



ARAPAHOE COUNTY
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Parking Near Transit

HB24-1304





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Outline

- **State requirements**
- **Affected Areas**
- **Parking Alternatives**
- **Staff Recommendation**

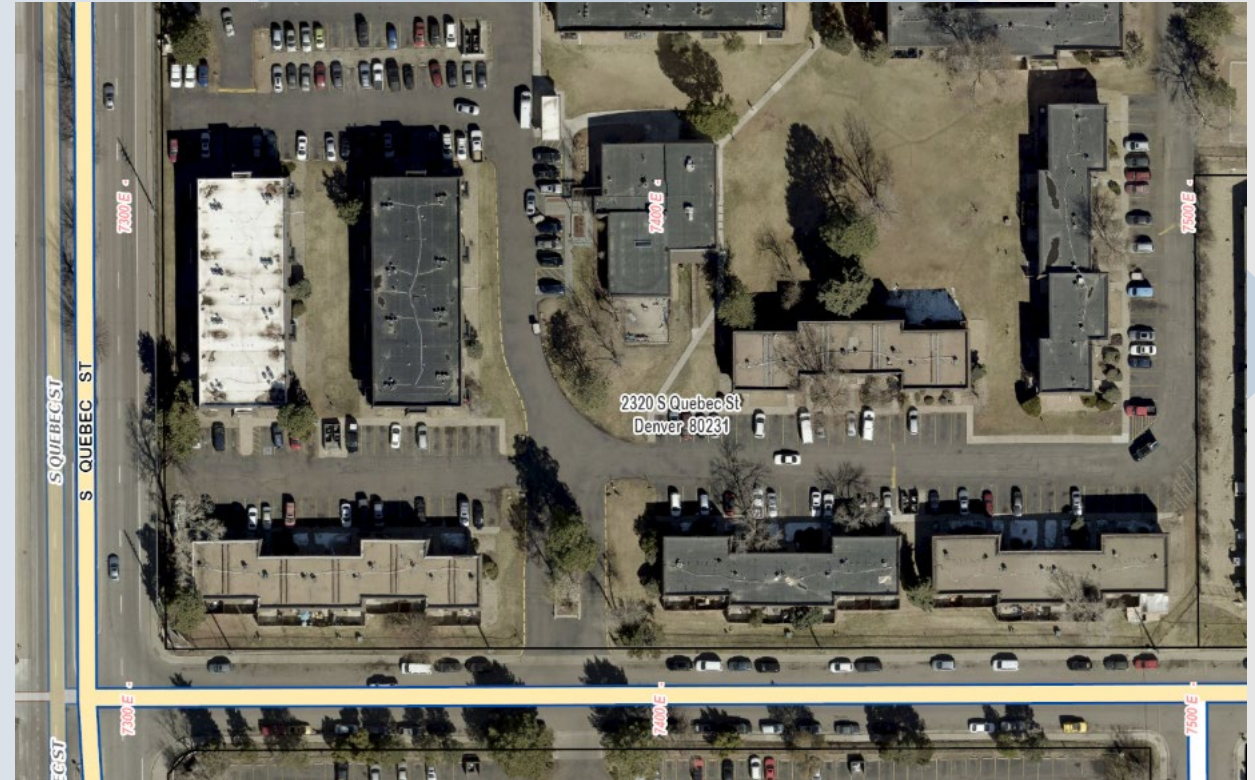


State requirements



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- On and after **June 30, 2025**, Arapahoe County cannot enact or enforce minimum parking standards for multi-family developments near transit stations and transit corridors
- **Developers may provide more parking** if they wish
- Communities may require minimum parking requirements necessary to meet affordable housing funding conditions



Affected Areas – Federal/285



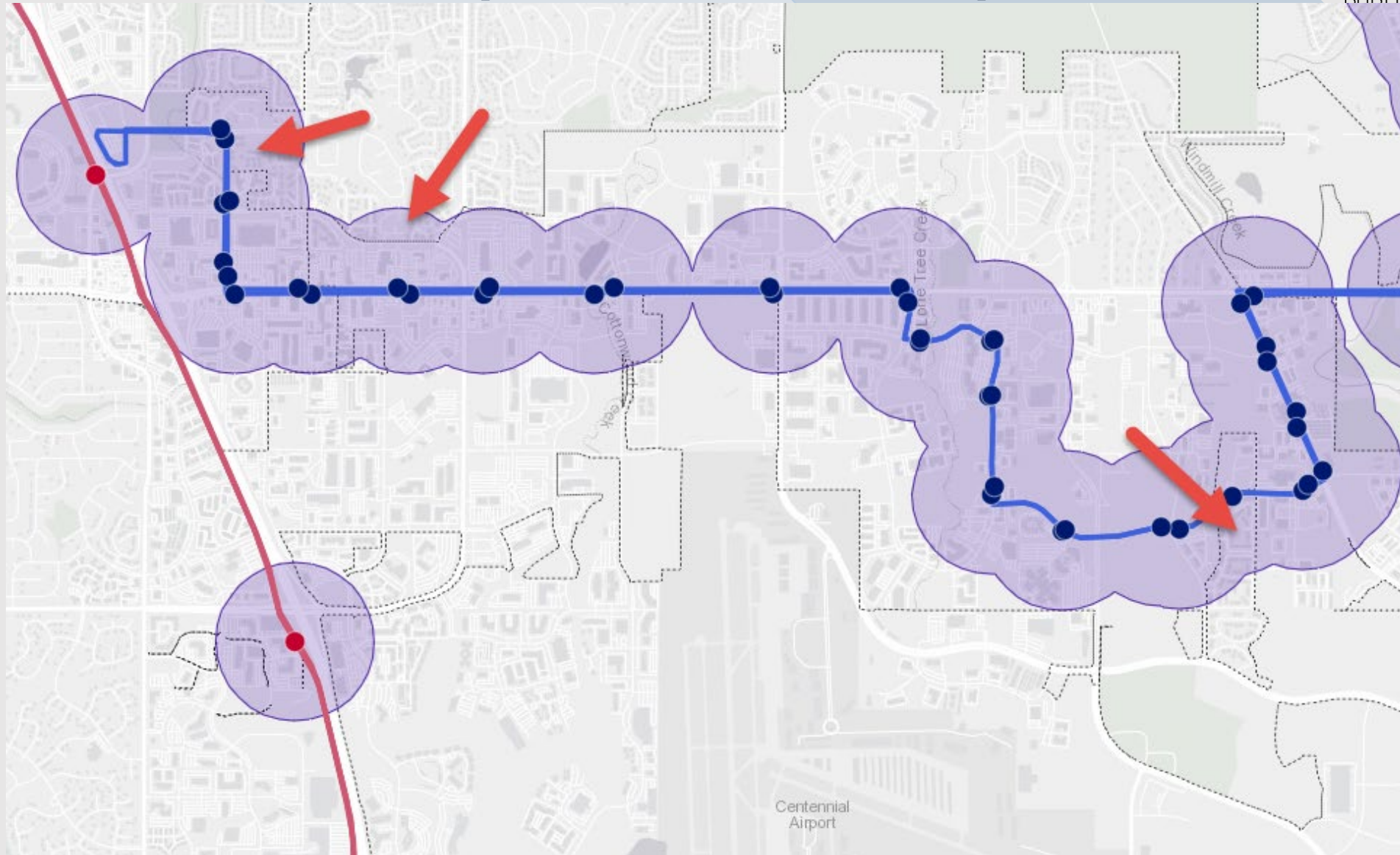
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Affected Areas – Arapahoe/Dove Valley



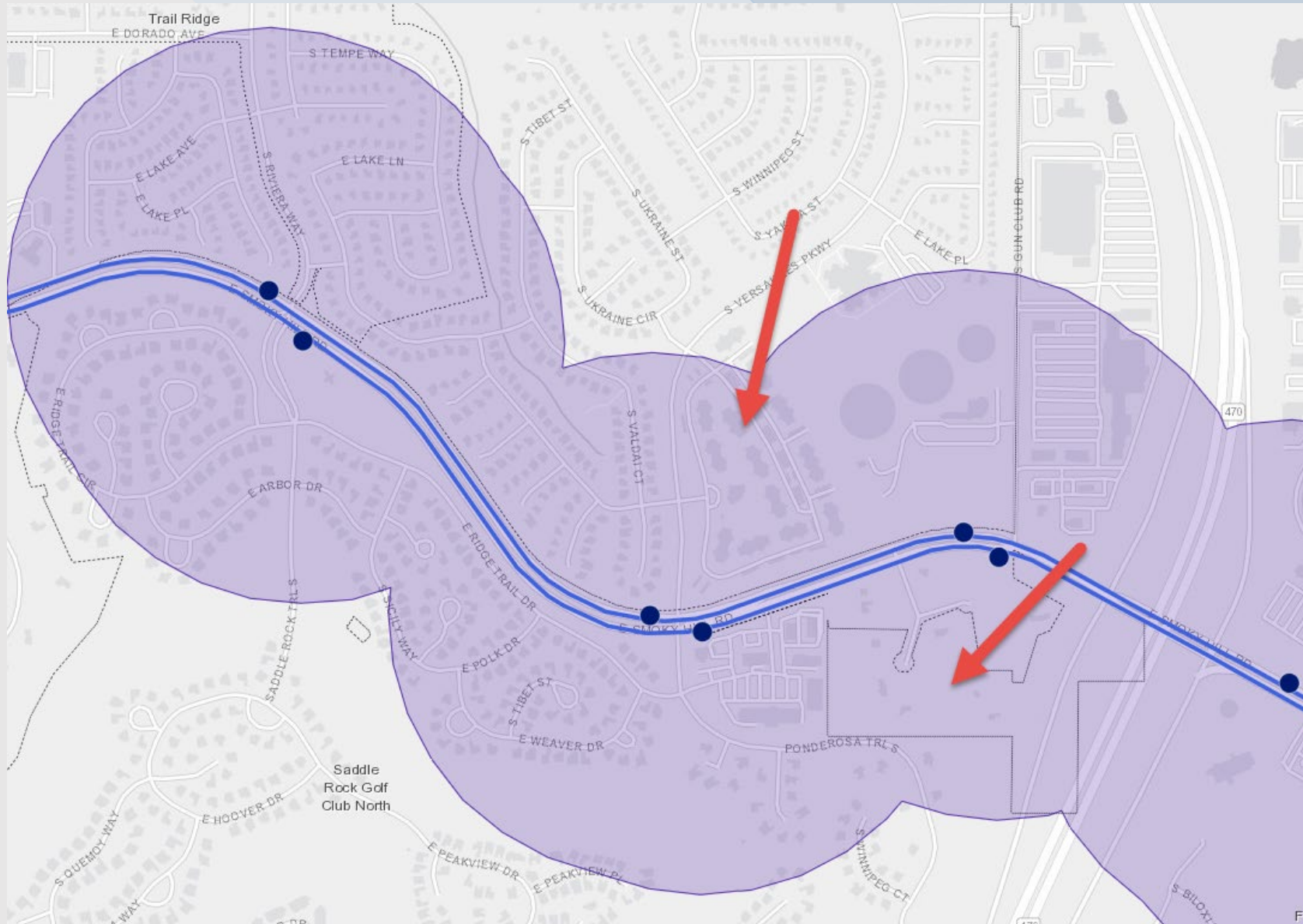
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Affected Areas – Smoky Hill/E-470



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Parking Alternatives

➤ Three options:

- 1. Adopt state-required code: no parking minimums for multi-family near transit**
2. As above, plus adopt draft parking regulations reducing parking minimums (attached to agenda item)
3. Adopt HB24-1304 requirements and consider more significant changes, such as eliminating minimum parking requirements



Reducing/Eliminating Minimums



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npr NEWSLETTERS SIGN IN

NEWS CULTURE MUSIC PODCASTS & SHOWS SEARCH

NATIONAL

From Austin to Anchorage, U.S. cities opt to ditch their off-street parking minimums

JANUARY 2, 2024 · 5:01 AM ET
HEARD ON ALL THINGS CONSIDERED

Laurel Wamsley

PLANNING MAGAZINE

A Business Case for Dropping Parking Minimums

In the smallest of towns and the biggest of cities, these new zoning reform policies help boost small businesses, promote housing development, and put people over parking.

INNOVATIONS PARKING

9

Changing parking minimums can support economic development and sustainability. Photo by eyfoto/iStock/Getty Images Plus.

Lower Development Costs

How many excess parking spaces were avoided in the seven years after the parking reform, and how much was saved in construction costs?

Sohoni and Lee used the parking minimums and 108 percent of those minimums as the lower and upper bounds for the baseline parking supply. The original MPR would have required 3,975 parking spaces. However, developers built only 1,833 spaces when given market-based choices, saving 2,142 spaces.

If developers had continued the past trend of constructing 108 percent of parking minimums, deregulation would have saved 2,472 spaces.

Taking a conservative estimate of \$20,000 in construction costs per parking space in Champaign, the repeal of MPRs helped developers save approximately \$43 million to \$49 million. This indirectly benefits tenants, as developers are likely to pass on construction costs to them.

Increased Downtown Density

The original parking standard in Campustown required one space for every two bedrooms in residential buildings. Since student housing is often compact, this led to a 600-square-foot living space needing 330 square feet of parking, including circulation areas. The repeal of MPRs allowed for the construction of more units per project.

Following the reform, the average residential unit density in the deregulated districts increased by 79 percent. This increase may be due to the removal of the open space requirement in the university district combined with parking deregulation.

Increased Municipal Revenue

Sohoni and Lee observed signs of Champaign's existing parking stock being used more efficiently. There was a 39 percent increase in the city's long-term permit sales, while short-term permit sales dropped by about 45 percent between 2016 and 2021.





Reducing/Eliminating Minimums

➤ Additional considerations:

1. On-street parking
2. Curbside management
3. On-street Enforcement
4. Interaction w/street cross-sections
5. Timing: Transit-oriented Communities(HB24-1313), Model Fire Code adoption (SB23-166), EV Charging site plan requirements (HB24-1173)



Staff Recommendation

Adopt state-required code: no parking minimums for multi-family near transit



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