

# MEMORANDUM

CITY OF GOLDEN – TASK 1 REPORT



MAY 20, 2014

Walker Parking Consultants  
5350 S. Roslyn Street, Suite 220  
Greenwood Village, CO 80111

DATE: May 20, 2014  
TO: Mr. Steve Glueck  
COMPANY: City of Golden, Community and Economic Dev.  
ADDRESS: 1445 10<sup>th</sup> Street  
CITY/STATE: Golden, Colorado 80401  
CC: Mike Bestor, City Manager  
HARD COPY TO FOLLOW: No  
FROM: Jeremiah J. Simpson  
PROJECT NAME: City of Golden  
PROJECT NUMBER: 23-7468.00  
SUBJECT: Task 1: Data Collection & Parking Demand Analysis

Voice: 303.694.6622  
Fax: 303.694.6667  
www.walkerparking.com

Walker Parking Consultants ("Walker") is pleased to present the following Task 1 report which contains findings from our initial Data Collection and Parking Demand Analysis for downtown Golden, Colorado. Findings discussed in this memorandum are based on parking occupancy counts collected on Thursday, April 17 and Saturday, April 19, 2014, and on future build-out and in-fill development scenarios discussed with the client.

## INTRODUCTION

The City of Golden recently hired Walker Parking Consultants ("Walker") to help prepare a *Comprehensive Parking Plan* ("Plan") for the downtown core and several existing and proposed residential permit zones. These permit zones include neighborhoods adjacent to Colorado School of Mines ("CSM"), Golden High School, and a proposed new zone for the summer months adjacent to the Clear Creek recreational corridor.

The Parking Plan's main objective is to establish a comprehensive approach to manage existing and future public parking resources within the City of Golden. The Plan may be used to refine policies such as the City's minimum parking requirements, TDM and parking management strategies, and the payment-in-lieu-of-parking program, which allows for some amount of new downtown development to occur with reduced or limited parking provided on-site. Parking management strategies will focus on sustainable options to better utilize existing public parking resources rather than developing new lots and garages.

This Task 1 memorandum is intended to address the following two items:

- 1) Report on the usage of parking spaces within the downtown core and two adjacent residential zones based on our initial parking occupancy counts, which were collected by Walker staff on April 17 and 19. Future parking occupancies may be collected later in the study to evaluate parking usage during peak summer months (July/August).
- 2) Analyze the existing usage of downtown public parking and project how much capacity can be allocated via the in-lieu fee program to proposed new development projects, while still maintaining adequate parking capacity for other downtown user groups.

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The Figure below shows the three zones that were initially identified by the City for data collection efforts. This Task 1 report will focus on parking conditions primarily within the downtown zone. However, parking usage for the CSM Zone and the Clear Creek Zone are included in the attached occupancy data (see Attachments 1 and 2) and will be discussed in more detail in future task reports focusing on parking policy recommendations.

Figure 1: Parking Inventory & Occupancy Data Collection Zones



Source: Google Earth, 2014

## DEFINITION OF TERMS

Several terms are used in the following report which may have specific meanings when applied to parking demand analysis. For this report the following definitions are assumed:

- **Survey Day:** The day when parking occupancy data was collected for this study and also the day used to calibrate our *Parking Demand Ratios* for various population groups. For this study, parking occupancy data was collected on Thursday, April 17 and Saturday, April 19, 2014. The Thursday survey day was the busier of the two.

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- **Peak Hour Occupancy:** Refers to the overall peak conditions as observed during our parking surveys. In this case, the peak hour occurred during the 12:00 pm hour on Thursday, April 17. Peak parking demand for individual uses (such as downtown hotels and residential) may not necessarily occur at the same time as the overall peak hour. In some cases, our analysis may refer to a localized peak, meaning the peak parking usage for an individual use or sub-area that may occur at an off peak hour compared to the overall zone. The Saturday peak hour was observed at 2:00 pm, though parking occupancies at that time were lower than during the Thursday counts.
- **Parking Demand Ratio:** The ratio of parking spaces in use at a peak hour as compared to a given quantity of land use or population group. For example, a downtown retail store may need x (number) of parking spaces per 1,000 square feet at the peak time, while a downtown event such as a festival may generate y (number) of parking spaces per attendee. Though it is impossible in most cases to determine which land use a specific parked vehicle is associated with, demand ratios for the downtown can be calibrated on a broader scale based on observed hourly demand trends, and also seasonable variations.
- **Shared Use Parking:** The ability of different land uses in close proximity to share parking resources without encroachment or loss to either business. This situation generally occurs when peak demand for each use occurs at different times of day. For example, downtown residential may generate a peak demand for parking spaces in the early mornings and late evenings, while service retail and small shops typically experience peak parking demand in the late morning and early afternoon; restaurants tend to be busy during the lunch- and dinnertime hours. Most uses within a typical downtown tend to be at least partially complimentary in terms of parking needs.
- **Design Day:** The level of usage that the parking system is designed to accommodate while still maintaining an adequate *Effective Supply* cushion. For many parking systems, the design day is typically defined as somewhere between the 90<sup>th</sup> to 98<sup>th</sup> percentile of absolute peak conditions. Planning for 100% of peak conditions is generally not economically viable as it means that some of the parking system is vacant on the vast majority of days. On the handful of days per year that demand exceeds the design day threshold, additional parking management measures may be needed including expanded use of parking and/or traffic attendants, use of off-site and remote parking lots, possible use of a shuttle service for remote facilities, and asking all downtown employees to park in the more remote areas.
- **Effective Supply Cushion:** An industry- recommended cushion of vacant parking stalls that allows for proper circulation of vehicles within the system. Typically, this cushion is between 5% and 15% of the total capacity; at parking occupancies above roughly 85% to 95%, most motorists will perceive the parking system to be “full”. Drivers must then spend additional time circulating and looking for the last available spaces and may be inclined to wait for pedestrians returning to their vehicles (a practice referred to as poaching). For on-street parking, an effective supply cushion of 15% is desirable in order to reduce the amount of vehicular traffic that is generated by motorists driving around the block while looking for a parking space.
- **Public vs. Private Parking:** For this study we define public parking as including all publically-available time limited (2-hour) and unrestricted street parking throughout the downtown, but excluding street spaces that are located within a residential permit zone; these spaces are only available to general visitors during non-enforcement hours which tend to be at off peak times. Other public parking resources include the City-owned and managed public lots and garages. “Private” parking includes all other commercial lots and garages, which are generally intended for use by tenants, customers, and employees of a specific business or development.

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**OBSERVED (SURVEY DAY) PARKING USAGE**

Current parking utilization trends for the downtown were observed and documented by Walker field staff on Thursday, April 17 and Saturday, April 19, 2014. These two dates were identified as typically busy days for this time of year. Weather conditions during the surveys were warm and mild; Colorado School of Mines (“CSM”) was still in session on these dates; also, the downtown appeared relatively busy with pedestrians, bicyclists, and visitors.

Parking occupancy counts were collected at 8:00 am 10:00 am, 12:00 pm, 3:00 pm, and 4:00 pm on both dates. The attachments at the back of this memorandum provide a breakdown of the parking occupancy data from the two survey dates. The following map and tables provide a summary of the parking occupancy conditions as observed, focusing specifically on the Downtown Zone.

Note that gated residential lots, garages, and carports have not been included in the parking counts except for reserved residential stalls that may be located within other private or public parking facilities. All other commercial and public parking within the downtown zone is shown below and has been included.

Figure 2: Downtown Zone Block Map



Source: Walker Parking Consultants, 2014

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Figure 3: Parking Occupancy Summary

**Downtown Zone: Parking Occupancy Data by Block**

		Thursday, 4-17-14					Saturday, 4-17-14				
Block	Total Inv	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
A	31	6	14	25	23	20	7	12	16	10	8
B	160	54	56	58	63	59	67	64	63	72	67
C	28	9	12	15	18	14	3	10	8	9	14
D	-	-	-	-	-	-	-	-	-	-	-
E	65	12	22	28	23	25	16	18	23	36	27
F	95	34	59	63	64	77	30	68	78	86	72
G	371	203	225	240	243	214	42	85	87	99	72
H	110	77	81	86	90	75	14	24	37	32	24
I	156	45	57	75	70	66	18	25	30	32	27
J	200	117	152	190	165	159	54	108	168	170	135
K	353	143	189	236	234	215	84	128	167	163	161
L	105	49	65	71	72	59	4	15	23	16	15
M	88	56	54	55	53	53	47	42	45	53	44
N	157	119	129	132	123	119	89	91	102	95	96
O	117	33	56	88	88	80	23	37	75	85	82
P	112	9	25	43	42	35	2	17	41	43	36
TOTALS:	2,148	966	1,196	1,405	1,371	1,270	500	744	963	1001	880

**Downtown Zone: Parking Occupancy Data by Percentage <sup>(1)</sup>**

		Thursday, 4-17-14					Saturday, 4-17-14				
Block	Total Inv	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
A	31	19%	45%	81%	74%	65%	23%	39%	52%	32%	26%
B	160	34%	35%	36%	39%	37%	42%	40%	39%	45%	42%
C	28	32%	43%	54%	64%	50%	11%	36%	29%	32%	50%
D	-	-	-	-	-	-	-	-	-	-	-
E	65	18%	34%	43%	35%	38%	25%	28%	35%	55%	42%
F	95	36%	62%	66%	67%	81%	32%	72%	82%	91%	76%
G	371	55%	61%	65%	65%	58%	11%	23%	23%	27%	19%
H	110	70%	74%	78%	82%	68%	13%	22%	34%	29%	22%
I	156	29%	37%	48%	45%	42%	12%	16%	19%	21%	17%
J	200	59%	76%	95%	83%	80%	27%	54%	84%	85%	68%
K	353	41%	54%	67%	66%	61%	24%	36%	47%	46%	46%
L	105	47%	62%	68%	69%	56%	4%	14%	22%	15%	14%
M	88	64%	61%	63%	60%	60%	53%	48%	51%	60%	50%
N	157	76%	82%	84%	78%	76%	57%	58%	65%	61%	61%
O	117	28%	48%	75%	75%	68%	20%	32%	64%	73%	70%
P	112	8%	22%	38%	38%	31%	2%	15%	37%	38%	32%
TOTALS:	2,148	45%	56%	65%	64%	59%	23%	35%	45%	47%	41%

1. On a zone-wide basis, Walker recommends an effective supply cushion of 10%; occupancies at or above 90% of available capacity are highlighted on the table.

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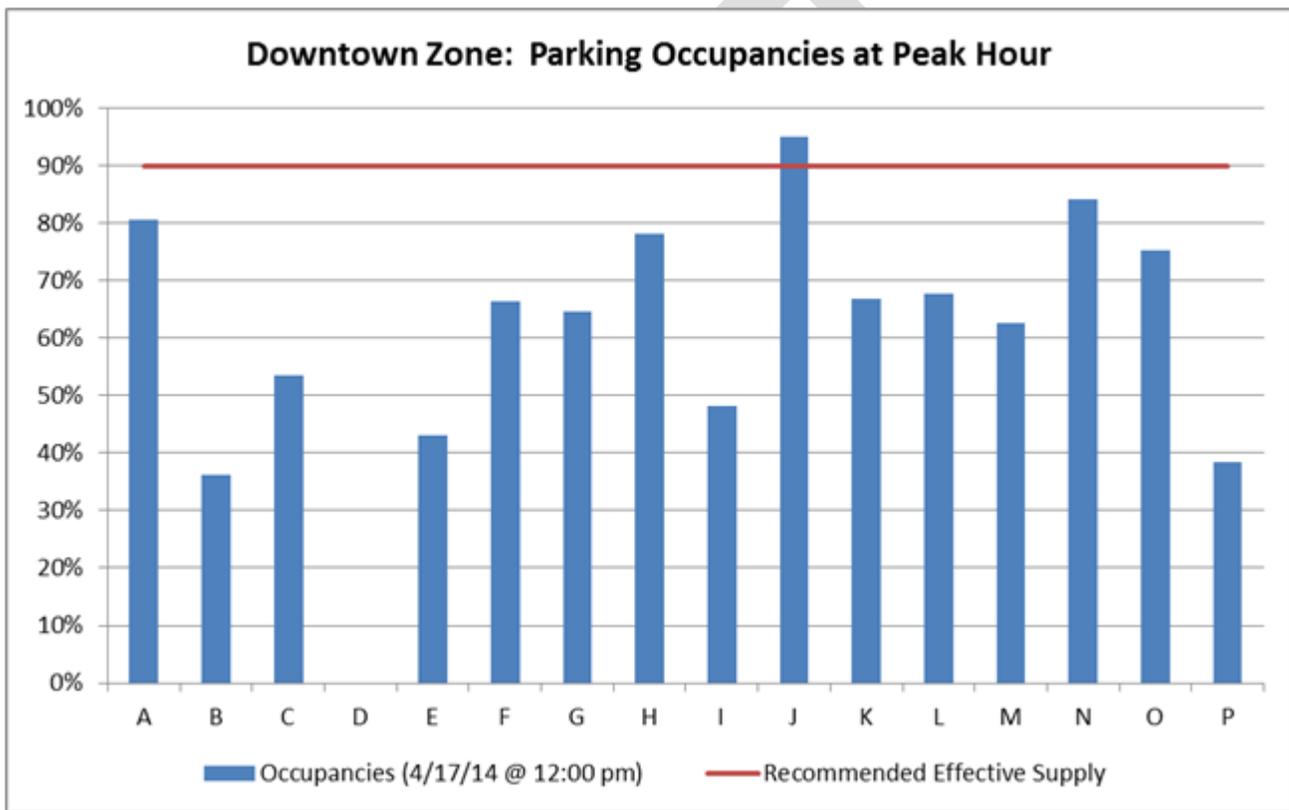


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Overall peak parking demand conditions for the downtown zone were observed on Thursday during the 12:00 pm hour. At this time, parking was generally busy, though spaces were available in both City garages and along most block faces, with the exception of the most desirable on-street parking right along Washington Avenue and the first ½ block off Washington along 12<sup>th</sup> and 13<sup>th</sup> Streets.

As described under the Effective Supply definition (see page 3), the parking industry generally considers a parking system or facility to be full when occupancies start to approach 90% of overall capacity. (85% occupancy for street spaces is desirable to allow for proper circulation and reduce traffic congestion). On a block-by-block basis, only Block J exceeded the 90% threshold. This was due to the high percentage of occupancy in the large City lot on that block.

Figure 4: Parking Occupancy Summary by Block



Source: Walker Parking Consultants, 2014

## PUBLIC PARKING DEMAND

To further evaluate the number of public parking spaces available and in-use on the survey day, Walker sorted the occupancy data into a block-by-block breakdown of on-street and publicly available off-street facilities. As indicated on the following table, ADA and other “reserved” spaces located within public facilities have been excluded from these counts. This is in order to get a true measure of what is realistically available for the majority of downtown patrons when circulating the system. Also, residential permit zones have been excluded as these spaces tend not to be available during the weekday peak periods except for residential permit holders.

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Figure 5: Downtown Zone Public Parking

Downtown Zone: Public Parking Occupancies <sup>(1)</sup>												
			Thursday, 4-17-14					Saturday, 4-17-14				
Block	Type	Public Inv	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
A	Lots/Garages	18	2	4	12	11	10	6	7	8	3	3
	On-Street	11	3	9	11	11	9	0	4	7	6	4
B	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	11	3	7	7	4	4	3	7	7	5	4
C	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	5	3	3	2	1	2	1	2	1	4	4
D	na	-	-	-	-	-	-	-	-	-	-	-
E	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	25	6	15	13	12	12	9	9	9	18	14
F	Lots/Garages	40	7	19	19	21	33	14	28	38	39	34
	On-Street	41	25	34	37	37	37	12	32	34	39	31
G	Lots/Garages	306	185	202	214	213	186	31	59	59	65	50
	On-Street	27	15	18	20	23	23	9	21	22	24	17
H	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	23	3	5	17	15	17	3	9	18	19	9
I	Lots/Garages	30	6	11	15	10	6	3	5	9	8	5
	On-Street	13	5	6	8	7	8	3	2	1	5	2
J	Lots/Garages	148	84	121	146	126	122	46	88	131	134	99
	On-Street	45	32	31	42	37	36	8	19	37	34	35
K	Lots/Garages	311	123	168	208	210	193	75	108	145	142	142
	On-Street	19	14	12	18	14	14	9	19	20	20	19
L	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	22	4	7	15	10	11	2	3	19	15	12
M	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	26	13	14	19	19	17	12	10	13	16	10
N	Lots/Garages	82	65	62	64	64	62	48	49	55	48	50
	On-Street	31	17	25	28	20	20	9	19	18	22	20
O	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	33	10	16	27	26	25	10	15	23	28	22
P	Lots/Garages	0	0	0	0	0	0	0	0	0	0	0
	On-Street	15	1	6	10	10	7	0	2	8	12	6
TOTALS:		1,282	626	795	952	901	854	313	517	682	706	592

1. Excludes restricted-use parking, such as ADA, reserved, and assigned stalls located in public facilities and on street. Also excludes on-street parking located in City Permit Zones on Blocks E, I, and M.

Source: Walker Parking Consultants, 2014

**Discussion on sub-Zones**

Level of Service guidelines for the parking industry indicate that most downtown visitors can be expected to walk up to 400' to 800' feet (LOS A and B respectively) assuming a safe path of travel. Employees can be expected to walk up to 1,200' (LOS C). From this perspective, most public parking within the downtown core would be considered within walking distance. However, since Washington

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Ave does provide a traffic and psychological barrier for some pedestrians, it may make sense to divide the downtown into two halves for the purpose of evaluating public parking capacity.

Observed public parking demand for two sub-areas is shown on the following table. The two sub-areas are defined as east of Washington Avenue and West of Washington Avenue.

**Figure 6: Public Parking Demand (Summary) for the Downtown by Sub-Zone**

<b>Downtown Zone: Public Parking Occupancies Available by Sub-Zone</b>												
			Thursday, 4-17-14					Saturday, 4-17-14				
Blocks	sub-zone	Public Inv	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
A-B	West of WA.	40	8	20	30	26	23	9	18	22	14	11
E-F	West of WA.	106	38	68	69	70	82	35	69	81	96	79
I-J	West of WA.	236	127	169	211	180	172	60	114	178	181	141
M-N	West of WA.	139	95	101	111	103	99	69	78	86	86	80
<b>Sub-Totals:</b>		521	268	358	421	379	376	173	279	367	377	311
C-D	East of WA.	5	3	3	2	1	2	1	2	1	4	4
G-H	East of WA.	356	203	225	251	251	226	43	89	99	108	76
K-L	East of WA.	352	141	187	241	234	218	86	130	184	177	173
O-P	East of WA.	48	11	22	37	36	32	10	17	31	40	28
<b>Sub-Totals</b>		761	358	437	531	522	478	140	238	315	329	281
<b>TOTALS:</b>		1,282	626	795	952	901	854	313	517	682	706	592

Source: Walker Parking Consultants, 2014

For these two sub-zones, we have used an effective supply adjustment of 90%. Overall peak conditions for the weekday survey day (Thursday at 12:00 pm) are shown. The Saturday peak hour (at 2:00 pm) is also shown in case the City would like to evaluate the impact of future in-lieu projects that also require weekend daytime parking.

**Figure 7: Remaining Public Parking Capacity for the Downtown by Sub-Zone**

<b>Downtown Zone: Public Parking Available at Peak Hour (after effective supply adjustment)</b>								
Blocks	Sub-zone	Public Inventory	Adjust. Factor	Effective Supply Available	Peak Hour Occ. (weekday @ 12 pm)	Available	Peak Sat. Occ. (Saturday @ 2 pm)	Available
A-B, E-F, I-J, M-N	West of WA.	521	0.9	469	421	48	377	92
C-D, G-H, K-L, O-P	East of WA.	761	0.9	685	531	154	329	356
<b>TOTALS:</b>				1,154	952	202	706	448

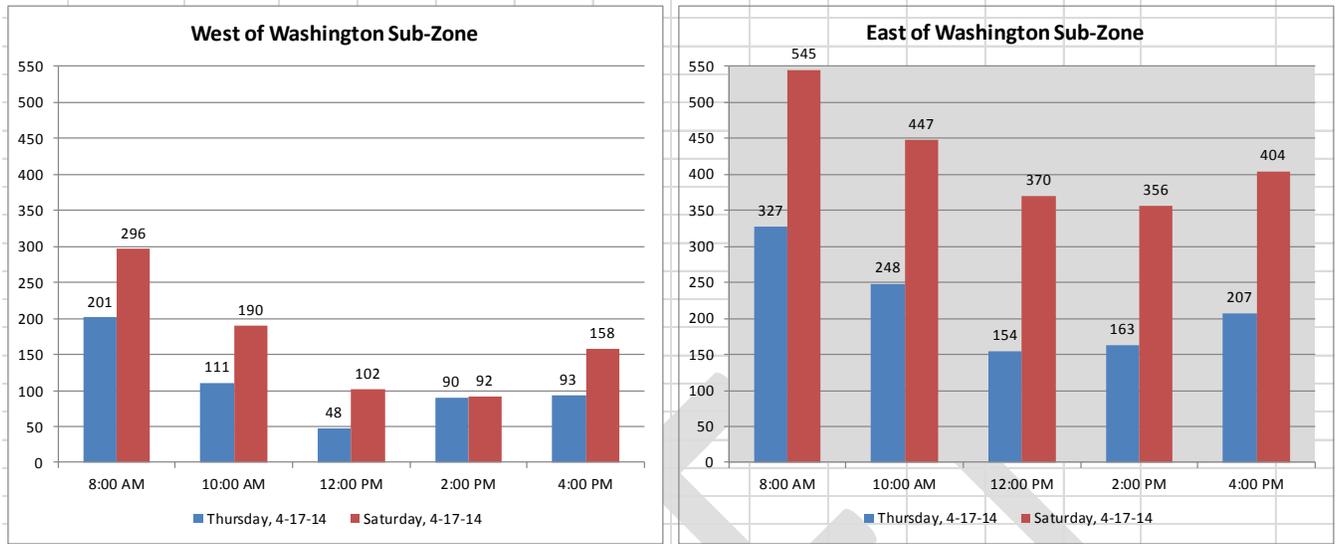
Source: Walker Parking Consultants, 2014

Evening-time parking demand for the downtown was not evaluated during our baseline surveys. However, we understand from City staff that there is less competing demand for parking in most areas during the evening hours. Therefore, future downtown projects should mostly be evaluated based on their projected parking impacts for weekday or Saturday afternoon peak times when other uses also generate a need for parking spaces.

On an hour-by-hour basis, we project that the following number of public parking spaces are generally available within the downtown core, after adjusting for effective supply. The East and West sub-zones are shown separately on the table.

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Figure 8: Estimated Public Parking Capacity Available (after Effective Supply)



Source: Walker Parking Consultants, 2014

Based on our analysis, Walker concludes that the West of Washington sub-zone has an effective capacity of at least 48 public parking spaces available during a typical peak hour (noon on Thursday). We conclude that the East of Washington Sub-Zone has an effective capacity of at least 154 spaces available at a peak hour (noon on Thursday).

Note that these findings are similar to the conclusions presented in the February 5, 2014 report by Kimley-Horn & Associates that calculated an available public capacity of 290 stalls within the downtown based on a slightly different survey area (and using average rather than peak hour historical occupancies).

### IN LIEU FEE DISCUSSION

Per the City of Golden municipal code (Chapter 18.52, Section 4) certain areas of the downtown are eligible for redevelopment using an in-lieu fee process where the developer pays a substitutional cash fee in place of meeting the minimum parking requirements on site.

This policy is intended to allow for in-fill development to occur on parcels where it is difficult to add additional off-street parking. Also, the policy is meant to leverage existing public parking capacity within City garages and lots in order to encourage redevelopment of the downtown without the developer having to take on 100% of the parking development expenses.

The current in-lieu fee amount is set at \$8,400 which is assumed to be 50% of the development cost of one parking space, per the costs for the last City garage which was constructed. If the developer wishes to have reserved parking, than the fee amount is 100% of the cost of one space, or \$16,800.

The section of the code dealing with In-Lieu Fees is shown below for reference:

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**18.52.025 Substitutional parking contribution basis**

For the purposes of setting the amount of substitutional cash fee and interest rate applicable to requests to contribute such substitutional fee in lieu of provision of parking, the following table shall be used. For new construction and building additions, the owner may request either of the options, subject to City Council’s determination of availability.

Land Use Change	Fee Basis	Time of Payment	Rights Conveyed
New Construction or Building Addition	100% of current replacement cost of structured parking space, plus annual maintenance and administrative fee	Payment due at building permit or up to 20 year payment plan.	Use of designated spaces on a leasehold basis; guaranty that designated spaces will not be eliminated for period of lease; participation in management entity.
New Construction or Building Addition	50% of current replacement cost of structured parking space.	Payment due at building permit or up to 20 year payment plan.	Non-exclusive use of public spaces; good faith commitment by City not to eliminate necessary public parking
Individual tenant change of use for structures constructed after November 1, 2003	Annualized contribution based upon 25% of current replacement cost of structured parking space, amortized over a 30 year economic life of a structure.	Payments begin at the start of the third calendar year the business is in operation. Ongoing, as long as tenant occupies space, or if transferred to a future tenant.	Non-exclusive use of public spaces; good faith commitment by City not to eliminate necessary public parking

**PROPOSED INFILL DEVELOPMENT**

Under the In-Lieu Fee program, the City is currently considering several possible downtown developments.

The first development, which has already been proposed, is a mixed-use office, residential, and retail project which would displace the City public lots located off of 12th Street and 13<sup>th</sup> Street adjacent to an existing public parking garage (see Block K on Walker’s occupancy map). Kimley-Horn & Associates prepared a study earlier this year to evaluate the parking demand impact of this project. Program data from the previous analysis is shown below.

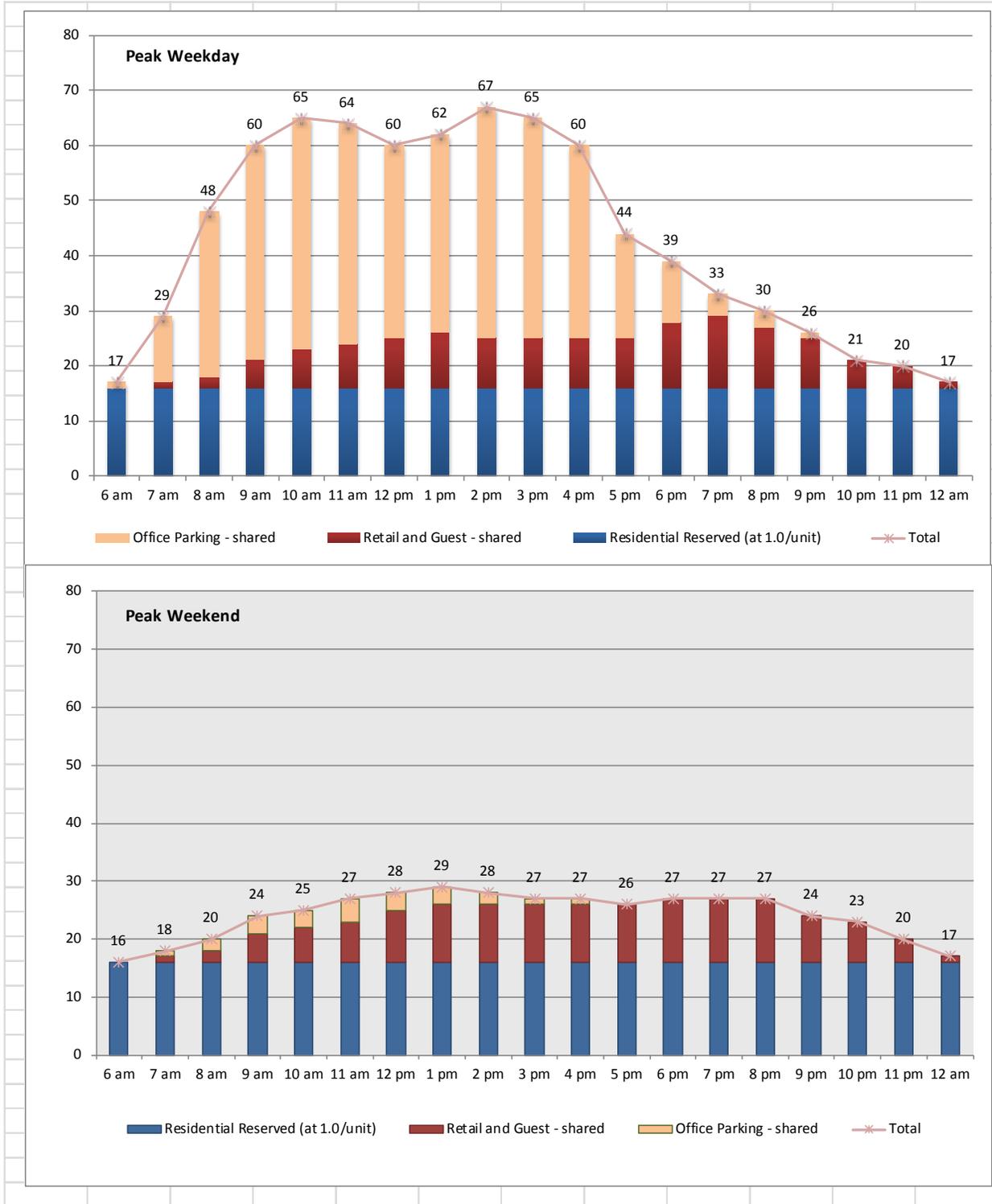
<u>Proposed Land Use</u>	<u>12th St / Jackson</u>	<u>13th St / Jackson</u>
Residences	2	14
Office Space	11,000 sf	5,500 sf
Retail Space	5,400 sf	0 sf
Parking Provided	13 spaces	17 spaces
Parking Displaced	20 spaces	22 spaces

An analysis of projected parking needs, using Walker’s shared parking model is shown on the next page. Our conclusions are somewhat higher than those described in the Kimley-Horn report.

The development is projected to generate a need for up to 67 parking spaces at a weekday peak hour (typically noon on a Thursday), assuming that the residential units have one reserved space per unit.

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Figure 9: Summary of Projected Parking Demand for the Proposed Jackson St. In-Fill Projects



Source: Walker Parking Consultants, 2014

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The development will displace roughly 44 public spaces while providing only 30 spaces on site. Therefore the net impact to the public system at a peak hour would be around 81 spaces.

**PRELIMINARY CONCLUSIONS**

Based on Walker’s analysis of the East of Washington sub-area, we previously concluded that the available effective capacity of the public system was 154 spaces at the peak hour. The in-fill development described above would be somewhat complimentary to the existing parking demand peak since the largest on-site user would be office space. (Many office employees either leave during the lunch hour or may become patrons to a nearby restaurant which creates some economic benefit while not intensifying the downtown parking demand).

If the City opts to proceed with this project, we would recommend approval for both sites with a combined allocation of **60 in-lieu fee parking spaces**. Residential units would likely be parked on-site with reserved parking, while other user groups would make use of the adjacent City garage and other nearby resources.

The chart below shows the projected impact of this in-fill project on the East of Washington sub-Zone based on Walker’s shared parking calculations.

The remaining effective capacity within this sub-zone would be roughly **94 public stalls**.

**Figure 10: Remaining Public Parking Capacity After Proposed In-Fill Development**

Capacity Available	Effective Supply	Weekday Effective Capacity					Weekend Effective Capacity				
		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
East of Washington	685	327	248	154	163	207	545	447	370	356	404
Proposed Infill Project		-48	-65	-60	-67	-60	-20	-25	-28	-28	-27
Remaining Capacity		279	183	94	96	147	525	422	342	328	377

Source: Walker Parking Consultants, 2014

**FUTURE REDEVELOPMENT POSSIBILITIES**

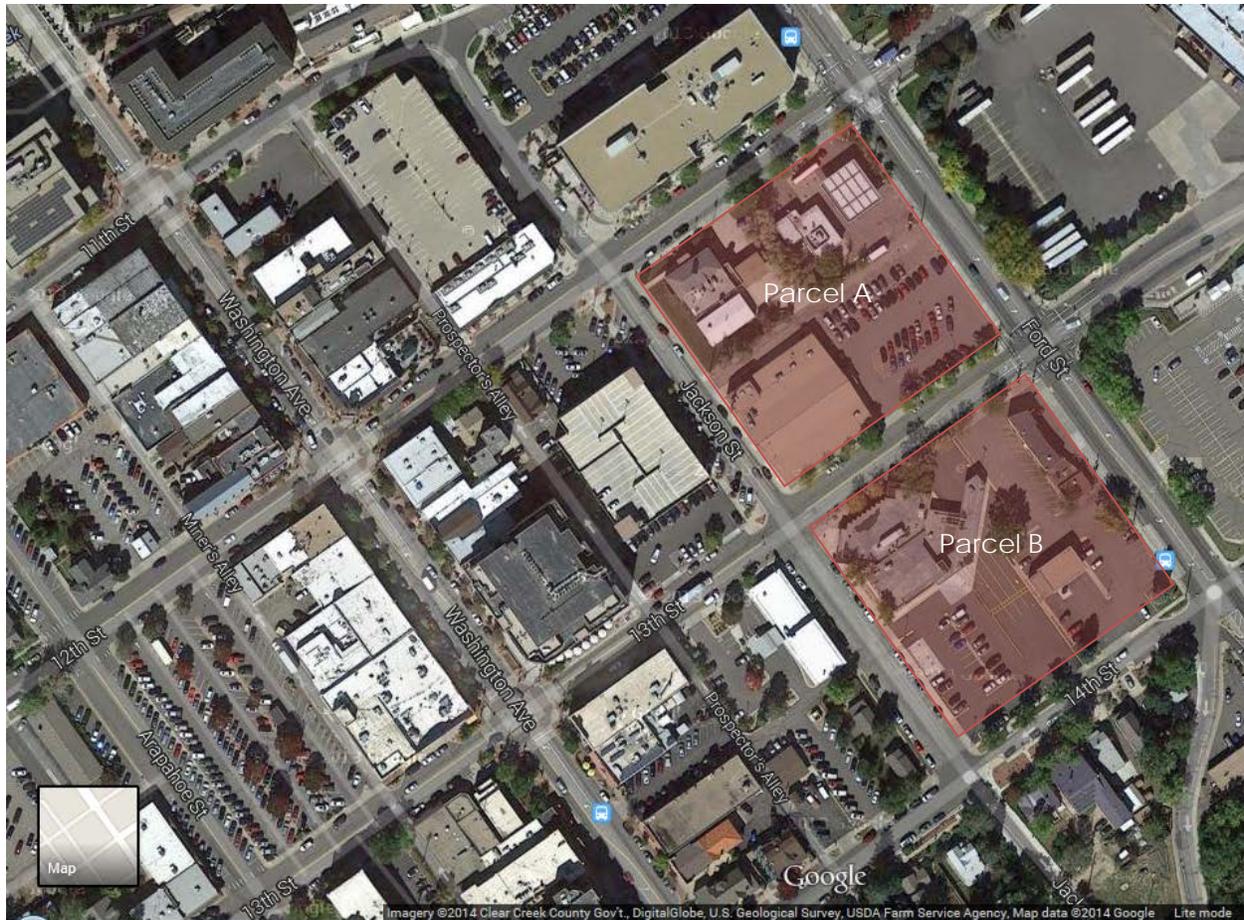
In addition to the infill projects discussed above, the City of Golden is looking at two additional possible redevelopment sites within the East of Washington sub-zone. The two sites being considered include two adjacent full block parcels located between Jackson Street and Ford Street along the east edge of the downtown. The City desires to incentivize redevelopment of these properties, ideally to create a “bridge” between the commercial core and the Coors brewery.

Both parcels are similar in their geometrics and would allow for roughly 84,000 SF of development footprint (with roughly 290’ by 290’ at grade). The two parcels are listed below and are shown on the figure on the next page:

- Parcel A: Jackson St. between 12<sup>th</sup> and 13<sup>th</sup> (Sinclair Station and small grocery store)
- Parcel B: Jackson St. between 13<sup>th</sup> and 14<sup>th</sup> (Wells Fargo and Golden Liquors)

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Figure 11: Future (possible) Redevelopment Sites



Source: Google Maps, 2014

The minimum dimensions for an efficient above ground garage (with two parking bays) would be at least 120' by 150'. Therefore, either site could probably accommodate some parking above ground, with development on the other half of the block. However, this would tend to limit the amount and type of vertical development that could be constructed, as one half of the commercial building would face the parking garage.

The more likely scenario is that each site could provide its own parking in some combination of below-grade and podium-level garage parking. Parking layouts below a vertical development tend to be somewhat less efficient than a stand-alone garage and can become very costly if parking levels are developed below-grade. The typical efficiency for short-span construction is 350' to 500' per space, with below-grade garages typically in the upper end of this range (as most sites will need to include a speed ramp to access the below grade parking levels).

A third scenario could be to allow commercial or mixed-use develop on one site with a stand-alone garage on the other parcel. Above-ground garages can generally be masked with architectural elements or ground-floor or a retail wrap to disguise the parking and fit with the character of the adjacent building. This would allow for less expenses parking while still accomplishing the objectives of the redevelopment effort.

**MEMORANDUM**

CITY OF GOLDEN – TASK 1 REPORT



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For the purposes of this exercise, we assume that each site would develop no more than three full levels of parking in a podium or below-grade garage (with no more than two levels below grade), or could opt for a four level above-ground garage with the ½ or one full block option. Efficiencies and totals for parking spaces for this type of development would be as follows:

- Podium and below-grade parking = 84,000 SF / 475 SF per space x 3 levels = **530 spaces per site**
- Above-grade garage on ½ block = 42,000 SF / 350 SF x 4 levels = **480 spaces per site**
- Shared garage on full block w/ adjacent development = 84,000 SF / 350 SF x 4 levels = **960 spaces maximum**

These three on-site parking options could potentially support a wide range of development options without creating any spill-over impacts to the surrounding public parking system.

Maximum densities by use type are shown on the table below and provide a hypothetical mix of possible land uses for each parcel along with some general parking demand ratios. The scenarios described in the 2014 Kimley-Horn report have been used for this exercise.

Figure 12: Possible Redevelopment Options

*All Scenarios Assume Full-block development on One Parcel:*

Scenario:	Single-Use Commercial	Single-Use Commercial *	Single-Use Residential	Single-Use Commercial*	Mixed-Use	Mixed-Use*
Footprint	84,000	84,000	84,000	84,000	84,000	84,000
Maximum Vertical Levels (not including podium parking)	2.0	4.0	3.0	6.0	2.5	4.5
Maximum Commercial Building SF	168,000	336,000	252,000	504,000	210,000	378,000
Projected Parking Demand Ratio	3.0 / 1,000	3.0 / 1,000	1.0 / 500	1.0 / 500	2.5 / 1,000	2.5 / 1,000
Projected Parking Demand	504	1,008	504	1,008	525	945
Parking configuration	2 below + 1 podium	Adjacent Garage	2 below + 1 podium	Adjacent Garage	2 below + 1 podium	Adjacent Garage
Maximum Parking Provided On Site	530	960	530	960	530	960
Parking Surplus / (Overflow)	26	-48	26	-48	5	15

\*These options would limit the development options for the second block as they assume commercial development on one site and a garage on the adjacent site.

Source: Walker Parking Consultants, 2014

In conclusion, the two full block development sites allow for numerous redevelopment opportunities. Most of the options shown above would generate little or no spill over parking demand and some could potentially be asked to develop excess parking capacity for public use.

Based on this exercise, we recommend that the City continue to pursue redevelopment options that add up to approximately 150,000 SF to 250,000 SF of new commercial space on each parcel (depending on use), supported by around 500 parking spaces. Alternately, the City could look at a

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larger development on one parcel with an adjacent garage. Residential and mixed-use projects will tend to be more efficient in terms of parking demand impacts than single use commercial projects.

## ATTACHMENTS

Please see the following pages for the following backup data used in this analysis:

- Attachment A: Survey Area Zone Maps
- Attachment B: Parking Inventory and Occupancy Survey Data (Detailed)

In-lieu Fee information and other background studies referenced in this memorandum are available per the City's website (<http://www.cityofgolden.net/>) and/or the Golden Urban Renewal Authority (<http://www.gura.com/index.htm>) website and are not included as attachments.

DRAFT

# City of Golden: Parking Inventory and Occupancy Survey Zones

## Downtown Zone



Colorado School of Mines / Residential Permit Zone



Clear Creek Zone (new permit zone for summer months)



City of Golden Parking Inventory / Occupancy Data

Zone: Downtown

Date: Thursday, 4/17/14



Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	Notes
A	Lot	1	Public	Public	18	2	4	12	11	10	6 NP-Occupied by Construction
A	Street		11th	2 Hour	11	3	9	11	11	9	
A	Street		11th	ADA	2	1	1	2	1	1	
B	Lot	2	Golden Hotel	Guest Only	71	23	23	27	26	25	4 Occupied by Trailer 3 by Valet 2 by Trash Bins
B	Lot	2	Golden Hotel	ADA	2	1	0	0	0	1	
B	Garage	3	Golden Hotel	Guest Only	73	26	25	23	32	29	2 Reserved 4 Filled with Hotel Equipment 3 by Valet
B	Garage	3	Golden Hotel	ADA	3	1	1	1	1	0	1 Filled with Hotel Equipment
B	Street		11th		11	3	7	7	4	4	
C	Garage	na	Grappa Bistro	Grappa Bistro	22	6	9	13	16	11	One Occupied by Equipment for Store
C	Garage	na	Grappa Bistro	ADA	1	0	0	0	1	1	
C	Street		11th		5	3	3	2	1	2	
D	-		-	-	-	-	-	-	-	-	No street or off-street parking on this block
E	Lot	4	GBC	GBC Only	9	1	1	5	2	7	Angle Parking 2 occupied by Company Van and Trailer
E	Lot	5	Laundry	Customers Only	12	2	3	3	4	3	
E	Street		12th	2 Hour	13	3	3	3	2	5	
E	Street		Cheyenne	2 Hour or City Permit	6	2	2	2	2	2	
E	Street		11th	2 Hour or City Permit	12	1	1	5	3	1	
E	Street		11th	ADA	1	0	0	0	0	0	
E	Street		Arapahoe	NP 2am - 5am	12	3	12	10	10	7	
F	Lot	6	Do It Best	60 min During Bus. Hrs	12	2	6	7	6	7	
F	Lot	6	Do It Best	ADA	1	0	0	0	0	0	
F	Lot	7	Public	3 Hour	40	7	19	19	21	33	
F	Street		Arapahoe	NP 2am - 5am	16	10	16	16	15	16	
F	Street		Arapahoe	ADA	1	0	0	0	0	0	
F	Street		12th	2 Hour	6	1	3	4	5	3	
F	Street		11th	2 Hour	10	6	8	8	9	9	
F	Street		Washington	2 Hour	9	8	7	9	8	9	
G	Lot	8	NELI	NELI Only	18	2	3	4	3	2	
G	Garage	9	Level L		77	65	66	66	67	52	
G	Garage	9	Level L	ADA	5	1	1	1	2	1	
G	Garage	9	Level 1		39	39	38	39	39	32	
G	Garage	9	Level 1	ADA	4	0	0	0	2	0	
G	Garage	9	Level 2		96	76	87	90	85	83	
G	Garage	9	Level 2		94	5	11	19	22	19	
G	Lot	10	Motorcycle	Motorcycle Only	10	0	1	1	0	1	Angled Motorcycle Parking in Alley
G	Street		Washington	2 Hour	9	5	7	7	9	9	
G	Street		12th	2 Hour	9	4	5	6	8	7	
G	Street		12th	ADA	1	0	0	0	0	1	
G	Street		11th	2 Hour	4	2	2	3	2	3	
G	Street		Jackson	2 Hour	5	4	4	4	4	4	
H	Lot	11	private bus.	Office Only	69	69	69	64	69	53	
H	Lot	11	private bus.	Big Ring	4	1	1	1	2	0	
H	Lot	11	private bus.	Source Gas	5	0	1	2	3	3	
H	Lot	11	private bus.	Regis	2	0	1	1	0	2	
H	Lot	11	private bus.	Enterprise	3	3	3	0	0	0	
H	Lot	11	private bus.	ADA	4	1	1	1	1	0	
H	Street		12th	2 Hour	14	1	2	9	8	10	
H	Street		Jackson	2 Hour	9	2	3	8	7	7	
I	Lot	12	Golden Nat. Market	Public Business	11	2	2	8	5	3	
I	Lot	13	Mesa Lot	Reserved	1	1	1	0	0	0	
I	Lot	13	Mesa Lot	Public	16	2	2	2	2	2	Unmarked Lot possibly Public
I	Lot	14	Foss Lot	Private	64	16	19	20	25	27	
I	Lot	14	Small Bus Lot	Reserved Sensera	2	0	0	0	0	0	
I	Lot	14	Small Bus Lot	Reserved Summit Love	2	2	1	1	1	1	

Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	Notes
I	Lot	14	Small Bus Lot	Reserved Key Bank	2	2	2	2	2	2	
I	Lot	14	Small Bus Lot	Reserved Dr. Bergeron	2	0	0	0	0	0	
I	Lot	14	Small Bus Lot	Reserved Family Dentist	2	2	2	2	2	2	
I	Lot	14	Small Bus Lot	Reserved Sirona P.T.	2	2	2	1	2	2	
I	Lot	14	Small Bus Lot	Reserved Rewind Consign	2	1	1	1	2	2	
I	Lot	15	1200 Arapahoe	ADA	1	0	0	0	0	0	
I	Lot	15	1200 Arapahoe	Regular	12	1	4	10	8	8	
I	Lot	16	13th Lot	Public 2 Hour	6	0	2	5	4	1	
I	Lot	17	Arapahoe Lot	Public 2 Hour	6	4	5	6	3	3	
I	Lot	17	Arapahoe Lot	Public 1 Hour	2	0	2	2	1	0	
I	Lot	17	Arapahoe Lot	Public ADA	1	0	1	0	1	0	
I	Street		12th	Public/Residential	6	2	3	5	3	4	
I	Street		Cheyenne	Public/Residential	7	3	3	3	4	4	
I	Street		13th	City Permit	9	5	5	7	5	5	
J	Lot	18	Retail Lot	Public 3 Hour	148	84	121	146	126	122	Located behind Washington St. Businesses
J	Lot	18	Retail Lot	Public 15 min.	5	1	0	1	2	1	
J	Lot	18	Retail Lot	Public ADA	2	0	0	1	0	0	
J	Street		Washington	Public 2 Hour	10	5	3	8	7	7	
J	Street		13th	Public 2 Hour	5	4	3	5	5	3	
J	Street		Arapahoe	Public	24	22	24	24	22	21	
J	Street		12th	Public 2 Hour	6	1	1	5	3	5	
K	Lot	19	12th/Jackson	Public	20	15	15	20	16	17	
K	Lot	20	Jackson Lot 2	Public	5	2	3	4	5	4	
K	Lot	21	Alley Lot	Bank Ins. Only	7	4	5	4	3	3	Next to Garage
K	Lot	21	Alley Lot	Bank Ins. Only ADA	1	0	0	1	1	1	
K	Lot	21	Alley Lot	Public 2 Hour	3	0	0	3	2	1	
K	Garage	22	L. B	Public	43	8	12	15	18	16	Access from Jackson St.
K	Garage	22	L. 1	Public	45	31	39	43	45	43	Most spaces posted as compact only
K	Garage	22	L.1	Public ADA	7	0	1	2	2	2	
K	Garage	22	L.1	Bank Ins. Only	6	2	2	2	2	1	Reserved Bank Insurance
K	Garage	22	L.2	Public	63	33	55	63	61	48	
K	Garage	22	L.3	Public	62	12	18	28	36	39	
K	Garage	22	L.4	Public	39	2	2	2	2	2	
K	Lot	23	Jackson/13th	Public ADA	1	0	1	1	1	1	
K	Lot	23	Jackson/13th	Public	19	19	19	19	16	18	
K	Lot	24	Jackson Lot 1	Public	12	1	5	11	9	5	
K	Street		13th	Public	3	1	3	3	3	3	
K	Street		12th	Public	6	4	2	5	5	4	
K	Street		Washington	Public 2 Hour	10	9	7	10	6	7	
K	Street		12th	Public ADA	1	0	0	0	1	0	
L	Lot	25	U.S.P.O	Reserved Employee	8	1	3	3	4	3	Private Lot
L	Lot	25	U.S.P.O	Reserved Post Master	1	0	0	0	0	0	
L	Lot	26	Ford St. Sinclair	Regular	5	0	1	0	1	1	Gas Station Parking
L	Lot	26	Ford St. Sinclair	ADA	1	0	0	0	1	0	
L	Lot	27	1220 Ford St.	Private ADA	3	2	3	2	2	1	Private Lot
L	Lot	27	1220 Ford St.	Reserved EOM	1	1	1	1	1	1	
L	Lot	27	1220 Ford St.	Reserved Manager	5	2	5	4	5	5	
L	Lot	27	1220 Ford St.	Private Regular	59	39	45	46	48	37	
L	Street		Jackson	Public 2 Hour	9	1	1	6	2	2	No Parking on Ford St.
L	Street		12th	Public 2 Hour	5	0	2	5	2	5	
L	Street		13th	Public	8	3	4	4	6	4	
M	Residential	na	Houses		8	8	8	8	6	7	
M	Residential	na	Apartments		20	16	16	13	13	12	
M	Street		Arapahoe	ADA	2	0	0	0	0	0	2 hr or City Permit
M	Street		Arapahoe		15	4	5	10	10	8	2 hr or City Permit
M	Street		14th	ADA	1	0	0	0	1	0	Permit Required
M	Street		14th		11	9	9	9	9	9	
M	Street		Cheyenne		16	11	10	8	8	7	Permit Required Mon-Fri 7 am- 4pm Aug 15-May 15

Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	Notes
M	Street		13th		15	8	6	7	6	10	Permit Required Mon-Fri 7 am- 4pm Aug 15-May 15
N	Lot	28	The Armory		39	27	23	23	23	23	
N	Lot	29	Public		26	23	24	26	24	25	2 hr 8-5
N	Lot	30	Table Mtn Inn	Private	15	14	14	13	13	13	Private Lot
N	Garage	31	Table Mtn Inn	ADA	2	0	2	1	1	1	
N	Garage	31	Table Mtn Inn	10 min	1	0	0	0	0	0	
N	Garage	31	Table Mtn Inn		17	15	15	15	17	14	
N	Garage	31	Table Mtn Inn	Upper Level- Hotel	24	21	24	24	23	22	Hotel Guests Only
N	Street		Washington		2	2	2	2	2	2	1 & 2 hr parking 8-5 except Sunday & Holidays
N	Street		Washington	Loading	1	1	1	1	1	0	
N	Street		14th		10	10	10	9	9	8	No parking 2 am - 5 am
N	Street		Arapahoe		10	1	4	8	6	6	1 & 2 hr parking 8-5 except Sunday & Holidays
N	Street		13th		9	4	9	9	3	4	1 & 2 hr parking 8-5 except Sunday & Holidays
N	Street		13th	ADA	1	1	1	1	1	1	
O	Lot	32	Table & Woodys		24	9	16	24	21	20	
O	Lot	33	Bank of the West		15	3	4	4	7	3	Bank Parking Only
O	Lot	33	Bank of the West	ADA	2	0	0	0	0	0	
O	Lot	34	Unmarked		8	3	3	3	4	4	
O	Lot	35	Table Mtn Inn		33	7	17	29	29	28	Permit Only
O	Street		Jackson		13	3	8	10	11	9	No parking 2 am - 5 am
O	Street		13th		6	2	4	5	5	4	1 & 2 hr parking 8-5 except Sunday & Holidays
O	Street		13th	ADA	1	1	0	1	1	0	
O	Street		Washington		6	4	3	6	5	5	1 & 2 hr parking 8-5 except Sunday & Holidays
O	Street		14th	ADA	1	0	0	0	0	0	
O	Street		14th		8	1	1	6	5	7	1 & 2 hr parking 8-5 except Sunday & Holidays
P	Lot	36	Liquor		33	1	0	7	5	3	Private Lot
P	Lot	37	Wells Fargo		60	7	19	26	27	25	Customer Parking
P	Lot	37	Wells Fargo	ADA	3	0	0	0	0	0	
P	Street		Jackson	ADA	1	0	0	0	0	0	No parking 2 am - 5 am
P	Street		Jackson		8	1	6	8	8	6	No parking 2 am - 5 am
P	Street		13th		7	0	0	2	2	1	No parking 2 am - 5 am
<b>TOTALS:</b>					<b>2,148</b>	<b>966</b>	<b>1,196</b>	<b>1,405</b>	<b>1,371</b>	<b>1,270</b>	
<b>% Occupied:</b>						<b>45%</b>	<b>56%</b>	<b>65%</b>	<b>64%</b>	<b>59%</b>	

City of Golden Parking Inventory / Occupancy Data

Zone: Downtown  
 Date: Saturday, 4/19/14



Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	Notes
A	Lot	1	Public	Public	18	6	7	8	3	3	
A	Street		11th	2 Hour	11	0	4	7	6	4	
A	Street		11th	ADA	2	1	1	1	1	1	
B	Lot	2	Golden Hotel	Guest Only	71	30	27	31	30	20	Top of Garage and Lower Outside
B	Lot	2	Golden Hotel	ADA	2	0	0	0	1	1	
B	Garage	3	Golden Hotel	Guest Only	73	33	29	24	35	42	Under Hotel/Covered Lot A
B	Garage	3	Golden Hotel	ADA	3	1	1	1	1	0	
B	Street		11th		11	3	7	7	5	4	
C	Garage	na	Grappa Bistro	Grappa Bistro	22	1	7	6	4	9	
C	Garage	na	Grappa Bistro	ADA	1	1	1	1	1	1	
C	Street		11th		5	1	2	1	4	4	
D	-		-	-	-	-	-	-	-	-	No street or off-street parking on this block
E	Lot	4	GBC	GBC Only	9	2	1	2	6	6	
E	Lot	5	Laundry	Customers Only	12	1	4	5	3	0	
E	Street		12th	2 Hour	13	7	6	4	8	6	
E	Street		Cheyenne	2 Hour or City Permit	6	1	1	1	4	4	
E	Street		11th	2 Hour or City Permit	12	3	3	5	4	3	
E	Street		11th	ADA	1	0	0	1	1	0	
E	Street		Arapahoe	NP 2am - 5am	12	2	3	5	10	8	
F	Lot	6	Do It Best	60 min During Bus. Hrs	12	4	8	6	7	7	
F	Lot	6	Do It Best	ADA	1	0	0	0	0	0	
F	Lot	7	Public	3 Hour	40	14	28	38	39	34	
F	Street		Arapahoe	NP 2am - 5am	16	5	12	9	15	16	
F	Street		Arapahoe	ADA	1	0	0	0	1	0	
F	Street		12th	2 Hour	6	1	5	6	5	3	
F	Street		11th	2 Hour	10	0	6	9	9	4	
F	Street		Washington	2 Hour	9	6	9	10	10	8	
G	Lot	8	NELI	NELI Only	18	0	1	0	0	0	
G	Garage	9	Level L		77	14	24	24	25	17	
G	Garage	9	Level L	ADA	5	2	2	1	1	1	
G	Garage	9	Level 1		39	7	19	18	23	18	
G	Garage	9	Level 1	ADA	4	0	1	0	0	0	
G	Garage	9	Level 2		96	9	14	16	15	12	
G	Garage	9	Level 2		94	1	2	1	2	3	
G	Lot	10	Motorcycle	Motorcycle Only	10	0	1	5	9	4	
G	Street		Washington	2 Hour	9	2	9	6	7	7	
G	Street		12th	2 Hour	9	6	6	9	11	7	
G	Street		12th	ADA	1	0	0	0	0	0	
G	Street		11th	2 Hour	4	0	3	2	1	3	
G	Street		Jackson	2 Hour	5	1	3	5	5	0	
H	Lot	11	private bus.	Office Only	69	9	11	13	9	12	
H	Lot	11	private bus.	Big Ring	4	0	0	2	0	1	
H	Lot	11	private bus.	Source Gas	5	0	2	2	2	1	
H	Lot	11	private bus.	Regis	2	0	0	0	0	0	
H	Lot	11	private bus.	Enterprise	3	2	2	2	2	1	
H	Lot	11	private bus.	ADA	4	0	0	0	0	0	
H	Street		12th	2 Hour	14	0	7	11	10	7	
H	Street		Jackson	2 Hour	9	3	2	7	9	2	
I	Lot	12	Golden Nat. Market	Public Business	11	0	1	4	2	3	
I	Lot	13	Mesa Lot	Reserved	1	0	0	0	0	0	
I	Lot	13	Mesa Lot	Public	16	2	2	2	0	2	Unmarked Lot possibly Public
I	Lot	14	Foss Lot	Private	64	6	8	6	5	6	+3 Cars in designated spaces 8:00
I	Lot	14	Small Bus Lot	Reserved Sensera	2	0	0	0	0	0	
I	Lot	14	Small Bus Lot	Reserved Summit Love	2	0	0	0	0	0	

Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	Notes
I	Lot	14	Small Bus Lot	Reserved Key Bank	2	1	1	1	1	0	
I	Lot	14	Small Bus Lot	Reserved Dr. Bergeron	2	0	0	0	0	0	
I	Lot	14	Small Bus Lot	Reserved Family Dentist	2	0	0	0	0	0	
I	Lot	14	Small Bus Lot	Reserved Sirona P.T.	2	0	0	0	0	0	
I	Lot	14	Small Bus Lot	Reserved Rewind Consign	2	1	1	1	1	1	
I	Lot	15	1200 Arapahoe	ADA	1	0	0	0	0	0	
I	Lot	15	1200 Arapahoe	Regular	12	0	2	2	3	4	
I	Lot	16	13th Lot	Public 2 Hour	6	0	2	4	5	1	
I	Lot	17	Arapahoe Lot	Public 2 Hour	6	0	0	2	3	2	
I	Lot	17	Arapahoe Lot	Public 1 Hour	2	1	1	1	0	0	
I	Lot	17	Arapahoe Lot	Public ADA	1	0	0	0	0	0	
I	Street		12th	Public/Residential	6	1	0	0	0	0	
I	Street		Cheyenne	Public/Residential	7	2	2	1	5	2	
I	Street		13th	City Permit	9	4	5	6	7	6	
J	Lot	18	Retail Lot	Public 3 Hour	148	46	88	131	134	99	Located behind Washington St. Businesses
J	Lot	18	Retail Lot	Public 15 min.	5	0	1	0	1	1	
J	Lot	18	Retail Lot	Public ADA	2	0	0	0	1	0	
J	Street		Washington	Public 2 Hour	10	3	8	10	9	12	
J	Street		13th	Public 2 Hour	5	5	4	5	5	5	
J	Street		Arapahoe	Public	24	0	3	16	15	12	
J	Street		12th	Public 2 Hour	6	0	4	6	5	6	
K	Lot	19	12th/Jackson	Public	20	15	14	20	18	18	
K	Lot	20	Jackson Lot 2	Public	5	4	4	5	5	2	
K	Lot	21	Alley Lot	Bank Ins. Only	7	0	0	0	0	0	Next to Garage
K	Lot	21	Alley Lot	Bank Ins. Only ADA	1	0	0	0	1	0	
K	Lot	21	Alley Lot	Public 2 Hour	3	0	2	3	3	4	
K	Garage	22	L. B	Public	43	4	6	7	7	7	Access from Jackson St.
K	Garage	22	L. 1	Public	45	22	30	41	34	40	Most spaces posted as compact only
K	Garage	22	L.1	Public ADA	7	0	0	0	0	0	
K	Garage	22	L.1	Bank Ins. Only	6	0	0	0	0	0	Reserved Bank Insurance
K	Garage	22	L.2	Public	63	14	22	27	37	36	
K	Garage	22	L.3	Public	62	7	9	9	8	10	
K	Garage	22	L.4	Public	39	0	0	1	0	0	
K	Lot	23	Jackson/13th	Public ADA	1	0	0	1	0	0	
K	Lot	23	Jackson/13th	Public	19	9	19	20	19	17	car parked in marked off zone(12:00)
K	Lot	24	Jackson Lot 1	Public	12	0	2	12	11	8	
K	Street		13th	Public	3	3	3	3	3	3	
K	Street		12th	Public	6	4	5	6	6	6	
K	Street		Washington	Public 2 Hour	10	2	11	11	11	10	
K	Street		12th	Public ADA	1	0	1	1	0	0	
L	Lot	25	U.S.P.O	Reserved Employee	8	0	2	1	0	0	Private Lot
L	Lot	25	U.S.P.O	Reserved Post Master	1	0	0	0	0	0	
L	Lot	26	Ford St. Sinclair	Regular	5	2	0	0	0	2	Gas Station Parking
L	Lot	26	Ford St. Sinclair	ADA	1	0	0	0	0	0	
L	Lot	27	1220 Ford St.	Private ADA	3	0	0	0	0	0	Private Lot
L	Lot	27	1220 Ford St.	Reserved EOM	1	0	0	0	0	0	
L	Lot	27	1220 Ford St.	Reserved Manager	5	0	0	0	0	0	
L	Lot	27	1220 Ford St.	Private Regular	59	0	10	3	1	1	
L	Street		Jackson	Public 2 Hour	9	0	1	7	4	2	No Parking on Ford St.
L	Street		12th	Public 2 Hour	5	1	1	6	6	6	
L	Street		13th	Public	8	1	1	6	5	4	
M	Residential	na	Houses		8	8	6	5	6	7	
M	Residential	na	Apartments		20	12	13	9	10	10	
M	Street		Arapahoe	ADA	2	1	0	0	0	0	2 hr or City Permit
M	Street		Arapahoe		15	3	1	3	5	2	2 hr or City Permit
M	Street		14th	ADA	1	0	0	0	0	0	Permit Required
M	Street		14th		11	9	9	10	11	8	
M	Street		Cheyenne		16	9	8	10	13	10	Permit Required Mon-Fri 7 am- 4pm Aug 15-May 15

Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	Notes
M	Street		13th		15	5	5	8	8	7	Permit Required Mon-Fri 7 am- 4pm Aug 15-May 15
N	Lot	28	The Armory		39	22	22	22	15	15	
N	Lot	29	Public		26	13	17	23	24	23	2 hr 8-5
N	Lot	30	Table Mtn Inn	Private	15	10	10	11	9	10	Private Lot
N	Garage	31	Table Mtn Inn	ADA	2	1	2	2	0	1	
N	Garage	31	Table Mtn Inn	10 min	1	0	0	1	1	0	
N	Garage	31	Table Mtn Inn		17	13	10	10	9	12	
N	Garage	31	Table Mtn Inn	Upper Level- Hotel	24	21	10	15	15	15	Hotel Guests Only
N	Street		Washington		2	1	2	2	2	2	1 & 2 hr parking 8-5 except Sunday & Holidays
N	Street		Washington	Loading	1	0	0	0	0	0	
N	Street		14th		10	3	8	8	10	9	No parking 2 am - 5 am
N	Street		Arapahoe		10	0	0	3	2	1	1 & 2 hr parking 8-5 except Sunday & Holidays
N	Street		13th		9	5	9	5	8	8	1 & 2 hr parking 8-5 except Sunday & Holidays
N	Street		13th	ADA	1	0	1	0	0	0	
O	Lot	32	Table & Woodys		24	8	8	18	22	20	
O	Lot	33	Bank of the West		15	0	2	7	2	10	Bank Parking Only
O	Lot	33	Bank of the West	ADA	2	0	0	0	0	0	
O	Lot	34	Unmarked		8	0	1	2	2	2	
O	Lot	35	Table Mtn Inn		33	5	11	24	31	28	Permit Only
O	Street		Jackson		13	1	3	10	12	9	No parking 2 am - 5 am
O	Street		13th		6	4	5	4	6	5	1 & 2 hr parking 8-5 except Sunday & Holidays
O	Street		13th	ADA	1	0	0	1	0	0	
O	Street		Washington		6	5	6	6	4	5	1 & 2 hr parking 8-5 except Sunday & Holidays
O	Street		14th	ADA	1	0	0	0	0	0	
O	Street		14th		8	0	1	3	6	3	1 & 2 hr parking 8-5 except Sunday & Holidays
P	Lot	36	Liquor		33	1	1	7	12	11	Private Lot
P	Lot	37	Wells Fargo		60	1	14	26	19	19	Customer Parking
P	Lot	37	Wells Fargo	ADA	3	0	0	0	0	0	
P	Street		Jackson	ADA	1	0	0	0	0	0	No parking 2 am - 5 am
P	Street		Jackson		8	0	1	4	8	4	No parking 2 am - 5 am
P	Street		13th		7	0	1	4	4	2	No parking 2 am - 5 am
<b>TOTALS:</b>					<b>2,148</b>	<b>500</b>	<b>744</b>	<b>964</b>	<b>1,002</b>	<b>881</b>	
<b>% Occupied:</b>						<b>23%</b>	<b>35%</b>	<b>45%</b>	<b>47%</b>	<b>41%</b>	

City of Golden Parking Inventory / Occupancy Data

Zone: School of Mines - Residential Permit

Date: Thursday, 4/17/14



Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	Notes
A	Street		11th	Unrestricted	28	10	27	28	Angled Spaces
A	Street		11th	Unrestricted	13	10	11	12	Parallel
A	Temp Lot	1	Public	Unrestricted	-				Dirt Lot
B	Street		Maple	Res Permit	17	4	6	8	
B	Street		12th	Res Permit	6	0	0	0	Most of Block NP = Stadium
C	Street		12th	Res Permit	18	8	8	5	
C	Street		Maple	Res Permit	12	2	1	3	
C	Street		11th	Res Permit	17	2	4	3	
C	Street		Illinois	Res Permit	13	2	1	1	+1 Bus at 11am, 3pm
D	Street		Cheyenne	Res Permit	14	2	5	5	7am - 4pm Aug. 15-May 15
D	Street		11th	Res Permit	16	2	4	1	
D	Street		Illinois	Res Permit	15	2	1	1	
D	Street		12th	Res Permit	18	6	4	4	
E	Street		12th	Res Permit	18	3	4	3	
E	Street		Maple	Res Permit	16	6	7	7	
E	Street		13th	No Parking	-				
F	Street		13th	Res Permit	12	6	7	8	ADA=(0,0,0)
F	Street		Maple	Res Permit	15	4	8	7	
F	Street		12th	Res Permit	18	6	3	6	
F	Street		Illinois	Res Permit	15	5	7	7	
G	Street		Cheyenne	Res Permit	13	4	5	6	City Permit Required Mon-Fri
G	Street		12th	Res Permit	16	6	5	6	
G	Street		Illinois	Res Permit	13	8	5	6	
G	Street		13th	Res Permit	16	6	8	8	DU parking on other side- all full @ 8am
<b>TOTALS:</b>					<b>339</b>	<b>104</b>	<b>131</b>	<b>135</b>	
<b>% Occupied:</b>						<b>31%</b>	<b>39%</b>	<b>40%</b>	

City of Golden Parking Inventory / Occupancy Data

Zone: School of Mines - Residential Permit

Date: Saturday, 4/19/14



Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	Notes
A	Street		11th	Unrestricted	28	1	8	18	Angled Spaces
A	Street		11th	Unrestricted	13	2	2	5	Parallel
A	Temp Lot	1	Public	Unrestricted	-	0	-	2	Dirt Lot
B	Street		Maple	Res Permit	17	5	8	10	
B	Street		12th	Res Permit	6	0	4	5	Most of Block NP = Stadium; Cars @ 11am for football practice
C	Street		12th	Res Permit	18	8	7	11	
C	Street		Maple	Res Permit	12	4	5	8	
C	Street		11th	Res Permit	17	5	6	7	
C	Street		Illinois	Res Permit	13	1	3	3	+1 Bus at 11am, 3pm
D	Street		Cheyenne	Res Permit	14	4	3	10	GCB Traffic @ 3pm
D	Street		11th	Res Permit	16	2	2	3	
D	Street		Illinois	Res Permit	15	7	4	4	
D	Street		12th	Res Permit	18	5	8	8	
E	Street		12th	Res Permit	18	6	12	18	More Cars 11am for Football practice/Trails and at 3pm
E	Street		Maple	Res Permit	16	4	6	6	+2 School busses at 9am, 11am, 3pm
E	Street		13th	No Parking					
F	Street		13th	Res Permit	12	8	9	9	ADA=(0,0,1), Mines Cars
F	Street		Maple	Res Permit	15	7	10	7	
F	Street		12th	Res Permit	18	9	9	10	
F	Street		Illinois	Res Permit	15	9	8	12	
G	Street		Cheyenne	Res Permit	13	4	5	5	
G	Street		12th	Res Permit	16	8	9	10	ADA-(1,1,0)
G	Street		Illinois	Res Permit	13	10	11	9	
G	Street		13th	Res Permit	16	10	11	9	No permit req. Saturday- Some CSM cars
<b>TOTALS:</b>					<b>339</b>	<b>119</b>	<b>150</b>	<b>189</b>	
<b>% Occupied:</b>						<b>35%</b>	<b>44%</b>	<b>56%</b>	

City of Golden Parking Inventory / Occupancy Data

Zone: Clear Creek

Date: Thursday, 4/17/14



Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	Notes
A	Street		10th	Unrestricted	12	1	3	2	
A	Street		9th	Unrestricted	34	3	4	4	Out of Zone
A	Street		9th	Unrestricted	34	5	4	5	
A	Street		Illinois	Unrestricted	15	4	2	2	
A	Street		Maple	Unrestricted	14	1	1	0	Out of Zone Next to Lions Park
A	Street		Maple	Unrestricted	14	2	0	0	
B	Lot	1	1010 Bldg	Private	12	6	6	6	
B	Lot	2	1000 Bldg	Private	11	7	5	6	
B	Street		10th	Unrestricted	8	2	1	2	
B	Street		9th	Unrestricted	15	2	2	2	
B	Street		9th	Unrestricted	15	7	3	4	Out of Zone
B	Street		Cheyenne	Unrestricted	10	3	3	3	
B	Street		Illinois	Unrestricted	15	1	1	3	
C	Street		10th	Unrestricted	13	9	5	8	
C	Street		9th	Unrestricted	18	1	1	1	Out of Zone
C	Street		9th	Unrestricted	15	2	3	2	
C	Street		Arapahoe	Unrestricted	13	-	-	-	Street Closed
C	Street		Cheyenne	Unrestricted	14	2	2	3	
D	Lot	3	Private	Standard	5	1	1	0	Mtn Todd Brewing
D	Lot	4	Private	Standard	9	3	6	2	Golden Tea Time/Karsten Electrical Gravel Lots
D	Lot	5	Private	Standard	4	4	4	2	Golden Pilates
D	Street		10th	Unrestricted	11	7	8	9	ADA=(1,0,1)
D	Street		9th	Unrestricted	4	0	1	1	Out of Zone in this section only 2hr 8am-5pm
D	Street		9th	Unrestricted	8	0	0	0	
D	Street		9th	On-Street	3	1	3	3	
D	Street		9th	Neighborhood	9	3	3	2	
D	Street		Arapahoe	Unrestricted	14	-	-	-	Street Closed
D	Street		Washington	Unrestricted	5	1	3	0	Includes 1 ADA (0,0,0)
E	Street		10th	Unrestricted	43	7	8	7	Angled
E	Street		Illinois	Unrestricted	10	0	0	2	Coned off for Const. Sat.
F	Lot	6	Public Lot	Unrestricted	59	13	17	28	Closed Sat in summer for farmers market
F	Lot	7	Library Lot	ADA	3	1	1	0	
F	Lot	7	Library Lot	Standard	47	32	20	18	Some spaces Temp Closed for Const.
F	Street		10th	Unrestricted	18	13	13	13	Angled
F	Street		Cheyenne	Unrestricted	7	0	0	1	By Library
F	Street		Illinois	Unrestricted	10	-	-	-	Closed for Const.
G	Lot	8	Public Lot	Visitor	32	33	34	33	Golden History Ctr
G	Lot	9	Public Lot	ADA	1	1	0	0	
G	Lot	9	Public Lot	30 min	4	3	4	4	
G	Lot	9	Public Lot	Visitor	8	8	8	7	
G	Lot	9	Public Lot	Standard	14	13	13	13	Golden Visitor Ctr./Chamber of Commerce
G	Street		10th	Unrestricted	30	22	16	21	Angled Includes 1 ADA (0,0,0)
<b>TOTALS:</b>					<b>640</b>	<b>224</b>	<b>209</b>	<b>219</b>	
<b>% Occupied:</b>						<b>35%</b>	<b>33%</b>	<b>34%</b>	

City of Golden Parking Inventory / Occupancy Data



Zone: Clear Creek

Date: Saturday, 4/19/14

Block	Facility (Lot / Garage / Street)	Lot/Garage Number	Street Name / Lot Name	Type / Restriction	Inventory	8:00 AM	10:00 AM	12:00 PM	Notes
A	Street		10th	Unrestricted	12	2	1	0	
A	Street		9th	Unrestricted	34	8	7	10	
A	Street		9th	Unrestricted	34	9	9	10	Out of Zone
A	Street		Illinois	Unrestricted	15	3	3	2	
A	Street		Maple	Unrestricted	14	1	2	4	Out of Zone Next to Lions Park
A	Street		Maple	Unrestricted	14	2	1	6	
B	Lot	1	1010 Bldg	Private	12	0	0	0	
B	Lot	2	1000 Bldg	Private	11	1	0	0	
B	Street		10th	Unrestricted	8	1	1	0	
B	Street		9th	Unrestricted	15	3	2	2	
B	Street		9th	Unrestricted	15	8	4	5	Out of Zone
B	Street		Cheyenne	Unrestricted	10	2	2	4	
B	Street		Illinois	Unrestricted	15	1	2	0	
C	Street		10th	Unrestricted	13	5	7	6	
C	Street		9th	Unrestricted	15	3	2	1	
C	Street		9th	Unrestricted	18	4	6	6	Out of Zone
C	Street		Arapahoe	Unrestricted	13	2	3	0	
C	Street		Cheyenne	Unrestricted	14	2	6	3	
D	Lot	3	Private	Standard	5	0	0	4	Mtn Todd Brewing
D	Lot	4	Private	Standard	9	3	4	5	Golden Tea Time/Karsten Electrical Gravel Lots
D	Lot	5	Private	Standard	4	4	4	3	Golden Pilates
D	Street		10th	Unrestricted	11	8	10	7	ADA=(1,1,0)
D	Street		9th	On-Street	3	1	1	2	
D	Street		9th	Unrestricted	4	0	0	3	Out of Zone in this section only 2hr 8am-5pm
D	Street		9th	Neighborhood	9	1	2	6	
D	Street		9th	Unrestricted	8	1	1	5	
D	Street		Arapahoe	Unrestricted	14	0	1	2	
D	Street		Washington	Unrestricted	5	0	1	3	
E	Street		10th	Unrestricted	43	10	7	6	Angled
E	Street		Illinois	Unrestricted	10	0	0	0	Coned off for Const. Sat.
F	Lot	6	Public Lot	Unrestricted	59	6	17	21	Closed Sat in summer for farmers market
F	Lot	7	Library Lot	Standard	47	2	35	26	
F	Lot	7	Library Lot	ADA	3	0	1	2	
F	Street		10th	Unrestricted	18	3	8	7	Angled
F	Street		Cheyenne	Unrestricted	7	0	1	0	By Library
F	Street		Illinois	Unrestricted	10	0	0	0	Coned off Const. on Sat.
G	Lot	8	Public Lot	Visitor	32	7	21	10	Golden History Ctr
G	Lot	9	Public Lot	Standard	14	10	8	12	Golden Visitor Ctr./Chamber of Commerce
G	Lot	9	Public Lot	ADA	1	0	0	0	
G	Lot	9	Public Lot	Visitor	8	7	5	7	
G	Lot	9	Public Lot	30 min	4	0	2	1	
G	Street		10th	Unrestricted	30	2	12	6	Angled
<b>TOTALS:</b>					<b>640</b>	<b>122</b>	<b>199</b>	<b>197</b>	
<b>% Occupied:</b>						<b>19%</b>	<b>31%</b>	<b>31%</b>	