



DENVER
THE MILE HIGH CITY

Pre-Existing Small Zone Lot Parking Exemption

Text Amendment #11

FOR CITY SERVICES VISIT | CALL
DenverGov.org | **311**

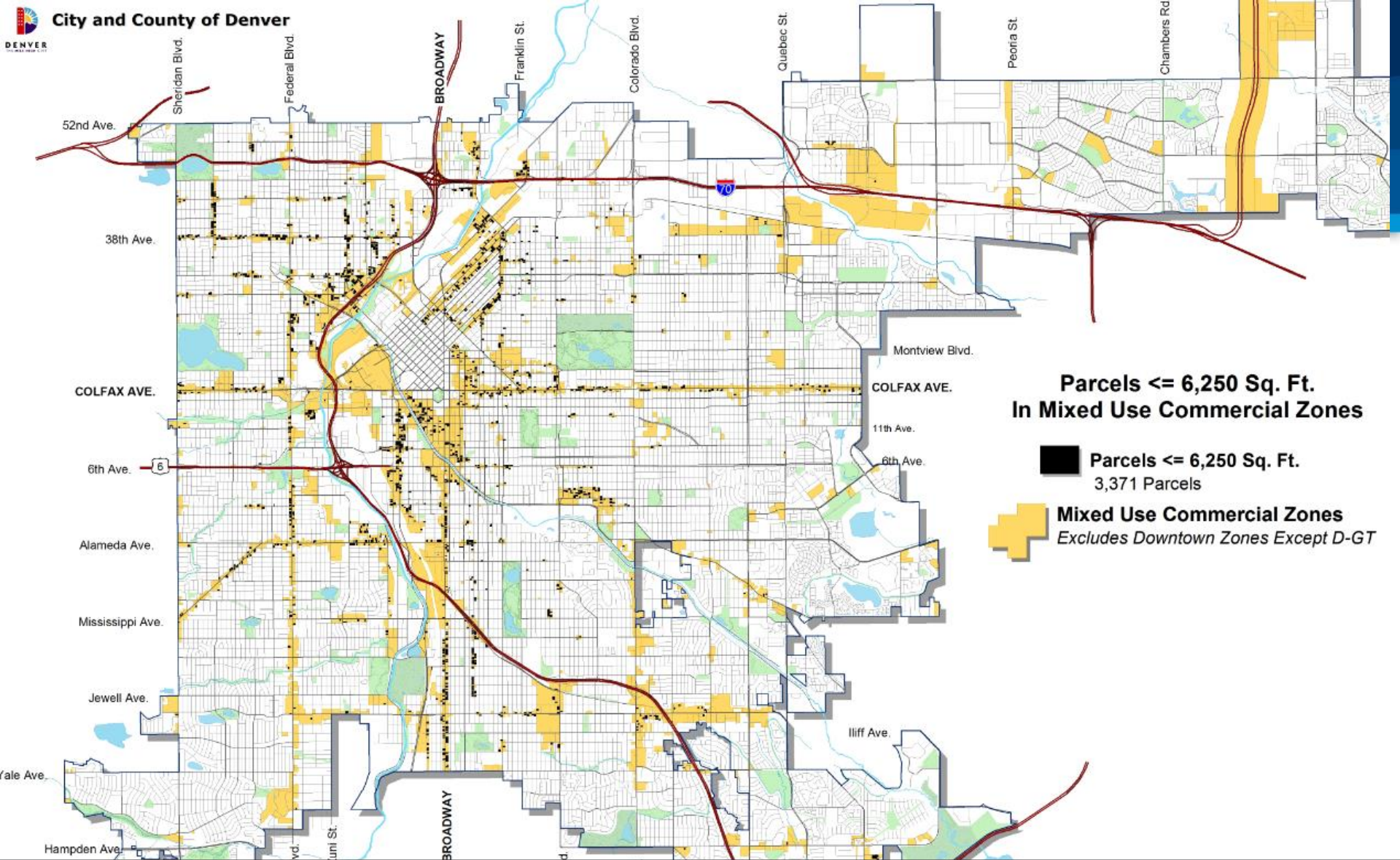
Land Use, Transportation, and
Infrastructure Committee
February 14, 2017

Purpose of Text Amendment

- Initiated by City Councilman Brooks
- Revise Section 10.4.5.1.A of the DZC that addresses minimum parking requirements for Pre-Existing Small Zone Lots:
 - Less than or equal to 6,250 square feet
 - Zoned Mixed Use Commercial
- Current exemption has been in place since 2006, subsequently expanded in 2010 DZC update
- **Currently, no minimum parking required for Pre-Existing Small Zone Lots**



City and County of Denver



- 1.7% of all lots in the city
- 0.5% of land area in city

Small Lot Parking History

- Originally created in **2006** for properties with Main Street zoning to promote reuse of existing buildings and promote redevelopment on challenging small lots
- Expanded to all Mixed Use Commercial zone districts with **2010** DZC update for same reasons, but recognition that the same goals apply to small lots in other zone districts

Small Lot Parking History

- In **2014**, Councilwoman Robb initiated extensive small lot parking process
- The outcome was a proposed exemption in **2015** for the first three floors, and a requirement to provide parking for areas above and below the first three floors. This proposal did not advance.
- In **2016**, City Council passed a moratorium on the use of the small lot parking exemption due to:
 - Concerns from property owners about impacts, and
 - A need to re-evaluate the exemption to ensure achievement of city goals and policies.

- Councilman Brooks formed Steering Committee
- 13 representatives:
 - RNOs
 - Historic Denver
 - Affordable housing
 - Development community
 - Architects
 - City Public Works staff
- Met five times Sept-Dec 2016

Encourage Pre-Existing Small Lot redevelopment while balancing the need to:

1. Minimize and/or mitigate negative off-site parking and related impacts; *and*
2. Be responsive to neighborhood context; *while*
3. Providing predictable outcomes both for developers and communities;
4. Providing flexibility and options to meet the intent of the code; *and*
5. Furthering the city's goals.

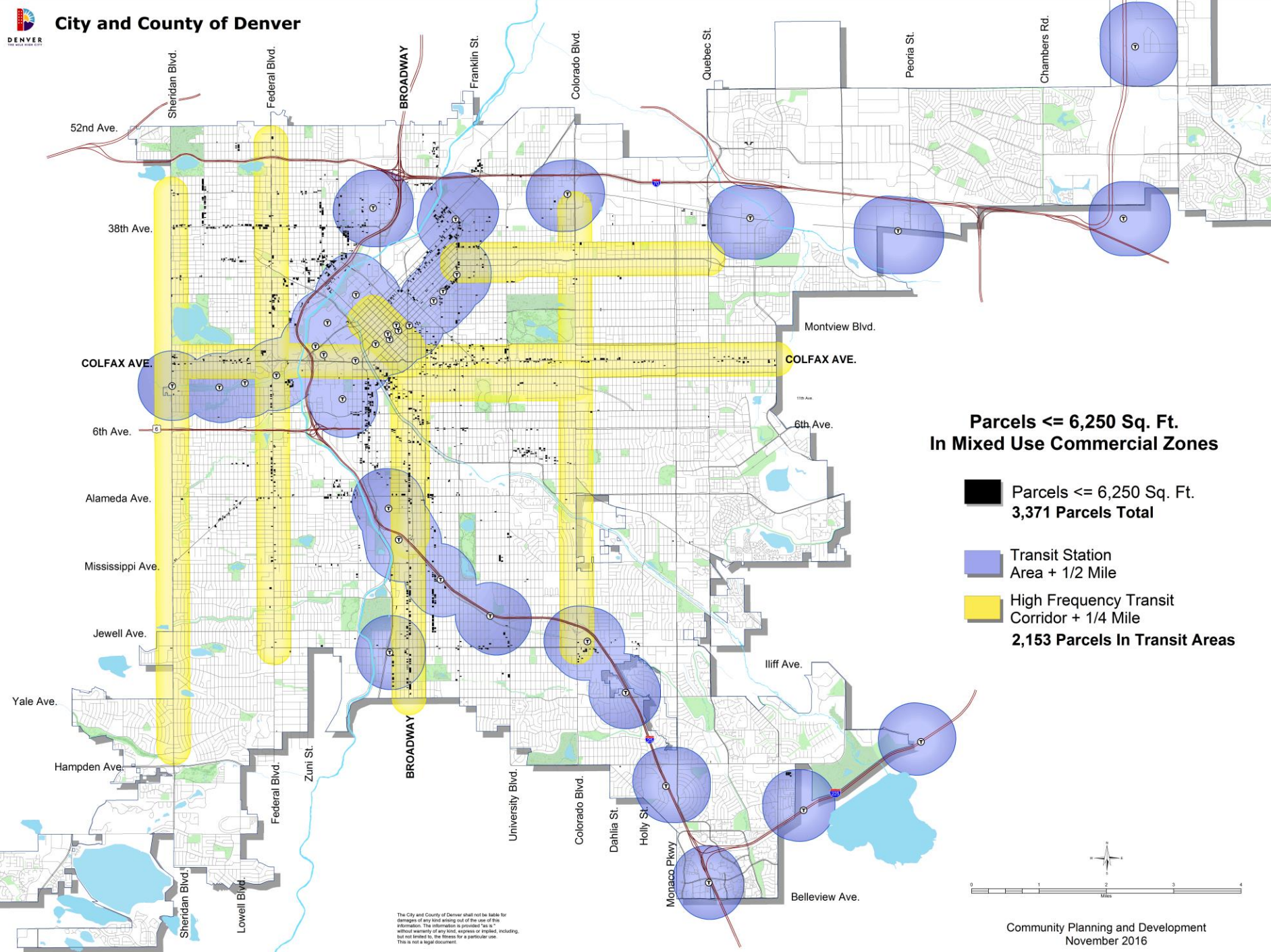
Summary of Text Amendment

On Pre-Existing Small Zone Lots, related to minimum vehicle parking requirements:

- Existing buildings receive a full exemption
- The first three stories of any building receive an exemption if within $\frac{1}{2}$ mile of a rail transit station, or $\frac{1}{4}$ mile from a newly-defined High Frequency Transit Corridor
- The first two stories of any building receive an exemption for properties outside of the defined transit area
- Remaining floors must provide parking, with the current DZC parking exceptions available (e.g., for car share, providing affordable housing, etc.) up to a 100% reduction
 - ZPIN required for reductions greater than 25%



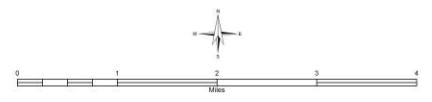
City and County of Denver



Parcels <= 6,250 Sq. Ft. In Mixed Use Commercial Zones

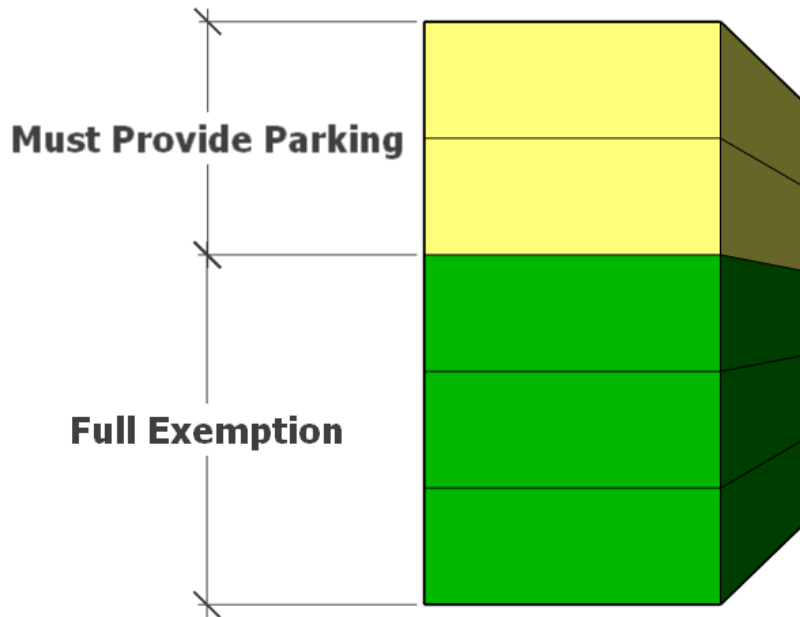
- Parcels <= 6,250 Sq. Ft.
3,371 Parcels Total
- Transit Station
Area + 1/2 Mile
- High Frequency Transit
Corridor + 1/4 Mile
2,153 Parcels In Transit Areas

The City and County of Denver shall not be liable for damages of any kind arising out of the use of this information. The information is provided "as is" without warranty of any kind, express or implied, including, but not limited to, the fitness for a particular use. This is not a legal document.

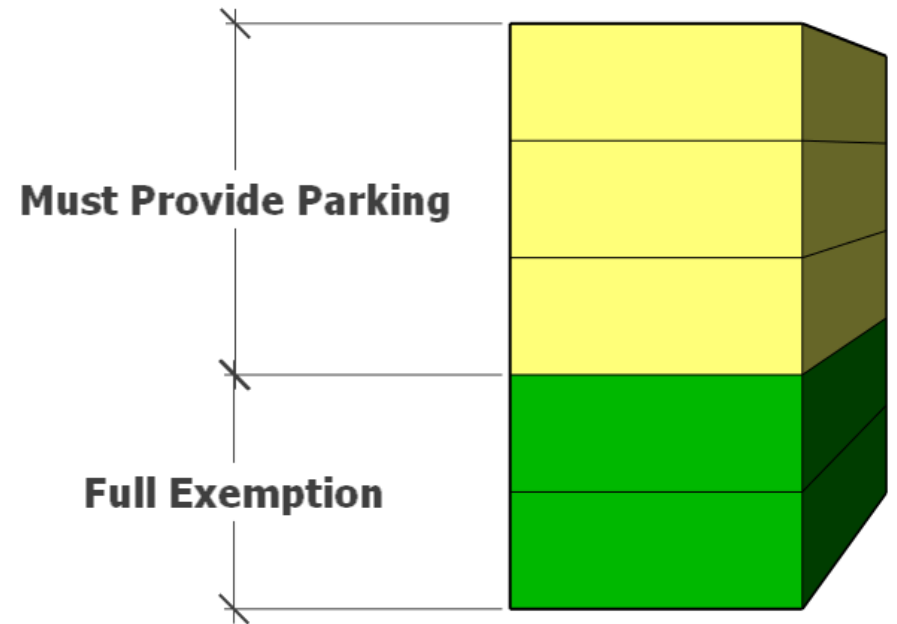


Summary of Text Amendment

Close to High Frequency Transit



All Other Pre-Existing Small Zone Lots



December 3, 2016	INC ZAP meeting discussing small lot parking exemption agenda item
January 3, 2017	Public review draft of proposed small lot parking exemption sent to RNOs, City Council
January 17, 2017	Notice of Planning Board public hearing sent to all RNOs, City Council
February 1, 2017	Planning Board public hearing
February 14, 2017	City Council Land Use, Transportation & Infrastructure Committee Meeting
March 20, 2017	City Council Public Hearing
March 31, 2017	Expiration of small lot parking moratorium

Included in LUTI Packet

14 public comment emails, including 4 RNO position statements

RNO Position Statements:

1. Curtis Park (neutral): concerns that text amendment does not preserve commercial uses
2. West Washington Park: opposition due to fact that text amendment does not satisfactorily address impacts
3. Cole Neighborhood: opposition
4. Uptown on the Hill: support for current (pre-moratorium) parking exemption

10 non-RNO comments:

- 7 in support for compromise nature of the proposal
 - 2 in opposition and need to study issue further
 - 1 neutral
-
- Two Letters of opposition received from West Highlands Neighborhood Association, West 38th Ave Coalition (2/13/17)

On February 1, 2017, Planning Board recommended approval of proposed text amendment (8-1) with the condition that City Council not reduce the parking exemption any further.

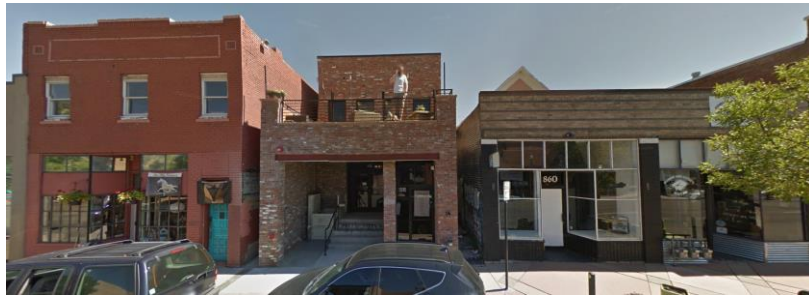
Comprehensive Plan 2000

- Encourage quality infill development consistent with neighborhood character (page 60)
- Promote standards that enhance neighborhood character and historic features (page 98)
- Encourage transit oriented development and use of existing infrastructure (pages 39-41)

Denver Zoning Code (DZC) Review Criteria

Comprehensive Plan 2000

- *The proposed text amendment is consistent because it:*
 - *Addresses one of the main challenges to redeveloping small infill lots (providing parking)*
 - *Promotes maintenance of the small lot pattern*
 - *Makes effective use of existing transportation infrastructure*



Blueprint Denver

- Minimum parking requirements could be reduced near frequent transit service (page 76, 107)
- *The proposed text amendment is consistent because it reduces parking requirements near frequent transit service*

Denver Zoning Code (DZC) Review Criteria

DZC Text Amendment Review Criteria:

1. Consistency with Adopted Plans
2. Furthers the Public Health, Safety and General Welfare
 - Proposed text amendment accommodates redevelopment on among the most challenging lots in the city
3. Results in Regulations that are Uniform within Each Zone District
 - Regulations will be uniform across all Mixed Use Commercial zone districts

Staff recommends that the Land Use, Transportation & Infrastructure Committee move the text amendment to the full City Council.