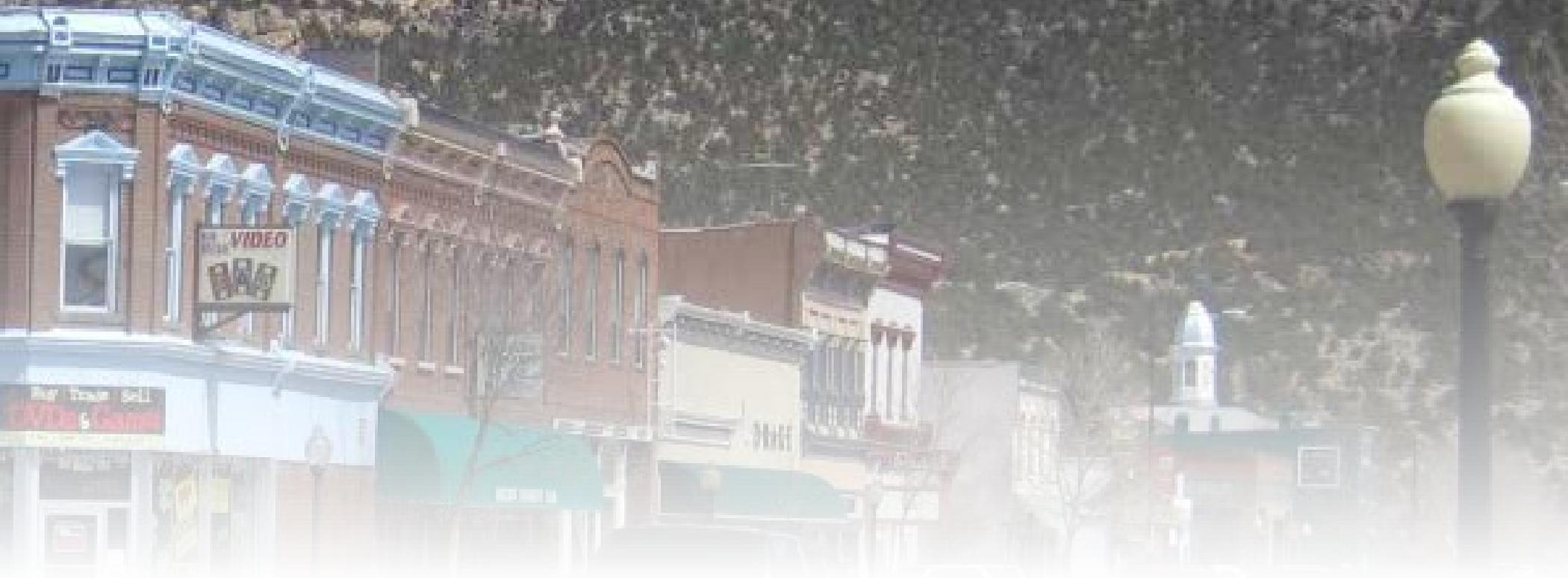


# Buena Vista Parking Analysis

Buena Vista, Colorado  
Summer 2015



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TECHNICAL  
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Colorado Department of Local Affairs



Buena Vista, Colorado

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## About CCCD and UTA

### About the Colorado Center for Community Development (CCCD)

The Colorado Center for Community Development (CCCD) is a clinical teaching practice of the University of Colorado Denver, College of Architecture and Planning. Our mission is to provide students with real world experiences in design and planning as they provide communities and neighborhoods with services in these areas.

CCCD strives to enhance the quality of community life – through collaboration, applied research and innovative design – for the betterment of all community residents. In the process, students' educational experience is enhanced by taking what is learned in the classroom and academic studio and employing it in projects of public and civic interest. Communities benefit through design work that is continuously being improved through research and innovation. Moreover, together we become partners in the design thinking process, thus expanding our mutual and individual capacities to further envision and implement projects of significant public impact.

Started in 1967, CCCD has worked in partnership with communities and neighborhoods to complete over 2000 projects around Colorado. Projects range in size and scope, but have the common element of improving the community as a place to live, work and play.

### About University Technical Assistance (UTA)

The UTA program provides rural and small communities with assistance on projects that enhance places and spaces. A decades-long partnership between the Colorado Department of Local Affairs (DOLA) and CCCD, the UTA program puts the cost of preliminary design work within financial reach of small communities. Students complete preliminary plans and designs that can be used to inform and engage community members in the project. These plans are used to apply for grants from DOLA and other funders. This saves the community money in preliminary design and community engagement and provides students with valuable experience.



## Process and Responses

On a July 13th and 14th trip to Buena Vista we handed out approximately **150** customer surveys and approximately **30** business surveys to businesses along Main Street. The businesses that received surveys were:

- Hi-Rocky Gift and Sports Store
- Sisters Remembered
- Aspen Leaf Print and Copy
- Deerhammer Distilling Company
- Buena Vista Roastery
- Courtyard Gallery
- Avdi Photo Shop
- Surf Shop
- Tomi's Salon
- House Rock Kitchen
- Natural Mystic Wellness Center
- Gone to the Dogs
- Green Parrot
- Buffy's Flowers and Gifts
- Boneshaker Cycles
- Free the Monkey
- Loback's Bakery
- Spoon It Up
- The Trailhead
- Central Colorado Kitchens
- Country Cuts
- Remax
- Mailboxes, Parcels and Copy Center
- Indian Paintbrush
- Louie's Ice Cream
- Heritage Museum
- Sundance and Friends
- Mountain Bohemian

All of these businesses, except for Louie's Ice Cream and Heritage Museum, were given business surveys for the business owners to fill out as well as customer surveys to have their customers fill out about their parking experiences. Louie's Ice Cream and Heritage Museum were only given business surveys for the business owners, no customer surveys. Of these businesses we received completed surveys from:

- Deerhammer Distillery
- Tomi's Salon and Beauty Supply
- Hi - Rocky Store
- Sisters Remembered
- Buffy's Flowers
- Sundance and Friends
- The Courtyard Gallery, Inc.
- Buena Vista Heritage Museum
- Central Colorado Kitchens
- The Trailhead
- Loback's Bakery
- Aspen Leaf Print and Copy
- Country Cuts

These businesses all returned completed business surveys and most of them returned completed customer surveys as well. In total we received **39** completed customer surveys in addition to the **13** business surveys. One of the key questions asked on these customer surveys was whether or not people had trouble finding convenient parking. In response:

- **21** people reported having had trouble finding a convenient parking spot (**53%**)
- **18** said they had no trouble (**46%**)

If they had trouble finding a convenient parking spot, customers were then asked to further state why, to which most people simply responded that there were no spots available due to crowds and/or no open spots they qualified as "close" to the businesses they wanted to go to.

## Process and Responses (Continued)

On the business surveys the business owners completed and returned, one of the key questions was “how would you describe downtown parking?” In response to this question, out of a total of **13** business owners who responded:

- **1** said there was enough parking
- **1** said there was too much parking
- **12** said there was insufficient parking
  - **9** said there should be more short-term parking
  - **2** said there should be more long-term parking
  - **9** said there should be more public parking
  - **3** identified other parking issues
    - Seldom used bike racks that take up parking spaces
    - Diagonal parking that is bad for backing out
    - Parking should be switched to parallel parking all along Main Street to allow space for bike lanes (plenty of parking available)

*\*Note: Respondents were told to select all answers that applied to this question so more than one response was given on all surveys except one\**

The last question asked on the customer survey was a free response question “How do you think the town can improve the parking situation?” Business owners were also asked to leave additional comments at the end of their survey. These questions received a variety of responses, some of which were repeated multiple times between both customers and business owners and some that were more specific to a particular business and its unique concerns.

The following is a list of the responses that were received from both the customer and business owner surveys. The **red** responses are from the customer surveys and the **blue** responses are from the business owner surveys. The numbers in brackets next to the responses indicate the number of times this similar response was repeated, either in the **customer** or **business owner** surveys. Some responses were unique and only mentioned once in which case there is no number next to the response.

For example, “**Quit taking away parking [1]**” --> The response was mentioned once in a customer survey so it was put on the list and then the **[1]** indicates that it was mentioned one additional time on another customer survey. “**Enforce 15 mph speed limit [2] [1]**” --> The response was mentioned once on a customer survey and put on the list and then mentioned an additional two times in another customer survey and an additional one time on a business owner survey.

## Process and Responses (Continued)

- It was good for us/ No problems/ Parking was completely adequate [3]
- Limit number of cars [2]
- More parking [4]
  - Free off-street parking (in lots or on side streets) [8]
  - Quit taking away parking [1]
  - Turn empty lots into parking areas [1]
  - Clean up and advertise two parking areas adjacent to train tracks, make it clear this is the downtown parking area
    - Pave railroad parking area
    - Encourage tourists to park by railroad track/ side streets (advertise and direct to it, wayfinding signage) [1]
  - Parking structures [1]
  - RV parking
  - Short term parking [1]
  - Currently use the gravel shoulder of the road (Main Street) for additional parking when needed during large events
- Remove bumpouts [4] [4]
  - No use of benches on bumpouts due to lack of shade; Too hot
  - Bike rack in the middle of the block, why not move to bump out?
  - Remove big crosswalks
- Discourage employees parking on Main Street for extended periods of time
  - Leave parking closer to businesses available for customers [4]
- Not a year around problem/ Mainly a summer concern [1]
- Ice buildup on streets [1]
- Enforce 2 hr time limit on Main St [3]
- Enforce 15 mph speed limit on Main St [2] [1]
- Enforce no bike/ skateboards on sidewalk rule
- Nothing wrong with people parking further away and walking to Main St businesses
- Agreement with BVSD [Buena Vista School District] - R31 to allow parking during summer break (other time the school doesn't need that lot as well)
- Easy access to parking lots
- Don't build a parking garage (Ugly)
- Eliminate all vehicle traffic on East Main from stop light to South Main
- More central parking emphasis with public shuttle/ transportation and encourage people to walk or bike as the main form of in-town transportation
  - Encourage walking/ biking on Main St.
- Angled parking is best (takes up less space)
- Diagonal parking dangerous when backing out
  - Need to pull out into Main St. to see around parked cars when trying to enter Main St. from side street
- Crosswalks are not as bright as they were at first, many cars do not stop for pedestrians
- Business located on corner lot with bump out in front and a handicapped space
  - Regular parking to the west of handicapped space
  - Colorado Avenue runs down side of store but so many employees park there it's difficult for customers to park within a block
- Any group gathering to hike or meet at the Roastery takes up all the parking for 2 or 3 blocks
- Bike rack seldom used and takes up parking space
  - Would better serve the community if it was in a park or at the new water park
  - Seems to house 2 abandoned bikes for weeks each summer
- People park like they're on vacation :-)
- It is the job of city planners to determine how many parking spots are needed; responsible growth with adequate infrastructure to accommodate that growth
  - "For the people by the people"
  - For the amount of money town paid to have survey done could probably have created some additional parking
  - Some (few) special interests folks want to make E Main a "Foot Traffic" only - that would diminish my revenue greatly

## Process and Responses (Continued)

and I would be forced to either relocate or close down completely

- Stop Tourism
  - Bring in Industry with high paying jobs
- Kick out Texans and Canadians

### **Conclusion**

Overall there seems to be a mis-match between the actual supply of available parking in the downtown area and the perception of available parking. The downtown area, when considered all together seems to have an adequate supply of parking but the parking along Main Street does fill at times, especially in the summer during the height of tourist season, and the spots directly in front of businesses are not necessarily always available to the patrons of that business. There is parking available elsewhere in town, usually within a couple blocks but in some cases it is a little further away in the larger parking areas by the railroad tracks. This then requires people to walk slightly further to get to businesses but still not too great a distance in most circumstance, possibly excluding major downtown events. Increased signage directing people to this, and any other less obvious parking, might help to overcome this barrier.

Additionally, the parking supply is within what is required by the zoning code for this area as well. *(For details see chart p. 23-25)*

## Background and Analysis Area

### Background

Buena Vista is a town of over 2,000 residents nestled at the foot of the Collegiate Peaks in the Upper Arkansas River Valley in Central Colorado. Buena Vista is a two hour drive from Denver and sits at 7,965 feet, in Chaffee County, roughly equidistant from the mountain towns of Salida and Leadville. The Buena Vista climate is typical of the mountain west, with warm summer days, cool evenings and winters marked by cold temperatures and abundant sunshine. The area is a popular tourist destination with a focus on outdoor recreation of all sorts.

The main street is fronted by numerous small businesses and there is primarily street parking all along Main Street, which is marked as 2 hour parking in most places. There is also a large parking area adjacent to the railroad tracks.

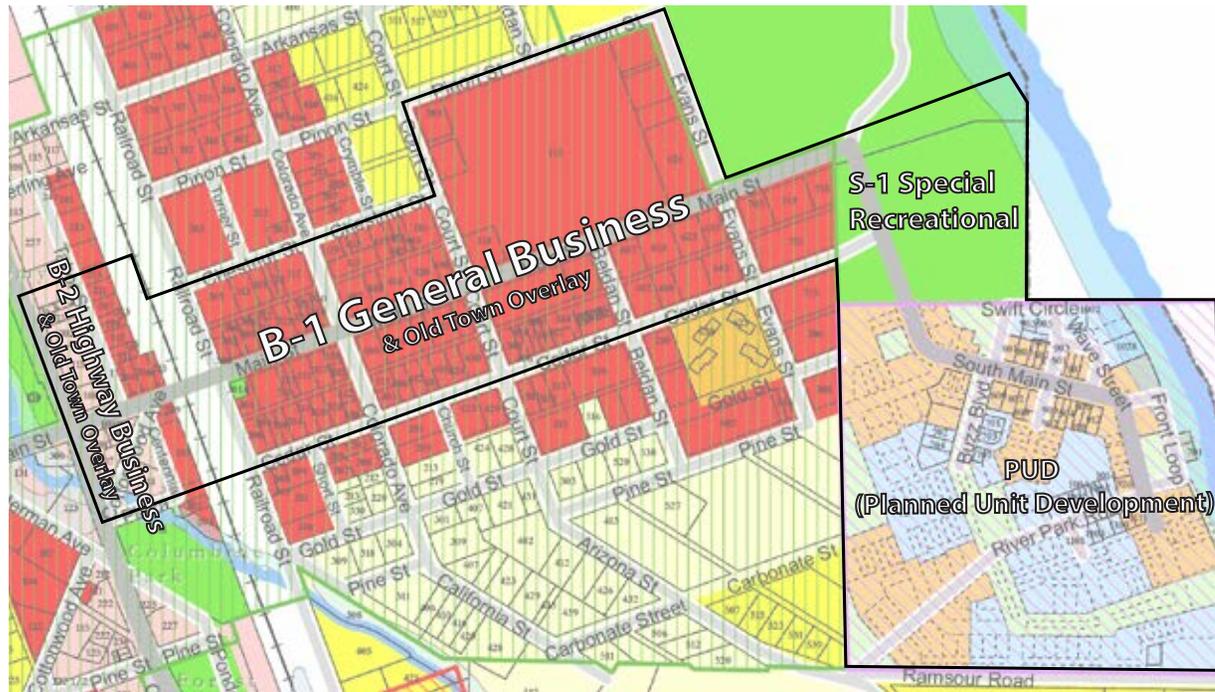
### Analysis Area

The analysis area included Main Street from Highway 24 to South Main Street and South Main Street all the way down to Riverpark Road. This area can be seen in red on the map below.



Parking Analysis Area

## Background and Analysis Area



Downtown Zoning Map

### Review of Existing Plans

The plans that were reviewed in the course of this assessment were:

- Buena Vista Municipal Codes
- Buena Vista Community Assessment (Downtown Colorado Inc.)
- Town of Buena Vista Comprehensive Plan 2008
- Town of Buena Vista Recreation Facilities Master Plan 2010
- Buena Vista River Park Site Plan
- South Main Development Plan
- Buena Vista Community Trails Plan 2008
- Buena Vista Transportation Master Plan 2004
- Town of Buena Vista US 24 Access Control Plan 2014

### Methodology

This analysis looked at both the current supply of parking as well as the perception of parking that exists among customers and business owners in the downtown area. Steps taken include:

- Survey distributed and collected from downtown business owners about parking needs
- Survey distributed and collected from downtown business customers about parking experiences and perceptions
- Inventoried current parking supply
- Processed both survey and observed results to reach conclusions about downtown parking

## SECTION - 2

# Existing Conditions

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## Existing Conditions

### Types of Parking

**On-Street Parking:** Free parking exists all along Main Street in downtown Buena Vista; it is a mix of parallel parking and diagonal parking.

**Public Lots:** There is a public parking area adjacent to the railroad tracks.

**Private Lots:** There is a large parking lot at the Avery/Parsons Elementary School which is located along Main Street between S. Court St. and S. Evans St.

**Time Limits:** There are posted 2 hour parking limits for most of the parking along Main Street.

**Markings and Signage:** Diagonal parking spaces are delineated with paint in the downtown area and most of the parallel parking is striped. There are signs stating a 2 hour parking limit and signs prohibiting skateboarding but there is not much other parking related signage. Both the 2 hour parking limit signs and the no skateboard signs are easily missed without careful attention.

**Enforcement:** Based on comments received in our business owner surveys, the 2 hour parking limit in the downtown area is not usually enforced, if at all. This parking enforcement doesn't seem to be a stated priority.

## Public Input

### Downtown Business Parking Survey

A survey was developed for business owners in the downtown area and was then distributed to as many businesses as possible along Main Street. These business owners had approximately two weeks to fill out these surveys. All of the surveys were completed in a written (as opposed to digital) format. However, we were not able to give surveys to all business owners due to limited hours of operation and some of the businesses that did receive surveys did not return them.

The information below is a summary of the results that were obtained through these surveys. A majority (**92%**) classified the parking downtown as insufficient.

### Employee Information

Based on our surveys:

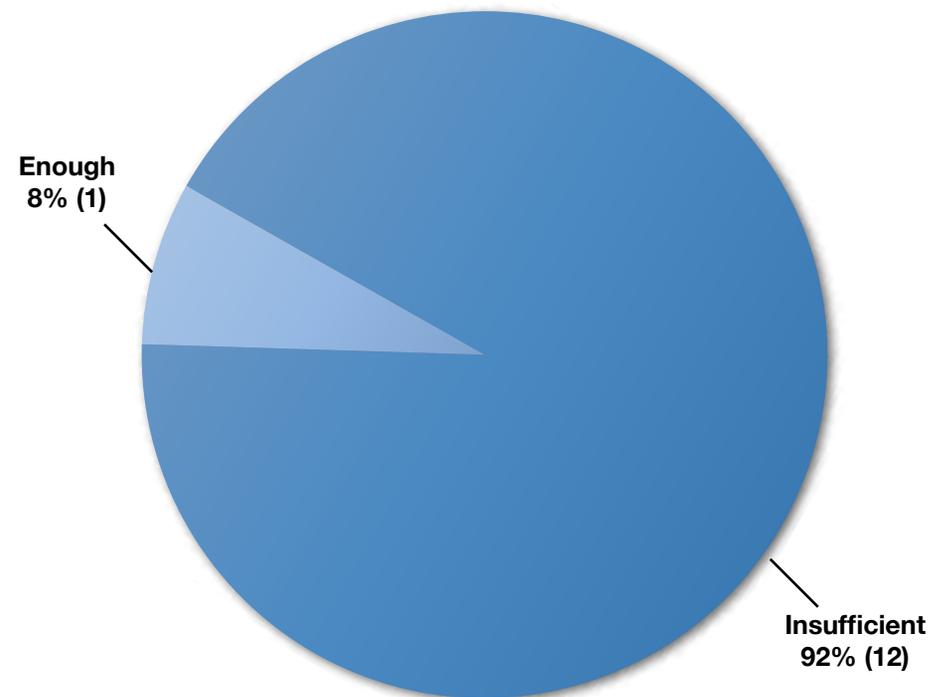
- About **50** downtown employees
- **52%** full-time and **48%** part-time
- The majority travel to work by private automobile (bike was second)
- **54%** provide some amount of parking for employees (**1-4** spots)
- **38%** park on-street, **8%** park in private or public off-street lots

### Customer Information

Based on our surveys:

- About **435-730** Customers per day depending on the season (2 surveys didn't specify)
- The majority travel by car
- One business provides parking to its customers in a private parking lot (**7** spaces)
- The rest of the businesses surveyed do not provide any parking in private lots
- **25%** of customers park in public or private off-street lots
- **75%** park on-street

**How Would You Describe Downtown Parking?**



## Public Input

### Parking Information

Based on our surveys:

- Majority of businesses were categorized as retail/ commercial
- Respondents reported wanting an additional **2 - 10** parking spaces, for a total of **35-38** additional parking spaces across all the business who responded to the question on the Survey (**1** business said they needed no additional parking and **6** business didn't answer the question at all)
- None of the businesses reported being willing to help pay for additional parking if it was to be constructed (**3** surveys didn't respond)

### Customer Parking Survey

A customer survey was also developed so that we could hear from customers about their experiences with parking. These surveys were distributed to businesses so that they could leave them out for their customers. The businesses collected completed surveys for about two weeks and held onto them for us. We then came back and collected them.

In total we received **39** completed customer surveys.

The majority of surveys were filled out on Mondays with Tuesdays coming in second. The most surveys were filled out between 12pm-1pm and 4pm-5pm (tied) with 3pm-4pm being a close second. 10am-11am and 2pm-3pm were tied for 3rd.

Based on our surveys:

- The majority of customers reported being downtown for shopping (**36%**) and work (**21%**).
- The majority of respondents parked in on-street parking (**71%**) with Main Street being the most popular followed by Cedar and Tabor Streets. **13%** of respondents reported parking in the parking area next to the railroad tracks.
- A majority of customers reported that they did have trouble finding parking (**54%**) while the rest reported having had no problem.

*To see a summary of customer survey responses as well as an example of the survey form that was distributed please refer to the appendix.*

# Data Collection

In order to measure the physical parking supply that was present in downtown we counted parking spaces by walking up and down Main Street and taking note of the number of spaces that existed as well as the number of these parking spaces that were occupied.

For some of the areas where parking spaces were not delineated, we estimated how many cars could be parked in those areas based on measurements taken on Google Earth and standard parking spot dimensions.

The chart and diagram on the following pages shows the numbers that we obtained from this inventory.

Parking Supply Inventory By Block				
Along Main St...	Block	Total Occupied Spots	Total Spots	% Occupied
Between S Gunnison Ave and Linderman Ave	1	16	22	73
Between Linderman Ave and Highway 24	2	6	14	43
Between W Lake St and Highway 24	3	1	24	4
Between Highway 24 and the railroad	4	4	10	40
Between Highway 24 and Cottonwood Ave	5	3	12	25
Between Cottonwood Ave and the railroad	6	6	8	75
Rail Road Lot		33	46	72
Between the railroad and S Colorado Ave (South Side of Main)	7	19	28	68
Between the railroad and S Colorado Ave (North Side of Main)	8	22	32	69
Between S Colorado Ave and S Court St (North Side of Main)	9	16	19	84
Between S Colorado Ave and S Court St (South Side of Main)	10	17	19	89
Between S Court St and Beldan St (South Side of Main)	11	3	3	100
Between N Court St and N Beldan St	12	3	3	100
Between N Beldan St and the elementary school parking lot	13	3	3	100

Parking Supply Inventory By Block				
Along Main St...	Block	Total Occupied Spots	Total Spots	% Occupied
Between Beldan St and S Evans St (South Side of Main)	14	0	0	N/A
Between the elementary school parking lot and Evans St	15	0	0	N/A
Between S Evans St and S Main St (South Side of Main)	16	3	15	20
Along S Main St		0	62*	
West of Buzz Blvd	17	0	0	
Between Buzz Blvd and Swift Cir (S edge of the development)	18		15*	
Between Buzz Blvd and Swift Cir (S side of S Main St)	19		23*	
Between Buzz Blvd and Swift Cir (N side of S Main St)	20		9*	
Between Swift Cir and the Arkansas River (N side of S Main St)	21		13*	
Between Swift Cir and S Main St	22		18*	
Between Swift Cir and South Main St, N side of Riverpark Road	23		17*	
Between Swift Cir and South Main St, S Side of Riverpark Road	24		27*	
Between S Main St and Front loop (around South Main Town Square)	25		25*	
New Town "Central Lot"			60**	

# Data Collection (Continued)



Parking Occupancy Counts taken Monday, July 13th, 2pm

**SECTION - 3**

# Parking Supply

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# Parking Supply Analysis

## Overall Parking Supply

Most of the parking requirements in the downtown area are based on linear frontage of the various businesses which might not account for how much parking need is generated for actual businesses. Based on these numbers there is adequate parking supply in the downtown area. The number of parking spaces that actually exist is an estimate since the parking is not striped in all places. In particular, some of the parallel parking is not striped in all places and the “lots” by the railroad tracks are also not striped. It is difficult to estimate how many cars could realistically be parked there. These estimates were made with standard parking spot measurements but it is still imprecise.

## The Numbers:

- Approximately **259** parking spots along Main Street
- **152** Parking Spaces required along Main Street under the current code
- Approximately **269** parking spots in the South Main area
- The South Main area is a planned unit development under the current zoning code and as such does not have as strictly laid out parking requirements by code, but the original site plan for the community showed approximately **155** parking spots

## Existing Code Requirements

See the Parking Requirements column in the chart on following pages for existing code requirements relevant to each particular business within the study area.

## Conclusion

Based on these counts and estimates of the parking required by code in the downtown area it appears that the parking supply along Main Street is consistent with what is required by code for General Business District.

Based on the current zoning code, parking requirements for the downtown district can be seen in more detail in the chart on the following pages:

# Parking Supply Analysis

Business Name	Address	Zone	Use	Parking Requirements	Approximate Linear Ft of Frontage or Sq Ft.	Spaces Required (per municipal code)
Lakeside Motel	112 W Lake St Buena Vista, CO 81211	S - 1 Special Recreation	Hotels, motels, and bed and breakfasts	1 space per room plus 2 spaces for administration	?	0
Buena Vista Depot	US - 24 Buena Vista, CO 81211	S - 1 Special Recreation	Historical Place	1 space per 500 sq. ft.	1512*	3
Grace Church	203 W Main St Buena Vista, CO 81211	B-2 Highway Business	Civic Structure	1 space per 500 sq. ft.	1302*	3
Buena Vista Public Library	131 Linderman Ave Buena Vista, CO 81211	B-2 Highway Business	Civic Structure	1 space per 500 sq. ft.	9920*	20
Eddyline Brewery	102 Linderman Ave Buena Vista, CO 81211	B-2 Highway Business	Restaurants	1 space per 250 sq. ft. of dining area	4213*	8
Country Living Apparel	106 Linderman Ave Buena Vista, CO 81211	B-2 Highway Business	Low Intensity Retail	1 space per 500 sq. ft.	?	0
Topaz Lodge	115 US - 24 Buena Vista, CO 81211	B-2 Highway Business	Hotels, motels, and bed and breakfasts	1 space per room plus 2 spaces for administration	?	0
Natural Mystic Wellness Center	204 E Main St Buena Vista, CO 81211	B-2 Highway Business	Low Intensity Office	1 space per 500 sq. ft.	3852	8
Lariat	206 E Main St Buena Vista, CO 81211	B-2 Highway Business	Restaurants	1 space per 250 sq. ft. of dining area	3978	16

# Parking Supply Analysis

Business Name	Address	Zone	Use	Parking Requirements	Approximate Linear Ft of Frontage or Sq Ft	Spaces Required (per municipal code)
Whitewater Drilling and Systems	111 E Main St Buena Vista, CO 81211	B-2 Highway Business	Auto Repair Shop	1 space per 500 sq. ft.	901	2
Hi-Rocky Gift & Sport Store?	111 Cottonwood Ave Buena Vista, CO 81211	B-2 Highway Business	Low Intensity Retail	1 space per 500 sq. ft.	5104	10
Radio Shack?	111 Cottonwood Ave Buena Vista, CO 81211	B-2 Highway Business	Low Intensity Retail	1 space per 500 sq. ft.	5104	10
Chaffee County Times	209 W Main St Buena Vista, CO 81211	B-2 Highway Business	Low Intensity Office	1 space per 500 sq. ft.	1862	4
Gone to the Dogs	300 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	40	2
New Release Video	300 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	40	2
Green Parrot	304 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	35	2
Buffy's Flowers and Gifts	306 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	30	2
Boneshaker Cycles	310 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	45	3
Free the Monkey	312 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	25	2
Snowy Mountain Framing	312 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	25	2
The Asian Palate	328 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	45	3
Loback's Bakery	326 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	25	2
Las Manos Therapeutic Massage	301 E Main St #10 Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	65	4
Rocky Mountain Gold Buyer	301 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	65	4
Dee Fabian Fine Art Studio and Gallery	# 25 Buena Vista Square E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	50	3
Sisters Remembered	315 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	40	2
Deerhammer Distilling Company	321 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	?	
Spoon It Up	402 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	50	3
The State Highway Roadhouse and Theater	402 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	50	3

# Parking Supply Analysis

Business Name	Address	Zone	Use	Parking Requirements	Approximate Linear Ft of Frontage or Sq Ft	Spaces Required (per municipal code)
The Trailhead	402 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	40	2
Jailhouse Gallery & Artists Center	414 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	21	1
Buena Vista Roastery	409 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	160	10
House Rock Kitchen	421 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	55	3
Buena Vists Heritage Museum	511 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	65	4
Chaffee County High School	613 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	50	3
New Bees Thrift Store	624 E Main St Buena Vista, CO 81211	B-1 General Business	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces	45	3
Buena Vista Community Center	715 E Main St Buena Vista, CO 81211	B-1 General Business/ S-1 Special Recreational	Main Street	Every 25 linear ft of frontage requires 1.5 parking spaces/	80	5
					Total Needed by Code	152
					Count from Google Earth	125
					Count on Illustrator Diagram	259
<b>New Town Businesses</b>						
Sundance and Friends	1111 Riverpark Road Buena Vista, CO 81211	Mixed Use District (PUD)	Art Gallery	PUD		
The Tattooed Dog, Buena Vista	801 Front Loop Buena Vista, CO 81211	Mixed Use District (PUD)	American Restaurant	PUD		
South Main Town Square	901 South Main Street Buena Vista, CO 81211	Mixed Use District (PUD)	Park	PUD		
Mountain Bohemian	900 E Main St Buena Vista, CO 81211	Mixed Use District (PUD)	Clothing Store	PUD		
South Main	901 E Main St Buena Vista, CO 81211	Mixed Use District (PUD)	Property Management Company	PUD		
Surf Chateau	1028 Wave Street Buena Vista, CO 81211	Mixed Use District (PUD)	Hotel	PUD		
					Count Based on Site Plan	155
					Count Shown on Illustrator Diagram	269
					Count Based on Street View	277

# Parking Supply Analysis

## Riverfront Parking

Currently, the area along the Arkansas River is used as extra parking for the town, especially when there are special events that generate increased parking demand. Since the area is informal parking, it is difficult to say exactly how many parking spaces could be there. Depending on how the space is used it could be anywhere from 770 spots in Area 1 (below) to 1,460 spots in Area 2 and about 950 being in the combined Areas 3A and 3B illustrated below. If the riverfront area is developed into a park or outdoor amphitheater as is being considered, then this informal parking area would be lost. However, all proposed plans for parks and outdoor venues would incorporate varying amounts of parking to be included on the site as part of the redevelopment.



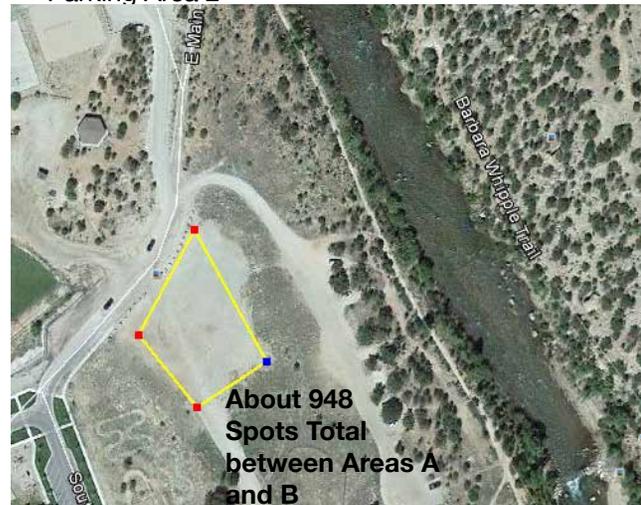
Parking Area 1



Parking Area 2



Parking Area 3A



Parking Area 3B

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## Parking Supply Synthesis

### **Observed Parking Supply**

Based on our observations and parking inventory of the analysis area, it appears that the parking supply is adequate and consistent with code requirements in the area. There are usually parking spots available on most blocks. Some block faces do fill up at times but there are still usually parking spots available on adjacent blocks. There is also always parking available in the larger parking area along the railroad tracks which is a short walk from the downtown businesses.

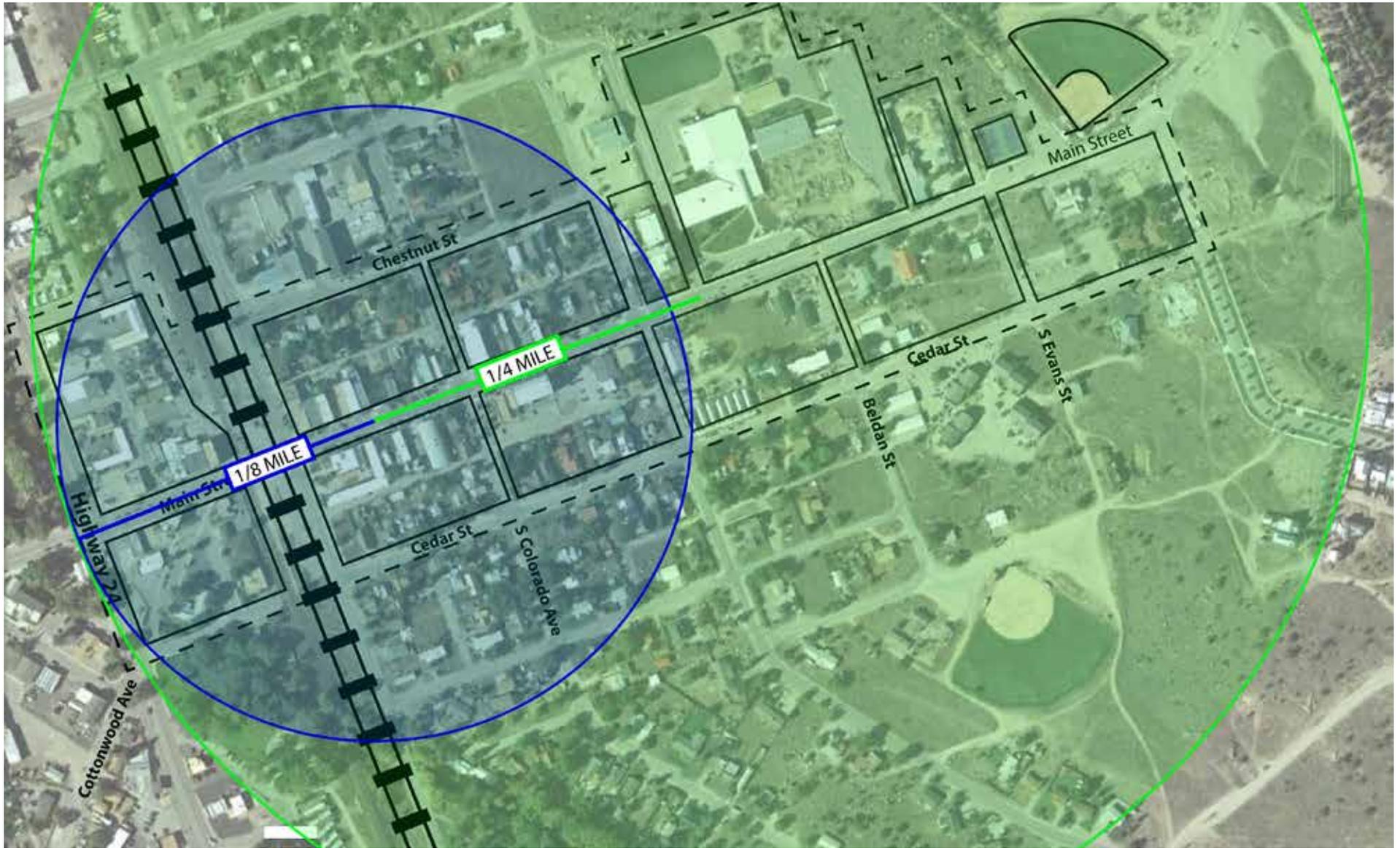
### **Accessibility**

Downtown Buena Vista is relatively compact with the core area containing the majority of the businesses measuring about a quarter mile. The entire area from Highway 24 down to South Main St measures about a half mile. The area is also relatively flat and the majority of the businesses are close together, making it accessible to the average pedestrian.

In general, the median walking distance for a shopping trip is usually considered to be one-third of a mile which means that pedestrian-oriented developments usually restrict themselves to about a half-mile radius which is approximately a 10 minute walking distance. All of downtown Buena Vista fits within this range and most of the downtown core area is within a 1/8th mile radius, making it accessible to pedestrians. Walking should be encouraged in the area to promote sales via storefront visibility and to promote a healthy downtown pedestrian environment. Walking should also be encouraged to help alleviate real or perceived parking congestion as people could park in the larger lots, by the railroad for example, and then easily walk to their destinations along Main Street. Signage directing to these lots and perhaps noting the walking time to certain central locations downtown might also help encourage people to utilize these spots in addition to those that might be located right on Main Street directly in front of the business they wish to visit.

*The map on the following page illustrates walking distances in downtown Buena Vista.*

# Parking Supply Synthesis



Downtown Walking Distances

## Parking Supply Synthesis

### **Signage**

Currently, there is not much signage in the downtown area and what is there is not particularly visible. There are signs designating most parking along Main Street as 2 hour parking but these signs are easy to miss, especially for tourists or people who are unfamiliar with the town and might not be looking for them. Additional signage directing tourists and visitors to the larger lots along the rail road tracks might encourage people to park there more often as needed. More visible signage denoting parking time limits might also help encourage these limits to be observed more often as non-compliance with time limits was a frequently mentioned issue in our surveys.

### **Enforcement**

It was mentioned multiple times in our survey that the existing parking regulations are not enforced along Main Street, particularly the 2 hour time limits. Business owners express a desire for these regulations to be better enforced in order to increase turnover and open up spaces directly in front of their businesses. This would also help with the reported problem of employees parking in customer parking spots and staying there for extended periods of time.

### **Alternative Transportation Options**

- **Public Transit**

Buena Vista does not currently have any public transportation system.

- **Walking and Biking**

The downtown area of Buena Vista is pedestrian and bicycle friendly due to the small size of the area as well as the presence of sidewalks and walking destinations to all along the road. The sidewalks do end at the edge of the shops and it looks like there is work on putting in sidewalks towards the river end of the street so if that continues it will make it even easier for people to walk the full length of the road.

# SECTION - 4

# Recommendations

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## Improvements and Recommendations

The following recommendations are based on data collected both through personal observation as well as suggestions consistently made in survey responses either by customers or business owners.

- **Operation**

- **Parking Striping and Marking:** For the most part, parking spaces are striped and marked throughout the downtown area but there are some places where the spots are not striped which can lead to inefficient parking, especially in parallel parking areas. Striping can help maximize these parking areas.

- **Time Limited Parking**

- **Enforcement of Parking Regulations:** We were told by business owners that some of the places that are officially under a 2 hour parking time limit sometimes end up being used as employee parking for extended periods of time. Enforcement of the time limit could help with this and lead to greater turnover.
  - The signs that designate certain areas as 2 hour parking are also easy to miss in some cases and could benefit from being a little more visible so that people, especially tourists and those who are new to town, notice that they are there.

- **Pedestrian Environment**

- **Crosswalk Markings:** Some of the crosswalk markings have become faded due to time and harsh winters; repainting these could make them more visible and help increase safety for pedestrians.

- **Shared Parking/ Private Parking Lots**

- It was suggested in surveys that it might be worthwhile to investigate the possibility of using the parking lot belonging to the Elementary School for visitor parking on weekends and other times of high demand when the school is not in session. Obviously, this would only be possible when school is not in session and could help to create some additional parking at times when there are particular events going on that put demand on the parking supply.
- It was also mentioned that there might be some vacant lots adjacent or within a block or two of Main Street that could potentially be converted into parking lots or overflow lots as needed.

- **Public Transit**

- There is no public transit in town but it was suggested that there would be an opportunity for some sort of shuttle that could run along Main Street. This might encourage people to park further away and then take the shuttle to the businesses they want to go to instead of having to park directly in front of them. This could be especially useful in the case of larger events and for people

## Improvements and Recommendations

who might be unfamiliar with the area.

- **Railroad Parking Lot**

- There is a lot of parking in this area by the railroad tracks but it is a little disorganized. It might be beneficial if this area was maintained more so that it was clear that people could park there. It might be useful to formalize the parking and distinguish specific parking spots so the space could be maximized and used as effectively as possible.
- This area could also be better marked with specific signage directing people and encouraging them to park there since a lot of spaces already exist.

- **Business Owners and Employees**

- Business owners and employees should be encouraged to park at the edges of downtown, leaving the parking closer to businesses available for customers, especially since most businesses did not report providing parking for their employees in surveys.

## Resources

**Buena Vista Municipal Codes**  
**Buena Vista Community Assessment (Downtown Colorado Inc.)**  
**Town of Buena Vista Comprehensive Plan 2008**  
**Town of Buena Vista Recreation Facilities Master Plan 2010**  
**Buena Vista River Park Site Plan**  
**South Main Development Plan**  
**Buena Vista Community Trails Plan 2008**  
**Buena Vista Transportation Master Plan 2004**  
**Town of Buena Vista US 24 Access Control Plan 2014**  
**Hayden Parking Analysis**  
**1990 Nationwide Personal Transportation Survey**

## Additional Discussion

### General Overview

Over the course of discussions and meetings with the city of Buena Vista and the community, there were a few issues that came up as potential opportunities for further investigation. These weren't issues that were discussed in detail in our surveys but the issues below represent possible ideas for the city to pursue should they wish to take additional action related to their downtown parking.

### Parallel Parking along Main St

The idea of converting all the parking along Main Street to parallel parking as opposed to the diagonal parking that currently exists was brought up in a business owner survey and is mentioned here in brief. While it seems like this idea would be unpopular with the majority of other residents and business owners, it is worthy of consideration if the city wishes to further improve on the pedestrian experience of Main Street. It would also be a possible option in the future if the city wished to move parking to more off Main Street lots.

Assuming an average parallel parking spot size of 9' x 21', there would be space for roughly 175 spots just along Main Street. This rough number is very simply based on measuring the linear frontage along Main Street, generally accounting for side streets, drive ways, and parking lot access points. This number is then divided by the 21' length of an average parallel parking spot. This estimate does not account for locations of fire hydrants and other such obstructions that might have greater clearance requirements and as such should just serve as a rough idea of the amount of parallel parking that might be available along Main Street.

### Back - In Angled Parking

Back-in angled parking in downtown areas has received increased discussion in recent years due to the perception of increased safety that it provides, especially for cyclists. Some would even go so far as to call it a "Best Practice" across the country. The idea behind it is that instead of having cars pull into diagonal parking spots with the front of the car facing towards the sidewalk, they will instead pull past the spot and then back into it so that the front end of the car faces towards the travel lanes. This means that when drivers exit the spot and merge back into traffic they will be pulling out forward (as opposed to backing out) and will have much better visibility, especially of cyclists that might be coming. Cyclists are also better able to see drivers and potentially make eye contact as these drivers are getting ready to pull out, making it more likely for the cyclist to be seen. Pulling forward into traditional diagonal parking spots requires that drivers back into oncoming traffic with extremely limited visibility in order to leave.

Some motorists object to the initial maneuver required to park in the first place as it is admittedly more complicated than simply pulling into a diagonal parking space. However, if it is instead compared to the maneuver required to parallel park then it is very similar. It requires pulling past and then reversing into a spot so it is very similar from that perspective. It is arguably more difficult to see the lines on the pavement and make sure the car is parked within the lines if there aren't other cars marking the spots whereas with parallel parking, one can pull back far enough to see any paint lines denoting the spot.

Another criticism of the parking change relates to the pedestrian environment created. Backing into parking spots means that cars move in reverse towards an area where pedestrians are going to be walking. In most cases there would be a raised curb to keep cars from actually moving onto the sidewalk but it is possible that the back in method makes it easier for a child, for example, to step off of

## Additional Discussion

the sidewalk behind a car that might have a more difficult time seeing them. This method also means that the backs of cars would line the sidewalks and potentially impact the aesthetic of the pedestrian environment. This also means that the exhaust from the cars will be directed at the sidewalk as opposed to pointing out into traffic. On the other hand, the different orientation means that it is easier to unload or load cars as the trunk would now be facing the sidewalk, making it safer for people to put things into their cars without being exposed to traffic or obstructing it.

Overall, back-in angled parking can create a safer environment for cyclists in particular due to increased visibility, making it useful for roads with bike lanes that don't see extremely high traffic volumes. It also sometimes serves to slow traffic on particular roads which can be desirable depending on the situation and it also technically requires less space to manoeuvre. Some would argue that it also has the potential to create more incidents of hitting parked cars since it requires backing up towards two parked cars but if that is the case, such accidents are usually minor and occur at low enough speeds as to create minimal damage. Many areas looking to switch to back-in angled parking currently have parallel parking and want the extra spaces that can be squeezed into the same space with angled parking. Areas, such as downtown Buena Vista, that already have angled parking wouldn't see differences in the overall number of parking spots but might see increased safety as previously discussed.

### **Spill - Out Patios**

Spill-Out Patios such as the one that has been added in front of The Lariat Bar and Grill next to Town Hall right along Main Street were also something that came up since they are becoming increasingly common and take up about three parking spaces. Given our findings that pointed to no significant shortage of parking in the downtown Buena Vista area, these patios could be a good opportunity for business owners to utilize the parking spaces in front of their stores for a different purpose if they so choose. Such patios tend to be very popular among patrons wherever they get used.



### **Locals vs. Tourists**

A question that came up in respect to the surveys that were conducted on parking habits and perceptions after they had been conducted was whether or not the difference between the responses of locals vs. the responses of tourists were looked at. This was not a distinction that was made on the surveys but if it was thought to be important it would be a potential avenue to investigate further. One of the questions on the survey asked respondents to say what brought them into downtown Buena Vista. One of the possible responses was that they lived there so people that checked that box could reasonably be called locals but there are others who could still be locals or who might not live right in town but might not be tourists either.

# SECTION - 5

# Appendix

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## Downtown Business Parking Survey

We are conducting a parking study to assess the parking currently available within the Main Street commercial district. We would greatly appreciate your input as the more information we have the better we can plan for, maintain and encourage a healthy downtown district. Please answer the following questions to the best of your ability, and do not hesitate to contact the Colorado Center for Community Development if you have any comments or questions. Please complete this survey by **Friday July 27th, end of business day** and put in in your envelope, we will be back to collect them. Thank you for your participation!

### Section 1: Business Information

Business Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Contact: \_\_\_\_\_  
 Phone/Email: \_\_\_\_\_

- Business Category:
- Retail/Commercial
  - Hospitality
  - Office
  - Medical
  - Church
  - Restaurant/Bars
  - Non - Profits
  - Government
  - Other: \_\_\_\_\_

How many square feet is your business space? \_\_\_\_\_

What are your operating hours?

Monday: \_\_\_\_\_

Tuesday-Friday: \_\_\_\_\_

Saturday: \_\_\_\_\_

Sunday: \_\_\_\_\_

### Section 2: Employee Information

How many people do you employ?

Full-time: \_\_\_\_\_

Part-time: \_\_\_\_\_

How many employees do you typically have working during the following times?

	Weekday	Saturday	Sunday
7 am - 10 am			
10 am - 2 pm			
2 pm - 5 pm			
5 pm - 8 pm			
8 pm - 11 pm			

How do your employees travel to work?

Mode	# of Employees
Private Automobile	
Motorcycle/Scooter	
Bus	
Bike	
Walk	
Other: _____	

Do you provide your employees with parking in a private lot?

- Yes, # of spaces: \_\_\_\_\_
- No, they park in (check all that apply):
  - Private off-street lot
  - Public off-street lot
  - On-street parking
  - Other: \_\_\_\_\_

### Section 3: Customer Information

On Average, how many customers do you have per day? \_\_\_\_\_

Please estimate what percentage of your customers arrive by the following modes:

Mode	% of Customers
Private Automobile	
Motorcycle/Scooter	
Bus	
Bike	
Walk	
Other: _____	

Do you provide your customers with parking in a private lot?

- Yes, # of spaces: \_\_\_\_\_
- No, they park in (check all that apply):
  - Private off-street lot
  - Public off-street lot
  - On-street parking
  - Other: \_\_\_\_\_

### Section 4: Parking Information

How would you describe downtown parking?

- There is enough parking
- There is too much parking
- There is insufficient parking
  - There should be more short-term parking
  - There should be more long-term parking
  - There should be more public parking
  - Other Issues: \_\_\_\_\_

How many additional parking spaces, if any, do you think you need to have adequate parking for your customers and employees?

\_\_\_\_\_

If additional parking was constructed, would you be willing to help pay for it?

- Yes
- No



# APPENDIX B

## Buena Vista Brief Customer Parking Survey

Please complete this quick survey regarding your downtown parking experience today and leave it at the checkout counter. We appreciate your input!

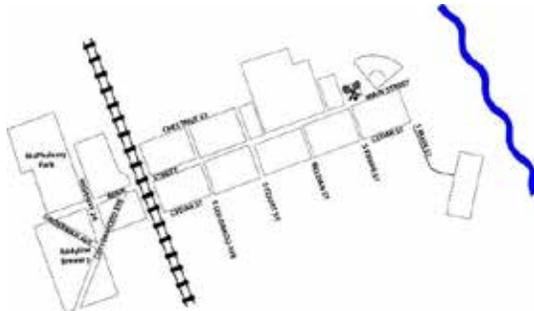
[1] Day of the week and approximate time survey was filled out:

---

[2] What has brought you into downtown Buena Vista today?  
(select all that apply)

- Shopping
- Dining
- Recreation
- Vacation
- Government services
- Visiting family/friends
- You work here
- You live here

[3] Approximately where did you park today?



[4] Did you have trouble finding convenient parking?

- No
- Yes — If so, why? \_\_\_\_\_

[6] How do you think the town can improve the parking situation?

---

---



## Buena Vista Brief Customer Parking Survey

Please complete this quick survey regarding your downtown parking experience today and leave it at the checkout counter. We appreciate your input!

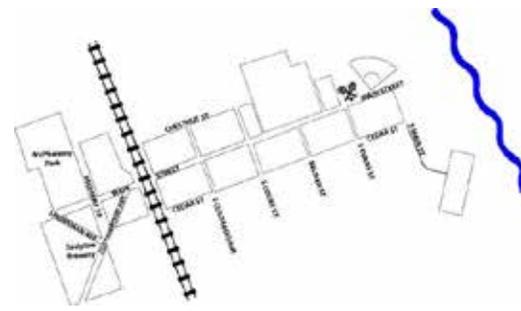
[1] Day of the week and approximate time survey was filled out:

---

[2] What has brought you into downtown Buena Vista today?  
(select all that apply)

- Shopping
- Dining
- Recreation
- Vacation
- Government services
- Visiting family/friends
- You work here
- You live here

[3] Approximately where did you park today?



[4] Did you have trouble finding convenient parking?

- No
- Yes — If so, why? \_\_\_\_\_

[6] How do you think the town can improve the parking situation?

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## APPENDIX C

Survey #	Day of the week and approximate time survey filled out	What brought you to BV today?	Where parked? (See Diagrams)	Trouble finding convenient parking? (NO or Yes - if so, why?)	How can town improve parking situation?
1	Monday, 4:30 (7/13/15)	Vacation	Main St between S Court and Beldan, right side of road	NO	"It was great for us!"
2	Monday, 4:30 (7/13/15)	Dining, Recreation	Main St between S Colorado ave and S Court St	NO	"Limit # of cars driving into it??"
3	Monday, 4:30 (7/13/15)	Dining	Main St between S Court and Beldan, right side of road	NO	"Easy parking today"
4	Monday, 4:40 (7/13/15)	You work here, You live here	Main St between S Colorado ave and S Court St, left side of the road	NO	"Less Drivers"
5	Monday, 12:00	Shopping	Main St between rail road and S Colorado Ave	NO	"N/A"
6	Monday, 10:30am	Shopping, Dining	Cedar St, between S Court St and Beldan St	YES - "all were full"	"Off street parking lot for east shops"
7	Monday, 1pm	You live here	NOT MARKED	YES - "Because the tourists don't know how to drive"	"By eliminating all vehicle traffic on east main from stoplight to south main; stop tourism and bring in industry with high paying jobs"
8	Monday, 3pm (7/26/15)	Visiting Family/ Friends	Tabor st (by the railroad) N side of main	NO - "I know better, local person"	"More parking, quit taking away parking at the ball field/ tennis courts; agreement w/ BVSD-R31 to allow parking during summer break"
9	Tuesday afternoon, about 3:00	You work here, You live here, *Drinking (*write in)	Main St, between rail road and S Colorado Ave	YES - "Too many parked cars"	"Kick out the Texans and Canadians"
10	Tuesday, 2:35pm, (7/21/15)	Shopping, Dining, Vacation	NOT MARKED	YES - "Bump outs take up way too much room"	"Remove those big crosswalks"
11	Tuesday, 9:00am	You work here	Cedar St, between Cottonwood Ave and the rail road tracks	YES	"Easy access to parking lots"
12	Tuesday, 10:00am	You work here	'lot' by railroad, Highway 24 side, S of Main St.	YES - "Too many people not enough parking"	"Turn empty lots into parking areas"
13	Tuesday	Shopping, Visiting Family/ Friends	Main St, between Beldan St and S Evans St, N side of street	NO	

# APPENDIX C

Survey #	Day of the week and approximate time survey filled out	What brought you to BV today?	Where parked? (See Diagrams)	Trouble finding convenient parking? (NO or Yes - if so, why?)	How can town improve parking situation?
14	Tuesday, (7/21/15)	Shopping, You work here, You live here	Main St, between Rail Road and S Colorado Ave, N side of street	YES - "no parking near business"	"Don't know"
15	Tuesday, 5PM	Shopping	Main St, between Rail Road and S Colorado Ave, S side of street	NO	"Remove; Put parking behind tennis courts!"
16	Wednesday afternoon, 4:00pm	You work here	'Lot' by railroad tracks, downtown side,	NO	"Clean up and advertize the two parking spaces that are adjacent to the train tracks. By clean up, really utilize the space so it is obvious that the downtown parking is there. Thanks"
17	Wednesday, 12:15pm	Shopping	North of Chestnut St between Railroad and S Colorado Ave	YES - "Every spot was occupied"	"Designate an empty lot near Main St. as public parking"
18	Wednesday	Recreation, Visiting family/friends, *Massage (*write in)	NOT MARKED	NO - "more parking always better"	"Parking garages are ugly - don't build a garage"
19	Wednesday, 3:30	You work here	Main St between S Court St and Beldan St, S side of street	YES - "main street parking is almost always full"	"Parking lot off main street"
20	Wednesday, 2:00pm, 7/15/15	Shopping	Chestnut St, and S Court St	YES - "too many people"	"Take bump outs out"
21	Wednesday, 3:30	Shopping	Main St, by the Railroad, (between railroad and S Colorado Ave)	YES - "all spots were taken"	"2 story parking structure by RR tracks"
22	Thursday, 1:00pm	Vacation	Main St between S Colorado Ave and S Court St, S side of street	NO	"Parking lot"
23	Thursday, 3:00pm	Shopping, You live here	'lot' by railroad, N side of Main St	YES - "all parked up"	"Provide more spaces"
24	Friday, 6pm	Shopping, Dining	'lot' by railroad, N side of Main St (two places marked?)	NO	"It's great - slanted parking maximizes space on Main St. Large lots less than 3 blocks on both sides of Main st."
25	Friday, 2:00pm	Shopping, You live here	Main St between Beldan St and S Evans St, S side of Main St	YES - "no spots available"	"Off street parking - no diagonal parking - very difficult to get out from spaces"
26	Friday, 10am	You work here	Cedar St between S Colorado Ave and S Court St	YES - "not enough spaces"	"More sides treet parking"

## APPENDIX C

Survey #	Day of the week and approximate time survey filled out	What brought you to BV today?	Where parked? (See Diagrams)	Trouble finding convenient parking? (NO or Yes - if so, why?)	How can town improve parking situation?
27	Friday, 1:30pm	NOT MARKED	Cedar St between S Court St and Beldan St	NO	"Remove bump outs (very bad for ice buildup in winter also) in middle of Main St. (in front of old movie theater). Pave railroad parking area N & S of Main (part outside of track) and have signs directing people there. Pass ordinance that parking is limited to 2 hrs on E. Main. Let Main St. businesses know that employees should not park on E. Main!"
28	Saturday, mid-day	Shopping, You work here	S of Cedar St, between Railroad and S Colorado Ave	YES - "hard to find - town is crowded"	"Buy some vacant land 1 block off Main St. & make some little free parking lots. Enforce 15 mph. Make all intersections 4-way stops"
29	Saturday	Shopping, You live here	Cedar St between S Evens and S Main St, S side of street	YES - "parking spots full"	"Police speed limit, have off street parking areas, have 4 way stops during summer at intersections"
30	Saturday, 2pm	Shopping	Main St between railroad and S Colorado Ave, S side of street	NO	"Need RV parking"
31	Saturday, 4:00pm (7/18/15)	Shopping, You live here	Main St, at Beldan St, N side of street	YES - "Dedication of Brown's Canyon National Monument"	"Create additional parking lots; Eliminate Bump Outs on Main St."
32	Saturday	Shopping, Dining	Cedar St, between Railroad and S Colorado Ave, S side of street	NO	"More spaces; parking garage"
33	Saturday, 2pm	Shopping	Main St between Railroad and S Colorado Ave, S side of street	YES - "crowds"	"Parking lot, free of course"
34	Sunday, 10:45	You work here, You live here	Behind courtyard gallery	NO - "quiet today, not always the situation"	"Parking lot for visitor parking - all 4 way stops. Enforce 15 mile per hour speed"
35	Sunday, 10:30am (7/19/15)	Shopping	NOT MARKED	NO	
36	Sunday (7/19/15)	Shopping, Dining	Main st, between railroad and S Colorado Ave, S side of street	NO	"Don't know"
37	NOT MARKED	You work here	"B.F.E. is not on your map"	YES - "No parking spaces!"	"Stop taking what little parking we have away. First the bump outs, now you took parking away at the tennis courts and softball field :("
38	Lunchtime	You work here	"lot" by railroad, between highway 24 and railroad, S side of main street (on Linderman?)	YES - "too many people"	"Build more parking lots"
39	3pm	Shopping, You live here	Main St, between S Colorado Ave and S Court St, S side of street (?)	YES - "no spaces"	"Get rid of the bump outs"

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## **SECTION - 6**

# **Acknowledgements**

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## CCCD- UTA Project Team Members

**Matthew Breen** is a Masters of Architecture candidate at the University of Colorado Denver. His undergraduate degree in Architecture is from the University of New Mexico in Albuquerque where he was born and raised. His love for snowboarding, cycling and the outdoors brought him to Colorado in 2012 where he is never too far from a great biking trail or freshly roasted green chile, one of his favorite foods. Matthew expects to graduate in the spring of 2016 after which he plans to stay in Colorado and focus on mixed-use and residential design. He joined the CCCD in the Spring of 2015.



**Katie Benz** is a Masters of Landscape Architecture candidate at the University of Colorado Denver. Katie received a Bachelor of Design in Architecture from the University of Minnesota- Twin Cities. Originally from Wisconsin, Katie moved to Colorado for the mountains and graduate school, but still maintains her love of fresh cheese curds and a good Brandy Old Fashioned. She will graduate after the Fall 2015 semester and plans to stay in Colorado to pursue a career in public/private projects at a variety of scales. She joined CCCD in the Fall of 2013.



**Kaitlin Lucas** is a Masters in Architecture candidate at the University of Colorado Denver, College of Architecture and Planning. She graduated from The University of Vermont with a Bachelor of Science degree in 2011 and moved to Colorado to work as a construction supervisor with Habitat for Humanity. Kaitlin loves all of the skiing, sunshine and mountains Colorado has to offer and hopes to continue to practice architecture in the West after graduation in Spring 2016. Kaitlin joined the CCCD in Summer 2015.



**Serena McClintick** is a Masters of Architecture candidate at the University of Colorado Denver. She graduated from the Environmental Design Program at the University of Colorado Boulder in 2014. Serena grew up in San Diego, where her love of regional architecture, outdoor activity and Mexican food were born. After graduation, she hopes to practice architecture and design responsible, beautiful environments. She joined the CCCD in the spring of 2015.



**Ross Williams** completed his Bachelor's Degree in Environmental Design with an emphasis in Architecture at the University of Colorado Boulder and is currently an M Arch candidate at the University of Colorado Denver. A native of Colorado, Ross grew up playing soccer and enjoys just about any outdoor activity. With an expected graduation date of May 2016, his plan is to work his way up through a local firm in order to build a long term future in the Greater Denver area.



**Kelsey Blaho** is a Colorado native and a Masters of Urban and Regional Planning candidate at the University of Colorado Denver. She received her Bachelor of Science in Urban Ecology degree from the University of Utah in 2014. She hopes to stay in the Denver region and work in urban planning and design after graduation in May 2016. Kelsey loves travel, baseball, yoga and spending time in the mountains. She joined CCCD in the Summer of 2015.





Colorado Center  
for Community Development

COLLEGE OF ARCHITECTURE AND PLANNING

UNIVERSITY OF COLORADO **DENVER**

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