AGENDA
STUDY SESSION OF THE CITY COUNCIL
480 S. ALLISON PARKWAY, 80226
CITY OF LAKEWOOD, COLORADO
VIRTUAL MEETING
OCTOBER 2, 2023
7:00 PM

To watch the Council meeting live, please use either one of the following links:
City of Lakewood Website: Lakewood.org/CouncilVideos
or
Lakewood Speaks: Lakewoodspeaks.org
****
How to Connect to provide Public Comment:
By Computer: **https://lakewood.zoom.us/j/82062813086**
By iPad, iPhone, or Android device on the Zoom App, enter webinar ID: **820 6281 3086**
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ITEM 1 –   CALL TO ORDER

ITEM 2 –   ROLL CALL

ITEM 3 –   LAKEWOOD CITYWIDE PARKING STUDY

PUBLIC INPUT

ITEM 4 –   ADJOURNMENT

STAFF MEMO

DATE OF MEETING: OCTOBER 2, 2023 / AGENDA ITEM NO. 3

To: Mayor and City Council

From: Max Kirschbaum, Public Works Director

Subject: **Lakewood Citywide Parking Study**

SUMMARY STATEMENT: Lakewood City Council directed staff to commission a citywide parking study to understand better the range of concerns, underlying dynamics, and potential solutions. The study had several phases, including asking for feedback on parking challenges that residents experience and their thoughts on proposed strategies. On October 2, a presentation will be made to City Council outlining the study's findings and potential tools to address parking concerns. Staff will be seeking general direction from City Council regarding any specific actions and desired next steps.

BACKGROUND INFORMATION: The citywide study was planned to begin before the COVID-19 pandemic, but the study was delayed to allow traffic to return to a more normal condition. Consor Engineering was selected to conduct the study. The study began in late 2022 by collecting parking data from areas of known concerns relayed by staff to the consultant. This was followed up with the community outreach survey #1 in November-December 2022. The consultant analyzed the data, reviewed community input and researched peer city practices. Community outreach survey #2 was developed and distributed in April of 2023. The team developed a toolkit of options and a set of recommendations to address the issues in the final report.

BUDGETARY IMPACTS: None at this stage. Costs will occur based on which programs or elements are chosen to implement in the future.

STAFF RECOMMENDATIONS: Staff recommends prioritizing and implementing recommendations identified as ongoing and short-term in the study, including evaluating options to enhance parking enforcement.

Staff recommends preparing and budgeting for potential future implementation of recommendations identified as mid-term and long-term in the study, including continuing to work with parking enforcement vendors already operating in Lakewood to investigate and develop costs for adding small areas of residential parking permits to their current system and processes for future action.

ALTERNATIVES: Provide staff with additional or different areas of focus or wait until the issues become more widespread before addressing them in the future.

PUBLIC OUTREACH: Public outreach used the city's communications channels to engage residents in participating with the study on the project's webpage at Lakewood Together.org

NEXT STEPS: Staff will develop a future action item depending on feedback and direction received from City Council.

ATTACHMENTS: 1.   2023 Lakewood Parking Study

REVIEWED BY: Kathleen E. Hodgson, City Manager

Benjamin B. Goldstein, Deputy City Manager
Alison McKenney Brown, City Attorney

Lakewood Parking Study

October 2023

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EXECUTIVE SUMMARY

The City of Lakewood completed the Lakewood Parking Study in 2023 to better understand current and future supply and demand of parking citywide. The study included data collection, public outreach, peer city interviews, and development of data-driven recommendations. The recommendations provide a foundation for Lakewood staff to effectively manage the valuable resource of on-street parking by analyzing and responding to existing conditions and resident concerns with proven strategies.

For this study, two rounds of parking data were collected along with conducting public outreach, interviews with staff, and interviews with peer cities regarding their parking conditions and practices. The data collection component of this report paints the picture of existing on-street parking supply, demand, and issue areas throughout the city. This research led to the identification and comprehensive analysis of areas of concern and the development of short-, medium-, and long-term recommendations to improve efficiency of on-street parking both citywide and in specific locations. The Parking Toolkit provides data-driven management strategies that can be used to balance the needs of all users and provide a framework for enhancing the parking system as the City of Lakewood continues to grow and evolve.

Parking Tools Identified:
Residential Parking Permit (RPP) Programs
Time Limits
Paid Parking
Shared Parking
Enforcement
Wayfinding and Signage
Improve Multimodal Infrastructure
TDM Strategies
Employee Parking Management
Event Parking Management
Build More Parking

> Feedback from the public and data collection have revealed that although there are a few, isolated areas with high parking demand, the city overall does not have a need for major changes in parking management.

Though existing conditions may not trigger a need for major parking changes, the project team has identified recommendations to improve efficiency throughout the system and to address areas of immediate concern. Effective management of Lakewood's parking system provides a wide range of benefits, including cost savings, reduced congestion, and improved quality of life and walkability.

A few key recommendations include:

- Identify opportunities for enhanced parking enforcement.

- Review parking citation fees.

- Focus on optimizing the parking supply near Abrusci's Fire and Vine restaurant.

- Increase the efficiency of the existing parking supply by continuing to improve non-vehicular options for travel and supporting businesses to share off-street parking supply.

- Explore creating a Residential Parking Permit program.

PROJECT OVERVIEW

The City of Lakewood conducted a citywide parking study to better understand parking-related concerns of residents and visitors; analyze parking demand and supply in locations throughout the city; and identify potential data-driven near and long-term solutions. The study began in the fall of 2022 and was presented to the City Council in the fall of 2023.

This report includes recommendations that address existing and future parking concerns. It also documents the results of parking occupancy data collection, citywide surveys, and peer city research that informed the recommendations. Finally, it contains a comprehensive parking management toolkit to support the implementation of the recommendations.

On-street parking is a valued and limited public asset. Investing in good parking management can result in:

- Cost savings for government, businesses, and developers by reducing the need to build more parking by efficiently using existing supply.

- More non-vehicular travel choices when strategies include improved multimodal infrastructure and transportation demand management (TDM).

- Reduced traffic congestion due to drivers quickly locating a parking space.

- Improved walkability and pedestrian environments by reducing the amount of paved land used for parking.

Drivers' decisions are based on a variety of factors – and may even be different for each trip. For example, some drivers may choose a parking location based on proximity to their destination, while others may choose the space based on the cost of use. Others may have disabilities or considerations such as small children and rely on a parking space close to and with easy, unimpeded access to their destination. Drivers can fall into several stakeholder categories, including residents, commuters, customers, employees, delivery drivers, car share users, students, and service providers. It is important to recognize that parking strategies do not impact all users in the same way, and it may not be possible to manage parking with a universal or "one-size-fits-all" approach. Instead, there are often a series of compromises that balance user needs to most efficiently use the parking supply. While the goal of implementing parking management strategies is to improve the parking experience for all users, it does not mean that every driver will be able to park exactly where they want for free.

The goal of this study and recommendations is to ultimately enhance the efficient use of the existing parking supply and improve the parking experience for all users. The following sections will provide:

- An overview of the existing parking conditions in the city and public feedback about parking concerns.
- A list of citywide and location-focused recommendations.
- A toolkit of parking management strategies.

EXISTING CONDITIONS

The first step in the project was to begin understanding the existing state of Lakewood parking conditions. This process identified a range of concerns and locations of high parking demand. The information collected informs the type of parking management solutions needed to address the range of concerns and is critical input in the development of data-driven solutions.

Parking data collection and research included:

- Interviews with staff about past parking complaints, parking management strategies in current use, the effectiveness of these strategies, and existing locations of parking concerns.

- Two rounds of parking data collection. The first round collected data at locations identified based on observations and past resident complaints. The second round of data collection came from locations identified using feedback from the Fall 2022 citywide parking survey.

- Two citywide parking surveys. The first survey gathered information about existing parking concerns. The second survey included questions about respondents' parking-related demographics and feedback on parking management strategies.

- Interviews with parking staff at peer cities in the Denver metro area to gather information about parking management strategies that may be appropriate for Lakewood.

This section outlines the results of the parking data collection and citywide public surveys. Results of the peer city research are referenced where applicable in the parking management toolkit.

Public Survey #1 – Fall 2022

The project team conducted an online parking survey on the city's engagement platform, LakewoodTogether.org, to learn more about parking concerns in the city. The survey was open November 15 – December 15, 2022, and included questions asking if residents have trouble parking near their homes and destinations, and if so, how far away they typically have to park. Participants could also place comments on a map of the city about the location-specific parking issues they experience. The survey had 523 respondents. Below is a summary graphic of the results. For a detailed summary of the Fall 2022 survey, please see Appendix A: Public Survey #1 – Fall 2022.

Figure 1. City of Lakewood Twitter Post
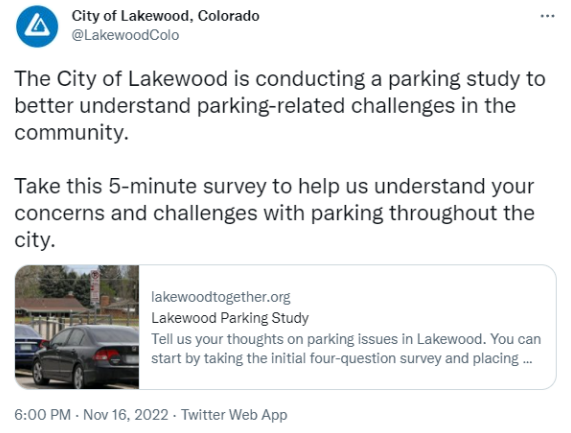
The first citywide parking survey was advertised through several different outreach channels, including the city's Twitter account.
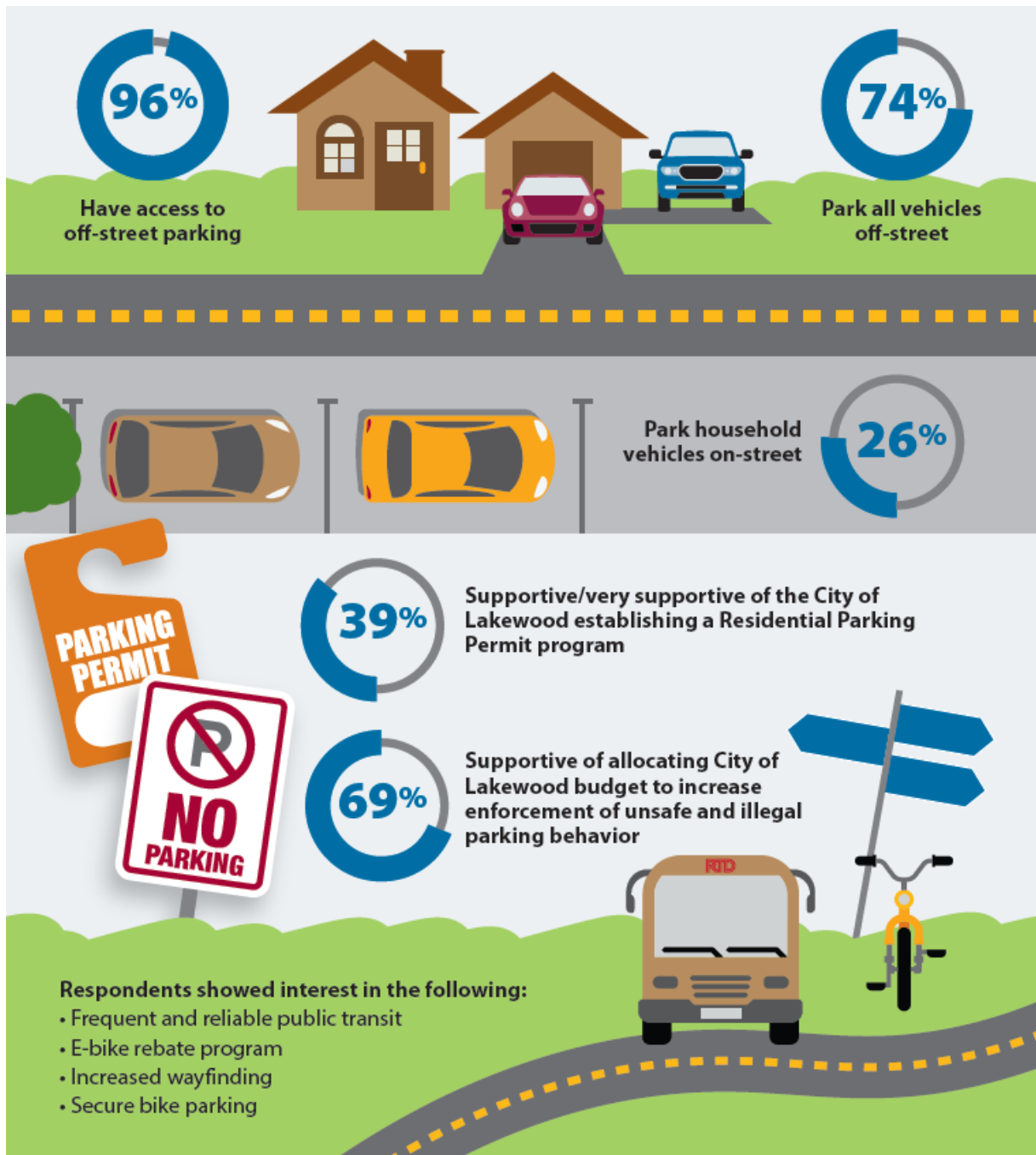
Figure 2. Lakewood Parking Survey Fall 2022 Summary Graphic

Public Survey #2 – Spring 2023

A second citywide online parking survey on LakewoodTogether.org was conducted to gather feedback on parking management tools that could be implemented in Lakewood. The survey also included questions about parking-related demographics such as type of dwelling and available parking locations. The survey was open April 28-May 26, 2023, and had 269 respondents. Below is a summary graphic of the results. For a detailed summary of the Spring 2023 survey, please see Appendix B: Public Survey #2 – Spring 2023.

Figure 3. Lakewood Parking Survey Spring 2023 Summary Graphic

96% Have access to off-street parking

74% Park all vehicles off-street

Park household vehicles on-street **26%**

39% Supportive/very supportive of the City of Lakewood establishing a Residential Parking Permit program

69% Supportive of allocating City of Lakewood budget to increase enforcement of unsafe and illegal parking behavior

Respondents showed interest in the following:
• Frequent and reliable public transit
• E-bike rebate program
• Increased wayfinding
• Secure bike parking

Parking Occupancy Data

Curbside restrictions and parking occupancy data was collected and mapped for five locations to better understand the dynamics of parking demand in areas of parking concern or high demand identified by residents and Lakewood staff. Data collection provides an accurate inventory of parking availability and time-based demand, offers the opportunity to analyze parking behaviors, and informs management decisions. Curbside restrictions refer to the allowable uses along the curb, such as parking or loading. Parking occupancy is the portion of valid parking spaces that were occupied by vehicles at the time of the data collection.

On-street parking occupancies of 85% are considered the target occupancy, as this equates to approximately one to two available parking spaces per block. This is a best practice so drivers can quickly locate a parking space while at the same time ensuring curbside assets are efficiently used.

Data was collected in three locations in November and December 2022 at areas of interest identified by staff from observations and comments from the public about high on-street parking demand. The three locations are:

- **Location #1: Depew St. and 16th Ave. Residential Area**
  - This area contains Mitchell's Mobile Home Court, Alta Sloan's Lake apartment building, WestLake Care Community, townhomes, and an adjacent King Soopers.
  - **Key Concern**
    - High on-street parking demand in residential areas.
  - **Key Takeaways**
    - High 5AM demand from residents near Mitchell's Mobile Home Court and townhomes shows that many residents utilize on-street spaces for their vehicles.
    - Streets near WestLake Care Community show high daytime demand, likely from employees and visitors.

- **Location #2: RTD Lamar Station Area**
  - This area currently contains at least seven multifamily apartment buildings, with more proposed for development.
  - **Key Concerns**
    - High on-street parking demand due to multiple multifamily residential buildings near the RTD light rail station.
    - More multifamily buildings and development planned for the area (in Summit Brick Company lot and other areas north of Lamar St.).
    - Multifamily buildings may not have sufficient off-street parking supply to accommodate resident demand.
  - **Key Takeaway**
    - Streets adjacent to multifamily buildings on 13th Ave. show high 5AM and Noon demand, likely from residents of the multifamily buildings. These buildings supply at least the minimum parking spaces that were required at the time of development. For example, West Line Flats has 176 parking spaces and 155 units. The project team did not collect parking occupancy in the private off-street lots.

- **Location #3: Lakewood High School Area**
  - This area includes Lakewood High School and single-family residential homes.
  - **Key Concern**
    - Historically, students may have been parking on-street in residential areas during

school hours and game days. This data was collected to determine if past mitigations including restriping of the school parking lot and No Parking signage in the neighborhoods improved the situation.
- ○ **Key Takeaways**
  - ▪ Low parking occupancy on the streets around the school and high occupancy in the lot indicate that the restriping of the student lot provides the needed capacity to meet demand.
  - ▪ There is low occupancy on residential streets overnight.

Two additional data collection areas were identified by the Fall 2022 parking survey, which asked the public to place pins on a map in areas where they have parking-related concerns. The two locations are:

- • **Location #4: RTD Oak Station Area**
  - ○ This area contains multiple existing (Avenida, Westlink, and Oak Street Station) and planned multifamily buildings, as well as large stores such as King Soopers and those in Westland Shopping Center.
  - ○ **Key Concerns**
    - ▪ The former Westland Shopping Center has a new owner who is considering redevelopment. Nearby single-family home residents are concerned about the future impact on parking demand.
    - ▪ High parking demand on the streets near Oak Street Station Apartments.
    - ▪ High parking demand on 15th Pl. due to Avenida apartments, with increased demand anticipated from future development.
  - ○ **Key Takeaways**
    - ▪ Streets adjacent to Oak Street Station Apartments show high 5AM and Noon demand, likely from residents of the multifamily buildings. This building supplies at least the 1.0 minimum parking space per unit as required by its zoning designation. The project team did not collect parking occupancy in the private off-street lots or garages.
    - ▪ There is low on-street parking demand in the single-family residential area north of 17th Ave.
    - ▪ Low utilization of RTD Oak Station Park-n-Ride lot at 5AM and Noon.
    - ▪ A loading zone was recently added in front of Avenida on 15 Pl. to accommodate pick-up/drop-off and deliveries.
    - ▪ Data was not recorded on 15th Pl. because parking was restricted due to construction at the time of data collection.

- • **Location #5: RTD Sheridan Station/West Line Village Area**
  - ○ This area contains the West Line Village townhomes, Traverse Apartments, and Sheridan Station Apartments.
  - ○ **Key Concern**
    - ▪ High on-street demand near West Line Village townhomes.
  - ○ **Key Takeaways**
    - ▪ Very high parking demand for the limited on-street space in the West Line Village townhomes area.
    - ▪ Many cars were observed parked illegally on sidewalks and in no parking zones in West Line Village area.
    - ▪ The single-family residential area south of 10th Ave. does not seem to be impacted by the parking demand from West Line Village.

A final location identified by staff and the Fall 2022 parking survey was Abrusci's Fire and Vine restaurant. A drone video was commissioned by neighborhood residents in March 2023 and used to record parking occupancy

- **Location #6: Abrusci's Fire and Vine Area**
  - This area contains Abrusci's Fire and Vine restaurant lot and residential land uses.
  - **Key Concern**
    - High on-street parking demand and unsafe driving behavior from restaurant patrons in residential areas.
  - **Key Takeaway**
    - The parking occupancy data and observations from the drone video illustrate that there is a higher parking demand from restaurant patrons than the spaces available in the existing restaurant lot. Note that the summer peak parking demand for the restaurant is anticipated to be higher than the demand recorded in March.

Detailed results and maps of each location can be found in **Appendix C: Parking Occupancy Data Collection.**

RECOMMENDATIONS

This section outlines actions the City can take to support the efficient use of existing parking and curbside assets and improve the experience of people traveling and parking in Lakewood. The recommendations respond to parking concerns that were identified during the study through community surveys, project team discussions, and data collection analysis. These recommendations include general actions that will enhance the overall parking and transportation system.

The recommendations are organized first by citywide actions and then by actions focused on specific locations identified with parking concerns during the study. Each recommendation lists the need for mitigation, implementation timeline, specific action recommended, and the related parking tool(s) that can be referenced in the Parking Toolkit. The implementation timelines are approximate and may need to be adjusted if land uses or demand for parking changes, but generally refer to the following range of years: short-term (one to three years), mid-term (three to eight years), and long-term (eight or more years).

> Parking management strategies work together to promote the efficient use of parking and curbside resources. Parking management strategies consider the land use and area context, manage right of way as a valued public asset, and seek to balance the different needs of users.

Citywide Recommendations

Implementation Timeline	Recommendation	Relevant Tool(s)
Residential Parking Permit (RPP) Program Parking data collection results, citywide survey, and staff observations do not show an immediate need for a RPP in most Lakewood neighborhoods; however, it is likely that there will be requests as the city continues to grow and change.		
Mid-Term	Council to determine whether to devote staff resources to develop the framework for an RPP program in preparation for community requests. This includes securing a permitting system, developing an online petition portal, and assigning staff and budget to support requests.	RPP Program
Enforcement Respondents expressed concerns about illegal parking and driving behavior in the city. Currently, the City is performing limited parking enforcement and has no specific work group dedicated to parking. Lakewood Police Department's Community Service Officers (CSOs) are responsible for enforcing parking violations as one of many duties. This strategy can cause strain on resources but has the potential to be more proactive.		
Short-Term	Evaluate options and budget for increasing enforcement to support the parking management strategies, such as RPPs and time limits, as well as violations, such as illegal parking.	Enforcement
Mid-Term	Continue expanding enforcement efforts to match parking concerns and support strategies.	Enforcement

Parking Citation Fines Survey respondents reported that there is illegal parking in locations that are unsafe for people walking and bicycling, such as bicycle lanes or crosswalks. Staff has also observed this parking behavior. A review of Lakewood and peer city citation rates was conducted during this study and results can be found in **Appendix D: Peer City Parking Citation Fee Comparison - Spring 2023.**		
Short-Term	Evaluate parking citations to determine if higher fines are warranted to discourage unsafe parking behavior. Implement as needed.	Enforcement

Private Parking Survey respondents reported it is difficult to find parking during peak demand times in private parking lots in some commercial areas across the city.		
Short-Term	Develop shared parking resources that can be used to support businesses. This could include hosting resources on the city website and assigning a City staff member to support communications between businesses until a contract to share parking spaces is in place.	Shared Parking

Bike Parking Survey respondents identified locations where public bike parking is needed.		
Short-Term	Evaluate bike parking opportunities in the 4 locations requested through the survey.	Improve Multimodal Infrastructure
	Develop and promote an online bike parking request form.	Improve Multimodal Infrastructure

TDM Strategies and Improve Multimodal Infrastructure Respondents expressed a desire for infrastructure that supports multimodal options for travel. Multimodal infrastructure includes facilities that support modes of travel other than a personal vehicle, such as bicycle lanes, multi-use paths, sidewalks, and frequent and reliable transit.		
Ongoing	Continue to invest in multimodal infrastructure opportunities and safety improvements.	Improve Multimodal Infrastructure
Short-Term	Include a parking-related question in the community survey to monitor the effectiveness of multimodal, TDM, and parking strategies.	TDM Strategies
Mid-Term	Evaluate the feasibility of subsidized employee or neighborhood EcoPass programs.	TDM Strategies
Long-Term	Implement an employee or neighborhood EcoPass program.	TDM Strategies
	Work with RTD to expand transit frequency and reliability in dense areas of the city.	Improve Multimodal Infrastructure

Multifamily/Development Areas of Concern

Implementation Timeline	Recommendation	Relevant Tools
RTD Lamar Station Area Parking occupancy data and staff observations show that the parking occupancy adjacent to multifamily buildings is lower than the 85% threshold in most areas.		
Short-Term	Monitor parking demand and evaluate if time limits should be implemented.	Time Limits
RTD Oak Station Area Parking data collection and staff observations show that parking occupancy is only high on the streets around Oak Street Station Apartments, which have off-street parking. This demand is not spilling into nearby neighborhoods.		
Mid-Term	Monitor parking demand and evaluate if time limits should be implemented.	Time Limits
RTD Sheridan Station/West Line Village Area Parking data collection and staff observations show that parking occupancy is higher than the 85% threshold, and many cars are illegally parked across sidewalks.		
Short-Term	Explore shared parking agreement with RTD Sheridan Station lot.	Shared Parking
	Coordinate with property management to increase enforcement to prevent parked vehicles obstructing sidewalk access on private streets in development.	Enforcement

Commercial/Private Parking Areas of Concern

Implementation Timeline	Recommendation	Relevant Tools
Abrusci's Fire and Vine The restaurant parking lot does not have enough parking spaces to meet the parking demand generated by the restaurant at peak times, so patrons and employees park on nearby residential streets. This has resulted in unsafe driving behaviors, such as speeding, and inappropriate parking behaviors, such as blocking resident driveways.		
Short-Term	Restripe Youngfield north of Myrtlewood to increase on-street parking opportunities.	Build More Parking
	Add No Parking signs to mark driveways in the residential area surrounding the restaurant.	Enforcement
	Increase enforcement to reduce illegal parking and driving behaviors, as well as reinforce new No Parking signage and on-street parking.	Enforcement
	Work with Abrusci's ownership to improve wayfinding and signage to appropriate patron and food delivery service parking.	Wayfinding and Signage

	Work with townhome developer to support opening the parking lot on the townhome site leased by Abrusci's for restaurant patron and employee use.	Build More Parking
	Continue to monitor the effectiveness of the parking management strategies to address the neighborhood's concerns. This can include continued discussions with residents, observations of parking behavior, and parking occupancy data collection.	N/A
Mid-Term	If parking concerns are not mitigated by the short-term strategies, evaluate the need for additional enforcement, traffic calming, and/or a Residential Parking Permit Program on residential blocks around the neighborhood.	RPP Programs
Long-Term	Increase multimodal options to the area.	Improve Multimodal Infrastructure

Depew St. and 16th Ave. Area
Parking occupancy data showed residential streets near WestLake Care Community have high daytime demand, likely from employees and visitors.

Mid-Term	Consider time limited parking if parking demand increases on adjacent streets.	Time Limits

Union Boulevard
Survey respondents reported it is difficult to find parking in the commercial area along S Union Boulevard.

Short-Term	Review opportunities for shared parking agreements in the area with property owners, such as the office lot north of the Marriott hotel.	Shared Parking

Belmar Shopping Center
Survey respondents reported it is difficult to find parking in the Belmar shopping area.

Ongoing	Continue to coordinate with Belmar staff. Belmar operates its own parking enforcement.	Time Limits Paid Parking Enforcement

Colorado Mills Mall
Survey respondents reported it is difficult to find parking near the mall as well as concerns about traffic operations.

Ongoing	Continue to share parking concerns and complaints from residents with property owners.	N/A

S Lewis Way Commercial Area
Some members of the public have reported a high demand for parking in the lot near Green Mountain Beer Company and other restaurants.

Short-Term	Review opportunities for shared parking agreements in the area with property owners, such as Extra Space Storage and Denver Vision.	Shared Parking

Recreational Park Concerns

Implementation Timeline	Recommendation	Relevant Tools
William Frederick Hayden Park and Belmar Park Survey respondents reported not enough parking capacity to access William Frederick Hayden Park and Belmar Park.		
Short-Term	City Planning and Operations staff coordinate with Parks team regarding future parking supply and relay public comments.	Various

School Areas of Concern

Implementation Timeline	Recommendation	Relevant Tools
Lakewood High School Area Low parking occupancy on the streets around the school and high occupancy in the lot indicate that the restriping of the student lot provides the needed capacity to meet demand. **Colorado Christian University Area** Survey respondents reported high parking demand from students on residential streets near the university. **South Lakewood Elementary Area** Survey respondents reported parking and traffic operations concerns during drop-off/pick-up times. **Stober Elementary Area** Survey respondents reported parking concerns during drop-off/pick-up times.		
Short-Term	Continue to monitor parking demand at these locations.	Time Limits RPP

Operations and Safety Concerns

Implementation Timeline	Recommendation	Relevant Tools
Various Locations Respondents expressed concerns about illegal parking and driving behavior in the city at 21 specific locations.		
Short-Term	Investigate identified locations and determine next steps, such as improved signage or increased enforcement.	Enforcement Wayfinding and Signage

PARKING TOOLKIT

Parking management strategies, or tools, are programs and policies that work together to promote the efficient use of parking and curbside resources. Parking management strategies consider the land use and area context, manage right of way as a valued public asset, and seek to balance the different needs of users.

This toolkit provides guidance on the various parking management strategies that can be used to ensure that Lakewood's parking supply is used efficiently. The tools also address the parking concerns of residents and visitors that have been recorded as part of this study, which fall into the following four categories:

- Residents of single-family homes impacted by multifamily developments.
- Residents of single-family homes impacted by commercial or non-residential demand (e.g., restaurant or school).
- Residents of multifamily buildings impacted by density of multifamily buildings near transit (e.g., Transit-Oriented Development).
- Patrons of businesses or destinations at which parking supply does not meet demand at peak times.

This toolkit has been designed to support the implementation of recommendations outlined in this report to address parking concerns that are currently occurring in Lakewood, as well as provide a roadmap for mitigating future concerns. It creates a framework to maintain a balanced parking system that supports a variety of users and needs.

How to Use the Toolkit

Table 1: Parking Toolkit Matrix relates the four categories of parking concerns to the users that are being impacted, the source of the impact, and proposed tools to mitigate the impacts. It also provides a guide to finding the right tool for a specific parking situation when it arises. To use the table, follow these steps:

- Define who is being impacted.
- Identify the source of this impact.
- Review the tools listed to determine which tool or tools are best to address the situation.
- Implement the tool in the identified location, considering the land uses and context of the area and balancing the needs of users.

Who is Impacted?	SF Residents		MF Residents	Patrons	When to Use
Source of Impact	Multifamily Development	Commercial or Non-Residential Demand	TOD Development	Parking Demand Higher than Supply	
Public Concern Examples	Multifamily Development	Restaurants, Commercial, or Schools	Multimodal Support, Multifamily Development	Private Parking, Recreational Parks	
Responsible Party	City and Property Owners	City and Property Owners	City and Property Owners	City and Property Owners	
TOOLS — Permits		X			In residential areas with high parking demand from non-residential land uses.
Time Limits/ Paid Parking	X	X	X	X	As the first option in areas of high demand where turnover is needed.
Shared Parking	X	X	X	X	More patron parking capacity is needed near a business.
Enforcement	X	X	X	X	With time limited or paid parking, a RPP program, or illegal parking behavior.
Wayfinding and Signage		X		X	With other tools to direct drivers to available parking.
Improve Multimodal Infrastructure	X	X	X	X	At any time to increase multimodal options for the city.
TDM Strategies	X		X	X	At any time to increase multimodal transportation use.
Employee Parking Management		X		X	More patron parking capacity is needed near a business.
Event Parking Management		X		X	Parking demand from events impact residential streets or causes congestion.
Build More Parking	X	X		X	All other techniques have not solved the problem.

Each parking management tool follows the same format, which includes:

- <u>Description</u>: Provides a definition of the tool.
- <u>Benefits</u>: Outlines the benefits of the tool if implemented.
- <u>Implementation Considerations:</u> Describes additional costs, infrastructure, staffing, or coordination that may be required.
- <u>Relevance:</u> Callout noting relevance of the tool to Lakewood if identified during the parking study, such as the percentage of survey respondents that noted a concern that can be addressed by the tool.
- <u>Cost:</u> Estimates the cost of implementing the tool. The cost is estimated as a range from $ to $$$, relative to the other tools in the toolkit, with $ = lowest cost and $$$ = highest cost. The cost assumes regular enforcement but does not include any revenue that may be generated from citations (parking tickets) or permits.
- <u>Effort:</u> Estimates the level of effort (high, medium, or low) that will be required by Lakewood staff to implement the parking tool and assumes regular enforcement.
- <u>Impact:</u> Estimates the amount of improvement (high, medium, or low) that can be expected from implementing the parking tool. The impact is estimated relative to other tools in the toolkit.
- <u>Implementation Steps:</u> Outlines the steps necessary to implement each strategy. Some tools include an "<u>Implementation Threshold</u>," which defines what criteria must be met before a tool is implemented and considerations for next steps if the strategy has not solved the issue after some time.
- <u>Complementary Tools:</u> Lists other tools that can be used to support the effectiveness of the tool.

Residential Parking Permit (RPP) Programs

| Cost: $$$ | Impact: High | Effort: Medium |

Description

Residential Parking Permit (RPP) programs are a parking management tool that manages on-street parking demand in residential neighborhoods to provide residents and their guests on-street parking availability within a reasonable distance from their homes by reducing the number and impact of non-resident vehicles. RPPs are considered when a non-residential land use, such as a school, hospital, or commercial business(es), generates very high parking demand for nearby residential streets. RPP programs are designed to balance the parking needs of residents and their guests with those of non-residents who wish to patronize nearby destinations. RPP zones require frequent enforcement to be effective.

In areas with a RPP program, vehicles without permits are restricted to time-limited parking, most commonly two hours, or may not be allowed to park at all. Residents apply for a permit for their vehicle(s), which allows them to be exempt from parking restrictions in the defined area. Many programs also allow residents to obtain guest permit(s). Residents must register for permits annually, and there may be a cost associated with the permits to support ongoing program administration and enforcement.

Table 2: Peer Cities with RPP Programs

City	Population	Square Miles	RPP?
Denver	715,522	153.08	Yes
Colorado Springs	478,961	195.4	Yes
Aurora	386,261	160.13	Yes
Fort Collins	169,810	57.21	Yes
Lakewood	155,984	44.66*	No
Thornton	141,867	35.92	No
Arvada	124,402	38.91	Yes
Westminster	116,317	31.59	No
Pueblo	111,876	55.38	No
Greeley	108,795	48.93	Yes
Centennial	108,418	29.72	Yes
Boulder	108,250	26.33	Yes
Longmont	98,885	28.78	No
Loveland	76,378	34.42	No
Broomfield	74,112	32.97	No
Grand Junction	65,560	39.63	No
Commerce City	62,418	36	No
Littleton	45,652	12.63	Yes
Lafayette	30,411	9.22	Yes
Louisville	21,226	7.9	No
Golden	20,399	9.63	Yes

Source: 2020 Census
*updated per City of Lakewood

The project team reviewed the RPP programs of several peer cities to determine the most appropriate approach for Lakewood. Table 2 shows a list of Front Range municipalities and existence of an RPP program.

RPP zones are established through a data-driven process that includes documenting parking generators, collecting and analyzing parking occupancy data, and reaching out to residents.

Benefits
- Improves ability of residents and their guests to find parking spaces on residential streets within a reasonable distance of their homes.

Implementation Considerations
- To be effective, RPPs must be paired with a high level of enforcement.
- Permit management system.
- Once RPP restrictions are placed on a street, the non-residential parking demand will likely redistribute to surrounding areas.
- Availability of off-street parking for residents and other drivers.
- Parking occupancy data collection at 5AM provides information about residential demand for on-street parking spaces (few non-residential vehicles would be parked on-street at that time of day).
- RPP programs require funding for program management and frequent enforcement, including the verification of residential addresses and vehicle registration, application processing, enforcement vehicles/technology and staff, and more. A small portion of the program cost may be recovered with revenue from parking citations in RPP zones.

Implementation Steps

- Use in residential areas with high parking demand from non-residential land uses.
- Resident(s) request a RPP through a written petition request.
- ❑ **Implementation Threshold:** The petition must be signed by at least 95% of residents living on the block (regardless of if they are in favor) and at least 80% of those signing must be in support of the request.
- Staff conduct research to determine the source(s) of high parking demand.
- ❑ **Implementation Threshold:** The parking generator is one or more non-residential land use.
- Staff perform parking occupancy studies to collect multiple samples, including 5AM to understand resident demand, and at times of peak and off-peak parking demand.
- ❑ **Implementation Threshold:** Parking occupancy exceeds 85% during peak parking demand sample times.
- If all Implementation Thresholds are met, staff can move forward designating a RPP zone that includes all high demand blocks, plus a 1-3 block buffer in all directions (except across major arterials). The zone should be predominately residential in nature.

> **38% of respondents reported that they are Moderately to Very Supportive of a RPP and 62% reported that they are Neutral to Not Supportive of RPPs as a parking management tool.**
>
> Spring 2023 Lakewood Parking Survey

- Determine management type and hours of day for non-permit holders based on the land use parking generator peak periods of activity.
- Install appropriate signage.
- Note that when employees have been relying on unrestricted spaces that are converted to time-limited spaces, it is important they are provided with new parking locations or other strategies to support employee commute behaviors, as discussed in the Employee Parking Management tool.
- If an RPP parking does not solve the issue, pilot the following strategies:
  - o Review parking occupancy on adjacent blocks for inclusion in the RPP Zone. The parking petition process may need to be initiated by staff with outreach to the residents of blocks proposed for inclusion.
  - o Increase the parking management for non-permitted vehicles within the RPP zone, such as decreasing the amount of time vehicles are allowed to park, expanding the hours of operation the spaces are time-restricted, or changing restrictions to allow only permitted vehicle parking.
  - o When impacted by a large and very popular land use with insufficient parking, consider implementing paid parking, as discussed in the Paid Parking tool.

Complementary Tools

- Messaging and Education
- Time-Limited Parking
- Paid Parking
- Enforcement

Time Limits

Cost: $$	Impact: High	Effort: Medium

Description

In areas with high parking demand, implementing parking time limits is a good first step to improve parking availability. Parking time limits establish limits on the amount of time a driver can park a car in a parking space. Time limits can range from 15 minutes to multiple hours and can be enforced for specified hours and days of operation, such as 8AM to 5PM Monday through Friday. Enacting time limits in areas with high parking demand increases the efficient use and turnover of existing parking spaces. Limiting the time a vehicle can park in a space increases turnover and the number of vehicles that can use the same space.

> **40% of respondents report they have difficulty finding parking near their destinations.**
>
> Fall 2022 Lakewood Parking Survey

Higher turnover of parking spaces equates to more available parking spaces, and therefore additional opportunities for customer parking in commercial areas. Time limited parking spaces encourage drivers to plan their trips more efficiently, consider other modes of transportation, or park in spaces further away from their destination but in less demand when they plan to stay for a longer period than time limits allow.

Note that when employees have been relying on unrestricted spaces that are converted to time-limited spaces, it is important that employees are provided with new parking locations or other strategies to support employee commute behaviors, as discussed in the **Employee Parking Management** tool.

Parking time limits

- <u>15-30 minutes</u>: Serves commercial businesses that provide services that require a very short stay or quick errands, such as picking up a coffee, a takeout meal, or a child from school or a daycare center, or a quick visit to the post office, dry cleaner, or bank. These spaces should be located at the ends of blocks to improve the entering and exiting movements from the space when possible.
- <u>One hour</u>: Serves commercial businesses with slightly longer services. This time limit is the least common of all time limits, but may be necessary to support specific land uses.
- <u>Two to three hours</u>: Common time limit that serves most retail and restaurant businesses.
- <u>Four or more hours</u>: Less common time limit, serves longer uses such as university students, employees, commuters, and residents.

Management hours

- Hours of enforcement, or management hours, should be aligned with the hours of operation of nearby businesses or other uses that are generating the high parking demand.
- Management hours are typically during the day, such as 8AM-5PM in areas with high office uses or 9AM to later in the evening (7-9PM) in retail or restaurant business districts.

Benefits

- Increases parking space turnover.
- Improves efficient use of parking supply by distributing longer-term parking to areas of lower parking demand.
- Encourages consideration of arriving by other transportation modes such as biking, transit, or walking.
- Provides different types of time limits for different users and land use considerations.

Implementation Considerations

- Install signs to designate time-limited areas.
- Enforcement during time-limited hours.
- Management of a high-demand parking area can redistribute longer-parking users to the blocks just outside of the newly established limits (this is especially important if the goal is redistributing longer term parking to an off-street facility or more remote on-street location).
- Address employee parking needs.

Implementation Steps

- Use as the first option in areas of high parking demand where turnover is needed.
- City receives complaints from residents or staff observes high parking demand.
- Staff conducts field visits to observe parking behavior and demand during peak times. Staff should consider the parking occupancy, land use and zoning context, resident, and user feedback.
- If staff observations indicate a need for parking management, then the City should collect parking data to confirm whether parking management is needed to balance parking demand.
- ❑ **Implementation Threshold:**
    - On-street parking occupancy at peak times is at or above 85% consistently.
    - OR
    - Excessive illegal parking.
    - Lack of employee parking.
    - Traffic operation impacts from circling for parking.
- Determine boundary of time limits; consider including a 1-3 block buffer of the high demand area.
- Implement time limits by installing signs and establishing enforcement.
- Evaluate and monitor as needed to track performance.
- If time limits do not solve the issue, paid parking may need to be implemented.

Complementary Tools

- Residential Parking Permit (RPP) Programs
- Paid Parking
- Employee Parking Management
- Enforcement
- Wayfinding and Signage
- Event Parking Management

Paid Parking

Cost: $$$	Impact: High	Effort: High

Description

In areas of very high parking demand, implementing paid parking can be a very effective strategy to improve parking availability. Enacting a fee structure to occupy on-street parking spaces can encourage travelers to choose modes other than driving, distribute parking demand, increase turnover, and ultimately open spaces for patrons and other users. Paid parking is often implemented as the next step after time-limited parking. Consider implementing paid parking when time-limited parking demand remains high, above 75-85% for multiple hours.

Paid parking can be implemented with or without time limits. Context of on-street parking must be considered in setting the price and whether or not to establish time limits. Setting the hourly rate at market prices can encourage shorter parking stays. Time limits may be necessary to encourage turnover when parking demand is very high and/or supply is low. Time limits with paid parking can also be helpful to encourage longer term parking in nearby off-street parking. Demand-based pricing, which adjusts the price of parking by time of day and day of week to match demand, can be considered when parking demand remains high after paid parking has been implemented in very busy commercial districts.

Benefits

- Increases parking space turnover.
- Improves efficient use of parking supply by distributing longer-term parking to areas of lower parking demand.
- Encourages consideration of arriving by other transportation modes such as biking, transit, or walking.
- Provides different types of time limits for different users and land use considerations.
- Generates revenue that can be used to support enforcement efforts.

Implementation Considerations

- Install signs to designate paid parking areas.
- Enforcement during time-limited hours.
- Install parking pay meters or kiosks and parking management software.
- Install wayfinding signage and communicate with businesses.
- Address employee parking needs.
- Management of a high-demand parking area can redistribute longer-parking users to the blocks just outside of the newly established limits (this is especially important if the goal is redistributing longer term parking to an off-street facility or more remote on-street location).

Implementation Steps

- Use when parking demand remains high, above 75-85% for multiple hours, after implementing time-limited parking.
- City receives complaints from residents or staff observes high parking demand.
- Staff conducts field visits to observe parking behavior and demand during peak times. Staff should consider the parking occupancy, land use and zoning context, resident and user feedback.
- If staff observations indicate a need for parking management, then the City should collect parking data to confirm whether parking management is needed to balance parking demand. If data was collected

before implementing time-limited parking, it will need to be collected again to assess the updated impact.

❑ **Implementation Threshold**: On-street parking occupancy at peak times is at or above 85% consistently.

- Determine boundary of paid parking, consider including a 1-3 block buffer of the high demand area.
- Implement paid parking limits infrastructure, including signage.
- Evaluate enforcement levels and increase as needed.
- Evaluate and monitor as needed.
- If paid parking does not solve the issue, other tools such as increasing multimodal options, TDM, and shared parking may need to be implemented.

Complementary Tools

- Residential Parking Permit (RPP) Programs
- Time Limits
- Employee Parking Management
- Enforcement
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- TDM Strategies

Shared Parking

City:

| Cost: $ | Impact: High | Effort: Low |

Property Owner:

| Cost: $$ | Impact: High | Effort: Medium |

Description

Shared parking is a tool that can be used by nearby property owners to increase the parking supply for their patrons or employees without building more parking spaces. In a shared parking agreement, adjacent or nearby property owners share their parking lots, opening parking spaces to multiple uses and users. Shared parking agreements work particularly well between businesses that have different peak parking demand time periods (e.g., a bank and a bar) or if one property owner has a parking area larger than what is needed for their normal business parking demand.

> Survey respondents noted difficulty locating available parking spaces in some private off-street parking lots near commercial destinations.
>
> Fall 2022 Lakewood Parking Survey

Shared parking agreements often include a form of payment for the parking spaces utilized by a neighboring property owner. The payment can take the form of rental payments, lease agreement, or even payment for maintenance or snow removal.

As is the case in many cities, much of Lakewood's parking supply is in private off-street lots. The City of Lakewood can support and encourage businesses to enter into shared parking agreements by providing information to property owners. For example, the City and County of Denver provides information for businesses about shared parking agreements on Denver's website here.

Benefits
- Provides more parking options for patrons close to the business at a lower cost than building new parking spaces.
- Balances parking demand with supply.
- Fills underutilized parking lots.
- Can provide more options for employee parking further away from the business, opening closer patron parking spots.

Implementation Considerations
- Coordination and agreement with owners of nearby underutilized parking lots.
- Messaging and wayfinding to shared lot for patrons.

Implementation Steps
- Use when more patron parking capacity is needed near a business.
- ❑ **Implementation Threshold**: Property owner recognizes that additional patron or employee parking is needed OR City becomes aware of parking concerns and informs property owners of shared parking opportunities.
- Property owner identifies nearby underutilized lots and coordinates with owners.
- Establish a shared parking agreement between property owners.

- Install signage and provide clear messaging so patrons (or employees) can easily identify shared lot.
- Evaluate and monitor, as needed.
- If shared parking does not solve the issue, multimodal options connecting to the dense commercial area may need to be improved. As a last resort, additional parking may need to be constructed.

Complementary Tools

- Time Limits
- Paid Parking
- Employee Parking Management
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- Event Parking Management

Case Study: Public-Private Shared Parking

As the City of Lakewood changes and grows, there may be an interest in the City providing more public parking. Shared parking strategies can also be utilized by the City to supplement the existing parking supply without having to build any new parking spaces.

For example, the City of Lafayette through the Lafayette Urban Renewal Authority (LURA) develops agreements with private parking lot owners to maintain the parking lots in exchange for a certain number of spaces signed as public parking. To date, LURA has established agreements with 11 private lots owners for a total of 321 spaces (see Old Town Lafayette Public Parking map below and on Lafayette's website here. LURA is responsible for maintenance items such as filling potholes, snowplowing, and trash removal in exchange for public use of the spaces. Many of the private lot owners agree to the use of a portion, not all, of the spaces, maintaining some reserved spaces signed for their customers. Note that this strategy may require supporting language in the City code to promote joint use/shared parking.

Enforcement

Cost: $$ **Impact: High**   **Effort: Medium**

Description

Parking enforcement is an important component of most parking management strategies. Consistent enforcement is critical to make time limits, paid, and permit parking effective. In addition to initiating or increasing enforcement when new parking management strategies are implemented, such as time limits, paid parking, or RPPs, it is important that the City also communicate the changes to the public. This may include informing nearby businesses, employers, and residents of the need for the new management and intended outcomes.

> Survey respondents reported 21 locations where vehicles are regularly blocking sidewalks and bike lanes as well as causing unsafe driving conditions.
>
> *Fall 2022 Lakewood Parking Survey*

When a new management strategy is implemented, it is common to incorporate a grace period of up to three months before full enforcement. This allows staff time to educate the public on new expectations and for drivers to adjust their travel and parking behaviors.

Benefits
- Ensures drivers obey parking management strategies in which City has invested.
- Increases safety for people walking and biking by reducing vehicles parked in bike lanes and crosswalks.
- Revenue from parking tickets can cover some enforcement costs.

Implementation Considerations
- Enforcement equipment such as License Plate Readers (LPR).
- Ticketing equipment and system.
- Parking enforcement staff.

Implementation Steps
- Use whenever implementing time limited or paid parking, a Residential Parking Permit program, or illegal parking behavior is present.
- ❑ **Implementation Threshold:** Initiate or increase enforcement after implementation of a new parking management strategy or high number of resident complaints. Enforcement can decrease once behavior is normalized (or reduced) but should be monitored in case problems persist.
- If enforcement does not solve the issue, increase the frequency and/or the fine amounts.

Complementary Tools
- Residential Parking Permit (RPP) Programs
- Time Limits
- Paid Parking
- Wayfinding and Signage
- Event Parking Management

Wayfinding and Signage

Cost: $$ **Impact: Medium** **Effort: Medium**

Description

Paired with the other parking management tools, wayfinding and signage can go a long way to improve parking efficiency. Drivers often spend long amounts of time searching for on-street parking spaces when off-street lots or less utilized on-street spaces are nearby. Providing clear signage that indicates nearby parking opportunities and conveys time restrictions or fees helps drivers spend less time searching for an appropriate place to park.

There are many different types of wayfinding strategies. In recent years, technology solutions have increased and will likely continue to evolve. Examples such as cameras, in-ground sensors, and smart meters all provide information about used and available parking spaces that can be processed and shared through smart phone applications or digital signage, which helps users navigate to convenient and appropriate parking. Many cities and parking operators provide information about high demand parking times and locations to help visitors plan ahead.

Benefits
- Supports City's investment in parking management tools.
- Decreases impact of drivers circling to find parking that suits their needs, reducing congestion and emissions.
- Improves parking experience, which can increase patronage of a busy commercial area.

Implementation Considerations
- Parking availability hardware (cameras, in-ground sensors, smart meters, live signage).
- Back-end and user-facing software (websites, smart phone applications, etc.).
- Employees that interact with patrons are a great resource to learn about gaps in parking messaging as well as to provide information firsthand.
- Parking ambassadors can be employed during peak seasons/peak parking times or can be located at parking kiosks.
- Signage, other hardware, and software should be visible, legible, and consider barriers for users such as people with visual disabilities or do not speak English well. Symbols and well-thought-out color-coding can be strategies to overcome these barriers.

Implementation Steps
- Use in coordination with other parking management tools to direct drivers to available parking, especially if in a dense commercial area or there is a shared parking agreement in place.
- ❑ **Implementation Threshold**: Any other parking management tool is being implemented.
- Make a plan for wayfinding and/or signage when preparing to implement other tools.
    - Plan will vary based on the area being covered, types of parking restrictions or fees, and if real-time availability is needed.
    - Coordinate with private parking garage or lot owners and nearby business owners.
    - If needed, develop a smart phone application and/or website.
    - Develop communication plan to inform the public about the smart phone applications, websites, etc., to look for information.
- Install wayfinding signage in the covered area.

- Launch a marketing campaign to make the public aware of the parking communication resources.
- Evaluation and monitor effectiveness of wayfinding and signage, as there may be a need to adjust or increase.
- If wayfinding and signage is not effective, the wayfinding plan may need to be reevaluated through survey, other assessments, or a wayfinding expert.

Complementary Tools

- Residential Parking Permit (RPP) Programs
- Time Limits
- Paid Parking
- Employee Parking Management
- Shared Parking
- Enforcement
- Event Parking Management

Improve Multimodal Infrastructure

Cost: $-$$$ | **Impact: Medium** | **Effort: Low - High**

Description

An effective way to reduce parking demand is to reduce the number of people driving to their destinations. The City of Lakewood can improve multimodal infrastructure like protected bike lanes, secure bike parking, connecting gaps in the sidewalk network and ADA accessibility, transit stop amenities, and working with RTD to increase the frequency and reliability of transit infrastructure within the city.

Public bike parking is a low-cost tool that can be used to increase multimodal travel to and from popular destinations and public buildings. Some cities choose to repurpose a vehicle parking space to provide 6-8 bike parking spots or encourage businesses to have bicycle parking in their buildings. Bike parking can also serve micromobility vehicles such as electric scooters.

> One of the top themes of Survey #1 was interest in multimodal support, including four comments for better bike parking.
>
> Fall 2022 Lakewood Parking Survey

Benefits

- Provides active transportation alternatives to driving.
- A complete sidewalk network supports access to destinations for people with disabilities.
- Reduces vehicle miles traveled, reducing emissions and congestion.

Implementation Considerations

- The bicycle and pedestrian network should be a complete system.
- Safe and comfortable first and final mile connections to and from transit stops will support transit riders.
- Bike parking should be prioritized in dense areas, as well as locations connected to trails and bike facilities.
- Large events should provide multimodal access options in addition to vehicular parking.

> Survey #2 respondents showed interest in more frequent and reliable public transit and secure parking locations for bikes.
>
> Spring 2023 Lakewood Parking Survey

Implementation Steps

- Improving multimodal infrastructure is a City of Lakewood priority and is implemented through a number of programs and policies.

Complementary Tools

- Wayfinding and Signage
- TDM Strategies

TDM Strategies

Cost: $ **Impact: Medium** **Effort: Medium**

Cost: $$ for transit subsidies

Description:

Transportation Demand Management (TDM) is the application of strategies and policies to reduce single-occupancy vehicle (SOV) travel demand or to redistribute this demand in space or time. At its essence, TDM is about choice: how to encourage people to make alternative transportation choices to counteract increasing the number of commuters rather than relying on additional infrastructure.

> **Survey respondents showed interest in an e-bike rebate program, subsidized transit passes, and increased wayfinding.**
>
> Spring 2023 Lakewood Parking Survey

There are many TDM strategies, including the following that are considered the most applicable for Lakewood.

Employee Commute Programs:

Employee commute programs provide incentives for non-single occupancy vehicle commutes and can have a positive impact on employee retention, save employees money, and increase parking availability. The City can support businesses by providing education about available programs and partnering to fund incentives, including defining a full or part-time employee transportation coordinator position to educate City staff and businesses. Educational materials can include information about transit options in the area, safe bike routes and parking, carpool resources, and more.

Businesses that want to go the extra mile to influence their parking availability can:

- Designate an employee as an employee transportation coordinator to provide information about commute options.
- Subsidize transit passes for their employees.
- Facilitate carpool and vanpool connections.
- Provide bike vouchers or reimbursements.
- Organize commute challenges for their employees.

E-Bike Rebate Programs

Many cities across the country have recently launched e-bike rebate programs to incentivize and make it easier for residents to purchase e-bikes. For example, the City and County of Denver voted to raise the local sales and use tax to create the Climate Protection Fund in 2020, which has funded over 5,500 e-bike vouchers in the city in the past couple of years. More information on Denver's program can be found here.

The State of Colorado is launching a similar program in August 2023. Some Lakewood residents may be eligible for these rebates, as applications will be assessed by income and household size, based on the index Area Median Income (AMI) in an individual's county of residence. More information on the State program can be found here.

Free or Subsidized Transit Passes

The RTD EcoPass program is typically paid for by employers for employees, but RTD also offers an option for a Neighborhood EcoPass. The Neighborhood EcoPass is a pass program purchased by neighborhoods, apartment buildings, or HOAs that allows residents unlimited rides on RTD buses and trains. Sharing information about both types of EcoPass to employers and neighborhoods can make a significant impact on transit ridership in the city. City staff can consider subsidizing a portion of EcoPasses, especially around TOD with high on-street parking demand.

Multimodal Marketing Campaigns

The City of Lakewood can provide information about safe bicycling, walking, and transit routes through websites, paper maps, and other materials. Promotional tables at local events also provide an opportunity for residents and visitors to learn more and can be enhanced by giveaways like bike lights or raffles for helmets. DRCOG's Way To Go program is an excellent resource; more information can be found at https://waytogo.org/.

In addition to incentivizing multimodal travel, the City can educate the public that curb space is a shared, public resource. Because it is public, restricting the use of the curb requires a compelling reason. As the city grows and changes, public space will need to adapt with it.

Multimodal Wayfinding

Clear signage to transit stops and safe bicycle and walking routes, information about trip planning and transit schedules, and other such information is also important and will enable travelers to be more confident and comfortable using all modes of transportation.

> The West Corridor Transportation Management Association (TMA) supports employers and developers in the west Denver metropolitan area, including the City of Lakewood. The TMA works to create and promote convenient transportation options for people that will enhance mobility, foster economic prosperity, and reduce traffic congestion and air pollution.

Benefits
- Encourages active alternatives to driving.
- Reduces single-occupancy vehicle (SOV) travel and the need for parking supply.

Implementation Considerations
- Communications channels.
- Funding associated with transit pass subsidies and e-bike rebate programs.
- Coordination with local TMA and businesses.

Implementation Steps
- Use at any time to increase multimodal transportation.
- City staff currently supports and coordinates with West Corridor TMA (Transportation Management Association) to implement some of these solutions.
- After implementation, when budget is available, evaluate the program to understand effectiveness and opportunities for improvement.
- If TDM solutions do not improve issues, consider additional strategies such as improving multimodal infrastructure.

Complementary Tools
- Employee Parking Management
- Improve Multimodal Infrastructure
- Wayfinding and Signage

Employee Parking Management

Cost: $	Impact: Medium	Effort: Low

Note: effective strategies rely on a partnership with employers to support, promote, and sometimes fund the strategies.

Description:

When employees use parking spots in front of or near businesses, they reduce the number of parking spots available for patrons. Not only is it important to maintain convenient and highly visible spots for business patrons, but employees also utilize parking spots for long periods of time. For example, a parking spot used by one employee for a 6-hour shift could offer space for up to 12 patrons parking for 30-minutes each.

> **40% of survey respondents reported having to park over a block away from their commercial destinations**
>
> Fall 2022 Lakewood Parking Survey

Encouraging restaurant and retail employees to park in spaces that are farther away and often in lower demand is a parking management best practice. It frees up space for patrons in highly utilized on-street parking and fills an underutilized lot, providing balance to both. Enforcing time limits or paid parking in high demand spaces is one way to discourage employees from parking in these valuable spaces. This strategy works best when employees are also provided with well-lit, safe, reserved parking locations within a reasonable walking distance.

Benefits

- Improves availability of parking for business patrons.
- Encourages utilization of lower demand parking for longer-term parking.
- Encourages use of other modes of transportation.
- Can support employee retention by providing sustainable parking options.

Implementation Considerations

- Messaging and support for employee behavior shift.

Implementation Steps

- Use when increased patron parking capacity is needed near a business.
- ❑ **Implementation Threshold:** City or business notices impact on patrons or residents from lack of parking.
- Identify new location for employee parking - nearby underutilized lots or on-street parking outside of high demand area.
- Coordinate with owners of underutilized parking lots if needed (see Shared Parking).
- Educate and incentivize employees to park at the identified locations and support behavior shift.
- Evaluate and monitor as needed.
- If employee parking management does not solve the issue, time limits and/or paid parking may need to be implemented.

Complementary Tools

- Time Limits
- Paid Parking
- Shared Parking
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- TDM Strategies

Event Parking Management

Cost: $$	Impact: High	Effort: Medium

Note: Cost applies to event organizers.

Description:

Large events can also bring high parking demand for a short period of time. This can cause impacts for surrounding residential or business areas. There are many options for event parking management depending on the context, including:

- Shuttles from satellite lots.
- Sharing nearby lots for overflow parking.
- Increasing wayfinding and signage.
- Including travel information and non-vehicular options in all event notifications.
- Encouraging non-vehicular travel through free transit passes and charging for parking at the event.
- Implementing time restrictions to reduce the impact to nearby neighborhoods.

Benefits

- Improve the experience for participants.
- Decrease the impact on those that live or work near an event.

Implementation Considerations

- Coordination with event organizers and nearby underutilized lots.
- Hiring shuttle companies.
- Communication with attendees.

Implementation Steps

- Use when parking demand from events impacts residential streets or causes congestion.
- Develop and implement an event parking management plan.
- If event parking management tools do not solve the issue, implement additional strategies such as improving multimodal infrastructure and TDM solutions.

Complementary Tools

- Shared Parking
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- TDM Strategies

Build More Parking

Cost: $$$	Impact: High	Effort: High

Description:

An expensive, but sometimes necessary option to increase the parking supply is to build new surface or garage parking spaces. This strategy should not be undertaken lightly; as noted throughout this document, parking impacts the look and feel of a city's neighborhoods and streets. Each parking space takes up 300 square feet of physical space. Surface parking spaces can cost from $10,000-15,000 per space, and garage spaces can cost over $30,000 per space.

> Benefits
> - Expands parking capacity for a certain location.
> - When located in centers of activity, new garages can serve multiple land uses and users, optimizing the efficiency of each parking space.

Implementation Considerations
- Very high cost to acquire land and build.
- Construction timeline.
- Does not support the goal of "continue to improve the appearance of the major commercial and mixed-use corridors within the city by … enforcing the Zoning Ordinance to limit the amount of parking located adjacent to streets, and educating developers about the community and economic benefits of quality site planning and architecture" in the City's Comprehensive Plan.

Implementation Steps
- Use when no other techniques have solved the problem.
- ❑ **Implementation Threshold**: All other parking management strategies have been employed, including significantly increasing multimodal infrastructure, and there is still parking demand.
- Analyze future parking demand to determine the new parking facility capacity.
- Purchase land if needed.
- Design and construct the parking facility.
- Implement appropriate parking management strategies, such as paid parking, and wayfinding and signage.
- Evaluation and monitoring.
- If parking demand remains high, continue to invest in multimodal infrastructure and TDM solutions.

Complementary Tools
- Time Limits
- Paid Parking
- Shared Parking
- Enforcement
- Wayfinding and Signage

APPENDIX A: PUBLIC SURVEY #1 - FALL 2022

Last fall, the project team conducted a parking survey to learn more about parking concerns in the city. The survey was open November 15 – December 15 and included questions asking if residents have trouble parking near their homes and destinations, and if so, how far away they typically have to park. Participants could also place comments on a map of the city about the parking issues they experience.

The map below shows the distribution of the 523 respondents by ZIP code.

Survey Respondents
Lakewood, Colorado - by ZIP Code

80215

80214

19%
100 Responses

14%
72 Responses

80228

80226

19%
99 Responses

Other/Unknown
4%
21 Responses

18%
93 Responses

80232

11%
59 Responses

80227

15%
76 Responses

0   1   2 Miles
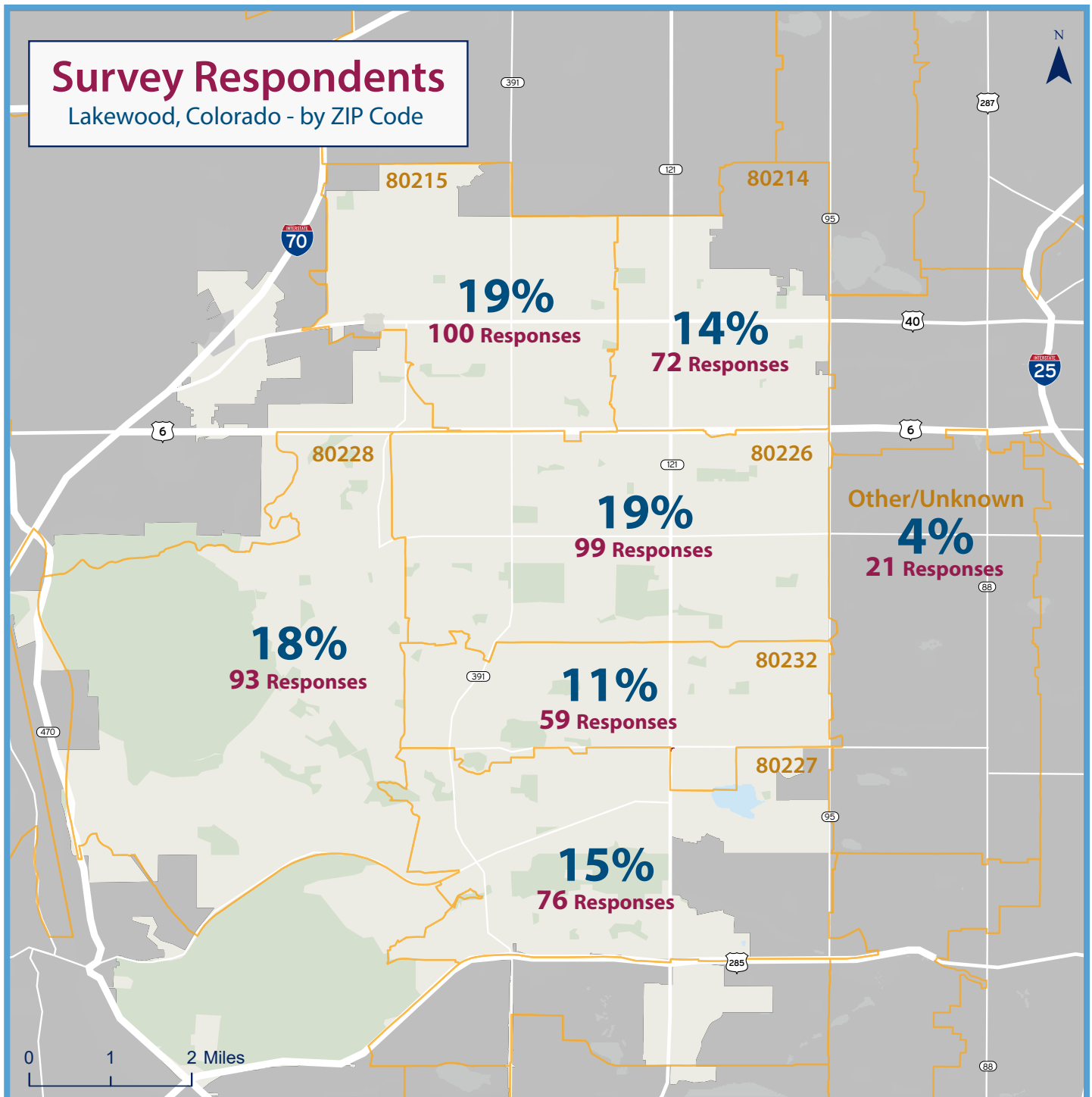
Parking Concerns Near Home

70% of respondents reported they do not have trouble finding parking near their homes.

Of the 30% of respondents that reported they have trouble finding parking near their homes, the following map and charts illustrate by ZIP code how far away from their home respondents report parking.

Parking Issues Near Home:
Lakewood, Colorado - by ZIP Code

80215

1%
5%
9%
10%
8%
67%

80214

17%
17%
41%
10%
8%
4%
3%

80228

2%
3%
3% 2%
7%
9%
74%

80226

80232

2% 3%
5%
7%
83%

1%
4%
3%
10%
82%

80227

2%1%1%
5%
11%
7%
73%

Overall Responses

6% 3% 3%
4%
8%
6%
70%

Legend

Do you or your guests have trouble finding parking in front of or near your home?

- No

If yes: On average, how far do you have to park when you can't find a space near your home?

- Two houses away
- Three to five houses away
- Five houses away
- One block away
- Two blocks away
- Three or more blocks away

0   1   2 Miles

2%
8%
19%
11%
60%

Legend

Do you have trouble finding parking near places you like to visit in Lakewood?

- No

If yes: On average, how far do you have to park when you can't find a space near your destination?

- Less than a block away
- Two blocks away
- Three blocks away
- Four or more blocks away

Parking Concerns Near Destinations

60% of respondents said they do not have trouble finding parking near destinations. Of the 40% of respondents that reported they have trouble finding parking near destinations, the following chart illustrates how far away from their destination they reported parking.

Location-Specific Parking Concerns

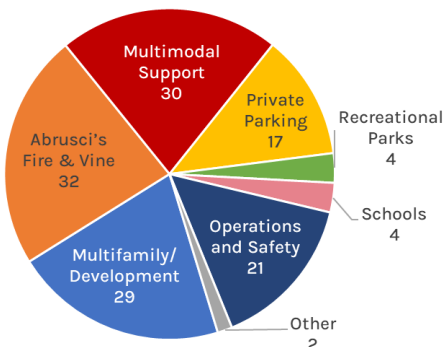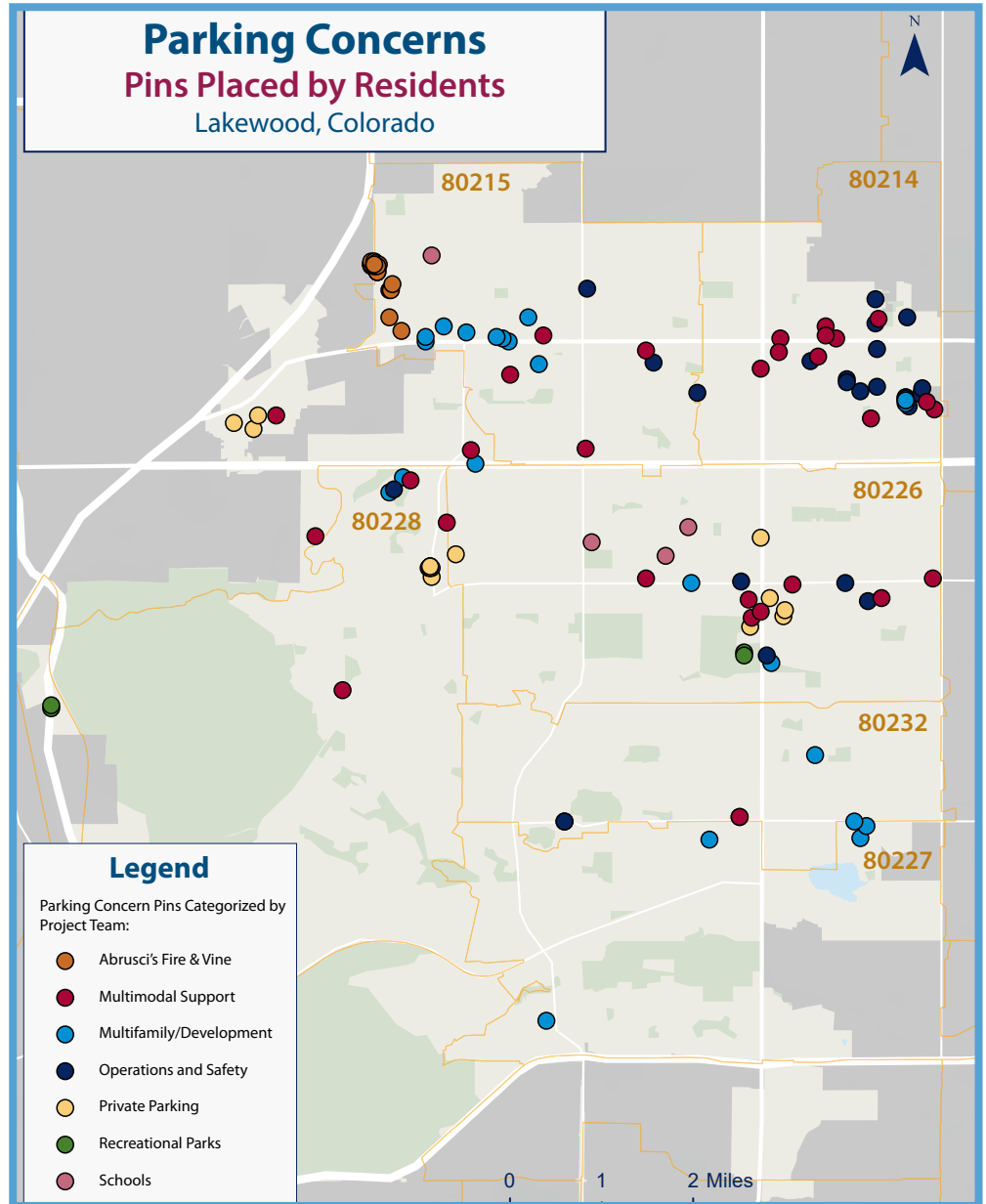77 respondents placed 139 comments on the map, as shown below.

Residents' highest parking concerns:

- o Abrusci's Fire & Vine patrons parking and driving unsafely on residential streets
- o High on-street parking demand near multi-family development
- o Unsafe parking behavior such as parking in bike lanes
- o High on-street parking demand near some parks and schools
- o High off-street parking demand at commercial centers

The chart below shows major themes communicated by residents, including the total number of comments received for each category.

Major Themes:

- • Abrusci's Fire & Vine
- • Multimodal Support
- • Multifamily/Development
- • Operations and Safety
- • Private Parking
- • Recreational Parks
- • Schools

Parking Concerns
Pins Placed by Residents
Lakewood, Colorado

80215   80214

80228   80226

80232

80227

Legend

Parking Concern Pins Categorized by Project Team:

- Abrusci's Fire & Vine
- Multimodal Support
- Multifamily/Development
- Operations and Safety
- Private Parking
- Recreational Parks
- Schools

0   1   2 Miles

Multimodal Support 30

Private Parking 17

Recreational Parks 4

Abrusci's Fire & Vine 32

Schools 4

Multifamily/Development 29

Operations and Safety 21

Other 2

ABRUSCI'S FIRE & VINE

Abrusci's Fire & Vine restaurant and the surrounding neighborhood received the most comments from respondents.

- o 32 comments from 25 respondents
- o **Main concern: There is not enough parking in the restaurant lot, so patrons are parking on nearby residential streets. This has resulted in unsafe driving behaviors, such as speeding, and inappropriate parking behaviors, such as blocking resident driveways.**
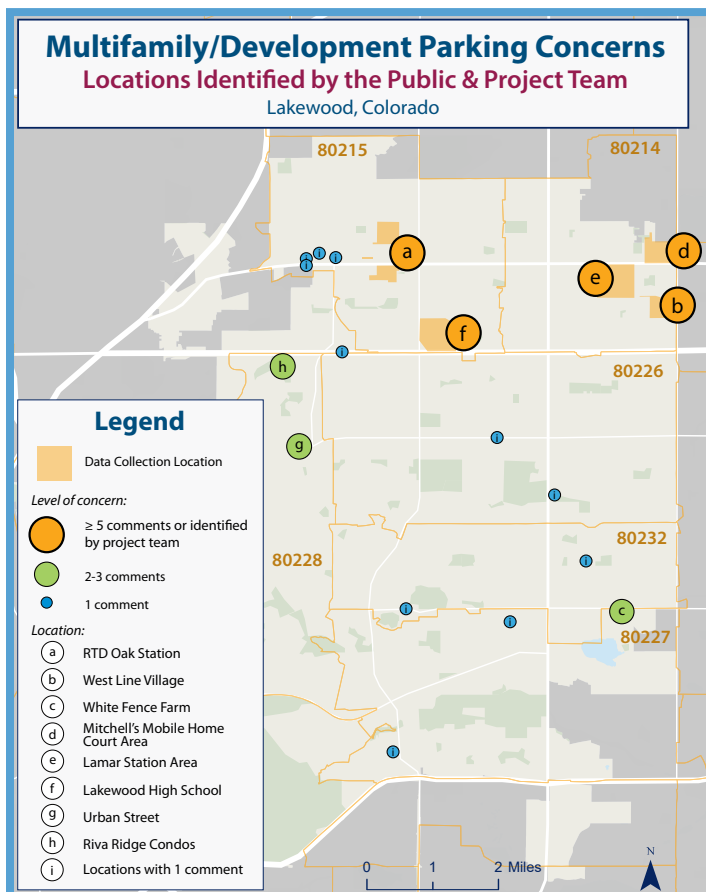
MULTIMODAL SUPPORT

Respondents expressed a desire for infrastructure that supports multimodal options for travel. Multimodal infrastructure includes facilities that support modes of travel other than a personal vehicle, such as bicycle lanes, multi-use paths, sidewalks, wayfinding, and transit stops. Multimodal support can also include transportation demand management (TDM) strategies such as vanpool or transit pass subsidies.

- o General Multimodal Support
  - » 26 comments from 5 respondents
  - » **Main concern: Desire for more multimodal options and too much space is dedicated to parking.**
- o Bike Parking
  - » 4 comments from 3 respondents
  - » **Main concern: Bike parking needed, some locations were specified.**

MULTIFAMILY/DEVELOPMENT

High parking demand on streets surrounding multifamily development is a complaint often received by City staff and one of the reasons for commissioning the parking study. Locations of concern were identified through conversations with staff and this survey.

The project team selected five locations to collect data as case studies for citywide parking analysis. Parking restrictions and parking occupancy (demand) was collected at 5AM and Noon at the locations. Data collection at 5AM provides a baseline for resident parking demand since it is likely that only residents will be parked at that time. Data collection at Noon provides a comparison with residential demand and is considered peak parking demand from daytime nonresidential parking generators.

Multifamily/Development Parking Concerns
Locations Identified by the Public & Project Team
Lakewood, Colorado

Legend

Data Collection Location

Level of concern:

≥ 5 comments or identified by project team

2-3 comments

1 comment

Location:
- a RTD Oak Station
- b West Line Village
- c White Fence Farm
- d Mitchell's Mobile Home Court Area
- e Lamar Station Area
- f Lakewood High School
- g Urban Street
- h Riva Ridge Condos
- i Locations with 1 comment

- o 29 comments from 28 respondents
- o **Main concern: Parking difficulty by multifamily and concerns about future development.**
- o Top locations that were identified by the public and project team:
  - a. Oak Station area
    (5 comments from 5 respondents)
  - b. West Line Village
    (8 comments from 8 respondents)
  - c. White Fence Farm
    (3 comments from 3 respondents)
  - d. Depew and 16th Residential Area/Mitchell's Mobile Home Court area
    (identified by project team)
  - e. Lamar Station area
    (identified by project team)
  - f. Lakewood High School
    (identified by project team)
  - g. Urban Street
    (2 comments from 2 respondents)
  - h. Riva Ridge Condos
    (2 comments from 2 respondents)
  - i. 11 locations
    (1 comment each)

OPERATIONS AND SAFETY

Respondents identified locations in the City where parking and/or driving behavior posed a safety or traffic operations concern.

- o 21 comments from 8 respondents
- o **Main concern: Cars regularly parked blocking sidewalks and bike lanes, requiring pedestrians and cyclists to use the street. Unsafe driving conditions due to illegal parking.**

PRIVATE PARKING

A few private parking areas were identified by respondents as having parking concerns.

- o Union Boulevard
  - » 9 comments from 7 respondents
  - » **Main concern: Difficult to find parking in commercial area along Union Boulevard.**
- o Belmar Shopping Center
  - » 5 comments from 5 respondents
  - » **Main concern: Difficult to find parking near the Belmar shopping area.**
- o Colorado Mills Mall
  - » 3 comments from 3 respondents
  - » **Main concern: Difficult to find parking near the mall. Traffic operations concerns, including recommendations for a roundabout at the western entrance.**
- o 2585 S Lewis Way
  - » 1 email from 1 resident
  - » **Main concern: Businesses in this area have a high parking demand during peak times.**

Photo provided by respondent shows a vehicle parking in the bike lane.

Photo provided by respondent shows vehicles blocking the sidewalk.

RECREATIONAL PARKS

Two parks were identified as having parking concerns.

- o 4 comments from 4 respondents
- o **Main concern: Not enough parking available to access William Frederick Hayden and Belmar parks.**
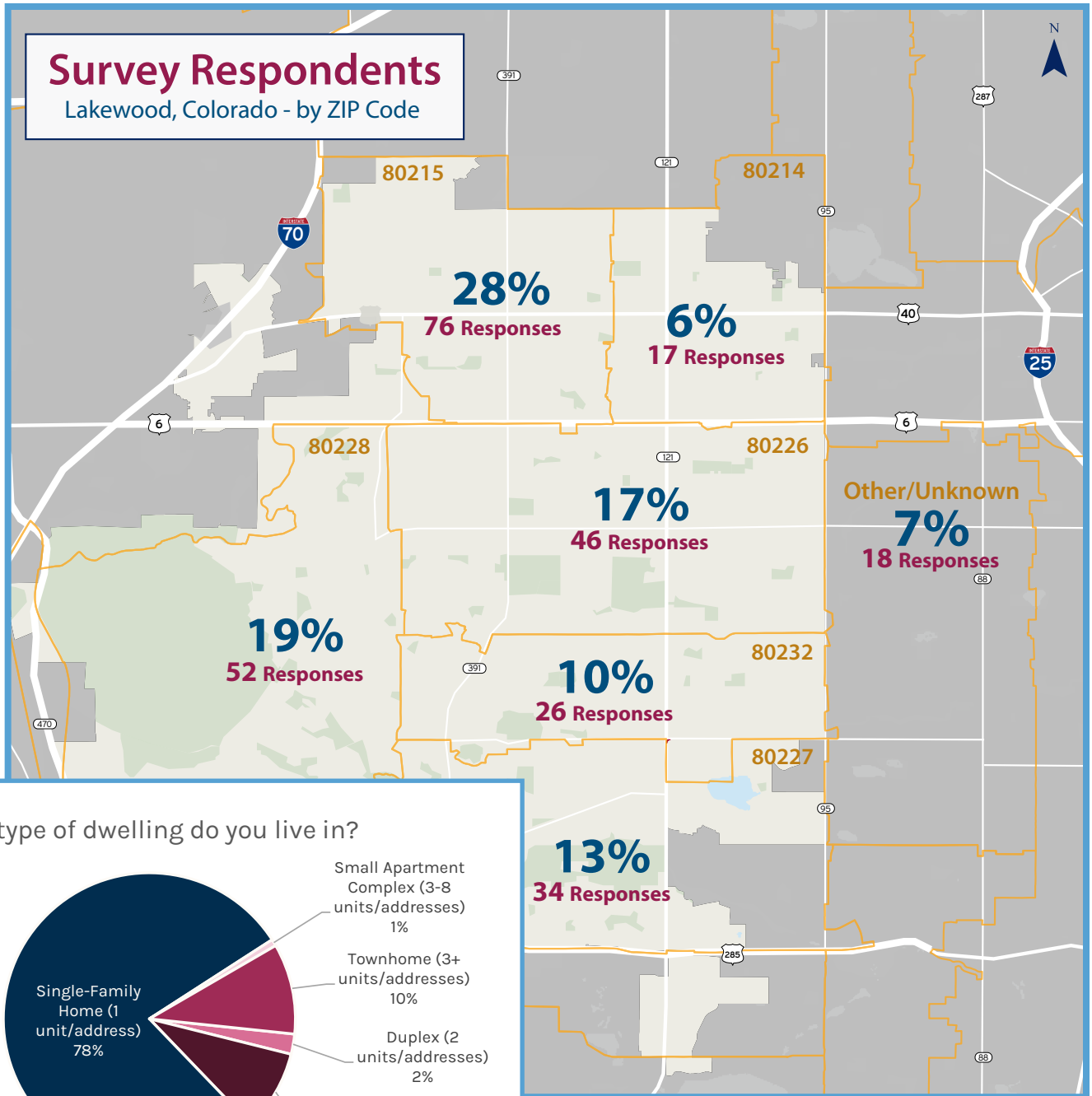
SCHOOLS

Three schools were identified as having parking concerns, especially around pick-up/drop-off times.

- o 4 comments from 2 respondents
- o **Main concern: Not enough parking available near Colorado Christian University (2 comments), South Lakewood Elementary (1 comment), and Stober Elementary (1 comment).**
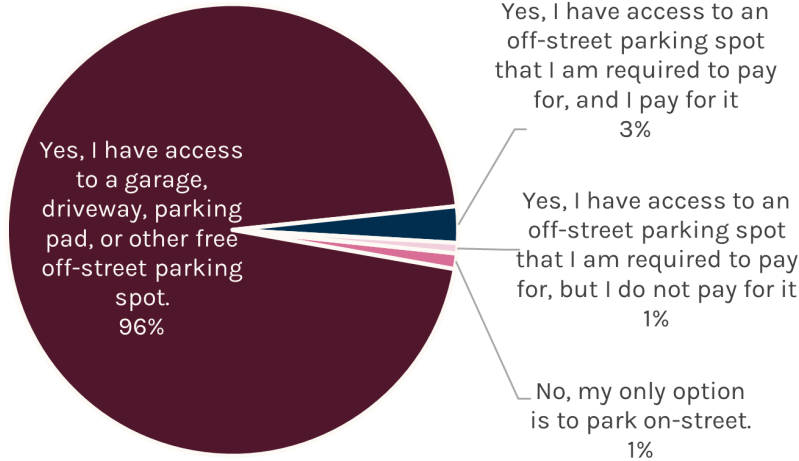
APPENDIX B: PUBLIC SURVEY #2 - SPRING 2023

A second citywide parking survey was conducted to gather feedback on parking management tools that could be implemented in Lakewood. The survey also included questions about parking-related demographics such as type of dwelling and available parking locations. The survey was open April 28-May 26, 2023 and had 269 respondents.

The map below shows the distribution of the 269 respondents by ZIP code.

Survey Respondents
Lakewood, Colorado - by ZIP Code

80215
28%
76 Responses

80214
6%
17 Responses

80228

80226
17%
46 Responses

Other/Unknown
7%
18 Responses

19%
52 Responses

80232
10%
26 Responses

80227

13%
34 Responses

What type of dwelling do you live in?

Single-Family Home (1 unit/address) 78%

Small Apartment Complex (3-8 units/addresses) 1%

Townhome (3+ units/addresses) 10%

Duplex (2 units/addresses) 2%

Larger Apartment Complex (9+ units/addresses) 9%

Parking Access

Do you have access to off-street parking, whether or not you use the parking space(s)?

Yes, I have access to a garage, driveway, parking pad, or other free off-street parking spot.
96%

Yes, I have access to an off-street parking spot that I am required to pay for, and I pay for it
3%

Yes, I have access to an off-street parking spot that I am required to pay for, but I do not pay for it
1%

No, my only option is to park on-street.
1%

Off-Street Parking

96% of respondents have access to free off-street parking space(s) including a garage, driveway, parking pad or other off-street parking spot. 3% of respondents have access to paid off-street parking.
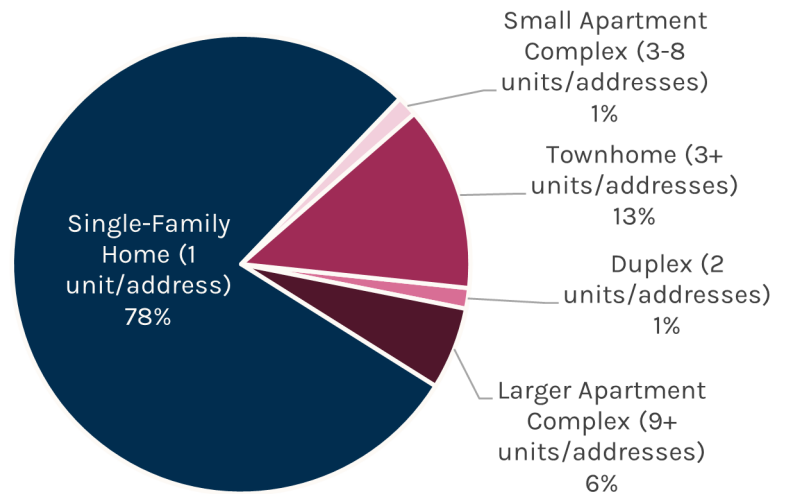
On-Street Parking

74% of respondents do not park vehicles on-street compared to 26% of respondents who do park on the street.
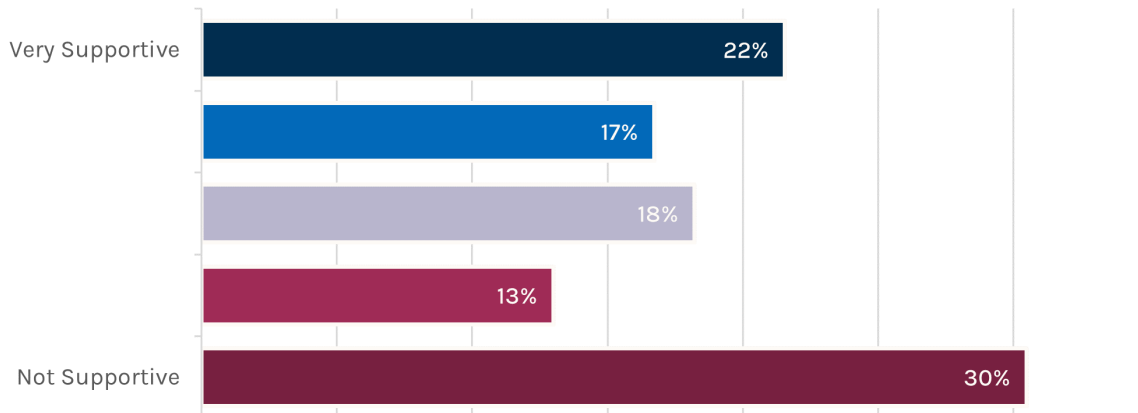
Top Reasons for Parking on-street:

o **64%** said there is not sufficient off-street parking to accommodate all of their vehicles.

o **27%** said it's more convenient to park on-street.

o **9%** responded with other reasons, such as not having easy access to off-street parking, uses driveway or garage for other purposes, and avoiding oil stains on personal property.

o Most respondents that answered with the top two reasons live in single-family homes.
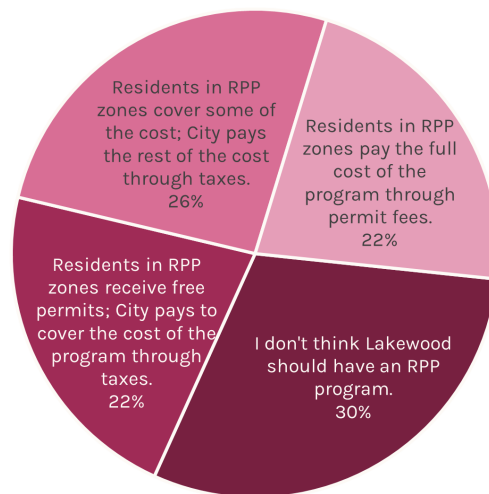
If you park on-street, where do you live?

Single-Family Home (1 unit/address)
78%

Small Apartment Complex (3-8 units/addresses)
1%

Townhome (3+ units/addresses)
13%

Duplex (2 units/addresses)
1%

Larger Apartment Complex (9+ units/addresses)
6%

Residential Parking Permit Program Feedback

Do you think that the City should establish an RPP program?

Very Supportive	22%
	17%
	18%
	13%
Not Supportive	30%

What is your preference for funding an RPP program?

- Residents in RPP zones cover some of the cost; City pays the rest of the cost through taxes. **26%**
- Residents in RPP zones pay the full cost of the program through permit fees. **22%**
- Residents in RPP zones receive free permits; City pays to cover the cost of the program through taxes. **22%**
- I don't think Lakewood should have an RPP program. **30%**

Do you support allocating City budget to increase parking enforcement of unsafe and illegal parking behavior?

Very supportive	49%
	23%
	13%
	5%
Not supportive	10%
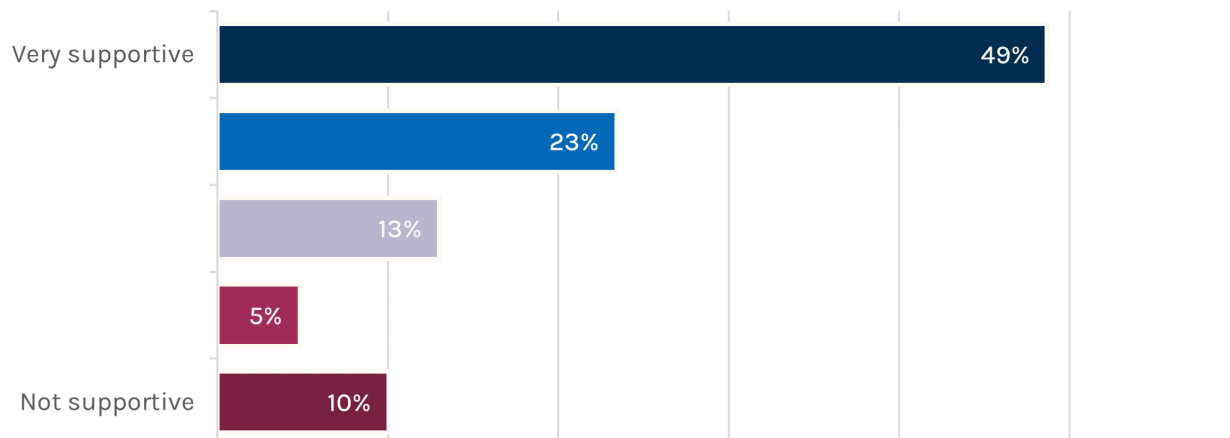
Transportation Demand Management Tools

Survey respondents showed interest in more frequent and reliable public transit, an e-bike rebate program, and increased wayfinding and secure parking locations for bikes.

Table 3: Ranked TDM Tools by Public

TDM Tools	Average Response (out of 5)
More frequent and reliable public transit	2.9
E-bike rebates (like the new Denver program)	2.8
Better bike wayfinding	2.7
More secure bike parking locations	2.7
Electric vehicle charging station	2.5
Subsidized transit pass from employer or apartment building	2.3
Employee commute programs	2.1
Bike/scooter share	1.9
Carshare	1.7

APPENDIX C: PARKING OCCUPANCY DATA

Location #1: Depew St. and 16th Ave. Residential Area

This area contains Mitchell's Mobile Home Court, Alta Sloan's Lake apartment building, WestLake Care Community, townhomes, and is adjacent to King Soopers. Occupancy data was collected on a weekday (November 30, 2022) at 5AM to record overnight residential parking demand and Noon to record parking demand from non-residents.

Key Concerns

1. High on-street parking demand in residential areas.

Existing Restrictions (*as of November 2022*)

Curbside Restrictions

— 2 HR Parking 8:30AM to 5:30PM
— Bus Stop or Loading Only
— Customer/Future Resident Parking Only
— Handicap Parking Only
— No Parking
— No Parking 9AM-3PM Sat Sun & Hol Exc
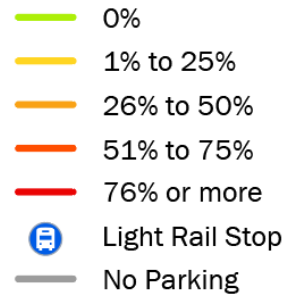— Private Parking
— Unrestricted
⊖ Light Rail Stop

Restrictions as of March 2022

Occupancy Data (as of November 2022)

Weekday 5AM: 11/30/22

Curbside Occupancy

───	0%
───	1% to 25%
───	26% to 50%
───	51% to 75%
───	76% or more
🚌	Light Rail Stop
───	No Parking

Weekday Noon: 11/30/22

Key Takeaways

1. High 5AM demand from residents near Mitchell's Mobile Home Court and townhomes shows that many residents utilize on-street spaces for their vehicles.

2. Streets near WestLake Care Community show high daytime demand, likely from employees and visitors.

Location #2: RTD Lamar Station Area

This area currently contains at least seven multifamily apartment buildings, with more proposed for development. Occupancy data was collected on a weekday (November 30, 2022) at 5AM to record overnight residential parking demand and Noon to collect external demand, such as from transit commuters.

Key Concerns

1. High on-street parking demand due to multiple multifamily residential buildings near the RTD station.

2. More multifamily buildings and development planned for the area (in Summit Brick Company lot and other areas north of Lamar St.).

3. Multifamily buildings may not have sufficient off-street parking supply to accommodate resident demand (ranging from one paid space per unit to multiple free spaces per unit.

### Existing Restrictions (*as of November 2022*)

Curbside Restrictions

— 2 HR Parking 8:30AM to 5:30PM
— Bus Stop or Loading Only
— Customer/Future Resident Parking Only
— Handicap Parking Only
— No Parking
— No Parking 9AM-3PM Sat Sun & Hol Exc
— Private Parking
— Unrestricted
⊖ Light Rail Stop

Restrictions as of March 2022

Occupancy Data (as of November 2022)

Weekday 5AM: 11/30/22

Curbside Occupancy

- 0%
- 1% to 25%
- 26% to 50%
- 51% to 75%
- 76% or more
- Light Rail Stop
- No Parking
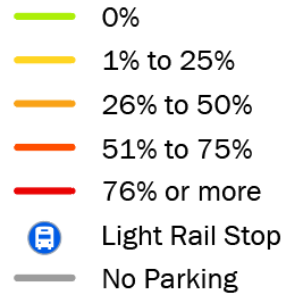
Weekday Noon: 11/30/22

Key Takeaways

1. Streets adjacent to multifamily buildings on 13th Ave. show high 5AM and Noon demand, likely from residents of the multifamily buildings. These buildings supply at least the 1.0-1.25 minimum parking spaces per unit as required by their zoning designation. The project team did not collect the parking occupancy in private off-street lots.

Location #3: Lakewood High School Area

This area includes Lakewood High School and single-family residential homes. Occupancy data was collected on a weekday (December 5, 2022) at 5AM to record overnight residential demand and 9:30AM during homeroom to collect student parking demand at a time when it was assumed the most students would be present based on coordination with Lakewood High School and Jefferson County staff.

Key Concerns

1. Historically, students may have been parking on-street in residential areas during school hours and game days. This data was collected to determine if past mitigations including restriping of the school parking lot and No Parking signage in the neighborhoods improved the issues.

### Existing Restrictions (*as of December 2022*)

Curbside Restrictions

— 15 Min Parking Loading Only

— Handicap Parking Only

— LHS 1 Hour Parking

— LHS Parking Only

— No Parking

— No Parking 7AM to 8AM, 3PM to 4PM Mon-Fri

— No Parking 6AM to 4PM Sat Sun Hol Exc

— No Parking Anytime
Residents and Guests of This Block Excepted

— Private Parking

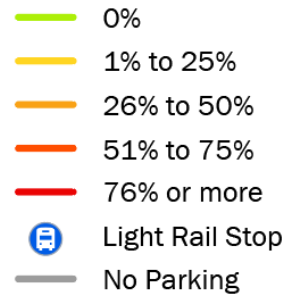— Unrestricted

--- Construction

⊖ Light Rail Stop

Restrictions as of March 2023
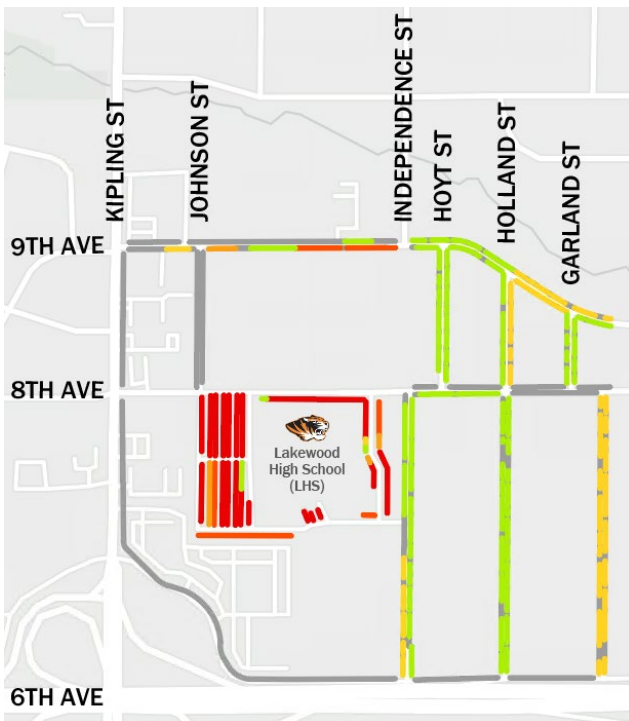
Occupancy Data (as of December 2022)

Weekday 5AM: 12/5/22

Curbside Occupancy

▬	0%
▬	1% to 25%
▬	26% to 50%
▬	51% to 75%
▬	76% or more
🚌	Light Rail Stop
▬	No Parking
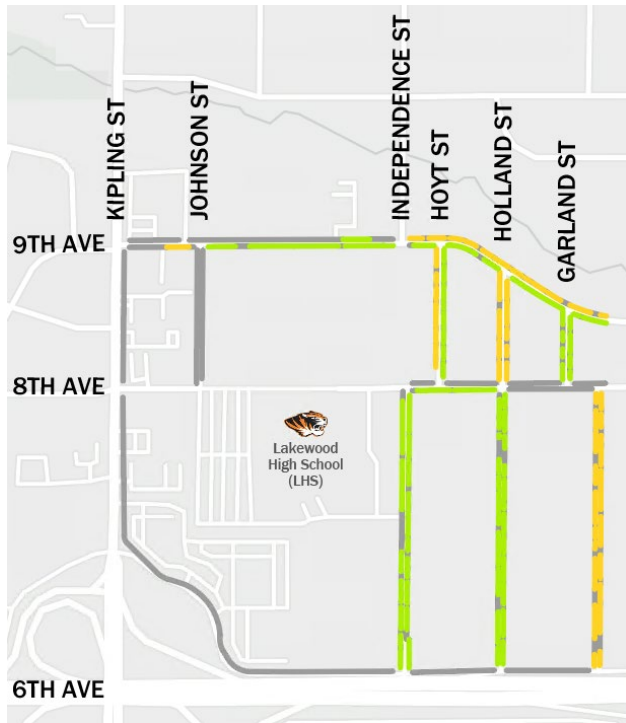
Weekday 9:30AM: 12/5/22

Key Takeaways

1. Low parking occupancy on the streets around the school and high occupancy in the lot imply that the restriping of the student lot provides the needed capacity to meet demand.

2. There is low occupancy on residential streets overnight.

Location #4: RTD Oak Station Area

This area contains multiple existing (Avenida, Westlink, and Oak Street Station) and planned multifamily buildings, as well as large stores such as King Soopers and in Westland Shopping Center. Occupancy data was collected on a weekday (March 15, 2023) at 5AM to record overnight residential parking demand and Noon to record parking demand from non-residents.

Key Concerns

1. Multifamily development is likely to replace where Westland Shopping Center is currently. Nearby single-family home residents are concerned about the future impact on parking demand.

2. High parking demand on the streets near Oak Street Station Apartments.

3. High parking demand on 15th Pl. due to Avenida apartments, with increased demand anticipated from future development.

Existing Restrictions (*as of March 2023*)

Curbside Restrictions

──	15 Min Parking Loading Only
──	Handicap Parking Only
──	LHS 1 Hour Parking
──	LHS Parking Only
──	No Parking
──	No Parking 7AM to 8AM, 3PM to 4PM Mon-Fri
──	No Parking 6AM to 4PM Sat Sun Hol Exc
──	No Parking Anytime Residents and Guests of This Block Excepted
──	Private Parking
──	Unrestricted
---	Construction
⊖	Light Rail Stop

Restrictions as of March 2023

Occupancy Data (*as of March 2023*)

Weekday 5AM: 3/15/23

Weekday Noon: 3/15/23

Curbside Occupancy

- ![green line] 0%
- ![yellow line] 1% to 25%
- ![orange line] 26% to 50%
- ![red-orange line] 51% to 75%
- ![red line] 76% or more
- 🚌 Light Rail Stop
- ![gray line] No Parking
- - - - Construction

Key Takeaways

1. Streets adjacent to Oak Street Station Apartments show high 5AM and Noon demand, likely from residents of the multifamily buildings. This building supplies at least the 1.0 minimum parking space per unit as required by its zoning designation. The project team did not collect parking occupancy in the private off-street lots.

2. There is low on-street parking demand in single-family residential area north of 17th Ave.

3. Low utilization of RTD Oak Station Park-n-Ride lot at 5AM and Noon.

4. A loading zone was recently added in front of Avenida on 15 Pl. to accommodate pick-up/drop-off and deliveries.

Location #5: RTD Sheridan Station/West Line Village Area

This area contains the West Line Village townhomes, Traverse Apartments, and Sheridan Station Apartments. Occupancy data was collected on a weekday (March 15, 2023) at 5AM to record overnight residential parking demand and Noon to record parking demand from non-residents.

Key Concerns

1. High on-street demand near West Line Village townhomes.

## Existing Restrictions (*as of March 2023*)
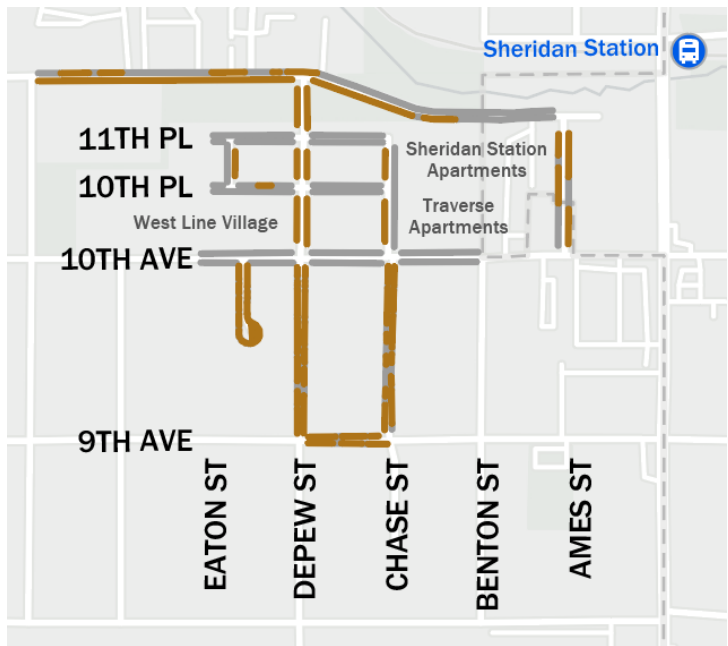
Curbside Restrictions

— 15 Min Parking Loading Only

— Handicap Parking Only

— LHS 1 Hour Parking

— LHS Parking Only

— No Parking

— No Parking 7AM to 8AM, 3PM to 4PM Mon-Fri

— No Parking 6AM to 4PM Sat Sun Hol Exc

— No Parking Anytime
Residents and Guests of This Block Excepted

— Private Parking
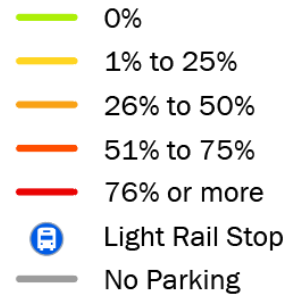
— Unrestricted

- - - Construction

🚆 Light Rail Stop

Restrictions as of March 2023
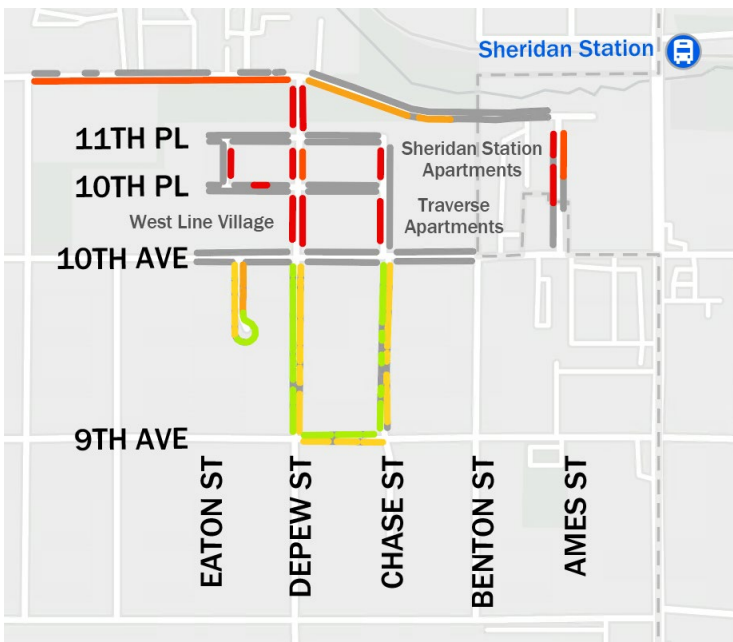
Occupancy Data (*as of March 2023*)

Weekday 5AM: 3/15/23

Curbside Occupancy

- ── 0%
- ── 1% to 25%
- ── 26% to 50%
- ── 51% to 75%
- ── 76% or more
- 🚌 Light Rail Stop
- ── No Parking
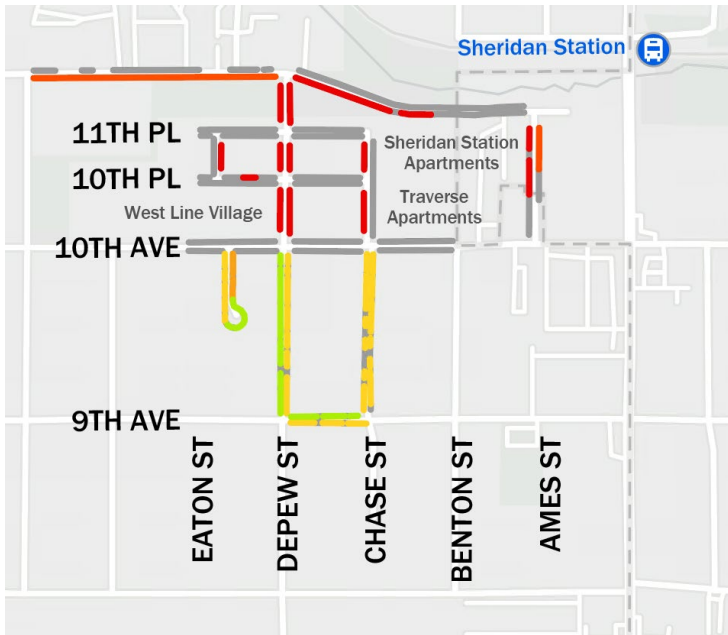
Weekday Noon: 3/15/23

Key Takeaways

1. Very high parking demand for the limited on-street space in West Line Village townhomes area.

2. Many cars were observed parked illegally on sidewalks and in no parking zones in the West Line Village area.

3. The single-family residential area south of 10th Ave. does not seem to be impacted by the parking demand from West Line Village.

Location #6: Abrusci's Fire and Vine Area

This area contains Abrusci's Fire and Vine restaurant lot and residential land uses. Drone video was collected by residents on a weekday (March 9, 2023) and weekend evening (March 4, 2023) to record parking demand for the restaurant and parking behaviors of restaurant patrons.

Key Concerns

1. High on-street parking demand and unsafe driving behavior from patrons in residential areas.

Table 4 shows the number of parked vehicles observed in the restaurant lot and along adjacent streets. The Abrusci's parking lot had 22 available parking spaces on the data collection days (three of the 25 parking spaces were occupied by the restaurant's food truck and bench). The peak parking demand recorded was 80 vehicles. Due to the nature of where people are currently parking, this data likely includes some residential parking demand.

Table 4: Parking Counts at Abrusci's from Drone Footage

	Thursday, March 9, 2023					Saturday, March 4, 2023				
	5:15 PM	5:30 PM	5:42 PM	6:00 PM	6:12 PM	5:15 PM	5:30 PM	5:39 PM	6:00 PM	6:15 PM
23rd Ave	13	13	13	12	13	13	13	13	17	13
West Youngfield St	5	4	4	6	6	1	1	2	3	2
East Youngfield St	5	7	12	12	12	0	0	0	8	8
Parking lot	22	22	21	22	23*	21	21	22	22	21
Myrtlewood Ln (west)	4	3	3	3	2	2	3	3	5	5
Myrtlewood Ln (east)	22	23	23	22	23	11	13	20	25	22
TOTAL	71	72	76	77	79	48	51	60	80	71

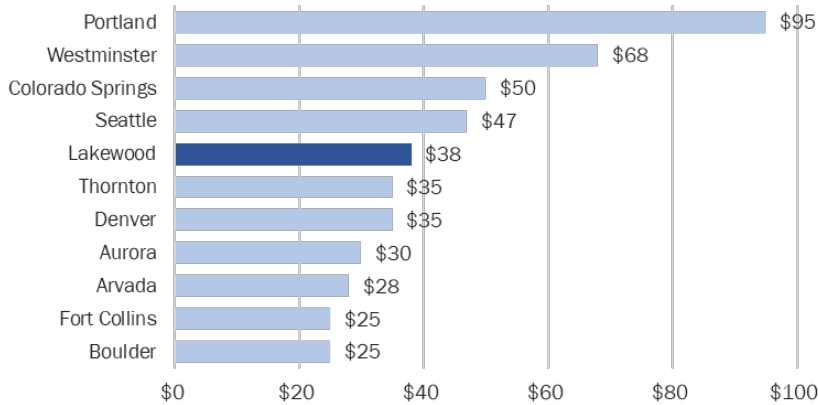*One illegally parked vehicle.

Key Takeaways

1. The parking occupancy data and observations from the drone video illustrate that there is a higher parking demand from restaurant patrons than the spaces available in the existing restaurant lot. Note that the summer peak parking demand for the restaurant is anticipated to be higher than the demand recorded in March.
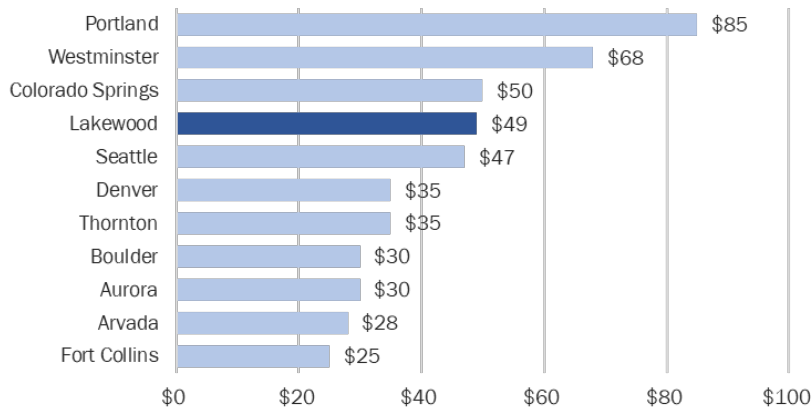
APPENDIX D: PEER CITY PARKING CITATION FEE COMPARISON AS OF SPRING 2023

The charts below compare parking citation fees in Lakewood to other Front Range and national peer cities. In general, Lakewood's fees fall in the middle of citation amounts.

Loading Zone

City	Fee
Portland	$95
Westminster	$68
Colorado Springs	$50
Seattle	$47
Lakewood	$38
Thornton	$35
Denver	$35
Aurora	$30
Arvada	$28
Fort Collins	$25
Boulder	$25

No Parking Sign

City	Fee
Portland	$85
Westminster	$68
Colorado Springs	$50
Lakewood	$49
Seattle	$47
Denver	$35
Thornton	$35
Boulder	$30
Aurora	$30
Arvada	$28
Fort Collins	$25

Fire Hydrant

City	Fee
Portland	$155
Westminster	$68
Boulder	$60
Colorado Springs	$50
Lakewood	$49
Seattle	$47
Denver	$35
Thornton	$35
Aurora	$30
Arvada	$28
Fort Collins	$25

Overtime Parking

City	Amount
Seattle	$44
Portland	$44
Denver	$35
Thornton	$35
Westminster	$33
Boulder	$30
Colorado Springs	$30
Aurora	$30
Arvada	$28
Fort Collins	$10
Lakewood	$-

Sidewalk

City	Amount
Portland	$85
Denver	$65
Colorado Springs	$50
Seattle	$47
Lakewood	$38
Thornton	$35
Westminster	$33
Aurora	$30
Boulder	$30
Arvada	$28
Fort Collins	$25

Crosswalk

City	Amount
Portland	$95
Westminster	$68
Denver	$65
Colorado Springs	$50
Lakewood	$49
Seattle	$47
Aurora	$30
Thornton	$35
Boulder	$30
Arvada	$28
Fort Collins	$25

ADA

City	Amount
Seattle	$450
Arvada	$350
Denver	$350
Colorado Springs	$350
Portland	$165
Aurora	$150
Lakewood	$115
Boulder	$112
Westminster	$103
Fort Collins	$100
Thornton	$35

Bike Lane

City	Amount
Portland	$85
Westminster	$68
Denver	$65
Colorado Springs	$50
Seattle	$47
Lakewood	$38
Thornton	$35
Boulder	$30
Aurora	$30
Arvada	$28
Fort Collins	$25