

February 17, 2025

Dear Mayor Johnston and Denver City Council Members,

We, the undersigned organizations, businesses, and community leaders, are writing to express our strong support for the proposal put forth by Community Planning and Development to **modernize Denver's parking requirements by removing minimum parking mandates from the zoning code**. We further urge you to consider additional common-sense reforms to Denver's parking policies that prioritize spaces for people over cars.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs.

Denver's costly and excessive parking mandates harm our city in a number of ways:

- **Parking mandates prioritize car storage over housing and create an oversupply of parking.** Reports estimate there are [8 parking spaces for every 1 car](#) in the US. In Colorado, [studies](#) of affordable housing and transit-area housing projects found that 40-50% of parking spaces sit empty during peak periods, which adds up to hundreds of millions of dollars in wasted spending and land that should be used for housing and local businesses.
- **Parking mandates drive up the cost of housing.** Parking is incredibly expensive, priced anywhere from [\\$9,000 and \\$50,000](#) per spot, depending on the structure. To recover those costs, builders incorporate them into the price of goods, services, and housing – increasing average rents by [\\$200 to \\$300 per month](#), regardless of whether all parking spaces required by code are used or not. By eliminating mandates, we can boost [homebuilding by 40 to 70%](#).
- **Parking mandates penalize those who cannot afford to own a car.** Rental and low-income households often pay for parking that they don't need or want. For example, a 2020 study in Denver of 0-60% AMI unit apartments found that only [1 in 8 units owned a car](#). While Denver [lowered the required parking spaces for homes affordable at 60% AMI or below](#) to 0.1 spaces per unit as a result of this study, Denver needs more sweeping reforms to benefit more people.
- **Parking mandates hinder economic development.** Many commercial projects and small businesses never get off the ground as they struggle to fit both the building and the mandated parking on the available lot. When Longmont removed parking mandates for commercial building use, it [facilitated the development](#) of new restaurants and commercial establishments on smaller lots along Main Street.

- **Parking mandates reinforce car dependence, leading to more climate pollution and sprawl.** Excessive parking is directly linked to [more car ownership](#) and [vehicle miles traveled](#), increasing pollution from transportation, [the largest source of greenhouse gas emissions](#). Parking mandates assume that everyone is driving and ensure that our communities are designed for cars instead of more affordable, healthy, and clean transportation options.
- **Parking mandates undermine public transit** by competing with housing for land and pushing buildings further apart, which hinders walkability and transit access. [Research shows](#) that transit station areas need a minimum density of 15 homes per acre to support frequent transit, yet only 7.5% of rail stations and 15% of frequent bus routes in the Denver region meet this threshold. Fortunately, Denver has ample opportunities for transit-oriented development (TOD). RTD owns 30,000+ parking spaces, approximately 8,000 of which are located within the City and County of Denver, with just 20% utilization in 2023. These lots could fit tens of thousands of homes near transit, reducing driving and boosting transit use, but excessive parking mandates often stand in the way of new development.

For these reasons and more, leading professional planning organizations, including the American Planning Association (APA), the Institute of Transportation Engineers, and the National Parking Association, endorse the removal of parking minimums. To be clear, removing minimum parking mandates won't stop developers from building parking. Rather, it will allow builders and local businesses to determine how much parking to provide for each specific project, giving them the flexibility to right-size their parking to meet demand.

In addition to removing minimum parking ratios from the Denver zoning code, we urge you to consider these additional common-sense parking management strategies, some of which are described in [Best Practices in Parking Management Strategies for Colorado Communities](#):

- **Set parking maximums** in high-density, mixed-use, transit-rich areas such as downtown Denver. The Denver Moves Downtown plan specifically identifies parking maximums as a policy that would help the City achieve its mobility goals for downtown.
- **Establish parking benefits districts** in downtown and along bus rapid transit corridors and around rail stations to better manage demand for limited on-street parking and reinvest parking revenues into programs that support walking, biking, transit, and related improvements within the district.
- **Require parking to be unbundled from housing** so that parking spaces for each unit in a development can be rented, leased, or sold separately from the unit itself. [One study](#) found that unbundling parking from housing costs reduces parking demand by 10-20%. This strategy is already a popular voluntary option under the City's Transportation Demand Management Policy, and we recommend strengthening that policy by making it a requirement. (See model code language for Unbundled and Priced Residential Parking on page 81 of the [Best Practices in Parking Management Strategies for Colorado Communities](#).)

- **Mandate EcoPasses** for all tenants of new developments subject to Denver's Transportation Demand Management regulations.
- **Facilitate shared parking agreements** between new and existing developments, especially when nearby parking is underutilized (e.g., empty office parking garages). This approach creates a mutually beneficial opportunity to meet parking demand without overbuilding additional supply.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, Denver has an opportunity to make a different policy choice that better aligns with our environmental, economic, and equity goals. If we fail to adopt and implement these data-driven policies, we will continue to double down on the status quo of car dependence, perpetuating a system that wastes money and land, exacerbates the housing affordability crisis, harms the health of our communities, hurts local businesses, and produces planet-warming emissions. **We therefore urge the City and County of Denver to swiftly enact the proposed zoning code changes to eliminate parking minimums citywide, and support the other parking management strategies outlined above.**

Sincerely,

Jill Locantore, Executive Director, Denver Streets Partnership

Matt Frommer, Transportation & Land Use Policy Manager, Southwest Energy Efficiency Project (SWEET)

Shaida Libhart, Legislative Affairs Representative, APA Colorado

Chris Applegate, Chair, Colorado Sierra Club

Renee Larrarte, Climate and Transportation Manager, Conservation Colorado

Rob Toftness, Co-Founder, Denver Bicycle Lobby

Luke Miller, Policy Lead, Denver New Liberals

Coleen Samuels, Executive Director, DRMAC

Charles Allison-Godfrey, Staff Attorney & Policy Associate, Elevation Community Land Trust

Richard Bamber, Co-founder, Greater Denver Transit

Lukas Hagen, Research and Policy Manager, Neighborhood Development Collaborative

Alana Miller, CO Policy Director, Climate & Energy, NRDC (Natural Resources Defense Council)

Portia Prescott, President, Rocky Mountain NAACP

Rudolph "Rudy" Gonzales, President & CEO , Servicios de La Raza

Lawrence Brogan, Board Member, Strong Denver

Stuart Anderson, Executive Director, Transportation Solutions

Kevin Matthews, YIMBY Denver Lead. Policy Chair, YIMBY Denver

Modernizing Parking Requirements Webpage Comments

12/10/2024 8:54 AM	I think this is fantastic. There is far too much parking in Denver, and as someone who works in affordable housing, I've been exposed to the "high cost of free parking". It's a bit of a chicken and egg scenario, but I have high hopes that reducing parking will increase transit ridership and other alternatives to single occupancy vehicles. I have no doubt that you'll get a ton of pushback so just wanted to say thanks for your work!
12/10/2024 9:33 AM	I am thrilled to see this type of action taking place that has the potential to drastically improve Denver. Everywhere in the country that has removed parking minimums has seen surges in opportunity for innovative small business owners, restaurateurs, and housing developers (see Fayetteville, Arkansas). This is good for everyone INCLUDING SMALL BUSINESS OWNERS. 17% of Denver's "central city" (Union Station to the Capital, and Speer to 20th St) is off-street parking according to Parking Reform Network. If you count street parking, that is easily over ONE FIFTH of our most valuable land dedicated to car storage. Please continue improving our city FOR PEOPLE by improving our streets, transit, and zoning. This is an important, very worthy change that the city should take as soon as possible to prevent further climate pollution in new multifamily construction. This is the right way to implement compliance with state law, and this allows City staff and applicants for development in the City of Denver to spend less time frittering over parking reductions, alternate parking requirements, or special variances to receive a reduced parking requirement. The one important issue I want to address is that when the city implemented "Expanding Housing Affordability" they dangled the reduced parking ratio required of compliant and incentive-taking affordable construction as a carrot in front of developers. I think we need to now add a new carrot to the construction of affordable housing in Denver, if in fact the "stick" that is a higher parking requirement goes away for all parties. Again, I am 100% in support of a blanket removal of all parking requirements for all uses in Denver. This is a big moment, and I applaud City staff and lawmakers for their swift movement on this proposal.
12/10/2024 13:01 PM	
12/13/2024 7:36 AM	I support this effort - especially now as the City has invested so much into ebikes and bicycle infrastructure and will be investing in BRT and better sidewalks. I would also like to see any changes to minimum parking standards will be coupled with maximum parking limits, especially in walkable and transit-rich neighborhoods that offer most of what people need within the neighborhood. This will further incentivize more affordable housing and people first development design instead of letting the developers and financiers make assumptions about how large quantities of parking are still necessary.
12/15/2024 12:02 PM	Absolutely love this proposal. My wife and I are Sunnyside residents who frequently take the B/G line into Union Station. We are fully supportive of efforts like this to revitalize Denver's downtown and make it more pedestrian-friendly!
12/19/2024 18:05 PM	I am really excited about the opportunity for Denver to remove parking minimums city-wide. Not only will this lower the cost to build housing, it will also incentivize active transportation around the city. All of this combined helps to reduce Denver's green house gas emission and allows our city to truly be affordable. I love my neighborhood dearly because of its density, walkability, and bikeability. Everything I need is within a 15 minute bike ride from me. My neighborhood also has beautiful greenery and lovely neighbors. However, in order to live in this neighborhood, people have to either make a lot of money or come from wealth. I hope that with the parking minimum removal, more housing can be built in my neighborhood and more people will get to live and experience what I get to everyday.
01/02/2025 12:16 PM	I think this is a fantastic idea. Dear Denver Planning folks,
01/07/2025 11:15 AM	BRAVO 🙌
01/07/2025 21:12 PM	Thank you for the modernization. I hope this will speed up the development of structures going forward Keep up the good work.
01/08/2025 9:17 AM	I love that this is being considered and hope parking minimums are removed. Great idea to encourage development in the city and encourage alternative transportation.
01/08/2025 10:55 AM	I love the idea of removing the parking mandate. I live in the city of Denver and realize that at some point this may make parking more inconvenient for me, but its one major step we can make to allow for more development, increasing the housing supply.
01/08/2025 12:47 PM	Will the city increase funds for parking enforcement? Those of us who live on Capital Hill already experience life with apartment buildings that do not offer parking for tenants. As a result our neighbors who park on the street often park illegally. Sometimes they encroach on driveways and they often leave their vehicle in the same place for days (and even weeks). When we call right-of-way enforcement, we get a response days later (and sometimes not at all). Homeowners in high density neighborhoods deserve some relief.
01/09/2025 8:54 AM	I love this! Removing parking minimums is national best practice and should be embraced here in Denver. Many other cities have done so with considerable success (Longmont is a great local example!). This is a win win win in terms of improving affordability, reducing regulatory complexity, and advancing the city's mode share / climate goals.
01/09/2025 10:05 AM	Good morning, I'll be doing a presentation to my RNO in February and would love some references/links to data based on other cities' efforts (the 90 mentioned in the FAQs). Could you please share? Thanks in advance. It's great news to hear that the city is considering eliminating parking minimums. Many of our existing parking lots and garages attached to apartments take away from an inviting streetscape while often raising housing prices.
01/10/2025 15:48 PM	I hope that the city will consider going a step further, though, and explore a potential parking maximum provision. As you mention in the project overview, many developments build more parking than is necessary, so simply removing minimums may not have a huge impact. Perhaps starting with parking maximums near transit stations or along protected bike ways would be a way to go. How is the proposal going to enhance the places people want to be, supporting modes of access and movement beyond the personal private vehicle?

01/14/2025 15:16 PM	Parking requirements are so last century. Let's keep Denver in the forefront of the "all growth is not necessarily good growth" movement (remember the rejection of the Winter Olympics?). Let's unleash those developers whose hearts include a big place for urban density, multimodal transportation options, lively and beautiful landscapes, and great foot traffic! Let's attract more 21st century thinkers to Denver's urban scene (and this just might not be all about autonomous vehicles).
01/22/2025 11:51 AM	We live in Lohi and already have ridiculous parking issues, with new buildings going up around us. We regularly have people leaving their cars overnight or for long trips because the parking restrictions that were supposed to be in place last February are still delayed. Many in the apartment buildings several blocks away will have friends leave their cars on our street, again because there are no parking restrictions. As it exists now, we never seen anyone giving parking tickets for illegal parking nights and weekends. Cars regularly park in driveways, outside parking signs, and for extended periods where a car is left for more than a week. We have had two cars in the past few months that were left for 3 weeks on our street in front of our home that were never given a ticket. What will be done to mitigate this for people in the Highlands that are close to several businesses that already do not have parking for their patrons. It is a huge issue for the residents, many who have been in the neighborhood 20 plus years.
01/22/2025 13:42 PM	Please do not eliminate parking requirements for new buildings. People in Denver love their cars and all this does is cause parking issues in all neighborhoods when there isn't assigned parking for residence.
02/04/2025 13:31 PM	I support the removal of mandatory parking minimums city-wide. We need to get the vehicles out of the city and promote walking, biking, buses, and light rail.
02/04/2025 14:32 PM	I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.
02/04/2025 14:34 PM	I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.
02/04/2025 14:34 PM	There is absolutely no reason to have minimum parking in areas that supply mass transit. It creates more roadblocks and slows development. It also raises the price for those same developments.

I am writing to urge you to support the removal of minimum parking mandates from Denver's zoning code and to take additional steps toward smarter, more sustainable parking policies that align with our city's climate, affordability, and transportation goals. Reforming outdated parking requirements will help create a more vibrant, equitable, and transit-friendly Denver.

Minimum parking mandates have long contributed to increased housing costs, inefficient land use, and car dependency. Removing these mandates will allow for more flexible, context-sensitive development while promoting walkable communities and reducing unnecessary parking supply. However, I encourage you to go further by adopting the following common-sense parking management strategies:

Set parking maximums in high-density, mixed-use, and transit-rich areas to prevent excessive parking construction and encourage sustainable transportation options.

02/04/2025 14:36 PM

Establish parking benefits districts in downtown and along bus rapid transit corridors, ensuring that parking revenue is reinvested in local infrastructure, pedestrian improvements, and transit access.

Require unbundling of parking from housing so that tenants who do not need parking are not forced to pay for it, thereby improving affordability and reducing car ownership incentives.

Mandate EcoPasses for tenants of new developments, giving residents easy access to transit and reducing reliance on personal vehicles.

These strategies will improve mobility, reduce greenhouse gas emissions, and support Denver's commitment to sustainable growth. By prioritizing people over parking, we can make our city more livable, affordable, and environmentally responsible.

I urge you to take bold action on this issue and appreciate your leadership in shaping a more sustainable and equitable Denver. Thank you for your time and consideration.

I support removing minimum parking ratios from the zoning code and to urge City Council to enact the proposed zoning code changes.

02/04/2025 14:37 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates.

I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

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02/04/2025 14:38 PM

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code.

02/04/2025 14:39 PM

I feel VERY strongly that parking minimums should be reduced and even eliminated. It is time for Denver to be a truly modern city and to invest in walkability and transit and the safety of those who use it.

As a former architect and resident of the city, I'm writing to share my **STRONG SUPPORT** for **REMOVING** minimum parking ratios from the zoning code, and to urge you to support the proposed zoning code changes. These minimums are terrible for our quality of life. It's time to **STOP** prioritizing cars over humans.

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02/04/2025 14:39 PM

I'm also asking you to support other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors; requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. Please support removing minimum parking mandates from the zoning code, and going beyond this by supporting equally achievable common-sense measures as mentioned above.

Thank you for your consideration.

02/04/2025 14:40 PM

There is way too much parking in this city. We need to have people walking, biking, and using transit to clean out air, but this will never happen if we keep prioritizing space for cars

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

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02/04/2025 14:43 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

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I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/04/2025 14:44 PM I'm writing to express my strong support for removing minimum parking requirements from the zoning code and to urge City Council to adopt the proposed changes. Denver's current parking mandates contribute to our city's unaffordable, car-dependent landscape, undermining efforts to reduce greenhouse gas emissions, improve air quality, enhance housing affordability, create walkable neighborhoods, expand economic opportunities, and develop safer, more accessible mobility options for all residents. Eliminating these minimums is a crucial step in reversing decades of policies that have entrenched car dependency.

I also encourage City Council to implement additional smart parking policies, such as setting parking maximums in high-density, transit-rich areas, establishing parking benefits districts downtown and along bus rapid transit corridors, requiring parking to be unbundled from housing, and mandating EcoPasses for tenants of new developments.

Car dependency is the result of policy decisions that have prioritized excessive parking mandates for decades. Now, we have a chance to make a different choice—one that aligns with Denver's environmental, economic, and equity goals. I strongly support removing minimum parking mandates and urge City Council to go even further by adopting complementary, common-sense reforms.

I support removal of parking minimums so that our city can focus on alternative modes of transportation rather than encourage car ownership.

02/04/2025 14:44 PM We are a family of 4 without a car. We happily use a cargo bikes and buses to move around the city. For us, parking minimums only raise the cost of housing.

02/04/2025 14:45 PM Please remove minimum parking requirements to let individuals/businesses decide for themselves how much parking is really required for their specific use and remove artificial cost barriers to building.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge you to support the proposed zoning code changes.

Parking mandates are not necessary to manage overcrowding of on-street parking as many people believe. On-street parking can and should be managed by the city, using time limits, permits, and fees.

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I'm also asking you to support other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors; and requiring parking to be unbundled from housing.

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Thank you for your consideration.

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Please remove mandatory parking requirements

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02/04/2025 15:02 PM

I am writing in support of removing parking minimums across the city and regardless of zoning. I will add that this change should be backed with an information campaign and enforcement of existing laws/ ticketing for drivers who park in bus, bike, or travel lanes or who park on the sidewalk, including ride share drivers.

02/04/2025 15:03 PM

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Hi Denver CPD Team,

02/04/2025 15:04 PM

I've been a Denver resident for 7 years and, in this short time, I've seen a lot of growth in this city. With the type of change Denver has seen, it's important to keep updating policies to keep up with a growing city's needs. That's why I'm writing today to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

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I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

As someone who rents, struggles to afford Denver, and is deeply concerned about car dependence, I think eliminating mandated parking minimums is a good idea.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 15:05 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates.

Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

Thank you for your time and consideration!

02/04/2025 15:06 PM

Can you tell me which parcels will be impacted within 1/4 mi of Fox St station specifically in Sunnyside? Can you share a map and graphic with a 1/4 circumference and zone lots so I can share with the community that will be impacted? Thank you

02/04/2025 15:09 PM

Please enact the proposed changes! It has been widely researched and is now understood that parking minimums contribute to car-dependency, overly inflated construction costs, and the climate crisis. We have to modernize our zoning code if we want to be an equitable, healthy, and affordable city. Please right our previous wrongs and change the zoning code to make our city a more vibrant place for people instead of making our city hotter, dirtier, and more expensive.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 15:09 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I'm writing to share my enthusiastic support for removing minimum parking ratios from the zoning code, and I am pleading with the City Council to enact the proposed zoning code changes.

As an Associate and Senior Architect at Davis Partnership Architects, one of the oldest and largest architecture firms in the city, I see firsthand how bloated parking requirements drive up the cost of all projects, whether they be housing, cultural facilities, commercial projects and even government buildings. Mandating parking ratios, and basing those ratios on unscientific, outdated information, works against creating a vibrant, human-scaled city. What would be a Parisian-height five-story apartment building becomes an eight or nine-story building because there's a huge parking podium on the bottom.

02/04/2025 15:15 PM

Furthermore as one of the firm's sustainability leaders, I'm hyper aware of the all the other ways in which excess parking is a detriment to the sustainability and vibrancy of the city. Whether it's the embodied carbon of the parking structures, the impediment to other forms of sustainable mobility or simply the attractiveness of the buildings we design, parking ruins cities.

Let's join our enlightened peer cities and leave mandatory parking minimums in the dustbin of history, where they belong.

thanks

02/04/2025 15:20 PM

Parking minimums are a really regressive policy that both mandates people who can't afford a car or don't want to pay for one still pay for parking even though those cars are harmful to everyone eases travel experience, safety and air quality. They can physically squeeze out much needed housing and its future residents leading to displacement. And it implies having a parking minimum implies it is the most important good as these same developers aren't required to provide sufficient housing, or food.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 15:20 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, and creating economic opportunity for all Denver residents. Instead, developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs should be the priority of all of us, especially our elected officials. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's strong car dependency.

02/04/2025 15:31 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; surge parking pricing in many downtown areas during high density events and seasons, establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates and puts pedestrians at unnecessary risk every day. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above. I hope you make these changes and put Denver on a path towards being the healthy and safe city we know it can be.

02/04/2025 15:47 PM

Please remove minimum parking mandates from the zoning code. They force developers and property owners to build more parking than is sometimes needed or wanted which increases the cost of the property, which is in turn passed onto residents when we rent a home or make purchases. They also reinforce dependence on driving which contributes to the climate crisis and perpetuates inequity.

02/04/2025 15:48 PM

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 15:54 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

Hi there! I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 16:13 PM

I'm also asking City Council to enact other common-sense parking management strategies such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates.

Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

Thank you for your time. Please consider making these changes to prioritize and encourage alternate forms of transportation!

02/04/2025 16:14 PM

It is time for city council to move forward with changing the zoning code to remove minimum parking mandates across the city. Developers are building more parking than is needed and parking mandates increase the costs which get passed on to renters or owners. We should also be making changes to reduce green house gas emissions which the current mandates don't address since they reinforce the dependence on driving which increases traffic congestion on our streets and contributes to worsening air quality. Removing the mandates will give developers flexibility to determine parking with the demand. In fact, I think parking maximums should be established in high-density and good transit areas.

02/04/2025 16:15 PM

This is zoning code change is urgently needed so we can utilize our land better for people.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

02/04/2025 16:17 PM

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates.

Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above

02/04/2025 16:22 PM I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors; requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/04/2025 16:32 PM I wholeheartedly and passionately support removing parking minimums.

02/04/2025 16:45 PM Forcing people to have more parking is unsustainable and antithetical to the stated goals of the city. I support removing parking requirements.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 16:48 PM I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/04/2025 16:57 PM Please consider businesses who need street parking! As a business in the Golden Triangle for over 25 years we have seen client street parking taken over by the residents of many apartment buildings in the area. When residents are not provided adequate parking they park on the street and they hurt small businesses. We have long time (50+ years) clients who will not come to our business due to the lack of parking by residents and construction. The 2-4 hour parking limits are a joke. Tickets are given and violators continue to park up city streets. People are not biking or walking to make large or oversize purchases or to ski. Residents have cars! Denver should meter every street to help small businesses. At least a meter would deter resident cars parked on the street for days and weeks that small businesses need. Have small businesses been considered in this zoning change??? I think not!

02/04/2025 17:28 PM I think parking minimums are an outdated conception, and force the city to turn valuable, productive land into dead spaces in our city. It drives car dependency and makes our city an ugly and dangerous place to live. If we're going to do anything about the Mayor's climate goals we need less driving & for driving to be harder.

02/04/2025 17:48 PM Cities are for people, not cars! Remove parking minimums and incentivize development that prioritizes people and families.

I'm writing to express my strong support for eliminating minimum parking requirements from Denver's zoning code and to encourage City Council to approve the proposed updates. The current parking mandates contribute to our city's unaffordable, unhealthy, and unsustainable reliance on cars, directly conflicting with broader goals such as reducing greenhouse gas emissions, improving air quality, making housing more affordable, fostering walkable neighborhoods, expanding economic opportunities, and ensuring safe, accessible transportation options for residents of all ages and abilities. Removing these requirements is a critical step toward reversing decades of policies that have entrenched car dependency in our city.

02/04/2025 18:03 PM

Additionally, I urge City Council to implement other practical parking management solutions, including setting parking maximums in high-density, mixed-use, and transit-rich areas; establishing parking benefit districts in downtown and along key bus rapid transit corridors; requiring that parking be leased separately from housing; and mandating EcoPasses for residents of new developments.

Car dependency is the result of policy decisions that have prioritized excessive parking requirements for decades. Now, Denver has the opportunity to take a different approach—one that better aligns with our city's environmental, economic, and equity priorities. I strongly support removing minimum parking mandates and encourage City Council to go even further by adopting these additional, sensible measures.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's unhealthy car dependency.

02/04/2025 18:25 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 18:27 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I'm writing to strongly support removing minimum parking requirements from Denver's zoning code and urge City Council to pass the proposed changes. Parking mandates have reinforced our city's costly, unhealthy, and unsustainable dependence on cars, directly undermining efforts to cut greenhouse gas emissions, improve air quality, expand housing affordability, and create walkable, transit-friendly neighborhoods. Eliminating these outdated requirements is a necessary step toward reversing decades of car-centric policies.

02/04/2025 18:37 PM

I also urge City Council to adopt additional common-sense parking reforms, including setting parking maximums in high-density, transit-rich areas; establishing parking benefit districts downtown and along bus rapid transit corridors; requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is the result of deliberate policy choices—ones we now have the power to change. By removing minimum parking mandates and enacting smarter parking policies, Denver can align its zoning code with its environmental, economic, and equity goals.

Hello, I am writing in support of the Modernizing Parking Requirements zoning code project. As a 16 year Denver resident who does not own a car and gets around by bike, walking, and transit, this is very important to my safety since more parking often leads to more cars and less pedestrian and bike friendly infrastructure.

These mandates force developers and property owners to build more parking than is usually needed or wanted, increasing the cost of the property, which is in turn passed onto us when we rent a home or make purchases. They also reinforce our dependence on driving, which contributes to the climate crisis, and perpetuate inequity and makes our roads more dangerous. Removing local parking mandates won't stop developers from building parking. Rather, it will allow builders to determine how much parking to provide for each project, giving them flexibility to right-size parking to meet demand.

02/04/2025 18:38 PM

I strongly support the removal of minimum parking mandates and urge you to consider additional parking reforms, including setting parking maximums, establishing parking benefits districts, unbundling parking from housing, and requiring RTD EcoPasses for tenants of new developments.

I request that City Council remove minimum parking mandates from the zoning code. Then, please do the following:

- Support other common-sense parking management strategies such as:
- Setting parking maximums in high density, mixed-use, transit rich areas
- Establishing parking benefits districts in downtown and along bus rapid transit corridors
- Requiring parking to be unbundled from housing
- Mandating EcoPasses for tenants of new developments

Thank you,

02/04/2025 19:04 PM

I support the removal of parking minimums. I think that car-centric design has created enormous harms in our communities and bolder approaches are needed to remake our built form. We have to break the chicken and egg cycle of car dominance - you have to drive because the alternatives are terrible and the alternatives are terrible because everybody drives. I want to see assertive leadership and this code section is a great place to start.

02/04/2025 19:26 PM

yes! please remove parking minimums from the city! space is at a premium within the city and we don't need to waste any of it on parking spaces that are going to sit empty 95% of the time and not generate any income for the city. Let's use that space instead for more shops, housing, and space for people!

02/04/2025 19:28 PM

Please eliminate parking minimums. They exacerbate our housing affordability problems by making it more difficult and expensive to build. It is better to let the private market determine what parking is necessary.

02/04/2025 20:48 PM

Please remove minimum parking ratios from the zoning code, and urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for increasing housing affordability and building more walkable neighborhoods. I bike and walk from my Cap Hill neighborhood to a lot of places around Denver and would like to stop being hit by cars. Eliminating parking minimums is an important step to making that dream a reality. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to move towards fixing it. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/04/2025 21:01 PM

Please support the removal of parking minimums citywide to support a more healthy and walkable Denver

Hi --

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/04/2025 21:22 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors; requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

Thank you.

02/04/2025 21:28 PM

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact other measures that encourage the development of walkable housing.

Remove minimum parking mandates from the zoning code immediately.

Go further by supporting other common-sense parking management strategies such as:

02/04/2025 21:55 PM

- Setting parking maximums in high density, mixed-use, transit rich areas
- Establishing parking benefits districts in downtown and along bus rapid transit corridors
- Requiring parking to be unbundled from housing
- Mandating EcoPasses for tenants of new developments

02/04/2025 22:03 PM

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Removing these mandates would be a massive step forward in modernizing our city and reducing our sad, 1950s-style dependency on cars. It's shocking how far behind Denver is on this front today.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/05/2025 4:58 AM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/05/2025 6:51 AM Please remove minimum parking from the zoning codes. Parking mandates are just additional bureaucracy and adds costs to our already expensive housing market. The free market should decide how much parking a developer builds. Give the power of decisions back to the people of Denver.

02/05/2025 7:00 AM I'm so happy to see this. Taking a citywide approach will bring down both direct and indirect costs to new homebuilding and for businesses, which is beneficial for everyone who lives here.

02/05/2025 7:07 AM I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors; requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates.

Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above

02/05/2025 7:36 AM I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

Hello,

02/05/2025 7:40 AM I support the removal of parking minimums and further action that reduces the amount of parking in high density areas. We should prioritize our land use for housing people above housing vehicles.

Thank you.

02/05/2025 8:29 AM As a homeowner and business owner in Denver I support removing minimum parking mandates city-wide!

02/05/2025 9:12 AM Please remove parking minimums from the Denver code. It is far more efficient and logical for local businesses and developers to determine the necessary amount of parking for new and existing locations. Parking is a large barrier for small businesses as it often means the destruction of neighboring buildings and prevents future development on those sites, many of which are more likely to be reached by alternate transportation methods as density increases.

Please help keep Denver competitive and business friendly by removing costly government-mandated parking requirements.

02/05/2025 9:17 AM We should NOT require Parking minimums. This increases the cost of the property itself and for those around it. Further, it increases our dependence on cars! This is overall bad for the environment and moves away from the charm of cities.

02/05/2025 9:25 AM We have an opportunity to make Denver a city that is safer for commuters. There are quality bike lanes and public transit in our fair city. Our policy decisions can push to make Denver more like Houston or more like Chicago. The choice is clear.

I do NOT support removing parking minimums. There is no way it will reduce costs to tenants. It will simply mean more profit for developers and more hassles for adjacent neighbors once the those without parking spaces at their location go looking for parking on the nearby streets. Just means more traffic in the surrounding areas. People are not yet at the point where they are giving up their cars and using public transport or other alternative forms of travel. This proposal is a windfall to developers in the sheep's clothing of "affordable housing". I call BS on the proposal.

Parking minimums are a thing of the past and should not limit development, housing choices, while increasing dependence on cars for Denverites. While I work in Greenwood Village, I chose to live in Congress Park (1366 Garfield) due to density, walkable neighborhoods, and not constantly being dependent on my car.

02/05/2025 9:28 AM

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I really don't think you should remove parking requirements. Already I see these new places built not have enough parking which leads to the street being totally full all the time.

02/05/2025 9:43 AM

The reality is in Denver a car is almost a requirement for the bulk of our population. Denver is not a walkable city, and I see almost no new development making it be more so.

The idea that developers will follow these incentives to create a more walkable city has very little merit to me.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

02/05/2025 9:47 AM

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates.

Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

02/05/2025 9:49 AM

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/05/2025 10:03 AM

I fully support eliminating or reducing as much as possible, parking minimum requirements. Eliminating parking minimums is shown to increase housing supply and decrease housing costs. Setting parking minimums often amounts to unsupported guesswork. Spaces that sit empty most of the day are unrealized potential for Denver, not just economically but also for creating more vibrant pedestrian friendly places rather than spaces dedicated to cars. I hope the city considers serious reforms to economically harmful parking minimum standards.

The city should remove minimum parking ratios from the zoning code.

02/05/2025 10:15 AM

Parking minimums only help to make housing unaffordable. Requiring developers to build a certain amount of parking drives up construction costs, which are ultimately passed along to residents in the form of increased rent or increased purchase price to buy a home. Parking requirements such as these are anti-capitalist: they direct the quantity of parking that private businesses must provide to the market, instead of letting those businesses decide to build the amount of parking that makes sense for any particular project. The current approach is plainly broken: our city is full of parking lots that sit empty most of the time. This dramatic oversupply is the direct result of city parking minimum policies. Continuing to require the construction of minimum parking with every new residential construction problem will only exacerbate our parking oversupply problem, turning Denver into a city where every car has 10 places to park but few people can actually afford to work and live.

I urge the city to follow common sense by revising the city code to remove parking minimums.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/05/2025 10:27 AM

I would also like to say that I am opposed to using our streets which are public space for the free storage of people's private vehicles. IF parking exists on a public street, it should be paid at all times with rates determined by the free market. That space is valuable, especially in dense areas like downtown, and my tax dollars shouldn't be used to subsidize the storage of other people's private vehicles.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/05/2025 10:40 AM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I support removing minimum parking ratios from the zoning code, and I urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unsustainable dependence on cars. They work against citywide goals reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, biking, and transit. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/05/2025 11:11 AM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/05/2025 11:41 AM Please remove minimum parking mandates that unnecessarily center personal vehicles. I understand a minimum should be set for those who are differently-abled, and want to make sure they get there. But Denver chronically suffers and is embarrassingly ranked in poor air quality. This is the result of decades of car-centric policy in the making. It's going to take forever to cut that out, but I think with some planning and steadfastness to making space to move people rather than cars, we can get there!

02/05/2025 12:24 PM I would like to see Denver do away with parking minimums, especially for bars (duh!). Our city is for people, not cars, and parking minimums negatively impact the walkability, bike ability and overall appeal of our city.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/05/2025 12:44 PM I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors; requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/05/2025 12:45 PM I've been a resident of Denver for 22 years, and strongly support ending parking minimums and focusing on a shift to other modes of transportation. There has been much progress made on installing new sidewalks and bike lanes in Denver, as well as funding new transit initiatives like the BRT lines. It's now time to stop mandating car reliance in conjunction with these efforts. Decoupling parking and housing will also have the benefit of lowering housing costs. Please take this opportunity to take a leap forward in transitioning Denver away from a reliance on the private automobile. Thank you.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates, benefit the rich, keep people like my friends from considering alternate forms of transportation because the city has made it too easy to park, and continue disincentivizing healthier modes of transit and city configurations that are conducive to being outside. Mandates also continue to drive up the cost to live in the city by passing on costs to renters and buyers.

02/05/2025 13:39 PM Denver continues to get less friendly to walk around in, and the continous sprawl growing pavement and the related condensation of people in the few green areas within the city makes those areas less and less appealing and more polluted every year (around REI and elsewhere used to be beautiful, now it's a cesspool and grass can't grow anywhere). Honestly, it makes me want to move somewhere else.

Please consider removing minimum parking ratios and other code changes that support gentle density in a way that encourages people to enjoy and use their outside environment and does not penalize those willing to make changes to our car-dependent city.

Bikes lanes and bumpers are not enough (and they're hardly continuous in ways that make them truly usable throughout the city).

02/05/2025 14:32 PM Yes please the incremental step of doing this to specifically in conjunction with affordable housing was at least somewhat successful. Let the market drive parking buildout. If Austin and San Jose can do it so can Denver!

I support removing minimum parking ratios, and I hope they will be enacted.

Parking minimums waste valuable land, increase costs, and most importantly: force car dependency on everyone. I shouldn't be forced to pay for excess parking spaces I don't use. Less parking also encourages more people to use alternative forms of transit which will help us meet climate goals, develop community, and gives freedom to choose how to move.

02/05/2025 14:41 PM I also look forward to continuing the smart and sustainable policies with more like parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

I'm so exited to live in a cleaner, cheaper, and more walkable city, and I hope you can be a part of building it!

02/05/2025 16:22 PM I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

Hey there,

I'm reaching out to show my support for getting rid of minimum parking requirements in the zoning code, and I really hope City Council will move forward with the proposed changes.

Right now, the parking mandates in Denver's zoning code keep us locked into this expensive, unhealthy, and unsustainable car-dependent lifestyle. They also get in the way of goals we've set for reducing greenhouse gas emissions, improving air quality, making housing more affordable, and creating walkable, bike-friendly neighborhoods. On top of that, they block progress toward offering safe, accessible options for walking, biking, and public transit that help connect everyone to what they need in their daily lives. Removing the minimums is a key step toward undoing the damage caused by years of car-centric policies.

02/05/2025 20:37 PM I'd also like to ask City Council to consider other simple, practical parking solutions, like setting parking caps in areas with high density and great transit options, creating parking benefits districts in downtown and along bus rapid transit routes, unbundling parking from housing, and requiring EcoPasses for tenants in new developments.

Car dependence isn't something that has to be this way—it's the result of decades of too much focus on parking. Now's our chance to make a change that supports Denver's environmental, economic, and equity goals. I'm all for ditching the parking minimums, and I encourage City Council to also consider these other easy-to-implement ideas to move us in the right direction.

Thanks for considering this!

As a Denver resident and homeowner, I am writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

02/05/2025 21:03 PM Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing. We have an opportunity to make a policy choice that better aligns with Denver's environmental, economic, and equity goals.

I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/05/2025 22:19 PM Parking requirements are an outdated regulation that holds our city back and keeps us from having walkable, transit-oriented spaces.

02/05/2025 22:20 PM I own a townhome with two parking spots. Both parking spots are empty. If I was not required to maintain these, I would build an ADU, which is acceptable in my present zoning. On a professional sense I work for the largest developer in the world and we maintain that it is the businesses decision to decide how much parking the business will require. It is not the government's responsibility to mandate parking. Parking is a simple government overreach.

02/06/2025 8:13 AM

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

02/06/2025 8:38 AM

As a local Denver resident and an urban planner, I am writing in support of removing parking minimums. I believe we should go even further with our reevaluation of parking needs, and uncouple parking minimums from housing, create parking benefits districts downtown and along BRT corridors, and implement parking maximums in high density/mixed-use/transit-adjacent areas. I also support requiring new developments to provide residents with EcoPasses to encourage transit use. We have seen the impact of car dependence in our city and metro area, and parking minimums continue to create a burden on our community and slow down housing development. We have the opportunity to plan for a future city that deprioritizes cars and prioritizes the people who live, work, and visit here.

02/06/2025 9:11 AM

Please remove minimum parking mandates. Denver's traffic problems detract from what I love about the city, and everything you can do to reduce the car-centric focus and encourage more pedestrian-friendly living would be an improvement, in terms of the environment and residential quality of life.

02/06/2025 10:03 AM

Parking requirements add significant cost to valuable projects at a time when Denver cannot afford to turn developers away who want to build essential, community benefits for our city. Please get rid of parking mandates.

I'm writing to share my support for the removal of minimal parking mandates throughout Denver. I'd like to urge City Council to enact the proposed zoning code changes.

Our city's current parking mandates reinforce our unhealthy, unsustainable, and expensive dependence on cars. If we want to improve our air quality and make room for the many people who are coming to enrich our growing city, we need to wean ourselves off car dependence and increase access to safe, healthy mobility options like walking, cycling, and transit. Eliminating parking minimums would be an important step toward a better future for Denver.

02/06/2025 11:26 AM

I live in Central Park and often go to the Northfield shopping center to run errands or catch a movie. These stores are surrounded by an ocean of parking lots, which are usually less than half full. Think of the businesses, green spaces, or even homes we could add to areas like these with common-sense parking reforms.

Car dependence is a policy choice reinforced, in part, by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's stated environmental, economic, and equity goals.

I support removing minimum parking mandates from the zoning code and urge City Council to enact these changes and others that can help make Denver a more affordable, accessible, healthy, and vibrant city for the people in it.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge you to support the proposed zoning code changes.

Most of this email, I'll admit, comes from the Denver Streets Partnership making it easy for me to YELL AT YOU AND ASK YOU TO DO SOMETHING. But what's immediately below are my thoughts and feelings:

I'm gonna be so real right now. I moved here from Chicago, I moved without a car, and the first thing I noticed is how car-dependent this city is. I was so encouraged by the commitment to Vision Zero, and my friend's insistence that electric bikes and scooters were abundant, but WOW. These streets are SO unsafe. It's embarrassing to live in a dense, wonderful neighborhood, and watch cars absolutely speed down the streets. These should be walkable spots with abundant bike lanes and road diets that encourage slowing down. But that's not what we're here to talk about. I want you to support zoning code changes so we can encourage a little less car dependency.

Parking minimums are SO outdated. Bigger cities have done away with them. And we can't afford to have as bad of air quality as we do. We can mitigate it with the electric bike and electric car reimbursements, but we need more than that. Here's more from DSP:

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking you to support other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors; requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. Please support removing minimum parking mandates from the zoning code, and going beyond this by supporting equally achievable common-sense measures as mentioned above.

Thank you for your consideration.

I love you, Denver. I want to love being here. I'm so excited about the newest bike lanes, the 16th street mall, the HOPEFUL REOPENING OF A CAR-FREE LARIMER, and so many more wonderful initiatives CCD is working on. Do the right thing here. It's in line with other Mayoral goals, gets us actually closer to vision zero. I'm so worried I'm going to die by car here. I don't want to. This is a step toward making sure it's a silly fear of mine and not a reality.

Thank you for listening.

Hello, and thank you for your service to our city. I want to express my support for the removal of minimum parking requirements for new developments. While I drive nearly everywhere, I understand that people should be prioritized over our vehicles. Parking lots and garages take up ridiculous amounts of space that could be used for things that actually benefit our community instead of using it to store personal property. Also, the removal of these requirements can help encourage new developments to support other modes of transportation and make our city less dependent on dangerous, polluting vehicles and move towards sustainable practices like improving our transit system and bicycle network. Thank you!

parking minimums are an outdated and antiquated over regulation. they reflect a sad part of our history where cities prioritized cars over people. parking minimums contributed to countless neighborhoods and historic architecture to be demolished for uninviting parking lots. these areas were part of our history and lost forever. not to mention the racist and classist undertones that car culture encourages (white flight, redlining, etc.) as well as environmental issues that cars cause. I guess what I'm trying to get at is, while cars are an incredibly useful tool for some situations, they are not the best tool in every situation; they are an actively harmful tool in many situations, as well. parking minimums requires cities to accommodate one tool, the car, even if it isn't the best tool for the job. I strongly encourage the removal of parking minimums, and implementing a parking maximum, in the zoning code. thanks

I'd like to see more development of housing and public transportation. Removing this requirement does both of those things. I think there should be a parking maximum as well.

02/07/2025 9:21 AM	I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.
02/08/2025 0:18 AM	The current parking minimums require far too much parking for new developments and the city would benefit from changing them. I've passed by many sprawling parking lots around developments that just leave a ton of unused space and make things more difficult to navigate on foot. I support modernizing the zoning codes to allow residential and commercial spaces to make the decisions that work best for them. Dear Members of the Denver City Council, I am writing to express my strong support for comprehensive parking reform in Denver's zoning code, specifically the removal of minimum parking mandates and the adoption of modern parking management strategies. Minimum parking requirements significantly increase housing costs and create barriers to affordable housing development. Research shows these mandates can increase housing costs by 13% for families without cars - a burden that falls heaviest on our most vulnerable residents. This hidden tax on housing affects everyone, whether they drive or not, by making all goods and services more expensive to account for the cost of mandatory parking. I urge the Council to not only eliminate minimum parking requirements, but to implement a comprehensive approach to parking management that includes:
02/09/2025 10:37 AM	Setting parking maximums in areas well-served by transit, which would encourage transit use and create more walkable neighborhoods Establishing parking benefits districts downtown and along BRT corridors to better manage parking demand and generate revenue for local improvements Requiring parking costs to be "unbundled" from housing costs, allowing residents to pay only for the parking they actually need Mandating EcoPasses for new development residents to encourage transit use These evidence-based reforms would help Denver achieve multiple city goals: increasing housing affordability, reducing car dependency, supporting transit use, and meeting our climate commitments. Cities that have implemented similar reforms have seen positive results in terms of both housing affordability and sustainable transportation choices. Currently, our parking requirements force developers to build parking regardless of actual demand or cost, leading to inefficient land use and higher housing costs. This approach doesn't reflect the true cost of parking or residents' willingness to pay for it. Instead, we spread these costs across all residents and businesses, effectively subsidizing car storage at the expense of other community needs. By implementing these reforms, Denver can join other forward-thinking cities in creating a more equitable, sustainable, and affordable urban environment. Thank you for your consideration of these important changes to our zoning code. Sincerely, Derek Parks
02/10/2025 19:53 PM	I fully support removing parking minimum requirements. Additionally, I support establishing parking maximums based on neighborhood density and access to mass transit and pedestrian/biking infrastructure.

02/10/2025 21:04 PM I think it is critical for new housing development to be free from parking minimums. The removal of required parking in housing development makes functional density economical and results in a walkable more livable community.
I would also like to see some type of requirement that developers are required to provide per person RTD ecopasses to encourage alternative forms of transportation with new or re-developed housing in Denver.

02/10/2025 21:49 PM I want...
1) Remove parking mandates from the zoning code.
2) Go further by supporting other common sense parking management strategies such as:
• Setting parking maximums in high density, mixed-use, transit rich areas
• Establishing parking benefits districts in downtown and along bus rapid transit corridors
• Requiring parking to be unbundled from housing
• Mandating EcoPasses for tenants of new developments

02/11/2025 8:16 AM Increasing housing density is the only way for us to make our city affordable and sustainable. Parking requirements are a major hinderance. Let's modernize these requirements, become a city that can build again, become a city that is affordable again, and become a leader in encouraging lower emissions ways in and out of the city than single-occupancy vehicles.

02/11/2025 17:22 PM I have lived in central Denver for 34 years. I strongly support eliminating parking requirements. I want a walkable city, not a parking lot city.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

02/12/2025 5:38 AM We all know that Denver has an acute housing shortage. If we want the public to back progressive policy at the federal level, we must show them that "blue cities" can also govern well and fix kitchen table issues such as housing affordability.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs.

Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code.
I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

02/12/2025 8:33 AM I hope to one day be able to afford to make a home in Denver, but today, I can't afford to.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs.

02/12/2025 8:41 AM I am in favor of removing parking minimums so demand can decide how much parking is created. I'm also in favor of parking maximums in areas with good access to public transit. Last, I'm strongly in support of Denver increasing taxation to improve the public transit system. Make airport parking triple the price and encourage the train to build the habit.

02/12/2025 9:47 AM

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I LOVE THIS CHANGE! And it's about time Denver! Off street parking minimums effectively build car dependency into law, ensuring new development brings lots of traffic and people drive rather than consider other modes, and driving up the cost of housing and everything else by forcing everyone to subsidize parking spaces even if they don't drive. This is incompatible with the city's goals.

Parking minimums are fundamentally incompatible with walkable communities and public transit. How is transit supposed to compete with a law that basically guarantees every development must have convenient car access (on the public's dime)? Imagine if every development was mandated to have a frequent transit line built alongside it. As long as parking minimums exist, the city will never get people out of cars and we'll never have good transit. It's a fundamental hole that must be plugged if we are to become a walk/bike/transit city. Fixing it will lead to more transit ridership, resulting in more fare revenue, increased service, and give RTD and DOTI a reason to invest in better transit and prioritize transit over cars with things like signal priority and bus lanes.

02/12/2025 10:44 AM

I own a car but I'd love to be able to use it less in the city, and I'd love to have cheaper housing options for myself and my neighbors, many of whom are struggling and falling into homelessness. Why do we have cheap abundant parking for cars but expensive scarce housing for people? It should be people over parking every time.

It would also be smart to ensure parking costs are unbundled from housing costs. This ensures it's not subsidized and the people parking are actually aware of its cost and need to pay for it. This results in cheaper prices for people who aren't driving or wanting a parking spot.

Please whatever you do DON'T WATER THIS DOWN. This needs to apply to the entire city with NO EXCEPTIONS. Even places without transit - the only way they will get transit is if we remove car dependency by law.

Thank you and great work!

Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors;

requiring parking to be unbundled from housing; establish a Parking Benefit District policy so area residents & business owners benefit from the revenue from parking in front of their property; modernize the Curbside Access Management Plan to design focus as opposed to car-brain, engineering focused, that removes conflict zones by driveway aprons & curb cuts cutting across bike facilities & pedestrian walkways, when common space access (lane ways —AKA alleys) are available; creating policy that meter parking be dynamically priced & revenue go to the areas where the revenue is collected (Parking Benefit District); and mandating EcoPasses for tenants of new developments & offered to residents of existing multi family buildings. This is an ongoing & dynamic process that we cannot ever take our eyes off of.

02/12/2025 11:23 AM

Please get rid of minimum parking requirements in Denver. I'm a local small business owner, father with two kids under 4, and I love living in the city. Parking drives up costs of housing and separates us from our neighbors by requiring asphalt dividers.

The city's addition of bike lanes with the e-bike tax credit has pushed us to be a one car household and using our bikes or walking for most cases. I know my friends are going the same.

02/12/2025 11:24 AM

The parking minimum requirements forces my rent to go up as a small business owner because I have to have all this land included, while most of customers walk up or bike to my coworking spaces. It's costing me thousands of dollars each year, that could literally go into my business and create jobs. I would rather not pay for unneeded parking spots and invest in people.

I hate that my Safeway is surrounded by empty parking lots most of the year. As a biker and walker, I have to travel extra distance and pay more for groceries because I know my Safeway doesn't need so much parking in an area that is so dense. It's breaking up our neighborhood and making my bills higher.

Please get rid of minimum parking and let the citizens and business owners and developers decide how to use our land and build the cities.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

02/12/2025 12:30 PM

I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridor requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above.

I am sharing my support for removing parking minimums across the city of Denver. I don't think it is controversial that Denver is far too dependent on cars. The most developed cities in the world are all able to rely on public transport, while most major cities in the US are becoming victims of endless sprawl, further worsening our declining climate. One of the reasons that Denver is not able to take this next step into the modern age of transport is the parking minimums currently in place. Removing parking minimums would allow developers to assess the need for parking rather than having to arbitrarily follow the number given to them by the government. This will, in turn, increase public transport usage, thus making a better argument for increased infrastructure dollars that can be used by all.

02/12/2025 14:47 PM

Think about the touristy towns in Colorado, or even the cozy neighborhoods around Denver. What makes them special? I believe that the charm of a walkable street and a sense of place (being in a place that is distinct and feels safe) is where people would prefer to live, but currently cannot afford to live there because of its scarcity. Removing parking minimums helps to achieve this goal by allowing for more ground-level entrances to places people want to go, not just pass through.

I hope you take my words into consideration!

02/12/2025 17:50 PM	I would like to express my support for removing minimum parking ratios from Denver's zoning code. These mandates reinforce car dependency, hindering our city's goals for reduced emissions, improved air quality, affordable housing, walkable neighborhoods, and equitable economic opportunity. Eliminating minimums is a crucial step towards prioritizing walking, biking, transit, and connecting people of all ages and abilities to their daily needs. I also urge City Council to enact complementary parking management strategies: setting maximums in high-density, transit-rich areas; establishing parking benefit districts; requiring parking to be unbundled from housing; and mandating EcoPasses for new developments. Decades of excessive parking mandates have created our car-dependent city. Removing minimums and implementing these additional measures offer a vital opportunity to align Denver's policies with its environmental, economic, and equity goals. Automating permit reviews should be just as easy with guidelines that do require a standard number of parking spaces per dwelling. Using that as a reason to reduce parking requirements is unjust.
02/13/2025 8:24 AM	I'm very disappointed that the city believes we should build more and more dwellings without planning for how people move around the city. Our mass transportation options are sorely inadequate and the reason why cars rule the city. You have to fix that first before you alleviate adequate parking spaces. I agree with the Modernizing Parking Requirements
02/16/2025 8:01 AM	I would actually like to see the current street parking rules (ie. 2 hr parking limits) enforced throughout the city and its neighborhoods. That could bring in millions of dollars. For some reason the city as with traffic violations ignores vehicle related issues and is short sighted. I have never received an adequate explanations as to why parking restrictions have not been enforced. I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.
02/16/2025 16:00 PM	I'm also asking City Council to enact other common-sense parking management strategies, such as setting parking maximums in high density, mixed-use, transit rich areas; establishing parking benefits districts in downtown and along bus rapid transit corridors, requiring parking to be unbundled from housing; and mandating EcoPasses for tenants of new developments. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge City Council to go beyond this by enacting equally achievable common-sense measures as mentioned above. I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge City Council to enact the proposed zoning code changes. The city says it's trying to get people out of cars, but simultaneously requires the places they live to build costly parking. Let the market decide how much parking is needed or not needed. Or even better, set maximums, as large garages and surface lot hurt the walkability and thus safety of a neighborhood.
02/18/2025 15:08 PM	I live in lower highlands, formerly the Northside, and we were supposed to have parking restrictions put in place on our street last February for time limits. We live on a residential street near several very popular restaurants and also close to Union Station. Cars are regularly left on our street for days at a time while people take a lyft to union to go away on holiday. Additionally, Tues through Sunday starting around 3 on weekdays and 11 on weekends, parking is out of control and people are parked in driveways, outside parking zones, etc. We have a new complex going up about a block from us that is not required to comply with minimum parking. It is unlikely this will be affordable housing. We cannot even have guests over on the weekends because of the parking issues. My neighbor has he adult children living with her and they regularly have to park far from their home when they come home from work because of the visitors to the neighborhood establishments. We are close to transit and union station and the laws are not being enforced now. What sort of assurances can be given to the citizens in this area that parking laws will be enforced and the new parking time limits put in place to help the current residents with their parking needs?
02/19/2025 8:27 AM	I am the property manager at Clyburn at Stapleton Apartments. I am inquiring because management/owners are planning to renovate the parking lot at the property. We are opting to remove the parking medians on the lot to be able to add more parking spaces. Are there any rules/ regulations for this?
02/19/2025 10:33 AM	I would like to sign up for a public hearing comment about a particular bill(not a general public comment).
02/20/2025 11:48 AM	
02/25/2025 4:25 AM	Remove minimum parking requirements now!
02/28/2025 5:52 AM	Parking minimums are great, especially at bars. I get to drive in, drink as much booze as I want, and drive away without having to pay a cent for parking. I think Denver should keep spending taxpayer money to subsidize my lifestyle instead of spending that money on new parks or housing for poor people. If you can't drive drunk on the taxpayer's dime, then what is the point of living in a city?

03/11/2025 14:10 PM	A+ idea! Removing parking requirements citywide makes sense financially, environmentally, and civically. Once they're gone, in a few years people will wonder why we had them in the first place as the city becomes a nicer place to be, wealth increases, and taxes rise to pay for new amenities.
03/13/2025 11:23 AM	I support the current proposal to remove minimal parking requirements for the city. I am 68 and would like to live in a city with cleaner air and safer, walkable neighborhoods. This proposal would move us toward a cleaner, less carbon intensive livable city.
03/13/2025 11:51 AM	I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes. So much of our zoning needs an update and this is a major one. We had a vibrant walkable, mass transit friendly city in the past. We can see the ruins in the streets sometimes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same. I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.
03/13/2025 13:08 PM	Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code and urge Planning Board to do the same.
03/13/2025 13:20 PM	I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes. I am a homeowner in Capitol Hill, where there is hardly enough spots to park all the cars. However, this forced restriction means that we see many more people owning fewer cars and choosing healthier and more community-oriented ways of commuting, such as biking and busing. Reducing our dependence on cars is one of the few ways that we can fight the harmful progression of climate change and pollution, both of which are personally important to me, as a mother of a young child. Removing the minimum parking ratios forces creative adaptations, including the outcome of more people outside their cars commuting through their communities — a visual that is vital to keeping our communities safe and thriving. I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.
03/13/2025 13:27 PM	Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

Dear Planning Board,

I'm writing to strongly support removing minimum parking requirements from Denver's zoning code and to urge you to approve the proposed changes.

03/13/2025 13:57 PM

Our city has long prioritized parking over people, reinforcing car dependence that makes Denver less affordable, less walkable, and less sustainable. These outdated mandates drive up housing costs, limit economic opportunities, and work against our goals of reducing emissions, improving air quality, and creating safer, more connected communities.

Car dependence isn't inevitable—it's the result of decades of policy choices that favored parking over people. Now, we have a chance to make a different choice, one that supports a more livable, accessible, and equitable Denver. Eliminating parking minimums is an essential step toward that future.

I urge you to take this opportunity to move our city forward by approving these zoning code changes.

Thank you for your time and leadership.

As a Denver resident, I'm writing to express my strong support for removing minimum parking ratios from Denver's zoning code, and I urge the Planning Board to approve the proposed changes. The current parking mandates perpetuate our city's unsustainable and unaffordable dependence on cars while directly contradicting Denver's stated goals of reducing greenhouse gas emissions, improving air quality, increasing housing affordability, and creating more walkable neighborhoods.

03/13/2025 16:12 PM

Recent research from the Rocky Mountain Institute demonstrates the significant impact of parking requirements on both housing costs and environmental outcomes. Their 2023 study found that each required parking space adds approximately \$40,000 to the cost of housing development in Denver, costs that are inevitably passed on to residents. Furthermore, developments with reduced parking requirements showed a 25% decrease in vehicle miles traveled compared to similar projects with full parking requirements, resulting in measurable improvements in local air quality and reduced carbon emissions.

The elimination of parking minimums represents a crucial step toward dismantling decades of policy decisions that have entrenched car dependency in our urban design. When we dedicate less space to cars, we create more opportunities for affordable housing, local businesses, green spaces, and safe mobility infrastructure that serves people of all ages and abilities. The evidence from other cities like Minneapolis and Portland that have already implemented similar reforms shows that removing parking minimums leads to more diverse, efficient, and equitable development patterns.

Car dependence is not inevitable—it's a policy choice reinforced by excessive parking mandates. Today, we have the opportunity to make a different choice that better aligns with Denver's environmental justice, economic vitality, and equity goals. I strongly support removing minimum parking requirements from the zoning code and urge the Planning Board to take this important step toward building a more sustainable, affordable, and accessible Denver for all residents.

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

I'm a parent of a young family and we have lived car-free for decades. It's significantly more difficult to manage this clean, green, healthy, sustainable lifestyle with small children. We do not fear our child crashing on a bike or falling down or hitting a stationary obstacle - the repercussions of such actions require band-aids, possibly as dire as casts or stitches. The only significant fear we need to harbor as parents is cars - nothing else could take the life of our bicycling or walking child on Denver streets more directly than this. More parking keeps our destinations further apart. Cars are bigger and bigger, so much so that our child is no longer visible beyond hood heights today. Please support a clean, green, sustainable, healthy and engaged communities in Denver by modernizing this requirement that clearly favors parking over people.

03/14/2025 9:11 AM

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

03/14/2025 12:20 PM

To the Honorable Planning Board Members:

Please approve this Zoning ordinance text amendment, to expedite more affordable housing solutions in transit rich and walkable neighborhood districts. Removing the parking minimums will also induce more transit ridership and also more pedestrian and bicycle VMT. Put housing and people first !

	I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.
03/14/2025 12:31 PM	Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.
03/14/2025 21:10 PM	I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.
03/19/2025 15:14 PM	You guys are right in the pockets of big developers, less parking spots means they can just cram more units in, collect money, head on down the road and wire you guys the kickbacks. Stop trying to crowbar people onto the Reason To Drive bus system, it sucks.
03/20/2025 8:02 AM	I understand the city needs to evolve, but as a former longtime Denverite who moved to the south suburbs, it is increasingly difficult to visit my favorite old spots or find new ones. Recently, I had such a difficult time finding parking in northern RINO I almost had to give up and head home. If I took public transportation it would have been 90 mins each way. I love this city, but I feel more and more disconnected from it each passing year. Don't make it harder for people to visit and spend their money.
03/20/2025 8:12 AM	I believe requests to not provide parking should be one-off special requests. Creating entire zones where parking will not be required will be abused by developers. In most cases where reduced parking has already been allowed, it has pushed the burden on to residential side streets. Once allowed, it cannot be undone.
03/20/2025 8:20 AM	Great concept, but what's to stop developers from over-building & installing too much parking anyway? Look at the development plans for 40th & Colorado Station or Colorado Station at Evans. We need parking-MAXIMUMS as well as minimum standards for bike-parking.
03/20/2025 11:13 AM	I'm very excited to hear about the proposed changes. I support removing parking minimums.
03/20/2025 12:12 PM	This is a long needed reform and I enthusiastically support getting rid of parking minimums citywide. I'd suggest that there might be opportunities to improve in-city transit connections; RTD is still persistently providing a commuter-first service, and there are limited options to get around the city, particularly during the day and in the evening. I'd wonder if there are opportunities to "buy-up" service (as has been done in Boulder) and encourage visitors to Denver that they can get around without needing to drive and park.
03/20/2025 12:45 PM	Full support of reducing parking minimums in Denver as someone living in Five Points! Great idea that leads to more vibrant and exciting cities to live in!

I'm not sure how all the Denver city planners always miss this fact...I grew up here in Denver and that means over 4 decades in this city...one of the main reasons people live in, and move to Denver is because we are at the foot of the Rocky Mountains. So, tell me, how do people get up to the mountains and back?! Is there a highspeed train? No. PEOPLE HAVE TO DRIVE THEIR VEHICLES! So, when those people who live in Denver return from the mountains, what do they do with their vehicles?! That's right, they park them at, or close to where they live. What happens when the apartment building developer doesn't provide any parking for a 50 unit or 100 unit building?! That's right, those people are FORCED to park on public streets.

03/20/2025 13:16 PM People in Denver NEED THEIR VEHICLES!!! How is this not understood?! Where do you expect people to park their vehicles? How do you expect people to get up and down from the mountains?! What if I want to go camping...would you suggest I relinquish my car for a bicycle, then take an Uber up to my camping spot with all my gear?! The whole idea of trying to rid Denver of cars is absolutely asinine!!! You all need to be providing MORE parking options for city dwellers, NOT LESS!!! How stupid is that?! CCD should be building parking structures and providing more parking at a free or close to free cost! Don't need anymore stupid bicycle lanes, don't need to take away more driving lanes, don't need to take away parking options and street parking, and for the same if all things logical, you MUST require and provide parking spots when new developments are built! Taking away car lanes and parking, and not requiring developers to provide parking makes ZERO sense!!!!!!

03/20/2025 15:21 PM In general I support lowering or eliminating parking minimums on most properties. However, what really bothers me about the existing situation in downtown Denver is disconnect between having loads of vast empty parking lots while at the same time having difficulty finding on-street parking. Why are these massive empty parking lots empty when there is so much parking demand? Pass something that allows the public to use these empty lots, or convert them into paid parking (free from 6pm to 8am) so they actually get used! It is incredibly frustrating to be driving around trying to find street parking and passing these huge empty parking lots that have "no parking, tow zone" or whatever signs on them. If there is supposedly so much extra parking in the downtown area that parking minimums can be removed, then why is it BOTH a) hard to find street parking and b) obvious that there's tons of empty parking lots? There has got to be some middle ground here for making the existing underutilized parking infrastructure available for use!!

03/20/2025 16:17 PM Hi, I am a policy worker who was present in the capitol lobbying to pass HB24-1304 last year, and I was disappointed in the state limiting their scope to just multifamily residential buildings, especially given the excess cost burden minimum parking requirements can have on small businesses. Denver moving towards eliminating all parking minimums both puts us in full compliance with current state law and any future expansions of it, reduces the administrative workload for Denver, and begins to unlock serious potential for new housing and enhanced urban living in our city. With this policy in place, the only future changes I could see would be instituting parking maximums, but this is an excellent base state for our parking policies in Denver. I also would support an expansion of metered parking into other business areas in Denver to increase turnover rates of parking spots, but I support this policy as written.

03/20/2025 17:01 PM I fully support the elimination of parking minimums as a Denver resident who values responsible city building and pedestrian friendly construction over providing excessive parking.

03/20/2025 17:11 PM Absolutely get rid of all parking minimums. Reduce red tape, reduce construction costs, and encourage better land use. Parking minimums have never been backed by any real data, so they should be done away with.

03/20/2025 22:31 PM This will cause a strain on residents living in apartment building which will result in them having to fight for street parking and causing more predatory ticketing.

03/21/2025 6:16 AM I would love to see this implemented. I think it would be a great step forward for the health, metaphorical and literal, of our city.

03/21/2025 8:01 AM Please make this by neighborhood/district rather than a sweeping city-wide campaign. This would overwhelm street parking in NW Denver (District 1), where it is already stretched thin. The real question is whether or not apartment developers should be allowed to charge residents for the parking they build. This should be built in to the cost of rent, rather than an increase to it and then it would actually be utilized.

03/21/2025 10:03 AM I wholeheartedly support all efforts to reduce parking minimums in Denver.

03/21/2025 11:07 AM This is ridiculous. We don't have the infrastructure for mass transit, yet the city keeps making driving and parking more and more difficult. Why would I take a bus that will take me more than an hour to travel, or light rail that has some routes using buses because the line is closed? Every development should have required parking.

03/21/2025 11:09 AM I support the City's effort to eliminate parking requirements. Most parking standards result in an excess of parking, increase the overall cost of development (and rent for both homes and businesses), and result in outcomes contrary to adopted City plans that encourage more people to travel by walking, biking, and transit. It's important for decision-makers to know that existing parking requirements are typically based on incomplete and low-quality data that doesn't allow development to build what the market (homeowners, renters, and businesses) actually want. For example, the Institute of Transportation Engineers (ITE) Parking Generation Manual is the most common tool for determining parking standards. However, data for some land uses can be based on a small sample size (even one study), the context of studies used may not reflect local conditions (1990's California is one of the most common sources for a traffic generation study in the ITE manual), and "peak parking demand" may be skewed towards rare events like Black Friday for retail uses and the holiday season for entertainment uses (an inconvenient experience parking on the busiest day of the year doesn't mean there is a parking problem on the other 364 days of the year!). The ITE manual is also not reflective of local factors (transit access and popularity of alternative modes) or technological and societal changes (ride share, post-pandemic work from home trends, etc.). Instead of requiring expensive development and infrastructure decisions to be made based on poor data, let the community and businesses build what makes sense in the current market.

03/21/2025 11:27 AM I live in Baker, one block off of Broadway. I do not have a garage. If I come home any time after 5pm there are no places for me to park except two blocks away. You already took away one of my guest passes which makes it a game of musical chairs for my elder parents to come visit and find a parking spot. We are anticipating more multi-living units in the neighborhood and I am concerned that if there are not places to park in the buildings that will spill over into the neighborhood and it will become a competition between visitors and residents. If there are so many free spots in buildings than maybe they could open them up to visitors to the neighborhood but I am sure that might cause a security issue. Also, with the anticipated women's soccer stadium going in at Gates people may come park in Baker, walk to the lightrail to get to the stadium and right now there is no parking available at the light rail station.

03/21/2025 11:56 AM In am in favor of this zoning update. We must plan Denver's continued growth in the most inclusive and environmentally-friendly way possible, and that means reducing costs and encouraging dense development by removing parking minimums throughout the city!
Removing parking minimums is a good step in the right direction. Businesses and homeowners should be allowed to choose how much parking they want to provide.

03/21/2025 14:00 PM Plus, parking lots are ugly and induce pollution and carbon emissions.

03/21/2025 14:48 PM We have expensive housing for people and free parking for cars. I submit that this is very stupid. Change it!
I support removing minimum parking requirements because they lead to excessive parking, encourage car dependency, and drive up housing costs. Eliminating these mandates allows for more efficient land use, greater walkability, and more affordable housing options while still allowing developers to provide parking where needed.

03/21/2025 19:09 PM I am very concerned that removing parking minimums for new structures will impact not only existing residences whose streets already packed with cars but also make city operations like street sweeping and snow removal more difficult and costly. As a business owner that operates around Denver, this will make it much more difficult for Denver residences to receive deliveries and services. Because the burden of cost to include parking will be placed more on the person parking, the only buildings that will continue to have them will be higher end residences. This will make living in the city even more difficult for those not in the upper echelons of income. Long term, this will serve to further gentrify our currently vibrant city.

03/22/2025 14:04 PM I'm happy to see common sense legislation proposed that eliminates unnecessary red tape and makes it easier for businesses to provide flexible solutions to their parking needs.
Parking codes are not evidence-backed and it is clear to anyone living in this city that we have more than ample parking.

I can wait to have the full patio back at cerebral brewing which was closed earlier this year.

03/23/2025 9:15 AM Reasons like this are why I only work in Denver and do not go out anymore. I stopped taking my family to 16th St. mall years ago because of the crime and the four years of construction. When I park in lodo it's filled with crime, people doing drugs on the street even and in the morning. Get it together, Denver city council and mayor. The city is being ruined. If people cannot park downtown, they are not going to go out. Focus on your current problems.

03/23/2025 10:19 AM Isn't the real reason for eliminating parking requirements basically to build more housing in order to increase the amount of property tax revenue for local government since Denver is in such a bind due to over expenditures?
If you're a destination and you want me to go to your business. You're going to have to have parking for me. Or I simply just will not go. When I could go to Cherry Creek mall and not pay for parking I did a tremendous amount of shopping down there. But now with paid parking I haven't set foot in the place, nor will I. If we had an underground system and I could get places easily I would probably do that but we do not so if you want me to come to your restaurant or your business or to look for a place to live. You're going to have to offer me a FREE place to park my car you want to get business down on the 16th Street Mall?? Give me a free place to park and I'll go. But if I have to pay forget it. We're getting overcharged we're getting nickel and dimed by all the corruption in our government and health care home utilities. Outrageous rent. Where do you think people come up with the money for all this stuff. I often tell people
"I do not work for peanuts, I work for peanut." If you can't offer me a free place to park then don't plan on me supporting your business.

Keep Parking Minimums - Don't Trust Developers to do the Right Thing
I am writing to express my strong opposition to removing minimum parking requirements from Denver's zoning code. I urge City Council to reject the proposed zoning code changes to eliminate these essential mandates.

Minimum parking requirements ensure that new developments contribute to, rather than burden, our city's infrastructure. Removing these requirements would create serious consequences for residents, businesses, and neighborhoods, increasing parking congestion and forcing more cars onto already crowded streets. Developers, left to their own devices, will predictably take full advantage of the lack of regulation—maximizing profits at the expense of the community's needs. When was the last time we could trust developers to do otherwise?

Denver's current parking standards help maintain a reasonable balance between new development and the realities of car ownership. Without them, we risk worsening traffic, creating parking nightmares for residents and businesses, and undermining the accessibility and economic vitality of our neighborhoods. A well-functioning city requires thoughtful planning, not policies that ignore the reality that many residents rely on personal vehicles for work, errands, and daily life.

I also urge the City Council to take further steps to protect our city's infrastructure by rejecting any measures that impose parking maximums, parking benefit districts, or mandatory transit pass programs that do not reflect residents' actual needs. These so-called "common-sense" policies instead create unnecessary burdens while failing to account for the practical needs of working families, seniors, and others who depend on cars to navigate Denver efficiently.

Denver's livability and accessibility must come before developer profits. Please maintain minimum parking requirements and ensure that our city remains functional and accommodating for all residents.

Thank you for your time and consideration.

Sincerely,
David Scarbeary

Love this!

I would like to express my support of these new, much more modern requirements. This will be a big step forward for Denver improving the life of residents, saving the city time and money, and allowing for more freedoms in development. I commend the city for the proposed changes.

ABSOLUTELY NOT!!! We can not have developers come into our 1500 block of Madison St. build large residential buildings WITHOUT providing adequate parking for those new tenants. The developers don't give a rats ass about the RESIDENTS who live here and have an enormous community. This will impact us greatly!!!We are already at capacity on our street and we NOW PAY FOR OUR PARKING PERMITS! HELL NO are you going to do this and IMPACT OUR NEIGHBORHOOD! YOU WANT A FIGHT??? YOU WILL GET IT!!!

As a long time resident of the 1500 block of Madison St, Denver, CO 80206, I strongly oppose the push to abolish parking mandates and building high rises on Colfax at Madison St without parking spaces for an approximate 85 new residents.

Parking is already difficult even with permits, City Park Jazz visitors and now high rises that will push more cars onto the streets where there aren't enough spaces already and with the BRT taking spaces off of Colfax.

This will make our special City Park South pocket a parking nightmare and undesirable.

Please consider the integrity of our neighborhood and know that I and many others are deeply concerned about these proposed changes and oppose them.

Thank you.

Please don't take away my assigned parking spaces. Any developments along Colfax MUST have parking areas.

I would love for minimum parking requirements to be removed from the zoning code! Let the market decide if land should be dedicated to parking over housing, businesses, offices, etc. People need somewhere to live, shop, and work more than they need somewhere to park. The government should remove minimum parking requirements and let the market experts decide if parking is worth building.

If you own a car and rent where the hell are you supposed to park if you get rid of this requirement. Terrible idea. I won't be renting in denver.

Great first step! Next allow housing density across Denver.

Until people stop driving cars, this is going to be a horrible idea. Developers should not be able to increase density in OUR neighborhoods without supplying parking. Why isn't CCD, a home rule city, challenging this state mandate? Denver is not New York, despite what the planning department clearly wants.

I certainly support affordable housing and sustainability. I also live in the reality of an extremely dense community just off Colfax in Congress Park. We are already bursting at the seams due to the many multifamily homes on our street with insufficient parking. And with BRT coming, we'll also be home to overflow parking for businesses. To top it all off, we have a methadone clinic at the end of our alley. They serve HUNDREDS of in-and-out patients every day and have a grand total of five parking spots. As a result, the patients and their drivers continually block our alley, park on the sidewalk, park in the crosswalk and next to the fire hydrants, and make u-turns in the middle of the street. We fear that it's just a matter of time that someone gets hit on Colfax because the clinic's patients are blocking the right of way down the alley and street. Certain business like this NEED to have parking requirements. This lack of parking is creating an extremely dangerous situation in our neighborhood. I am advocating for a customized approach to parking requirements based on the context of the business, density, and the parking that is currently available. We can't just count on the developers or landlords to do the right thing.

04/03/2025 22:09 PM	Please have a minimum parking requirement. There are many of us who need cars. And I have visited new developments without sufficient parking.
04/08/2025 7:58 AM	Please do not remove this requirement. Parking is a necessity for the livelihood of a city. It is not an unnecessary luxury. Without parking people will not want to visit the businesses downtown. Women and families especially benefit from safe parking and the ability to drive a car. Public transit is not safe. Please do not be rash. Think of everyone and how everyone will be affected.
04/09/2025 21:31 PM	You believe you can make people give up cars if you make parking hard. Not possible. Too much outdoor activity in Colorado must be driven to. Hiking and skiing for example. All that happens is that you make neighborhoods mad,
04/11/2025 12:31 PM	I ardently support Denver's decision to remove minimum parking requirements! I believe that this will reduce traffic and make the city more walkable. It will encourage small business development and make the city a more vibrant place. Great job, Denver! I would also encourage dynamic pricing for parking meters for the same reasons.
04/12/2025 9:19 AM	This is a terrible idea. Parking is already difficult in certain parts of Denver and this will make it much worse. I strongly doubt it will have any positive impact on housing as well
04/12/2025 12:14 PM	This is an excellent step forward! I fully support this proposed change.
04/13/2025 10:09 AM	Please, can we have less parking? The city feels dead when I walk around because I'm walking past surface lots and garages, with occasional buildings interspersed. It's not good for the city, for the community, or for much else.
04/13/2025 13:48 PM	We should be raising parking minimums, not removing/lowering them. It's already hard enough to find parking in most Denver neighborhoods. Face it, all homes, businesses, and public facilities NEED parking. By allowing greedy developers to choose how much parking to put in, you would be exacerbating a problem that is already devastating to the local economy and citizens' quality of life.
04/14/2025 5:46 AM	Can garages that face the street come back for multifamily units (ie duplex's, triplexes, four plex)? With the addition of ADUs to the zoning of Denver, the amount of garage space for each unit fits in awkwardly for the households. It would be more comfortable as a resident to have a garage directly adjoined to your living space, than share it with a renter/ other family next door.
04/14/2025 21:00 PM	I am concerned about the impact on residential streets with restricted parking, older folks in our neighborhood who need close by parking, and folks like me with little kids that can't really reasonably use the bus when you're at the mercy of the bus driver for whether or not you have to fold up your stroller. If a large, 150+ unit building comes into a block and permits are granted in lieu of built parking, I feel like I would end up paying for on street parking and still may end up not being able to park. I think we need to enhance transit more (BRT is a start!) before we do something like this so those who can use the bus, will. Denver is still a city where it's hard to get around having a car. I do not support this legislation at this point in time.
04/15/2025 7:52 AM	Ridiculous You can't make people give up cars All you do it make the neighborhoods miserable and tenants miserable people need to get to the mountains
04/15/2025 9:25 AM	Eliminating minimum parking spots requirements at Public buildings/areas is a HUGE mistake. It strongly impacts those of us with mobility issues. The only way this change should be allowed, is if you increase the number of handicapped spots. Tired of not being able to go certain places because of being disabled with no place to park.
04/15/2025 10:57 AM	I think this is a terrible idea. People have to put their cars somewhere. Even if they start biking or riding buses more, their cars still have to be somewhere. The notion that everyone is going to get rid of them is ludicrous. Denver is light years from being that kind of city. If there is no parking available to people where they live or where they need to go then that's just a problem. Our city streets will become the parking lots which is already more challenging with all the new protected bike lanes. The city will conveniently continue collecting money through meters, parking tickets, paid parking lots all while claiming to reduce housing prices. The people are going to pay for it one way or another. The website repeatedly compares the minimum number of parking spaces required for a development against how many were provided. That's great that some provide more spaces than required but the real question is are they providing the number that are actually needed. I think most would agree that parking is a real issue in many parts of the city and only getting worse. This proposal is not going to help Denver residents. Nice spin though.
	Hi there! I'm a Denver resident who does not drive, and I want to express my full support for the removal of minimum parking mandates. The cost of parking is often built into the cost of housing, sometimes increasing rents by \$200-300 per month, which forces people who choose not to own a car to indirectly subsidize other people's car ownership. Removing those mandates is a positive step for housing affordability not only because it will streamline zoning regulations, but also because allowing developers to decide for themselves how much parking is needed will make housing more affordable to build. We desperately need more housing supply in this city!
04/15/2025 11:51 AM	In addition, any small improvement that can help our city become more walkable, more transit-oriented, and less car dependent makes Denver a more livable, vibrant, and community-oriented city. Removing arbitrary parking requirements so that developers are not forced to build more parking than they deem necessary is a common sense reform that could potentially remove unnecessary barriers to transit, bike lanes, and alternative modes of transportation. Given that transportation is the leading cause of greenhouse gas emissions in Colorado, even small steps to reduce Denver's car dependency index is important to keep our city and state beautiful for generations to come.
	If nothing else, streamlining restrictive zoning code promotes greater flexibility and resiliency for developers to adapt to changing market conditions as our city evolves, which is important to combat longterm solvency issues in a rapidly growing city like ours.
04/15/2025 19:26 PM	I want to applaud you for putting forth this zoning code amendment. If it passes, I think it could have a positive impact on quality of life for me and so many other Denver residents, and it's a smart move for our city's financial future. Thanks for taking the time to hear my thoughts, and keep up the good work!
04/15/2025 21:27 PM	I think this project is great and will help to advance affordable housing and more attractive housing developments in Denver! The only parking requirements that the city should have in terms of the amount of parking are maximums.

04/16/2025 11:09 AM	It would have been useful for the background report to have identified parking utilization rates. It's almost certain that there is a substantial parking surplus. Moreover, the City should have explored the role that parking has on deteriorating (or -ed) traffic conditions (e.g. in the walkable central city neighborhoods, the City has created one-way arterial couplets that saturate the walkable neighborhoods with speeding traffic, rendering these neighborhoods less walkable for those who live there, and those who live there are more likely to walk, bike, take transit, and not own cars, but we get to suffer the consequences of the City's terrible parking policies). Finally, why not expand the maximum parking limits to all frequent transit stops?
04/18/2025 15:43 PM	Eliminating parking requirements will not make housing less expensive, but it will increase neighborhood tensions and make on-street parking into a competitive blood sport.
04/18/2025 21:21 PM	Please consider that even if someone can use mass transit to get to and from work, it is likely they have at least 1 vehicle for weekend fun, running errands and trips to the doctor.
04/19/2025 14:05 PM	Please do not eliminate all parking requirements for new developments. If modernizing means requiring all parking to be used with a cell phone, that is fine except for times when users have zero battery or knowledge to pay online.
04/22/2025 8:27 AM	This is stupid and will further kill downtown. Everywhere I hear people talking about how they don't go into downtown because there is no parking and this aggravates that. Denver does not have the mass transit infrastructure to get people in and out and, frankly, it never will because it is in a constant catch up mode and insists on deficient projects like "light rail", instead of Chicago's real rail.
04/22/2025 12:10 PM	I am very worried about this proposal to eliminate all parking requirements. My family owns a retail shop with a small parking lot that is insufficient for the amount of traffic the building gets. The idea that our landlords could build on this parking lot terrifies me. The only street parking available for blocks around is 1 hour only, so people would have to run in quickly to get their errands done. Also, I have not been in the Cherry Creek shopping area for years only because parking is expensive and difficult. All those businesses are losing customers because parking is difficult. This proposal would expand that to all of Denver. Please do not "modernize" parking.
04/23/2025 6:56 AM	Sufficient parking is an essential aspect of any planned housing structure. To pretend it is not removes the cost and burden of constructing it during the building phase and places it on the neighboring communities for decades. Keep our city clean of parked car congestion and hold developers accountable.
04/23/2025 12:48 PM	As a homeowner, I am thrilled to see these changes. Minimum parking laws increase the cost of housing and the cost for local businesses. This makes for more precarious neighborhoods and more expensive services. Also, unnecessary (and often arbitrary) parking are like pock-marks across the neighborhood. Getting rid of them will only make a more pleasant city to live in. You've got my full support--keep up the great work!
04/23/2025 1:38 PM	All in favor of higher density and more affordable housing options, rather than parking requirements. Would like to see Denver lean into more public transportation options in lieu of parking.
04/23/2025 3:23 PM	This is short sighted! Just because you reduce parking requirements does not mean we will have less vehicles needing parking. You will force street congestion when residents and patrons of businesses are forced to park on the street, which may ultimately affect pedestrian safety and surely impact congestion on residential streets. This is just a ridiculous idea and once again it seems like no one in leadership in Denver has considered the consequences of these regulations. One poor idea after another hurting the residents of this great city.
04/23/2025 7:16 PM	I love it! ALSO, I really hope we can increase the frequency of the 9 and other local buses.
04/23/2025 7:17 PM	This would be amazing! Minimum parking requirements are some of the worst aspects for making housing more expensive and creating less walkable neighborhoods. I am in full support of this. There is a major misunderstanding among many that this would eliminate parking. It should be clarified to all that this does not preclude parking.
04/23/2025 9:19 PM	The more parking on private property is an option, the better for my neighborhood and for the city. More optionality for private owners/developers allows flexibility. This flexibility can include no parking, which is lower cost and more suitable for lower income folks. This will inconvenience some people (I experienced this when I lived on Capitol Hill), but more flexibility is better.
04/23/2025 9:52 PM	I support the removal of parking minimums citywide. I think this is one small step to expanding affordable housing options. I believe that changes like this paired with bolstering public transit options will lead to a better Denver longterm.
04/24/2025 10:49 AM	I am absolutely in favor of modernized and reduced parking requirements. In Athmar Park, the parking lots in strip malls are massive, making it kind of scary walking to the store at times. The amount of parking needed is much less than what is required under code. Consider the parking lots along Mississippi and Tejon, which are huge, barren, and almost always vacant.
04/24/2025 12:21 PM	Wouldn't it make more sense to FIX RTD and Public Transport before you take away parking? I live in Athmar Park and the newly built apartments: off Lipan Between Exposition and Ohio are an absolute nightmare now for parking! I've seen so many accidents and near misses with pedestrians. When the plans went in they said there would be parking for residents. I don't think there is any!!!! Not that I can see. They also said they would keep the little Farmhouse that was there originally, but nope... tore that down. They also put the easement with the front of the apartments closer to the street than what was in the original planning. It's just bloody dangerous now there! Like I said... FIX PUBLIC TRANSPORTATION BEFORE YOU TAKE AWAY PARKING.
04/24/2025 3:41 PM	We need to remove parking minimums in order to help make Denver a more sustainable, walkable, and bikeable city. Continued focus on car-oriented development does nothing to address catastrophic climate change, and devalues the experience of folks who don't or can't drive. Additionally, removing parking minimums could reduce costs for developers and those reduced costs would (hopefully) be passed on to buyers and renters.

I've asked questions followed by comments because I was not permitted to check both boxes on this form.

RE RESIDENTIAL MULTI-LEVEL BUILDINGS: since the current code requires only one parking space per 1000-sq. ft. unit, and most units have 2 occupants with cars, how is removing the requirement going to entice builders to provide sufficient parking for a percentage of the units?

How does that encourage builders to reduce their profit on more "affordable" units? Answer: It doesn't! It merely puts more profit in their pockets. There is no incentive to lowering their costs. How does having residents park on-street affect the surrounding traffic?? Capitol Hill has never had sufficient on-street parking where residents and businesses co-exist. A newer destruction with no on-premises parking - 28th and Fairfax - has caused 28th Avenue to become a parking lot. It is impossible for two cars to pass one another on 28th Avenue because residents are forced to park there. The developer made certain the units were slightly under 1000-sq. ft. in order to avoid the mandate to provide one parking space per unit. Developers are not philanthropic. They are strictly for-profit businesses. I've been a decades-long proponent of mandating that developers put 10% of the units at a TRULY affordable rate. The City and City Council seem to be vehemently opposed to that, as witnessed by the rationalized statements in the Modernizing Parking Requirements FAQ list. The 1960's car ratios you list are also 2025 car ratios.

The average single-family home in Denver has 3 cars. The average apartment/condo dwellers have one car per person. Allowing multi-person living in single-family homes has increased the amount of cars on the street. Apartment buildings without parking-per-unit increases the amount of cars on the street, and hampers access to businesses in mixed-use neighborhoods as well as movement of traffic. RE BUSINESS PARKING: "Removing parking minimums allows the market to dictate how many spots should be provided, not an arbitrary number provided by the city." You use 1901 Lawrence St. as an example. Kudos to them. And Given the location and no surrounding onstreet parking, a non-resident might have a change of finding a space on occasion. This entire plan is arbitrary! Perhaps the City Planners should not arbitrarily decide that developers and lenders are qualified to decide parking needs in the city. It gives the impression that the City Leaders are not qualified to plan the city and are happy to be subservient to (or in-pocket with) developers. If that is the case, perhaps the leadership, not the parking requirements, needs improving. The limited on-street downtown parking has been taken away to accommodate bikes/scooters and now-unnecessary outside dining (COVID is under control). Parking lots are over-priced. Office Buildings - whether retail, service, other business - should be required to provide parking. Or the city could mandate that parking lots coordinate with those buildings to accommodate patrons of those buildings at a reduced cost. Take some real control of development instead of letting developers control you! RE PARKING IN GENERAL: In the FAQ response re increasing traffic, it states: Where parking is limited, people tend to take alternative transportation, like riding the bus/rail or a bike, which reduces car parking. As with the arbitrary nature of this regressive parking requirement idea, that statement refuses to take into consideration the needs of handicapped/physically disabled people. Senior Citizens are the largest demographic in Denver. Many of them, including myself, are handicapped in some capacity. WE CANNOT NECESSARILY USE "ALTERNATIVE TRANSPORTATION" to go where we need to go. I need direct access to a business, entertainment venue, restaurant. I cannot use public transportation that requires me to walk a block to get to those places. So, rather than patronizing an establishment that is inaccessible to me, I keep my money in my pocket. That takes money out of the business and City coffers. I don't like it, but I don't like my needs being ignored. I will spend my money where my needs are met. Ball Arena, Coors Field, Mile Hi Stadium all provide handicapped parking that, though it exists, is still a good distance for those with mobility (not wheelchair) issues. And, yet, "Denver proposes to remove car parking ratios for all uses in all zone districts citywide."

The FAQ list makes me think the same individuals proposed the questions and then rationalized the answers. That's what many businesses seem to do on Yelp, so I'm told. I downloaded the 28-page Modernization report. I read it. I downloaded the Zoning/Rezoning report. I read it. I copied the zoning/rezoning codes. I also read details on the proposed rezoning for some residential areas as well as industrial/business areas. Admittedly, I didn't understand everything I read. But you designed it that way to discourage citizens from understanding and commenting. I copied the FAQ list. I read it. The above sentences in quotes are your words. I would like thoughtful answers to my questions. The ones written in the FAQ list are not answers, they are rationalizations to make us think that the City has a plan that helps We the People. This ain't it!

Parking should be optional to encourage garden courtyard housing topologies. Incentives for public transportation the highest priority.

Are you kidding??? Parking requirements are important to have for EVERY new development. It is NOT true that people who are moving into these newly built space don't have cars. They do. They have at least one if not two cars. Where will they park? In front of other people's homes. Please rethink that this horrible action. Don't make Denver a place where overcrowding is the norm. Parking requirements makes a city worth living in.

All apartment buildings need adequate resident and visitor parking. The Pascal Gardens apartments on Lipan St. in Athmar Park did not create adequate parking spots and the overflow onto neighborhood streets are creating low visibility for people turning onto Lipan and causing accidents.

I cannot tell you how grateful I am that the city is considering this. As someone who lives in Villa Park without a car, I have been so frustrated that buildings are required to have parking for cars. This more or less is a city requirement to subsidize a lifestyle that I do not engage in. If folks want to own cars, that's fine, but requiring developments to have parking means that I have had to pay for amenities I can never use. Eliminating these onerous requirements speeds up permitting and decreases the overall cost to build, which are both great things!

Removing parking requirements will cause significantly hardship and decrease the livability of the neighborhoods. Development needs to provide parking for the tenants at a reasonable and realistic level. A great example of poor parking is what has happened in the capital hill neighborhood where the demand outstrips the supply.

Please move forward with this! Minimum parking requirements have too many negative consequences to leave them in our zoning code. Remove them so we can build a better city.

Let's just get rid of all the zoning and planning commissions and let the developers run free in our city. I've lived here 90% of my life and without some controls over developer parking requirements, I believe that they will continue to ruin our quality of life. I believe that Cherry Creek North is the perfect example. If there hadn't been developer requirements for parking, you really wouldn't be able to access any of the businesses down there.

This is a necessary and appropriate step in the right direction for Denver! We must stop the fiscally unsustainable practice of car-centric urban sprawl that has been the norm in Denver since the 50s. The elimination of parking minimums complied with state law AND is the right solution for the city.

04/30/2025 6:05 PM As a Denver resident, I want to support any and all measures to mitigate parking and use of automobiles in the metro area. I am glad this is a first step towards that end and hope we continue enacting measures to discourage car use and reduce emissions.

05/01/2025 6:46 PM This is the WORST idea the city has come up with recently! You are killing the neighborhoods, inflicting congested parking on those individuals who live near these developments. Idiots.. you are...

05/01/2025 9:31 PM Require new developments to provide adequate parking. Don't make parking harder on longtime residents. That's not fair and ridiculous. This is a terrible idea. First removing transit lanes from Colfax, forcing drivers into our neighborhoods and now forcing more parking overflow onto our streets as well. Developers must be responsible for making room for cars. Removing parking doesn't decrease traffic, it merely forces it elsewhere. If developers can afford to build they can afford to build minimum parking.

05/02/2025 8:11 AM I am all for removing minimum parking requirements. However, how will the city ensure that our streets don't become parking lots with cars parallel parking wherever they find an available space? Streets should be for moving people, not for parking. I foresee that as a result of this amendment, street parking will become so precious that future repurposing of street parking for other infrastructure like bike lanes will be an uphill battle. Will removal of minimum parking requirements come at the cost of future bike lanes?

05/03/2025 4:54 PM As a renter in Denver, I'd like to express my strong support for this measure. Housing costs are a massive burden on our city and state. Many of my friends, my girlfriend, my siblings, and many others in the Denver area are struggling with the high costs of housing in our city. I've had friends leave the state entirely for places with cheaper housing. This change would make permitting faster and allow for less space devoted to parking in situations where it makes sense for the project. That means more housing can be built, for less cost, faster. And that's one piece that can prevent rents from continuing to spike as they have for most of the last few years.

05/06/2025 2:09 PM I'm writing on behalf of the Cherry Creek East Association, wanting to update our members about this proposal. Was it approved at the 5/7 meeting?

05/08/2025 8:47 AM This proposed plan eliminates the right of existing neighboring residents and businesses from opposing a new development due to a reduction in public parking.

05/21/2025 11:17 AM I'm a registered Independent and you folks wonder why people are voting Democrats out of office, this is why. Not requiring apartment complexes to have parking is the stupidest plan I have ever heard of in my life outside of someone voting for a Republican. Get it together folks you're making poor and stupid decisions that are ruining this city. Much like the 16th Street Mall debacle and the current Colfax mess.

05/21/2025 8:51 PM Parking in Denver is already so difficult that making people who live there park on the street just leaves less and less parking for those who want to visit businesses, or their friends and family. Since the public transit in Denver isn't getting improved either, this doesn't help anyone except developers and apartment companies. It does nothing for the people living in Denver.

05/22/2025 10:27AM 1. Without tying a requirement to develop affordable housing to a reduced parking requirement, developers won't just build more affordable units. Their incentive will always be to develop whatever yields the highest monetary return. 2. Eliminating parking requirements alone will not drive people to public transit. Why are you just giving away the requirement for parking minimums? Developers should give something in return, like a required subsidy of transit passes up to a specified \$ amount per square foot of eliminated parking (annually for apartments). 3. When convenient or affordable parking is removed, Parker's simply relocate their vehicles to the nearest area where cheap or available parking exists. I live near the Cherry Creek shopping district, and my street is routinely filled with non-resident parkers, limiting the normal use by people who live there. Simply eliminating parking requirements for construction projects doesn't solve anything and makes this phenomenon worse. If the city decides to eliminate minimum parking requirements, which I do not support, then you need to tie this elimination to requirements that ensure you're getting the desired outcomes from this move, and you need to have new remedies available for the different problems that you will inevitably create by making this change.

05/24/2025 3:38 PM this is ridiculous where do we park? anywhere I am forced to pay for parking already in a complex of 500 apartments because there is no parking Denver is greedy. Denver doesn't care about who lives here just how much money they can take from them while they live here. I was born and raised here and I'm ashamed to live here! I'm leaving It was my dad's wish for me to move back here when he died but I just can't do it ashamed Co Native!!!!

05/25/2025 9:51 AM I live in a new development area with 190 something townhomes. (The Hub at Virginia Village) Some still getting built but we are facing parking shortage already. HOA says technically all street parking is illegal per fire code, but there are only 3 designated visitor parking spots. With such a large community of homes, what should be the minimum street parking? Each townhome has 2 garage spots, I'm talking about street parking.

05/27/2025 5:48 PM Denver is a collection of small neighborhoods. A total area wide change in parking requirements for new buildings (fewer spaces!) will adversely impact older neighborhoods with very limited residential parking. We already pay for permits to park in front of our own homes and additional payment for a visitor tag. Parking space building requirements should be based on neighborhood needs NOT a citywide decree that disenfranchises existing residents. We need MORE requirements for new development parking in existing neighborhoods Not fewer requirements. I live in Platt Park with many new infill apartment buildings (hundreds of units in a one block building!). If they are not required to build parking where do you think they will go? On neighborhood streets that already have 2 hour limits AND paid parking permits for current residents (I've been here 35 years and parking is already terrible with many restaurants having no parking of their own.). EVERYONE is on the street already! Please don't make it worse!!!!

06/14/2025 10:59 AM

06/17/2025 4:46 PM It's unacceptable that City Council has continuously delayed the full vote on this ordinance. The vote was supposed to happen 6/30, then 7/7, then 7/14 and now AUGUST 4. This is unacceptable. In the current hellscape where governments' efficiency is scrutinized heavily and punitively, it's unfathomable that the entire city council body is comfortable with delaying vote after vote on key legislation that would enable more housing to be built so that cost of living for every day Denverite could be reduced. Feel free to forward this message to all thirteen city council members. I am so sick and tired as a young person being forced out of this city due to the cost of living crisis and seeing the council body feel so comfortable to not solve problems.

06/22/2025 8:33 AM Love the proposal to remove parking minimums

07/01/2025 10:45 AM I think this will reduce the cost of housing in Denver proper. I fully support this idea

07/07/2025 12:45 PM I am reaching out as a member of City Council District 3 about my concern to eliminate parking requirements for new apartments, condos and townhomes. I live at the intersection of 9th Avenue and Fox Street and as it is, parking is difficult in the neighborhood. I used to be able to get at least one street parking permit for myself as the homeowner, plus two guest permits. Just this year, I have had to start to pay for those parking permits and guest permits have been decreased to one (instead of two). Obviously, First Fridays on Santa Fe spill significantly into the neighborhood, often making it impossible for the people who live in the neighborhood to find parking. At times, people have actually parked in the alley blocking access to my garage, so I couldn't even park at my own house in my own garage. This is the same when there are events at Sunken Gardens or at West High School. But luckily, those events come and go, and most people in the neighborhood can tolerate being displaced by visitors (for a short time). Now, they are considering eliminating parking requirements for new living spaces? Where are those people going to park? On the street. Which will make it even more challenging for people with one-family residences to find parking as well. If a developer wants to build a dwelling with 100 apartments, they should also provide parking spaces for those people living in those apartments. If there is no requirement to build parking structures for the people who live in the new building, there is simply not room on the streets for those people to park. People living in those new buildings will be required to park on the street, which will displace other homeowners with vehicles. I am also concerned about the viability of selling or renting homes when people are not guaranteed a parking space. Will those apartments and condos get filled or will they simply remain vacant? If Denver was a transit friendly city, with tons of alternatives to automobile travel, this might be more tolerable. But we are not. The nearest grocery store is more than a mile away. I live alone, so I usually buy only 3-4 bags of groceries to supply my household. But that's too many bags to carry and WALK to and from my house to the store. So, I need to use my car. Imagine if I were supplying a whole family? Or if I were elderly or had mobility issues. Now imagine that I had no place to park my car at my home (either because the streets were already full of parked cars or if my apartment building didn't guarantee parking for the people living there). Even the best bus route from my house to the grocery store and back requires 4-5 blocks of walking (each way). Again, not terrible for a mobile adult without four bags of groceries, but nearly impossible carrying that much, let alone if I had mobility issues or had to carry groceries for more than one person.

07/10/2025 1:21 AM Hello,
I would like to encourage the council to remove all parking mandates because they just have never been a good solution to the problem (if anyone actually identified what problem they were supposed to solve—other than preventing more multifamily development). I grew up in Denver in the 1990s-2000s and the car centered world of south Denver is what ultimately led to me becoming an urban planner myself (I think it was one specific parking lot at the microcenter near bellview/125/225. Sitting there in the car in that concrete hellscape, just wanting to be somewhere else). Parking mandates are backwards policy, lead to an incredible waste of space, and flatten the unique aspects of any place to make everything the same. On the comments received so far: "Comments in opposition highlighted concerns that removal of minimum parking requirements may lead to an inadequate amount of parking for new developments, exacerbating demand for on-street parking, and often stated that most people in Denver need cars, especially to drive to the mountains" I have heard this type of comment throughout my career and I see them as fundamentally based in a misuse of language and a misunderstanding of the problem. The way these problems have been framed for 70+ years has tried to erase the agency of drivers and instead attribute it to land uses (which can't actually 'generate' traffic as they cannot make car trips happen, but only attract people, who might choose to drive based on the infrastructural context put in place by planners and engineers). The idea that "demand for on-street parking" is an organic state hides that what the phenomenon really is is people looking for an unlimited amount of free public storage for their own private property. Finally, the idea that "people need cars to drive to the mountains" is a self-fulfilling prophecy-- we've never seriously invested in any other way to get people out of the city. How many years have we been talking about a train going up I-70. On-street parking problems are a ROW management issue, and always will be. They were never solved by off-street parking mandates and never will be. It's impossible to regulate the problem of private storage on the street effectively by only focusing regulations everywhere EXCEPT the street. Interestingly enough, this matter was (sort of settled) in Denver in the 1950s, with City and County of Denver v. Denver Buick, Inc., which stated quite clearly: "Is there a reasonable connection between traffic congestion and a large building to which may be attracted considerably less than one per cent of the parked and moving cars on the street? In most instances the street, its width, its accessibility to other important streets, the directness with which persons using it can reach points of interest or of business, and probably other factors create the problem of traffic congestion. As can be seen, in essence the problem begins in the street and ends there.... This total traffic condition represents a municipal and public problem to be solved. Property dedicated to its solution is property devoted to a public use. Involuntary dedication of such property to such use is a taking of the property. Only a resort to sophistry may sustain the ordinance as *934 not constituting the taking of property for a public use...How far can a city go in requiring accessory uses? Could a city require an apartment house builder who intends to accept families with children to furnish classrooms for such children in order to ameliorate traffic congestion and related problems on the streets on which his building will be located? In order to keep children off the streets, whether such children are tenants or visitors of tenants, could the city require such builder to furnish playgrounds and a gymnasiums, and supervisors to maintain safety and order while these facilities are being used? Could the city require the builder of an office building to construct over- or underpasses for tenants and their patrons where the building would be located on heavily travelled streets? Instances could be multiplied, but these questions test the measure of the proposed power of a city." Etc etc, you get what I mean. Please encourage the council to remove parking mandates city wide on the grounds that on-street parking is a ROW management problem that can never, was never, and will never be solved through mandating parking on the adjacent private property. They aren't justifiable in any situation because they aren't actually a clear and objective way to solving a defined problem. Does forcing everyone to have ashtrays in their homes make them less likely to throw cigarette butts in the street? No, only fines for littering does. Similarly, manage the public ROW like the public space it is, and let people build cool buildings, housing, and let the city flourish. Thank you, Daniel

07/15/2025 8:12 PM

I fully support removing parking minimums and making Denver a city for people instead of cars.

07/16/2025 4:06 PM

Don't do this. The proposed code revisions simply eliminate the parking requirements. As far as I can tell this is not coupled with any requirement that developers build more affordable housing - an objective, I believe, to be the impetus for this proposal. This will make parking in Denver a nightmare, burdening both existing and new residents as more people/cars scramble to fight for limited on-street parking spaces. And the savings of not having to provide off-street parking will simply go to developer profit. I know CPD would like to turn Denver into Manhattan, but it's not ... we are still a car dependent community and the people who are moving here bring cars.

07/21/2025 12:35 PM

Parking is a necessity. Until the mass transit can provide for all citizens for Denver, parking needs to be considered for every new building being build, for side streets, retail outlets, etc. Not everyone can walk or ride a bike or afford Uber. parking is needed.

07/21/2025 12:38 PM

PLEASE require parking spaces when considering population and building permits. Our mass transit does not take me where I work and not convenient to my home. I need a place to park in order to be a viable citizen in this city

From: [Dalton, Kyle A. - CPD Regulatory Planning Manager](#)
To: [Montgomery, Justin A. - CPD Senior City Planner](#)
Cc: [Kaiser, Libby - CPD CE2159 City Planner Principal](#); [Showalter, Sarah K. - CPD CE3125 City Planning Director](#); [Barge, Abe M. - CPD CE1566 City Planner Supervisor](#)
Subject: FW: [EXTERNAL] Denverite Article re Parking minimums requirements eliminated proposal
Date: Tuesday, December 10, 2024 4:34:38 PM

From: E J Lorimer <ejlorimer@aol.com>

Sent: Tuesday, December 10, 2024 4:23 PM

To: dencc - City Council <dencc@denvergov.org>; Ford, Amy - DOTI Manager Department of Transportation and Infrastructure <Amy.Ford@denvergov.org>; Dalton, Kyle A. - CPD Regulatory Planning Manager <Kyle.Dalton@denvergov.org>; Kumar, Manish A. - CPD Executive Director of CPD <manish.kumar@denvergov.org>; cquander@bhfs.com; Johnston, Mike - MO Mayor <Mike.Johnston@denvergov.org>

Cc: tips@denverite.com EOC Media Partner COVID19 Response <tips@denverite.com>

Subject: [EXTERNAL] Denverite Article re Parking minimums requirements eliminated proposal

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This message came from outside your organization.

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Good grief, we are not Manhattan! Parking spaces and affordability should not be conjoined.

Referring to linked article below found in Denverite yesterday. *Under a new proposal from city staff, the city would abolish parking minimums, allowing developers to choose whether to include parking spaces in new construction.*

Are you trying to corral everyone within a 4 mile radius to control us? It will not make housing more affordable nor Denver more attractive to live in. Why? Because we have no real integrated transit like Chicago, NY and DC. Denver turned itself over to developers and leaders who gave nary a thought about affordable housing for many decades. Irony is, these same developers are the ones who will benefit from this not-so-great plan.

Denver's vision apparently is to crowd as many tax-paying warm bodies into a city that can barely afford itself currently in terms of: Utilities keeping up; Water as a resource for all of Colorado; Adequate police support (They can barely deal with crime/drugs let alone control expired, fake and missing plates on cars that are mostly stolen vehicles); Waste management and sewer lines, Fire protection (know that cheaply built places displace multiple people when fires occur); Hospitals/medical care; and, access to retail, grocers, restaurants. Basic needs.

This direction is NOT the answer. Planning in silos is not the answer either. SO-Are you next going to tell single family homeowners they cannot have guests because you will build a string of prefab homes down middle of each street? Apologies for the sarcasm, but I have watched this insane building-and-they-will-come process for decades with never a slow down to address the basics of infrastructure needed. When do we have "enough" people? And, how did the "sanctuary city" designation become open arms for all, when it's intended purpose was to not call ICE for lesser crimes committed by undocumented people living here? Our mentally ill and drug addicted homeless will still be un-served.

Denver's overbuilding without thought to traffic, streets, food deserts and access to basic needs has already proven to be damaging to health, air quality, noise, lack of plant life and human needs. This current thinking will further deteriorate Denver's quality of life if we don't stop to assess the factors of what can be realistically supported. Taxes and costs of ownership/rent (insurance, upkeep) will continue rising, so there will then be another required tier of even cheaper housing. It will never end and will generate crime pockets like we've never imagined. No one wins except the developers who have owned this city for decades.

Equally important: Denver has no credible, farsighted plans for transit other than walking or biking clear into 2050! That simply doesn't work today for those who are disabled or need to drive to places not served by public transit. We don't teleport yet! And what about provisions for HC parking for these new builds? Is the expectation that no HC people can live in affordable housing unless they all be forced to take our very dysfunctional public transit? That's nuts, y'all! And, seniors are indeed not considered.

It is ludicrous to expect people who love the outdoor lifestyle enough to take jobs here to not drive because there are no daily options for getting out of Denver-even to neighboring cities. I'm obviously appalled to read this in Denverite this week. Because it is announced without public input, it makes me believe Denver residents don't actually have any voice here, despite the new department supposedly created to hear RNO voices.

Penn Tate who ran for mayor in the past got it right ->PLEASE STOP and assess the reality of infrastructure needs before you give more profits away to developers. We drive because there are no reliable or feasible options to get out of the city--and, for that matter, to get around the city in a decent time frame unless one drives.

https://denverite.com/2024/12/09/denver-parking-minimums-requirements-eliminated-proposal-2024/?utm_medium=email&utm_source=denverite&utm_campaign=denverite20

[241210](#)

Jane Lorimer, A concerned resident who has lived here for a very long while.

Dist 5 resident now

Planning Board Comments



Submitted on	13 March 2025, 11:04AM
Receipt number	768
Related form version	3

Your information

Name	Mathew Trostle
Address or neighborhood	43 South Sherman Street
ZIP code	80209
Email	mattrostle@yahoo.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 2:33PM
Receipt number	769
Related form version	3

Your information

Name	Caroline Schomp
Address or neighborhood	Cheesman Park
ZIP code	80206
Email	ccschomp@yahoo.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Parking minimums

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong opposition

Your comment:

The slogan "Streets are for people" does not recognize the fact that some of us have limited mobility and need our automobiles to get around. Nor does it recognize that, since Denver has a substandard public transit system, cars are a necessity to get to work, shop or access recreation/entertainment, etc. Urban planning, like other things in our world, are subject to fads and I believe this no-parking minimum is among them. Better you should spend your time and our money upgrading the transit system and getting people to embrace EVs.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:09AM
Receipt number	770
Related form version	3

Your information

Name	Kelly Sanford
Address or neighborhood	2838 Irving St
ZIP code	80211
Email	kelly.sanford13@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

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Planning Board Comments



Submitted on	13 March 2025, 11:09AM
Receipt number	771
Related form version	3

Your information

Name	Cameron Burke
Address or neighborhood	west colfax
ZIP code	80204
Email	cameronburke87@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name modernizing parking requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

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Planning Board Comments



Submitted on	13 March 2025, 11:10AM
Receipt number	772
Related form version	3

Your information

Name	Zane Scott-Tunkin
Address or neighborhood	1366 Garfield Street #501
ZIP code	80206
Email	zscotttunkin@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

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Long overdue in Denver!

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Planning Board Comments



Submitted on	13 March 2025, 11:11AM
Receipt number	773
Related form version	3

Your information

Name	Joel Brown
Address or neighborhood	444 E 19th Ave, Apt B335
ZIP code	80203
Email	joel.wilcox.brown@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

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Planning Board Comments



Submitted on	13 March 2025, 11:14AM
Receipt number	774
Related form version	3

Your information

Name	Grant Weimer
Address or neighborhood	Cheesman Park
ZIP code	80206
Email	Grantmweimer@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Removing parking minimums

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

The cloud of smog sitting over our city is literal, but also metaphorical for how cars hold our urban centers back. Cars make sense for suburban areas, but it doesn't make sense to force them upon urban, walkable neighborhoods. Developers should be able to choose how many parking spaces they provide, as sometimes 0 parking is appropriate for places like bars, breweries and neighborhood restaurants.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:14AM
Receipt number	775
Related form version	3

Your information

Name	Elizabeth Morales
Address or neighborhood	1639 Race St Apt 303
ZIP code	80206
Email	ecsmorales@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

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Planning Board Comments



Submitted on	13 March 2025, 11:18AM
Receipt number	776
Related form version	3

Your information

Name	Heidi Ippolito
Address or neighborhood	1203 N. Emerson Street
ZIP code	80218
Email	ippolito.heidi@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

We are ready to make real change in this city by de-prioritizing cars and re-prioritizing people! I want to see more money and infrastructure toward public transit and walkability. We will NEVER build enough parking lots and highways to satisfy the hunger for car culture, and we need a cultural shift. THIS SHIFT HAPPENS WITH POLICIES LIKE THIS!

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars. Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

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Planning Board Comments



Submitted on	13 March 2025, 11:16AM
Receipt number	778
Related form version	3

Your information

Name	Bradley B
Address or neighborhood	Riverfront Denver
ZIP code	80202
Email	bradmbranson@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong opposition

Your comment:

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If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:18AM
Receipt number	779
Related form version	3

Your information

Name	Michael Atkins
Address or neighborhood	Hilltop
ZIP code	80220
Email	michael.atkins89@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes. Current parking requirements often result in underutilized space. By removing these mandates, developers can optimize land use based on actual demand, potentially creating more housing units, community facilities, or green spaces. Additionally, removing minimums can help reduce construction costs on new builds by up to 50% in some cases. With Denver in critical need of affordable housing, decreasing the cost of construction can be a huge boost. Finally, reducing emphasis on parking can foster more sustainable living environments and promote alternative transportation methods, contributing to reduced emissions and healthier, more active communities.

By removing parking minimums, Denver is taking a crucial step towards creating a more livable, affordable, and sustainable city for all its residents. This market-based approach will help address our housing challenges while promoting smart urban growth.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:19AM
Receipt number	780
Related form version	3

Your information

Name	Chris Applegate
Address or neighborhood	644 S. Sherman Street
ZIP code	80209
Email	cdapplegate@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Denver is on the cusp of being a leader in this space for eliminating minimum parking ratios. I am someone who personally uses public transit 70% of the time to move around the city and another 20% by foot and 10% by car. I love coming to business with space for people. I invested in a lighted vest this past winter for my walks to and from work or when I get off the bus due to our car dependency and to create more safety for myself.

This zoning code change will make accessibility better, improve our air quality, hopefully bring spaces back like Larimer Street where we used to sit outside and not worry about cars outside Ratio. I hope we pass this to send it to city council to support and make Denver a leading change agent to create a stronger city.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:30AM
Receipt number	781
Related form version	3

Your information

Name	Andrew Westphal
Address or neighborhood	Cherry Creek North
ZIP code	80209
Email	atwestphal96@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:42AM
Receipt number	782
Related form version	3

Your information

Name	Kerry Hildreth
Address or neighborhood	Lowry
ZIP code	80230
Email	klhildreth@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirement

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to express my strong support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates reinforce Denver's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, biking and transit.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:51AM
Receipt number	783
Related form version	3

Your information

Name	Jessica Reaves
Address or neighborhood	Park hill
ZIP code	80220
Email	Jess_reaves@yahoo.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:57AM
Receipt number	784
Related form version	3

Your information

Name	Austin Walker
Address or neighborhood	Cap Hill
ZIP code	80203
Email	agwalk222@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Zoning Code Text Amendment
--------------	----------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Hi, my name is Austin and I'm a Denver pedestrian. Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. As a Denver resident who primarily uses public transit and walks, I am always floored by the amount of parking space that our buildings and neighborhoods are forced to provide. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency and creating a more sustainable future.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. Removing this requirement will force the city to become more human centered, creating a future that is brighter, healthier and happier. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 12:04PM
Receipt number	785
Related form version	3

Your information

Name	Jake Kobrin
Address or neighborhood	85 S Union Blvd, Apt 491
ZIP code	80228
Email	jakewkobrin@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Minimum parking requirement
--------------	-----------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Eliminating minimum parking requirements for businesses in Denver gives businesses the freedom to develop as they see fit and orient our city towards increased density and efficient use of space for people rather than cars.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 12:14PM
Receipt number	786
Related form version	3

Your information

Name	Katie Agenbroad
Address or neighborhood	South Denver
ZIP code	80246
Email	katieagenbroad@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 12:16PM
Receipt number	787
Related form version	3

Your information

Name	Andrew Novitskity
Address or neighborhood	South Denver
ZIP code	80246
Email	andrew.novitskiy@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 12:27PM
Receipt number	788
Related form version	3

Your information

Name	Irene Glazer
Address or neighborhood	West Colfax
ZIP code	80204
Email	Ireneglazer@gmail.com

Agenda item you are commenting on

Other

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Parking minimums

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 12:51PM
Receipt number	789
Related form version	3

Your information

Name	Nick Tuta
Address or neighborhood	Barnum West
ZIP code	80219
Email	ntuta33@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Hello! My name is Nick, I'm a resident of Barnum West currently, and have lived in Denver my entire life.
I'm writing to express my strong support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking minimums are an outdated policy that have contributed to the high cost of housing, living, and sprawl problems facing Denver and most cities/towns in our country today. You have an opportunity to make a different policy choice that will align with Denver's environmental, economic, and equity goals.

I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

Thank you!

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 1:02PM
Receipt number	790
Related form version	3

Your information

Name	Bryant Webb
Address or neighborhood	1195 South Grant Street
ZIP code	80210
Email	webb.bryant@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 1:03PM
Receipt number	791
Related form version	3

Your information

Name	Annelies van Vonno
Address or neighborhood	130 N Pearl St Apt 702
ZIP code	80203
Email	avanvonno@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Hello,

I am a Denver resident, and I am writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

Thank you for your time and consideration,
Annelies

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 1:31PM
Receipt number	792
Related form version	3

Your information

Name	Keanan Gleason
Address or neighborhood	Five Points
ZIP code	80205
Email	gleasonkeanan@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my strong support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency. Just recently, we witnessed the negative impacts of unnecessary parking requirements when Cerebral Brewing was forced to convert its patio to parking. Such a ridiculous move by the city is bad for business, benefits no one, and goes against the will of the business owners, customers, and surrounding community.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 2:18PM
Receipt number	793
Related form version	3

Your information

Name	Chris Kampe
Address or neighborhood	313 W 2nd Ave
ZIP code	80223
Email	christopher.kampe@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Raising our two daughters in Denver, my priority is keeping them safe and ensuring they have an affordable and great city to live in as they grow up. Traffic violence and the high cost of housing are two of the biggest issues in this city that my daughters face today and will face in the future. The proposed zoning code changes are a movement in the right direction to address both of these issues. We recently bought a family electric cargo bike and it has been an incredible option for our family and allowed us to only own one car as a family. We mostly don't even need that one vehicle and I could see us not needing any cars for our family in the future, which is an exciting way for us to save money and live a more enjoyable lifestyle with our kids than dealing with traffic and the expense of car ownership. While that option may not work for everyone, I believe there are increasing alternative transportation options and the zoning code shouldn't force Denver residents to pay for a certain amount of expensive car parking that they don't want or need.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

Thank you for listening to my opinion on this important issue for our city!! The attached photo is my two daughters on our new bike after a recent trip to Paco Sanchez Park (which is amazing by the way) on the other side of town with no car!

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

[IMG_4166.jpg](#)

Planning Board Comments



Submitted on	13 March 2025, 2:30PM
Receipt number	794
Related form version	3

Your information

Name	Holly Webb
Address or neighborhood	Platt Park neighborhood
ZIP code	80210
Email	webb.hollyr@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I support removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in the current zoning code reinforce unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for improving air quality, increasing housing affordability, building more walkable neighborhoods, and developing safe mobility options that prioritize walking, rolling, and biking. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental and economic goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 2:46PM
Receipt number	795
Related form version	3

Your information

Name	Leslie James
Address or neighborhood	2240 Gilpin St
ZIP code	80205
Email	lesliejames@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 2:59PM
Receipt number	796
Related form version	3

Your information

Name	Grayson ORoark
Address or neighborhood	Congress Park
ZIP code	80206
Email	goroark@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

These antiquated ratios legitimately harm the livability of Denver and are equally disliked by patrons and businesses alike. They limit growth, discourage vibrant street life, and create unnecessary hurdles for small businesses. Reforming these outdated policies would make the city more accessible and dynamic for everyone.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 3:09PM
Receipt number	797
Related form version	3

Your information

Name	Jose A Castro
Address or neighborhood	Curtis Park
ZIP code	80205
Email	jcastro1399@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Existing parking minimums in Denver's zoning code are a product of our overreliance on single-occupancy vehicle as the primary form of transportation for our residents and visitors. Their continued existence reinforces this transpiration imbalance, disproportionately incentivizing creating space for cars as opposed to space for people.

Please remove the minimum parking mandates from the zoning code and help Denver achieve its goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 4:08PM
Receipt number	798
Related form version	3

Your information

Name	Kevin Wells
Address or neighborhood	1833 N. Williams St.
ZIP code	80218
Email	kwells2147@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Less parking mandates will let us innovate denser housing and better public transit. Denver needs this to become a greater city. Make the city more people friendly, less car-friendly.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 5:03PM
Receipt number	799
Related form version	3

Your information

Name	Hammel Matthew
Address or neighborhood	835 Monaco pkwy
ZIP code	80220
Email	hammelmc@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernization parking
--------------	-----------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong opposition

Your comment:

We need more parking for cars. The city is trying to build more buildings with less parking. This is a mistake as people get around by car not bus or bike. They are trying to force us into the before mentioned modes. You can't freely get around denver or colorado without a car. We live here to go do things and enjoy our state. We need a place to park our car at our new condo downtown.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 6:35PM
Receipt number	800
Related form version	3

Your information

Name	Brian Atwater
Address or neighborhood	Capitol Hill
ZIP code	80218
Email	Batwater225@gmail.com

Agenda item you are commenting on

Other

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Parking Minimums

Submit your comments

Would you like to express support or opposition to the project?

Moderate opposition

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 6:37PM
Receipt number	801
Related form version	3

Your information

Name	Adrienne Van Antwerp
Address or neighborhood	33 S Chase Dr
ZIP code	80226
Email	avanantwerp2@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code diminish housing affordability, make Denver's neighborhoods less walkable, limit economic opportunity, and reduce the bustling energy of a vibrant downtown community. Removing parking minimums is an important step in developing safe alternative mobility options, reducing road congestion, enabling business development, and creating both an engaging and appealing built environment. I strongly support the elimination of parking minimums, and I urge the planning board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 6:44PM
Receipt number	802
Related form version	3

Your information

Name	Alex Modrzecki
Address or neighborhood	Five Points
ZIP code	80205
Email	Alexmodrzecki@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing parking requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Parking reform is a no brainer. People over cars.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 6:59PM
Receipt number	803
Related form version	3

Your information

Name	Jaime Lewis
Address or neighborhood	Golden Triangle
ZIP code	80204
Email	jlewis@ccdconline.org

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Parking Minimums
--------------	------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I live in a building that opened in late 2024. It decided not to match parking with the number of tenants. To date, there has been no push back and most people applying for a unit think it is a great idea to keep neighborhoods free of congestion and lower emissions.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 8:14PM
Receipt number	804
Related form version	3

Your information

Name	Rachael Ozier
Address or neighborhood	5701 E 8th Ave
ZIP code	80220
Email	Rachaelozier@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

This city is parking lot ridden. I've never seen anything like it in my life. So much usable space taken up by parking lots that are usually sitting nearly empty. Please reform this so we can have more green space and keep building this city up as a walkable city. People want walkable cities!

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 8:36PM
Receipt number	805
Related form version	3

Your information

Name	Taylor Lucas
Address or neighborhood	Park Hill
ZIP code	80207
Email	TaylorLucasTL12@gmail.com

Agenda item you are commenting on

Other

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Parking reform

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes. Parking requirements make building affordable housing incredibly difficult and telling people they have to build parking on their land limits their freedom. Having parking requirements has made it harder for small businesses to open and for mixed use development to happen on a natural scale. Please prioritize pedestrians, marginalized folks, small business owners, and people like me who want to live and walk in the city I love,

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	13 March 2025, 11:38PM
Receipt number	806
Related form version	3

Your information

Name	Jason Schaefer
Address or neighborhood	990 N Logan St
ZIP code	80203
Email	jason.m.schaefer@gmail.com

Agenda item you are commenting on

Other

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Eliminating minimum parking requirements

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

As an urban planner who studies best practices in the field, it is clear that eliminating parking requirements is becoming standard practice with a growing number of peer communities taking this step. Three compelling reasons stand out among many other commonsense arguments to eliminate parking minimums:

1. developers and their lenders are very willing and capable of estimating their parking need
2. frees up staff time and resources while also speeding up the development review process
3. it's the most effective way to address the housing affordability crisis

A recent study from the State of CO found that parking reform alone can boost homebuilding by 40-70%. The study found that eliminating parking minimums resulted in two to three times as many new homes as legalizing ADUs or larger multifamily buildings near transit, even when every new building still included some amount of parking.

Eliminating parking minimums is a commonsense policy that deserves the Planning Board's support. To reject this policy would be a rejection of modern planning best practices while signaling that the City is not actually serious about addressing the housing affordability crisis.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 1:36AM
Receipt number	807
Related form version	3

Your information

Name	John Hart
Address or neighborhood	Speer
ZIP code	80209
Email	Prof.od@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I strongly support removing minimum parking ratios from Denver's zoning code. Our current parking mandates perpetuate a car-dependent culture that drives up housing costs, harms air quality, and exacerbates climate change. By eliminating these mandates, we can prioritize walkable neighborhoods, affordable housing, and sustainable transportation options that benefit all Denver residents.

Decades of excessive parking requirements have reinforced our city's reliance on cars. Now, we have a chance to make a better policy choice that aligns with Denver's goals for environmental sustainability, economic equity, and social justice.

I urge the Planning Board to approve the proposed zoning code changes and remove minimum parking mandates. This is a crucial step towards creating a more livable, sustainable, and equitable Denver for all.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 7:59AM
Receipt number	808
Related form version	3

Your information

Name	Sam Enos
Address or neighborhood	4400 S Monaco St
ZIP code	80237
Email	samuel.enos13@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unhealthy dependence on cars, and work against citywide goals increasing housing affordability, building more walkable neighborhoods, and developing safe mobility options for all means of transport. Eliminating minimums is an important step to allowing our city to develop into the city we want it to be. Removing parking minimums does not mean that businesses who need parking cannot build it, but it means that a business that does not need parking can use the space for something better.

Denver has become a car dependent city in all save a few areas, and we have an opportunity to make a policy choice that better aligns with Denver's goals and support the ability of all citizens to move about the city how they choose. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 9:35AM
Receipt number	809
Related form version	3

Your information

Name	Amy Kenreich
Address or neighborhood	552 south pennsylvania st
ZIP code	80209
Email	amykenreich@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

PLEASE MODERNIZE OUR PARKING REQUIREMENTS! DID YOU KNOW, THERE ARE 7 PARKING SPOTS FOR EACH CAR IN AMERICA!

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	11 March 2025, 2:07PM
Receipt number	767
Related form version	3

Your information

Name	Chris Miller
Address or neighborhood	342 N Sherman St
ZIP code	80203
Email	christopher.ryan.miller@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

In addition to the economic, health, environmental, and safety benefits of modernizing parking requirements, I would also like to highlight the benefits of reduced complexity as it pertains to staff time. Reducing complexity will reduce costs borne by CPD's planners and reviewers while improving the other enumerated benefits for our city. That means more staff time to support neighborhood plans or legislative initiatives, accelerating the pace with which the city of Denver's government can respond to the changing needs of our city.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 10:47AM
Receipt number	810
Related form version	3

Your information

Name	Shelley Anne McMullen
Address or neighborhood	817 N Pearl St.
ZIP code	80203
Email	sar.mcmullen@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Removing minimum parking requirements increases efficiency in land development. Logically, removing parking minimum requirements reduces construction costs and provides additional square footage available to develop for housing. In a city where there is a deficiency in affordable housing, cutting red tape and providing options for efficiency and cost-savings for developers is essential. Related to climate impacts, uncovered parking also contributes to heat island effect and increases impermeable surfaces, which increase potential for flooding.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 11:04AM
Receipt number	811
Related form version	3

Your information

Name	Mark Schenberger
Address or neighborhood	357 S Bannock St
ZIP code	80223
Email	schenberger.1@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share support for eliminating parking minimums in Denver. Arbitrary minimum parking requirements like we have now contribute to housing affordability issues and make it more difficult for some businesses to survive due to the space parking takes up and the cost of constructing it.

Additionally, many of Denver's comprehensive plan and transportation plan goals relate to increasing walkability, bikeability, and transit access in order to reduce vehicle miles travelled. For new developments, being forced to include unnecessary amounts of parking only entrenches the auto-oriented design of much of the city.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 11:08AM
Receipt number	812
Related form version	3

Your information

Name	Dani McLean
Address or neighborhood	West Colfax
ZIP code	80214
Email	danimariemclean@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 11:41AM
Receipt number	813
Related form version	3

Your information

Name	Justine Oliver
Address or neighborhood	3255 S Parker Rd
ZIP code	80014
Email	justice.e.oliver@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name
Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 11:43AM
Receipt number	814
Related form version	3

Your information

Name	Taylor Dehn
Address or neighborhood	3255 S Parker Rd
ZIP code	80014
Email	Taylor.dehn@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 12:44PM
Receipt number	815
Related form version	3

Your information

Name	Elijah Dunn
Address or neighborhood	11107 E 25th Ave
ZIP code	80010
Email	elidunn83@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Your comment:

I would like to support the removal of minimum parking mandates. By doing so, we can create a city that is less reliant on cars, and explore different options as far as transportation. Cars and parking infrastructure takes up heaps of space, and limits city development. Please consider the removing the parking mandates. Thank you

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 1:29PM
Receipt number	816
Related form version	3

Your information

Name	Collin Pearsall
Address or neighborhood	Florissant
ZIP code	80816
Email	cpearsall242@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Parking minimums are the single most important policy that lead to the US having higher carbon emissions from transportation and higher injury/fatality rates from transportation compared to other developed countries. We also have a housing crisis and need to put people before cars.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 5:32PM
Receipt number	818
Related form version	3

Your information

Name	Brittany Llewellyn
Address or neighborhood	1367 Grape
ZIP code	80220
Email	soillusory@att.net

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing parking requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce the city's dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs.

To be clear, I own a vehicle and understand the need to drive at times. But eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. We have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	14 March 2025, 9:25PM
Receipt number	819
Related form version	3

Your information

Name	Namanand Henderson
Address or neighborhood	3374 Pontiac Street
ZIP code	80207-2304
Email	namhenderson@hotmail.com

Agenda item you are commenting on

Other

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Minimum Parking Mandates

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	15 March 2025, 5:21PM
Receipt number	820
Related form version	3

Your information

Name	Tara Craig
Address or neighborhood	Congress Park
ZIP code	80206
Email	hw789@yahoo.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

Please approve the proposal to remove minimum parking mandates from the zoning code.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	16 March 2025, 11:16AM
Receipt number	821
Related form version	3

Your information

Name	Ted Herringshaw
Address or neighborhood	3133 Perry Street
ZIP code	80212
Email	tedherringshaw@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to strongly support changes to remove parking requirements from the zoning code. Our city has been built with only cars in mind for way too long. This zoning change will be a great step toward becoming a better city for actual people, not vehicles.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	16 March 2025, 4:00PM
Receipt number	822
Related form version	3

Your information

Name	Benjamin Shpurker
Address or neighborhood	Highlands
ZIP code	80202
Email	shpurk@pm.me

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I am writing to share my support for removing minimum parking ratios from the zoning code. The current requirements makes building new homes and other valuable buildings more difficult and expensive than it needs to be. Removing minimum parking ratios would be a step in the right direction towards a more affordable, healthy, sustainable, and vibrant city.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	17 March 2025, 5:47AM
Receipt number	823
Related form version	3

Your information

Name	Manuel Morales
Address or neighborhood	3443 East 29th Avenue
ZIP code	80205
Email	manuelmoralesno17@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing parking requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs.

Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	17 March 2025, 10:31AM
Receipt number	824
Related form version	3

Your information

Name	Stephen Holmquist
Address or neighborhood	
ZIP code	80211
Email	sholmquist18@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge the Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	17 March 2025, 11:41AM
Receipt number	825
Related form version	3

Your information

Name	Katherine Rooks
Address or neighborhood	140 N Downing Street
ZIP code	80218
Email	katherinerooks@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name Modernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I'm writing to share my support for removing minimum parking ratios from the zoning code, and to urge Planning Board to approve the proposed zoning code changes.

Parking mandates in Denver's current zoning code reinforce our city's unaffordable, unhealthy, and unsustainable dependence on cars, and work against citywide goals for reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

Car dependence is a policy choice reinforced by decades of excessive parking mandates. Now, we have an opportunity to make a different policy choice that better aligns with Denver's environmental, economic, and equity goals. I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	17 March 2025, 12:07PM
Receipt number	826
Related form version	3

Your information

Name	David Scarbeary
Address or neighborhood	1572 Madison St.
ZIP code	80206
Email	david@scarbeary.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project nameModernizing Parking Requirements

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong opposition

Your comment:

I am writing to express my strong opposition to removing minimum parking requirements from Denver's zoning code. I urge Planning Board and City Council to reject the proposed zoning code changes that would eliminate these essential mandates.

Minimum parking requirements exist to ensure that new developments contribute to, rather than burden, our city's infrastructure. Removing these requirements would create serious consequences for residents, businesses, and neighborhoods, increasing parking congestion and forcing more cars onto already crowded streets. Developers, left to their own devices, will predictably take full advantage of the lack of regulation—maximizing profits at the expense of the community's needs. When was the last time we could trust developers to do otherwise?

Denver's current parking standards help maintain a reasonable balance between new development and the realities of car ownership. Without them, we risk worsening traffic, creating parking nightmares for residents and businesses, and undermining the accessibility and economic vitality of our neighborhoods. A well-functioning city requires thoughtful planning, not policies that ignore the reality that many residents rely on personal vehicles for work, errands, and daily life.

I also urge the Planning Board & City Council to take further steps to protect our city's infrastructure by rejecting any measures that impose parking maximums, parking benefit districts, or mandatory transit pass programs that do not reflect the actual needs of residents. These so-called "common-sense" policies instead create unnecessary burdens while failing to account for the practical needs of working families, seniors, and others who depend on cars to navigate Denver efficiently.

Denver's livability and accessibility must come before developer profits. Please maintain minimum parking requirements and ensure that our city remains functional and accommodating for all residents.

Thank you for your time and consideration.

Sincerely,

David Scarbeary
South City Park Neighborhood

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	17 March 2025, 12:31PM
Receipt number	827
Related form version	3

Your information

Name	Carolyn Cantrell
Address or neighborhood	1850 Bassett St. #1124
ZIP code	80202
Email	cmcantrell50@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I strongly support removing minimum parking ratios from the zoning code and I urge the Planning Board to approve the proposed zoning code changes.

Denver's current parking mandates support our reliance on cars and work against the city's goals of reducing greenhouse gas emissions, improving air quality, increasing housing affordability, building more walkable neighborhoods, creating economic opportunity for all Denver residents, and developing safe mobility options other than cars. Eliminating minimums is an important step to undoing decades of policy-making that led to our city's car dependency.

As a resident of downtown Denver safe streets and sidewalks as well as alternatives to driving are very important to me. We are now caught in a cycle of requiring parking spaces which encourages people to drive into the city, which means we need even more parking spaces to accommodate those vehicles.

I support removing minimum parking mandates from the zoning code, and urge Planning Board to do the same.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

Planning Board Comments



Submitted on	18 March 2025, 9:11PM
Receipt number	828
Related form version	3

Your information

Name	Ryan Keeney
Address or neighborhood	800 N Pennsylvania St Apt 1204
ZIP code	80203
Email	rwk005@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning
Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name	Modernizing Parking Requirements
--------------	----------------------------------

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

On behalf of myself and the organization YIMBY Denver, I fully support removing burdensome parking mandates for all new development in Denver. This is a win for housing abundance and it is a win for climate. Enforcing requirements to accommodate automobiles on private property is out of line with our city's values and it is long past time that we removed these unnecessary requirements that serve as a fertility drug for cars and make it harder to build desperately needed housing in the most desirable and walkable parts of our city. I am tremendously excited and thankful that the Mayor and CPD have launched this project and I ask for your support.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

From: david@scarbeary.com
To: [Montgomery, Justin A. - CPD Senior City Planner](#)
Cc: newstips@9news.com EOC Media Partner COVID19 Response; [Office of Councilwoman Serena Gonzales-Gutierrez](#); [Office of Councilwoman Sarah Parady](#); hannah.metzger@westword.com; [City Council District 10](#); [South City Park Neighborhood](#); openforum@denverpost.com
Subject: Re: [EXTERNAL] Not Overwhelmed with Support here in South City Park.
Date: Tuesday, March 25, 2025 5:00:55 PM

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Justin,

Your prompt response a City representative is refreshing and greatly appreciated. Fellow Citizens for Livable Streets hope to utilize the available public forums to ensure the negative consequences of this proposal are well-voiced. A review of the DOTI/CPD study appears to reveal a bias in favor of developers that will reap additional profits from 'unparked' development, leaving the neighbors to live with the aftermath. We hope the City Council members remain open to both sides of this proposal.

An analysis of the DOTI report appears to show it:

- > Uses loaded language like “harmful mandates” and “unnecessary regulations.”
- > Repeatedly references only positive outcomes in cities that removed parking minimums.
- > Cites anecdotal data that developers often “over-park,” despite zoning minimums.
- > Ignores or downplays community-level consequences like overflow parking, accessibility, and neighborhood impacts.

The proposal overall has potential for many negative impacts on our community:

- > Assumes developers will still provide “enough” parking without mandates.
- > Relies heavily on market forces and lender requirements—not community needs.
- > Creates risk of overflow street parking in residential neighborhoods.
- > Reduces accessibility for people who rely on cars, including seniors and working families.
- > Proposes citywide change even in areas not well-served by transit.
- > Dismisses concerns about neighborhood congestion and developer overreach.

Thank you for listening,

David

On Tuesday, March 25, 2025 at 03:42:20 PM MDT, Montgomery, Justin A. - CPD Senior City Planner <justin.montgomery@denvergov.org> wrote:

Hi David,

Thank you for reaching out. We're glad you are engaged and care about Denver's future. In addition to positive comments about the potential benefits of removing parking mandates, we have also heard some concern about potential negative impacts. I want to ensure you that all comments we receive are saved and will be provided in full to the City Council and Planning Board, as an attachment to our staff report. City Council must approve any zoning text amendment in a public hearing.

The intent of the Modernizing Parking Requirements project is not to eliminate the ability to build parking spaces. It is simply to eliminate required parking minimums. In some zone districts or for specific land uses, we currently have no parking minimums. And in several cases, applicants have opted to build what they feel are the appropriate number of parking spaces. Please see our [FAQs for more details](#) on the proposal, and, if possible, attend one of our [engagement events](#) for more information on the proposal and to ask questions.

Thank you,



Justin A. Montgomery, AICP | Senior City Planner
Community Planning and Development | City and County of Denver
[Pronouns](#) | He/Him/His
phone: (720) 865-2735

311 | denvergov.org/CPD | [Denver 8 TV](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

From: david@scarbeary.com <david@scarbeary.com>
Sent: Tuesday, March 25, 2025 11:39 AM
To: Montgomery, Justin A. - CPD Senior City Planner <Justin.Montgomery@denvergov.org>
Cc: newstips@9news.com EOC Media Partner COVID19 Response <newstips@9news.com>; Office of Councilwoman Serena Gonzales-Gutierrez <G-Gutierrez.atlarge@denvergov.org>; Office of Councilwoman Sarah Parady <paradyatlarge@denvergov.org>; hannah.metzger@westword.com; City Council District 10 <District10@denvergov.org>; South City Park Neighborhood <southcitypark@gmail.com>
Subject: [EXTERNAL] Not Overwhelmed with Support here in South City Park.

Justin,

We can see in Westword and in emails from the pro-developers you're pumping up the pro-no parking requirements with your support of the groups behind the agenda of developers removing parking requirements. They're even quoting you in an email I received today. In your Westword quote - *"Few of those concerns have come up so far,*

says Senior City Planner Justin Montgomery." Many of us home owners and residents have been expressing our concerns. I've submitted to your city feedback website, but apparently you won't acknowledge that when you're speaking to Westword. You sound more like a proposer for the developer agenda rather than an impartial city facilitator, which we thought your role at the city required.

<https://www.westword.com/news/denver-could-soon-eliminate-minimum-parking-requirements-24057850>

Over here in South City Park, we're not excited [Denver Could Soon Eliminate Minimum Parking Requirements in Zoning Code](#). I've copied my letter to the city feedback site and to my City Council. **No one has acknowledged my opinion** with a return email or any confirmation that they're not putting it in the trash as soon as it arrives. Copy of my letter below already shared with on the city feedback site, and with city council members.

Keep Parking Minimums - Don't Trust Developers to do the Right Thing

I am writing to share **my strong opposition to removing minimum parking requirements** from Denver's zoning code. I urge City Council to reject the proposed zoning code changes to eliminate these essential mandates.

Minimum parking requirements ensure that new developments **contribute** to, rather than **burden**, our city's infrastructure. Removing these requirements would create serious consequences for residents, businesses, and neighborhoods, increasing parking congestion and forcing more cars onto already crowded streets. Developers, left to their own devices, will predictably take full advantage of the lack of regulation—maximizing profits at the expense of the community's needs. When was the last time we could trust developers to do otherwise?

Denver's current parking standards help maintain a **reasonable balance** between new development and the realities of car ownership. Without them, we risk worsening traffic, creating parking nightmares for residents and businesses, and undermining the accessibility and economic vitality of our neighborhoods. A well-functioning city requires thoughtful planning, not policies that ignore the reality that many residents rely on personal vehicles for work, errands, and daily life.

I also urge the City Council to take further steps to protect our city's infrastructure by rejecting any measures that impose parking maximums, parking benefit districts, or mandatory transit pass programs that do not reflect residents' actual needs. These so-

called “common-sense” policies instead create unnecessary burdens while failing to account for the practical needs of working families, seniors, and others who depend on cars to navigate Denver efficiently.

Denver’s livability and accessibility must come before developer profits. Please maintain minimum parking requirements and ensure that our **city remains functional and accommodating for all residents.**

Thank you for your time and consideration.

Sincerely,

David Scarbeary

1572 Madison St., Denver, CO 80206

From: cathytimm217@gmail.com
To: [Montgomery, Justin A. - CPD Senior City Planner](#)
Subject: RE: [EXTERNAL] "Modernizing Parking Requirements" Comment Form Response
Date: Monday, April 14, 2025 3:16:43 PM

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Thank you ... I messed up on the form and couldn't resubmit anything –operator error.

I wanted to comment that I think we should NOT eliminate any sort of parking minimums that are based on number of apartments / housing units or expected traffic at retail locations. We are already seeing crowded streets with limited parking for residents and visitors in many parts of the city. We can't rely on developers to plan for this. Denver livability is already being impacted negatively. While I understand that some of the intent is to push people to public transit, it is just not readily available, reliable, and safe. Biking may be an option – but not a year-round one and it doesn't work for people with a couple of kids or are handicapped or are old.

Thank you for the follow up and allowing me to voice an opinion. Cathy

From: Montgomery, Justin A. - CPD Senior City Planner <Justin.Montgomery@denvergov.org>
Sent: Monday, April 14, 2025 2:56 PM
To: cathytimm217@gmail.com
Subject: FW: [EXTERNAL] 'Modernizing Parking Requirements' Comment Form Response

Hi Cathy,

Thank you for your interest in the Modernizing Parking Requirements project. I want to be sure to understand your comment or answer your question. Did you have a comment or question for us?

Thank you,



Justin A. Montgomery, AICP | Senior City Planner
Community Planning and Development | City and County of Denver
[Pronouns](#) | He/Him/His
phone: (720) 865-2735

[311](#) | denvergov.org/CPD | [Denver 8 TV](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

From: noreply@of.denvergov.org <noreply@denvergov.org>
Sent: Monday, April 14, 2025 12:41 PM
To: Montgomery, Justin A. - CPD Senior City Planner <Justin.Montgomery@denvergov.org>
Subject: [EXTERNAL] 'Modernizing Parking Requirements' Comment Form Response

From: [Planning Services - CPD](#)
To: [Montgomery, Justin A. - CPD Senior City Planner](#)
Subject: FW: [EXTERNAL] Opposition to Modernizing Parking Requirements Project
Date: Thursday, April 24, 2025 8:10:22 AM
Attachments: [image001.png](#)



Erik Saucedo | Administrative Support Assistant IV
Community Planning and Development | City and County of Denver
[Pronouns](#) | He/Him/His

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From: Qualteri, Jennifer <jennifer.qualteri@gmail.com>
Sent: Wednesday, April 23, 2025 3:09 PM
To: Planning Services - CPD <PlanningServices@denvergov.org>
Subject: [EXTERNAL] Opposition to Modernizing Parking Requirements Project

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Dear Denver City Planning and Development,

I'm writing to share my concerns about the Modernizing Parking Requirements project. While I support efforts to improve housing affordability and simplify zoning, I'm worried that eliminating minimum parking requirements overlooks how essential parking is for many of us in Denver and ignores the real challenges posed by the new state law (HB24-1304). I respectfully ask you to reconsider this approach and take a closer look at what it means for our neighborhoods.

Parking Is Still a Big Part of My Life and My Neighbors' Life in Denver

As someone who lives here, I know parking isn't just a convenience, it's a necessity. I rely on my car for work, errands, and getting to places where public transit isn't practical, either because of limited routes or schedules that don't fit my life. The project's report points out that developers often build more parking than required (like 691 spaces at 1145 S. Broadway, when only 428 were needed), which shows that there is real demand. If we get rid of these requirements, I'm concerned that new developments won't have enough parking, leaving me and my neighbors to compete for street spots, deal with more congestion, and feel frustrated. I want Denver to grow, but we need to make sure it supports everyone, including those of us who drive.

The State Law Took Me by Surprise

When HB24-1304 passed, requiring the removal of footnotes for parking minimums on specific projects near transit, I was caught off guard. It felt like a decision made without enough input from people like me who live here. I didn't hear much about it before it became law, and it doesn't seem to take into account the differences between Denver's neighborhoods. The city's plan to go even further and eliminate parking minimums for *all* types of development feels like it's ignoring my community's needs. I'd like to see a plan that's more tailored to what makes Denver unique, rather than a blanket rule that doesn't fit every part of the city.

The State Law Doesn't Match My Reality

The idea behind the state law encouraging housing near transit makes sense in theory, but it assumes transit works for everyone, and that's not the case for me. In many parts of Denver, buses and trains aren't frequent, safe, or reliable enough, and being near a light rail station doesn't mean I

can easily use it, especially if I work odd hours or have mobility issues. The report suggests removing parking minimums will make housing cheaper, but I'm not convinced. Parking costs are just one piece of the puzzle, and developers are still building extra spaces anyway (like 633 at 1901 Lawrence Street when none were required). I worry this one-size-fits-all approach doesn't account for how much I still need my car.

How This Could Affect My Neighborhood

If parking minimums are eliminated, I'm concerned my neighborhood could end up with even less street parking, especially near new apartments or businesses. Programs like Residential Parking Permits or Curbside Management Plans don't seem like enough to handle a significant shortage, and they're often just a Band-Aid fix. Instead, we should have flexible parking requirements that make sense for each area, maybe lower ratios where transit is good, but keep some parking where it's still needed. This would fit with Blueprint Denver's idea of planning that respects each neighborhood's character and makes sure everyone has options.

Closing Thoughts

I love that Denver is working on affordability and sustainability, but getting rid of parking minimums doesn't feel like the right move. My car is still a big part of how I get around, and the sudden state law left me feeling like my voice wasn't heard. I'm asking you to consider a more balanced approach, one that keeps flexible parking rules, listens to people like me, and meets the diverse ways we all get around the city. That way, Denver can continue to grow while staying a place where I can live comfortably and get where I need to go.

Sincerely,

Jennifer Qualteri

3253 W Conejos Pl

Denver, CO 80204

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Jennifer

From: [Sally Jones](#)
To: [Montgomery, Justin A. - CPD Senior City Planner](#); [Flynn, Kevin J. - CC Member District 2 Denver City Council](#); [Rossi](#)
Subject: [EXTERNAL] Minimum parking changes
Date: Saturday, April 26, 2025 5:06:40 AM

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When adequate parking isn't available or unplanned for at a location such as an apartment complex, people will park all over in the neighborhoods. This is what happens now and this is what will happen in the future.

I see this as another "anti-vehicle" measure designed to force people to use public transportation.

In the southwest part of Denver, this is anathema. People here are working blue collar and need their vehicles. Thinking that a construction worker, a lawn maintenance person, or a visiting nurse for example can do their job and carry supplies on a bus is folly.

DPD emphasizes to people regularly that parking on the street ensures that theft from motor vehicle and even theft of motor vehicle increases by 40%. Denying people parking has no upside in my opinion.

Response Modernizing Parking Requirements Text Amendment

The Washington Park East Neighborhood RNO Zoning Committee has received the proposed Denver Code Text Amendment Modernizing Parking Requirements. There was not an official meeting, all communications were shared through e-mail.

There are many concerns concerning the removal of the parking requirements, as the city plans to pursue a higher-density housing base

Unforeseen Possible Economic Impact:

Creating more affordable housing is an important goal; however, not requiring parking is an economic burden to the citizens who can least afford the additional expense.

Parking that is currently available for multi-unit buildings will most likely see a benefit in charging for those spaces, increasing monthly living expenses for those who can least afford it.

It will create a further economic divide, leaving a city of haves (with private parking) and have-nots (no transportation/additional parking costs).

City planning & policy should not create zoning regulations that harm the most vulnerable of our city.

Businesses are having a difficult time surviving and lack of parking is a major factor.

It will force people to move to the suburbs to avoid that inconvenience. Local businesses are already relocating to the burbs to service this new trend.

The city wants to encourage regional public transit which is perceived as unsafe and inefficient. In 2024, Denver's Regional Transportation District (RTD) saw a slight increase in ridership, rising to 65.23 million boardings, up 0.1% from 2023. However, this remains 38% below pre-pandemic levels in 2019. The growth was primarily driven by bus ridership, while light rail ridership saw a decrease. This is reflected in the lack of faith/use for public transit in Denver.

The city should first improve public transit, including safety of the busses and parking around stations, and public transportation for “the last mile” and then use of public transportation will increase as a result. For example, many residents in the Washington Park Neighborhood used take light rail downtown at night because parking was right at the station (Alameda), well-lighted and felt safe. Now the parking for the station doesn't feel safe.

It will make it more expensive and congested with Ubers and Lifts the only way in and out.

Street sweeping will become a thing of the past –

Transportation corridors are already choked with parked vehicles. Causing congestion pollution and slowing emergency response.

It makes the city less visually attractive and will lower property values.

Sports arenas will relocate out of the city, like the Broncos Stadium already discussing such a move.

Assumptions of this new text amendment

Residents will use bikes and/or public transportation and removing parking availability will create a natural reduction in the use of cars.

This is impractical based on the data of car ownership.

According to a report from KDVR in August of 2024 there were 571,381 vehicles registered in the City & County of Denver. According to U.S. Census Bureau data, as of 2022, an estimated 713,252 people were living in the City and County of Denver, with just over 598,000 being over 16 years old.

- **High Car Ownership:** Denver's average of 2 cars per household indicates a high level of car reliance in the city.
- **Registered Vehicles:** The number of active vehicles registered in Denver highlights the substantial impact of car ownership on the city's infrastructure and traffic.
- **Commuting:** Most people in Denver commute to work by driving alone, with an average commute time of 25.4 minutes.

Conclusion

The proposed Denver Code Text Amendment Modernizing Parking Requirements is too broad and we do not have a public transportation system that will meet the needs of its citizens.

Further, owning a car for personal transportation should not be considered a privilege, but rather an option.

The argument that Denver has a moral obligation to address climate change, in a report from Denver 7 News, (12/4/24), according to NESCAUM, Colorado ranked first in market share for new electric vehicle sales in the third quarter, surpassing California. Washington state ranked third, followed by Washington, D.C., and Nevada.

As a city, Denver can't afford to lose businesses and residents because of lack of parking.

From: [E J Lorimer](#)
To: [dence - City Council](#); [Montgomery, Justin A. - CPD Senior City Planner](#)
Cc: [president@denverinc.org](#); [info@winstondowns.org](#)
Subject: [EXTERNAL] Oppose -Modernizing Parking Requirements Text Amendment
Date: Wednesday, May 21, 2025 7:23:54 PM

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STRONGLY OPPOSE

The Modernizing Parking Requirements text amendment proposes a text amendment to the Denver Zoning Code and a zoning language amendment to Section 59-2 of the Denver Revised Municipal Code to remove minimum vehicular parking requirements for all land uses in the city. A related amendment to Chapter 27 of the Denver Revised Municipal Code is also proposed to address reduced parking requirements for affordable housing development.

RATIONALE

- The developers have pushed codes to their advantages for decades. The City has given in to developers and there are always rumors of kickbacks. Why do we continue this possibly corrupt practice and aiding this segment in Denver?
- This lack of even minimum parking onsite requirements means more parking on public streets which makes driving (including bikes) more dangerous, car theft more available and more difficult for the first responders to reach destinations.
- Having no requirements for elderly and handicap access seems a seriously unsophisticated practice in such a major city in the West.
- It precludes a minimum space for even bike or motorcycle parking (something Denver seems to think of as "multi-modal" transit), let alone any that drive handicap equipped vehicles.
- If these buildings have people who work different or non-traditional 8 to 5 jobs, it means they may be parking or having the closest transit located blocks from where they live in order to get to their jobs and home safely.
- There is no reason other than developers wanting more building space to bring them higher ROI, with no regard to the real lifestyle of anyone living in Denver. Will they achieve strong enough consistent occupancy?
- Denver's multi-modal plan is walking, scooters, bikes and BRT is not addressing all

needs, nor is it yet proven successful and cannot be until Colfax is evaluated after completion.

-Denver's 2050 transit plan is not much different from today's - not very futuristic planning. Who knows what technology will exist by 2050.

-In today's economy and politics, it is a dangerous decision to approve this currently as if Denver will become Chicago with transit - even corporations are only doing 3-5 year planning and some large ones are now just 3 to 4 months due to tariffs and political climate. Again, the only winners here are developers - not residents and not the reputation of "great city" because are filling in transit rather than putting the horse before the cart. Get the transit things done before passing this absurd change.

-Some of these developments will, no doubt, be "luxury" and those who can afford them still drive to destinations, so it is strange to assume they'll be occupied without some parking onsite.

-If all are to be affordable, at least provide safe bike and cycle storage areas or theft will go up exponentially.

-There are rogue realtors who are now flipping homes without permits and City says they are too understaffed to deal with it - developers may do the same. And I recall the loophole of developers building condos/apartments and renting for 7 years, then selling the units so no defaults could come back on them. There's just too many loopholes and too few city staff to prevent those now.

Major considerations beyond these are

1. Denver's budget crunch that means we are short police, fire and infrastructure repairs. And, Denver Water, Xcel Energy are maxed to keep up properly so that's why we have old power lines that give way frequently and replacing lead pipes in Denver is done over FIFTEEN years. If more park on public streets, it makes fire and police response even more difficult. Bottom line: the health, safety factors alone impact this decision. Water is not infinite and endless building ramps up heat indexes. It's not a sustainable position.

2. Were we Chicago, as example, transit is in place and was in place as developers transformed the downtown area and nearby areas. Their transit has police in the trains, cabs are waiting at primary stations to take people to homes, work or meeting places. Denver is not set up for that and will not be for another 20 years per the Vision 2040 and transit vision now pushed to 2050.

3. I would favor building to lot size IF underground parking were included for at least 1.5 per unit and safe storage for bikes, scooters.

My concern is that Denver seems to exercise no real thoughtful, well-planned vision perhaps because every department and utility work in silos. We are not seen as a smart growth city - it's hodge podge pleasing developers without thought as to how residents actually want to live. And, Denver seems to feel those of us living in single family homes are the enemy, even though we provide green space which is good for the environment. We know the parkways and medians will all evaporate to concrete - we see it daily.

Bottom line: If something doesn't feel "right", it just isn't right usually. While I appreciate you still are in the *build it and they will come* mode -I also realize Denver has people exiting the city, experiences significant apartment vacancies and continues to think we'll all ride bikes, scooters and motorcycles. Y'all drive to Council even. PLEASE Stop to think how each new building impacts the city in terms of affording the infrastructure (police, fire, utilities, water, public area upkeep) to support it WELL - not half-baked. Take a 30,000 foot view of the realities - it might look different from the top down and when dots are connected.

Jane Lorimer

Dist 5

RNO -WDCA Member, former board president and current communications chair
INC former board VP and continuing volunteer

From: [Rezoning - CPD](#)
To: [Montgomery, Justin A. - CPD Senior City Planner](#); [Kaiser, Libby - CPD CE2159 City Planner Principal](#)
Subject: FW: [EXTERNAL] support removing minimum parking requirements
Date: Tuesday, July 29, 2025 4:25:11 PM

FYI

From: Jeff Jewett <jefftjewett@gmail.com>
Sent: Tuesday, July 29, 2025 2:04 PM
To: Rezoning - CPD <Rezoning@denvergov.org>
Subject: [EXTERNAL] support removing minimum parking requirements

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Dear Councilmembers Parady (at-large), Hinds (district 10), and City Council,
I urge you to **support** the removal of minimum parking requirements in Denver. Thank you for your leadership on this matter.

I live in Congress Park (District 10), and one of the things I like best about this neighborhood is how walkable and bikeable it is. (I also have a car and use that as appropriate.) Unfortunately you wouldn't be allowed to build a neighborhood like Congress Park today because there would be so much more parking required.

Parking minimums raise the cost of housing, including "affordable housing."

They destroy urban life. Walking across a hot asphalt desert of parking destroys the vitality of the urban landscape. Cerebral Brewing on Monroe/Colfax had a wonderful patio that was full of people year-round, but they lost a fight with the city to keep it, and had to give back over half of it just to put in a few required parking spaces.

People that complain about not enough free street parking are really asking for the private taking of a public good (the road). I probably can't park my couch or dining room table on the street - why is it that we assume we should be able to leave our cars anywhere we want for free?

If people want parking, they can pay for it. If a builder thinks their clients want parking, they can build it. Please stop making everyone subsidize the driving culture with endless (unwanted) free parking. The more businesses and housing we put along Colfax, the more efficient the new BRT line will be.

I just returned from a trip to Europe where many of their cities had car-free zones or just didn't provide any parking anywhere, so most people chose to walk/bike/scooter

etc, and the street life was SO much more alive, even in cities 1/3 the size of Denver (Ljubljana, Slovenia is a joy!). So yes, cars are a great tool, sometimes, but let's make our cities for people, not cars.

Thanks!

Jeff Jewett

1110 Madison St

413.772.9928



July 23, 2025

Council Member Chris Hinds
1437 Bannock St.
Room 451
Denver, Colorado 80202

Council Member Hinds,

As the Registered Neighborhood Organization representing over 80,000 residents of Greater Capitol Hill in Denver, Capitol Hill United Neighborhoods (CHUN) is writing in support of the following legislation:

Council Bill 25-0685, Modernizing Parking Requirements

Greater Capitol Hill is Colorado's best historic example of the traditional urbanism this bill seeks to promote. We are home to some of Denver's most desirable neighborhoods and most socioeconomically diverse zip codes. Greater Capitol Hill is one of the few places in our state where business owners and workers live as neighbors, where their children learn as classmates, and where their families share the same parks, recreation centers, and public spaces.

As we grapple with our present affordability crisis, we offer our community as a highly-livable, historic example of success to be emulated in the future. Our neighborhoods were designed without parking requirements. These requirements have made our neighborhoods less livable and affordable, on balance. Delegating parking decisions back to the judgement of builders and homeowners is appropriate and overdue.

Since 1969 our organization has been dedicated to preserving the past, improving the present, and planning for the future of Greater Capitol Hill. We feel this legislation will make progress towards advancing these goals in our community, and are compelled to express our support.

Thank you for the time and attention you have put towards these important matters.

Sincerely,

CHUN Executive Director and CHUN Board of Directors

Date: 07/22/2025

To: Council President Amanda Sandoval and at-large Councilwoman Serena Gonzales-Gutierrez

From: BRUN Board of Directors

Re: Parking Modernization

Dear Council President Sandoval and Councilwoman Gonzales-Gutierrez,

The [Berkeley Regis United Neighbors](#) (BRUN) Board of Directors, **urges you to support the modernization of Denver's parking requirements** as proposed by Councilmembers Watson, Alvidrez, Hinds and Parady. Research shows that [rigid, one-size-fits-all parking minimums increase the cost of housing development](#) and delay development approvals.

Council President, last year you stated that housing and homelessness was “[one of \[City Council's\] top priorities](#),” later adding that what you most often hear from Northside constituents is “the need for affordable housing. The need for different types of housing stock, not just huge, \$902-million half-duplexes that people can't afford.” This effort to modernize parking requirements will help achieve those top priorities and meet the needs of Northside constituents, including those who live and work in the BRUN geographic area.

As you know, outdated minimum parking requirements increase the cost of providing homes for people. A single parking space can cost between [\\$20,000 to \\$50,000](#), depending on the structure. To recover those costs, home builders often incorporate these costs into the price of goods, services, and housing, increasing average rents by [\\$200 to \\$300 per month](#), regardless of whether all parking spaces required by our city code are used or not.

While Denver City Council reduced minimum parking requirements for affordable homes below 60% of the Area Median Income (AMI) in 2021, other affordable housing, like for-sale homes restricted to 80% AMI, [must still provide the same amount of parking](#) as market rate housing. By choosing to eliminate parking mandates, our city officials could boost [homebuilding by 40 to 70%](#). Modernized parking requirements give affordable home builders flexibility with their designs to best serve their residents and better control construction costs.

Calculating parking requirements is also time-consuming and complicated for city staff responsible for reviewing development plans, delaying approvals and costing more, whether in real dollars or time. Community Planning and Development has been working hard to decrease permitting timelines, [one of the biggest obstacles](#) to government efficiency as it relates to housing. Eliminating complicated parking requirement

calculations complements those efforts and helps address current budget difficulties. We know, [based on local examples](#), that home builders will continue providing parking based on demonstrated need and parking utilization at similar properties.

Rigid parking minimums further do not take vehicle ownership rates of specific demographics into account. For example, [senior citizens tend to drive less, own fewer cars](#), and rely on public transit, according to the AARP. Therefore, requiring retirement communities and affordable senior housing to offer as much parking as housing for younger households [will likely result in an oversupply of parking](#). It is also known that as populations age, [older adults develop different wants and needs](#), from wanting to age in place (their current home) or age in community (a different home but in the community they've known for year), to needing to downsize or move to a senior living facility with built-in activities and independent or assisted care. Modernizing parking requirements will allow for more housing options right here in Northwest Denver.

Also important to the BRUN community, parking mandates hinder economic development and the availability of other essential services, like small medical facilities. Many commercial projects and small businesses never get off the ground as they struggle to fit both the building and the required parking on an available lot. When Longmont, CO removed parking mandates for commercial building use, it [facilitated the development](#) of new restaurants and commercial establishments on smaller lots along Main Street.

Finally, knowing you both care deeply about the [displacement of longtime residents in the Northside](#), supporting the modernization of Denver's parking requirements will [help reduce future economic displacement fueled by rising housing costs](#), not only in our community but across the city.

The BRUN Board met on Tuesday, July 15, and voted 5-2 in support of this letter. As officers of BRUN who care about housing affordability, [sustainability](#), and walkable communities, you are urged to vote in support of this effective land-use and transportation policy.

Thank you for your time and consideration. BRUN Board members look forward to hearing from you.

BRUN Board of Directors

Cc: Flor Alvidrez, Denver City Council, District 7
Chris Hinds, Denver City Council, District 10
Sarah Parady, Denver City Council at-large
Darrell Watson, Denver City Council, District 9
Jamie Torres, Denver City Council, District 3
Diana Romero-Campbell, Denver City Council, District 4
Shontel Lewis, Denver City Council, District 8
Stacie Gilmore, Denver City Council, District 11

Amanda Sawyer, Denver City Council, District 5
Paul Kashman, Denver City Council, District 6
Kevin Flynn, Denver City Council, District 2

Justin Montgomery, Senior City Planner
Robert Haigh, Senior City Planner