

## Subsec. **10-1-3.7.B** **Parking and Access in the DT Districts** DNR DTA DMS DMU

**A. Purpose.** The purpose of this Subsection is to ensure the following are achieved.

1. *Adequate Parking.* Adequate off-street vehicular and bicycle parking is provided for permitted uses in the Downtown (DT) districts to support various modes of transportation;
2. *Character.* The character and quality of life in residential neighborhoods experience limited on-street parking congestion;
3. *Impacts.* Indirect impacts on neighborhoods adjacent to the DMU, Downtown Mixed-Use, and DTA, Downtown Transition Area, districts are minimized;
4. *Loading.* Adequate loading areas are provided that do not interfere with the function of pedestrian activity and other vehicular use areas;
5. *Flexibility and Creativity.* Flexibility is promoted and creative redevelopment of small sites is encouraged;
6. *Efficiency and Environmental Benefits.* The number of parking spaces allowed or required for development is capped or allowed to be reduced in order to promote the efficient use of land and mitigate the heat island effect of expansive paved areas;
7. *Sustainability.* Parking areas are designed to facilitate pedestrian circulation, provide added vegetation, incorporate low-impact development design techniques, and use stormwater management systems as site amenities; and
8. *Comprehensive Plan.* The functionality of parking implements the goals and policies of the Comprehensive Plan, as amended from time to time.

### **B. Applicability.**

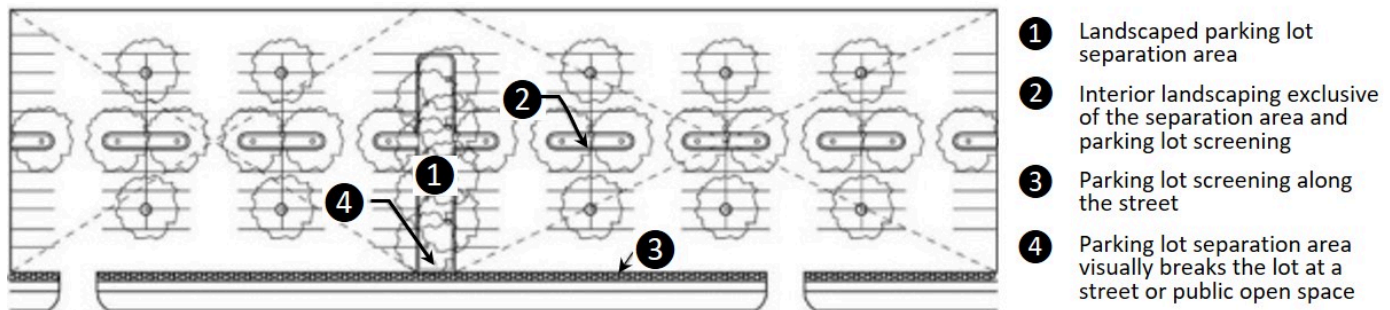
1. *Thresholds.* The standards of this Subsection apply to all development, redevelopment, significant improvement, or adaptive reuse of properties that meet or exceed the thresholds established in Section [10-9-5.4](#), *Site Plan*, or Section [10-9-5.7](#), *Master Development Plan*.
2. *Parking Ratios.* Except as otherwise provided in this Subsection, parking requirements for all uses shall be provided in accordance with Subsection [10-1-3.7.A](#), *Parking and Loading*.

### **C. Parking Areas.**

1. *Generally.* Landscaping in parking areas shall be designed to reduce the scale, visibility, and urban heat island effect of surface parking lots as set out in this Subsection.
2. *Small Parking Lots.* Parking lots with fewer than 15 spaces are exempt from these regulations. Parking lots with 16 to 49 parking spaces shall be designed with the following requirements:
  - a. *Coverage.* At least five percent of the interior area of a parking lot shall be landscaped for which no less than 75 percent shall include living plant material.
  - b. *Islands.* Landscaped parking lot islands measuring 9' x 18' shall be delineated by a physical barrier, such as but not limited to, a concrete curb. All islands shall be planted with one shade tree per 162 square feet and with native, drought-tolerant shrubbery and groundcover. As determined by the Director, where practicable, landscaped islands shall be constructed as a vegetated bio-swale or rain garden.
3. *Large Parking Lots.* Parking lots shall be shaped and/or landscaped to reduce their scale and overall impact by one of the following approaches, as depicted in Figure [10-1-3.7.B.1](#), *Large Parking Lot Landscaping Examples*:
  - a. *Landscaping Increase.* Increase the interior parking lot landscaping requirement for parking lots containing 50 to 99 spaces to a minimum of 10 percent of the parking lot area (#2 in Figure [10-1-3.7.B.1](#)), excluding areas used for parking lot screening (#3 in Figure [10-1-3.7.B.1](#)).
  - b. *Visual Segmenting.* For parking areas containing 100 or more parking spaces, provide landscaping across 10 percent of the interior area of a parking lot by:

1. Breaking the lot into visually separate lots with at least a 20-foot-wide landscaped zone between them (these lots can be interconnected) so long as they appear separate when viewed from the street (#1 and #4 in Figure 10-1-3.7.B.1); or
  2. Creating divisions internal to the parking lot that visually divide it into segments through the provision of at least a 10-foot-wide landscape zone running the length of, at most, every third double-sided parking row (#1 in Figure 10-1-3.7.B.1).
- c. *Shade Trees*. All landscaped areas that divide large parking lots shall include shade trees consisting of 75 percent evergreen and non-deciduous trees and 25 percent deciduous trees at a maximum spacing of 30 feet on center. Additional shade trees shall also be provided in any increased landscaping percentage requirement.

**Figure 10-1-3.7.B.1**  
**Large Parking Lot Landscaping Examples**



#### 4. *Parking Area Screening*.

- a. *Surface Parking*. Where an allowed parking lot adjoins a street, screening shall occur by providing:
1. A minimum five-foot wide buffer with a solid row of hedges across 100 percent of the linear dimension parallel, or roughly parallel, to street rights-of-way;
  2. A masonry wall that is a minimum of 30 inches and a maximum of four feet in height; or
  3. A decorative fence and shrubbery across 50 percent of the linear dimension parallel, or roughly parallel, to street rights-of-way.
- b. *Tuck-Under Parking*. Tuck-under parking shall be screened from view from adjacent properties and non-alley rights-of-way by buildings or a buffer that screens 100 percent of the parking from public view.

#### 5. *Parking Structure Foundation Plantings*.

- a. *Generally*. Parking structures shall have planting areas adjacent to the base of the building with a minimum width and radius as set out in Table 10-1-3.7.B.1, *Minimum Foundation Planting Width and Radius*. Where planting areas are required, they may be crossed with walkways of the minimum width required to provide access to the structure.
- b. *Street-Facing and Interior Side*. One evergreen or non-deciduous shade tree or three non-deciduous ornamental trees shall be planted within the street facing and interior side foundation planting areas for every 20 linear feet, measured parallel to the building. Remaining portions of the planting area shall be planted with groundcover. A maximum of 50 percent of the remaining portions of the planting area may consist of decorative pavers or stamped, dyed concrete. Vegetated rain gardens and/or naturalized, low-maintenance gardens may be used in lieu of or together with the required groundcover.

6. *Tree Canopy Credit*. Required trees in parking area landscaping count toward the tree canopy coverage requirements set out in Section 10-2-4.1, *DT Landscaping*.

**Table 10-1-3.7.B.B.1****Minimum Foundation Planting Width and Radius**

Structure Side	Planting Width and Radius
Street-Facing	6'
Interior Side	5'

**D. Parking Minimums and Maximums.**

1. *Parking Ratio Adjustment.* Unless exempted in Section 10-1-3.7.A, the minimum parking ratios in Table 10-1-3.7.A.1, *Required Off-Street Parking*, shall apply to the DT districts with the following modifications:

- Multi-Family Dwellings* (not including single-family attached). For multi-family and mixed-use developments (for example, a stand-alone apartment building type or buildings), one space shall be required per unit.
- Office.* For single-use developments (for example, a stand-alone office building type or building), one space shall be required per 300 square feet of gross leasable area.
- Retail Sales, Service, and Repair.* One space shall be required per 500 square feet of gross floor area.
- Restaurants.* One space shall be required per 150 square feet of gross floor area.

2. *Off-Street Surface Parking Maximums.* The maximum number of off-street surface parking spaces that may be provided in the DT districts shall be no more than 125 percent of the minimum parking requirements established in this Subsection and Table 10-1-3.7.A.1, *Required Off-Street Parking*. This maximum shall not apply to structured parking.

**E. Downtown Parking Credits and Reductions.** Upon approval of the City Manager or the City Manager's designee and with consideration based on current parking usage, an applicant may utilize one of the following parking credits and reductions of required parking in order to reduce the minimum required off-street surface parking spaces by up to 50 percent of required spaces. The credits and reductions shall not be cumulative.

- Electric Vehicle Charging Station.* Each off-street electric vehicle charging station with a rating of 240 volts or higher shall count as 1.5 off-street parking spaces toward satisfaction of the minimum required off-street parking requirements, for a maximum credit of 10 percent of required spaces.
- ~~*Reserved Proximity to RTD Station.* The minimum number of off-street surface parking spaces required may be reduced by 20 percent if the proposed development is located within 1,000 feet of a Regional Transportation District (RTD) light rail station, measured along a sidewalk or walkway from the pedestrian entrance of the development to the nearest parking space within the off-street parking area of the station. New development shall coordinate with the Denver Council of Regional Government's Metropolitan Planning Organization during the review and subsequent city building permit processes to implement transportation demand management strategies.~~
- RTD Pass.* With authorization of the City Manager, on a legal affidavit approved by the City Attorney, reauthorized on a bi-annual basis, required off-street surface parking spaces may be reduced by 30 percent when, according to Table 10-1-1.3, *Land Use Matrix*, a commercial or office business, apartment, or a mixed-use building (upper floor residential units) with 50 or more employees or dwelling units provides RTD passes for all part- and full-time employees and/or residences.
- Ride Sharing.*
  - Designated Space.* Each drop-off/pick-up space, measuring 10 feet wide by 22' deep, up to a maximum of three, allocated and marked for ride sharing services shall count as 1.5 off-street parking spaces toward satisfaction of the minimum required off-street parking requirements. Ride sharing spaces shall be posted as "Reserved for Ride Sharing." Such spaces shall be located in a pick-up and drop-off area abutting the building and shall not be counted toward any required stacking spaces related to drive-in or drive-through operations.

- b. *Rideshare Program.*** Required off-street surface parking spaces may be reduced by 30 percent when a development initiates and maintains the Denver Regional Council of Government's "Way To Go" ridesharing program for its residents and/or employees.
- c. *Study.*** The Director may require an applicant to provide a traffic impact study to determine peak period demands and stacking requirements if the type of use or its operation appears to warrant more or less stacking area.
- d. *Use.*** No vehicle shall park or stand in a drop-off/pick-up zone other than while actually engaged in the loading or unloading of passengers or materials. In no event shall any vehicle be parked or stand in a drop-off/pick-up zone for more than 15 minutes.

#### **5. *On-Street Parking.***

- a. *Applicability.*** In the DMS and DTA districts, on-street parking may count toward satisfaction of the minimum required off-street parking on any property that is directly adjacent to and abutting a street where on-street parking is permitted, with written approval of the Director.
  - b. *Location and Availability.*** On-street spaces shall be located on a public street and directly adjacent to and abutting the subject property. Only those spaces adjacent to and on the same side of the street as the subject property may be counted, as authorized.
  - c. *Prohibited Parking.*** Bus stops, clear zones adjacent to curb cuts, and other areas where parking is prohibited shall not be included in the calculation of available on-street parking spaces.
  - d. *Dimensions.*** An on-street parking space shall be a minimum of eight feet in width and 22 feet in length and shall be fully adjacent to the subject property. For example, a lot with 60 linear feet of street frontage could receive credit for a maximum of two on-street parking spaces.
- 6. *Shuttle to RTD Station.*** With authorization of the Director, on a legal affidavit approved by the City Attorney, reauthorized on a bi-annual basis, public and institutional uses and those in the Office use category that provide regularly scheduled shuttle transit to an RTD station may receive up to a five percent reduction in the number of required off-street parking spaces, as follows:
- a. *Peak-Hour Service.*** A five percent reduction is allowed for shuttle service taking place at the use's peak hour(s) of traffic to an RTD station.
  - b. *Documentation.*** As warrant for authorization, documentation approved by the City Attorney shall be provided that demonstrates the commitment of the business or institutional establishment to provide regularly scheduled shuttle transit to an RTD station.
- 7. *Tuck-Under Parking.*** Each two on-site tuck-under parking spaces shall count as three off-street parking spaces toward satisfying the minimum required off-street parking. Refer to Section [10-2-4.1](#), *DT Landscaping*, for screening standards related to tuck-under parking.
- 8. *Bicycle Parking.*** An approved bicycle parking facility may be substituted for off-street vehicle parking on a ratio of one bicycle parking space per 20 vehicle parking spaces; provided, that such substitution shall not replace more than 10 percent of the total vehicle parking required by Subsection [10-1-3.7.A](#), *Parking and Loading*.

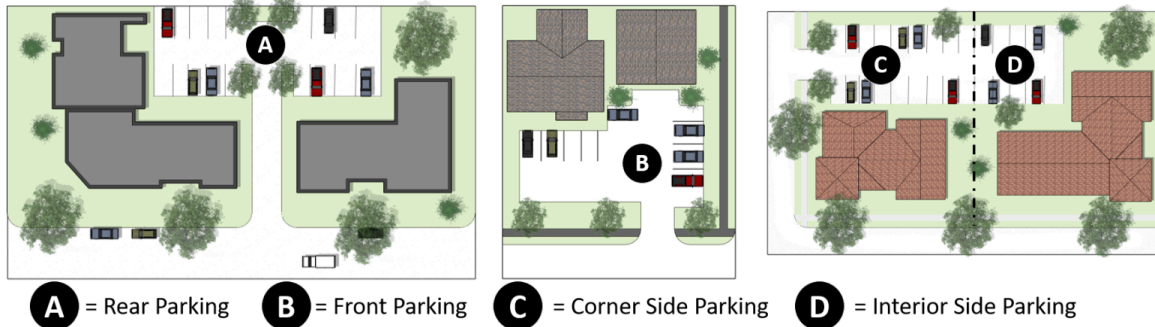
### **F. Vehicle Access and Parking Design Standards.**

#### **1. *Surface Parking Location.***

- a. *Generally.*** Off-street surface parking shall be located on the subject property in relation to the principal building in accordance with Figure [10-1-3.7.B.1](#), *Vehicle Surface Parking Location*.
- b. *Tuck-Under Parking.*** Tuck-under parking with required screening set out in Section [10-2-4.1](#), *DT Landscaping*, is exempt from these surface parking location requirements.



**Figure 10-1-3.7.B.1**  
**Vehicle Surface Parking Location<sup>1</sup>**



Parking Locations	Districts			
	DNR	DTA	DMS	DMU
Rear Parking	P	P	P	P
Front Parking	--	--	--	--
Corner Side Parking	P	P	--	P
Interior Side Parking <sup>3</sup>	p <sup>2</sup>	p <sup>2</sup>	p <sup>2</sup>	p <sup>2</sup>

Table Notes:

P = Parking Location Permitted  
 "--" = Parking Location Prohibited

1. Illustrations are conceptual only and are intended to show parking area locations in relation to buildings. They are not intended to show amount of parking required for any particular land use or any other required features or characteristics.
2. A buffer in accordance with this Subsection shall be required between the interior side parking area and a single- or two-family residential use. Otherwise, the buffer type required in Section [10-2-4.2, DT Bufferyards](#), applies.
3. Interior side parking that does not have access from a public right-of-way may require the owner to obtain a cross access easement together with the adjacent property in accordance with this Subsection.

## 2. Vehicular Access to Off-Street Parking.

### a. Generally.

1. Except as modified by this paragraph, vehicular access shall be reviewed for:

- i. Sight distance;
- ii. Proximity to intersection;
- iii. Traffic control condition (signs, signals, etc.); and
- iv. Proximity to existing accessways.

2. In all DT districts, if a dedicated 12-foot wide alley is adjacent to the property, then new vehicular access points shall take access from the alley. If the alley is unimproved, then the applicant shall improve the alley to the satisfaction of the City Engineer.

3. If an adequate alley for vehicular passage is not available, then new vehicular access points shall access a secondary street. If neither an alley nor a secondary street is available, then new vehicular access points may access a primary street.

- b. **Access.** Direct vehicular access to a Mixed-Use/Downtown Main Street corridor by a private access is prohibited unless no viable alternative is available. Access to abutting property will be confined to local streets. Corner lots abutting an intersection of a Mixed-Use/Downtown Main Street corridor and local street shall take access from the local street, provided the access meets the requirements of this Code.

- c. **Number.** There may be only one connection permitted per lot on a Mixed-Use/Downtown Main Street corridor, which may not be greater than 24 feet in width for every 100 feet of street frontage.

- d. *Maximum Width.* Residential accessways shall be a maximum of 12 feet wide. Residential accessways that access an alley and accessways for non-residential and mixed-use shall be a maximum of 24 feet wide.
- e. *Double-Track Accessways.* Double-track/wheel strip accessways are permitted in the DNR district in association with a single-family detached or single-family attached/duplex dwelling, provided each wheel strip is a minimum of 18 inches, and a maximum of 36 inches in width and the area between the wheel strips is planted with living groundcover. However, within the public right-of-way, the accessway shall be fully paved along its total width, from the property line to the curb line.

**Figure 10-1-3.7.B.2**  
**Wheel Strip Driveway Example**



3. *Parking Structures.* Refer to Section [10-2-3.2, DT Standards of Design](#), for parking structure design standards.

4. *Parking Lot Lighting.*

- a. *City Code.* All lighting shall comply with [Title 10, Chapter 15, Lighting Requirements](#), of the City Code.
- b. *Pedestrian and Temporary Lighting.* On-site pedestrian bollard lights and lights mounted on buildings or poles not taller than 15 feet above grade shall be provided. The required minimum illumination for walkways and other pedestrian areas is 0.25-foot candles, or as determined by Illumination Engineering Society (IES) Standards. The required minimum illumination for walkways and other pedestrian areas shall be designed in accordance with IES Standards. Holiday and other styles of temporary rope lighting shall not be used to highlight features of a principal building. All temporary lighting is required to meet [Title 10, Chapter 15, Lighting Requirements](#), of the City Code.
- c. *Pole Lights.* Free-standing, on-site pedestrian pole lights and parking lot lights that are within 20 feet of a residential use or district shall be a maximum of 15 feet tall. Other free-standing light poles shall be a maximum of 18 feet tall.

5. *Paving Materials for Surface Parking and Accessways.*

- a. *Generally.* All off-street surface parking areas and accessways shall be paved with one or a combination of concrete, asphalt, porous asphalt, concrete pavers, paving blocks, permeable or porous pavers, brick, or similar materials approved by the City Engineer. Permeable pavement shall be limited to pedestrian areas, areas with low vehicular traffic volumes, smaller axle loads, and low speeds such as parking stalls, smaller parking lots, overflow parking areas of larger parking lots, and other areas with little or no traffic.

- b. Differentiation.** Special paving patterns and materials shall be utilized to delineate building entries and provide interest and variation.
  - c. District-Specific Standard.** In the DNR and DTA districts, an extension of the sidewalk paving shall be provided on private property to allow enough space to plant street trees adjacent to the curb, as determined by the Director.
- 6. Shared and Cross Access.** Shared and cross access, as depicted in Figure 10-1-3.7.B.3, *Shared and Cross Access*, shall be provided for multiple-family, non-residential, and mixed-use developments according to the following:
- a. Shared Access.**
    - 1. Access that is shared by abutting properties, whether under single or separate ownership, shall be preserved using a shared access easement that is acceptable to the City Attorney and recorded in the office of the appropriate Clerk and Recorder's Office, at the applicant's expense. The obligation to provide and maintain shared access shall run with the land.
    - 2. If there is an existing shared access for which there is no recorded legal documentation, the shared access shall continue, and legal documentation shall be executed and recorded.
  - b. Cross Access.**
    - 1. Cross access between off-street surface parking areas shall be provided, where feasible, based on lot shape, size, and configuration. The Director may deem improved alleys (either already improved or improved by the applicant) as an acceptable way to provide cross access or, if an improved or improvable alley is not available, may require a cross access easement at the rear of the property, or may require the subject property to connect to an existing adjoining cross access easement.
    - 2. Where connections to abutting parcels are possible with a cross access easement but do not exist at the time of development, the parcel proposed for development shall stub-out drive aisles and sidewalks to allow for two-way vehicular and pedestrian connections on the abutting parcel.
    - 3. The applicant shall record a cross access easement in a form acceptable to the City Attorney to allow for future connection of the stub-out(s) to the adjoining property.

**Figure 10-1-3.7.B.3  
Shared and Cross Access**

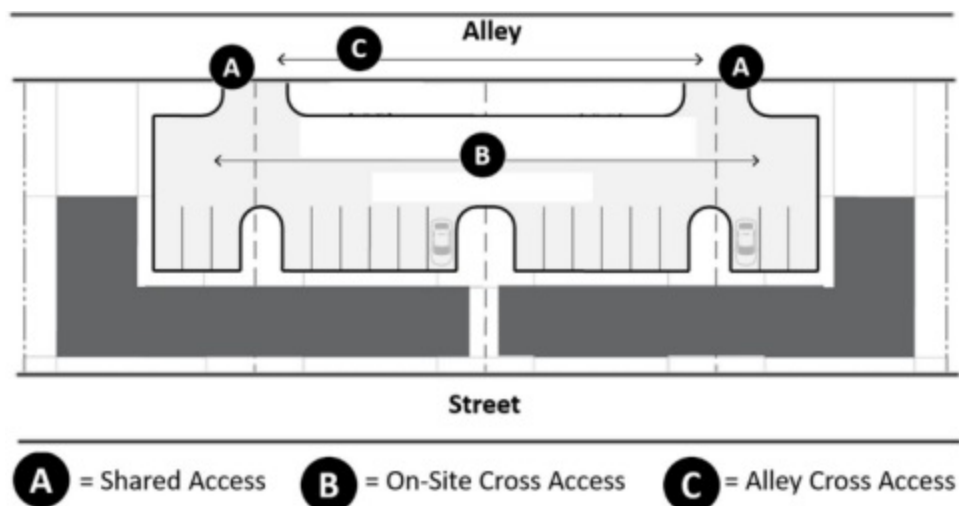


Figure Note: This graphic depicts both on-site cross access and alley cross access. A minimum of one type of access is required according to Subsection (f), Shared and Cross Access, above.

## I. Pedestrian Circulation.

### 1. Connectivity.

- a. Connection to the Street.** The on-site pedestrian circulation system must connect all adjacent public rights-of-way to the main building entrance. The connection must follow a direct route and not involve significant out-of-direction travel for system users.
  - b. Connection to Abutting Properties.** The on-site pedestrian circulation system must provide at least one connection to existing paths and sidewalks on abutting properties or to the likely location of future paths or sidewalks on those properties. When the Director determines that no paths or sidewalks exist on a neighboring property or it is not possible to determine the likely location of future path or sidewalk connections or extending a connection would create a safety hazard on either property, no such connection is required.
  - c. Internal Connections.** The on-site pedestrian circulation system must connect all buildings on the site and provide connections to other areas of the site likely to be used by pedestrians and non-motorized travel, such as parking areas, bicycle parking, recreational areas, common outdoor areas, plazas, and similar amenity features.
- 2. Design.** Required on-site pedestrian circulation facilities must be designed and constructed in accordance with the following requirements:
  - a.** The on-site pedestrian circulation system must be paved and be at least five feet in width.
  - b.** When the on-site pedestrian circulation system crosses accessways, parking areas, or loading areas, it must be clearly differentiated through the use of elevation changes, a different paving material, or other equally effective methods. Striping does not meet this requirement.
  - c.** When the on-site pedestrian circulation system is parallel and adjacent to a vehicle travel lane, it must be a raised path at least six inches above the vehicle travel lane surface or be separated from the vehicle travel lane by a raised curb, bollards, landscaping, or another physical barrier. If a raised path is used, the ends of the raised portions must be equipped with accessible curb ramps.
  - d.** The on-site pedestrian circulation system must be illuminated to ensure that it can be used safely at night by employees, residents, and customers. Lighting shall be placed at a height to have an average illumination level of one foot-candle.
- 3. Plan.** A pedestrian circulation plan that includes walkways, crosswalks, and traffic control devices that create safe and convenient pedestrian paths from all parking areas and other internal pedestrian walkways shall be provided on a Site Plan or Master Development Plan. The pedestrian circulation plan shall accomplish the following:
  - a.** Minimize points of conflict between pedestrians and moving vehicles;
  - b.** Channelize pedestrian flows to crossing areas, and provide well-defined paths across major drive aisles with measures such as alternative paving materials, pavement colorized (not painted) in contrasting or complementary hues and signage; and
  - c.** Connect internal pedestrian walkways to existing and future external walkways.