

Proposed changes to Section 146-4.6 are **bolded and shown in red**.

4.6

PARKING, LOADING, AND STACKING

4.6.2.

APPLICABILITY.

A. Generally. Unless otherwise stated in this UDO, the requirements in this Section [146-4.6](#) shall apply to all uses in all districts. No Site Plan shall be approved and no permit for the erection or occupancy of a building or structure shall be issued unless the use conforms with the parking supply requirements of this section or a variance or administrative adjustment for any differences from this Section [146-4.6](#) has been issued.

B. *Expansions.*

1. Any expansion of the gross floor area of an existing land use or structure by more than 25 percent in Subarea A, or by more than 15 percent in Subareas B and C, shall provide additional parking for the expansion areas, including accessible parking, as required by Table 4.6-1. **This requirement does not apply to expansions that occur within an Applicable Transit Service Area as designated on the city's map and include at least 50 percent of the resulting use as multifamily residential.**

2. Additional parking may be required for increases in required parking of less than 25 percent in Subarea A or less than 15 percent in Subareas B and C if the Planning Director determines that the expansion is likely to create a significant increase in on-street parking in any surrounding residential neighborhood. **This requirement does not apply to expansions that occur within an Applicable Transit Service Area as designated on the city's map and include at least 50 percent of the resulting use as multifamily residential.**

C. *Change in Permitted Use.*

1. Any change of a permitted or approved conditional use that results in an increase in required parking of more than 25 percent in Subarea A, or by more than 15 percent in Subareas B and C, shall provide additional parking, including accessible parking, as required in Table 4.6-1. **This requirement does not apply to changes in use that occur within an Applicable Transit Service Area as designated on the city's map and include at least 50 percent of the resulting use as multifamily residential.**

2. Additional parking may be required for increases in required parking of less than 25 percent in Subarea A or less than 15 percent in Subareas B and C if the Planning Director determines that the change of use is likely to create a significant increase in on-street parking in any surrounding residential neighborhood. **This requirement does not apply to changes in use that occur within an Applicable Transit Service Area as designated on the city's map and include at least 50 percent of the resulting use as multi-family residential.**

3. The provisions of Subsection C.1 shall not apply to any change of use in a multi-tenant commercial, mixed-use, or industrial building larger than 50,000 square feet in gross floor area unless the Planning Director determines that the change of use is likely to create a significant increase in on-street parking in any surrounding residential neighborhood.

D. *Reductions of Existing Parking.* Off-street parking or loading space provided before the Effective Date shall not be permanently reduced in a way that would bring the property out of conformance with this Section [146-4.6](#) or would increase the degree of any existing nonconforming with the provisions of this Section [146-4.6](#).

E. *Parking for Unlisted Uses.* For any use not specifically mentioned in Table 4.6-1, the parking provisions for a similar use, as determined by the Planning Director, shall apply. For a new use where the Planning Director determines that a similar parking rate is not stated in this UDO, the Director may establish a minimum parking requirement based on a parking study, or by a parking reference guide in general use, or after consultation with other City officials regarding potential parking needs, or by a combination of those methods. (Ord. No. 2019-49 § 1, 08-19-2019)

4.6.3.

REQUIRED OFF-STREET PARKING.

A. *Calculation.*

1. *Demand.* When calculating the required parking spaces in this Section results in a fractional parking space, the fraction shall be rounded up to the nearest whole number.

2. *Supply.*

- a. All parking spaces that meet the minimum size requirements of this UDO and are located on the same property as the use they serve shall count towards required parking supply. Off-site spaces shall also count towards parking supply in those locations where off-site spaces are permitted by this UDO.
- b. Required resident parking for single-family attached dwellings or multifamily dwellings may be provided by assigning non-tandem spaces on a private street, Motor Court, or drive lane directly abutting the dwelling unit's lot, or in a garage or carport.
- c. Required guest parking for residential uses may be provided in parking spaces on a residential driveway leading exclusively to a dwelling unit's private residential garage; or along a public street frontage directly abutting the dwelling unit's lot; or within 200 feet of the unit's entrance on a private street, Loop Lane, Motor Court, parking lot, or garage.

B. *Use and Place Restrictions.*

1. No parking area shall be used for the sale, storage, repair, dismantling, or servicing of any vehicles, equipment, materials, or supplies.
2. Parking of any vehicle on lawn areas in front or side yards, on areas set aside for landscaping, or on any other area not surfaced for off-street parking as provided in this UDO is prohibited.
3. The following vehicles shall not be parked or stored in a Residential zone district, unless the vehicle is being used to render services such as deliveries, pickups, or construction activity to property within 200 feet of where the vehicle is parked:
 - a. Commercial vehicle, trailer, or construction vehicle, or bus exceeding 6,000 pounds empty weight; or
 - b. Semi-truck tractor and/or trailer.
4. Travel trailers, tent trailers, pick-up campers or coaches, and motorized dwellings or vans shall not be used as a dwelling unit or for the conduct of business unless they are located in a Manufactured Home Park or Recreational Vehicle Park.

C. *Minimum Required Parking.* Unless otherwise provided in this UDO, off-street parking shall be provided in the amounts shown in Table 4.6-1, Required Off-Street Parking below.

Table 4.6-1		
Required Off-Street Parking		sf. = square feet gfa = gross floor area
Num ber Requi red	Category	Required Parking
0	Uses that may be primary or accessory uses: Cemetery Park and Open Space Agriculture Urban Agriculture Above Ground Bulk Storage of Flammable Liquids or Gasses;	No Parking Requirement
	Storage, Distribution, and Warehousing	For storage and warehousing: No parking requirement For distribution facilities: 1 space per 1,000 sf. gfa
	Mining Railroad Track Transit Facility	No Parking Requirement

	<p>Electric Power Generator Station</p> <p>Solar Collector as a Primary Use</p> <p>Telecom Facility, Tower</p> <p>Telecom Facility, Freestanding Monopole</p> <p>Telecom Facility, Freestanding Unipole</p> <p>Telecom Facility, Freestanding, Stealth</p> <p>Utility, Major</p> <p>Utility, Minor</p> <p>Wind Energy System, Large</p> <p>Bio-medical Waste Treatment Facility</p>	
<p>1</p>	<p>Data Center</p> <p>Brewery, Distillery, or Winery</p> <p>Catering Service</p> <p>Bulk Commodity Storage Facility</p> <p>Outdoor Storage</p> <p>Heavy Manufacturing</p> <p>Light Manufacturing</p> <p>Marijuana Cultivation Facility, Marijuana Product Manufacturing Facility, Marijuana Research Business, or Marijuana Transporter Licensed Premises</p> <p>Marijuana Testing Facility</p> <p>Hemp Processing, Manufacturing or Storage Facilities</p>	<p>1 space per peak-time employee</p>

	<p>Specialty Food Manufacturing</p> <p>Intermodal Cargo Transfer Yard</p> <p>Locomotive and Railcar Yard and Repair Facility</p> <p>Motor Freight Terminal</p> <p>Electric Power Generator Station</p> <p>Motor Vehicle Towing, Salvage, and Dismantling</p> <p>Vehicle Fleet Operations Center</p> <p>Recycling Collection Facility,</p> <p>Sewage Disposal Plant</p> <p>Solid Waste Transfer Facility</p> <p>Slaughterhouse, Small</p>	
	Horse Stable or Riding Academy	1 space per peak-time employee, plus 1 space per 5 stalls.
1	<p>Dwelling, Co-housing Development</p> <p>Dwelling, Cottage Development</p> <p>Dwelling, Tiny House</p> <p>Dwelling Unit, Accessory</p>	<p>General: 1 space per dwelling unit.</p> <p>Affordable Housing Structure: .85 spaces per dwelling unit.</p> <p>For multifamily, and other residential developments where individual dwelling units (other than accessory dwelling units) do not have individual frontage on a public or private street:</p> <p>1 additional space per 5 dwelling units for guest parking.</p>

Dwelling, Multifamily	<p>General: 1 space per dwelling unit.</p> <p>Affordable Housing Structure: .85 spaces per dwelling unit.</p> <p>MU-TOD: .85 spaces per dwelling unit.</p> <p>For multifamily, and other residential developments where individual dwelling units (other than accessory dwelling units) do not have individual frontage on a public or private street:</p> <p>1 additional space per 5 dwelling units for guest parking.</p> <p><u>Multifamily in Applicable Transit Service Areas: No minimum parking requirement.</u></p>
Continuing Care Retirement or Assisted Living Facility	<p>.85 spaces per dwelling unit.</p> <p>For multifamily, and other residential developments where individual dwelling units (other than accessory dwelling units) do not have individual frontage on a public or private street:</p> <p>1 additional space per 5 dwelling units for guest parking.</p>
Nursing or Convalescent Home	<p>1 space per 5 units plus 1 space per peak-team employee</p>
Outdoor Recreation and Entertainment	<p>1 space per 4 design capacity.</p> <p>For sports fields exclusively dedicated to organized sports; not including those located in a community park: 40 spaces per sports fields</p>

	Dormitory, Fraternity, or Sorority House	0.5 space per unit
	Congregate Living Facility Group Home, FHAA Large Group Home, FHAA Small Supportive Housing, Large Supportive Housing, Small	1 space per 2 persons of design capacity. Group homes occupying a structure previously constructed for another residential use shall have the same parking requirements as the previous residential use.
	Hotel	0.75 space per unit
	Adult or Child Day Care Center, Large Adult or Child Day Care Center, Small	1 space per 10 persons care capacity, plus 1 space per peak-time employee
	Civic, Cultural or Public Use Facility Club, Lodge, and Service Organization	1 space per 4 persons design capacity
1	Place of Worship	1 space per 4 seats in primary place of assembly
	Crematorium Mortuary	1 space per 4 persons design capacity
	School, Elementary or Secondary	Elementary or middle: 1 space per classroom, plus 1 space per 10 seating capacity in the largest assembly area. High school: 1 space per classroom, plus 1 space per 3 seating capacity in the largest assembly area.

	Recreational Vehicle Park	1 space per designated camping / RV spot
	Racetrack	1 space per 4 seats design capacity
	Stadium	
	Theater	
	Home Building Supplies	1 space per 1,000 sf. gfa plus 1 space per 2,500 sf. of outdoor display or storage area
	Self-storage Facility	1 space per 50 storage units
	Indoor Shooting Range	1 space per firing lane
	Bed and Breakfast	1 space per guest room plus 1 additional space
	Plant and Tree Nursery and Greenhouse	1 space per 2,500 sf. gfa used for outdoor display and storage
	Caretaker's Residence Art Studio or Workshop	1 space
1	Hospital	1.5 spaces per bed, plus 1 space per peak-time employee
	Automobile and Light Truck Sales and Rental	1 space per 1.5 employees, plus 1 space per 150 gfa of repair or maintenance space, plus 1 space per 600 gfa of showroom, indicating the location of any and all customer
	Motor Vehicle Body Shop and Painting	

	Motor Vehicle Indoor Showroom or Broker	parking, vehicle storage and outdoor display area
	Motor Vehicle Repair and Service	
	Other Motor Vehicle, Trailer, Boat, or Manufactured Home Sales or Rental	
2	Indoor Recreation and Entertainment (except Stadium) in MU-OA district	
	Retail Sales, Large or Small (when located in shopping centers with 200,000 sq. ft. gfa or more)	2 spaces per 1,000 sf. gfa
	Sale at Wholesale	
	Dwelling, Green Court	2 space per dwelling unit.
	Dwelling, Live/work	For manufactured homes:
	Dwelling, Loop Lane	1 additional space per 5 dwelling units for guest parking
	Dwelling, Motor Court	For live/work dwelling:
	Dwelling, Single-Family Attached (Townhouse)	Additional parking requirements apply to non-dwelling space as indicated in this Table 4.6-1
	Dwelling, Single-family Detached	
	Dwelling, Two-family (Duplex)	
	Manufactured Housing	
	Higher Education Institution	2 spaces per 1,000 sf. office, research, and library areas plus 1 space per 125 sf. in largest assembly areas
	Temporary Construction Support Facility	2 spaces

<p>Kennel</p> <p>Veterinary Clinic and Hospital</p> <p>Day Labor Hall (Subarea A)</p> <p>Medical and Dental Clinic</p> <p>Office (Subarea A)</p> <p>Office, Flex</p> <p>Indoor Recreation and Entertainment (except Stadium), except in MU-OA District</p> <p>Pari-mutuel Wagering Facility</p> <p>Pawnbroker</p> <p>Personal Service, Large</p> <p>Personal Service, Small</p> <p>Retail Liquor Store (Subarea A)</p> <p>Retail Marijuana Store</p> <p>Retail Sales, Large or Small (except when located in shopping centers with 200,000 sq. ft. gfa or more)</p> <p>Sexually-Oriented Business</p> <p>Ground Floor Commercial Use (Subarea A) (Accessory Use)</p>	<p>2.5 spaces per 1,000 sf. gfa</p> <p>For office uses:</p> <p>In the MU-C, MU-OA-MS, MU-R, MU-FB, and MU-TOD districts: Maximum 4 spaces per 1,000 sf. gfa for primary buildings with more than 100,000 sf. gfa</p>
<p>Equipment Rental and Repair</p>	<p>MU-OA district: 2.5 spaces per 1,000 sf. gfa</p> <p>Other districts: 2.5 spaces per 1,000 sf. gfa plus 1 space per 5,000 sf. outdoor display or storage area</p>

3	<p>Meeting, Banquet, Event, or Conference Facility</p> <p>Day Labor Hall (Subareas B And C)</p> <p>Office (Subareas B And C)</p> <p>Retail Liquor Store (Subareas B And C)</p> <p>Motor Vehicle Fuel Dispensing Station</p> <p>Ground Floor Commercial Use (Subareas B And C) (Accessory Use)</p>	<p>3 spaces per 1,000 sf. gfa</p> <p>For office uses:</p> <p>In the MU-C, MU-OA-MS, MU-R, MU-FB, and MU-TOD districts: Maximum 4 spaces per 1,000 sf. gfa</p> <p>For motor vehicle fuel dispensing station:</p> <p>Fuel pump spaces do not count toward minimum parking requirement</p>
	<p>Private Golf Course, Tennis Club, Country Club, or Clubhouse</p>	<p>3 spaces per hole or 1 space per 400 sf. of clubhouse space, whichever is greater</p>
4	<p>After Hours Club or Entertainment</p> <p>Bar and Tavern</p> <p>Brewpub</p> <p>Microbrewery</p> <p>Restaurant</p> <p>Medical and Dental Clinic</p>	<p>4 spaces per 1,000 sf. gfa</p> <p>For motor vehicle fuel dispensing station:</p> <p>Fuel pump spaces do not count toward minimum parking requirement</p>

D. Maximum Permitted Parking.

1. Parking maximums apply to surface parking lots, not to spaces provided in parking garages.
2. Except for development in the MU-TOD zone district, additional parking up to 20 percent over the maximum parking requirement may be approved by the Planning Director if the Director determines that additional surface parking may be necessary due to unusual site or use characteristics, and provided that the additional parking area

is paved with an approved alternative surfacing material meeting the requirements of Section [146-4.6.5.D.7](#).

E. *Accessible Parking*. Within the requirements of Section [146-4.6.3.C](#) (Minimum Required Parking) and not in addition to those requirements), accessible parking shall be provided for all multifamily and non-residential uses as shown in Table 4.6-2 or as required **by** the International Building Code, the Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities and Colorado Revised Statutes, whichever has the higher requirement. **For multifamily dwellings within an Applicable Transit Service Area, any off-street parking voluntarily provided in a residential or mixed-use development with residential uses shall provide accessible parking spaces as shown in Table 4.6-2 or as required by the International Building Code, the Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities and Colorado Revised Statutes, whichever has the higher requirement.**

Table 4.6-2 Accessible Parking Spaces Required	
Total Parking Spaces Required	Minimum Number of Accessible Parking Spaces
1 through 25	1
26 through 50	2
51 through 75	3
76 through 100	4
101 through 150	5
151 through 200	6
201 through 300	7

301 through 400	8
401 through 500	9
501 through 1,000	2 percent of total
More than 1,000	20 plus 1 for each 100 spaces more than 1,000

F. *Bicycle Parking.* Unless a different standard is required by a Use-specific Standard in Section [146-3.3](#), the following amounts of bicycle parking shall be provided.

1. *Bicycle Parking Spaces Required.*

a. Multifamily and non-residential development in Subarea A shall provide bicycle parking spaces equal to at least 10 percent of required automobile parking spaces, and multifamily and non-residential development in Subareas B and C shall provide bicycle parking spaces equal to at least five percent of the required automobile parking spaces; provided, that each multifamily and non-residential use shall install a minimum of two U-racks or other similar bicycle storage, and no multifamily or non-residential use shall be required to install more than 15 U-racks or other similar bicycle storage. **When multifamily development in any Subarea is located in**

an Applicable Transit Service Area, the development shall provide one bicycle parking space per five dwelling units, and no multifamily development shall be required to install more than 15 U-racks or other similar bicycle storage.

b. The requirements of Subsection F.1 also apply to the non-residential component of each mixed-use development.

c. Each inverted-U bicycle rack counts as two bicycle parking spaces.

d. *Reserved.*

Editor's note: The provisions of this subsection were repealed by Ord. [2023-41](#), enacted September 11, 2023.

2. *Design.* Bicycle parking facilities shall:

- a. Be located in convenient, highly visible, well-lighted areas that do not interfere with pedestrian movements

At least 10 percent of required bicycle parking spaces shall be located within 100 feet of the primary building entrance;

- b. Provide for storage and locking of bicycles, either in lockers or racks that are securely anchored and resistant to rust, hammers, and saws;

- c. Be designed to support the bicycle in an upright position and so that both the bicycle frame and wheels may be locked by the user using a U-shaped lock or a chain/cable and lock; and

- d. Be designed to provide at least two points of contact with the bicycle. (Ord. No. 2023-41 § 2, 09-11-2023; Ord. No. 2022-75 § 2, 12-19-2022; Ord. No. 2021-15 § 24, 06-14-2021; Ord. No. 2020-37 § 16, 10-05-2020; Ord. No. 2020-15 § 22, 05-21-2020; Ord. No. 2019-49 § 1, 08-19-2019)

4.6.4.

PARKING ALTERNATIVES.

A reduction to the required parking may be granted by complying with any one or combination of the parking alternatives listed in this Section provided that the total reduction is not greater than 25 percent below the parking requirements in Section [146-4.6.3.C](#) (Minimum Required Parking), and that the applicant provides a parking analysis and the Planning Director determines that the analysis provides adequate documentation of reduced parking demand and demonstrates that the reduction will not create significant adverse impacts on surrounding properties. Without limiting the generality of the previous sentence, parking alternatives may be applied to vertical mixed-use developments.

A. *Proximity to Transit.*

- 1. The minimum number of off-street parking spaces required for new development or redevelopment may be reduced if the proposed development or redevelopment is located within one-quarter mile, measured by the most direct walking route, of any

Regional Transportation District (RTD), or other publicly authorized transit agency transit stop as follows:

- a. 30 percent reduction with a peak frequency of 15 minutes or better.
- b. 15 percent reduction with a peak frequency of between 16 and 30 minutes.

2. No development approved with this parking reduction shall be considered nonconforming parking or shall be subject to the requirements of Section [146-5.5.5](#) (Nonconforming Site Feature), for not meeting minimum parking requirements if the bus or transit line is later relocated, or if peak service frequency falls below the peak frequency requirements in Subsection 1 above, and the remaining number of parking spaces provided for that use does not meet the minimum requirements of Section [146-4.6.3.C](#) (Minimum Required Parking).

~~3. This reduction is not available for multifamily dwellings.~~

B. *Credit for Shared or Fleet Vehicle.* For each shared vehicle and fleet vehicle, which is available throughout the day for employee use, provided, the minimum number of required off-street parking spaces may be reduced by nine spaces for residential uses and four spaces for office or retail uses. Each shared or fleet vehicle shall be signed for such use and shall count toward the minimum number of required parking spaces. This reduction is not available for multifamily dwellings.

C. *Credit for Carpool or Vanpool Spaces.* For each shared vehicle, carpool, or vanpool space provided, the minimum number of required off-street parking spaces may be reduced by four. Each shared vehicle, carpool, or vanpool space shall be signed for such use and shall count toward the minimum number of required parking spaces. This reduction is not available for multifamily dwellings.

D. *Credit for Point-to-Point Share Areas.* On any property within a point-to-point car or bicycle share service area the minimum number of required off-street parking spaces for residential and commercial uses may be reduced by 10 percent. A point-to-point share service is one in which bicycles, automobiles, or other vehicles are obtained in one location and must be dropped at a number of fixed locations for use by others. This reduction is not available for multifamily dwellings.

E. *Credit for Electric Vehicle Charging Stations.* For each electric vehicle charging station provided, the minimum number of required off-street parking spaces may be reduced by

two. Each charging station counts toward the minimum number of required parking spaces. This reduction is not available for multifamily dwellings.

F. *Credit for Bicycle Parking.* The number of required motor vehicle parking spaces may be reduced at a ratio of one motor vehicle parking space for each two additional secured bicycle parking spaces provided above the minimum bicycle parking requirements, up to a maximum reduction of five percent of the required motor vehicle parking spaces. This credit is not available for multifamily dwellings.

G. *Credit for Public Parking.* The Planning Director may, at their discretion, allow for a reduction or elimination of parking requirements if the applicant can demonstrate that adequate spaces are available in a nearby public parking lot or structure, and that the reduction or elimination of parking requirements will not result in excessive traffic congestion or on-street parking in any nearby Residential zone district. For the purposes of this provision, on-street parking and parking located within public parks and open space areas shall not constitute a nearby public parking area. This reduction is not available for multifamily dwellings.

H. *Credit for On-Street Parking.* In Subarea A, and the Mixed-Use and Special Purpose districts in Subareas B and C, any on-street parking located directly in front of the subject property may be counted towards on-site parking requirements. Only those street parking spaces for which at least one-half the length of the parking space falls between imaginary lines extending from the corners of the front lot line perpendicularly into the street right-of-way may be counted. Each on-street parking space may only be counted once towards the parking requirements of the adjacent lot, regardless of the number of individual buildings or tenants on the lot. The use of this credit shall not entitle the property owner to the continued availability of those on-street parking spaces over time; management of on-street parking spaces is subject to standard City parking management policies and practices. This reduction is not available to reduce required parking for individual dwelling units in multifamily dwellings, but may be used to reduce required guest parking.

I. *Shared Parking.*

Where two or more uses listed in Table 3.2-1 (Permitted Use Table) share a parking lot or structure, the total off-street parking requirement for those uses may be reduced by the factors shown in Table 4.6-3, below.



To calculate the shared parking reduction, add the requirements for each use category, then divide the sum by the factor indicated in Table 4.6-3

Table 4.6-3 Shared Parking Reduction (add the requirements and divide by these factors)					
Property Use	Multifamily Residential	Public, Institutional, or Civic	Food, Beverage, Indoor Entertainment, or Lodging	Retail	Other Commercial
Multifamily residential	1.0				
Public, Institutional, or Civic	1.1	1.0			
Food, Beverage, Indoor Entertainment, or Lodging	1.1	1.2	1.0		

Retail	1.2	1.3	1.3	1.0	
Other Commercial	1.3	1.5	1.7	1.2	1.0

J. *Transportation Demand Management.* The Planning Director may, at their discretion, allow for a reduction in required parking for employers who enter into a Transportation Demand Management Agreement that specifies how on-site parking will be reduced through employee programs or work schedules that reduce the number of employees on site. Such programs may include the following:

1. Compressed work week schedules;
2. Flexible arrival and departure times;
3. Telework opportunities; or
4. Incentives for employees to use alternative modes of transportation to the workplace. (Ord. No. 2020-37 § 17, 10-05-2020; Ord. No. 2019-49 § 1, 08-19-2019)