

**House Transportation, Housing & Local Government**

**03/05/2024 01:30 PM**

**HB24-1304 Minimum Parking Requirements**

**Typed Text of Testimony Submitted**

<b>Name, Position, Representing</b>	<b>Typed Text of Testimony</b>
David Kider For themselves	Hi. I support this bill. I'm excited at this opportunity to remove minimum parking requirements. I want to see more productive use of land, more housing, and more choice about parking. Thank you for creating this bill.
Eric Jensen For themselves	Hi, I am writing to express my support for HB24-1304 to prohibit local governments from enforcing minimum parking requirements. Throughout Colorado, and particularly in the Front Range urban corridor, housing affordability has become a substantial issue, including in my home in Fort Collins. Often, minimum parking requirements impose a significant hurdle for building new affordable housing by requiring two parking spaces per unit, with the cost of these additional spaces driving up the cost of units. Removing this onerous requirement on developers does not preclude developers from developing parking or prevent municipalities of county governments from prioritizing parking where needed. Instead, it enables municipalities and developers the flexibility to make smart choices about how to manage valuable urban land. It's time we allow our talented city officials and developers the ability to develop our cities in ways that appropriately value our land and urban fabric. Thank you for your time and consideration.
John Pillmann Amend themselves	This bill, as written does not allow for any traffic or parking analysis to take place to determine if the developer's plan for parking (whether on-site or off-site) is sufficient given the current parking available near the development site. As written, developers could neglect to provide any parking whatsoever, claiming that nearby street parking is sufficient for residents. This claim could be false, but without any analysis, how would one know? As an example, I live in a neighborhood where most houses were built over 100 yrs ago. Most have 1-car (or no) garages, and utilize street parking extensively. There's a 5-acre parcel down the street that will soon be developed for housing. That's great but IF the developer is no longer required to provide adequate parking (could rely on street parking in

	<p>surrounding neighborhood), what choice do existing and future residents have? We have no public transport nearby, no shopping nearby, etc. The bottom line is that taking a shotgun approach to eliminating parking requirements is NOT the solution here. I totally understand if the development is located close to mass-transit &amp; shopping. But for areas with little/no other options than a car to get from A-to-B, eliminating parking minimums is a very shortsighted move. By the way, this same bill would also allow for a reduction in handicapped parking space requirements. Sorry for anyone who is handicapped and looking for a parking space.</p>
<p>Hayden Dachel For themselves</p>	<p>I am in favor of HB24-1304. Prohibiting minimum parking requirements is a positive and effective step towards reducing environmental impact and decreasing the cost of housing development. Developers of housing already have an economic incentive to provide a certain level of parking. If we leave local governments to arbitrarily dictate how much parking is necessary, we inevitably end up with far more parking than could conceivably ever be necessary. Too much parking is not only a significant driver of cost in new housing and business developments, but also has a horrible environmental impact in terms of heat absorption, runoff, and ground water contamination. Prohibiting parking minimums is a win for everyone and a loss for no one.</p>
<p>Ronald Hanser Against themselves</p>	<p>I oppose any State legislation that would override local City and County control. Legislation regarding land use — currently proposed in the House Transportation, Housing and Local Government Committee is another example.</p> <p>When the State creates land use mandates, it takes away City and County Home Rule and essentially ends citizen input in what my own community (Fort Collins) will look like. Bills of this sort will stimulate even more and faster growth, force Denver-like density on all Colorado cities and do nothing to end “urban sprawl” between our cities.</p> <p>In 2022 and 2023, Fort Collins residents successfully resisted similar initiatives in Fort Collins City Council’s proposed Land Use Code changes by successful citizen petition drives. The point is that Colorado citizens do not want this sort of legislation.</p> <p>Specifically regarding HB24-1304 Minimum Parking Requirements, I oppose this bill because it prohibits a county or municipality, on or</p>

	<p>after January 1, 2025, from enforcing minimum parking requirements for real property—whether residential, commercial, etc.</p> <p>This bill is another example of State overreach. Such decisions are best enacted by the City or County, as needs vary and within a City, zones vary. This is a free-for-all. And it takes away citizens’ rights to have input as to how their community is managed.</p> <p>Thank you for considering my input.</p> <p>Ronald Hanser 4998 Clarendon Hills Drive Fort Collins, Colorado 80526</p>
<p>Ronald Hanser Against themselves</p>	<p>I oppose any State legislation that would override local City and County control. Legislation regarding land use — currently proposed in the House Transportation, Housing and Local Government Committee is another example.</p> <p>When the State creates land use mandates, it takes away City and County Home Rule and essentially ends citizen input in what my own community (Fort Collins) will look like. Bills of this sort will stimulate even more and faster growth, force Denver-like density on all Colorado cities and do nothing to end “urban sprawl” between our cities.</p> <p>In 2022 and 2023, Fort Collins residents successfully resisted similar initiatives in Fort Collins City Council’s proposed Land Use Code changes by successful citizen petition drives. The point is that Colorado citizens do not want this sort of legislation.</p> <p>Specifically regarding HB24-1304 Minimum Parking Requirements, I oppose this bill because it prohibits a county or municipality, on or after January 1, 2025, from enforcing minimum parking requirements for real property—whether residential, commercial, etc.</p> <p>This bill is another example of State overreach. Such decisions are best enacted by the City or County, as needs vary and within a City,</p>

	<p>zones vary. This is a free-for-all. And it takes away citizens' rights to have input as to how their community is managed.</p> <p>Thank you for considering my input.</p> <p>Ronald Hanser 4998 Clarendon Hills Drive Fort Collins, Colorado 80526</p>
<p>Oliver Ullman For themselves</p>	<p>Minimum parking requirements are an understandable desire. In my townhome in Superior I often struggle to find parking, it's frustrating!</p> <p>However, if we look to the long term, we can see that this is just a bandaid that actually worsens the situation. Superior, like many parts of Colorado has a lot of potential for great public transportation if it got more dense. If I had better options, I would probably not even own my own car!</p> <p>Removing those minimums could cause some inconvenience until that public transportation and walkability catches up, but history has shown that it always will. And if we want our community to be more affordable and more entertaining this is an essential step</p>
<p>Quinardo Soto For themselves</p>	<p>The bill in question (HB24-1304) is of great concern to us working in the retail industry. As an employee and manager of retail businesses in the front range for over 7 years, I can say from personal experience that the standard of parking minimums damages and chokes both local businesses and large business investment in our communities. It becomes impossible to design and build walkable retail districts that attract affluent shoppers when you have to surround them with square miles of parking lots that separate the heart of the business from the space where people actually live. Smaller individual businesses are damaged too when the foot traffic they hope to attract is demolished by the parking lots of surrounding larger businesses. If we want to see our entrepreneurial spirit thrive, and also attract larger businesses to our state, parking minimum requirements must be eliminated so that innovation and competition may thrive freely. Thank you for your time.</p>
<p>Charles Kopp</p>	<p>To Representatives on Committee:</p>

<p>Against themselves</p>	<p>I strongly urge you all to reject HB24-1304, which flagrantly undermines a community's right to regulate its parking policies--- which only a local community is fit to regulate due to all the potential complications. Besides this practical objection, I also oppose this bill on the principle that it is another of a series of assaults on legal and established home rule in Colorado on such development matters, after SB23-213 failed in the legislature last year.</p> <p>Many state leaders are apparently not giving up on the perhaps well-intentioned, but misguided, scheme of believing that state mandates can solve housing availability and affordability problems. But I don't believe this draconian approach will be tolerated by most Colorado citizens on principle alone, and practically it will probably result in just a lot more expensive housing being built at the expense of deterioration of character and quality of life in many of our communities.</p> <p>It's time that more intelligence is used to find better solutions to housing problems through local control, where the state can guide, but not mandate, and not be so influenced by developers, investors, and the "Yimby" movement. We Coloradoans who really care about our communities and our great natural environment will be watching the way you all vote on this bill and related ones.</p> <p>Sincerely,</p> <p>Charles Kopp Fort Collins</p>
<p>Benjamin Fuller For themselves</p>	<p>Hello. I'm a long time resident of denver (since 2018), and a even longer time resident of the denver metro area(basically my entire life). Housing is out of control in denver and one of the causes is parking and cars. Not only do they make our city more dangerous, but they make our city less affordable.</p> <p>I actually don't own a car. Many opponents of this bill will claim I don't exist. I'm here testifying that I do exist.</p> <p>I ask you to vote for removing parking minimums for the state.</p>

<p>Trudy Haines Against Fort Collins HOA (Home Owners Association) Coalition</p>	<p>Please vote no on HB24-1304 Minimum Parking Requirements</p> <p>Mandating parking or other detailed land use code at the State level is a huge shift with potentially major unintended consequences. It violates City/County Home Rule and best best regulated by the City or County, as needs of different jurisdictions vary and within a city, needs of different zones vary. This bill is a free-for-all. And it takes away citizens' rights to have input as to how their community is managed.</p> <p>Please vote no. We appreciate your service and for listening.</p>
<p>Annabel Bland For themselves</p>	<p>I want to say I support this bill. I do not own a car. A lot of apartments and condos come with a parking space and while other people might appreciate that that means that people like me, who don't own a car, are being forced to pay for something we will not use.</p> <p>The same thing applies to businesses. Having to buy more land in order to provide parking costs money, and while the stores might not charge for parking they have to make up that revenue elsewhere, namely in the cost of the products.</p>
<p>Corin Ingram For themselves</p>	<p>I am writing in favor of HB24-1304. Minimum parking requirements are detrimental to people seeking housing and developers interested in building housing and other types of construction. Abolishing these requirements throughout the state would have a positive impact on public transportation usage, reduction in greenhouse gas emissions, and traffic density.</p> <p>As noted in the bill, most parking goes unused most of the time. Minimum parking requirements and pressure from drivers encourage developers to build parking for peak periods, which could range from certain times of the day to only a few days a year. However, all of this parking is not cheap. Developers have to buy the land, pave it, and maintain it. All of this land sits unused most of the time, and the costs--especially if it is free to park there--are passed onto the residents, employees, or consumers.</p> <p>Additionally, requiring developers to build parking encourages people to drive, and encourages them to drive more. According to the U.S. Department of Energy, in 2017 nearly 60% of household</p>

	<p>motor vehicle trips were 6 miles or less and 75% were 10 miles or less. People are incentivized to drive these short distances if they know they can drive from their home and park their vehicle at their destination, especially if the infrastructure prioritizes driving. This incentivizes car ownership, which increases greenhouse gas emissions, increases traffic density, and discourages people from taking alternative methods of transportation such as walking, cycling, or public transportation.</p> <p>I ask the committee to vote yes for HB24-1304. It is time to stop the damage being done to our cities and communities by parking minimums.</p>
<p>Dan Martin For themselves</p>	<p>For decades, we've built around the requirements for automobiles to the point that it is no longer pleasant or safe to run errands or commute with the city, even very short trips, without driving. Eliminating parking minimums is a great first step to improve housing and transit, to make cities safer and more enjoyable for everyone, and work toward transit freedom for those who do not or cannot drive. It will remove impediments to more affordable housing and increase business opportunities, especially for small entrepreneurs. If a developer or business wants more parking they can provide it, but there is no justification not to VOTE YES ON HB24-1304!</p>
<p>Nettie Skievaski For themselves</p>	<p>This bill is so important in creating flexibility and accessibility in our housing and development efforts. Removing parking requirements will save an incredible amount of money that can go towards much-needed housing. Developers will be able to cater more towards residents and businesses, giving space to the places that matter to the people using them (not parking spots!). Furthermore, removing these mandates will help us get closer to climate change reduction goals.</p> <p>Thank you.</p>