

Reference #

15899974

Public Hearings

I am speaking/writing on (select one): / Hablo/Escribo sobre (seleccione uno):

25-0684 and 25-0685: An ordinance amending the Denver Zoning Code, by repealing minimum vehicle parking requirements and a bill for an ordinance amending Chapter 59 (Zoning) of the Denver Revised Municipal Code by repealing minimum vehicle parking requirements. Una ordenanza que enmienda el Código de Zonificación de Denver mediante la eliminación de los requisitos mínimos de estacionamiento de vehículos, y una ordenanza que enmienda el Capítulo 59 (Zonificación) del Código Municipal Revisado de Denver con el mismo fin.

First Name / Nombre

Matthew

Last Name / Apellido

Wright

I am a resident of: / Soy residente del:

I am... / Estoy...

FOR the item / a FAVOR del artículo

My testimony: / Mi testimonio:

I was hoping I would be able to make it in person for today's meeting, but unfortunately I cannot. I appreciate the ability to write, none the less.

I urge the council to enact the proposed changes to remove minimum parking ratios from the zoning code. This seems like a no brainer policy change.

Decades of country-wide evidence has shown conclusively that parking minimums increase the cost of goods and housing, and they increase sprawl which increases car usage and the financial overhead of car ownership and operation. When we build with cars and parking in mind, the opportunity cost is housing, closer communities, and healthy, green transit options.

Outdated parking minimums increase the cost of living for all of our citizens unnecessarily, and I hope this bizarre, harmful, and pervasive requirement is lifted so we can build for people, not cars.

Finish Time

2025-08-01 12:20:30

Reference #

15900978

Public Hearings

I am speaking/writing on (select one): / Hablo/Escribo sobre (seleccione uno):

25-0684 and 25-0685: An ordinance amending the Denver Zoning Code, by repealing minimum vehicle parking requirements and a bill for an ordinance amending Chapter 59 (Zoning) of the Denver Revised Municipal Code by repealing minimum vehicle parking requirements. Una ordenanza que enmienda el Código de Zonificación de Denver mediante la eliminación de los requisitos mínimos de estacionamiento de vehículos, y una ordenanza que enmienda el Capítulo 59 (Zonificación) del Código Municipal Revisado de Denver con el mismo fin.

First Name / Nombre

Ian

Last Name / Apellido

Frasch

I am a resident of: / Soy residente del:

District 7 / Distrito 7

I am... / Estoy...

FOR the item / a FAVOR del artículo

My testimony: / Mi testimonio:

Dear City Council,

Please move forward with this ordinance and get rid of minimum parking requirements citywide for residences AND businesses - and this is key - with NO EXCEPTIONS citywide! It even must apply to places without transit at all.

One opposition argument is that we need to improve public transit before getting rid of parking requirements; it's actually the opposite, public transit can never properly improve and compete with driving as long as minimum parking requirements exist! It's a policy that forces car dependency and car dominance into law, it forces driving to always be convenient with cheap subsidized parking that the public pays for, and spreads sources & destinations farther apart making transit/walking less viable.

Imagine if every new development was required to pay for a transit line along it rather than building parking - transit would be king and cars would not be able to compete - that's effectively what we have but the opposite, in favor of cars, and transit cannot compete while

minimum parking stays in place. This is incompatible with the city's goals.

Not only do parking requirements drive up the cost of housing, they guarantee that every new development will bring lots of car traffic - a major complaint we need to overcome in order to build the housing Denver needs to lower its market rate housing price and reduce homelessness. We also need more cheap commercial spaces to reduce the market rate rent and allow local small businesses to thrive.

Another complaint is street parking congestion, and the solution for that is paid street parking permits.

My household owns a car but would love to use it less or even get rid of it some day, and I know that step one for improving alternatives is removing car subsidization from the law. Just because lots of us drive, doesn't mean we want to be.

Parking requirements contribute to our status quo that is cheap, abundant parking for cars but expensive, scarce housing for people. Eliminating them is key to improving quality of life in our city, to make our city a walking/biking/transit city once again, where an expensive machine is not a requirement to participate.

Thank you,

Ian Frasch

Finish Time

2025-08-02 00:21:48

Reference #

15901504

Public Hearings

I am speaking/writing on (select one): / Hablo/Escribo sobre (seleccione uno):

25-0684 and 25-0685: An ordinance amending the Denver Zoning Code, by repealing minimum vehicle parking requirements and a bill for an ordinance amending Chapter 59 (Zoning) of the Denver Revised Municipal Code by repealing minimum vehicle parking requirements. Una ordenanza que enmienda el Código de Zonificación de Denver mediante la eliminación de los requisitos mínimos de estacionamiento de vehículos, y una ordenanza que enmienda el Capítulo 59 (Zonificación) del Código Municipal Revisado de Denver con el mismo fin.

First Name / Nombre

Graham

Last Name / Apellido

Mills

I am a resident of: / Soy residente del:

District 10 / Distrito 10

I am... / Estoy...

FOR the item / a FAVOR del artículo

My testimony: / Mi testimonio:

Thank you for considering this amendment. Denver has engrained car-centricity, and this measure is one of many that can help alter the course for the future - towards a future with safer streets, cheaper housing, and stronger neighborhoods. I enjoy this city primarily by foot or bike, subjecting myself to omnipresent obstacles and threats to be navigated. The streets are unsafe for all due to the severity of our car-centric design. This measure alone will not alter our city too much, it's merely one step. A important one which I fully support. it will allow new development to overcome this needless obstacle which has long stifled smaller, incremental developments and developers. It will show tangible action towards numerous city goals and plans. It will make apartments cheaper and easier to build. It will not eliminate new parking infrastructure. Hopefully, it will challenge the status quo and bring more multi-modal ridership. To me, it's common sense. Thank you for supporting this action.

Finish Time

2025-08-02 15:06:28

Reference #
15901518

Public Hearings

I am speaking/writing on (select one): / Hablo/Escribo sobre (seleccione uno):
25-0684 and 25-0685: An ordinance amending the Denver Zoning Code, by repealing minimum vehicle parking requirements and a bill for an ordinance amending Chapter 59 (Zoning) of the Denver Revised Municipal Code by repealing minimum vehicle parking requirements. Una ordenanza que enmienda el Código de Zonificación de Denver mediante la eliminación de los requisitos mínimos de estacionamiento de vehículos, y una ordenanza que enmienda el Capítulo 59 (Zonificación) del Código Municipal Revisado de Denver con el mismo fin.

First Name / Nombre
Derek

Last Name / Apellido
Cocovinis

I am a resident of: / Soy residente del:
District 5 / Distrito 5

I am... / Estoy...
AGAINST the item / en CONTRA del artículo

My testimony: / Mi testimonio:

Attention City Council Members: I am strongly opposed to the Bill precluding Denver Developers and Builders from providing adequate parking spaces for the new construction of multiple dwelling units. We, unfortunately, still live in a City where travel on Mass Transit is, on the whole, untenable especially for those who must commute to work. This goes for shopping as well. It is all well and good to provide more bike lanes, but the Residents of our Fair City need to use their cars for transportation. There really is no other viable alternative. If new multiple unit dwelling structures don't provide adequate parking spaces Residents will find it very difficult to find street parking anywhere near where they reside. They will be forced to park in neighborhoods where parking is already in short supply.

Thank you in advance for your attention to this matter.

Derek D. Cocovinis
Denver, CO Resident
District 5

Finish Time

2025-08-02 15:49:41

Reference #

15904658

Public Hearings

I am speaking/writing on (select one): / Hablo/Escribo sobre (seleccione uno):

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First Name / Nombre

Molly

Last Name / Apellido

Jones

I am a resident of: / Soy residente del:

District 3 / Distrito 3

I am... / Estoy...

FOR the item / a FAVOR del artículo

My testimony: / Mi testimonio:

My name is Molly Jones, and I am a resident of District 3. I am writing to express my strong support for the ordinance amending the Denver Zoning Code to repeal minimum vehicle parking requirements.

Blueprint Denver calls for us to create "safe, high-quality mobility options that prioritize walking, rolling, biking and transit," and to "focus higher intensity growth in walkable mixed-use centers and along transit priority streets." I believe that the repeal of minimum vehicle parking requirements is a crucial step in the implementation of this vision.

Minimum parking mandates don't just drive up the cost of housing and urban development; they undermine the multimodal transportation improvements that make it possible for us to build an equitable, inclusive, and financially solvent community.

Mandatory parking requirements hinder walkability: By forcing developers to dedicate more space to parking than they want or need, mandatory parking minimums push buildings farther apart, creating a less inviting and less efficient pedestrian environment.

They also hurt small businesses: The requirement to provide a certain number of parking spaces can be a significant barrier to small businesses that want to repurpose existing buildings.

Eliminating these rules allows for more creative and flexible use of space. In contrast, prioritizing pedestrians over parking would increase foot traffic to local businesses, boosting economic growth in the city.

Minimum vehicle parking requirements also undermine investments in public transit. When development is forced to build parking in excess of their needs, it implicitly encourages car ownership and use, making public transit a less attractive option. This diminishes the effectiveness of our significant investments in RTD and our transit infrastructure, which Blueprint Denver seeks to leverage for a more connected city. Research shows that an increase in parking is directly associated with an increase in automobile use: As a 2015 study by Millard-Ball, Weinberger, and Monaco found, providing more parking induces automobile demand: An increase in parking from 0.1 to 0.5 spaces per person is associated with a 30 percentage point increase in the share of people using cars.

The extensive land area required for parking could be better utilized for housing, local businesses, or public green spaces, which are vital components of the vibrant neighborhoods outlined in the Blueprint Denver city plan.

Repealing minimum vehicle parking requirements is a pragmatic, data-driven, and forward-thinking policy that will allow Denver to grow more sustainably and equitably. It will empower developers to build what the market truly demands, particularly in transit-rich areas, and will remove a significant barrier to creating the walkable, transit-oriented communities that a growing number of residents, like myself in a one-car household, desire.

Thank you for your time and consideration.

Thank you,
Molly Jones

Finish Time

2025-08-04 14:56:15