tags, street sweeping schedules (know your sign is the Denver saying) should be coordinated much like that before doing meters. We don't need to reinvent the wheel; we just need to plan and to accept that urban nature. I don't think that our council tends to see this issue as they continue to slam more and more dense projects into these areas. Thank you.

My opinions may be skewed in that I own a commercial building at 73rd and Bradburn and have plenty of off-street parking.

**City of Westminster
Harris Park Parking Study
Community Forum Meeting Minutes**

Thursday, October 22, 2020 5:30 to 6:30 PM

1. Introduction by Wady Burgos (City of Westminster)
2. Presentation of existing parking conditions by Casey Jones (DESMAN)
3. Presentation of community engagement process by Casey Jones (DESMAN)
4. Discussion of the on-line survey by Casey Jones (DESMAN)
5. Next steps and schedule by Casey Jones (DESMAN)
6. Open Discussion: Opinions, Questions and Answers
 - O: As a business owner I have residential parking concerns.
 - Q: Why the evening parking counts? A: Future businesses are expected to bars and restaurants which exhibit peak parking demand in the evening.
 - Q: Is angled on-street parking possible? A: DESMAN is studying if this is possible on 73rd Ave.
 - O: There are more vehicles parked during the day on Thursdays and Fridays.

Wednesday, October 28, 2020 5:30 to 6:30 PM

1. Introduction by Wady Burgos (City of Westminster)
2. Presentation of existing parking conditions by Casey Jones (DESMAN)
3. Presentation of community engagement process by Casey Jones (DESMAN)
4. Discussion of the on-line survey by Casey Jones (DESMAN)
5. Next steps and schedule by Casey Jones (DESMAN)
6. Open Discussion: Opinions, Questions and Answers
 - O: A new building at the corner of 73rd and Lowell will remove parking.
 - O: I am concerned with new on-street parking on Lowell will block by parking/business. A: This was recently presented at a Planning Commission meeting and was not adopted.
 - Q: What about off-street parking at 7225 Bradburn? A: City to follow up.
 - Q: Can existing vacant lots be used for expanding parking? A: Parking cannot be the primary use by code.
 - Q: Has the city ever made an exception to this? A: No, not that we are aware of.