



**ANNUAL  
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2025 BRECKENRIDGE

# Parking Policy: A Better Way

Presented by:

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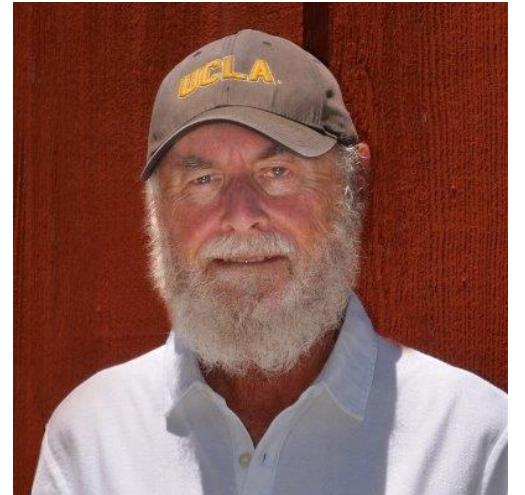


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# A better way?

Planners typically determine parking ratios by...

- ✓ Referring to ITE's Parking Generation Manual
- ✓ Copy what neighboring cities are doing
  - This approach is transportation planning orthodoxy
  - We believe this approach is wrong



*“Setting parking requirements by relying on what other cities require not only risks repeating someone else's mistakes but also fails to reveal where the requirements came from in the first place.”*

- Donald Shoup, Professor Emeritus, UCLA

# Why might these approaches be wrong?

#1: ITE data is unreliable. Parking generation rates are context- sensitive and influenced by many factors

#2: Every community is different with different land use policies, different transportation policies, different road networks, etc.

#3: Other communities likely referred to other communities & ITE as guides for setting parking policy which is like the blind leading the blind

# Menti Survey #1

## Question 1:

Is your community interested in eliminating minimum parking requirements?

## Question 2:

If “yes” are you doing this to satisfy new legal requirements?

## Question 3:

What are your specific obstacles/concerns in eliminating parking minimums?



# What we should be afraid of!



- ✓ A minimum of 4 spaces per 1,000 sq. ft. of floor area was required. Was the parking ratio right?
- ✓ Positives?
- ✓ Negatives?

*“Under minimum requirements, even those who do not drive share in paying the cost of parking. Parking costs are embedded in higher retail prices, lower workplace salaries, higher rents, and the like.”*

- Richard Willson: Parking Reform Made Easy



# Elimination of Minimum Parking Requirements in 3 Acts Spanning 10 Years

- **1<sup>st</sup> Act (2014):** Longmont eliminates minimum parking requirements for commercial uses. Maximum parking allowances replaces minimum requirements.
- **2<sup>nd</sup> Act (2022):** Longmont eliminates minimum parking requirement for multifamily developments in the mixed-use corridor zoning districts. Maximum parking allowances replace minimum requirements.
- **3<sup>rd</sup> Act (2024):** Longmont eliminates minimum parking requirements for all remaining use categories city wide. Maximum parking allowances replace minimum requirements.



# Longmont Parking Code Amendments: a sampling

MINIMUM OFF-STREET PARKING REQUIREMENT (PRIOR TO 2014)		
Principal Permitted Use	Minimum # of Parking Spaces	Additional Requirements
One-family dwellings (including affordable one-family dwellings)	2 per dwelling unit	Contiguous on-street parking (if use is on a standard local street) may satisfy 50% of parking requirement. Plus 1 guest space of on-street parking per dwelling.
Multifamily Dwellings: Efficiency or one-bedroom	1.5 per dwelling unit	Plus 0.25 per guest spaces per unit. For multifamily developments with garages for every dwelling unit, the number of required physically disabled parking spaces is based on the number of shared guest parking spaces.
Multifamily Dwellings: Two-bedroom	1.75 per dwelling unit	
Multifamily Dwellings: Three-bedroom	2 per dwelling unit	
Commercial shopping centers	1 per 250 square feet	
Funeral homes	1 per each 4 occupant capacity	
Churches, auditoriums, theaters, conference centers, other places of worship or assembly	1 per 4 seats	

PARKING ALLOWANCE: PRESENT DAY (AS OF 2024)	
Use Type	Maximum Parking Spaces Allowed
Dwelling, single-family detached	3 garage or carport per dwelling unit
Dwelling, multifamily	2 per unit
Retail Sales, general	4 per 1,000 square feet
Funeral facility	0.3 per occupancy capacity
Assembly Uses	1 per four uses

*“It’s unfair to have cities where parking is free for cars and housing is expensive for people.”*

- Donald Shoup



# Why did Longmont take this approach?

- Market-based approach to parking policy
- History of overparked developments, sometimes significantly so
- Housing affordability is a concern
- The City supports alternative transportation modes including walking, biking and transit
- The City supports compact, transit-friendly development
- The City passed a resolution declaring a climate emergency. Transportation represents the lion's-share of greenhouse gas emissions
- Unused land devoted to parking represents an opportunity cost
- \$ cost of providing parking passed on to consumers in the form of higher prices for goods & services





# How did we determine Longmont's parking requirements led to overparked developments?



You can see it!

*“Minimum parking requirements create an asphalt wasteland that blights the environment. A powerful force field of free parking encourages everyone to drive everywhere.”- Don Shoup*



For multifamily developments where many people are gone during the day, we commissioned a Multifamily Housing Parking Study by CU Graduate Student Geoffrey Weathers

- 4 multifamily developments were studied in different parts of town
- All were at least 95 percent occupied
- 2 had no access to transit and no key destinations within walking distance
- Author visited sites late in the evening during the work week on three different occasions
- He found the following:



# Crisman Apartments

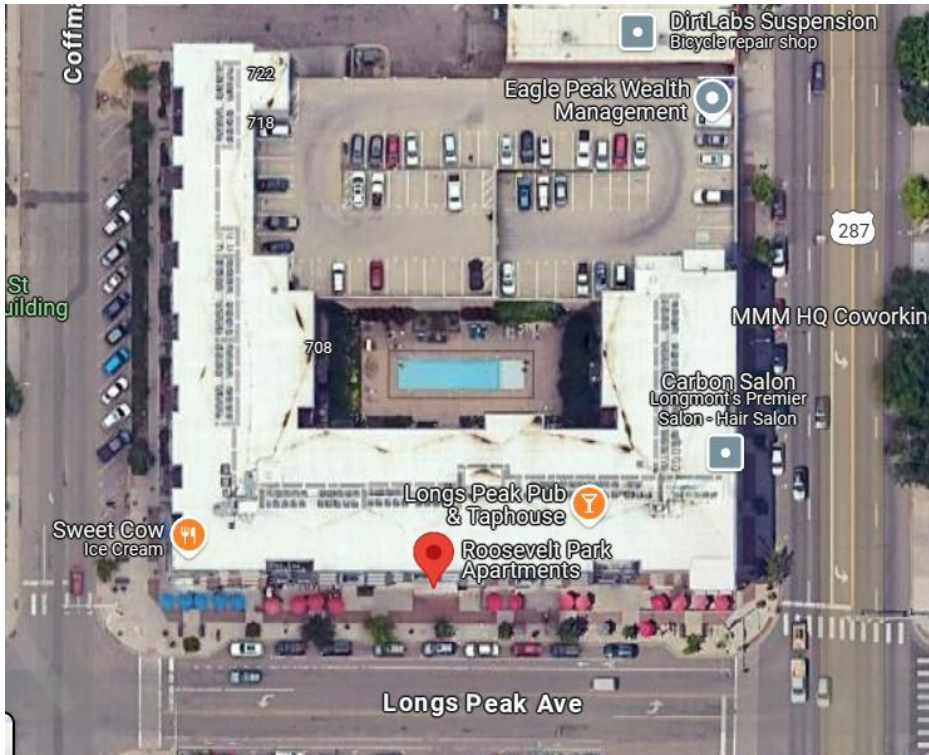
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- 114 Units with 50% affordable (50% at or below AMI) & 50% market-rate
- Occupancy rate: 99.20%
- Parking Spaces Provided per Code: 172
- Parking Ratio per Code: 1.51 Spaces per Unit
- Parking Spaces Occupied: 99, 93, & 86
- Average of 54% of total spaces occupied
- High walkability score
- Good Access to Transit





# Roosevelt Park Apartments



- 115 Market-Rate Units
- Occupancy Rate: 95.65%
- Parking Spaces Provided: 149 (83 secured garage)
- Parking Ratio: 1.29 Spaces per Unit
- Spaces Occupied: 124 or 83% (Reported by Leasing office)
- High walkability score
- Excellent access to transit & downtown

**Note!** Spaces are leased separately from the unit:  
(\$25 uncovered & \$50 covered)

*“...[h]ouseholds without bundled parking, even controlling for vehicle ownership and a wide array of other factors, are more than twice as likely to use transit as households with bundled parking.”*

**- Michael Manville, Land Use Policy, Volume 91, February 2020**



# Grandview Meadows Apartments

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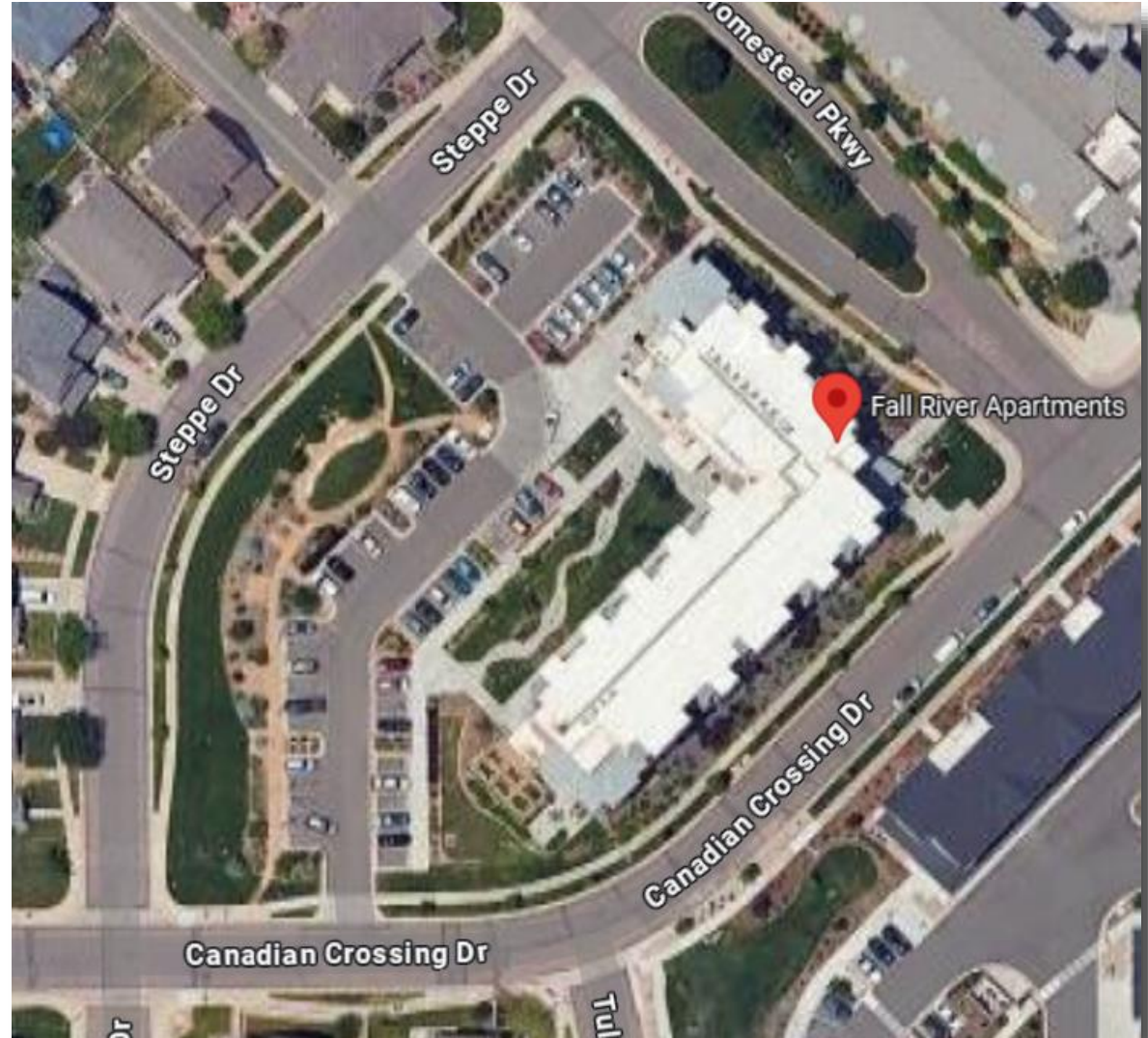
- 508 Market-Rate Units
- Occupancy Rate: 95%
- Parking Spaces Provided: 960 (752 surface & 208 Garage)
- Parking Ratio: 1.88 Spaces per Unit
- Spaces Occupied: 828, 783, 800 (includes garage spaces reported by landlord)
- Average of 84% of the total amount of parking provided
- Low walkability score
- Area is very auto-dependent & very suburban



# Fall River Apartments

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- 60 Senior Affordable Units
- Occupancy Rate: 100%
- Parking Spaces Provided: 60
- Parking Ratio: 1.0 Space per Unit
- Spaces Occupied: 51, 48, 51
- Average of 83% total spaces used
- Low walkability score
- Auto dependent; very suburban, no available transit



# The High Cost of Minimum Parking Requirements Using Multifamily Developments as a Proxy

	DEVELOPMENT NAME	PARKING PROVIDED	TOTAL UNITS	PARKING TO UNIT RATIOS	PARKING & DRIVES (SQUARE FEET)	PROPERTY SIZE (SQUARE FEET)	% OF LAND DEVOTED TO PARKING & DRIVES
1	Alta and 15th Multifamily Site Plan*	153	88	1.74	52,968	175,837	30%
2	Prairie Village Filing No. 8 Site Plan	239	126	1.90	91,539	305,484	30%
3	The Highlands Apartments Site Plan	487	266	1.83	181,954	525,600	35%
4	Kinzie Apartments Site Plan*	42	44	0.95	15,672	38,615	41%
5	Creekside Multifamily	364	208	1.75	122,810	363,987	34%
6	1601 Kimbark Apartments	19	9	2.11	3,840	17,045	23%
7	Centennial Park Apartments	303	140	2.16	86,092	501,168	17%
8	Copper Peak Apartments	492	240	2.05	169,448	537,705	32%

\*Affordable

**724,323 Sq Ft**  
**16.63 Acres**

- ✓ **LAND DEVOTED TO PARKING/DRIVES: 724,323 SQ. FT. OR 16.63 ACRES**
- ✓ **1 FOOTBALL FIELD = 43, 200 SQ. FT**
- ✓ **ABOUT 16.75 FOOTBALL FIELDS DEVOTED TO PARKING & DRIVES IN 8 MULTIFAMILY DEVELOPMENTS**
- ✓ **WHAT COULD YOU DO WITH ALMOST 17 FOOTBALL FIELDS OF LAND?**



## A Better Way – Before Making Parking Policy do the Following:

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- Establish your planning priorities first and decide what's most important
- Look internally at historic parking generation rates to see if yours match other examples
- Amend your parking codes to align with your larger planning goals/policies

# Things to Consider

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If housing affordability is important, consider getting rid of your minimum parking requirement

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If reducing over-reliance on motor vehicles is important, consider getting rid of your minimum parking requirement

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If excessive storm water runoff is a concern, consider getting rid of your minimum parking requirement

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If the urban heat island is a concern, consider getting rid of your minimum parking requirement

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If greenhouse gas emissions is a concern, consider getting rid of your minimum parking requirement



# Menti Survey #2

## **Question 1:**

Are you more likely to consider eliminating minimum parking requirements now?

## **Question 2:**

If “yes”, what changed your mind?

## **Question 3:**

If you are still hesitant, what are your concerns?





# A better way!

- Most lenders require parking with projects.
  - It is simply a policy approach—run it by developers.
  - Tailor to your jurisdiction...”baby steps” if necessary.
  - The Code can be amended!
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# THANK YOU!

Questions? Reach us at:

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