



**Project:** City and County of Denver (CCD),  
Strategic Parking Plan

**Meeting Purpose:** Public Information Meeting

**Meeting Date and Time:** Tuesday, April 14, 2009, 5:30 pm – 7:30 pm

**Meeting Location:** Webb Office Building, Fourth Floor Meeting Rooms

**Attendees:** See Sign-in Sheet for Attendees

**Study Team Attendees:** Crissy Fanganello, CCD  
Thomas Hoaglund, CCD  
Steve Gordon, CCD  
Sean Mackin, CCD  
Steve Nalley, CCD  
Cindy Patton, CCD  
Matt Wager, CCD  
Terri O'Connor, Wilbur Smith Assoc  
Sebastian Petty, Wilbur Smith Assoc  
Michael Kodama, Consultant  
Dan Guimond, EPS  
Kelly Maiorana, URS  
Mark Schaefer, URS

1. Following a half-hour open house period where meeting attendees viewed study displays and had informal discussions with the study team, Co-Project Managers Crissy Fanganello and Tom Hoaglund welcomed the meeting attendees and introduced the study team. City Councilmembers Carla Madison and Jeanne Robb and the Council aides in attendance were recognized.
2. The meeting attendees were invited to introduce themselves and the group (if any) they are representing. Attendees represented neighborhood groups, business groups, City Council, parking lot operators, City staff, Zoning Code task force, campus parking planners, developers, architects and planners, building owners, and members of the public.
3. Crissy Fanganello and Tom Hoaglund made a presentation of the study scope and objectives, and discussed the coordination of this study with other ongoing City studies including the current revisions to the City's zoning code. Terri O'Connor and Michael Kodama then presented key findings from the assessment of existing conditions, an overview of parking management concepts, including area-based



parking management. Sebastian Petty presented an example case study of how area parking management could be implemented in an embedded retail district in Denver.

4. Crissy Fanganello invited general comments on the study from the meeting attendees. Comments included:
  - Request that the meeting's presentation slides be posted to the study's webpage. *Team response:* The presentation will be posted to the SPP webpage at [www.denvergov.org/spp](http://www.denvergov.org/spp).
  - Inquiry about which City agency would be the most effective entity to manage the City's parking resources. *Team response:* Parking is now managed and enforced through Public Works but other departments are certainly involved in parking administration and planning including the finance and budget management offices as well as long-range planning efforts through the City's planning department (CPD). The City has assembled a working group composed of representatives from different city departments with a stake/role in parking. This group will help to coordinate the different interests and components of parking planning and management. This group will also be involved in some capacity as the area management plan process is developed.
  - Request that livability be used as a criterion for assessing the effective of parking management tools. *Team response:* Livability and walkability are underlying concepts for assessing users and the form of a neighborhood (degree of mixed use, pedestrian friendly and walkable). Different areas of Denver have different definitions of livability that vary as land use changes from suburban to urban. The new zoning code takes these differences into account by addressing different neighborhood contexts. Area based management plans for parking will take this same approach and concentrate on the different needs and users that exist in different areas of the city. The City's Living Streets Initiative also recognizes that there are different street needs depending on context.
  - Inquiry about the process for a neighborhood group to initiate an area-based parking management plan or a parking district in their neighborhood. *Team response:* Details of these processes (including procedures, tools and required policies) will be developed in the next phase of the SPP and will be detailed in the final product of the study.
  - Concern that the presentation was too general, and did not assess the likelihood that the proposed management solutions would succeed in Denver. *Team response:* There are lessons to be learned from other cities—with the understanding that solutions in Denver will need to reflect Denver's unique context. Nothing will be "cut and pasted" into our context without adjustment, but will be used as a starting point as we create our toolbox.



- Suggestion that focus groups be used to develop the area management plan process and methods. Some neighborhoods would like to begin laying the ground work for implementing an area based parking management plan. Can they do this? *Team response:* Agreed and early action will be useful.
- Discussion of the process for implementing flexible parking (such as shared parking) and, specifically, the need for the zoning code revision to include provisions for flexible parking arrangements. *Team response:* The zoning code update process will hold a series of meetings, beginning in May, that will include discussion of parking requirements related to zoning. Shared parking and parking requirement reductions are being considered in the zoning code revision. Public participation in these meetings is encouraged.
- Concern that there are not enough City staff resources to implement parking management in all of Denver's neighborhoods. *Team response:* The City has staff resources devoted to resolving current parking issues, and is actively working on current problems. New policies and management schemes could require additional staff/resources for effective operations and enforcement. Staff/resource implications will be considered in the final SPP document.
- Clarification that the boundaries for a "neighborhood" for parking management planning differs from the definition formally used for Denver planning. *Team response:* Agreed, this is an important clarification.
- Suggestion that we start a process now that addresses specific parking concerns. *Team response:* The SPP study process addresses citywide issues and is taking a thorough approach in order to involve all stakeholders in the process to create more effective tools and management processes. City parking operations staff are available now to actively address current parking issues. Until a formalized process for area parking management plans is created, area-initiated data collection and other activities will provide a good "head start."
- Comment that there is not a clear break in land uses where we have embedded commercial areas (i.e. between retail and residential) so the area management plans will be more complex than the example case study featured in the presentation. *Team response:* Agreed.
- Question as to whether variations in the way the current residential permit program (RPP) operates are being proposed. *Team response:* The current RPP program emphasizes the needs of the neighborhood residents and not employees/customers. The program will need to look at location-specific ways to balance the needs of the area's parking users and prioritize the right users at the appropriate times.
- Concerns about solutions for embedded commercial areas where there are limited opportunities to develop shared parking. *Team response:* In some areas we may never be able to provide enough parking. We may need to adopt other



- management strategies (increased transit service, bicycling, walking, and other multi-modal solutions) to reduce the demand for parking. We may also need to improve wayfinding to direct people to available parking. There are other solutions we need to explore before we consider adding supply to certain areas.
- Question as to whether parking related fees and fines can be used to implement parking improvements, as opposed to having these revenues turned over the City's General Fund. *Team response:* Potential parking finance mechanisms and opportunities will be studied in the next phase of the SPP. The City's budget staff are involved in the study process.
  - Suggestion that bike parking needs be addressed in the study. *Team response:* Using alternative travel modes to reduce parking demand is a goal of the City. The new Zoning Code will address bike facility requirements and the location of these facilities.
5. Following the comment period, attendees were encouraged to view the study displays and continue informal conversations with the study team.