



Modernizing Parking Requirements

Budget & Policy Committee

December 9, 2024

Presentation Outline

- Background
- Recommendation
- Considerations
- Expected Schedule



Source: [St Paul Parking Study \(NRDC\)](#)

Background

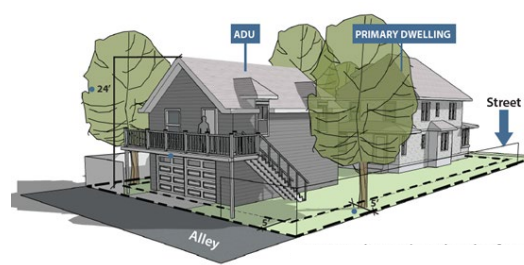
Zoning includes extensive, complicated parking requirements



Requirements vary by district and use



Complicated alternatives, exemptions and reductions



No parking required for single-unit houses and ADUs



No parking required Downtown

Background

Modernizing parking requirements will:

- Simplify the zoning code
- Save staff time
- Remove a barrier for more affordable housing
- Encourage sustainable transportation options

Background

- May 2024: state legislature approved Colorado House Bill 24-1304
- Requires municipalities to no longer enact or enforce minimum parking requirements for certain developments within an applicable transit area:
 - Multifamily residential development (20+ units)
 - Adaptive reuse for development with 50%+ residential use
- Denver must comply with state law by **June 30, 2025**

Recommendation

- Simplify the Denver Zoning Code by removing parking mandates
- Amend other parking references in the Denver Revised Municipal Code
- Update the Transportation Demand Management Requirement

Recommendation

Require Parking
(shall provide)

Allow Parking
(may provide)

Prohibit Parking
(shall not provide)

Considerations

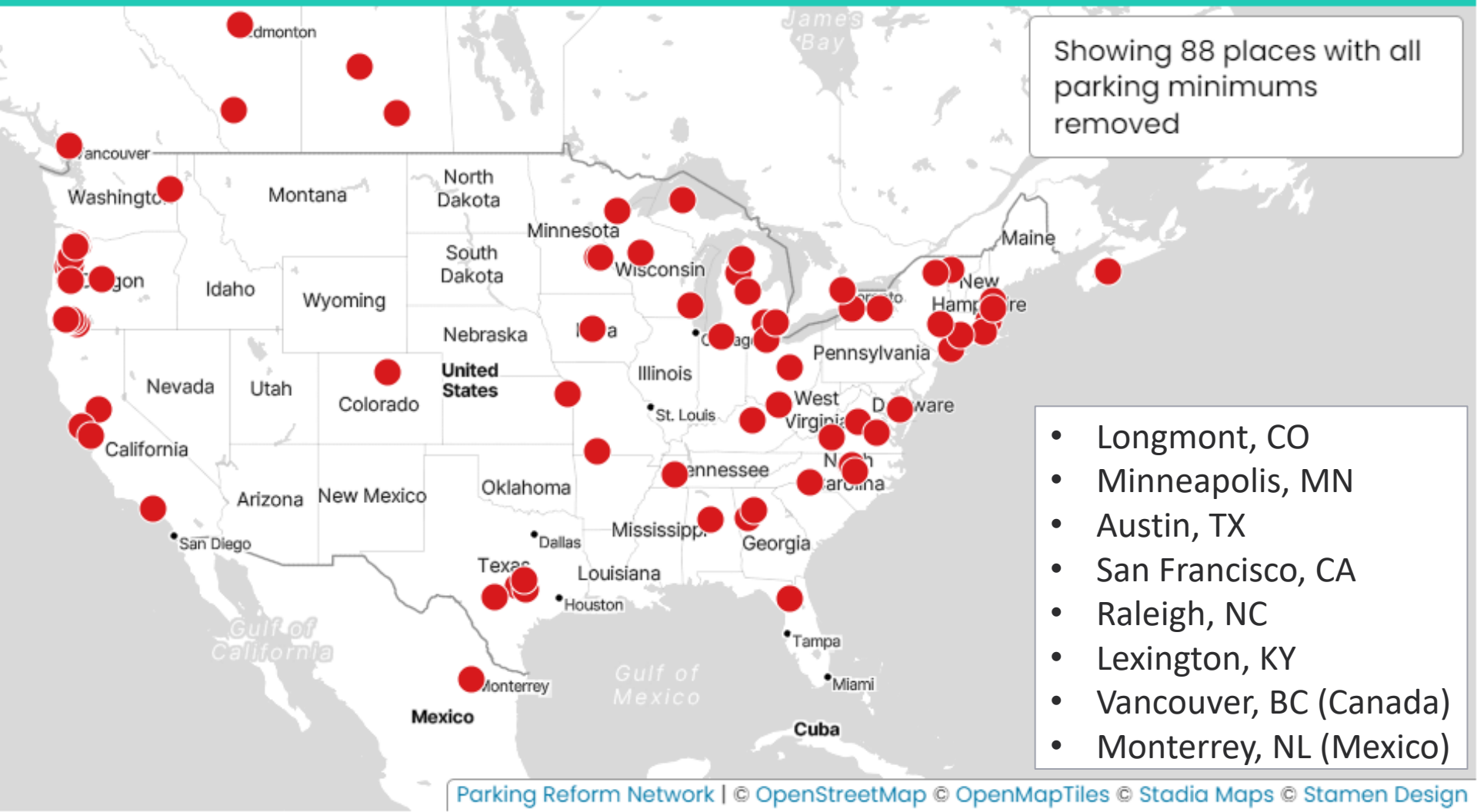
- Parking spaces are expensive (~\$50k per structured space)
- Car parking makes our communities less equitable as parking drives up costs for all
- Car parking takes up lots of space and encourages more car ownership/driving
- Parking mandates often result in more spaces than needed



Considerations

- Staff spends hundreds of hours annually on parking administration
- Less time on parking provides more resources for other efforts and better customer service

Site Statistical Table		
General Zone Lot Information		
Use Information		
Use 1 - Dwelling, Multi-Unit (GFA)	250,000 GSF	
Unit Count	200 Units	
Vehicle Parking	1.25 Spaces per Unit	
Bicycle Parking, Per Building (Enclosed/Fixed)	1 Space per 5 Units (80%/120%)	
Use 2 - Retail Sales, Service & Repair, All Others	8,000 GSF	
Vehicle Parking	2.5 Spaces per 1,000 GSF	
Bicycle Parking (Enclosed/Fixed)	1 Space per 20,000 GSF (20%/180%)	
Parking		
Parking Exemption (10.4.5.1.B)	Ground-Floor Retail	
Parking Exemption Allowed	5,000 GSF of Use 2 Exempt	
Alternative Parking Ratio Type (10.4.5.2.B)	Affordable Housing	
Alternative Parking Ratio Allowed	0.1 Spaces per Unit for 16 Units	
Alternative Parking Ratio Type (10.4.5.2.B)	MAH On-Site Compliance	
Alternative Parking Ratio Allowed	0.75 Spaces per Unit for 184 Units	
Reduction Type (10.4.5.3.B)	Proximity to Multi-Modal Transit	
Reduction Allowed	25% Reduction for 3,000 GSF of Use 2	
Location of Off-Site Parking (10.4.4.5.B)	123 N Fake St	
Off-Site Parking Count (Req # 2024000123)	25 Spaces	
Vehicle Parking	Required	Provided
Total Required Spaces (Incl. Accessible)	270	150
Use 1 Required Spaces (Incl. Accessible)	250	Included in Total
Use 2 Required Spaces (Incl. Accessible)	20	Included in Total
Adjusted Required Spaces (Incl. Accessible)	145	150
Accessible Spaces (Incl. Van Accessible)	10	10
Van Accessible Spaces	5	5
	Allowed	Provided
Compact Spaces	15	10
Loading	Required	Provided
Spaces	1	1
Bicycle Parking	Enclosed	Fixed
Use 1 Required Spaces	32	8
Use 2 Required Spaces	0	2 (10.4.3.2.A)
Bicycle, Total	Required	Provided
Enclosed	23	24
Fixed	10 (10.4.3.2.A)	10



Peer City Research

- **Minneapolis, MN (2021):** "No single legislative action did more to contribute to housing creation than the elimination of parking minimums." - Director of City Planning
- **Richmond, VA (2023):** large developments still provide more parking than would've been required
- **Seattle, WA (2012):** in areas with a lack of on-street parking, developers provide more off-street parking

Part of a Holistic Approach

Removing parking minimums complements other efforts, including:

- Transportation Demand Management (TDM)
- Transit Plans and Bus Rapid Transit (BRT) Corridors
- Curbside Area Management Plans
- Bike and Scooter Lanes
- Sidewalks and Pedestrian Safety Improvements

Expected Schedule

- **December:** Introduce Project to City Council, Publish Press Release and Project Webpage
- **January:** Publish Background/Peer Cities Report
- **January to March:** Community Engagement, Code Drafting, and Reviews
- **April to June:** Legislative Review Process
- **June 2025:** Implementation

Community Engagement

Could include, but not limited to:

- Webpage with comment/question form
- Focus groups
- Virtual & In-person Town Halls
- Public Hearing Process (Planning Board & City Council)

Questions and Comments?

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