

SUMMARY OF PHASE TWO STAKEHOLDER AND PUBLIC INPUT MEETINGS (APRIL 13 – 15, 2009)

In order to solicit additional input from the Olde Town community, the City of Arvada organized five separate input meetings that took place from April 13 through 15, 2009. The meetings provided a brief review of project status and a detailed look at preliminary parking and transportation management strategies. Participants were provided with opportunities to voice their comments/concerns during each presentation. The input meetings were scheduled as follows:

- Monday - April 13, 2009:
 - City Council Study Session at 5:30 p.m.
- Tuesday – April 14, 2009:
 - Historic Olde Town Arvada Meeting at 8:30 a.m.
 - Arvada Economic Development Meeting at 11:30 a.m.
 - General Public Input Meeting at 6:00 p.m.
- Wednesday – April 15, 2009:
 - Parking and Transportation Study Stakeholder Group Meeting at 8:30 a.m.

The primary focus of each meeting was to gather input concerning the preliminary parking and transportation management strategies presented. Significant comments/concerns provided by meeting participants were as follows (organized by issue or preliminary strategy - responses are in no particular order):

- *Projection of Future Conditions*
 - Construction staging for the Gold Line could have a significant impact on parking conditions. Construction staging should be provided so as to minimize the loss of parking spaces.
 - The biggest issue will likely be the Gold Line, since this project will definitely happen in the future. The other development projects may or may not happen, or may not occur until many years in the future. Steps need to be taken to address parking impacts related to the Gold Line in advance of construction.
 - Continuing the practice of “zero parking requirements” in Olde Town is not sustainable and should be changed. Future developments should somehow provide parking for their needs.

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- Future residential development projects should include provisions that stop residents from converting parking garages into livable spaces. Residential parking garages should be for vehicle parking only.
- *Potential Future Parking Structure Locations*
 - The process to locate future parking supplies should include provisions for ADA accessible parking and adequate loading/unloading space.
 - Providing parking spaces south of the railroad tracks for the Olde Town core will not sufficiently meet parking demands. The parking would be located too far away from Olde Town businesses, and pedestrians would have to walk up a significant slope to reach the area.
 - There is often a lot of discussion concerning retail space in future parking structures. Can the retail space included in a parking structure be financially viable? How successful has parking structure retail space been in other communities?
 - More shared parking agreements are necessary to ensure the full use of available parking resources.
 - Alleys could be used for loading and employee parking.
 - The plan can't focus solely on protecting short-term parking. Long-term must be located/provided for employees, business owners, and long-term visitors. Provisions for long-term parking must be made before enforcing short-term spaces.
 - The RTD garage is legally required to be open nights and weekends for public parking (at no charge). Any parking management strategies implemented should include this issue.
 - Future parking structure sites should include areas north of Ralston Road. These areas could provide relatively convenient parking without negatively impacting sites in the Olde Town core.
 - A future parking structure could be constructed on Block 7 of the study area (on the southwest corner of Ralston Road and Upham Street – currently single family houses).
 - The site on Block 5 (Elks Lodge site) could be a good location for parking in the future.

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- Construction of a parking structure on Block 5 of the study area (Elks Lodge site) would cause serious problems for nearby merchants during construction.
- The current public parking lot east of the library (leased by the city from St. Anne's Church) may not be a viable alternative. The current lease agreement does not allow for a parking structure on the site, and the church may not agree to a structure in the future. St Anne's also has a concern regarding safety and security in parking structures. If a parking structure were located here, it would have to be of very high quality design to address these concerns.
- The potential parking location on Block 8 (Masonic Lodge site) would be too far away from the primary parking demand generators in Olde Town. The walking distances would be too great.
- A future parking structure at the existing Tiller Lot may be too expensive (excavation costs) and could present walking-related challenges (slope issues).
- *Guiding Principles*
 - Guiding principles should include the encouragement of public/private partnerships to address future parking needs. This could include RTD and private developers.
 - The guiding principles should stress the importance of proper management.
 - Safety and security should be emphasized in the guiding principles.
- *Parking and Transportation System Organization and Management*
 - There are two areas in question: the area north of the railroad tracks and the area to the south. The two areas will require different parking and transportation strategies. Since these areas will function independently, parking management, planning, and organization will be different.
 - The city should be responsible for managing the parking and transportation system in Olde Town.
 - Management of the Olde Town parking system should be community based so as to be more responsive to stakeholder concerns/needs.
 - Parking operations and daily management could be outsourced.



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- *Parking and Transportation System Funding Strategies*
 - Future developments should provide for their own parking needs.
 - Future developments should provide adequate assistance to address parking needs in Olde Town. Parking in-lieu fees could be a good way to get future developments to help fund future parking facilities.
 - Should the whole city help subsidize parking in Olde Town?
 - Yes, the parking helps maintain a viable Olde Town that everyone can benefit from (e.g., shops/services and tax revenues).
 - No, only those businesses/visitors/employees that directly benefit from the parking should pay for it.
 - Special assessments levied on current businesses for parking/transportation management would not be fair. Why should current businesses pay for parking challenges created by the Gold Line or future developments?
- *Parking and Transportation Ordinance*
 - A future ordinance should be flexible, and include the ability to use different strategies north and south of the railroad tracks.
 - A future parking and transportation ordinance could concern some members of the community that are unsure of parking enforcement or pay parking.
 - It is not clear if a large "parking and transportation district" would be appropriate (encompassing both Olde Town and "New Town") or if two separate districts should be created (one for the area north of the railroad tracks and one south of the tracks).
- *Parking Enforcement and Pay Parking*
 - Parking enforcement is needed. It should evolve over time with the completion of the commuter rail station.
 - Parking enforcement should be in place by the time the RTD station opens.
 - Parking enforcement could negatively impact Olde Town and discourage visitors. Parking enforcement should be delayed as long as possible.



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- Would it be possible to outsource parking enforcement to an experienced provider?
- Residential permit programs may be needed in the future to help protect parking for residents.
- Parking enforcement should also include strategies to deal with parking for special events and sporting events in downtown Denver (e.g., Broncos games).
- Pay parking could be a good option for funding parking operations and future parking facilities.
- Pay parking would negatively impact Olde Town businesses and discourage visitors. Implementing pay parking should be delayed as long as possible, at least until after the commuter-rail station is completed.
- *Signage and Wayfinding*
 - Signage and wayfinding is important to help Olde Town visitors find parking spaces/locations. More parking-related signage is needed.
 - Could future signage and wayfinding strategies include counting systems that would help drivers find available parking?
- *Security and Lighting*
 - Security measures should include effective graffiti removal.
 - Sufficient lighting is needed in all parking areas, and will be especially important in the proposed RTD garage.
- *Loading and Delivery*
 - Additional loading spaces are needed.
 - Discussions of additional loading and delivery space should include alleyways. Alleys could also provide parking for employees.
- *Communications and Marketing*
 - Future communications and marketing efforts should be focused on the Olde Town area as a whole, with parking as a piece of the information provided.

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- Additional educational efforts are required to help Olde Town visitors, employees, and business owners understand parking and transportation issues in the area. This effort would include implementing parking and transportation management strategies.
- *Transportation Demand Management (TDM)*
 - Could a shuttle be provided in the future to move people between primary destinations and perimeter/remote parking locations? A shuttle could be more financially viable than a new parking structure, or at least delay the need for new parking facilities. Shuttles could also help move people around the Olde Town area.
 - Future transportation strategies could include the use of bicycle taxis (or a similar service) to move people between parking areas and primary destinations.
 - There are concerns related to the completion of two separate studies for parking/transportation and pedestrian issues. Parking/transportation and pedestrian issues are significantly linked, and the best parking options will be impacted by recommended pedestrian strategies.
 - More bicycle parking is needed in Olde Town. The bicycle parking currently provided throughout Olde Town (bollards with metal loops) is not easily identifiable as bicycle parking.
 - Carpooling seems to be the most effective pre-rail transportation demand management strategy.
 - Special parking could be provided for carpools and hybrid vehicles (e.g., green meters).
 - Consider the mobility needs of elderly populations as you develop the TDM program.
- *Other Issues/Comments*
 - There is a concern that the parking occupancy counts included only one week's worth of data.