



LOVELAND PLANNING COMMISSION MEETING AGENDA

**Monday, January 28, 2019
500 E. 3rd Street – Council Chambers
Loveland, CO 80537
6:30 PM**

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LOVELAND PLANNING COMMISSIONERS: Patrick McFall (Chair), Michael Bears, Jeff Fleischer, Rob Molloy, Tim Hitchcock, David Hammond, Milo Hovland, Susan Peterson, and Deborah Tygesen.

CALL TO ORDER

I. PLEDGE OF ALLEGIANCE

II. REPORTS:

a. Citizen Reports

This is time for citizens to address the Commission on matters not on the published agenda.

b. Current Planning Updates

1. Monday, February 11, 2019

- i. Accomplishments/Goals for 2019 – Robert Paulsen**
- ii. 2018 Development Services Report – Robert Paulsen**
- iii. 2019 Comp Plan Amendments – Jennifer Hewett-Apperson**

2. Hot Topics:

c. City Attorney's Office Updates:

d. Committee Reports

e. Commission Comments

III. APPROVAL OF MINUTES

Review and approval of the January 14, 2019 Meeting minutes

IV. REGULAR AGENDA

1. Downtown Parking Study – David Eisenbraun

The purpose of this item is to review the findings from Phase I of the Loveland Downtown Parking Study and Strategic Plan. Downtown Loveland (“Downtown”) is the cultural and historic center of the city and is host to a wide-range of restaurants, retailers, and arts galleries. In addition to the many modern cultural amenities, the historic nature of the downtown, reenergized by recent preservation efforts, has made it an attractive place for tourists and visitors alike and has served as an anchor for future community reinvestment. These circumstances have created a need for a comprehensive parking study to understand supply and demand, and to develop a strategy to address parking issues effectively.

This item is solely administrative currently and requires no action at this time. Phase II will incorporate more decision based inquires where you all will be asked to vote and recommend on certain action items to be determined at this time.

V. ADJOURNMENT

CITY OF LOVELAND
PLANNING COMMISSION MINUTES
January 14, 2019

A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on January 14, 2019 at 6:30 p.m. Members present: Acting Chairman McFall; and Commissioners Molloy, Fleischer, Bears, Hammond, Hovland, Peterson, and Tygesen. Members absent: none. City Staff present: Robert Paulsen, Current Planning Manager; Laurie Stirman, Assistant City Attorney; Lisa Rye, Planning Commission Secretary.

These minutes are a general summary of the meeting. A complete video recording of the meeting is available for two years on the City's web site as follows: <https://loveland.viebit.com/>

CITIZEN REPORTS

- **Mr. Ryan Tripp** stated that he lives in the Garden Gate development. It was brought to his attention that there is a proposed potential development west of where he lives, east of Boise Ave. He understands there will be 99 tiny homes with average price of \$150,000, and the average price of his neighborhood is \$350,000 to \$400,000. **Mr. Tripp** mentioned that too many houses will be crammed into 8 acres, and he is concerned about how close the homes will be situated and concerned with fire protection. He has heard that there will not be garages for the proposed new homes, and the square footage will be approximately 800 square feet per home. Although he understands there is a need for affordable housing, he wishes to see the land used for fewer, higher-priced homes. He is concerned that his housing investment will lose value because of this development. **Commissioner Molloy** asked for clarification of the address; **Mr. Tripp** stated he believes the address of the proposed development is 604 S. Boise Avenue.
- **Ms. Shawna White** spoke of the article published in the Reporter Herald in December which discusses the population density for the proposed development. **Ms. White** mentioned that the traffic on Boise and 1st Street is already very busy due to the Charter School and Winona Elementary. She also spoke of the very narrow bridge on Boise Avenue, by the water treatment plant, that will contribute to traffic issues.
- **Mr. Darren Sickman**, a resident of Green Teal Court, mentioned that it has been proposed that his street will be opened up and will continue through to Boise. He is concerned about the increase of traffic on his currently quiet street, and for what has been nicknamed “Suicide Bridge”, which is already very dangerous. **Mr. Sickman** stated that he disagrees that the pricing of the proposed homes is affordable and believes buyers will be taken advantage of.
- **Ms. Jill West** spoke about the proposal to extend Green Teal Court, and mentioned the residents are being told that it is in the City's master plan to do this and that it is considered a fire and life safety issue. She explained that she read through the master plan and saw

nothing about extending Green Teal Court, and after reading the guidelines of what would be considered a fire and life safety issue, she doesn't agree that it is an issue.

- **Duane Rorie** described the area in which he lives as a very family friendly community with many children that ride their bikes through the neighborhood. He stated that there is no bus service in their neighborhood to and from Conrad Ball Middle School, so many kids are trying to cross the street and cannot do so safely. He believes traffic in this area is of huge concern, especially if traffic is to increase.

Mr. Robert Paulsen, Current Planning Manager, addressed the citizen comments by stating he knows of the proposed development, although there is currently no application that has been filed with the City. He explained that there will be an opportunity for a neighborhood meeting that will be attended by City staff if the project materializes. The proposed annexation and zoning request would require public hearings before the Planning Commission and the City Council. When that time comes, citizens are welcome to participate in the public input process. **Mr. Paulsen** also offered area residents the possibility to meet with city staff to explain the process of this proposed development, and gave them his contact information.

CURRENT PLANNING UPDATES

1. **Robert Paulsen, Current Planning Manager**, reviewed the agenda items scheduled for the Monday, January 28, 2019 Planning Commission meeting. An election of officers and committee assignments is scheduled for that meeting; David Eisenbraun, Strategic Planning, will be providing a presentation on the downtown parking program. And lastly, a Planning Commission report will be presented by Mr. Paulsen, which will provide an update departmental activities and trends in the area over the past year as compared to previous years.
2. **Jennifer Hewett-Apperson, Strategic Planning**, presented a brief update regarding the Highway 402 Project. She stated that staff and a consultant team from Olsson Associates has been studying the area by completing an existing conditions analysis, facilitating public engagement activities (including a charrette meeting and public open houses), and through conceptual planning. The City has been working closely with Larimer County as much of the area land is unincorporated. Staff is hoping to have the project completed and adopted in the Summer of 2019.

Mr. Paulsen suggested that there could be an opportunity for a study session for Planning Commissioners to review project plans and meet the project consultant team. Any commissioners interested should forward their contact information to **Ms. Hewett-Apperson**, and she will get them updated with the project. Commissioners will be presented with the plan proposal eventually, and staff would like them well-informed before that occurs.

Commissioner Hitchcock questioned if the widening of Highway 402 is part of the study. **Ms. Hewett-Apperson** replied that the widening is being discussed and considered in the long range plan.

3. **Mr. Troy Bliss, Current Planning**, updated the Commission on the Foundry Parking Garage artwork. Previously, an artist had been selected to construct a solar muse on the building to enhance its appearance; however, the artist decided not to go forward with the project. A request for proposal was extended to the community, and the Visual Arts Commission has narrowed down the over 100 applications to 2 finalists. **Mr. Bliss** stated that he hopes to inform the Commission of the artist that is selected as the final candidate, along with the proposed art designs, at a Planning Commission meeting in February.

The Planning Commission was previously vocal about what they would like to see for artwork on the building. **Mr. Bliss** explained that it is still expected that artwork will be placed on the building to “dress it up”.

CITY ATTORNEY'S OFFICE UPDATES

Laurie Stirman, Assistant City Attorney, noted there was nothing to report.

COMMITTEE REPORTS

Mr. Robert Paulsen stated that the Title 18 Committee will be meeting again within two months to discuss minor amendments to the Unified Development Code regarding zoning, subdivision, and annexation regulations.

Commissioner McFall mentioned that a Zoning Board of Adjustment (ZBA) hearing took place on December 19, 2018 regarding an increase in garage size. This variance was approved and the appeal period is over. Information regarding the variance decision will be provided at the next Planning Commission meeting.

COMMISSIONER COMMENTS

Chairman McFall welcomed the two new Planning Commissioners to their first meeting. **Commissioner Susan Peterson** introduced herself as a twenty year resident of Loveland, and a realtor with Coldwell Banker. **Commissioner Deborah Tygesen** stated that she is a twelve year resident of Loveland, and is a Business and Accounting Program Director for Front Range Community College.

APPROVAL OF THE MINUTES

Commissioner Hitchcock made a motion to approve the November 26, 2018 minutes; upon a second from Commissioner Bears, the minutes were unanimously approved.

CONSENT AGENDA

There were no items scheduled on the Consent Agenda

REGULAR AGENDA

1. Sanctuary on the Park – Request for Extension of Preliminary Plat

Project Description: This is a request by Shirley Jane Weitzel for an additional one year extension of the Planning Commission approval of the North Lincoln Avenue 2nd Subdivision preliminary plat. The Sanctuary on the Park development proposal is situated within this subdivision plat. The request indicates that Ms. Weitzel is in discussions with a potential developer to sell assembled properties (including this one) for potential development. In the interim, according to the applicant, having entitlements in place on the subject property for marketing the site is beneficial in the event that current negotiations fall through.

The Sanctuary in the Park site includes 14.3 acres located on the east side of Monroe Avenue, to the southwest of Conrad Ball Middle School. From North Lincoln Avenue, it is located to the east of (behind) Big O Tires. The development approval includes plans for 144 residential units, including single family and multi-family products.

If the Preliminary Subdivision Plat extension is granted, this would be the sixth extension of the City approvals, with a total extension of eleven years following the initial approvals that were effective on December 2, 2008. The applicant has committed to make this the final extension request. Staff supports the extension request.

Mr. Troy Bliss, Current Planning, explained that the developer initially proposed a preliminary plat of 185 units comprised of multi-family and single family buildings, along with a preliminary development plan. The project was denied by City Council. Following a lawsuit, the City negotiated with the developer and decided upon a final product with a reduced density of the plat to 144 dwelling units, as well as an increase in open space. Over the years, this plat has been granted a number of extensions, and consequently extended the development plan for the same amount of time. Since the request was submitted in December, it was processed under the previous Title 16 Subdivision and Zoning ordinance.

Mr. Bliss added that the owner wishes to establish this extension in order to make the property marketable to a new developer. He also noted that this should be considered the last extension request if it is granted by the Planning Commission.

COMMISSIONER QUESTIONS:

- **Commissioner Molloy** stated that he was involved in the approval of the preliminary plat that was later denied by City Council. He shared that a year may not be enough time to get the property sold to a new developer and would like the Commission to consider a two year extension instead.
- **Commissioner Fleischer** asked if the number of extensions requested for this development plan is setting a precedent for other projects. **Mr. Bliss** explained that several projects in the area have gone through multiple extensions, so this is not abnormal. **Mr. Paulsen** added that before an extension of a project is brought before the Commission, the Development Review Team discusses whether or not they would recommend approval.
- **Commissioner Hitchcock** asked what would happen if nothing occurs within the time frame of the extension, if granted. **Mr. Bliss** explained that the preliminary plat and preliminary development plan would lose its vesting. Any development would have to go through the PUD process according to the current Unified Development Code.
- **Commissioner Hammond** stated he agreed with **Commissioner Molloy** and believes that extending the time period from one year to a two year extension would be a good idea for everyone.
- **Mr. Larry Melton**, commercial broker for **RealTec Loveland** representing the applicant, stated that although the land may not be developed according to what is shown on the plat, the entitlements show City support for a potential developer the opportunity for medium development density at the least. He shared his vision of what it could look like if there was a complete redevelopment of the property and surrounding areas. Mr. Melton added that he has been working with the City for over 30 years, and is very pleased with the competence of the Planning staff and appreciates their efforts to keep the public informed of the development process.

COMMISSIONER DISCUSSION:

Commissioner McFall agreed that he would like to amend the motion by extending the period to two years.

Commissioner Molloy moved to further extend the Planning Commission approval of the Preliminary Plat for North Lincoln Avenue 2nd Subdivision from December 11, 2018 to December 11, 2020, subject to the original conditions of approval set forth in Attachment #3 of this report dated January 14, 2019. Commissioner Hammond seconded the motion.

Mr. Larry Melton stated that he accepted the conditions.

The motion was unanimously approved.

Commissioner McFall called for a recess at 8:03 p.m.

Commissioner McFall called the meeting to order at 8:10 p.m.

2. 2019 Update and Process Review by Planning & Legal Staff – Robert Paulsen

This is an informational, administrative item that requires no action by the Planning Commission. **Mr. Robert Paulsen** provided updated information and facilitated a discussion regarding the status of the Unified Development Code (UDC), the development permitting process, the role of the Planning Commission, and Planning Commission operations.

Mr. Paulsen updated the commission on the status of the UDC, which was adopted on November 6, 2018 and went into effect on January 1, 2019. Applications received as of January 1, 2019 are being processed under the current code. With the adoption of the new Code, more projects will be approved through an administrative process instead of through public hearings; however, projects with appeals will go before the Planning Commission. Planning staff has been working on the creation of new checklists and application forms to fulfill the City's requirements for project approval. **Mr. Paulsen** stated that the Clerk's office is working to get the web version of EnCode running properly, which will enable users to search items within the UDC. Within approximately two months, amendments to the Code will be brought forward for approval.

The Development Permitting Process components were discussed, which includes development review, infrastructure inspections and building permits. **Mr. Paulsen** described the development review process as a very rigorous and effective process which is coordinated by the Planning office, but involves other departments such as Transportation, Fire, Stormwater, Power, Water/Wastewater, Parks and Economic Development. Infrastructure design and construction is inspected and must be in compliance with the City's standards. The Building division follows the international code standards which define safety-related requirements for structural, mechanical, electrical and plumbing components.

Mr. Paulsen explained that the Planning Commission is responsible for policy and code review and for development review. City Council depends on the Planning Commission to scrutinize items before it comes to them.

The importance of commissioner attendance was highlighted and an explanation of what is expected was discussed. **Mr. Paulsen** described the different officer positions that are available for commissioners, along with committee appointments.

Laurie Stirman, Assistant City Attorney, explained to commissioners that the purpose behind the procedures and policies that they have been provided with the Planning Commission Manual

is to ensure that the decisions the commissioners make are legally defensible, that public comment was heard, and that all evidence was considered before making their decision. Ms. Stirman will be assisting with commissioner training in the future.

COMMISSIONER COMMENTS

Commissioner Molloy suggested the Commission move forward with the voting of committee and officer chairs.

COMMISSION BUSINESS

Acting Chairman McFall proceeded to the election of officers for committee chairs for 2019. Nominations were as follows:

For Chair, **Commissioner Hitchcock** nominated **Commissioner McFall**, with **Commissioner Bears** seconding the nomination. There were no other nominations.

For Vice Chair, **Commissioner Hovland** nominated **Commissioner Bears**, with **Commissioner McFall** seconding the nomination. There were no other nominations.

For ZBA Hearing Officer, **Commissioner Molloy** nominated **Commissioner Hovland**, with **Commissioner McFall** seconding the nomination. There were no other nominations.

For Alternate ZBA Hearing Officer, **Commissioner McFall** nominated **Commissioner Hitchcock**, with **Commissioner Fleischer** seconding the nomination. There were no other nominations.

For Title 18 Committee, **Commissioner McFall** nominated **Commissioner Molloy**, with **Commissioner Fleischer** seconding the nomination. There were no other nominations.

For Title 18 Committee, **Commissioner Hitchcock** nominated **Commissioner Peterson**, with **Commissioner Hammond** seconding the nomination. There were no other nominations.

For 402 Project Liaison, **Commissioner McFall** nominated **Commissioner Hammond**, with **Commissioner Hovland** seconding the nomination. There were no other nominations.

Acting Chairman McFall called for a vote of approval for those nominated, which was unanimous.

ADJOURNMENT

Commissioner McFall adjourned the meeting 8:53 pm.

Approved by: _____
Patrick McFall, Planning Commission Chair

Lisa Rye, Planning Commission Secretary.

TO: City of Loveland Planning Commission

FROM: David Eisenbraun, Strategic Planner

DATE: January 28, 2019

SUBJECT: Parking Study Update

The purpose of this item is to review the findings from Phase I of the Loveland Downtown Parking Study and Strategic Plan. Downtown Loveland (“Downtown”) is the cultural and historic center of the city and is host to a wide-range of restaurants, retailers, and arts galleries. In addition to the many modern cultural amenities, the historic nature of the downtown, reenergized by recent preservation efforts, has made it an attractive place for tourists and visitors alike and has served as an anchor for future community reinvestment. This created a need for a comprehensive parking study to understand our supply and demand via impartial data.

Walker Consultants surveyed a 32-block area, approximately a quarter of a square mile, which forms the basis of Downtown. The parking study area, as established by the City, is comprised of the historic West 4th Street corridor from Railroad Avenue to Washington Avenue, added to the registry of Historic Places in 2015, as well the surrounding blocks near downtown which includes office, residential, and civic uses. The Study Area, is bounded by 9th Street to the north, 1st Street to the south, Garfield and N. Railroad Avenues to the west, and Washington Avenue and the creek to the east.

The Phase I presentation will review the assessment of existing conditions within the downtown public parking system, as well as an evaluation of the parking system’s ability to accommodate increasing demand over time—over two-year, five-year, and ten-year periods.

Phase II of the Loveland Downtown Parking Study and Strategic Plan, beginning now, in January 2019, will further examine parking management solutions and implementation strategies through additional data collection, expanded public and stakeholder outreach, study of Loveland’s existing policies and practices related to parking and mobility, and analysis of best practice solutions to parking issues that users experience in downtown Loveland. This will result in a comprehensive series of recommended parking management solutions and implementation strategies (including funding options) for Loveland’s key decision-makers.

Action:

- This item is solely administrative currently and requires no action at this time.
- Phase II will incorporate more decision based inquires where you all will be asked to vote and recommend on certain action items to be determined at this time.



Downtown Parking Study and Strategic Plan—Phase I Parking in Downtown Loveland

January 8, 2018

**PARKING IN DOWNTOWN LOVELAND
PHASE 1 REPORT**

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APPENDICES

Section 1 Appendix: Inventory and Occupancy Counts

Section 3 Appendix: Narrative Survey Responses

PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

EXECUTIVE SUMMARY

This report is a summary of methodology and findings from Phase I of the Loveland Downtown Parking Study and Strategic Plan, comprising an assessment of existing conditions within the downtown public parking system, as well as an evaluation of the parking system's ability to accommodate increasing demand over time—over two-year, five-year, and ten-year periods. In addition, included in this report is a brief overview of initial feedback from community members (via a digital survey yielding over 1,000 responses) and from downtown businesses and institutions regarding their perception of the parking system and their support of various parking management, technology, and operational interventions.

Our core findings, as discussed in detail in this report, are that while the public parking system has, on an aggregate basis, sufficient parking to accommodate demand well into the future, supply shortages in high-demand areas are a current issue that will continue to exacerbate over time, causing frustration among parkers, without parking management interventions. Such parking management interventions may initially include expansion and enforcement of existing two-hour limits throughout the study area, designated parking for employees, residents, and other long-term parkers, updates to off-street parking requirements in the downtown, and updates to the signage and wayfinding system. All of these interventions have significant support from the community based on the limited public outreach conducted in Phase I. In the future, as downtown Loveland continues to develop, paid parking in certain areas of the downtown may also be an option to alleviate parking shortages and balance demand.

Phase II of the Loveland Downtown Parking Study and Strategic Plan, beginning in January 2019, will further examine parking management solutions and implementation strategies through additional data collection, expanded public and stakeholder outreach, study of Loveland's existing policies and practices related to parking and mobility, and analysis of best practice solutions to parking issues that users experience in downtown Loveland. This will result in a comprehensive series of recommended parking management solutions and implementation strategies (including funding options) for Loveland's key decision-makers.

EXISTING CONDITIONS

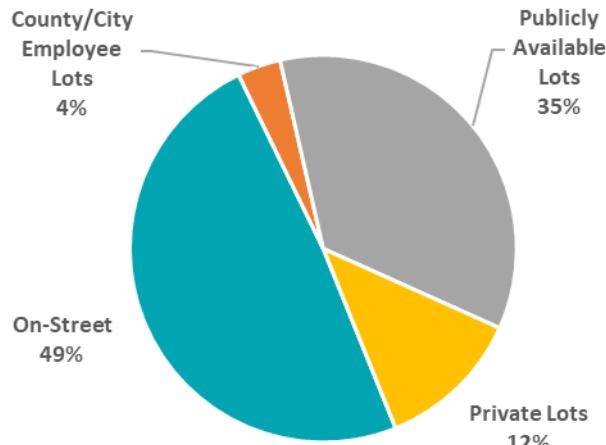
This section addresses the following questions:

1. What were the boundaries of the **area studied?**
2. **How many** publicly-available parking spaces are there in the study area?
3. **How full** are these parking spaces typically, on a representative weekday, weekend, and event day?
4. **How long** are people parking in on-street spaces intended for short-term use?

PARKING IN DOWNTOWN LOVELAND

Existing Conditions: Key Takeaways

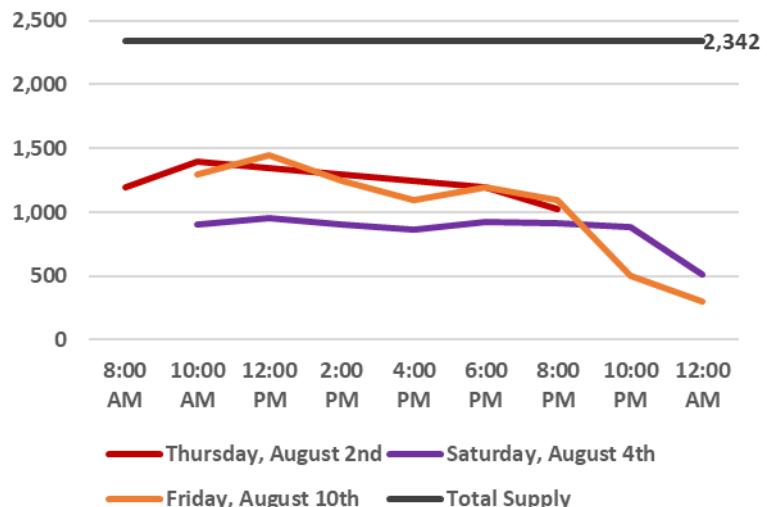
Total Inventory Distribution



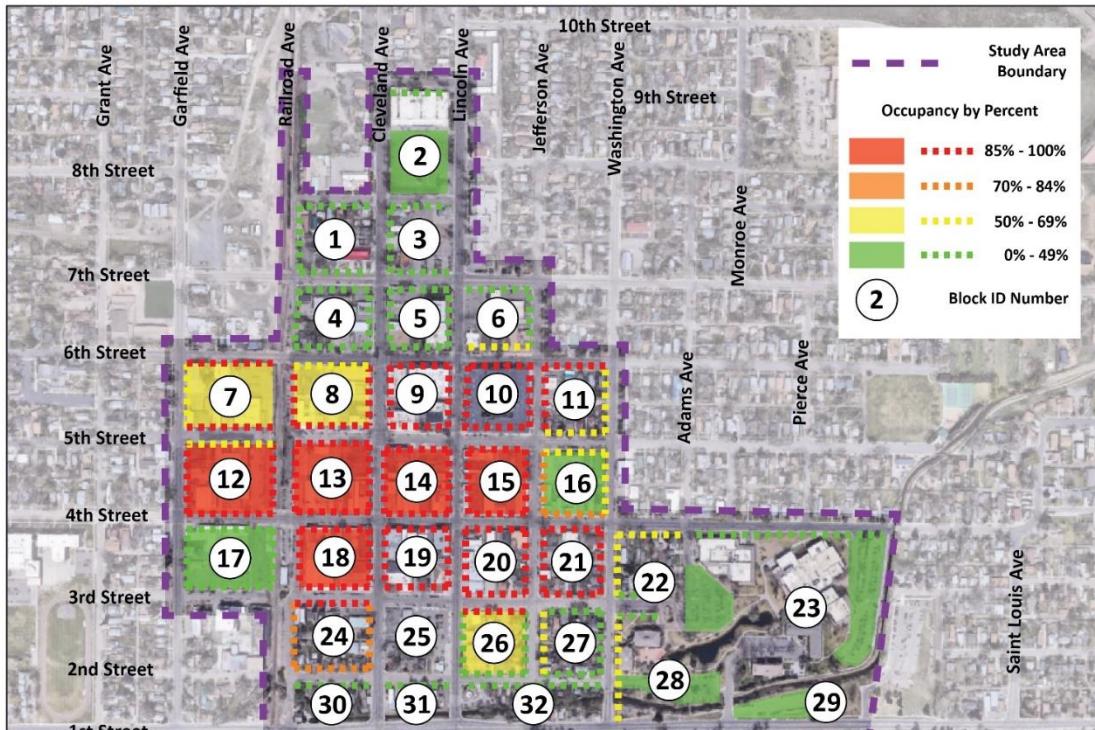
Total publicly-available inventory in the study area is **2,342** spaces. Nearly half the total inventory is on-street spaces while 35% is publicly available lots and 12% is private lots.

Total Parking Demand Distribution

Summary



Observed occupancies peaked on Friday, August 10th, at 12:00 PM, with nearly **67%** of the public parking supply occupied.



PARKING IN DOWNTOWN LOVELAND
PEAK OCCUPANCY HEAT MAP (FRIDAY, AUGUST 10th, 2018 DAYTIME)



Observed peak occupancy indicates that parking supply is sufficient to meet demand on an aggregate basis; however, there are local parking shortages in "hot spot" areas along the 4th and 5th Street corridors. Nine blocks had greater than 85% on-street occupancy along all four block sides and five blocks had >85% off-street occupancy.

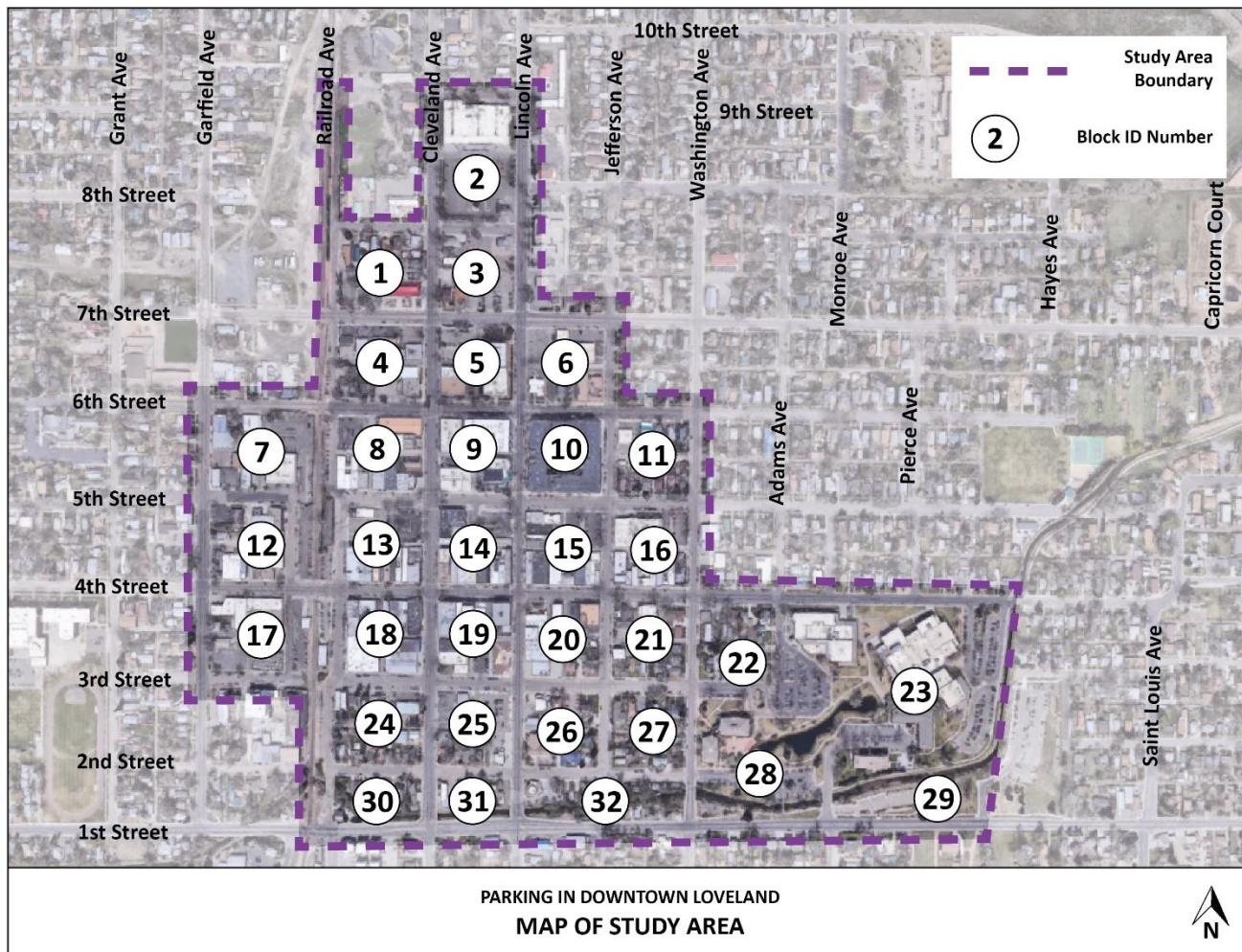
PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

STUDY AREA

Downtown Loveland (“Downtown”) is the cultural and historic center of the city and is host to a wide-range of restaurants, retailers, and arts galleries. In addition to the many modern cultural amenities, the historic nature of the downtown, reenergized by recent preservation efforts, has made it an attractive place for tourists and visitors alike and has served as an anchor for future community reinvestment.

Walker surveyed a 32-block area, approximately a quarter of a square mile, which forms the basis of Downtown. The parking study area, as established by the City, is comprised of the historic West 4th Street corridor from Railroad Avenue to Washington Avenue, added to the registry of Historic Places in 2015, as well the surrounding blocks near downtown which includes office, residential, and civic uses. The Study Area, as Walker understands, is bounded by E. 9th Street to the north, East 1st Street to the south, Garfield and N. Railroad Avenues to the west, and Washington Avenue and the creek to the east. Figure 1-1 displays the Study Area boundaries and includes block numbers used throughout this document.

Figure 1-1: Study Area



Source: Walker Consultants, 2018

PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

PARKING INVENTORY

Walker collected inventory in the Downtown on August 1, 2018 for both on-street spaces and off-street, publicly-available surface lots greater than five spaces. Walker identified spaces by lot and street identification, capacity, any time-hour and user restrictions, as well as by ADA space availability. A total supply of \pm 2,342 spaces were identified within the Study Area. Figure 1-2 and Table 1-1 display the distribution of the inventory by space type.

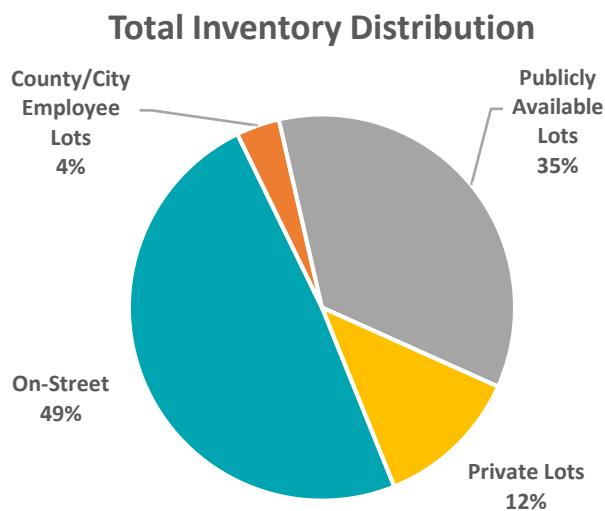
The number of unstriped or non-formally-delineated spaces within the study area was estimated using measurements for typical parking stall dimensions.

Table 1-1: Total Inventory Distribution

Type of Parking	Number of Spaces	% of Inventory Total
On-Street	1,145	49%
County/City Employee Lots	85	4%
Publicly Available Lots	827	35%
Private Lots	285	12%
Total	2,342	100%

Source: Walker Consultants, 2018

Figure 1-2: Chart of Total Inventory Distribution



Source: Walker Consultants, 2018

Of the \pm 2,342 total spaces identified, more than 95 percent of spaces have some degree of public access availability. Only \pm 4 percent of the inventory is restricted from public use (fleet vehicle storage, employee only lots, etc.).

PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

On-street spaces comprise nearly 49 percent of the surveyed inventory, with publicly available surface lot spaces comprising 35 percent of the total inventory, or 827 spaces. This includes signed municipal lots and civic-use facilities i.e. library lot, civic center lot, recreation center lot, etc. The remaining ±16 percent of the inventory is comprised of government employee/vehicle storage lots and large private lots with de facto public availability, such as the Safeway parking lot. Small private lots clearly reserved for other parties were not included in the count.

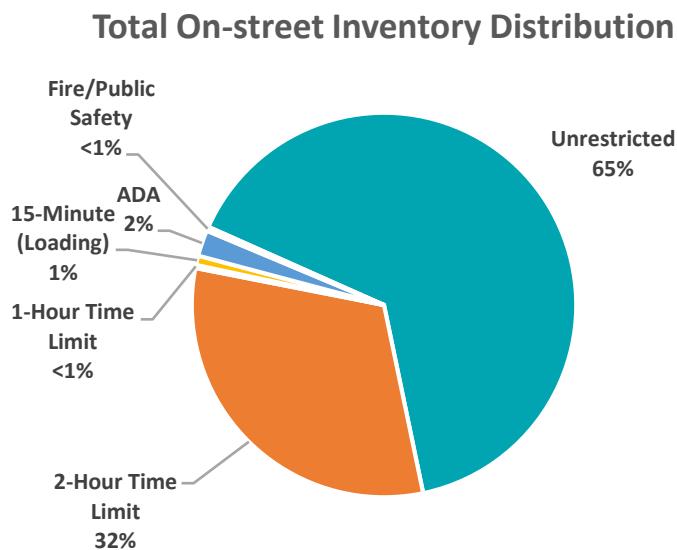
Figure 1-3 and Table 1-2 detail the segmentation of the on-street inventory by posted restrictions observed and recorded in the field.

Table 1-2: On-Street Inventory Distribution

Type of On-street Parking	Number of On-street Spaces	% of On-street Inventory Total
Unrestricted	745	65%
2-Hour Time Limit	359	31%
1-Hour Time Limit	3	0.3%
15-Minute (Loading)	9	1%
ADA	25	2%
Fire/Public Safety	4	0.3%
Total	1,145	100%

Source: Walker Consultants, 2018

Figure 1-3: Chart of On-Street Inventory Distribution



Source: Walker Consultants, 2018

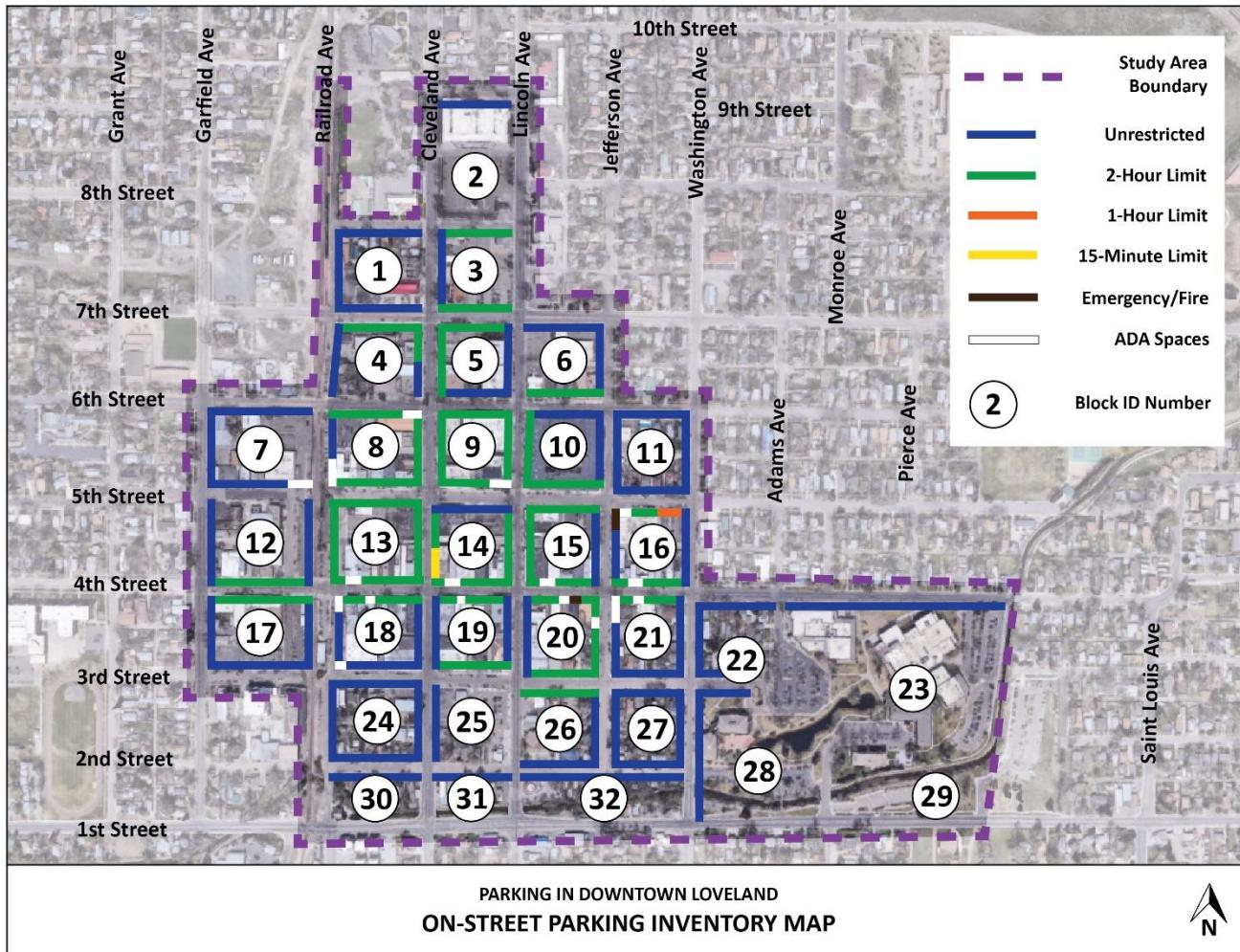
Nearly 65 percent of the on-street inventory surveyed within the Study Area is unrestricted, meaning no time limit is enforced. 2-Hour time limits comprise 32 percent of the available on-street space inventory (enforced

PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

Monday- Friday; 8 am to 6 pm). Many of these spaces are found in the Downtown Core along W. 4th Street and perpendicular side streets. ADA spaces make up 2 percent of the total on-street inventory.

Figure 1-4 displays the geographic distribution of the on-street inventory by time allowance.

Figure 1-4: On-Street Parking Inventory Map



Source: Walker Consultants, 2018

Figure 1-5 and Table 1-3 display the distribution of the off-street inventory. In total, Walker surveyed \pm 827 spaces for public use. While the share of on-street public inventory exceeds off-street, the City manages several strategically positioned surface lots available for public use.

PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

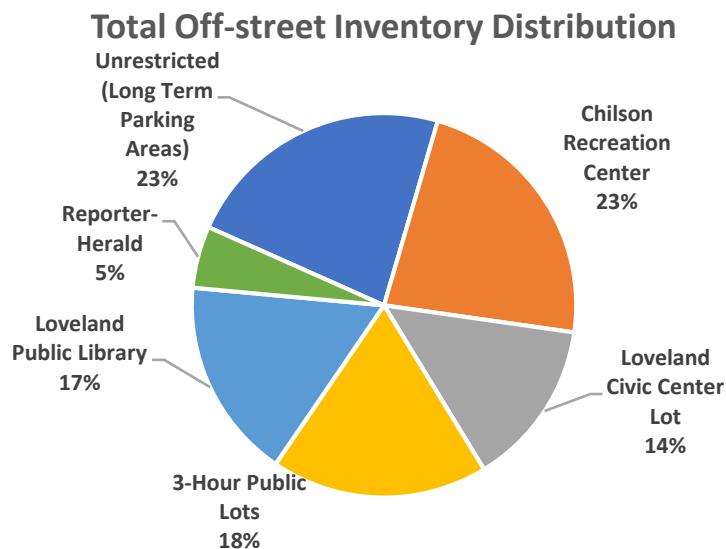
Table 1-3: Off-Street Inventory Distribution

Type of Off-street Parking	Number of Off-street Spaces	% of Off-street Inventory Total
Unrestricted (Long Term Parking Areas)	189	17%
Chilson Recreation Center	188	16%
Loveland Civic Center Lot	116	10%
3-Hour Public Lots	151	13%
Loveland Public Library	140	12%
Reporter-Herald	43	4%
Total	827	100%

Source: Walker Consultants, 2018

Note: the first number displays the lot inventory, while the second number displays the percentage allocation of the total number of off-street spaces that the lot represents.

Figure 1-5: Chart of Off-Street Inventory Distribution

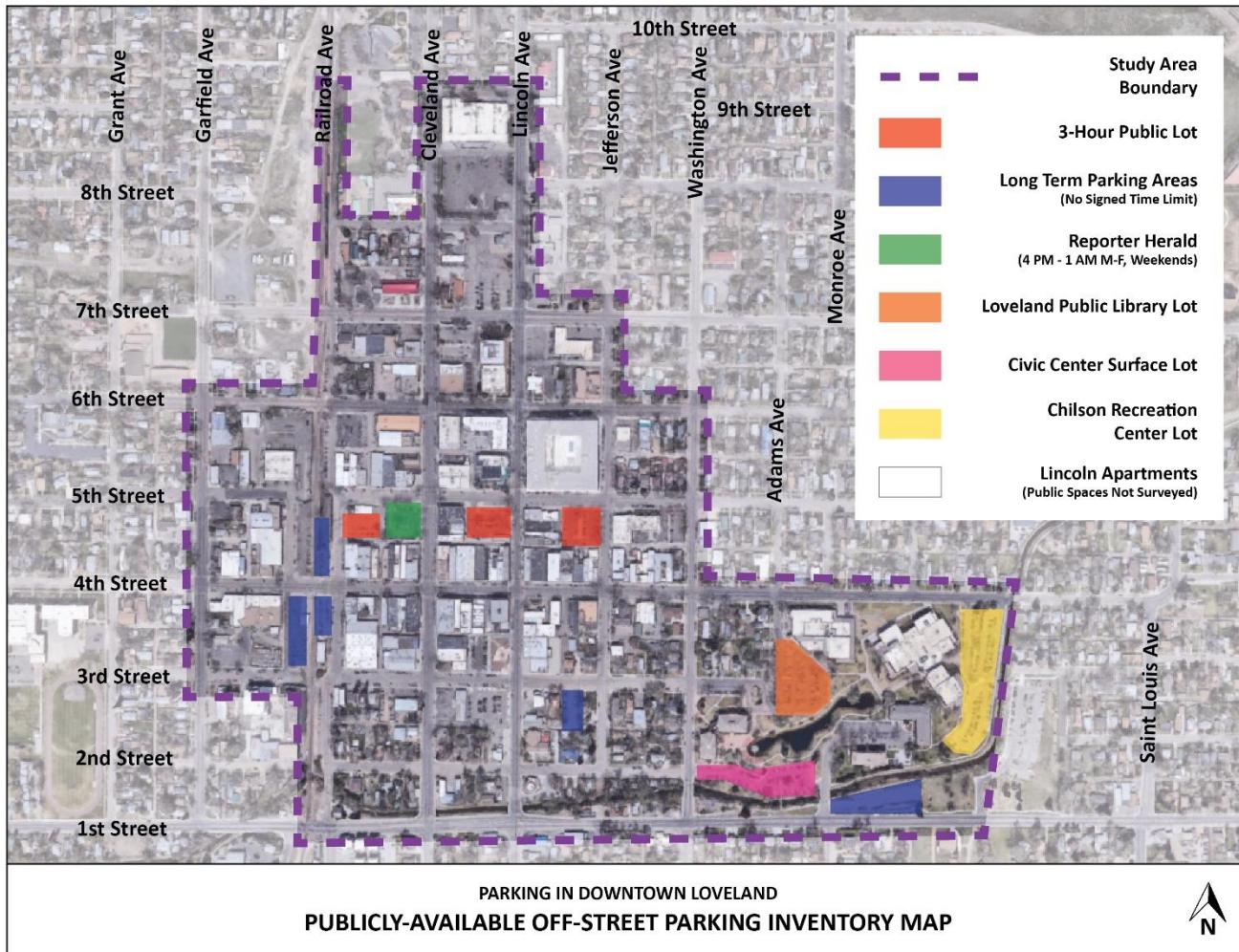


Source: Walker Consultants, 2018

The publicly-available off-street supply is evenly divided between unrestricted long-term parking areas (aside from overnight parking restrictions in some areas), and 3-Hour public lots. Civic facilities—e.g. the library, recreation center, and civic center lots, comprise nearly ± 54 percent of the publicly-available off-street inventory. Figure 1-6 depicts the geographic location of these lots across the Study Area.

PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

Figure 1-6: Publicly-Available Off-Street Parking Inventory Map



Source: Walker Consultants, 2018

Walker observed a total of three 3-HR public parking lots along W. 5th Street which serve both daytime and evening uses. The Reporter Herald lot (shown in green above), is restricted for daytime employee parking but offers parking to the general public after 4 pm and on weekends. Walker observed high weekend utilization at this facility with food and beverage establishments nearby. Walker inventoried five long-term parking areas (shown above in blue), three of which are located near the rail tracks between Garfield and N. Railroad Avenues. Three of these lots are signed and designated as long-term public parking. Additionally, the Chilson/Civic Center lot across the creek is unrestricted.

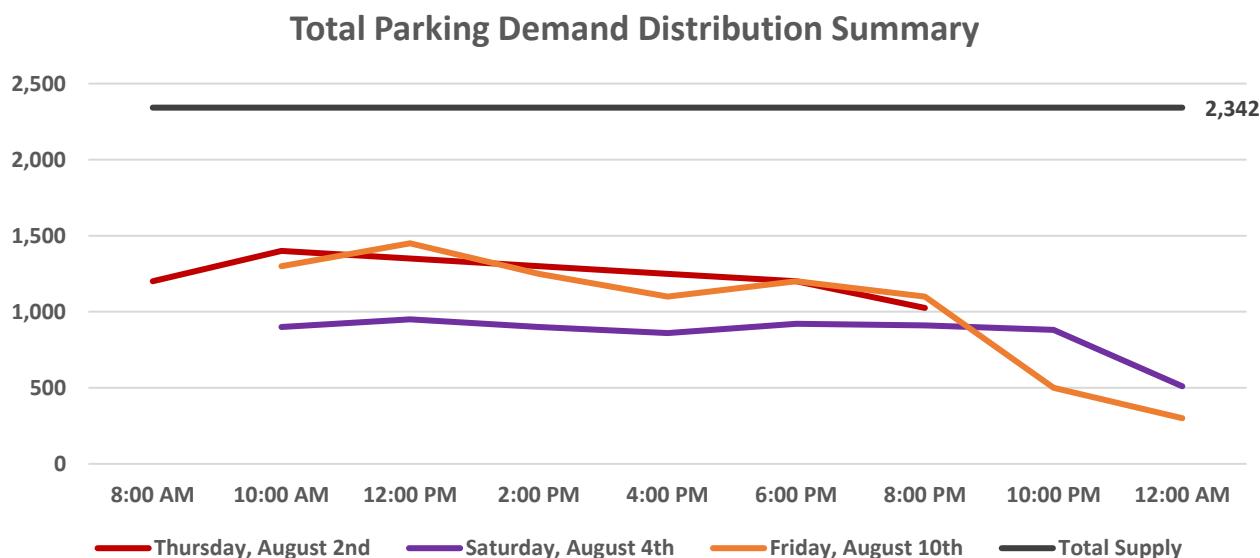
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PARKING OCCUPANCY

Walker performed field occupancy counts for three (3) total days in August 2018 to document space utilization across a typical weekday, weekend, and special event design day. Thursday August 2, 2018 and Saturday August 4, 2018 were selected with the intention of representing typical weekday and weekend conditions with Friday August 10, 2018 serving as a typical special event observed, during which the monthly Friday Night on the Town was held from 5 pm to 9 pm. Counts were performed between the hours of 8 am to 8 pm Thursday August 2nd, 10 am to midnight Saturday August 04th, and 10 am to midnight Friday August 10th, and were performed every two hours.

The following chart, Figure 1-7, summarizes Walker's field occupancy findings. A detailed table of all field occupancy results recorded can be found in the Section 1 Appendix.

Figure 1-7: Total Parking Demand Distribution Summary



Source: Walker Consultants, 2018

For a typical weekday (shown in red), observed parking occupancy peaked at noon with 1,350 spaces, or 58 percent of the available supply occupied. Weekend occupancy (shown in purple) peaked at noon with 949 spaces, or 41 percent of the available supply occupied. For the special event day (shown in orange), a daytime peak occurred at noon with 1,427 spaces, or 61 percent of the available supply occupied followed by a secondary evening peak of 1,194 spaces or 51 percent at 6 pm.

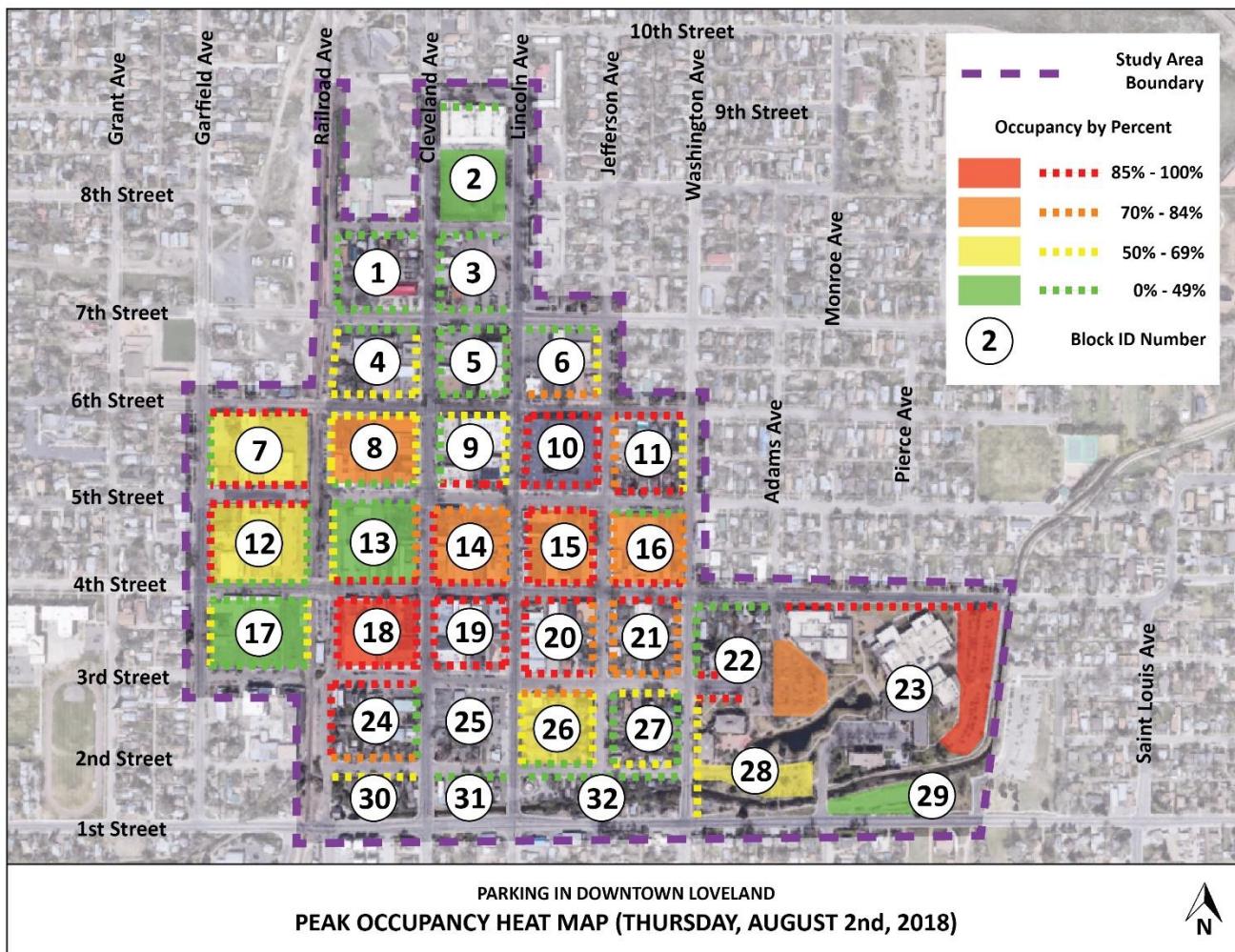
While an overall adequacy of spaces exists within the Study Area, "hot spot" areas were observed, in which recorded parking demand exceeded 85 percent, across several block faces. The following heat maps display parking demand at the peak hour for both August 02nd, August 04th, and August 10th.

THURSDAY, AUGUST 2ND, 2018 OCCUPANCY

Figure 1-8 displays the peak occupancy observed for Thursday, August 02nd. At noon, peak hour total utilization reached 58 percent with "hot-spots" observed across several block faces.

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Figure 1-8: Peak Occupancy Heat Map – Thursday, August 02, 2018



Source: Walker Consultants, 2018

At the peak hour, the following “hot-spots” were observed, with an occupancy rate of 85 percent and higher:

- W. 4th Street (Blocks 12-21)
- Blocks 18 and 19 perimeters, including the public surface lot on block 18
- The north face of block 12
- Blocks 10 and 15 perimeters
- 3rd Street between blocks 22 and 28 just west of the library

SATURDAY, AUGUST 4TH, 2018 OCCUPANCY

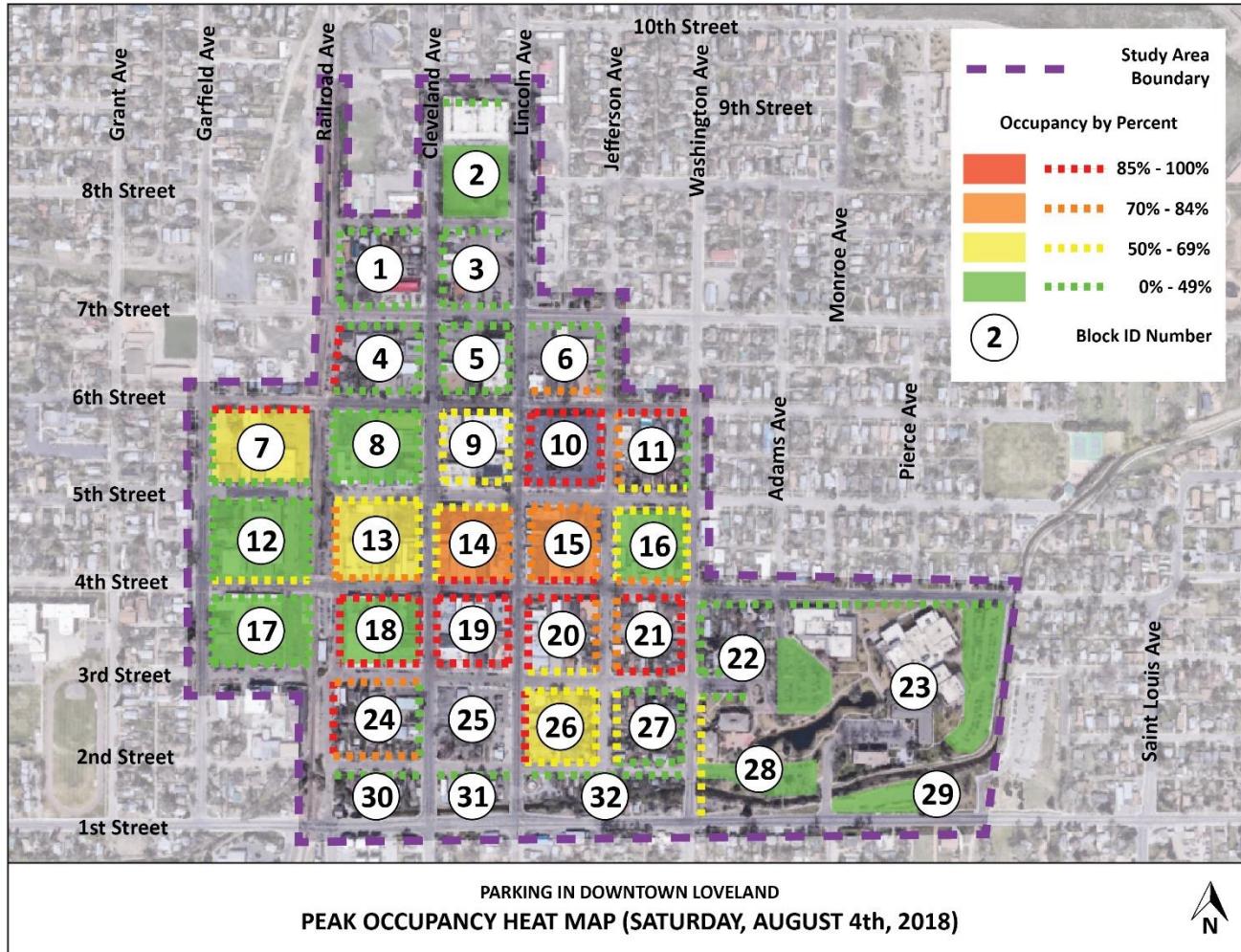
Figure 1-9 displays the peak occupancy for Saturday, August 4th, where total utilization reached 41 percent with “hot-spots” observed across several block faces. Walker noted lower demand compared to the weekday utilization patterns observed on August 2nd and August 10th.

The angled 2-hour on street spaces on W. 4th Street (see blocks 14 south face, 15 south face, 19 north face, 20 north face) yielded occupancies exceeding 85 percent. In addition, all block faces along blocks 10, 18, and 19 had

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occupancies exceeding 85 percent. Other surface lots and on street block faces saw lighter occupancies at the peak hour.

Figure 1-9: Peak Occupancy Heat Map – Saturday, August 04, 2018



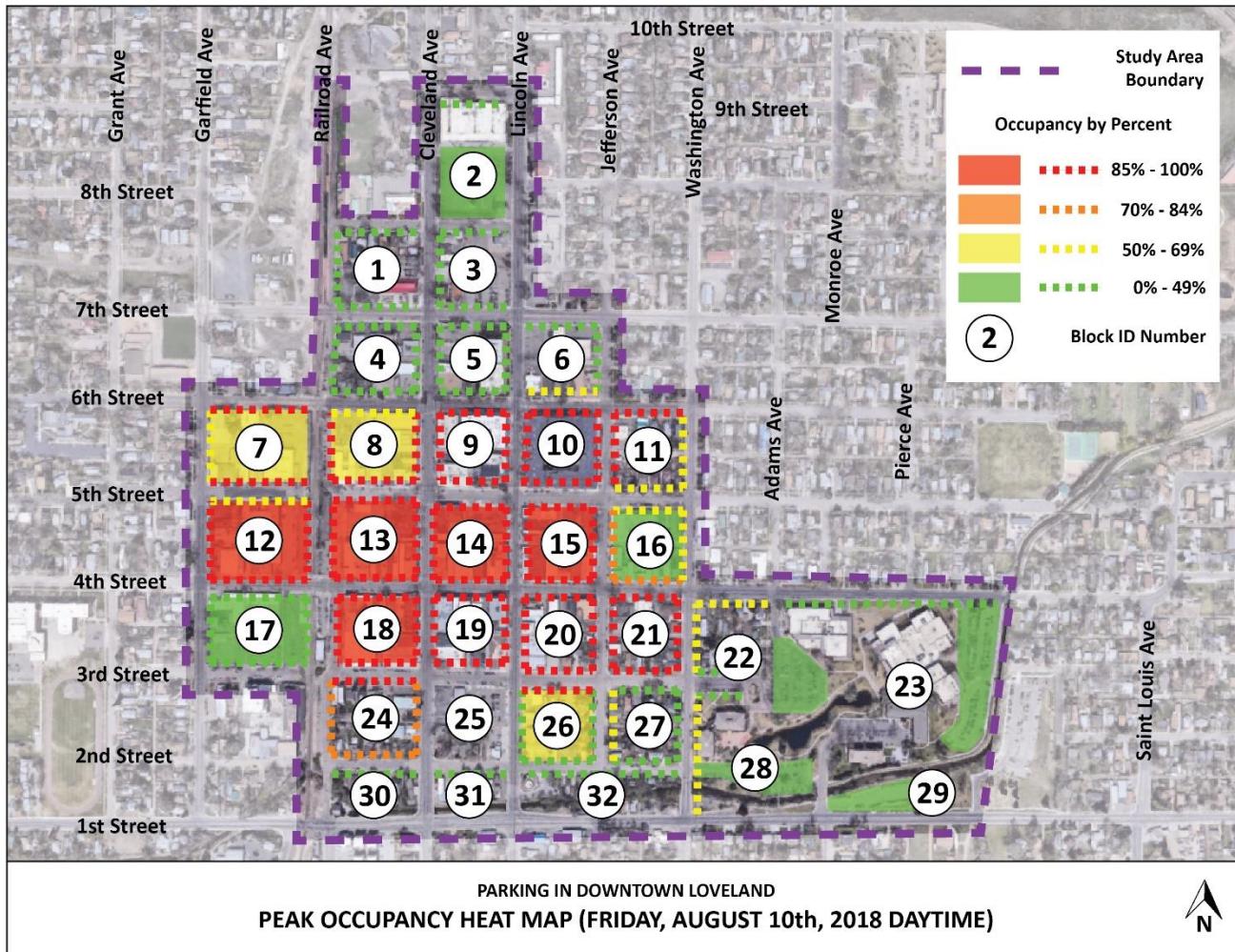
Source: Walker Consultants, 2018

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FRIDAY, AUGUST 10TH, 2018 OCCUPANCY

Figures 1-10 and 1-11 display daytime and evening peak hour occupancy for the special event day observed. At the noon hour occupancy reached a peak of 56 percent, or 1,315 spaces. Across the evening hours, the peak observed was 51 percent, or 1,194 spaces which occurred at the 6 pm hour.

Figure 1-10: Peak Occupancy Heat Map – Friday, August 10, 2018 (Daytime Peak)

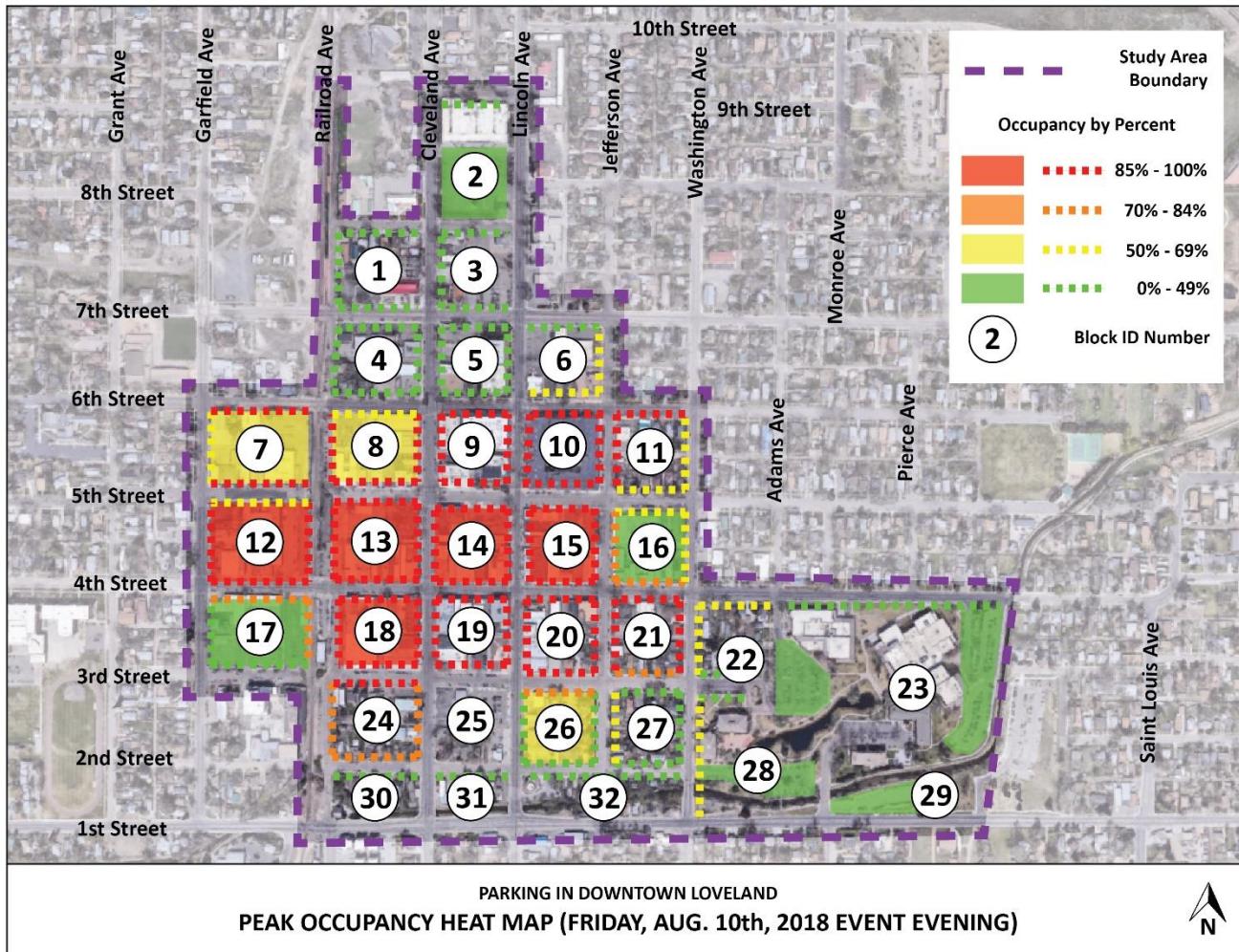


Source: Walker Consultants, 2018

Blocks 14, 15, and 18 all saw occupancies of 85 percent or higher at the peak noon hour. Similarly, the on-street angled spaces along W. 4th Street were occupied at the 85 percent and above rate (block faces 13, 14, 15, 18, 19 and 20 with 4th Street access). High on-street utilization was also observed for blocks 9, 10, and 21.

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Figure 1-11: Peak Occupancy Heat Map – Friday, August 10, 2018 Event Evening



Source: Walker Consultants, 2018

Blocks 9, 10, 13, 14, and 15 yielded occupancies of 85 percent or greater at 6 pm for the special event evening on Friday, August 10th. Likewise, all of the on-street angled spaces along W. 4th Street between Garfield Avenue to Jefferson Avenue saw utilization of 85 percent or greater. Block 18 also saw high-demand with the on-street spaces and surface lot near N. Railroad Avenue near capacity. Similarly, Block 12 surface parking was near full capacity.

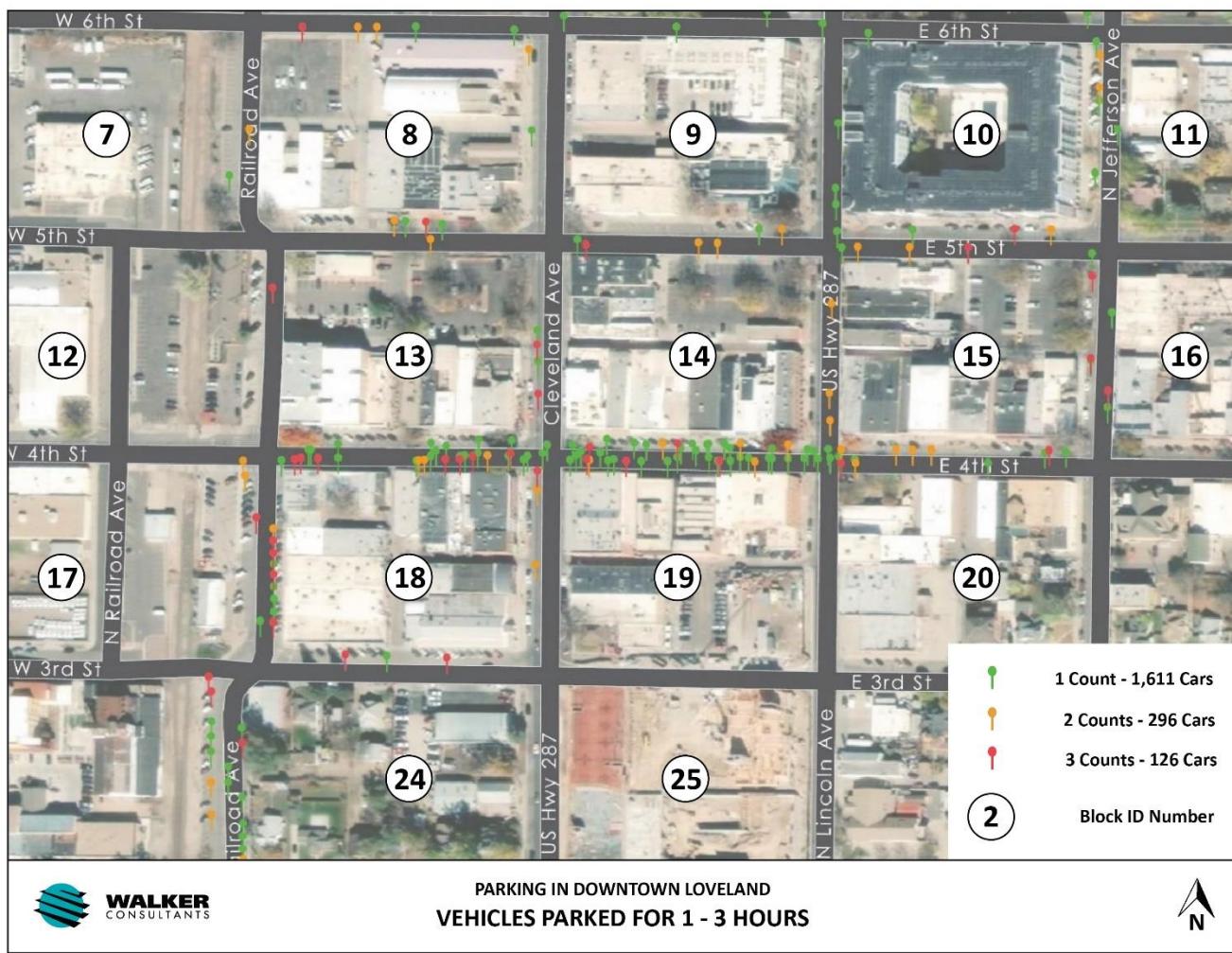
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PARKING TURNOVER AND DURATION

Walker performed a full turnover and duration study, for posted weekday daytime hours of enforcement, to document parking behaviors occurring on street—in particular, the tendency of parkers in the Downtown Core to exceed posted time limits. This data is collected to help evaluate enforcement policies and practices which are in place to ensure parking space availability through regular space turnover. Inadequate space turnover can create greater parking stresses in certain “hot-spot” areas, particularly those intended for short-term parkers like customers and visitors, and create the perception of parking availability issues even when there is an adequacy of supply.

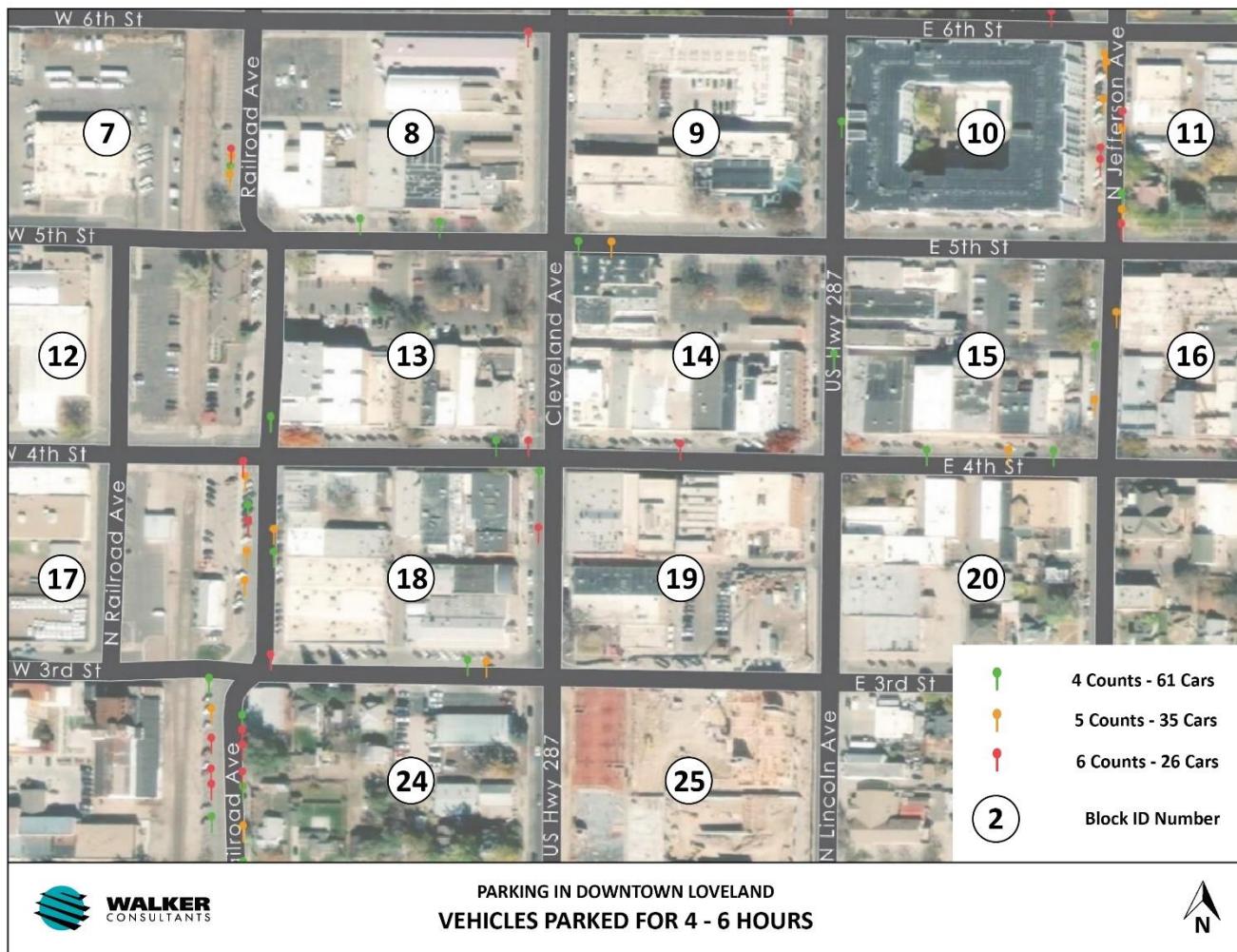
Walker employed a license plate recognition (LPR) camera-based system to observe on street activity collecting hourly data between 8 am to 6 pm Wednesday August 01, 2018. The following figures connote the length of time each vehicle surveyed was parked in its space—each “count” is representative of one hour. Note that while some of the streets surveyed do not have the two-hour time limit (though most do), the area surveyed represents the core of the downtown study area where parking facilities are in high demand and turnover is essential in ensuring that those parking facilities can serve as many parkers as possible.

Figure 1-12: Vehicles Parked for 1-3 Hours



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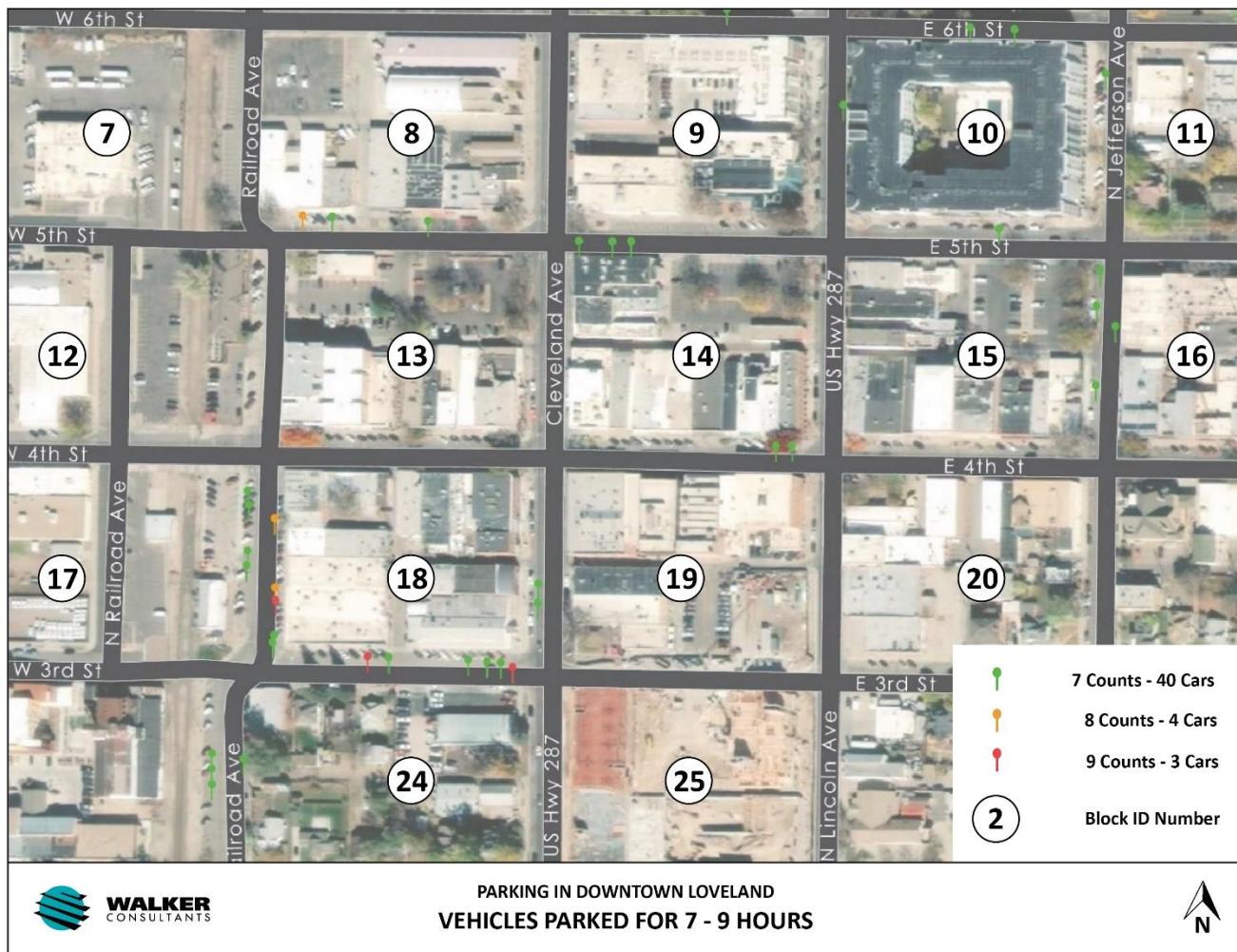
Figure 1-13: Vehicles Parked for 4-6 Hours



Source: Walker Consultants, 2018

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Figure 1-14: Vehicles Parked for 7-9 Hours



Source: Walker Consultants, 2018

Nearly 87 percent of cars surveyed in on-street spaces are staying for 2 hours or less—an indication that most vehicles are adhering to the posted time requirements and that parkers are using on-street spaces for short-term stays (2 hours or less). The remaining 13 percent are both long-term parkers (3 hours or more) parking in unregulated on-street spaces as well as some overtime violators (16 violators parked over the 2-hr limit on 4th Street were detected).

It is important that enforcement be conducted on a routine and consistent basis to ensure an adequate space turnover of prime spaces which are often the most visible and desirable spaces with closer proximity to business door fronts. It is from this supply of spaces that motorists often perceive there to be a lack of or an abundance of parking available. Therefore, parking management is an essential tool to balance supply and demand.

For occupancies observed on Friday August 10th, the on-street angled spaces along W. 4th Street were occupied at the 85 percent and above rate (block faces 13, 14, 15, 18, 19 and 20 with 4th Street access). These highly visible angled spaces communicate to motorists the overall parking space availability system-wide often when

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there is available surface inventory nearby. Therefore, it is important that these spaces be promoted for short-term customer and visitor use with employee parking promoted across available peripheral public long-term parking areas and that on-street spaces, because of their proximity and high-visibility, turnover on a routine and consistent basis.

CONCLUSION

Based upon our analysis of the collected data, Walker can offer the following summary findings and recommendations:

- Walker identified a total supply of \pm 2,342 spaces of which 95+ percent are available for public use;
- Nearly half of the available public parking inventory is on-street spaces with 65 percent comprising unregulated time space with another 32 percent comprising 2-hour time limit spaces;
- A total of \pm 827 off-street spaces were identified across the Study Area offering a mix of 3-hour and long-term parking;
- Parking occupancies consistently peak at the noon hour with the greater occupancy occurring on observed weekdays;
- Overall, occupancy peaked at the noon hour with 1,350 spaces, or 57 percent of total spaces occupied on Thursday August 02nd;
- An August 10th special event peak occupancy of 51 percent, or 1,194 was recorded at 6 pm;
- Overall, there is an adequacy of public parking, however, “hot-spots” were consistently observed across several key blocks;
- Angled, 2-hour spaces along W. 4th street consistently saw occupancies of 85 percent or higher indicating full utilization across high-demand hours of the day;
- The downtown core area blocks 8, 9, 10, 13, 14, and 15 saw healthy utilization across weekday and weekend peak hours;
- Approximately 87 percent of vehicles parked in on street spaces are staying for two hours or less;
- Enforcing 2-hour time zoned spaces can promote greater turnover and space availability across key “hot-spot” areas and encourage greater space availability for visitor and customer use.

FUTURE CONDITIONS

This section addresses the following questions:

1. Based on what we know so far, **how many publicly-available parking spaces will there be** in the two-year, five-year, and ten-year time frames?
2. Based on what we know so far, **how will parking demand be accommodated** by parking supply in the two-year, five-year, and ten-year time frames?

PARKING IN DOWNTOWN LOVELAND

Future Conditions: Key Takeaways

YOU
ARE
HERE

2018

2020

2023

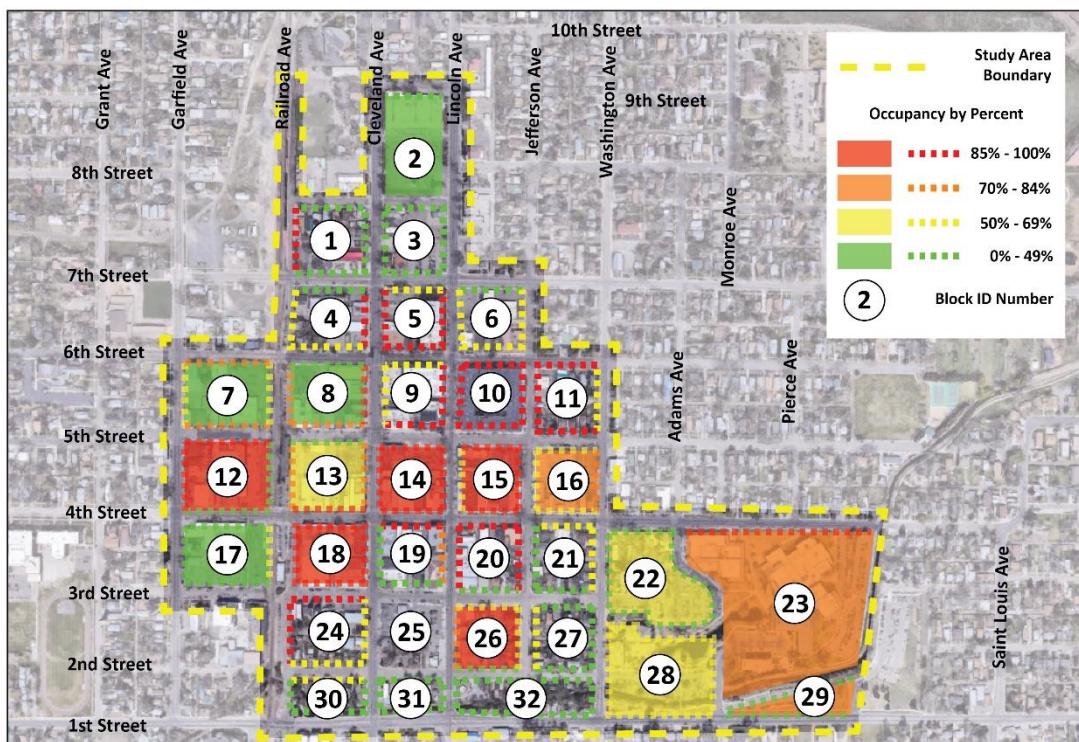
2028

Public parking supply will continue to meet projected demand on an aggregate basis, with some crunches in high-demand areas.

Public parking supply will continue to meet projected demand on an aggregate basis, with some crunches in high-demand areas.

Projected parking demand may exceed publicly-available supply, assuming little to no new parking is constructed alongside new development.

The parking supply is anticipated to decrease from the current supply.



Although public parking supply can meet demand on an aggregate basis well into the future, as shown in the 2020 heat map to the left, existing supply crunches in the downtown core, particularly along 4th and 5th streets, will be exacerbated without parking management interventions, such as the expansion and enforcement of 2-hour time limits.

METHODOLOGY AND KEY FINDINGS SUMMARY

The purpose of this section is to provide an assessment of how future growth in Downtown Loveland is likely to impact parking demand, and the adequacy of public parking supply, in the near-term, mid-term, and long-term.

First, it should be noted that projecting future parking demand is not an exact science. Presently unknown development projects, dramatic shifts in population, and transportation infrastructure decisions, in addition to many other factors, can impact parking demand. To estimate future public parking supply and demand for downtown Loveland in near-term (1-2 year), mid-term (5-year), and long-term (10-year) time frames, Walker performed the following tasks:

1. Near Term- Future of Public Parking in the Next 1-2 Years

- a. **Supply:** Since data collection was conducted in August 2018, the Foundry parking garage was opened to the public, adding 300 publicly-available parking spaces to the downtown inventory. In the next two years, more surface spaces will be added from lot and right-of-way reconfiguration near N. Railroad and 6th Street.
- b. **Demand:** In the near-term, Walker was able to use known development projects, such as the Foundry, to project likely impacts to parking demand over the next one to two years.

2. Mid-Term- Future of Public Parking in the Next 5 Years

- a. **Supply:** In the next five years, downtown Loveland's public parking supply will start to be impacted by implementation of the HIP Streets Plan, resulting in some elimination of on-street spaces.
- b. **Demand:** In the five-year timeframe, development scenarios are not as well-known. As such, Walker took a conservative approach, assuming that parking demand will grow commensurate with expected population growth in the downtown core—an average of 3% per year.

3. Long-Term- Future of Public Parking in the Next 10 Years

- a. **Supply:** Over the next ten years, downtown Loveland's public parking supply will continue to be impacted by implementation of the HIP Streets Plan, resulting in additional elimination of on-street spaces.
- b. **Demand:** As with the five-year timeframe, development scenarios are virtually unknown. In the ten-year timeframe, Walker continued to assume a 3% annual growth in parking demand based on expected population growth downtown.

In summary, Walker's analysis found that public parking supply will continue to accommodate demand for the next five years under the assumptions discussed above. In the five-to-ten year timeframe, projected demand is expected to exceed total supply by a margin of 14 spaces, and exceed effective supply (85% of total supply, with a 15% cushion to prevent long searches for parking spaces) by a margin of nearly 500 spaces. However, this analysis has not assumed any inventory added as a result of new development, which is unlikely to be the case; if even a small number of developers build their own parking to accommodate the demand they add to the system, parking supply shortages would be alleviated. In addition, parking management interventions, such as time limit enforcement in high-demand areas, as well as transportation demand management and general encouragement of alternative modes of transportation, would create a more effective and efficient parking system for all users long into the future.

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KEY FINDINGS

Based on the methodology and assumptions described above, Walker's analysis found that parking supply will accommodate projected demand well into the future, through the near- and mid-terms. However, at the 10-year mark, typical event days, such as Nights on the Town, will be likely to generate parking demand that exceeds supply. Also, it should be noted that despite the sufficiency of supply on an aggregate basis in the 2-year and 5-year time frames, localized parking shortages are still likely to occur, and be exacerbated over time without parking management interventions.

As noted above, this future demand analysis assumes that growth in the downtown core will generally follow historical growth patterns over the next ten years, which may not be the case. The City of Loveland should make adjustments in its decision-making about parking infrastructure based on the pace and location of new development as it occurs.

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THE FUTURE OF PUBLIC PARKING: IN THE NEXT TWO YEARS

The following section discusses the following:

- How is parking demand expected to grow or change in the next two years?
- How is public parking supply expected to change in the next two years?
- Will parking demand be accommodated by public parking supply in the next two years, and to what degree?

HOW IS PARKING DEMAND EXPECTED TO GROW OR CHANGE IN THE NEXT TWO YEARS?

Walker projected parking demand for known developments, such as The Foundry, and assessed the ability of that demand to be accommodated in near-term public parking supply. The following figure (Figure 2-1) summarizes these known developments.

Table 2-1: Development Project Summary

Development Project	Proposed Use	Size/Area of Development	Units of Measurement	Parking Added? (Y/N)	Proposed Spaces		
Heartland Café Redevelopment	Residential	47	DU	Y	21 onsite total (14 acquired from City)		
	Retail	5,700					
323 N. Railroad Ave.	Retail	900	Sq. Ft.	TBD	TBD		
4th & Garfield Mixed-Use	Restaurant	12,000					
	Retail	7,000					
The Foundry	Residential	155	DU	Y	466 total spaces (300 for public use)		
	Cinema	625	Seats				
	Hotel	95	Rooms				
Total	Hotel	95	Rooms		487		
	Residential	202	DU				
	Restaurant	12,000	Sq. Ft.				
	Retail	6,600					
	Cinema	625	Seats				

* Walker assumed a retail/restaurant division of the unclassified mixed-use space totaling 19,000 sf, as well as roughly 60 percent restaurant and 40 percent retail use based on programming characteristics of similar developments.

Source: City of Loveland, 2018

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Because the downtown public parking supply in Loveland is, by nature, a shared resource, Walker used its proprietary Shared Parking Model, which projects parking demand among uses sharing parking rather than using their own reserved parking. The Shared Parking Model takes into account the following factors:

- Base parking ratios for each individual use (the number of parking spaces generally needed for each unit of density—for example 1 parking space per 1,000 square feet of floor area)
- Differences among uses in monthly parking demand distribution
- Differences among uses in daily and hourly parking demand distribution
- The expected percentage of people already downtown or nearby the site
- The expected percentage of people who drive to the site rather than using another mode of transportation, such as transit, biking, or Transportation Network Companies (e.g. Uber or Lyft).

Based on these factors, Walker projects a total parking need of 769 spaces for these uses, above and beyond the parking provided by the developments themselves.

HOW IS PUBLIC PARKING SUPPLY EXPECTED TO CHANGE IN THE NEXT TWO YEARS?

On the supply side, Walker noted all proposed and planned changes to the parking inventory within a two-year timeframe. Included in the near-term future inventory is the addition of the following spaces:

- Approximately 466 garage spaces in the Foundry (300 of which are anticipated available to the public)
- An estimated ±190 surface and on-street spaces from lot and ROW reconfiguration near N. Railroad and 6th Street, assuming a typical striping plan

The following figure (Figure 2-2) summarizes projected on-street and off-street supply in the next two years (2020).

Table 2-2: Projected Public Parking Inventory

Supply Type	Existing (As of August 2018)	In Two Years (2020)
Public On-street	1,145	1,145
Public Off-street	1,197	1,687
Total	2,342	2,832

Source: Walker Consultants, 2018

WILL PARKING DEMAND BE MET BY PUBLIC PARKING SUPPLY IN THE NEXT TWO YEARS, AND TO WHAT DEGREE?

Based on the new demand projected as a result of known developments, as summarized in Table 2-1, Walker projects that peak demand will reach 2,119 vehicles (Figure 2-3).

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Table 2-3: Projected Public Parking Supply Sufficiency

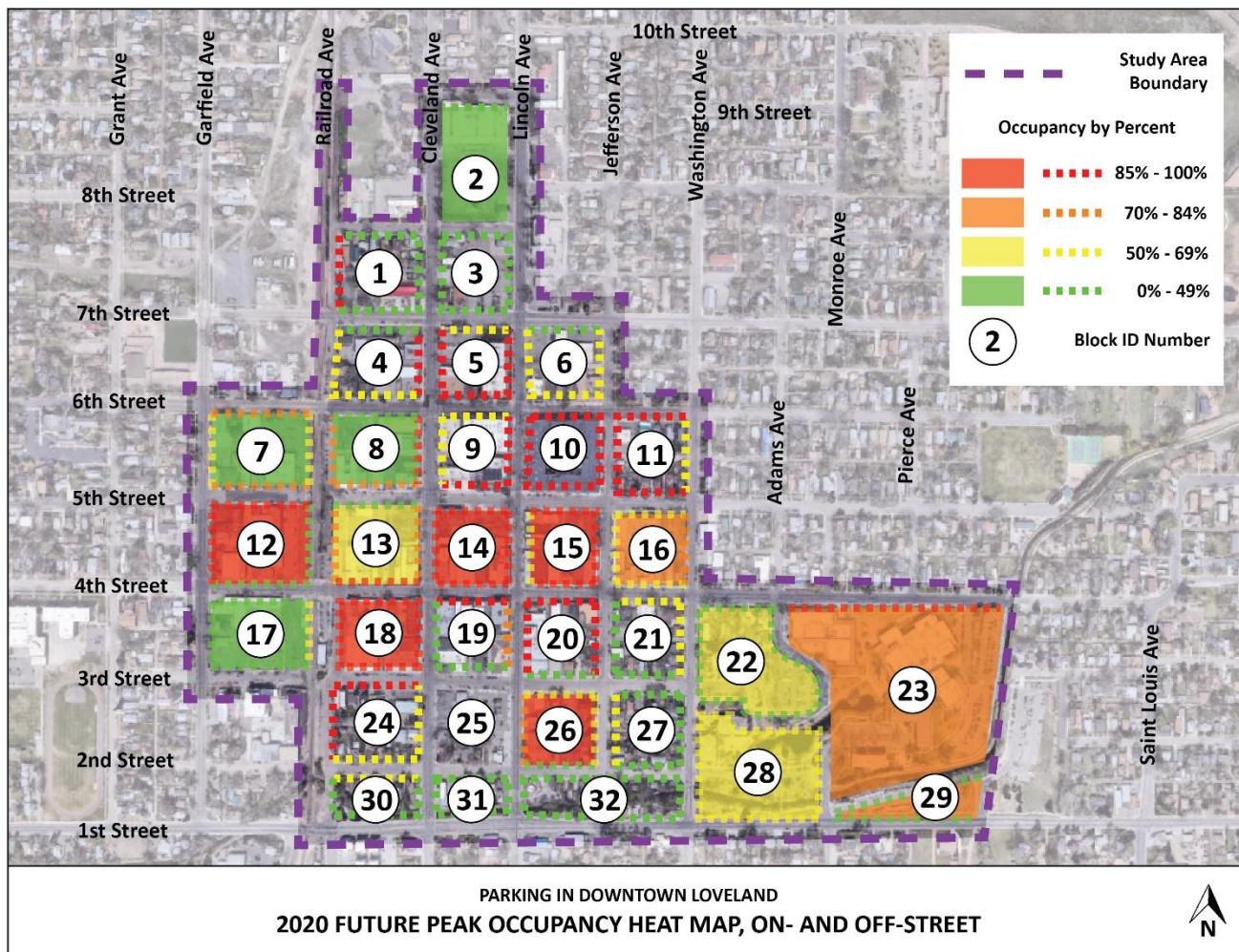
Existing Typical Peak Demand	Existing Public Parking Supply	% Occupied	2020 Projected Typical Peak Demand	2020 Public Parking Supply	% Occupied
1,350	2,342	61%	2,119	2,832	75%

(1) Based on observed typical peak parking demand on a weekday (Thursday) in August 2018

Source: Walker Consultants, 2018

As shown, projected parking supply is expected to accommodate demand in the two-year timeframe on an aggregate basis. However, as shown in the following figure (Figure 2-4), existing demand supply crunches are expected to increase in downtown “hot spots” as demand increase on an aggregate basis. These supply crunches could be alleviated through various parking management interventions, such as enforcement of time limits.

Figure 2-1: 2020 Projected Future Peak Occupancy Heat Map (Conceptual)



Source: Walker Consultants, 2018

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THE FUTURE OF PUBLIC PARKING: IN THE NEXT FIVE YEARS

The following section discusses the following:

- How is parking demand expected to grow or change in the next five years?
- How is public parking supply expected to change in the next five years?
- Will parking demand be accommodated by public parking supply in the next five years, and to what degree?

HOW IS PARKING DEMAND EXPECTED TO GROW OR CHANGE IN THE NEXT FIVE YEARS?

Once outside the near-term timeframe, it is difficult to predict how downtown Loveland will develop. As such, Walker has used a conservative approach, assuming that development will occur at a pace commensurate with typical annual population growth—or a margin of 3% per year.

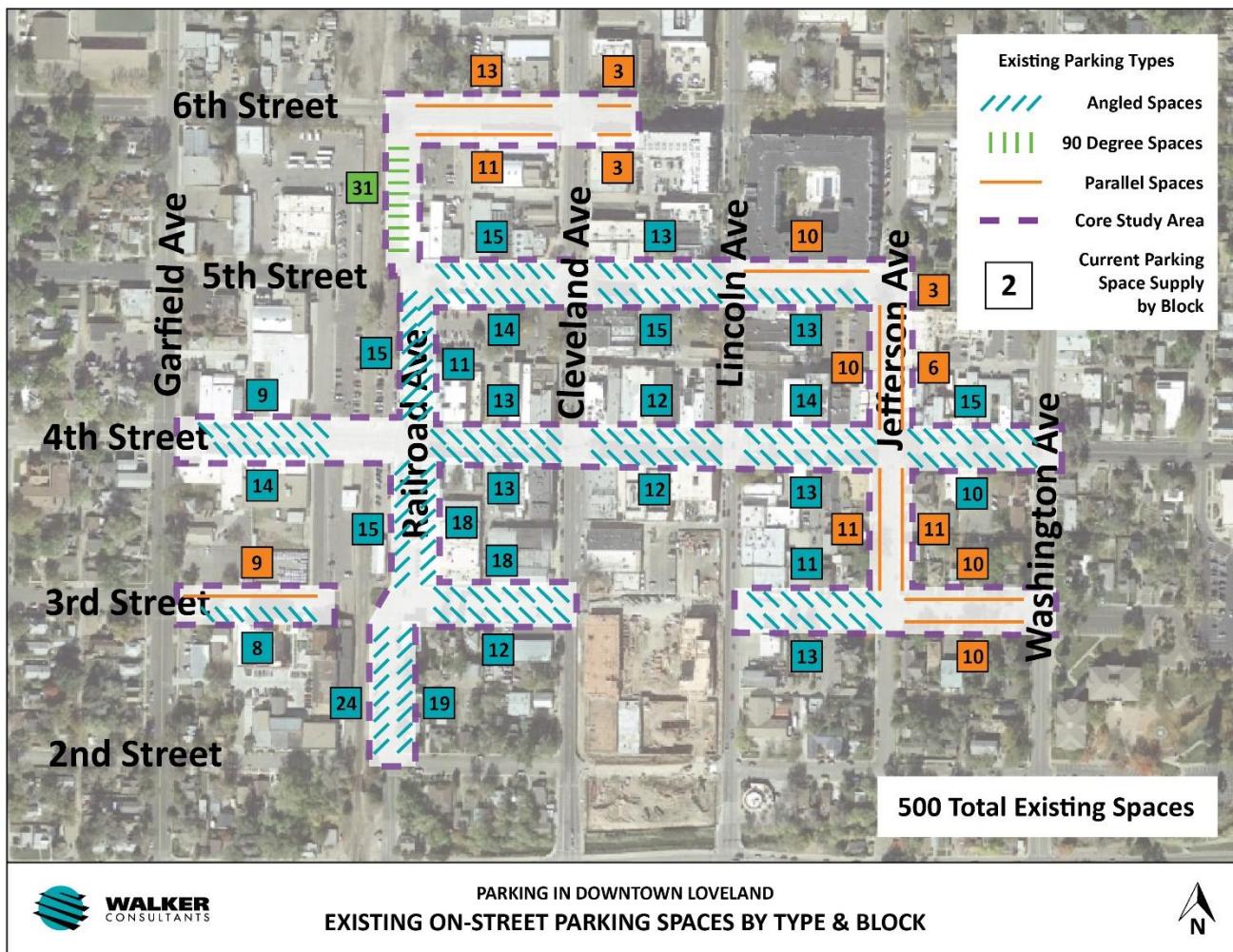
Based on this rate of growth, Walker projects a total demand for 2,315 spaces in the five-year timeframe (by 2023).

HOW IS PUBLIC PARKING SUPPLY EXPECTED TO CHANGE IN THE NEXT FIVE YEARS?

The HIP Streets Modernization Plan (2017) calls for the redesign of the public-right-of-way and for infrastructure improvements to be implemented in the downtown in the future. With regards to parking, the plan noted that, “angled and straight-in parking spaces create challenges for pedestrians in that parked cars overhang into the sidewalk, impeding the flow of the sidewalk.” The plan calls for the removal of 162 total on-street spaces, with removal to be implemented in phases over a ten-year time period, to make way for bicycle, pedestrian, and infrastructure improvements. Figures 2-5 and 2-6 on the following page depict existing on-street spaces and the proposed reconfiguration of on-street spaces. Walker has taken the proposed reconfiguration and reduction of on-street parking into account in our projections.

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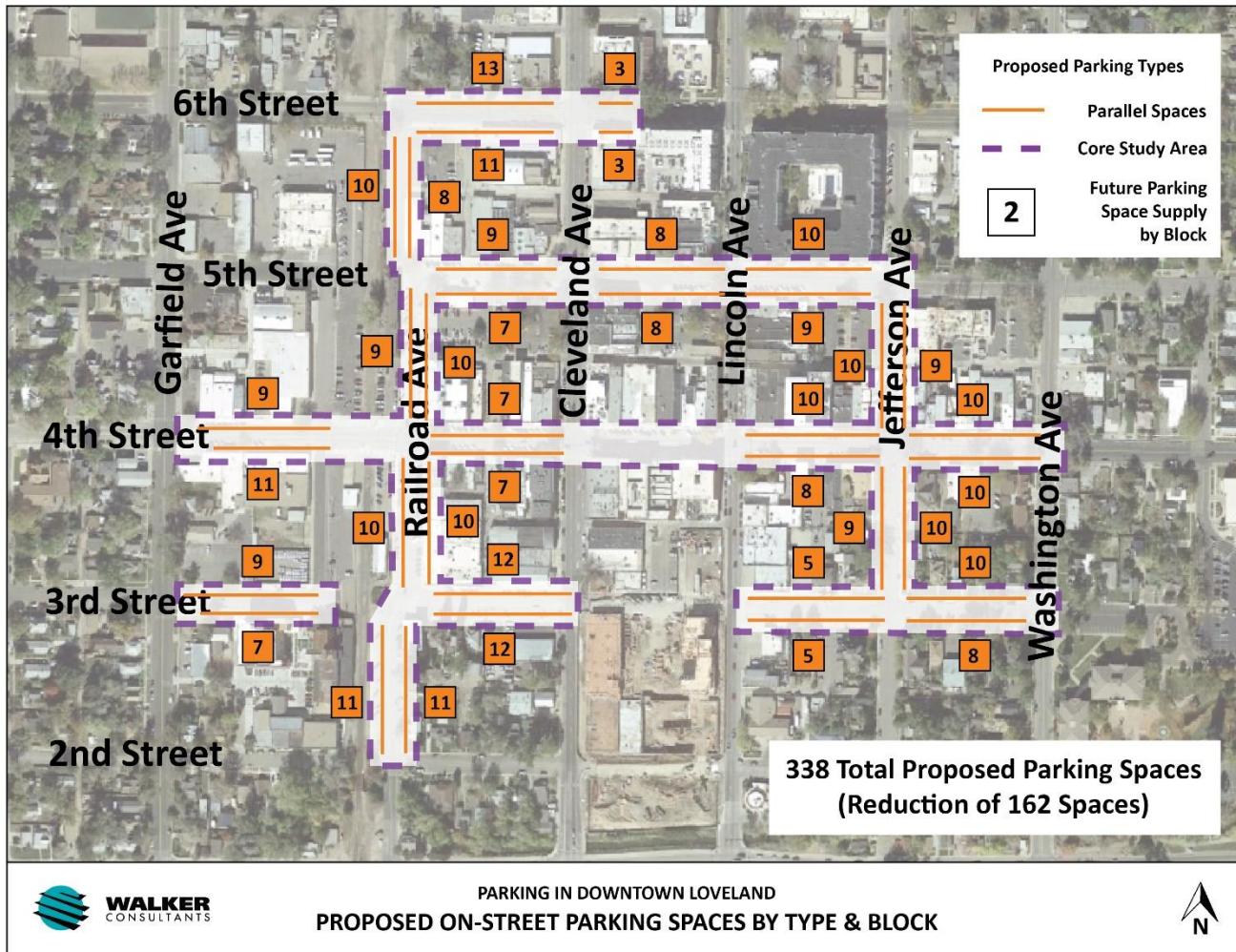
Figure 2-2: HIP Streets Modernization Plan – Existing On-Street Configuration



Source: Walker Consultants, 2018

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Figure 2-3: HIP Streets Modernization Plan - Proposed On-Street Space Reconfiguration (2017)



Source: City of Loveland, Stanley Consultants, 2017

Based on feedback from the City of Loveland regarding implementation of the HIP Streets Plan, Walker assumed that 35% of on-street spaces slated for removal would be eliminated within the five-year timeframe. No other inventory changes are expected between the two-year and five-year timeframes.

The following table (Table 2-4) summarizes projected on-street and off-street supply in five years (2023).

Table 2-4: Projected Public Parking Inventory

Supply Type	Existing (As of August 2018)	In Two Years (2020)	In Five Years (2023)
Public On-street	1,145	1,145	1,088
Public Off-street	1,197	1,687	1,687
Total	2,342	2,832	2,775

Source: Walker Consultants, 2018

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WILL PARKING DEMAND BE MET BY PUBLIC PARKING SUPPLY IN THE NEXT FIVE YEARS, AND TO WHAT DEGREE?

The following table (Table 2-5) provides an overview of how supply will accommodate projected demand in the five-year timeframe (2023), as compared to its ability to accommodate projected demand in the two-year timeframe (2020).

Table 2-5: Projected Public Parking Supply Sufficiency

2020 Projected Typical Peak Demand	2020 Public Parking Supply	% Occupied	2023 Projected Typical Peak Demand	2023 Public Parking Supply	% Occupied
2,119	2,832	75%	2,315	2,775	83%

Source: Walker Consultants, 2018

As shown, projected parking supply is expected to accommodate demand in the five-year timeframe on an aggregate basis. However, at the five-year mark (2023), it is likely that demand will approach what Walker considers to be its maximum point in a mixed-use, downtown environment where many users are visitors and unfamiliar with the parking system. This maximum point, also referred to as “effective supply”, is 85%--this 15% cushion ensures that there are enough spaces available at peak periods to prevent excessive circulation. In addition, existing demand supply crunches are expected to continue to increase in downtown “hot spots” as demand increase on an aggregate basis. These supply crunches could be alleviated through various parking management interventions, such as enforcement of time limits.

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THE FUTURE OF PUBLIC PARKING: IN THE NEXT TEN YEARS

The following section discusses the following:

- How is parking demand expected to grow or change in the next ten years?
- How is public parking supply expected to change in the next ten years?
- Will parking demand be accommodated by public parking supply in the next ten years, and to what degree?

HOW IS PARKING DEMAND EXPECTED TO GROW OR CHANGE IN THE NEXT TEN YEARS?

As discussed previously, once outside the near-term timeframe, it is difficult to predict how downtown Loveland will develop. As such, Walker has used a conservative approach, assuming that development will occur at a pace commensurate with typical annual population growth—or a margin of 3% per year.

Based on this rate of growth, Walker projects a total demand for 2,684 spaces in the ten-year timeframe (by 2028).

HOW IS PUBLIC PARKING SUPPLY EXPECTED TO CHANGE IN THE NEXT TEN YEARS?

The HIP Streets Modernization Plan will continue to impact on-street parking inventory in Loveland's downtown core over the 10 year period. Based on feedback from the City of Loveland regarding implementation of the Plan, Walker assumed that 100% of on-street spaces slated for removal would be eliminated within the ten-year timeframe. No other inventory changes are expected between the five-year and ten-year timeframes.

The following table (Table 2-6) summarizes projected on-street and off-street supply in ten years (2028).

Table 2-6: Projected Public Parking Inventory

Supply Type	Existing (As of August 2018)	In Two Years (2020)	In Five Years (2023)	In Ten Years (2028)
Public On-street	1,145	1,145	1,088	983
Public Off-street	1,197	1,687	1,687	1,687
Total	2,342	2,832	2,775	2,670

Source: Walker Consultants, 2018

WILL PARKING DEMAND BE MET BY PUBLIC PARKING SUPPLY IN THE NEXT TEN YEARS, AND TO WHAT DEGREE?

The following table (Table 2-7) provides an overview of how supply will accommodate projected demand in the ten-year timeframe (2028), as compared to its ability to accommodate projected demand in the five-year timeframe (2023).

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Table 2-7: Projected Public Parking Supply Sufficiency

2023 Projected Typical Peak Demand	2023 Public Parking Supply	% Occupied	2025 Projected Typical Peak Demand	2025 Public Parking Supply	% Occupied
2,315	2,775	83%	2,684	2,670	101%

Source: Walker Consultants, 2018

As shown, at the ten-year mark, projected parking demand is expected to exceed available public parking supply on an aggregate basis, by a margin of 14 spaces. To achieve Walker's recommended effective supply cushion of 15% would necessitate an additional 488 spaces. However, a number of other measures could slow the growth of parking demand, including transportation demand management through increases in public transit service and scope, improvements to the downtown bicycle and pedestrian infrastructure, incentives to use methods of arrival outside the single-occupancy vehicle—and even cultural and demographic shifts over time. Additionally, it should be noted that this analysis assumes that the public parking supply will be the chief (and really, sole) parking option to accommodate projected parking demand; if even a portion of new development occurring within the downtown study area provides its own parking, it is likely that total supply will accommodate projected demand.

PUBLIC ENGAGEMENT

This section addresses the following questions:

1. **How** did members of the community participate in this study?
2. What topics were discussed, and what **initial feedback** was received?

PUBLIC ENGAGEMENT OVERVIEW

Because this phase of the Downtown Parking Study and Strategic Plan process focused on quantitative analysis—namely assessing existing conditions in the parking system and the system’s availability to accommodate demand into the future—public engagement efforts were limited. The second phase of the planning process, scheduled for 2019, will include a more robust public engagement process, including a number of public open houses and presentations.

However, several efforts were made to introduce the study to stakeholders, form a steering committee, and gauge the Loveland community’s opinions about downtown parking and mobility. These included:

- A community-wide survey netting over 1,215 responses
- Outreach and information-sharing at the Loveland Corn Roast Festival in August 2018
- The formation of a Steering Committee, comprising downtown business owners and organizational leaders
- A meeting of the Steering Committee in October 2018 to introduce the study objective and discuss key findings and next steps

COMMUNITY SURVEY

The study’s community survey, launched in late August 2018, focused on user’s experience with the parking system and interest in various parking management and technology strategies. The following section provides an overview of respondents’ answers to the survey’s questions.

Overall, user responses indicate that there is a fairly widely-held perception of a lack of available public parking—likely due to a lack of available parking in very high-demand areas along 4th and 5th streets despite plenty of available parking on an aggregate basis. There is also some indication that users are unaware of the locations of public parking facilities (such as off-street surface lots).

Users were most excited about signage and wayfinding programs, residential permit programs, and employee permit programs. There was also some support for stricter enforcement of existing time limits.

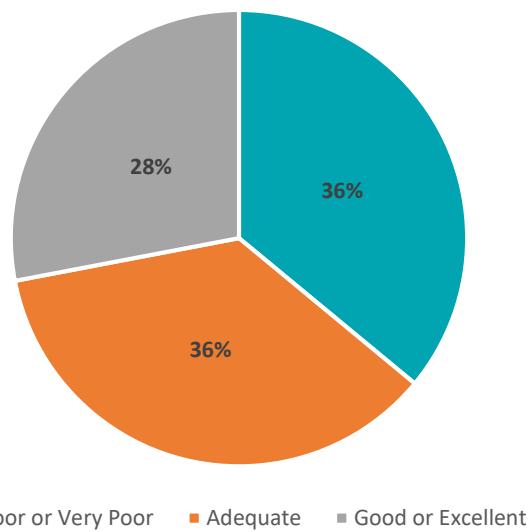
The survey also offered an opportunity to provide narrative responses. These responses focused on three major categories—parking management concerns and interests, mobility management concerns and interests, and future wants and needs—and are included as an attachment in Appendix C. Many respondents expressed a need for overnight parking options, more close-in options for disabled and mobility-challenged parkers, and a desire to improve the pedestrian environment and general safety and security in the downtown core.

The following section provides an overview of respondents’ answers to the survey’s questions.

PARKING IN DOWNTOWN LOVELAND
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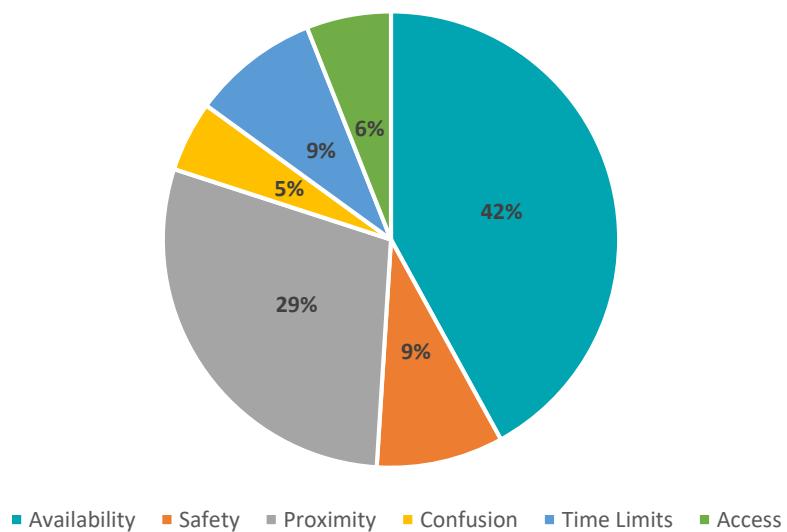
QUESTION: HOW DO USERS RATE PARKING IN DOWNTOWN LOVELAND?

Figure 3-1: Rating Results Summary (Parking)



QUESTION: WHAT IS THE PRIMARY FACTOR INFLUENCING A RATING LOWER THAN GOOD OR EXCELLENT?

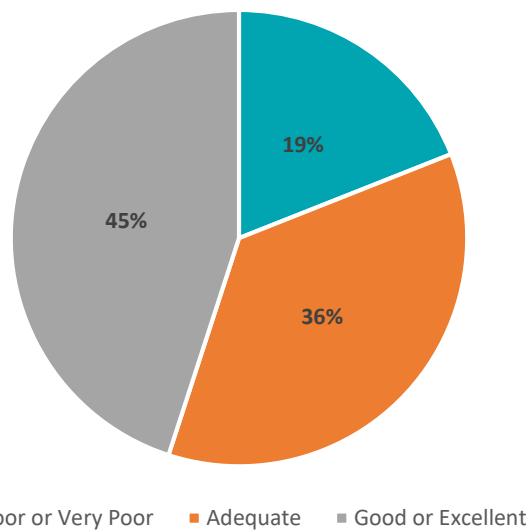
Figure 3-2: Primary Rating Factor Results Summary (Parking)



PARKING IN DOWNTOWN LOVELAND
PHASE 1 REPORT

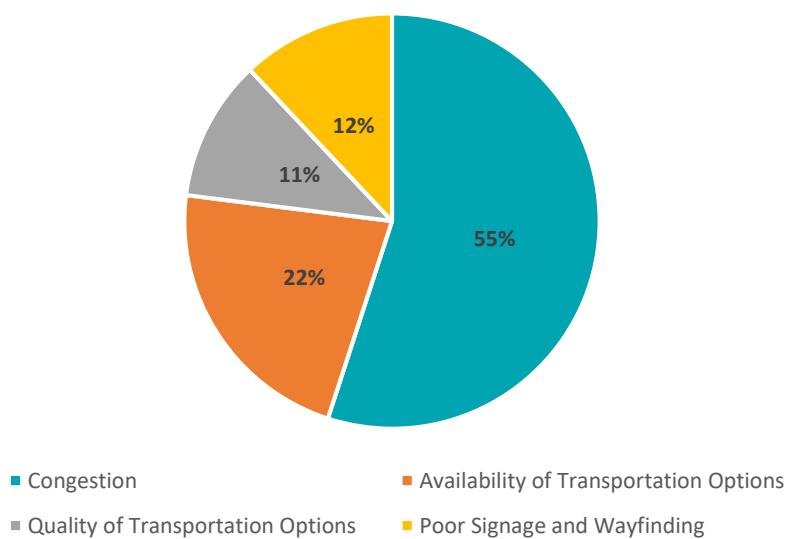
QUESTION: HOW DO USERS RATE MOBILITY IN DOWNTOWN LOVELAND?

Figure 3-3: Rating Results Summary (Mobility)



QUESTION: HOW DO USERS RATE MOBILITY IN DOWNTOWN LOVELAND?

Figure 3-4: Primary Rating Factor Results Summary (Mobility)



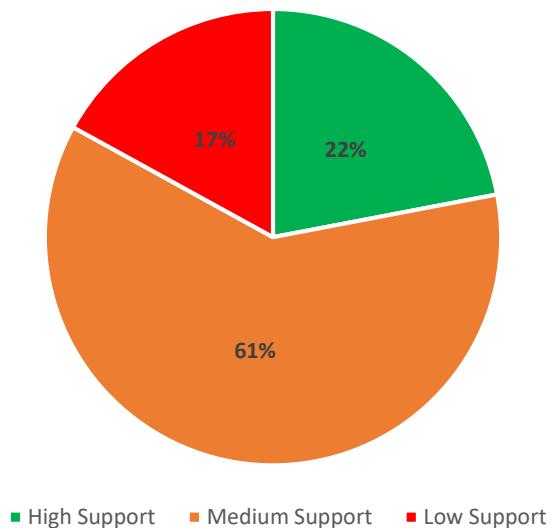
PARKING IN DOWNTOWN LOVELAND PHASE 1 REPORT

HOW SUPPORTIVE ARE YOU OF THESE PARKING MANAGEMENT AND TECHNOLOGY STRATEGIES?

For the following questions, participants were asked to rate their level of support for each strategy. In each of the following figures, the green represents high support, orange represents medium support, and red represents low support.

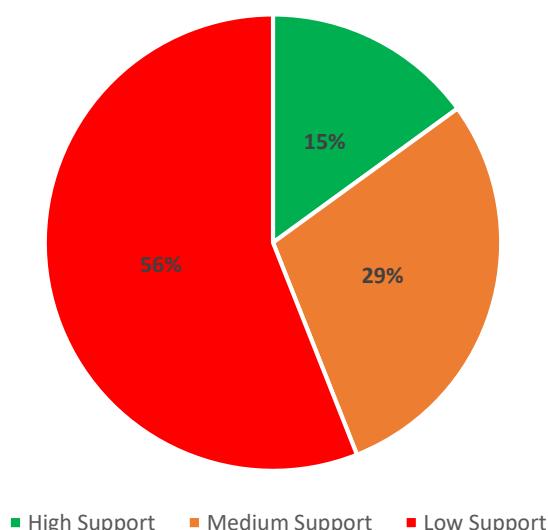
ON-STREET TIME LIMITS

Figure 3-5: Level of Support Summary (On-Street Time Limits)



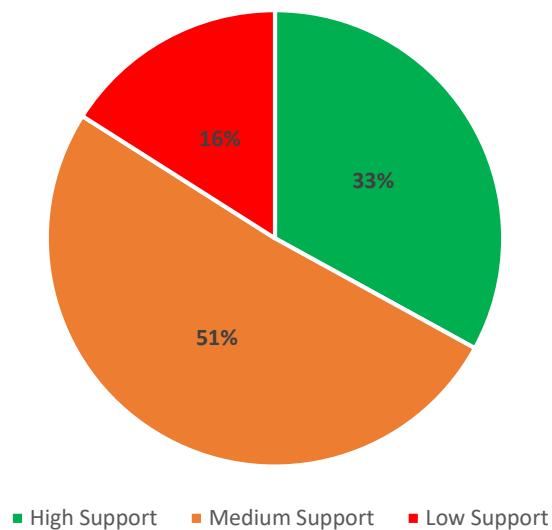
PAYING FOR CONVENIENT PARKING

Figure 3-6: Level of Support Summary (Paying for Convenience)



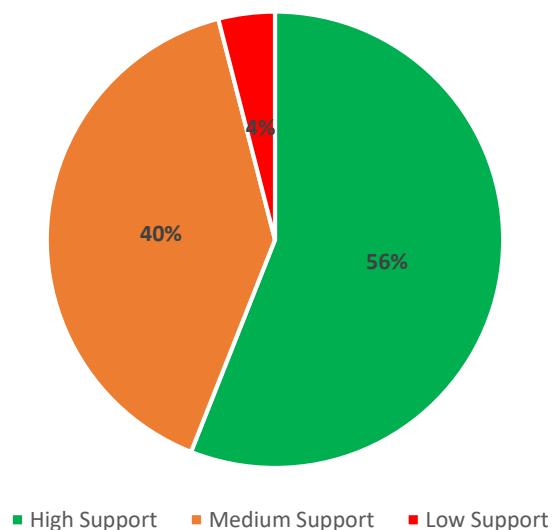
STRICT ENFORCEMENT OF PARKING REGULATIONS

Figure 3-7: Level of Support Summary (Strict Enforcement)



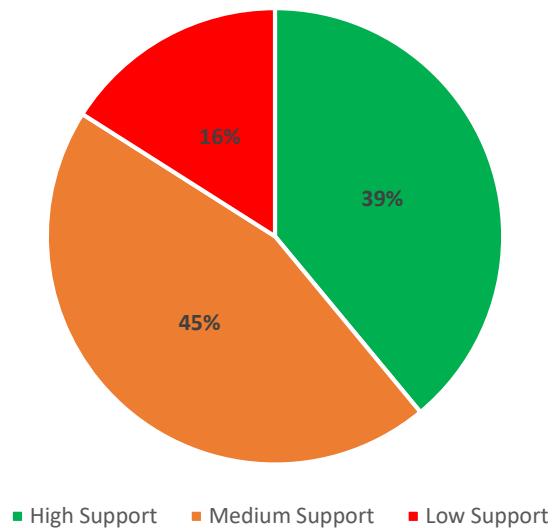
SIGNAGE AND WAYFINDING

Figure 3-8: Level of Support Summary (Signage and Wayfinding)



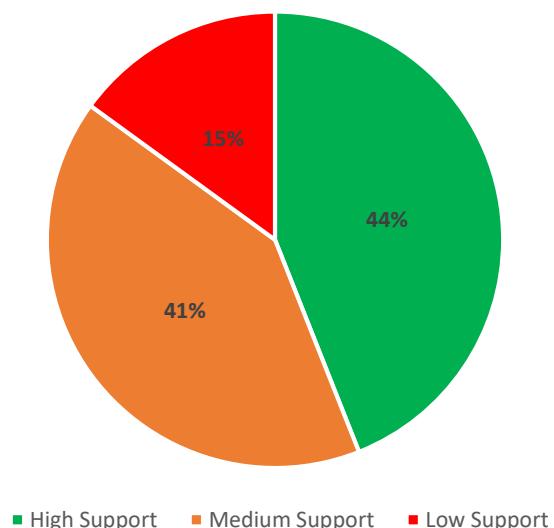
RESIDENTIAL PERMIT PROGRAM

Figure 3-9: Level of Support Summary (Residential Permit Program)



EMPLOYEE PERMIT PROGRAM

Figure 3-10: Level of Support Summary (Employee Permit Program)



**PARKING IN DOWNTOWN LOVELAND
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STEERING COMMITTEE MEETING

At present, the steering committee includes representatives from downtown businesses and organizations and the Downtown Development Authority, as well as several City staff members. This committee will continue to be shaped throughout the second phase of the study, where several additional meetings of this group are planned to discuss findings and recommendations and plan for implementation.

The first phase of this study included an introductory meeting with this group, held on October 26, 2018 at the Downtown Development Authority offices. Topics discussed included:

- Enforcement of existing two-hour time limits
- Improvements to pedestrian environment
- Establishing user-appropriate parking facilities, such as long-term and short-term parking areas, resident and employee parking permits, etc.
- Identifying funding sources for parking management and operations and future infrastructure
- Management and operations of the new partially-public parking garage at The Foundry
- Culture change and community education as it relates to parking
- Loading areas and pick-up/drop-off areas for Uber, Lyft, and other Transportation Network Companies

SECTION 1 APPENDIX

Inventory and Occupancy Counts

August 2, 2018 Occupancy Count

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
1	North		12	1	1	1	1	2	1	2	
	East		9	0	0	0	0	0	0	0	
	South		0	0	3	1	0	0	0	0	
	West		12	0	0	0	0	1	0	0	
TOTAL			33	1	4	2	1	3	1	2	
% occupancy				3%	12%	6%	3%	9%	3%	6%	
on-street				1	4	2	1	3	1	2	
% occupancy				3%	12%	6%	3%	9%	3%	6%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
2	North	E. 9th Street	10	0	0	0	0	0	0	0	
	East		0	0	0	0	0	0	0	0	
	South		0	0	0	0	0	0	0	0	
	West		0	0	0	0	0	0	0	0	
A	Private Lot (Safeway Grocery)		170	29	32	42	34	38	28	13	
TOTAL			180	29	32	42	34	38	28	13	
% occupancy				16%	18%	23%	19%	21%	16%	7%	
on-street				10	0	0	0	0	0	0	
% occupancy				0%	0%	0%	0%	0%	0%	0%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
3	North		10	0	0	1	0	1	0	0	
	East		0	0	0	0	0	0	0	0	
	South		5	0	1	0	0	0	0	0	
	West		12	0	1	3	0	0	0	0	
TOTAL			27	0	2	4	0	1	0	0	
% occupancy				0%	7%	15%	0%	4%	0%	0%	
on-street				27	0	2	4	0	1	0	
% occupancy				0%	7%	15%	0%	4%	0%	0%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
4	North		8	0	1	1	2	0	1	0	
	East		8	3	2	5	2	3	0	0	
	South		12	3	6	7	4	7	3	1	
	West		14								
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
5	North		9	0	2	0	0	0	0	0	0
	East		12	1	1	1	2	3	1	1	1
	South		12	3	3	2	2	2	5	2	1
	West		8	3	5	3	3	2	2	2	1
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
6	North	parallel parking spaces (unsigned time limits)	9	0	4	3	3	4	6	4	
	East	parallel parking spaces (unsigned time limits)	12	4	8	7	7	6	4	4	
	South	parallel parking spaces (2-HR time limit)	12	6	8	9	5	3	7	7	

West	no parking spaces	0	0	0	0	0	0	0			
TOTAL		33	10	20	19	15	13	17	15		
% occupancy			30%	61%	58%	45%	39%	52%	45%		
on-street			10	20	19	15	13	17	15		
%occupancy			30%	61%	58%	45%	39%	52%	45%		
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
7	North	W 6th Street	6	8	7	8	7	6	4	4	
	East	Rail Road Tracks	0	0	0	0	0	0	0	0	
	South	W. 5th Street	5	4	4	5	3	3	3	0	
	West	N. Garfield Avenue	11	0	1	2	2	2	4	0	
	A	Facilities Mgmt. Lot	36	17	20	22	20	20	20	20	
	B	Public Works Dept. Lot	5	2	2	3	2	3	3	3	
		ADA spaces	1	0	0	0	0	0	0	0	
TOTAL			64	31	34	40	34	34	34	27	
% occupancy				48%	53%	63%	53%	53%	53%	42%	
on-street				12	12	15	12	11	11	4	
%occupancy				55%	55%	68%	55%	50%	50%	18%	
off-street				19	22	25	22	23	23	23	
%occupancy				45%	52%	60%	52%	55%	55%	55%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
8	North	parallel parking spaces (2-HR time limit)	8	7	7	5	5	6	0	0	
		ADA spaces	1	0	0	0	0	0	0	0	
	East	parallel parking spaces (2-HR time limit)	7	2	3	4	4	2	7	4	
	South	angled parking (2-HR time limit)	18	3	3	4	9	10	14	10	
	West	perpendicular parking nearest tracks	28	12	19	19	19	17	9	5	
		ADA spaces	2	0	0	0	1	1	0	0	
	A	Larimer County Employee Lot	40	26	28	32	25	24	14	10	
TOTAL			104	50	60	64	63	60	44	29	
%occupancy				48%	58%	62%	61%	58%	42%	28%	
on-street				24	32	32	38	36	30	19	
%occupancy				38%	50%	50%	59%	56%	47%	30%	
off-street				26	28	32	25	24	14	10	
%occupancy				65%	70%	80%	63%	60%	35%	25%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
9	North	parallel parking spaces (2-HR)	9	2	3	6	6	4	7	6	
	East	parallel parking spaces (2-HR)	8	6	5	4	4	3	7	3	
		loading zone spaces	1	0	1	0	1	0	0	1	
	South	angled parking spaces (2-HR time limit)	11	1	0	10	9	4	7	6	
		ADA spaces	2	0	0	0	0	0	1	0	
	West	parallel parking spaces (2 HR time limit)	10	1	0	3	5	9	8	2	
TOTAL			41	10	9	23	25	20	30	18	
%occupancy				24%	22%	56%	61%	49%	73%	44%	
on-street				10	9	23	25	20	30	18	
%occupancy				24%	22%	56%	61%	49%	73%	44%	

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _	
10	North	parallel parking spaces	7	7	7	7	7	4	8	8		
	East	angled spaces	14	12	11	14	14	12	14	8		
	South	parallel parking spaces	10	6	9	7	6	7	10	6		
	West	parallel parking spaces (2-HR time limit)	8	7	7	8	3	4	8	7		
		15 min. time zone	1	1	1	0		0	1	0		
			40	33	35	36	30	27	41	29		
						83%	88%	75%	68%	103%	73%	
						33	35	36	30	27	29	
TOTAL												
%occupancy												
on-street												
%occupancy												
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _	
11	North	6th parallel parking, unrestricted	8	3	8	7	8	7	10	7		
	East	Washington, parallel parking spaces	8	4	5	5	3	7	2	3		
	South	parallel parking spaces	9	7	8	8	8	6	6	7		
	West	parallel parking spaces	9	7	7	7	7	6	7	8		
		ADA spaces	1	0	0	0	0	0	0	0		
			35	21	28	27	26	26	25	25		
						60%	80%	77%	74%	74%	71%	
						21	28	27	26	26	25	
TOTAL												
%occupancy												
on-street												
%occupancy												
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _	
12	North	angled parking spaces	8	7	8	7	4	2	2	1		
	East	angled, perpendicular, and parallel spaces	28	10	14	13	19	20	10	3		
	South	angled parking spaces (2-HR time limit)	9	0	1	3	5	9	9	9		
	West	N Garfield, parallel parking spaces	3	2	2	2	1	0	4	0		
	A	Public Surface Lot (long-term parking)	48	21	30	34	32	32	36	19		
		ADA spaces	2	0	0	0	0	0	0	0		
			98	40	55	59	61	63	61	32		
						41%	56%	60%	62%	64%	62%	
TOTAL						19	25	25	29	31	13	
%occupancy												
on-street												
%occupancy												
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _	
13	North	angled parking spaces	14	0	1	4	8	9	8	5		
	East	parallel parking spaces	9	2	6	7	6	8	7	5		
	South	angled parking spaces	12	5	9	11	11	10	14	11		
		ADA spaces	1	0	0	0	1	0	2	1		
	West	angled parking spaces (2-HR time limit)	24	2	6	16	17	15	23	23		
		ADA spaces	1	0	0	0	0	0	1	0		
	A	3-HR Public Parking Lot	39	6	11	13	9	16	35	25		
	B	Reporter Heard Lot (publically available select reserved spaces (Patina residents)	43	19	20	31	33	43	40	31		
			15									
TOTAL				158	34	53	82	85	101	130	101	
%occupancy												
on-street												
				61	9	22	38	43	42	55	45	

%occupancy off-street		97	15%	36%	62%	70%	69%	90%	74%		
			25	31	44	42	59	75	56		
			26%	32%	45%	43%	61%	77%	58%		
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
14	North	angled parking spaces	14	10	9	10	11	8	8	5	
		ADA spaces	1	0	0	0	0	0	0	0	
	East	parallel parking spaces	9	4	6	7	7	6	1	1	
		loading zone spaces	1	0	0	0	0	0	0	0	
	South	angled parking spaces	9	7	10	10	9	10	13	9	
		ADA spaces	2	0	1	1	1	2	0	0	
	West	parallel parking spaces	10	7	7	9	5	8	8	5	
		15 min. time zone	3	0	0	1	0	0	1	1	
	A	3-HR Public Parking Lot	58	28	42	46	48	47	48	38	
	TOTAL		107	56	75	84	81	81	79	59	
	%occupancy on-street			52%	70%	79%	76%	76%	74%	55%	
			49	28	33	38	33	34	31	21	
	%occupancy off-street		58	28	42	46	48	47	48	38	
	%occupancy			48%	72%	79%	83%	81%	83%	66%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
15	North	angled parking spaces (2-HR time limit)	14	11	14	12	7	9	10	3	
	East	parallel parking spaces	9	9	8	9	6	2	1	1	
	South	angled parking spaces (2-HR time limit)	13	5	4	12	11	10	12	10	
		ADA spaces	1	0	0	0	0	0	0	0	
	West	parallel parking spaces	10	6	3	7	7	8	7	6	
	A	3-HR Public Parking Lot	51	39	46	40	47	38	36	41	
		ADA spaces	3	1	1	3	0	0	0	0	
	TOTAL		101	71	76	83	78	67	66	61	
	%occupancy on-street			70%	75%	82%	77%	66%	65%	60%	
			47	31	29	40	31	29	30	20	
	%occupancy			66%	62%	85%	66%	62%	64%	43%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
16	North	1-HR time limit spaces	3	2	1	0	3	1	0	0	
		2-HR time limit spaces	5	5	2	2	2	1	3	2	
		ADA spaces	1	0	0	1	0	0	0	0	
	East	parallel parking spaces	6	6	5	5	5	4	2	2	
	South	angled parking spaces	13	13	13	12	12	6	10	7	
		ADA spaces	2	1	1	1	1	0	0	0	
	West	parallel parking spaces	6	3	4		3	2	2	2	
		Fire Department zone	3	3	3		2	2	4	4	
	A	City Employee Lot	45	45	44	38	42	17	7	7	
	TOTAL		84	78	73	59	70	33	28	24	
	%occupancy on-street			93%	87%	70%	83%	39%	33%	29%	
			39	33	29	21	28	16	21	17	

%occupancy	85%	74%	54%	72%	41%	54%	44%
off-street	45	44	38	42	17	7	7
%occupancy	100%	98%	84%	93%	38%	16%	16%

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:__	Count 2:__	Count 3:__	Count 4:__	Count 5:__	Count 6:__	Count 7:__	Count 8:__
17	North	angled parking spaces	14	0	1	2	5	12	9	9	
	East	parallel parking spaces	8	4	7	5	3	3	1	1	
	South	parallel parking spaces	9	2	2	2	2	1	1	0	
	West	parallel parking spaces	9	0	4	5	4	4	4	4	
	A	Rail Road Track Lot (public/private?)	33	2	2	3	9	9	4	5	
		ADA spaces	2	0	0	0	0	0	0	0	
	TOTAL		75	8	16	17	23	29	19	19	
	%occupancy			11%	21%	23%	31%	39%	25%	25%	
	on-street		40	6	14	14	14	20	15	14	
	%occupancy			15%	35%	35%	35%	50%	38%	35%	

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:__	Count 2:__	Count 3:__	Count 4:__	Count 5:__	Count 6:__	Count 7:__	Count 8:__
18	North	angled parking spaces (2-HR time limits)	13	6	13	13	13	12	12	13	12
		ADA spaces	1	0	1	0	1	1	0	1	
	East	angled parking spaces (unsigned time limits)	9	8	9	9	8	9	10	8	
	South	angled parking spaces (unsigned time limits)	16	14	18	16	17	15	16	22	
		ADA spaces	2	1	1	0	1	1	0	0	
	West	angled parking spaces (unsigned time limits)	26	26	26	26	26	20	20	20	
		ADA spaces	1	1	1	0	1	1	0	0	
	A	Long-Term Public Parking Area	23	21	21	20	21	21	20	16	
	TOTAL		91	77	90	84	88	80	78	80	
	%occupancy			85%	99%		97%	88%	86%	88%	
	on-street		68	56	69	64	67	59	58	64	
	%occupancy			82%	101%	94%	99%	87%	85%	94%	

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:__	Count 2:__	Count 3:__	Count 4:__	Count 5:__	Count 6:__	Count 7:__	Count 8:__
19	North	angled parking spaces (2-HR time limit)	12	11	11	12	11	11	11	12	
		ADA spaces	1	0	0	1	0	0	0	1	
	East	parallel parking spaces	4	1	3	4	2	4	4	3	
	South	angled parking spaces (2-HR time limit)	0	0	0	0	0	0	0	0	
	West	parallel parking spaces	5	4	5	5	5	5	5	5	
		loading zone spaces	4	0	4	1	2	2	4	4	
	TOTAL		26	16	23	23	20	22	24	25	
	%occupancy			62%	88%	88%	77%	85%	92%	96%	

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:__	Count 2:__	Count 3:__	Count 4:__	Count 5:__	Count 6:__	Count 7:__	Count 8:__
20	North	angled parking spaces (2-HR time limit)	11	3	4	11	11	10	11	11	
		Fire Department spaces	1	0	0	0	0	0	1	0	
		ADA spaces	1	0	1	0	0	0	0	0	
	East	parallel parking spaces (2-HR time limit)	10	6	7	8	10	3	4	6	
		ADA spaces	1	0	0	0	0	0	0	0	
	South	angled parking spaces (2-HR time limit)	12	3	4	11	8	9	7	7	
	West	parallel parking spaces (2-HR time limit)	9	4	5	8	9	4	9	9	

%occupancy				65%	90%	85%	76%	65%	33%	36%	68%
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
25	North		0	0	0	0	0	0	0	0	0
	East		5	0	0	0	0	0	0	0	0
	South		0	0	0	0	0	0	0	0	0
	West		0	0	0	0	0	0	0	0	0
	TOTAL		5	0	0	0	0	0	0	0	0
%occupancy				0%	0%	0%	0%	0%	0%	0%	0%
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
26	North	angled parking spaces (2-HR time limit)	13	8	7	10	13	7	11	8	4
	East	parallel parking spaces (unsigned time limits)	12	6	7	8	7	6	7	6	6
	South	parallel parking spaces (unsigned time limits)	8	3	4	3	4	2	0	2	2
	West	no parking spaces	8	3							
	A	Public Parking Surface Lot	30	30	29	24	28	28	18	15	15
	TOTAL		71	50	47	45	52	43	36	31	27
%occupancy				70%	66%	63%	73%	61%	51%	44%	38%
on-street				41	20	18	21	24	15	18	16
%occupancy					49%	44%	51%	59%	37%	44%	39%
off-street				71	50	47	45	52	43	36	31
											63%
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
27	North	parallel parking spaces (unsigned time limits)	12	3	6	7	6	4	3	3	1
	East	parallel parking spaces (unsigned time limits)	8	3	5	2	4	4	3	2	1
	South	parallel parking spaces (unsigned time limits)	15	3	3	1	2	2	2	3	4
	West	parallel parking spaces (unsigned time limits)	11	6	6	6	6	5	3	5	3
	TOTAL		46	15	20	16	18	15	11	13	9
%occupancy					33%	43%	35%	39%	33%	24%	28%
on-street											20%
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
28	North	perpendicular parking spaces (unsigned time li	16	16	16	15	12	13	12	9	9
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	parallel parking spaces (unsigned time limits)	7	6	6	2	3	0	0	0	0
	A	Civic Center Surface Parking Lot	116	64	70	59	3	67	55	21	13
	TOTAL		139	86	92	76	18	80	67	30	22
%occupancy					62%	66%	55%	13%	58%	48%	22%
on-street											16%
off-street											9
%occupancy											13
											11%
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3: _	Count 4: _	Count 5: _	Count 6: _	Count 7: _	Count 8: _
29	North	no parking spaces	0	0	0	0	0	0	0	0	0
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	A	Public Surface Lot (near creek)	51	9	7	7	26	23	29	42	43

off-street		51	9	7	7	26	23	29	42	43	
%occupancy			18%	14%	14%	51%	45%	57%	82%	84%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
30	North	parallel parking spaces (unsigned time limits)	12	8	8	7	7	8	5	4	6
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	TOTAL		12	8	8	7	7	8	5	4	6
%occupancy				67%	67%	58%	88%	67%	42%	33%	50%
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
31	North	parallel parking spaces (unsigned time limits)	8	0	0	0	0	0	0	0	0
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	TOTAL		8	0	0	0	0	0	0	0	0
%occupancy				0	0	0	0	0	0	0	0
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2:	Count 3:	Count 4:	Count 5:	Count 6:	Count 7:	Count 8:
32	North	combined with block 33	32	9	9	3	9	9	8	7	5
	East	no parking spaces	9	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	TOTAL		41	9	9	3	9	9	8	7	5
%occupancy				22%	22%	7%	22%	22%	20%	17%	12%
TOTAL			2342	1113	1343	1350	1302	1226	1185	1024	432
TOTAL % OCCUPANCY				48%	57%	58%	56%	52%	51%	44%	18%

SECTION 3 APPENDIX

Narrative Survey Responses

Loveland Parking Study: Narrative Survey Responses

Parking Management Concerns and Interests	Mobility Management Concerns and Interests	Future Wants/Needs/Ideas
Improve/better plan for parking issues during construction	Improve/better plan for congestion issues during construction	Downtown trolley or other internal circulator
ADA parking is insufficient and in disrepair; need to cater to seniors/people with mobility issues	Improve sidewalk conditions	More/free EV charging stations in the downtown core
Safety/access concerns in new parking garage	Improve lighting for pedestrians	Focus on customer- time limits, strict enforcement, real-time availability signage
Downtown residents/employees should have better long-term parking options separate from short-term parkers	Better communication/traffic control during special events	More designated loading zones for delivery trucks/moving trucks
Overnight parking should be an option	Improve rec trail crossing at 1st and Washington	Some interest in shared parking options for new development
Confusion about time limits/appropriate places to park and when	Improve pedestrian connections from new parking garage	Improve bike infrastructure- designated lanes, bike racks, etc.
Parking enforcement is non-existent/weak	Make alternative transportation modes more accessible for all people	Need to balance long-term parking options with customer needs
2-hour time limit is too short		Some interest in paid parking options with 1 hour free/validation options
Concern about converting angled parking to parallel parking		Off-site parking for events
Confusion about where the public can parking aside from on-street parking spaces		Employee parking permits provided by/purchased by their employers
Lots of excitement about new parking garage		Some interest in downtown businesses contributing financially to parking solutions
Special events are the only issue impacting parking		Investment in alternative modes of transportation/limiting Internal vehicle circulation/park once
Walking problem not a parking problem		Parking maps would be helpful - show options, create opportunities for trip planning
Employee shuffle is a problem		Protect spillover into neighborhoods with time limits/paid parking downtown
		Graduated fines for repeat offenders, warnings for visitors
		Parking fees especially for parking garage
		Need flexibility in parking designations to ensure strong utilization
		Need transitional options contextual with Loveland's small town feel
		Advanced parking reservations/trip planning
		Better signage and wayfinding
		Paid parking that is simple, easy to understand, and hassle-free
		Private businesses should have the option to open up/share their underutilized lots
		People mentioned Fort Collins, Boulder, and Cherry Creek as good examples
		Parking space pop-up parks
		Single entity managing parking

Loveland Downtown Parking Study Update

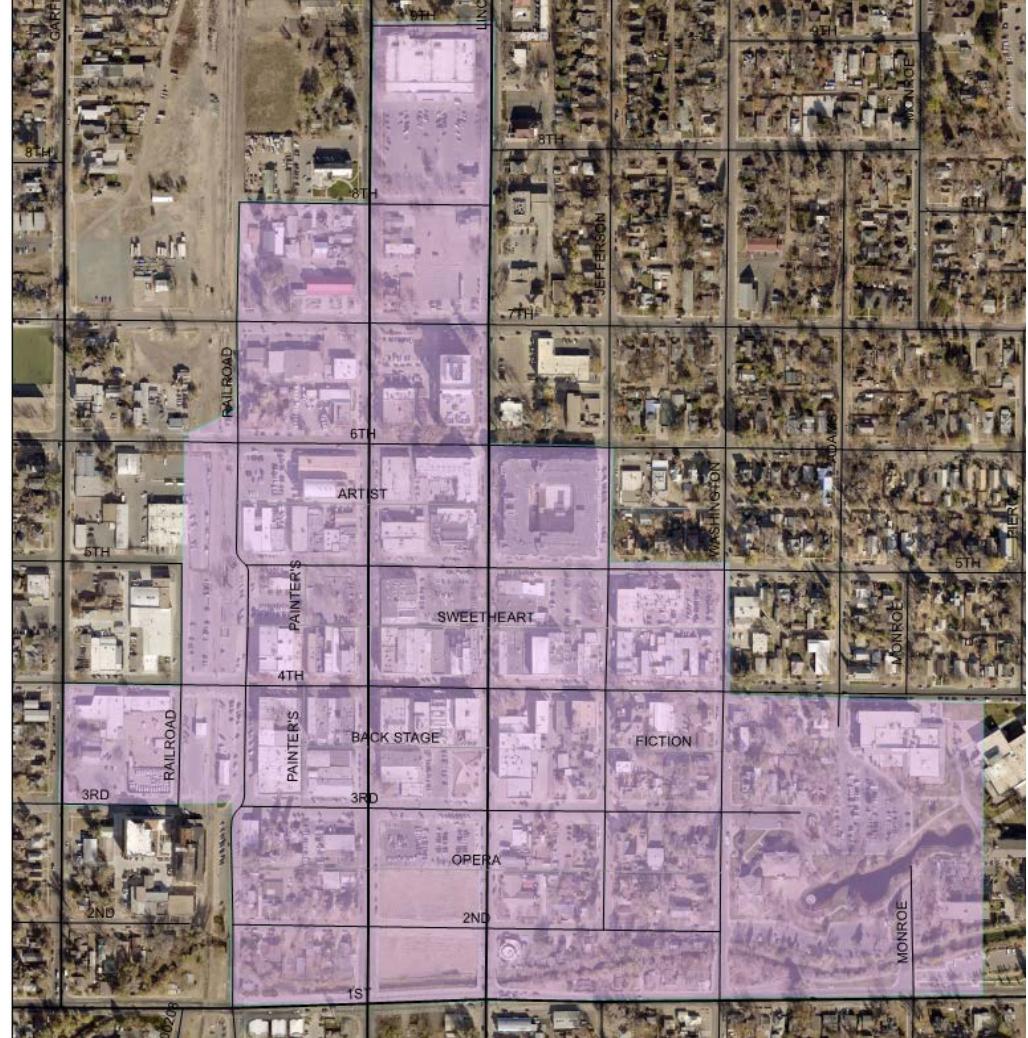
Planning Commission
January 28, 2019

AGENDA

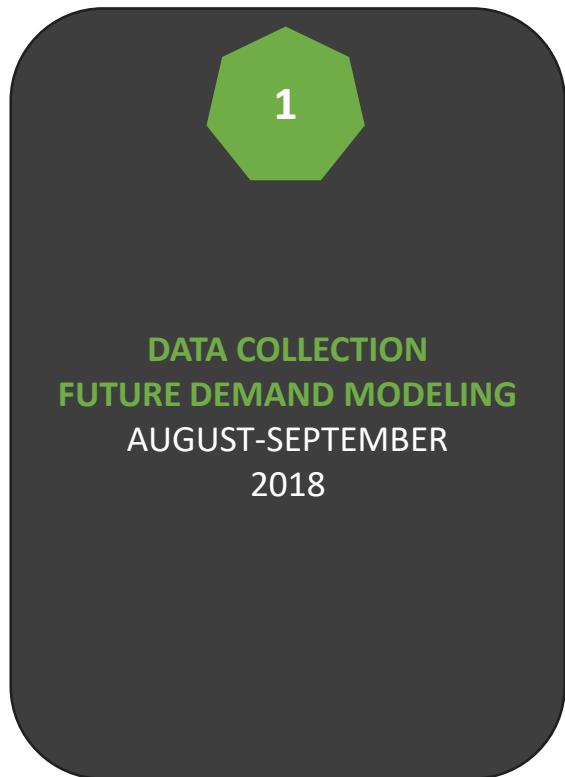
- **Phase I: Scope & Schedule**
- **Phase I: Key Findings**
 - Traffic Counts
 - Community Survey Results
 - Future Demand
- **Path Forward: Phase II**

SCOPE & SCHEDULE: PHASE I

PROJECT STUDY AREA
32 BLOCK AREA



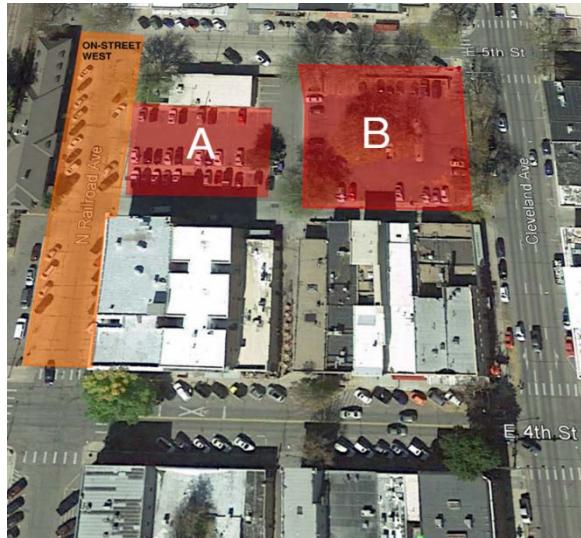
SCOPE & SCHEDULE: PHASE I



4



SCOPE AND SCHEDULE: PHASE I



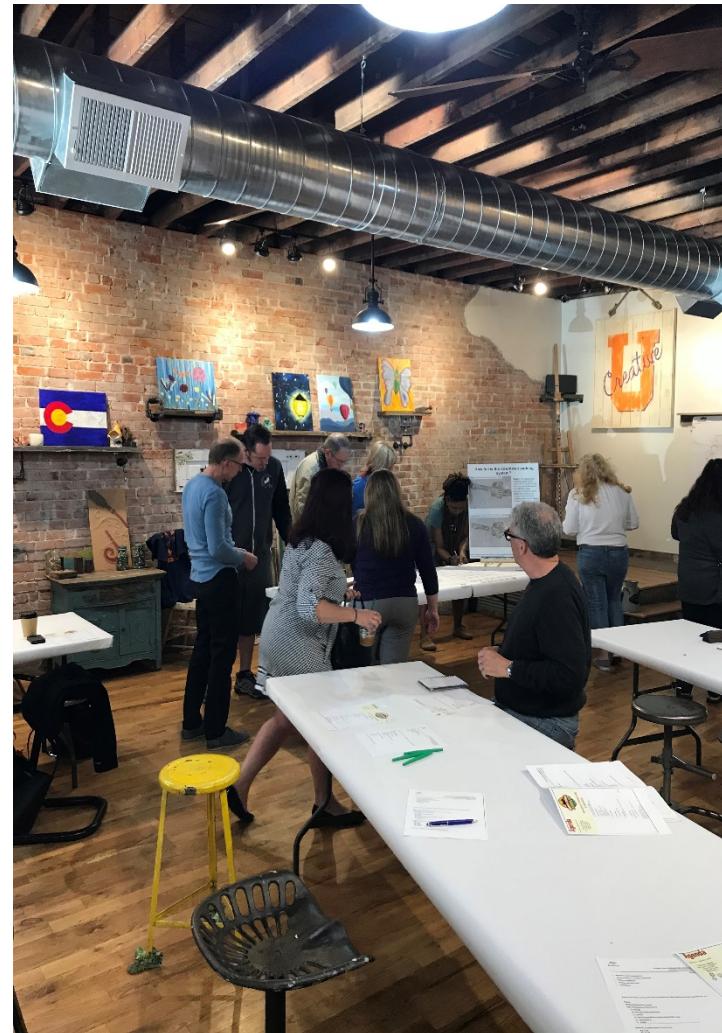
Data Collection

Quantitative analysis of the parking system, including inventory of publicly-available parking supply, and occupancy of that supply at various times (weekday, weekend, typical event).

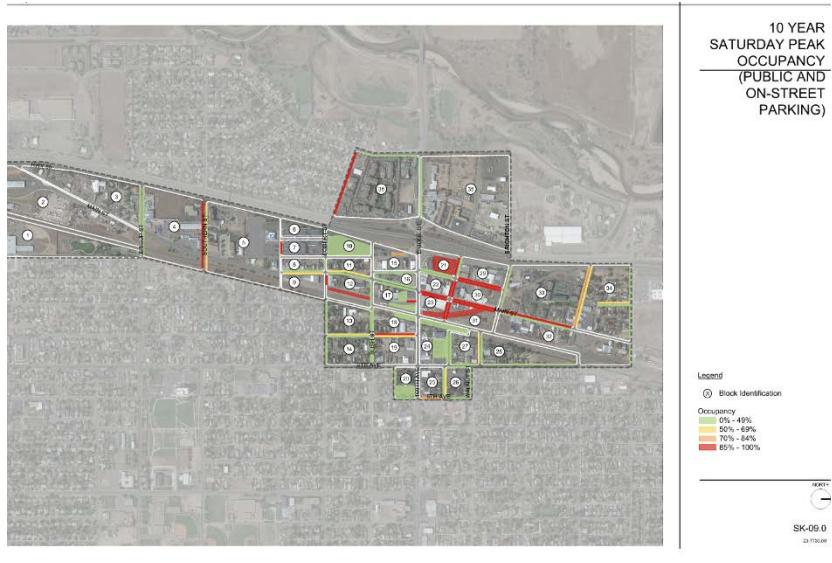
SCOPE AND SCHEDULE: PHASE I

Initial Stakeholder Engagement

Development of guiding principles, key objectives, and outcomes for the parking study alongside key stakeholders and the general public.



SCOPE AND SCHEDULE: PHASE I

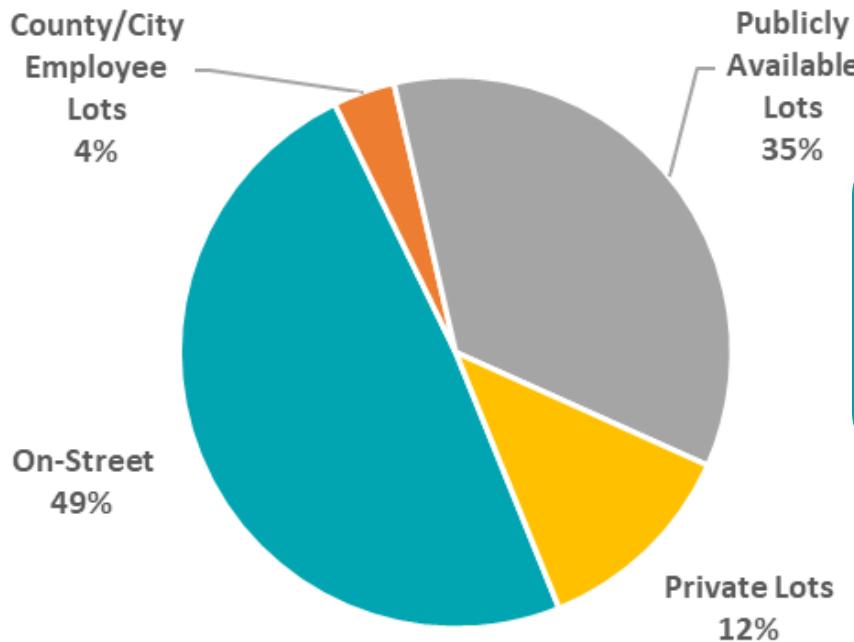


Future Demand Modeling

Modeling of future parking demand in 2-year, 5-year, and 10-year increments using known and projected growth in the downtown.

KEY FINDINGS TO DATE: PARKING TODAY

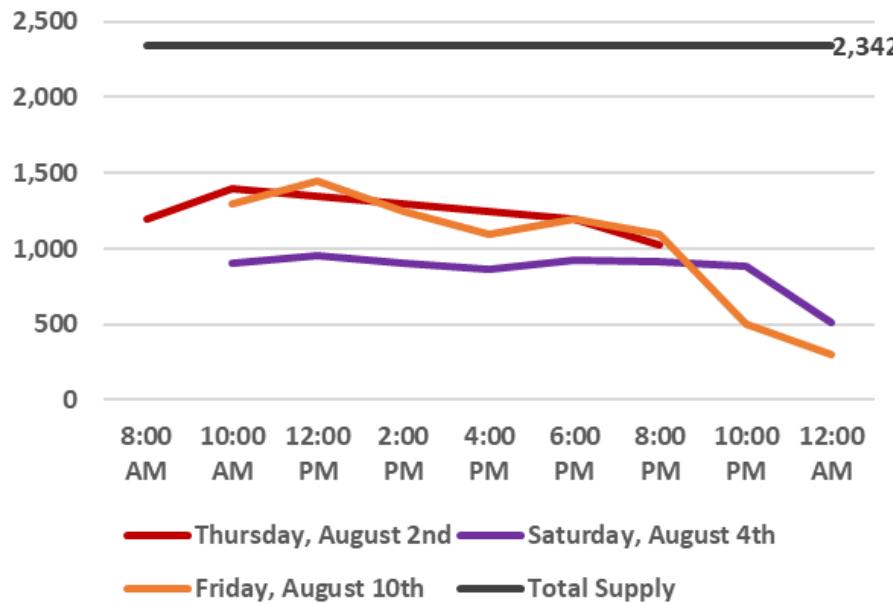
Total Inventory Distribution



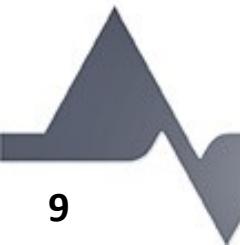
Total publicly-available inventory in the study area is **2,342** spaces. Nearly half the total inventory is on-street spaces while 35% is publicly available lots and 12% is private lots.

KEY FINDINGS TO DATE: PARKING TODAY

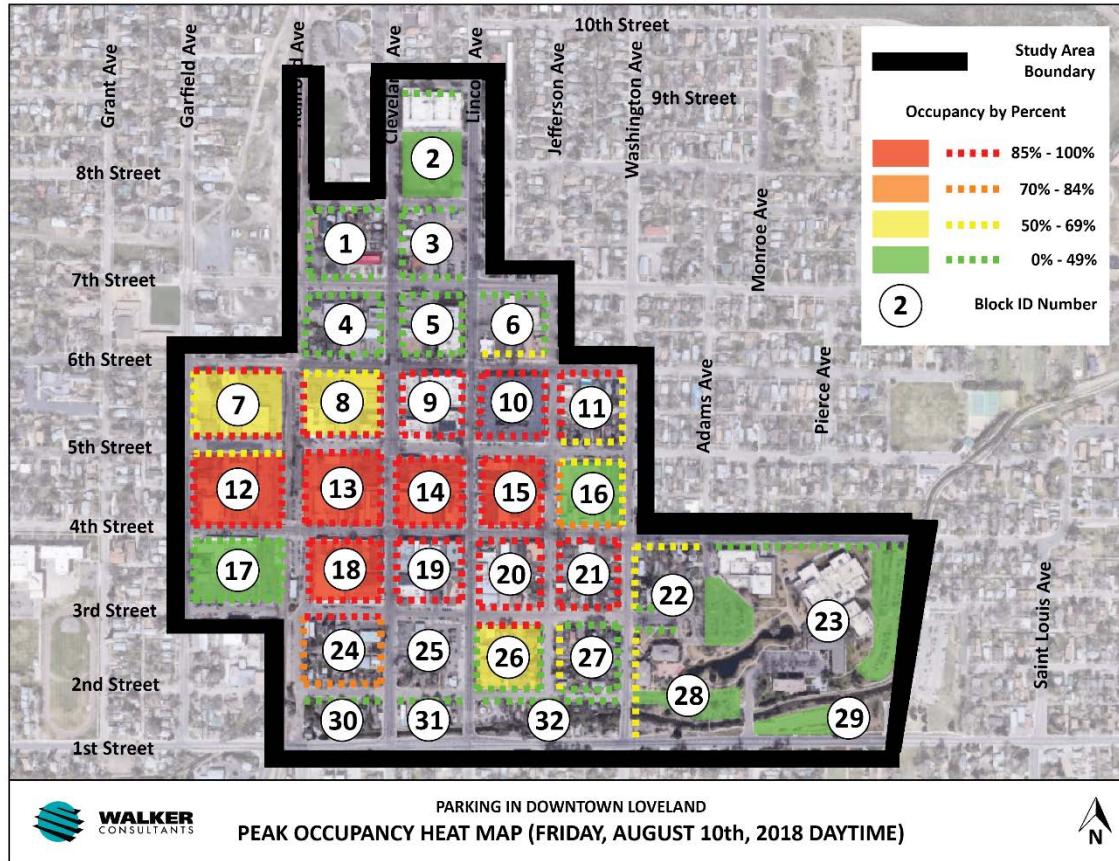
Total Parking Demand Distribution
Summary



Observed occupancies peaked on Friday, August 10th, at 12:00 PM, with nearly 67% of the public parking supply occupied.



KEY FINDINGS TO DATE: PARKING TODAY



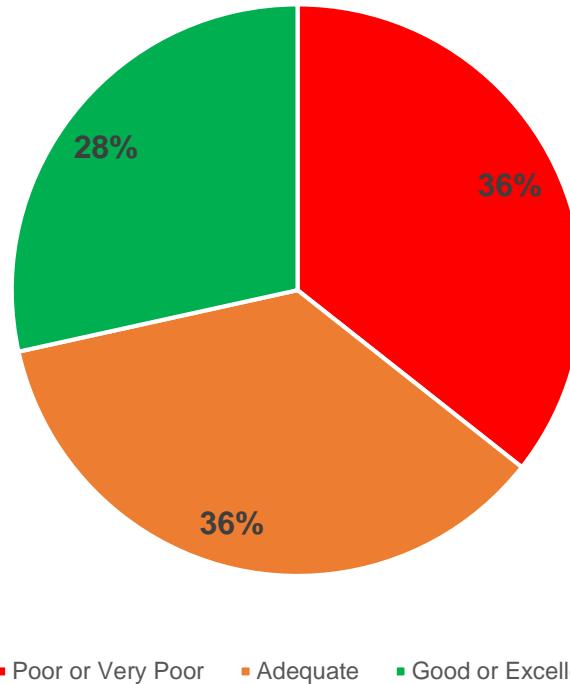
Parking supply is more than adequate on an aggregate basis, but parking shortages in high-demand areas will continue to exacerbate unless parking management interventions—like regular enforcement of time limits—are initiated.

KEY FINDINGS TO DATE: COMMUNITY SURVEY

- Launched in late August
- 1,215 total responses/engagements
- Focus on users' experience with the parking system and interest in various parking management and technology strategies

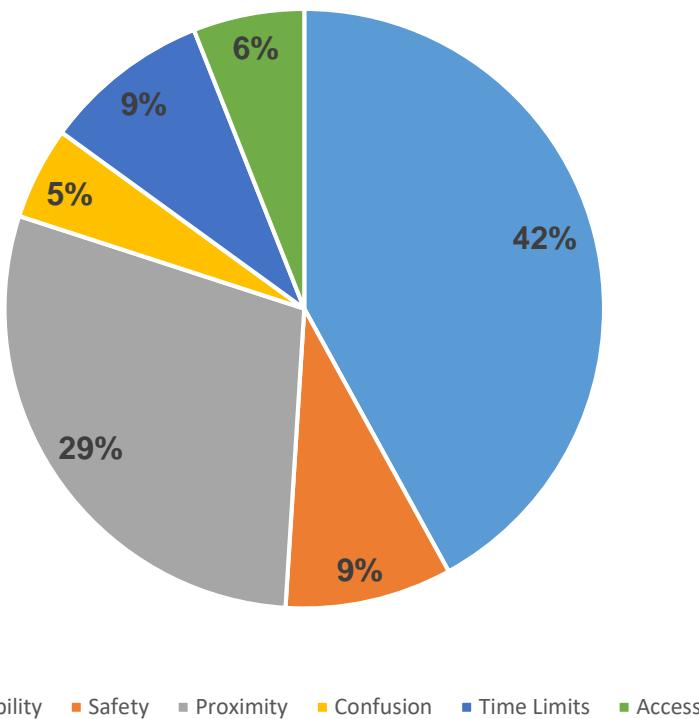
KEY FINDINGS TO DATE: COMMUNITY SURVEY

How do users rate parking in Downtown Loveland?



KEY FINDINGS TO DATE: COMMUNITY SURVEY

What is the primary factor influencing a rating lower than good or excellent?



■ Availability ■ Safety ■ Proximity ■ Confusion ■ Time Limits ■ Access

KEY FINDINGS TO DATE: OVERALL

Public parking supply is meeting demand, and is projected to continue meeting demand well into the future.

BUT...

Without managing existing parking—particularly to encourage turnover in high-demand areas—there will continue to be parking shortages that will frustrate users and lead to a perception of “no parking available”.

KEY FINDINGS TO DATE: FUTURE DEMAND



2018

2020

2023

2028

Public parking supply will continue to meet projected demand on an aggregate basis into 2023.

By 2028, projected parking demand exceeds available public parking supply.

PATH FORWARD: PHASE II

In Phase II, we will...

- Continue to develop a library of data points through additional on-the-ground data collection
- Solicit extensive feedback from stakeholders and community members
- Identify parking management, policy, and technology solutions to parking issues analyzed in Phase I.
- Look into more details regarding GID #1, user permits and enforcement strategies.



PATH FORWARD

1

ADDITIONAL DATA COLLECTION AND MODELING

TWO SESSIONS OF DATA
COLLECTION TO CAPTURE
IMPACTS FROM THE
FOUNDRY AND VALIDATE
INITIAL ANALYSIS AND
FINDINGS

2

EXTENSIVE STAKEHOLDER AND PUBLIC ENGAGEMENT PROCESS

ADDITIONAL STAKEHOLDER
AND PUBLIC MEETINGS TO
GATHER FEEDBACK AND
REFINE GUIDING PRINCIPLES
AND OBJECTIVES

3

PARKING MANAGEMENT AND POLICY ANALYSIS

ANALYSIS AND
RECOMMENDATION OF
PARKING MANAGEMENT AND
POLICY STRATEGIES FOR
DOWNTOWN LOVELAND

Questions?

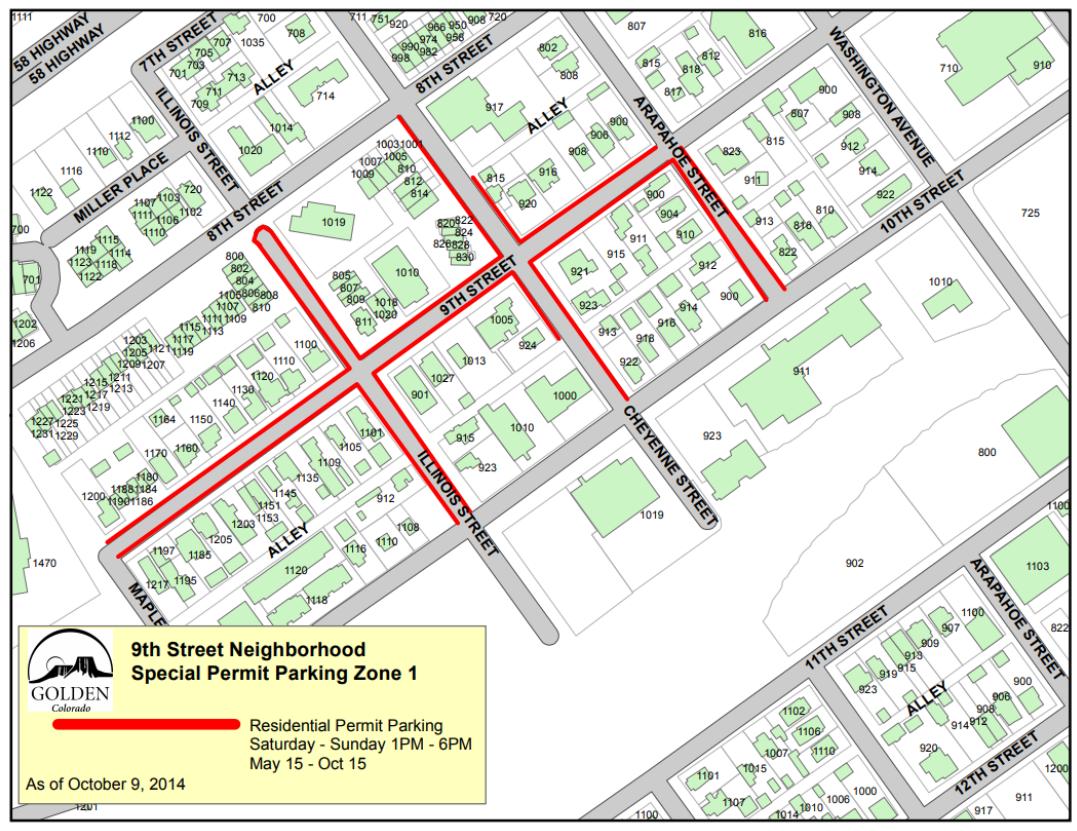
Thank You



NEIGHBORHOOD PARKING PERMITS

GOLDEN, CO

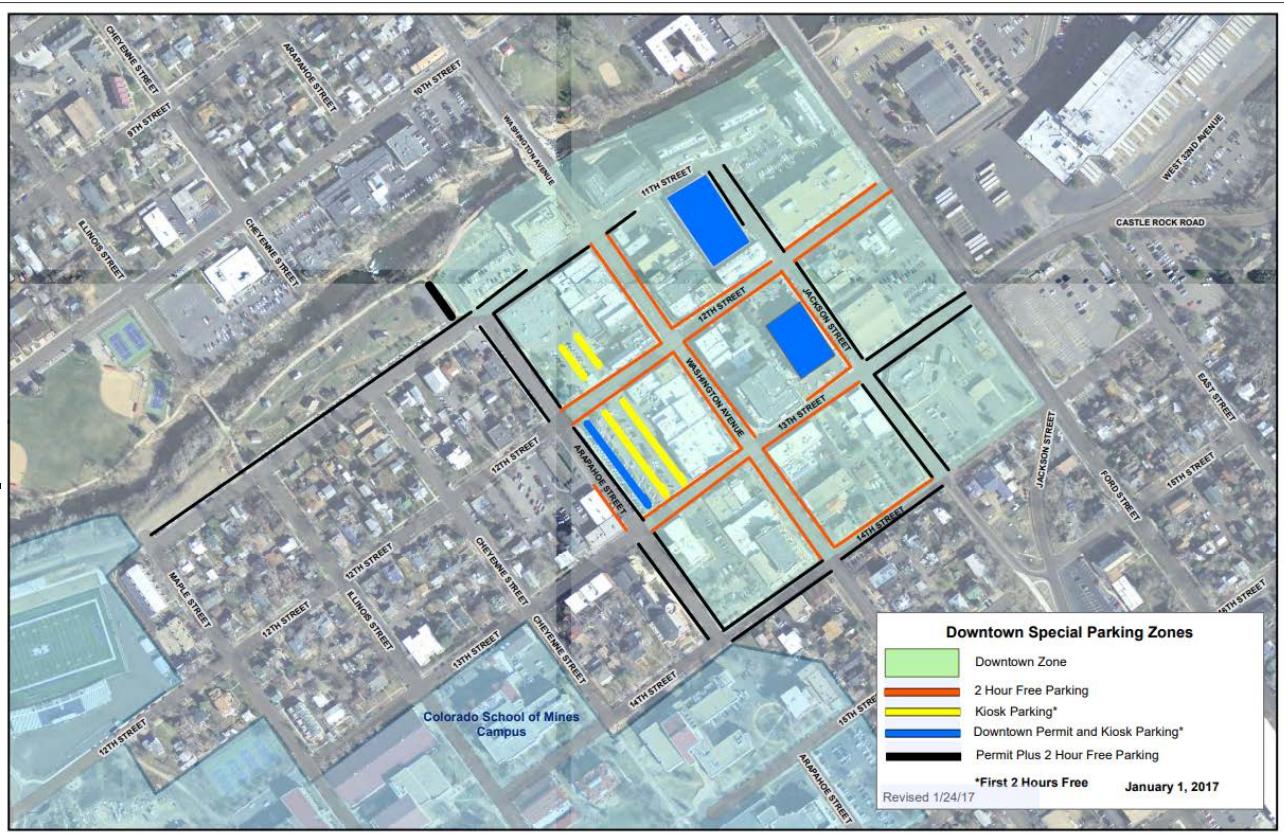
- 6 residential parking permit areas
- Nominal fee for first permit with higher fee for additional permits
- Downtown-adjacent neighborhoods



NEIGHBORHOOD PARKING PERMITS

GOLDEN, CO

- Downtown Parking Permit (DPP) for employees in downtown core
- Designated long-term parking areas



NEIGHBORHOOD PARKING PERMITS

BOULDER, CO

- NPPs for residents, businesses, and commuter employees
- Residents can petition to establish an NPP

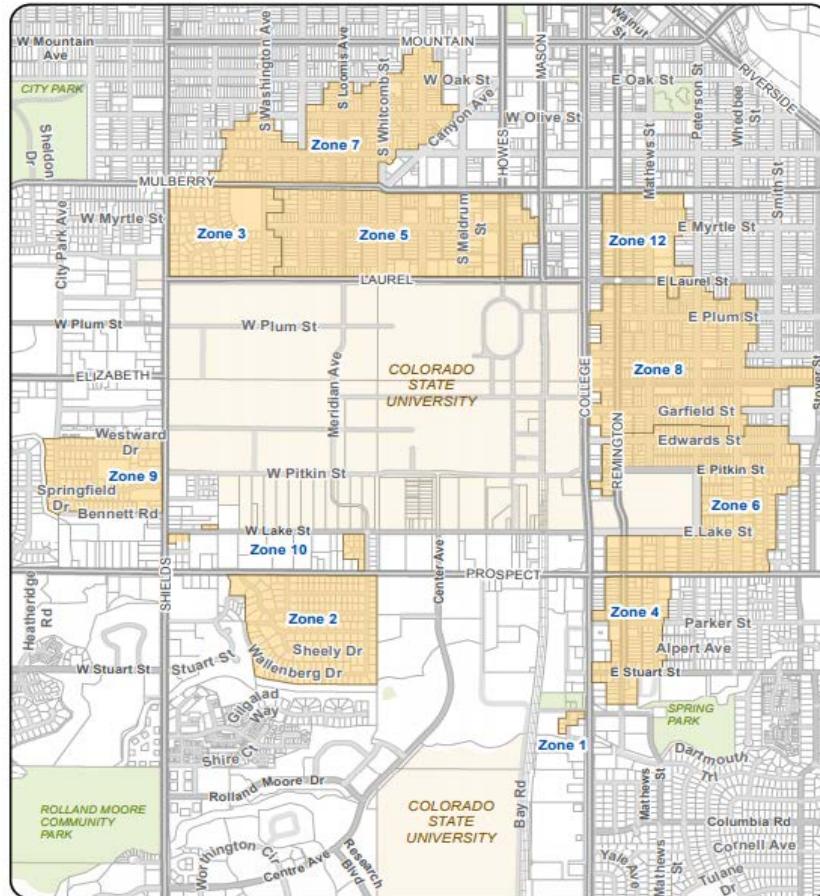
NEIGHBORHOOD	ENFORCEMENT PERIOD	TIME LIMIT W/O PERMIT
East Aurora 	8 a.m. to 6 p.m. Monday to Friday	<u>3 hours</u> 
Columbine 	9 a.m. to 5 p.m. Monday to Friday	<u>2 hours</u> 
East Ridge 	9 a.m. to 5 p.m. Monday to Friday	<u>2 hours</u> 
Fairview 	8 a.m. to 4 p.m. School Days	<u>2 hours</u> 
Goss Grove 	8 a.m. to 6 p.m. Monday to Friday	<u>2 hours</u> 
High/Sunset 	8 a.m. to 6 p.m. Monday to Friday	<u>2 hours</u> 
Mapleton 	8 a.m. to 6 p.m. Monday to Friday	<u>3 hours</u> 
University Heights 	8 a.m. to 8 p.m. Monday to Saturday	<u>2 hours</u> 
University Hill 	9 a.m. to 5 p.m. Monday to Friday	<u>2 hours</u> 
West Pearl 	8 a.m. to 6 p.m. Monday to Friday	<u>3 hours</u> 
Whittier 	8 a.m. to 8 p.m. Monday to Friday	<u>3 hours</u> 
Whittier (night) 	8 p.m. to 12 a.m. Friday and Saturday	<u>Permit Required</u> 
Chautauqua 	8 a.m. to 5 p.m. Summer weekends and holidays 2018	Vehicles without a valid permit must pay for parking (\$2.50/hour, no time limit)

NEIGHBORHOOD PARKING PERMITS

FORT COLLINS, CO

- RPP for residents and their guests only
- Residents can petition to establish an RPP

Residential Parking Permit Program (RP3)



TURNOVER STRATEGIES

ENFORCEMENT-BASED (TIME LIMITS)

PROS

TRANSITIONAL SYSTEM: Beginning with active enforcement encourages user comfort and scalability as downtown grows and changes

EASY TO UNDERSTAND: Users aren't required to utilize new technology to make the system function

EFFICIENT: Enforcement ensures active turnover and equitability among users wishing to park in high-demand areas

CONS

USER CHOICE LIMITATIONS: Users can't opt to exceed the time limit in high-demand locations, as they could with some market-based systems

LIMITED REVENUE GENERATION: Any revenue generation for on-street spaces in years 1-5 is entirely predicated on violations and fines, which may diminish as users develop comfort with the system

TURNOVER STRATEGIES

MARKET-BASED (PAID PARKING)

PROS

MARKET-BASED SYSTEM: Encourages turnover through a user's decision to pay, rather than enforcement

REVENUE GENERATING: Enables opportunities for the City to generate direct revenue from the parking system via end user payments

CONS

FAST-PACED: Stark transition from today's largely unmanaged system to paid parking, with no transition between

PUBLIC OUTREACH AND ASSISTANCE: Compared to a transitional system with time limits, requires extensive public outreach to get users to a level of familiarity and comfort with the new paid parking system