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TO: All Registered Neighborhood Organizations
FROM: City Council's Blueprint Denver Committee
DATE: January 7, 2010
SUBJECT: Parking reductions in the T-MU-30 district

The City Council's Blueprint Denver Committee will meet in Room 391 on the third floor of the City & County Building, 1437 Bannock Street, on Wednesday, **Jan. 27**, 2010, at 1:30. The agenda will include discussion of the following proposed zoning code language amendment.

Proposed Amendment

Section 316 – Off-street parking requirements – would be amended regarding reduction of parking spaces in T-MU-30 districts. A new section 1.5 would be created specific to the T-MU-30 district. Current provisions for T-MU-30 in other parts of the section would be consolidated in 1.5. In addition to existing language, proposed new provisions regarding any T-MU-30 development with an approved General Development Plan (GDP) would:

- Reduce parking by 25% if the development is served by more than one RTD rail line.
- Allow for an additional 25% reduction in T-MU-30 districts if the approved General Development Plan (GDP) includes shared parking analysis, trip reduction strategy or transportation management plan.
- Require that notification of any request for the reduction described above would be sent to RNOs within 200 feet of the development, the district councilperson and the at-large council members. Comments could be submitted to the zoning administrator within 20 days of receipt of notice.
- Specify that the total number of spaces required on an area-wide basis shall not be reduced by more than 75%.

Purpose for Amendment

Community Planning & Development is proposing this amendment because T-MU-30 districts with more than one transit line provide for increased transit use, reducing the parking demand. Current provisions allow for parking reduction for developments within one-half mile of downtown zone districts, based on the same reduced demand.

Planning Board Action

Planning board held a public hearing on Dec. 16, 2009, and unanimously recommended approval.

If you need more specific information about the Committee meeting or this agenda item, please contact Gretchen Williams at the City Council Office, Gretchen.williams@denvergov.org or 720-865-931.

Proposed language amendments to Sec. 59-316:

(1) Reduction of parking spaces in all mixed use districts except the T-MU-30 zone district. In all mixed-use zones with the exception of the T-MU-30 zone district, the number of off-street parking spaces for uses and structures located within one-fourth (1/4) mile of the outer boundary of a rail transit station, a regional or urban ten-minute bus corridor or within one-half (1/2) mile of the B-5 or B-7 zone districts may be reduced where, in the opinion of the zoning administrator, residents, employees, customers or visitors will use the transit system or will walk to their destinations. The zoning administrator shall not reduce the number of required off-street parking spaces by more than twenty-five (25) percent. ~~Within an area with an approved GDP for a T-MU-30 district, an area-wide twenty-five (25) percent reduction in the number of required parking spaces shall be granted.~~ The parking reduction may be increased as hereinafter provided:

- a. *Reductions of twenty-six (26) percent to fifty (50) percent.* In order to obtain a reduction in the number of required parking spaces of between twenty-six (26) percent and fifty (50) percent, information supporting such a reduction in the form of shared parking analysis, trip reduction strategy, or transportation management plan shall be included in ~~the~~ an approved GDP. All registered neighborhood organizations within two hundred (200) feet of the development for which this level of reduced parking is requested and the city council member in whose district the project is located and the at-large council members shall be notified of the application for reduced parking. Such registered neighborhood organizations and council members may request additional information. Any comments on the application shall be submitted in writing to the zoning administrator within twenty (20) days of receipt of the notice.
- b. *Maximum reduction.* The total number of parking spaces required on an area-wide basis shall not be reduced by more than fifty (50) percent.
- c. *Disabled parking.* The number of spaces required for persons with disabilities shall not be reduced.

(1.5) Reduction of parking spaces in the T-MU-30 zone district.

- a. Within an area with an approved GDP for a T-MU-30 district, an area-wide twenty-five (25) percent reduction in the number of required parking spaces shall be granted.
- b. In addition to the twenty five (25) percent reduction specified in (1.5)a., above, in a T-MU-30 zone district with an approved GDP, the number of off-street parking spaces for uses and structures shall be reduced a further twenty-five (25) percent if located within one-half (1/2) mile of the B-5 or B-7 zone districts or if served by more than one RTD rail line.
- c. In addition to the parking reductions allowed in (1.5)a. and (1.5)b., above, in a T-MU-30 zone district, a further twenty five (25) percent reduction may be granted if information supporting such a reduction in the form of shared parking analysis, trip reduction strategy, or transportation management plan is included in the approved GDP. All registered neighborhood organizations within two hundred (200) feet of the development for which this level of reduced parking is requested and the city council member in whose district the project is located and the at-large council members shall be notified of the application for reduced parking. Such registered neighborhood organizations and council members may request additional information. Any comments on the application shall be submitted in writing to the zoning administrator within twenty (20) days of receipt of the notice.
- d. *Maximum reduction.* The total number of parking spaces required on an area-wide basis shall not be reduced by more than seventy-five (75) percent.
- e. *Disabled parking.* The number of spaces required for persons with disabilities shall not be reduced.