

SUBJECT: **ORDINANCE NO. 1897, SERIES 2025 – AN ORDINANCE
AMENDING TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE
CONCERNING PARKING MINIMUMS FOR MULTIFAMILY AND
ADAPTIVE REUSE DEVELOPMENT – 2ND READING, PUBLIC
HEARING (advertised City of Louisville website 06/16/2025) –
*continued from 07/08/2025***

DATE: **AUGUST 5, 2025**

PREPARED BY: **MATT POST, AICP, SENIOR PLANNER**

PRESENTED BY: **MATT POST, AICP, SENIOR PLANNER**

SUMMARY:

Attached is the proposed ordinance prepared to comply with [Colorado House Bill 24-1304](#) that became effective on June 30, 2025. This legislation requires the City of Louisville to eliminate minimum parking requirements for multifamily and residential adaptive reuse developments located within designated Applicable Transit Service Areas (ATSAs). Louisville has 44 transit stops that qualify as ATSAs. To align with these requirements, staff has proposed amendments to Title 17 of the Louisville Municipal Code (LMC) to remove minimum parking standards for applicable uses within identified ATSAs. City Council continued this item from the [July 8, 2025 meeting](#) to allow for further consideration and requested ordinance amendments that expand the parking reductions citywide.

BACKGROUND / PRIOR DISCUSSIONS:

At the July 8 meeting, City Council requested a citywide elimination of minimum parking requirements for multifamily and adaptive reuse developments where fifty percent (50%) or more of floor area is dedicated to residential use. This expands the parking reductions presented on July 8 beyond the state-mandated ATSAs. This expansion in scope is consistent with Louisville Housing Plan Action 3.3 to support housing affordability through parking reductions.

Attachment 2 includes the July 8, 2025 City Council staff report and packet, which contains additional background and analysis, including a summary of HB 24-1304.

PROPOSAL:

The revised ordinance (Attachment 1) addresses City Council's requested changes from the July 8 meeting, which includes the citywide elimination of minimum parking requirements for multifamily and multi-unit developments, and adaptive reuse developments where fifty percent (50%) or more of floor area is dedicated to residential use. Updates to the ordinance include:

- Removal of references limiting the elimination of parking minimums to Applicable Transit Service Areas (ATSAs).
- Elimination of all minimum parking requirements for residential uses within the Downtown area. As multi-unit dwellings are the only permitted residential type in this district, this update effectively removes all residential parking minimums Downtown.

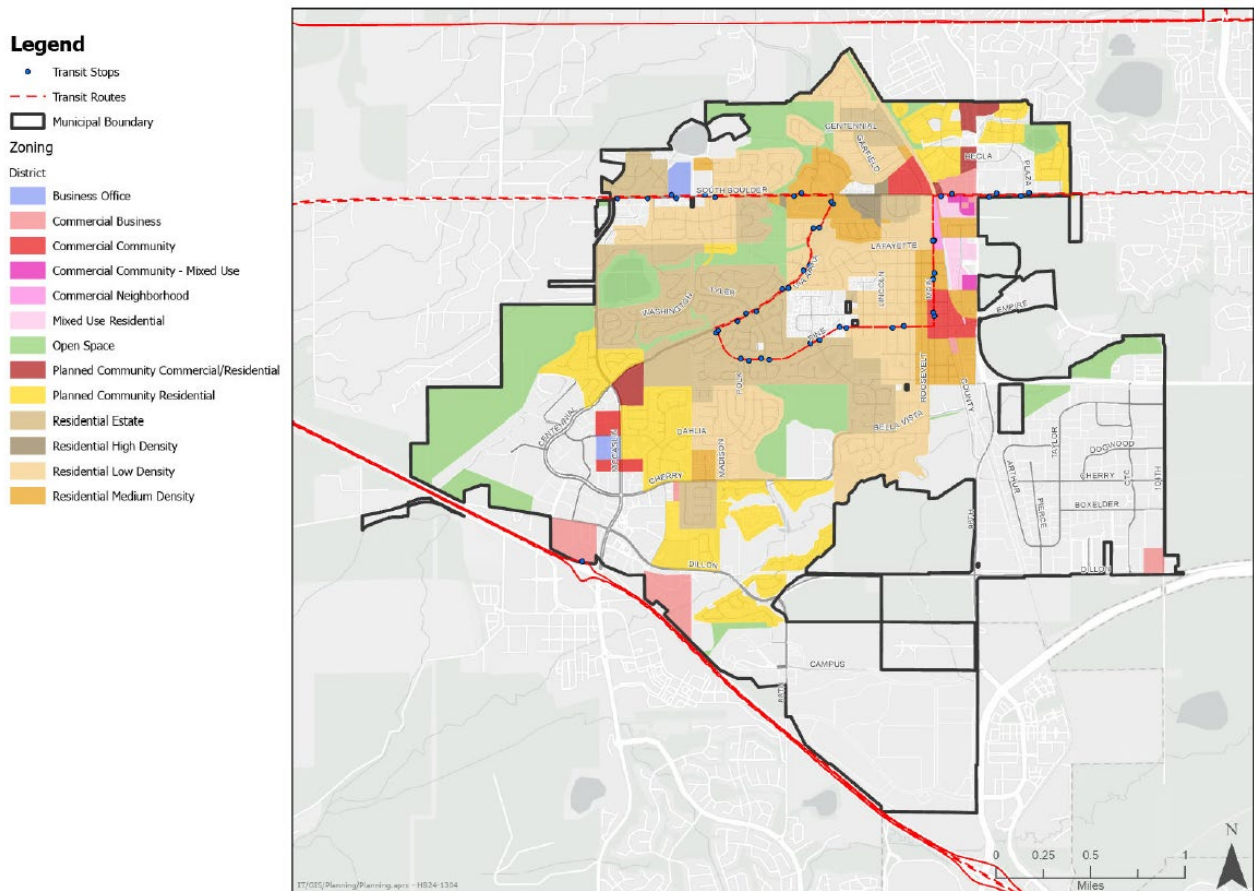
ANALYSIS:

The City's [Housing Plan](#) identifies minimum parking requirements as a constraint to meeting current and future housing needs. It notes that required parking increases development costs, reduces buildable area on constrained sites, and negatively affects project feasibility, especially in transit accessible areas where parking demand is lower. Modeling conducted for the Plan showed that reducing parking requirements had a greater positive impact on project viability than increasing building height. Specifically, reducing parking from 1.4 to 1 space per unit resulted in higher residual land values for both rental and for sale multifamily projects (pg. 145). The Plan recommends reduced parking ratios and related incentives in areas such as Downtown Louisville and transit corridors.

A citywide elimination of parking minimums would build upon these strategies and further implement the Housing Plan's recommendations to modernize zoning regulations and expand the opportunity to establish additional housing.

With the proposal to eliminate parking minimums citywide for multifamily developments, beyond ATSAs identified in HB 24-1304, additional areas of the City will become eligible for multifamily development without the requirement to provide minimum off street parking. This includes portions of the City where multifamily dwellings, such as duplexes or rowhomes in particular, are permitted through the Special Review Use (SRU) process. In these areas, additional review criteria apply to ensure that proposed developments are compatible with adjacent properties and the surrounding neighborhood context.

Outside of the Mixed Use Residential (MU-R) zone district, lot size is typically the primary limiting factor in determining whether a property can accommodate multifamily development. Properties must meet minimum lot size, setback, and coverage requirements to establish more than one dwelling unit. Based on existing property configurations and zoning regulations, staff do not anticipate that many residential zoning districts outside of MU-R and Residential Multifamily (R-M), including those R-M properties within the Old Town Overlay, will be well positioned to support additional dwelling units due to constraints imposed by lot size and dimensional standards. While the proposed amendments could allow for development of duplex or rowhome projects without parking on appropriately sized lots, such opportunities are expected to be limited in scope given current zoning regulations and property configurations.



Zoning Districts where Multifamily is a Permitted Use. Open space areas are shown for illustrative purposes only.

Although minimum parking requirements would no longer be enforced, staff anticipate that most new development will continue to include off-street parking voluntarily. This expectation is supported by typical market and financing considerations, including lender requirements and long-term leasing feasibility, particularly in suburban communities like Louisville. Staff recognize the potential for unintended impacts, such as spillover parking in adjacent neighborhoods or commercial areas, but note that the extent of such effects remains uncertain and will depend on the specific characteristics of future development. Ongoing monitoring of any impacts from the proposed ordinance will inform any future policy adjustments.

2025 COUNCIL WORK PLAN:

This code amendment supports the 2025 City Council Work Plan by addressing two Council Priorities:

CITY COUNCIL COMMUNICATION

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- Economic Vitality - this item is a targeted development code amendment to maintain a business-friendly approach by providing more flexibility for site planning with residential and mixed-use buildings near transit.
- Housing – this item implements the Housing Plan through a development code amendment that supports more flexibility for off street parking, which can be one of the most significant barriers to building new, more affordable housing.

FISCAL IMPACT:

Budgeted?: **Not Applicable**

ALTERNATIVES:

The City Council may approve, approve with amendments, or decline to adopt the ordinance.

Adoption of the ordinance will satisfy the requirement for City compliance with HB24-1304.

PUBLIC COMMENTS:

No public comments have been received as of the date of this report.

PLANNING COMMISSION RECOMMENDATION:

On May 8, 2025, The Planning Commission adopted Resolution 8, Series 2025, recommending approval of the original draft of this ordinance amending Title 17 of the Louisville Municipal Code (LMC) concerning parking minimums for multifamily and adaptive reuse development to comply with HB24-1304.

Planning Commission did not consider the citywide elimination of parking minimums for multifamily uses.

STAFF RECOMMENDATION:

Staff recommends approval of Ordinance No. 1897, Series 2025, amending Title 17 of the Louisville Municipal Code (LMC) concerning parking minimums for multifamily and adaptive reuse development to comply with HB24-1304.

ATTACHMENTS:

1. Ordinance No. 1897, Series 2025
2. Multifamily Eligible Districts
3. [July 8, 2025, City Council Packet Link](#)

Second Reading Amendments

Ordinance No. 1892, Series 2025 is revised to read as follows (second reading amendments are shown in **bold underline** and ~~**bold-strikeout**~~):

ORDINANCE NO. 1897 SERIES 2025

AN ORDINANCE AMENDING TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE CONCERNING PARKING MINIMUMS FOR MULTIFAMILY AND ADAPTIVE REUSE DEVELOPMENT

WHEREAS, the City of Louisville (the “City”), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the “City Charter”); and

WHEREAS, the Colorado General Assembly enacted House Bill 24-1304, codified in Section 29-20-115, Colorado Revised Statutes, concerning parking requirements within Metropolitan Planning Organizations; and

WHEREAS, House Bill 24-1304 requires local governments within Metropolitan Planning Organization areas, including the City, to eliminate minimum parking requirements for certain new multifamily residential developments and adaptive reuse projects within designated transit areas; and

WHEREAS, the City recognizes that reducing or eliminating parking minimums in strategic locations supports goals of increasing housing affordability, encouraging transit-oriented development, promoting environmental sustainability, and complying with state law; and

WHEREAS, after a duly noticed public hearing held May 8, 2025, where evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated May 8, 2025, the Louisville Planning Commission has recommended the City Council adopt the amendments to the Louisville Municipal Code set forth in this ordinance; and

WHEREAS, City Council has provided notice of a public hearing on said ordinance by publication as provided by law and held a public hearing as provided in said notice; and

WHEREAS, the City Council finds it necessary and appropriate to amend Title 17 of the Louisville Municipal Code to conform with the requirements of House Bill 24-1304 and to support broader community goals for mobility, housing, and sustainability **by eliminating minimum parking requirements for new multi-unit or multifamily residential developments and adaptive reuse projects throughout the City.**

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. Section 17.20.010 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.010 Parking requirements

- A. At the time of the erection of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be as provided in this section and in section 17.20.020.
- B. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by section 17.20.020.
- C. Where square feet are specified, the area measured shall be the floor area primary to the functioning of the particular use of property and shall exclude stairwells; elevator shafts; hallways; ornamental balconies; space occupied by heating, air conditioning or other utility equipment; space devoted exclusively to storage; and space devoted to off-street parking or loading. This subsection C shall not apply to development subject to the City of Louisville Commercial Development Design Standards and Guidelines.
- D. The number of employees of a new or expanding business shall be estimated in a manner approved by the planning commission, and the number of employees of an established business shall be determined from an examination of employment information presented by applicants.
- E. Uses in the area designated as Downtown Louisville shall be exempt from the requirements of this Section and Section 17.20.020.
- F. Notwithstanding any parking requirements contained in the City's adopted design standards and guidelines or previously approved development plans, including Planned Unit Developments ("PUDs") and General Development Plans ("GDPs"), off-street parking shall not be required for new multi-unit or multifamily residential developments or for adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area, ~~provided such developments are located within an Applicable Transit Service Area, as defined in Section 29-36-~~

~~102(3) of the Colorado Revised Statutes and identified on the official map maintained by the Colorado Department of Local Affairs.~~

Section 2. Section 17.20.020 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.020. Parking standards designated for each use

The parking requirements for each use shall be as follows:

A. Residential uses:

1. ~~For~~ Except as set forth in Section 17.20.010.F of this Code, one-family dwellings and two-family dwellings with separate driveways, two spaces per dwelling unit (driveway and garage or carport areas defined as off-street parking space);

~~2. For~~ Except as set forth in Section 17.20.010.F of this Code, ~~multifamily dwellings containing three or more dwelling units, two spaces per dwelling unit;~~

~~2.3.~~ For a residential hotel, roominghouse or boardinghouse, one space per guest accommodation;

~~3.4.~~ For housing restricted to the aged, disabled, etc., one-half space per unit;

~~4.5.~~ For dormitories and other lodging facilities and rooms for unmarried students, three spaces per four occupants;

B. Commercial residential uses:

1. For hotels and motels, one space per guest room plus one space per two employees;

2. For a club or lodge, spaces to meet the combined requirements of the uses being conducted, such as hotel, restaurant, auditorium, etc.;

C. Institutions:

1. For a nursing home, rest home or home for the aged, one space per three beds;
2. For a hospital, three spaces per two beds;

D. Places of public assembly:

1. For a church, one space per three seats;
2. For a library or reading room, one space per 400 feet of floor area plus one space per two employees;
3. For a preschool nursery, day care school, kindergarten, elementary school or intermediate school, 1½ spaces per teacher plus one space per administrative employee, in addition to any areas for loading and unloading of pupils;
4. For a high school, one space per teacher, plus one space per administrative employee, plus one space for each three students or one space per three seats in the main auditorium;
5. For a vocational or commercial school, one space per teacher, plus one space per administrative employee, plus one space per two students;
6. For auditoriums and meeting rooms, one space per three seats;
7. Where there is no fixed seating, the standard shall be one space per 21 square feet of seating area;

E. Commercial amusements:

1. For a stadium, arena or theater, one space per two seats;
2. For a bowling alley, five spaces per alley plus one space per two employees;
3. For dance halls and skating rinks, one space per

50 feet of floor area plus one space per two employees;

4. For other commercial amusements where there is no fixed seating, the standard shall be one space per 21 square feet of seating area;

F. Commercial:

1. For a retail store, except as provided in subsection F.2 of this section, two spaces per 300 square feet of floor space;
2. For a service or repair shop, or a retail store handling exclusively bulky merchandise such as automobiles and furniture, 1½ spaces per 300 square feet of floor area;
3. For offices other than medical and dental, one space per 300 square feet of floor area;
4. For medical and dental clinics, two spaces per 300 square feet of floor area plus one space per two employees;
5. For an eating or drinking establishment, one space per three seats;
6. For mortuaries, one space per three seats;

G. Industrial:

1. For a storage warehouse, manufacturing establishment, or an air, rail or trucking freight terminal, two spaces per three employees,
2. For wholesale establishments, one space per employee plus one space per 500 square feet of patron serving area;

- H. For uses not specified, the number of required parking spaces shall be specified by the director of planning of the city with consent of the planning commission, based upon usage, square footage and other criteria as set forth in this chapter.

- I. This section shall not apply to land uses for which off-street parking requirements are not required pursuant to subsection 17.20.010.F of this Chapter.

Section 3. Section 17.20.025 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.025. Parking standards designated for Downtown Louisville.

- A. Within Downtown Louisville, at the time of any building construction, expansion or modification that creates additional floor area, off-street parking spaces shall be provided at a ratio of one parking space per 500 square feet of all nonresidential new floor area rounded to nearest 500 square feet. ~~Where residential square footage is proposed, the parking requirements in the following table will be used:~~

All Residential Uses [Note 1]:	
1-bedroom unit	Minimum: 1 space per unit Maximum: 1.25 spaces per unit
2-bedroom unit	Minimum: 2 spaces per unit
3-or-more-bedroom unit	Minimum: 2.0 spaces per unit
Additional guest parking [Note 2]	1 space per dwelling unit in addition to the minimum off-street parking spaces

Notes to Table 1:

- ~~1. Off-street parking spaces located in an enclosed parking garage, including those in an accessory residential garage shall not be counted toward the maximum amount of spaces permitted.~~
- ~~2. On-street parking spaces abutting the property line(s) of the primary building housing the use may be counted toward the required number of residential guest parking spaces.~~
3. Off-street parking shall not be required for the following land uses, provided they are located within an Applicable Transit Service Area, as

~~defined in Section 29-36-102(3) of the Colorado Revised Statutes and identified on the official map maintained by the Colorado Department of Local Affairs:~~

~~a. New multi-unit or multifamily developments;~~
~~and~~

~~b. Adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area.~~

B. Within Downtown Louisville, off-street parking shall not be required for new multi-unit or multifamily residential developments or for adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area.

[remaining subsections to be re-lettered as subsections C through I]

Section 4. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 5. The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 6. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

**INTRODUCED, READ, PASSED ON FIRST READING AND ORDERED
PUBLISHED** this 3rd day of June 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

APPROVED AS TO FORM:

Kelly PC

Kathleen Kelly, City Attorney

**PUBLIC HEARING AND SECOND READING WILL BE THE 8th DAY OF JULY 2025,
AT 6:00 P.M. AT LOUISVILLE CITY HALL, 749 MAIN STREET, LOUISVILLE, CO
80027.**

**PASSED AND ADOPTED ON SECOND AND FINAL READING, this ___ day of _____,
2025.**

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk



HB24-1304 - Minimum Parking Requirement Applicable Zoning Districts

Legend

• Transit Stops

- - - Transit Routes

▭ Municipal Boundary

Zoning

District

Business Office

Commercial Business

Commercial Community

Commercial Community - Mixed Use

Commercial Neighborhood

Mixed Use Residential

Open Space

Planned Community Commercial/Residential

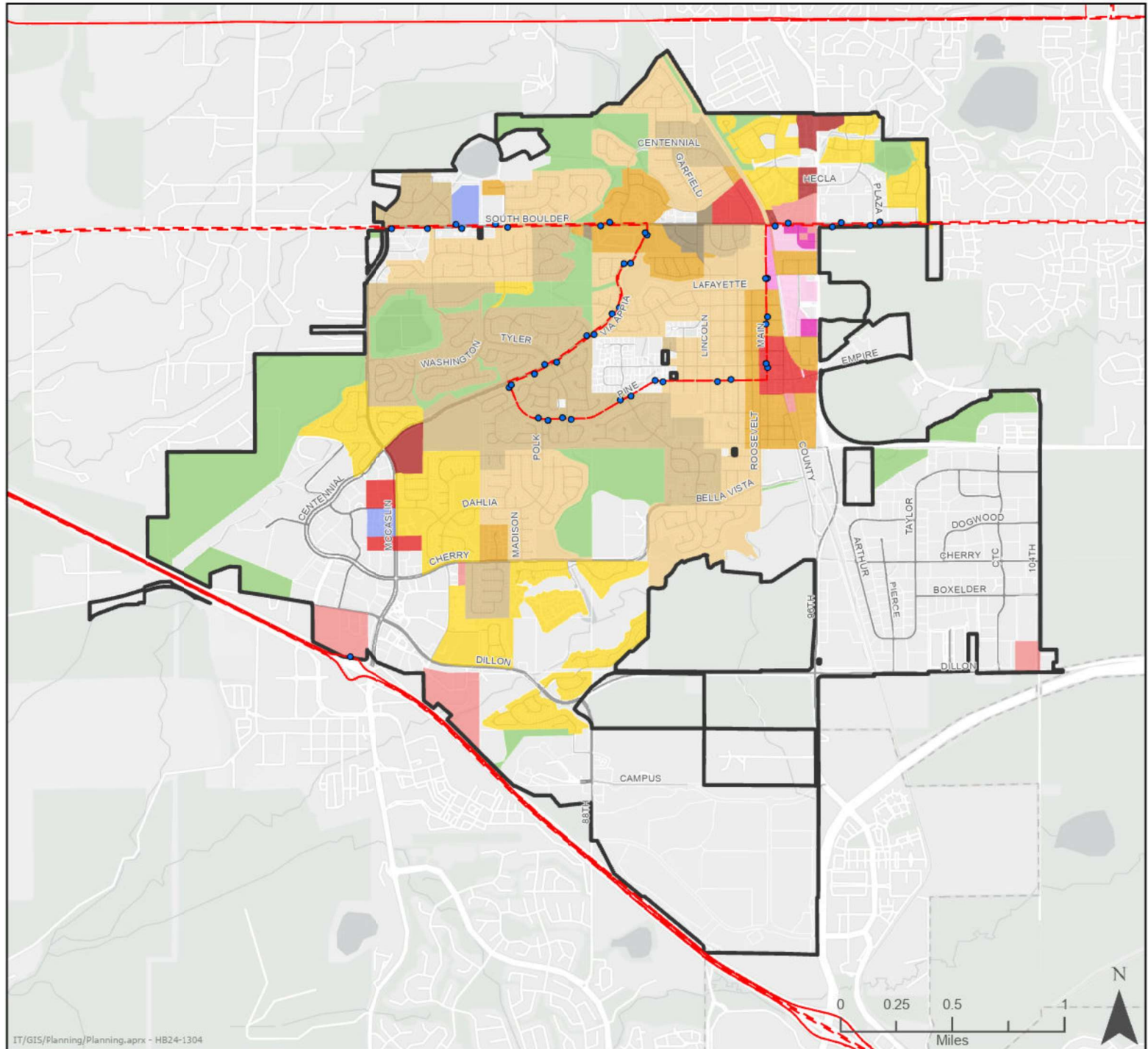
Planned Community Residential

Residential Estate

Residential High Density

Residential Low Density

Residential Medium Density



City Council Public Hearing

August 5, 2025

Continued from July 8, 2025

Parking Minimums: Public Hearing

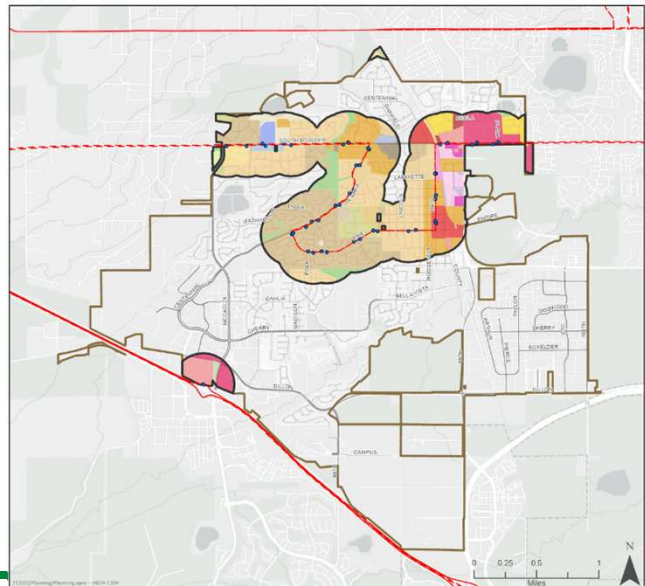
Approval of Ordinance 1897, Series 2025 approval of an ordinance amending Title 17 of the Louisville Municipal Code (LMC) concerning parking minimums for multifamily and adaptive reuse development.



Presented by: Matt Post, Senior Planner

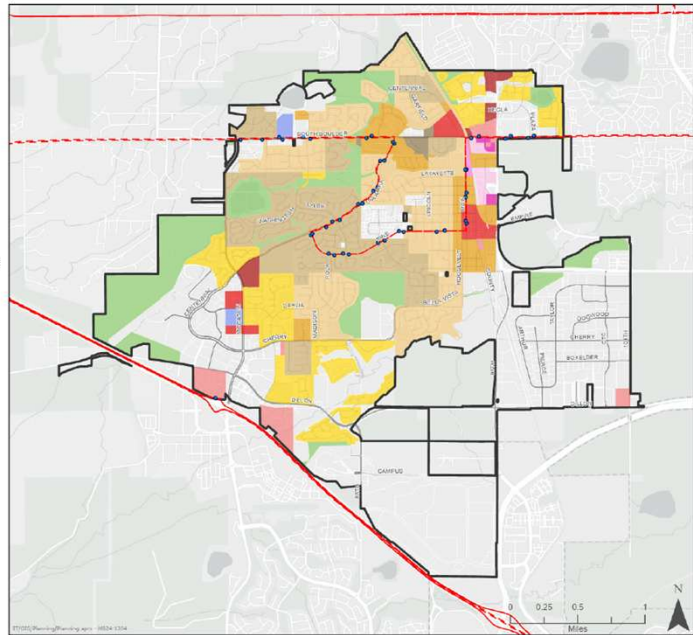
Summary: Parking Minimums

- HB24-1304 was adopted in 2024 by the Colorado General Assembly
- Requires local governments within *Metropolitan Planning Organizations (MPOs)* to eliminate **minimum parking requirements** for the following uses when located in Applicable Transit Service Areas (ATSA):
 - New multifamily developments
 - New residential adaptive reuse developments
- 44 transit stops qualify as ATSAs in Louisville
- Local governments prohibited from enforcing parking minimums after June 30, 2025



Background: Parking Minimums

- City Council elected to eliminate parking minimums citywide for multifamily
- Expands to all zone districts where multifamily dwellings are allowed as by-right and Special Review Use



Background: Parking Minimums

- The law clarifies that nothing prevents a local jurisdiction from:
 - Parking compliance with affordable housing funding conditions.
 - Requiring bicycle parking.
 - Requiring accessible (ADA) parking spaces and electric vehicle charging stations when a developer voluntarily provides on-site parking
- Multifamily is not defined in the law, we may use our own definition
 - *building used by two or more families living independently of each other in separate dwelling units, but does not include hotels, motels or resorts*
 - Closely aligns with the state definition
 - No other definitions are proposed

Background: Parking Minimums

- Zoning & Review Process for Multifamily and Mixed-Use Residential Development:
- Zoning determines whether multi-unit/mixed-use residential projects are permitted **by-right** or require **Special Review Use (SRU)** approval.
 - **SRU review (LMC Sec. 17.40)** ensures compatibility by evaluating:
 - Location and nature of the proposed use
 - Character of surrounding development
 - Potential adverse impacts
 - Parking **may not** be imposed as a condition of approval for SRUs
 - **SRU-required zoning districts** include:
 - R-E, R-L, R-R, B-O, C-B, C-C, C-N
 - **By-right multifamily zoning districts** include:
 - R-M, R-H, MU-R, PCZD

Analysis: Parking Minimums

- Law states that the City may not enforce parking minimums for eligible projects by June 30th, 2025.
- Housing Plan Findings on Parking Requirements
 - The City's Housing Plan identifies **minimum parking requirements** as a barrier to housing development
 - Parking minimums:
 - Increase development costs
 - Reduce buildable area on constrained sites
 - Undermine financial feasibility, particularly near transit
 - Study found that reducing parking ratios greater positive impact on project viability than increasing building height
 - Study Recommends lower parking ratios and parking-related incentives in transit corridors and Downtown Louisville; areas that directly correspond to ATSAs identified by HB24-1304

Analysis: Parking Minimums

- A developer may voluntarily provide parking for eligible projects within ATSAs, and elsewhere in the city with full elimination of minimums.
- Staff anticipate most projects will continue to provide off-street parking **voluntarily**, due to:
 - **Market feasibility:** Parking remains key to leasing and occupancy, especially in suburban areas like Louisville.
 - **Financing requirements:** Lenders and investors often require on-site parking to ensure project viability.
- Potential concerns:
 - Risk of **spillover parking** in adjacent neighborhoods or commercial areas.
- With citywide elimination:
 - Applies to zones where duplexes/rowhomes would be allowed, with primarily with SRU review.
 - Lot size is the main barrier outside MU-R and R-M in Old Town; most zones aren't well suited for additional units.
 - Few sites are expected to take advantage due to existing zoning constraints.

Proposal: Parking Minimums

- LMC Chapter 17 updates to align with HB24-1304
- Key code changes:
 - New Subsection in LMC 17.20.010 (General Parking Requirements):
 - Prohibits enforcement of off-street parking for qualifying projects
 - Supersedes existing design standards, PUDs, and GDPs
 - **Removed reference to ATSAs**
 - Revisions to LMC 17.20.020.A (Per-Use Parking Standards):
 - Exceptions added referencing new Section 17.20.010.F for one-family and multifamily dwellings
 - **Remove Section 17.20.020.A.2, referencing multifamily parking standards.**
 - New Subsection I clarifies Section 17.20.020 does not apply where parking is exempt under 17.20.010.F
 - Updates to LMC 17.20.025.A (Downtown Standards)
 - **Completely removed reference to residential parking standards in Downtown Louisville as multifamily is the only permitted use type.**

Recommendation: Parking Minimums

On May 8, 2025, The Planning Commission recommended approval of Resolution 8, Series 2025, approval of an ordinance amending Title 17 of the Louisville Municipal Code (LMC) concerning parking minimums for multifamily and adaptive reuse development to comply with HB24-1304.

Approval of Ordinance 1897, Series 2025 approval of an ordinance amending Title 17 of the Louisville Municipal Code (LMC) concerning parking minimums for multifamily and adaptive reuse development.