



---

# Transportation Demand Management and Overparking Issues

Budget & Policy Committee  
Monday, November 10, 2025

# Agenda

- Purpose
- Which Projects are Covered by TDM
- TDM Strategies
- Observed Challenges
- Overparking Examples and Trends
- Potential Future Considerations
- Next Steps
- Discussion

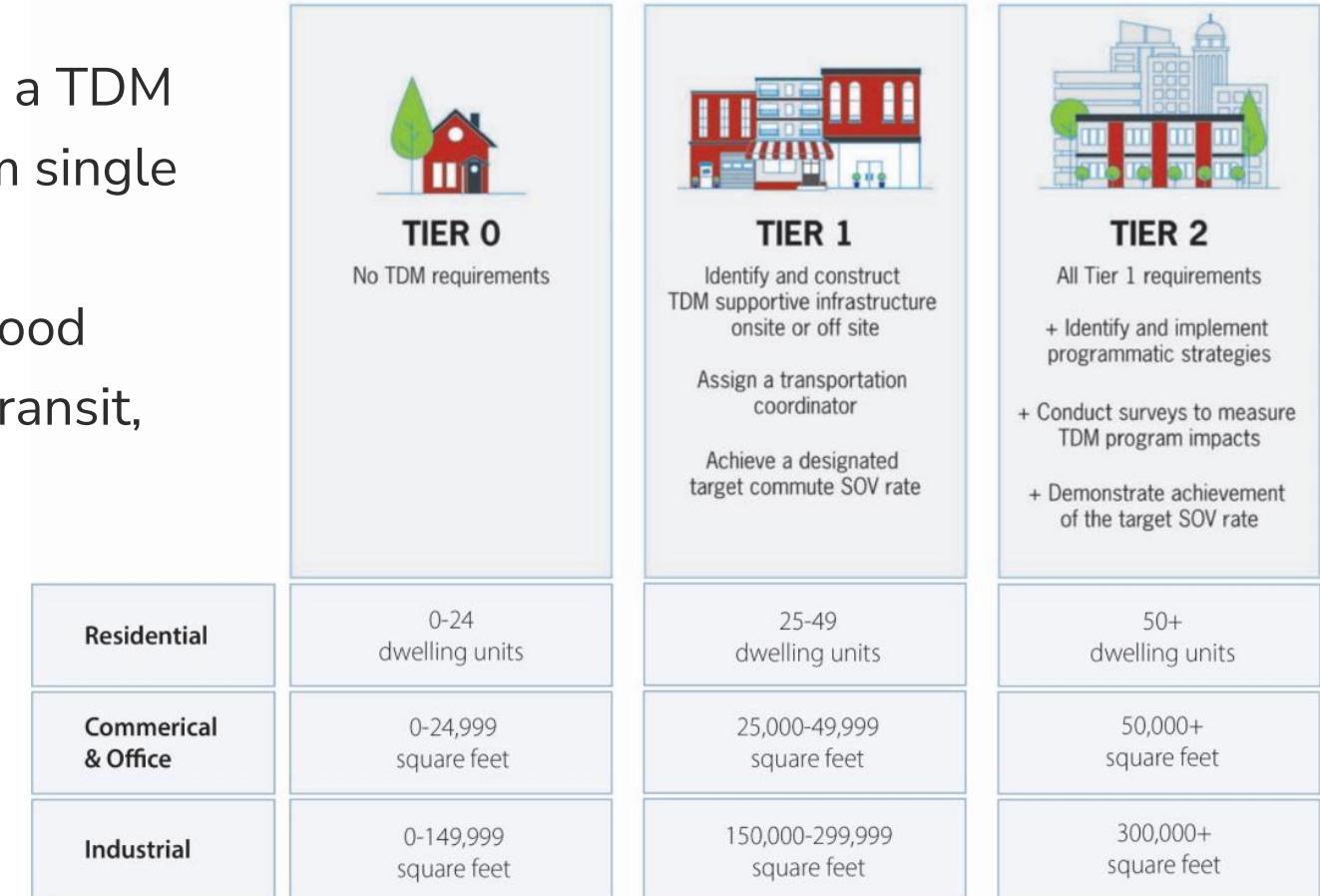
# Purpose

Denver's Transportation Demand Management (TDM) ordinance was signed into law in 2021 and required developers to adopt strategies which expand people's travel options and create attractive alternatives to driving.

Since then, changes in state law and development trends have impacted the city's ability to achieve the desired goals of the ordinance. Despite Denver adopting the Modernizing Parking Requirements zoning amendment, developers continue to overpark new development in the city.

# Which Projects are Covered by TDM?

- Tier 1 and 2 projects must develop a TDM plan which will achieve a maximum single occupancy vehicle (SOV) trip rate
- Max SOV rates factor in neighborhood context, access to high frequency transit, land use, and the assigned tier.
- Max SOV rates decrease for projects which provide more parking than the established Denver parking minimum



# TDM Strategies

Transportation demand management (TDM) strategies include:

				
<b>Services</b>	<b>Infrastructure</b>	<b>Parking Management</b>	<b>Multimodal Subsidies</b>	<b>Education</b>
<ul style="list-style-type: none"><li>• Car-Share parking</li><li>• Special event transit service</li><li>• On-site child care</li></ul>	<ul style="list-style-type: none"><li>• Off-site active transportation improvements</li><li>• Transit station/ stop investment</li><li>• Bicycle storage and showers</li><li>• Pedestrian and cyclist wayfinding</li></ul>	<ul style="list-style-type: none"><li>• Unbundled parking</li><li>• Parking cash-out</li><li>• Preferential parking for carpooling</li><li>• Parking fees/ paid parking</li></ul>	<ul style="list-style-type: none"><li>• Visitor discounts to avoid peak period trips</li><li>• Subsidize transit passes</li><li>• Car-share or bike-share membership discounts</li></ul>	<ul style="list-style-type: none"><li>• New resident/ employee welcome kits</li><li>• Information kiosks, transit screens, or websites</li><li>• Trip planning assistance</li><li>• TDM program branding and messaging</li></ul>

# Observed Challenges

- Additional reduction of single occupancy vehicle trips is tied to Denver's parking minimum
  - Denver City Council passed CB25-0686 to comply with state law HB24-1304 and removed parking minimums
  - The TDM program continues to use the now outdated zoning parking minimums as a baseline to trigger further reduction of overparked developments
  - TDM requirements should no longer be tied to parking minimums
- Market trends are moving slowly toward appropriate parking levels
  - However, many projects continue to be massively overparked
  - These developers put outsized strain on transportation infrastructure and limit the usefulness of other TDM strategies

# Examples of Overparking

## 100 Cook Street

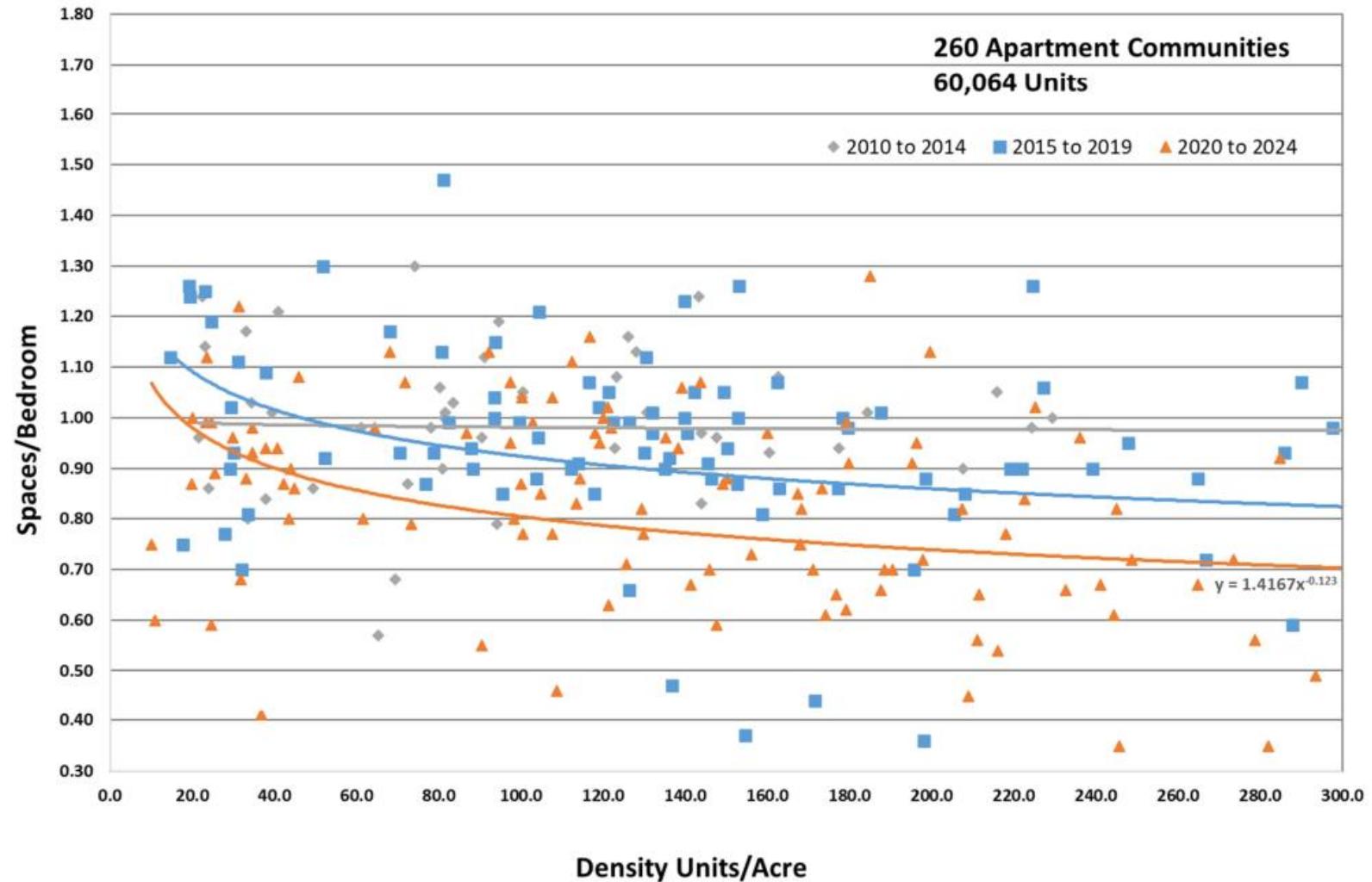
- C-MX-5
- Office Building
- 136 spaces required
- 216 spaces provided

## 1145 S. Broadway

- T-MU-30
- 470 dwelling units
- 428 spaces required
- 691 spaces provided
- Within  $\frac{1}{2}$  mile of 2 light rail stations

# Overparking Trends

Parking Spaces Per Bedroom  
Year Over Change from 2010,  
City and County of Denver



# Potential Future Considerations

- How can the TDM ordinance be altered to continue incentivizing multi modal developments?
- What levers does the city have to prevent overparking in future developments?
- Should the city consider implementing parking maximums?
- Should Denver consider a fee per parking spot?
- Can the city provide better Denver comparisons to out of state developers?

# Next Steps

- Consider Councilmember feedback and recommendations
- Study existing parking inventory and market trends
- Stakeholder Outreach
- Draft Language
- Council Process

# Questions & Discussion