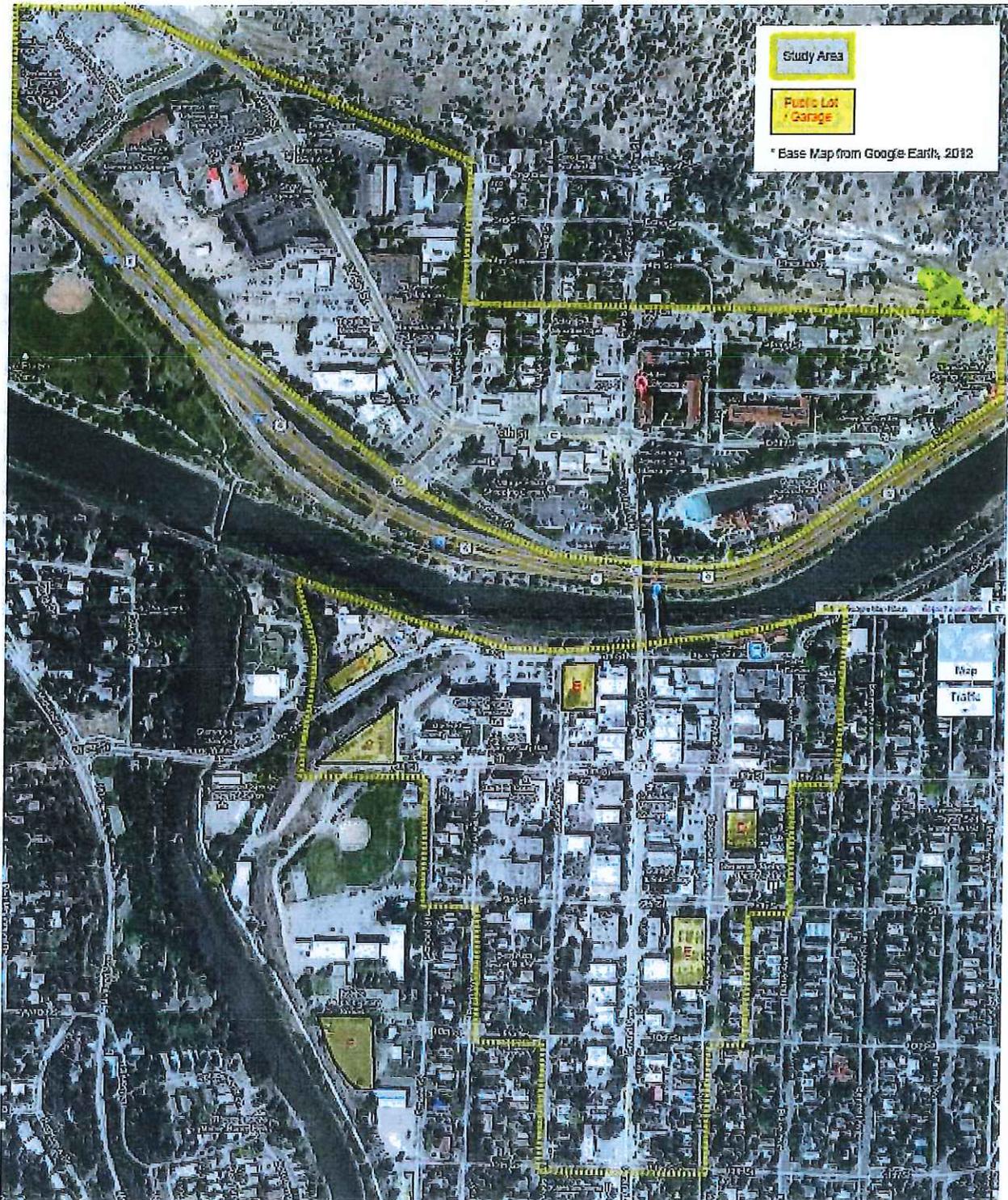
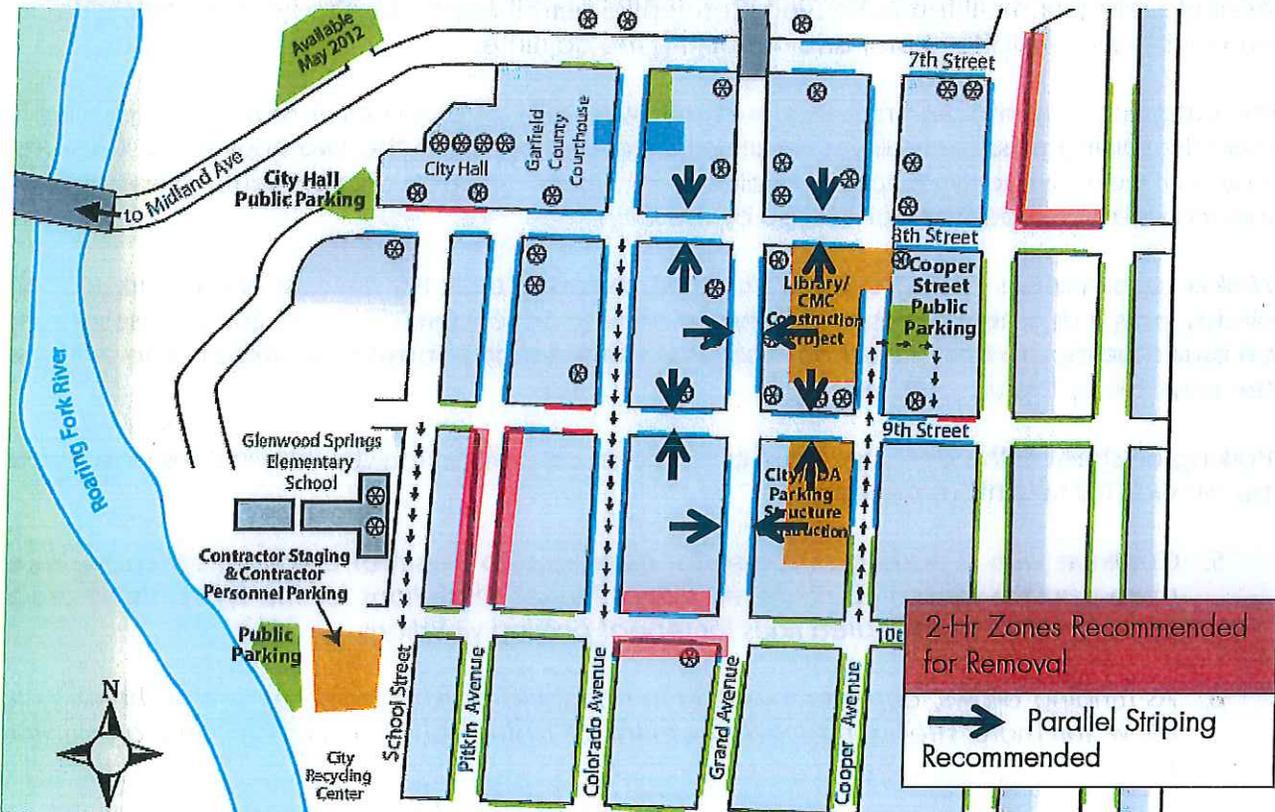


Figure 1: Downtown Study Area Map



Source: Walker Parking Consultants, 2013

Figure 14: Revised Downtown Time Limit Zones



Source: <http://www.ci.glenwood-springs.co.us/transpo/1f-1.htm>; modified by Walker Parking Consultants, 2012

4. Revise the Residential Parking Permit Program

Urban Land Institute ("ULI") recommends a standard ratio of 1.5 spaces per unit for multi-family residential apartments and at least 1.7 spaces per unit for owner occupied residential (condominiums). Unlike other shared-use parking scenarios, most housing developers include the cost of at least one designated parking space in the rental or purchase cost rate for an apartment or condominium. Also, unlike other commercial uses, many Cities do not waive their off-street parking requirements when approving a downtown housing project. (This makes sense on a number of levels, since parking associated with housing is typically used to "store" a vehicle for extended periods rather than being available for multiple users throughout the day).

The benefit to the City of providing free downtown parking for an apartment or condominium tenant during the daytime is questionable, as this parking space is no longer available for public usage, and may in fact directly benefit a private property owner to the exclusion of other possible downtown parkers.