



Colorado Land Use Progress Report

Local Implementation of the 2024 State Housing & Land Use Reforms: **August 2025 Snapshot**

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Photo Source: *Family Destinations Guide*

What are the 2024 housing and land use laws?

Over the past year, local governments across Colorado have taken action to address the state's significant housing shortage and affordability crisis. This progress has been driven by both the [recent spike in housing costs](#) and a [landmark package of 2024 state laws](#) aimed at updating land use and zoning codes to allow more housing choices in Colorado's communities, where people work and want to live. These reforms will not only unlock more housing, but they'll also create more [sustainable, efficient, and equitable urban growth](#) to support Colorado's climate and transportation goals.

The 2024 laws include:

- [HB24-1152](#) – Legalize Accessory Dwelling Units (ADUs: smaller homes, like basement or garage apartments and backyard cottages, that share a lot with a single-family house),
- [HB24-1304](#) – Eliminate minimum parking mandates for new housing near transit,
- [HB24-1313](#) – Allow more multifamily housing near transit (Transit-Oriented Communities),
- [HB24-1007](#) – Prohibit occupancy limits beyond those needed for health and safety, and
- [SB24-174](#) – Require local and regional Housing Needs Assessments and Action Plans, as well as strategic growth and water planning.

The Department of Local Affairs recently published [new fact sheets](#) with overviews for each of these laws.

The state laws provide a crucial opportunity for local governments to address Colorado's persistent housing affordability crisis at a time when "cost of living" and "housing affordability" are the [top two concerns for Colorado residents](#). In many cases, these state laws are well-aligned with local goals to improve housing affordability. For more information on the benefits of the state land use laws, see our [sign-on letter to subject jurisdictions](#), which was signed by over 20 housing and environmental organizations in Colorado.



New multifamily housing development at Boulder Junction

The implementation timelines for these laws vary. The residential occupancy limits law (HB1007) took effect on July 1, 2024, while the ADU and parking reform laws (HB1152 and HB1304) took effect on June 30, 2025. The more complex Transit-Oriented Communities law (HB1313) has a longer implementation timeline, with preliminary reporting due by June 30, 2025 and final zoning updates by the end of 2026. Similarly, the Housing Needs Planning law (SB174) includes multiple deadlines that extend into 2028 and beyond.

In May, the Southwest Energy Efficiency Project launched a new [Housing Forward Colorado](#) campaign to advance pro-housing and smart growth policies in partnership with policymakers, community groups, industry partners, and state and local governments. We’ve been closely tracking city council meetings and local policy discussions across Colorado to monitor the implementation of the 2024 state land use laws.

What we’re seeing is encouraging: Many local governments are taking steps to align local codes with the state laws. In some cases, they are taking the opportunity to go above and beyond the minimum legislative requirements to meet their community needs and allow for a greater number and diversity of housing types.

Because the state laws act as a policy floor rather than a ceiling, local code updates have been as wide-ranging and diverse as the cities themselves. City staff reports have described the state-required policy changes as “aligned with our Comprehensive Plan,” “consistent with our land development code,” and “minor changes for the betterment of our community.” This demonstrates (1) that the state laws are built on best practices in planning and land use development, and (2) there’s strong potential for state and local policies to support and complement one another as Colorado works to address its housing affordability crisis. One benefit of the laws is that they prompted cities to take action when they might not have otherwise.

In this report, we outline the basic requirements of each law and highlight examples of cities that have updated or are in the process of updating their codes to align with state legislation. Below is a chart summarizing the number of jurisdictions SWEEP staff has confirmed took action in the last year to align their local codes with state law, along with the number of people living in those jurisdictions. For each of these laws, we focused primarily on larger cities and towns and included only those jurisdictions that recently took action, so the actual totals are almost certainly higher than what is presented below.

Law	# of jurisdictions SWEEP is tracking that took action since law passed	# of people living in jurisdictions that have taken positive action
HB1152 (ADUs)	28	3,017,000
HB1304 (parking)	21	1,968,000
HB1007 (occupancy)	26	2,828,000

Governor Polis’ Strategic Growth Executive Order:

On May 16, Governor Jared Polis signed an [Executive Order \(EO\)](#) directing state agencies to prioritize state grants for local governments that are following the seven state land use laws, which include the five laws mentioned above as well as HB25-1273, the “single stair” law, and SB25-002, a law that will make it easier to build modular homes. The EO directs state agencies to consider local compliance as a factor when determining the recipients of certain competitive (discretionary) housing, transportation, and land use funding opportunities offered by the state. Some of the 2024 land use laws created new grant opportunities, such as the \$13 million [Accessory Dwelling Unit \(ADU\) Grant Program](#) and the \$35 million Transit-Oriented Communities (TOC) Infrastructure Grant Program. The EO builds on these funding opportunities to better align state funding with policy priorities that contribute to a shared goal of expanding housing availability and variety across Colorado. To be clear, compliance with the land use laws is not a requirement for eligibility for the funding opportunities, but rather a new factor for competitiveness that the state will consider when evaluating applications. Notably, the [state’s compliance framework](#) includes a designation for local governments that are “compliance in-progress” to allow more time for those that may not have the resources or capacity to meet the statutory deadlines on time.

Local Lawsuit:

On May 19, six cities filed a lawsuit against the state to challenge the constitutionality of two of the land use laws: HB1304 (parking minimums) and HB1313 (Transit-Oriented Communities), and the Executive Order. For reference, HB1304 applies to 49 local governments, while HB1313 applies to 32. In the lawsuit, the cities argue that local governments have exclusive control over land use and zoning decisions, denying the regional nature of the housing affordability crisis while also dismissing the climate and transportation benefits of compact, urban development. In contrast, state law clearly defines housing and zoning as matters of mixed statewide and local concern. Notably, some of the cities in the lawsuit have also updated their codes to comply with other state land use laws from the 2024 legislative package such as HB1152 (ADUs) and HB1007 (occupancy limits).

Accessory Dwelling Units (HB24-1152)

Even before the state legislation passed, several cities were loosening ADU restrictions to increase housing options for smaller households, lower-income residents, and senior citizens wishing to age in place. However, many local regulations remain overly restrictive – creating barriers for homeowners seeking to add an additional unit to their property, and undermining efforts to expand the housing supply in Colorado.

Accessory Dwelling Units (ADUs) come in many shapes and sizes (Source: AARP)



ADU minimum standards from HB1152

ADUs have become an increasingly popular housing option, with [78% of Colorado voters](#) supporting a state law allowing ADUs to be built on single-family home properties. However, even where they are legal, ADUs are often infeasible due to restrictive dimensional standards or procedural hurdles. HB1152 creates more opportunities to build ADUs by requiring the following of [subject jurisdictions](#):

- to legalize ADUs citywide, wherever single-family homes are allowed
- to allow ADUs between 500-750 square feet (cities can choose to allow ADUs outside that range)
- no oversized setbacks
- no additional off-street parking requirements in cases where ample parking already exists
- no owner-occupancy requirements except at time of permitting
- no discretionary review or public hearing requirements
- no subjective or overly restrictive design standards

Requirements like off-street parking mandates make it difficult to build ADUs. Many single-family lots simply aren't large enough to accommodate both an ADU and an additional parking space. For example, [a study in Kent, Washington](#), found that requiring an additional off-street parking space made it impossible for 85% of single-family homeowners to build an ADU. In [Seattle](#), eliminating mandatory parking tripled the number of ADU permits.



Most residential properties [in orange] in this Kent, WA, neighborhood cannot add the 1 parking space required for an ADU. [Image by Cast Architecture.](#)

To sweeten the pot, HB1152 established a [\\$13 million grant program](#), which opens August 1, 2025, for jurisdictions that meet the requirements and implement at least one [ADU supportive strategy](#). Even jurisdictions that are not subject to the law can opt-in to access the funds. The grants help finance ADU development, create pre-approved plans, and build affordable ADUs for low- and middle-income Coloradans.

Cities are responding in unique ways

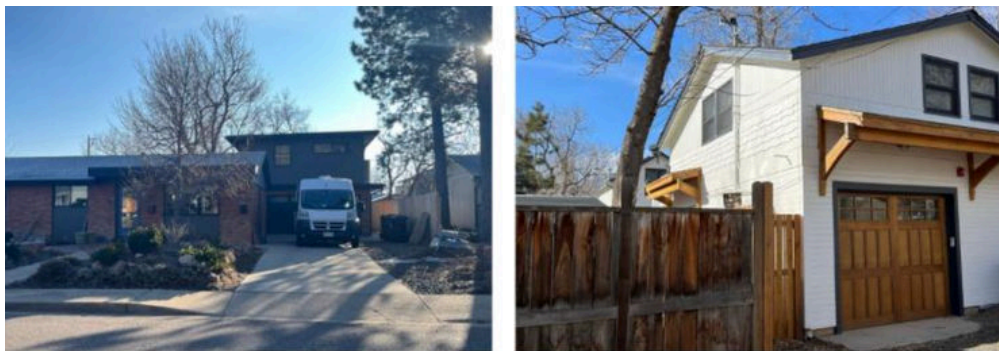
Each city can still choose to implement a unique ADU ordinance with its own community priorities in mind, as long as they avoid the overly restrictive requirements that are prohibited by HB1152. The Colorado Department of Local Affairs (DOLA) published a suite of [ADU resources](#) on its website, including [code amendment examples](#) that some communities have incorporated in their own code updates. The following examples highlight the variety of ways that cities are updating their policies in response to HB1152.

- **Brighton** updated its ADU code in June 2025, increasing the allowable size of ADUs beyond the HB1152 requirement. ADUs in Brighton can now be up to 100% of the above-grade floor area of the principal residence, with a 1,200-square-foot maximum – significantly up from the previous cap of 50% of the principal residence.
- **Grand Junction's** ADU code, updated June 18, allows two ADUs per single family lot provided that one is attached to the primary home. The city also offers grants, a design competition, and workshops to support ADU production. The city's June update eliminated parking mandates and modified design standards to improve ADU feasibility and align city code with HB1152. Production volume has been promising; the city of 70,000 permitted 34 new ADUs in 2024. For comparison, Colorado Springs, a city 7 times larger, has permitted about [12 per year](#) since its 2020 legalization. Thus, **Grand Junction is out-producing Colorado Springs by a factor of about 20 on a per-person basis – demonstrating that mere legalization won't yield the same results as a broader supportive policy framework and more permissive design standards.**
- **Lafayette's** City Council unanimously updated its ADU ordinance in May to align with HB1152 – notable since it is among the six cities suing the state over HB1313 and HB1304. Among key changes made in the code was eliminating ADU parking requirements; Lafayette formerly required 1 parking spot for ADUs 750 square feet and under, and 2 parking spots for ADUs over that size. A [staff memo](#) noted that "this requirement is often impractical or impossible". The city also loosened design standards and expanded the geographical areas where ADUs are allowed.
- **Castle Rock** updated its code to comply with HB1152 on July 1, 2025. In alignment with state law, the new ADU code eliminates inefficient public hearings, which add needless delays and costs to ADU projects, in favor of a more streamlined administrative review process. Planning staff highlighted that property owners have never faced complaints during public hearings for the permitting of ADUs.

"Although this comes from a House bill that we opposed, staff feels that these are minimal impact changes and are for the betterment of our community."

- Castle Rock City Planner

- **Littleton's** new ADU code, adopted on June 3, goes beyond the state's minimum requirements by allowing larger ADUs and in more areas than HB1152 requires. Planning Commissioner Patrick Santana pointed out during discussions: **"ADUs have been part of Littleton since before 1950. They've existed in the fabric of the city. They've long been a part of the character and flavor of the neighborhoods. They are traditionally found here. We're getting back to allowing them, rather than pushing some new product into the world of Littleton. They're already here."**
- **Louisville**, a city that previously didn't allow ADUs, adopted a strong [ADU code on May 20](#), with larger building allowances than required by HB1152, and even greater size allowances for units deemed accessible or affordable. Additionally, ADUs are allowed in more areas than required by HB1152 and the first 500 square feet of ADU construction is exempt from development impact fees. **Notably, Council directed staff to write a proposal to eliminate new water tap fees for ADUs, noting that ADUs often replace irrigated turf and are expected to have less impact than typical seasonality of wet and dry years.** This logic contradicts the argument that some cities have put forth claiming that cities don't have capacity to provide public services to an increased number of ADUs.



Boulder's Accessory Dwelling Units blend in with the surrounding neighborhoods. Source: [City of Boulder](#)

Local Action on ADU Code Updates (HB24-1152)

Below is a snapshot of progress toward compliance with HB1152 as of Aug. 12, 2025. This is not an exhaustive list; SWEEP staff will continue reviewing proposed and adopted ordinances to determine whether local regulations meet state requirements. You can [access our most up-to-date list online](#).

So far, we've found that at least 28 cities subject to HB1152 have updated or are in the process of updating their zoning codes to allow more ADUs – in addition to one county that opted-in to the law's requirements. Based on our analysis, over 3 million Coloradans live in communities that updated their local codes in the last year in response to HB1152 to make ADUs legal and easy to build.

This list does not include jurisdictions that did not need to take action to become compliant with HB1152.

Jurisdiction	ADU Policy Strength	Ordinance Status	Comparison to HB24-1152 requirements. (Note: Official compliance with state law will be determined by state agencies; this document reflects our best estimate.)
Adams County	Very Strong	Adopted 6/10/25	Not a subject jurisdiction but is choosing to opt-in to access state ADU grant program; allows larger ADUs than required by HB1152
Boulder	Very Strong	Adopted 2/6/25	Allows larger ADUs than required by HB1152 in some cases
Brighton	Strong	Adopted 6/17/25	Allows larger ADUs than required by HB1152; possibly subjective design requirements
Broomfield	Strong	Passed first reading 7/8/25	Possibly subjective design requirements
Castle Rock	Strong	Adopted 7/1/25	Possibly subjective design requirements
Centennial	Moderate	Adoped 6/15/24	More restrictive size, parking, and Planned Unit Development requirements than HB1152
Colorado Springs	Moderate	Adopted 4/8/25	Prohibited from certain areas where single-family homes are allowed; additional parking required
Commerce City	Strong	Proposed 4/14/25	Aligns with HB1152
Denver	Strong	Adopted 12/6/24	More restrictive setbacks than HB1152 requirements in certain zones
Edgewater	Very Strong	Adopted 6/17/25	Aligns with HB1152 (allows ADUs for the first time)
Erie	Strong	Adopted 6/10/25	No size restrictions beyond primary unit size; no owner-occupancy requirements; possibly subjective design requirements
Federal Heights	Very Strong	Adopted 7/1/25	Aligns with HB1152

Jurisdiction	ADU Policy Strength	Ordinance Status	Comparison to HB24-1152 requirements. (Note: Official compliance with state law will be determined by state agencies; this document reflects our best estimate.)
Fort Collins	Very Strong	Adopted 2/4/25	Allows larger ADUs than required by HB1152 in some cases; no owner-occupancy requirements
Fountain	Very Strong	Adopted 6/10/25	Aligns with HB1152
Grand Junction	Very Strong	Adopted 6/18/25	Allows 2 ADUs per lot in many areas; allows larger ADUs than required by HB1152
Lafayette	Very Strong	Adopted 5/20/25	Allows ADUs in front yards
Lakewood	Very Strong	Proposed 5/5/25	Allows larger ADUs than required by HB1152
Littleton	Strong	Adopted 6/3/25	Allows ADUs in areas beyond single-family zoning; allows larger ADUs than required by HB1152 in some cases; no owner-occupancy requirements; possibly subjective design requirements
Longmont	Strong	Adopted 6/17/25	Allows larger ADUs than required by HB1152 in some cases; no parking requirements and establishes parking maximums; possibly subjective design requirements
Louisville	Very Strong	Adopted 5/20/25	Allows ADUs in more areas than required by HB1152; allows larger ADUs than required by HB1152; size bonus for accessible or affordable ADUs; development impact fee exemption
Loveland	Moderate	Adopted 4/1/25	More restrictive parking requirements than HB1152
Pueblo	Strong	Passed first reading 7/14/25	Allows larger ADUs than required by HB1152 but possibly overly restrictive design requirements
Sheridan	Strong	Adopted 6/23/25	Allows larger ADUs than required by HB1152 on larger lots

Jurisdiction	ADU Policy Strength	Ordinance Status	Comparison to HB24-1152 requirements. (Note: Official compliance with state law will be determined by state agencies; this document reflects our best estimate.)
Superior	Strong	Adopted 4/28/25	More restrictive size requirements than HB1152
Thornton	Moderate	Passed first reading 7/22/25	More restrictive parking, location, and owner-occupancy requirements than HB1152
Westminster	Strong	Adopted 11/18/24	More restrictive size requirements than HB1152
Wheat Ridge	Very Strong	Adopted 5/12/25	Allows larger ADUs than required by HB1152
Windsor	Very Strong	Adopted 11/25/24	Aligns with HB1152

These reforms make life better for Coloradans in many ways

One of the biggest benefits of ADUs is that they give intergenerational families convenient, practical, and emotionally meaningful ways to live near one another without crowding. For example, ADUs enable grandparents to downsize with dignity while living in close proximity to their children and grandchildren – inspiring the colloquial term “granny flat.” Similarly, young adults can have their own space in their parents’ backyard while saving money to buy their own home. And that’s not to mention the teachers, firefighters, nurses, and other essential workers who now have access to an affordable way to live near or within the communities they serve – all while helping homeowners cover their mortgage. These reforms also promote more sustainable land use by enabling more energy and water-efficient housing types near existing infrastructure, services, and jobs.

Who do ADUs help house?

Not everyone needs or wants to live in a huge home! There's significant demand in Grand Junction for smaller units, especially among particular members of our community:



Young Professionals



Elderly Individuals



Disabled Individuals



College Students



Traveling Nurses

From [Grand Junction's ADU Toolkit](#)

Parking Reform (HB24-1304)

Minimum parking mandates require new properties to include a certain number of parking spots regardless of a specific project's actual parking needs. These mandates have been shown to drive up housing costs, restrict housing supply, and waste valuable land. Most cities in the U.S. dedicate more space to car storage than housing, resulting in [roughly eight parking spaces for every car](#) and taking up about 30% of space in our cities. In Colorado, [studies](#) of affordable housing and transit-area housing projects found that 40-50% of parking spaces sit empty during peak periods, which adds up to hundreds of millions of dollars in wasted spending and land that should be used for housing and local businesses.



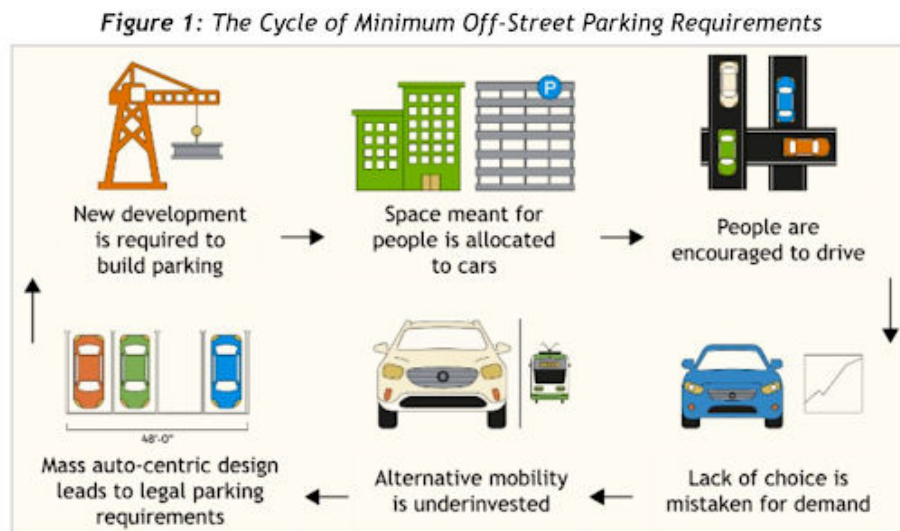
Park-and-ride lot at RTD's Central Park Station in Denver. Source: [Colorado Public Radio](#)

To be clear, removing parking mandates won't stop developers from building new parking. People are still free to build as much parking as they want, and parking will still be built — but without the one-size-fits-all mandates. We support **parking flexibility** that enables “right-sizing” parking to match specific project needs.

For example: **Denver** hasn't required parking in many neighborhoods for decades. The results, highlighted in an April 2025 [Modernizing Parking Requirements report](#), show that builders still provide plenty of parking — often more than was previously required. In some cases, the policy has allowed new projects to utilize nearby empty parking lots instead of being forced to build new ones. Removing parking mandates also encourages developers to pursue more balanced and cost-effective transportation strategies like sharing nearby lots,

transit passes, bicycle amenities, and carshare subscriptions – options that also reduce transportation costs, pollution, and congestion. It also means that instead of committing more land to empty pavement, we can use that same space for other beneficial purposes, like more housing, local businesses, or green space.

As of this writing, [over 50 cities around the U.S.](#) have fully eliminated parking minimums. [SWEEP's Parking Reform Primer](#) provides more information about the benefits of parking reform, results from cities that have eliminated parking mandates, and other policy recommendations to better manage the oversupply of existing spaces.



Source: [City of Aurora Planning Department](#)

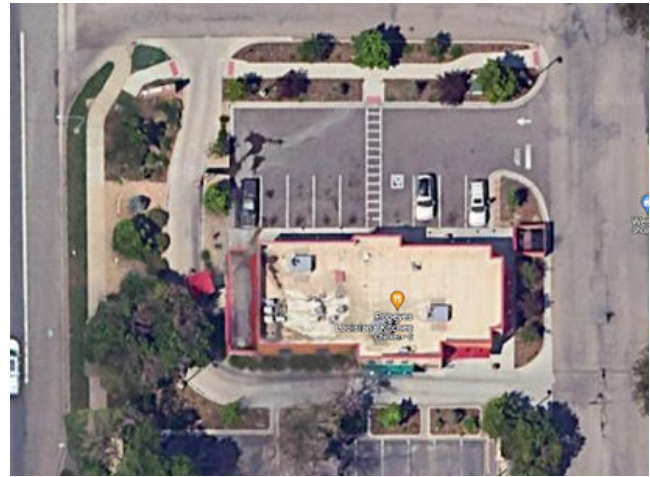
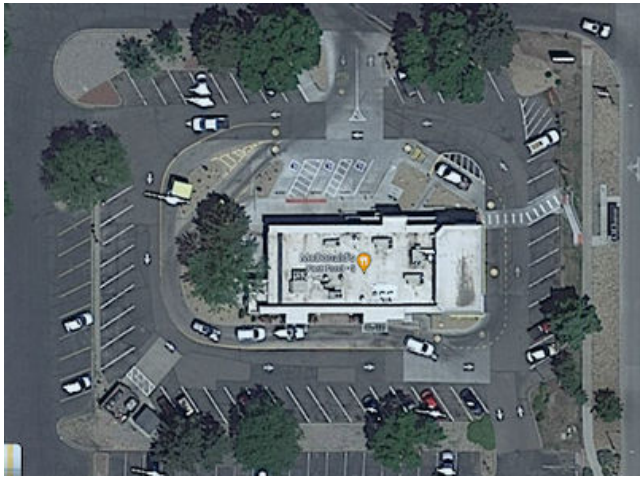
Colorado Communities are Prioritizing People over Pavement

HB1304 requires certain Colorado cities to stop enforcing parking minimums for multifamily housing and adaptive reuse projects within a ¼-mile of transit stops serviced at least every 30 minutes. Recognizing the arbitrary nature and stifling effects of all types of parking minimums, many cities are going further.

[Longmont](#) had already been moving toward the removal of minimum parking requirements and wasted no time complying with the state law, updating its code just one month after HB1304 passed. The city had eliminated parking minimums for commercial development in 2014 and, after enjoying the benefits of more small businesses opening up shop on their Main Street, decided to expand the policy to include multifamily housing in 2022. In 2024, the city got rid of parking mandates entirely, replacing its minimums with parking maximums to prevent developers from building too much parking – especially in areas the city wants to be more walkable and transit-friendly. [Boulder](#) and [Denver](#) are following Longmont's lead with proposals to fully eliminate parking mandates for all uses citywide.

On May 13, [Broomfield](#) established [Parking Reduction Areas](#) where, for most types of commercial development, churches, private schools, and multifamily residential uses, there are no parking minimums.

Parking maximums are set to the minimum off-street parking requirements for non-Parking Reduction Areas. Broomfield's Parking Reduction Areas extend far beyond the [designated transit areas](#) established in HB1304, and the parking reforms go beyond the state's minimum requirement of applying only to multifamily housing development. Planning staff wrote in a [memo](#) to Council for the ordinance's first reading: "Broomfield maintains the regulation of parking are matters of local concern and inherent part of its local land use authority. However, staff acknowledges that certain changes proposed in Ordinance 2268 (which established Broomfield's Parking Reduction Areas) are similar to requirements in the new state laws."



These aerial images compare the parking lots of two Longmont restaurants: one built under the old and excessive parking mandates (left) and another built after parking mandates were removed (right). The latter, a business that couldn't have existed under the previous parking requirements, demonstrates the impact of these reforms.

Before (left): 53 spaces, 5,092 SF building, 52,455 SF lot

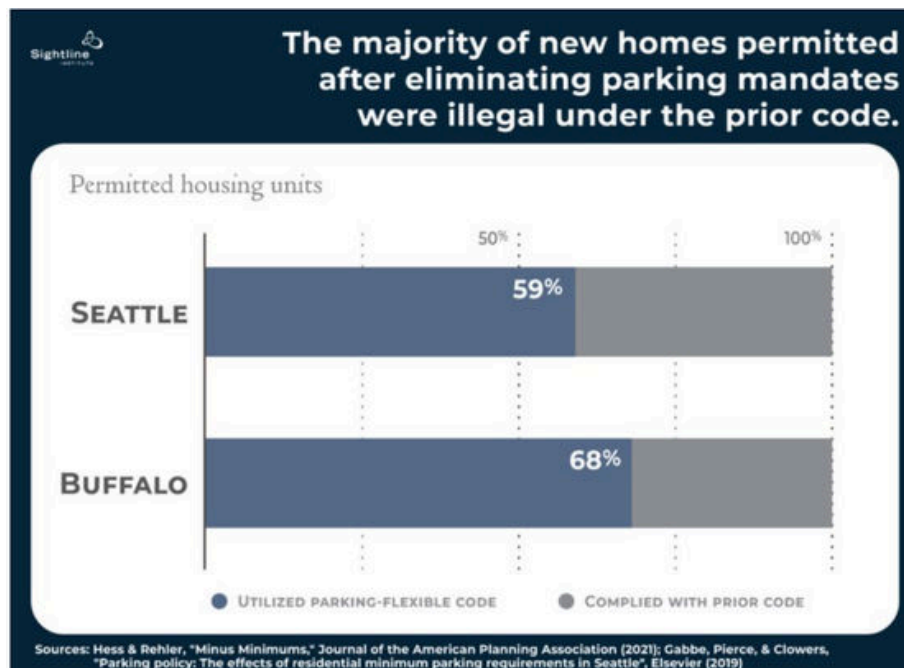
After (right): 9 spaces, 2,844 SF building, 23,267 SF lot

On June 3, [Littleton](#) [eliminated parking minimums](#) for *all* residential construction (as opposed to just multifamily, as required by HB1304) in [DOLA's designated transit areas](#). The council was in agreement that eliminating parking mandates was necessary to give builders space for more housing, which is a stated goal of the city's [strategic plan](#). ***"The state has set out with their own legislative intents, and staff finds that this aligns with some of our own goals in being able to promote better land use, reduce environmental impacts such as with heat islands, and to increase bike and pedestrian safety,"*** said Littleton Senior Planner Andrea Vaughn. City Council members noted during discussions that it seemed more fair to eliminate parking minimums for all residential building types rather than solely for larger residential buildings. "We didn't want to disincentivize someone that was looking at a 2 or 3 or 4 unit development," said Mayor Kyle Schlachter.

On June 23, [Wheat Ridge](#), a 31,000-person Denver suburb, eliminated parking minimums for all new multifamily projects citywide. Staff presented evidence that developers typically provide ample parking for new homes and businesses to attract buyers or tenants and to meet requirements from their lenders, who require such risk-averse planning. The policy change allows the market to determine how many parking spaces a new building needs based on the unique characteristics of the project and surrounding neighborhood. Whether a community is urban like Denver or suburban like Wheat Ridge, policymakers can be confident that builders will provide sufficient parking in the absence of arbitrary city mandates.

Though not compliant with HB1304, **Thornton**'s proposed adjustments to reduce parking minimums were prompted by the state law and are a step in the right direction. Following direction from City Council, staff determined that the proposal meets "the general intent of HB24-1304 which is to reduce reliance on single occupancy vehicle trips/use and to better utilize land near and around transit." While eliminating parking minimums would more effectively enable housing construction, Thornton's proposed changes are a marked improvement from its current excessive parking minimums. If the reductions are approved in every case, Thornton could allow new multifamily housing with 0.5 spaces per 1-bedroom unit, 0.75 spaces per 2-bedroom unit, and 1 space per 3-bedroom unit – which is 2-3 times less parking than mandated by the current code.

Parking reform unlocks more housing. Source: Sightline Institute

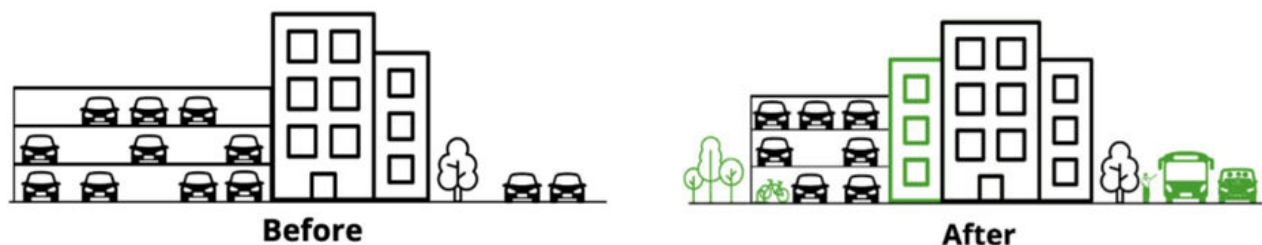


On July 8, **Louisville**'s City Council unanimously eliminated parking minimums for multifamily housing in transit areas and asked staff to research implications of extending the ordinance citywide. ***"This represents the bare minimum of what we have to do under state law, and we ought to do more,"*** said council member Dietrich Hoefner. ***"This literally costs us nothing and helps with housing affordability."*** Council members also advocated to extend the reform to commercial development. ***"If you were building downtown Louisville today, you couldn't do it with our commercial parking minimums,"*** Hoefner said. ***"It just wouldn't be possible. It would be isolated buildings surrounded by seas of parking as we have in many other parts of town, where the seas of parking sit there and get hot all day in the sun because nobody's parking on them. To think that's the best style of development for Louisville is a mistake and a missed opportunity."***

Even smaller towns, including **Superior** (population 13,361) and **Edgewater** (population 5,410), more politically mixed areas like **Adams County**, and cities further from the Denver Metro area like **Fort Collins** have recently updated codes to align with the minimum requirements of HB1304.

While eliminating parking minimums does remove costly and excessive government mandates, it does not prevent developers from building too much parking. In December of 2024, the Department of Local Affairs released [Best Practices in Parking Management Strategies for Colorado Communities](#) with a set of complimentary land use and transportation strategies to reduce parking demand and better manage existing parking in Colorado. The report includes sample code language and highlights the following strategies:

- **Transportation Demand Management (TDM)** to support travel choices like transit, biking, and walking,
- **Parking maximums** to discourage developers from building too much parking,
- **Shared parking** to efficiently utilize available parking between complementary land uses,
- **Unbundled parking** to free residents without cars from automatically paying for a parking space by separating it from the housing lease,
- **Paid parking** - ideally by the hour or day rather than by the month, and
- **Parking cash-out programs** to offer their employees monetary compensation or alternative transportation benefits in exchange for a parking space.



[Boston MAPC: Perfect Fit Parking](#)

Local Action on Parking Minimums (HB24-1304)

Below is a snapshot of progress toward compliance with HB1304 as of July 8, 2025. This is not an exhaustive list; SWEEP staff will continue [reviewing proposed and adopted ordinances](#) to determine whether these local regulations meet state requirements – especially as there is no state reporting requirement for HB1304.

We identified [at least 21 jurisdictions](#) that have taken action towards complying with HB1304 since the law passed. This means that [more than 1.9 million Coloradans](#) now live in communities that recently removed or are in the process of removing parking mandates for multifamily development near transit. Over 1 million of those residents live in cities that went beyond HB1304's requirements to reform parking minimums for other building types and across larger swaths of their cities.

Some cities have not taken action to eliminate parking mandates from their codes, but they may not have to. HB1304 simply requires cities to stop enforcing parking minimums for future projects. So as long as cities aren't telling builders how many parking spaces they need after June 30, they're in compliance with the law.

Jurisdiction	Policy Strength	Ordinance Status	Comparison to HB24-1304 requirements. (Note: Official compliance with state law will be determined by state agencies; this document reflects our best estimate.)
Adams County	Moderate	Adopted 6/10/25	Full compliance
Arapahoe County	Moderate	Proposed 3/20/25	Moving toward full compliance
Boulder	Very Strong	Adopted 7/24/25	Exceeds HB1304 requirements by eliminating parking minimums for all uses citywide
Boulder County	Moderate	internal policy	Not enforcing parking minimums
Broomfield	Strong	Adopted 5/13/25	Exceeds HB1304 requirements by eliminating parking minimums in more areas and for more building types
Commerce City	Moderate	Proposed 4/14/25	Moving toward full compliance
Denver	Very Strong	Adopted 8/4/25	Exceeds HB1304 requirements by eliminating parking minimums for all uses citywide
Edgewater	Moderate	Adopted 6/17/25	Full compliance
Erie	Moderate	Adopted 6/10/25	Full compliance
Federal Heights	Moderate	Adopted 7/1/25	Full compliance
Fort Collins	Very Strong	Adopted 2/4/25	Exceeds HB1304 requirements by eliminating parking minimums for all multifamily development citywide. City considering removing commercial parking mandates in an upcoming land use code update.
Larimer County	Moderate	internal policy	Not enforcing parking minimums
Lakewood	Moderate	Proposed (May 2025)	Moving toward full compliance
Littleton	Moderate	Adopted 6/3/25	Exceeds HB1304 requirements by eliminating parking minimums for all residential development citywide
Longmont	Very Strong	Adopted 5/28/24	Exceeds HB1304 requirements by eliminating parking minimums for all uses citywide

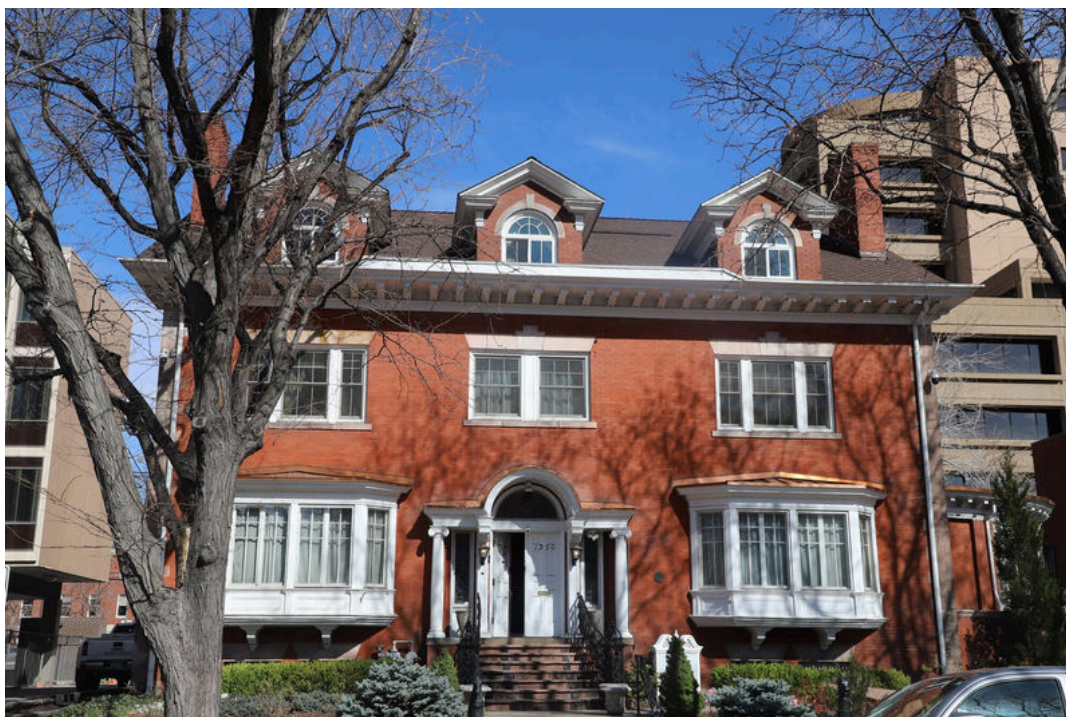
Jurisdiction	Policy Strength	Ordinance Status	Comparison to HB24-1304 requirements. (Note: Official compliance with state law will be determined by state agencies; this document reflects our best estimate.)
Loveland	Moderate	internal policy	Not enforcing HB1304 minimums after June 30
Louisville	Moderate	Adopted 7/8/25	Full compliance
Pueblo	Moderate	internal policy	Not enforcing HB1304 minimums after June 30
Sheridan	Moderate	Adopted 6/23/25	Moving toward full compliance
Superior	Moderate	Adopted 4/28/25	Full compliance
Wheat Ridge	Strong	Adopted 6/23/25	Exceeds HB1304 requirements by eliminating parking minimums for all multifamily residential citywide

Occupancy Limits (HB24-1007)

Occupancy limits that block more than three or four roommates from living together have long restricted housing access, particularly for students, young adults, and low-income workers, while leaving thousands of bedrooms empty across Colorado. HB1007, which took effect July 1, 2024, prohibits cities from enforcing such limits.

Having determined that property maintenance codes and nuisance laws are sufficient to enforce health, safety, and crowding standards, many cities – including [Wheat Ridge](#) and [Lafayette](#) – are dropping rigid numerical occupancy limits. [Boulder](#) updated its code so that occupancy limits are based upon Onsite Wastewater Treatment System standards and the number and size of a home’s bedrooms. [Denver](#) changed its code so that groups of residents are referred to as “households” rather than “families,” and [Arvada](#) updated the language of “single-family detached” homes to “single-unit.” [Commerce City](#) would eliminate family-based occupancy limits from its proposed [new Land Development Code](#) – a significant improvement from its current code, which limits occupancy to a “maximum of three (3) unrelated adults per dwelling unit.” [Westminster](#) and [Fort Collins](#) eliminated their occupancy regulations entirely.

These reforms unlock innovative housing solutions like [the People’s Mansion](#) in Denver – a new, 19-bedroom cooperative in a 1901 Capitol Hill building once used as a school for butlers. Before Denver reformed its occupancy code, housing cooperatives were illegal. Now, community-minded individuals have the option to practice democratic group decision-making while living affordably in a sought-after neighborhood.



The People's Mansion in Denver
 Source: [Alec Berg, Rocky Mountain PBS](#)

Local Action on Occupancy Limit Reform (HB24-1007)

Below is a snapshot of progress toward compliance with HB1007 as of July 8, 2025. This is not an exhaustive list and SWEEP is still reviewing proposed and adopted ordinances to determine whether these local regulations meet state requirements. **We have found [at least 26 jurisdictions](#) to have taken action to comply with HB1007.** Like HB1304, jurisdictions are simply required to stop enforcing family-based occupancy limits— so some communities might not update their codes but could still be in compliance with HB1007.

Jurisdictions known to have taken action since HB1007 passed

Adams County	Colorado Springs	Erie	Grand Junction	Littleton	Monument	Westminster
Arapahoe County	Commerce City	Federal Heights	Greeley	Longmont	Pueblo	Wheat Ridge
Boulder	Denver	Fort Collins	Lafayette	Louisville	Sheridan	
Broomfield	Englewood	Golden	Lakewood	Loveland	Superior	

Transit-Oriented Communities (HB24-1313)

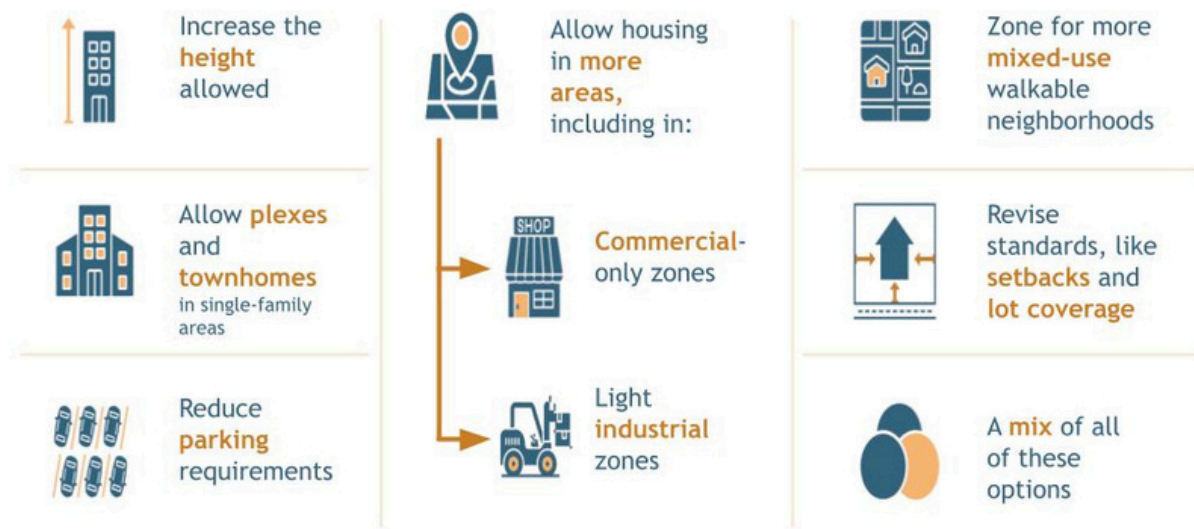
HB1313 requires [certain local governments](#) to allow sufficient zoning capacity for multifamily housing near transit stations and corridors – called their Housing Opportunity Goal. While the final zoning updates aren't required until December 31, 2026, a Preliminary Report was due from subject jurisdictions by June 30, 2025, including:

- Existing zoning maps
- Clear identification of areas within ½ mile of fixed transit and ¼ mile of frequent bus stops
- Calculation of current and target housing capacity

This law also established a [\\$35 million infrastructure grant program](#) to support housing development near transit, along with [\\$30 million in affordable housing tax credits](#). Housing and transportation are the two largest household expenses for Coloradans, disproportionately burdening low-income households. The housing types supported by HB24-1313 typically rent for [25–35% less](#) than single-family homes. When combined with the law's affordability strategies – such as [Proposition 123](#) eligibility and density bonuses – this approach is also expected to generate more subsidized affordable housing for low-income households.

HB1313 is also a transportation law, aiming to boost public transit ridership and reduce transportation pollution by promoting housing near transit. Higher-density areas tend to generate more transit use, yet [over 90% of RTD rail station areas and 84% of frequent bus corridors](#) currently fall below the minimum density levels needed to support frequent service. Rather than compact, mixed-use development, many of these transit-adjacent areas are dominated by empty parking lots, warehouses, and underutilized strip malls – representing a massive wasted opportunity and poor use of taxpayer investment in transit.

Examples of ways to increase Zoning Capacity in Transit Centers



Source: [Department of Local Affairs HB24-1313 Transit-Oriented Communities Guidance](#)

Importantly, HB1313 balances regional housing and transportation goals with local flexibility. For example, the law sets housing density goals near transit but lets local governments decide how and where to meet them. The policy is still in its early implementation phase, and city planners are working closely with the Department of Local Affairs (DOLA) to interpret the policy and explore compliance options.

Housing Plans (SB24-174)

SB174 requires local governments to conduct Housing Needs Assessments (HNAs) to quantify the scale and nature of the housing shortage. These assessments, due December 31, 2026, will inform subsequent Housing Action Plans, required by January 1, 2028, to address local and regional housing demand, affordability gaps, and demographic needs. DOLA has [published extensive guidance](#) on its website, including tools and strategies for affordability and displacement mitigation.

Since the law passed, the **Denver Regional Council of Governments** (DRCOG) completed a [regional HNA](#) for its 59 jurisdictions and more recently launched a Housing Strategy to meet the demonstrated housing needs. As of July 3 of this year, DOLA had approved 4 HNAs: **DRCOG, Archuleta County/Pagosa Springs, City of Montrose** and **Town of Bennett**. Together, these comprise **54 of the 170 jurisdictions** required to produce an HNA. DOLA has either reviewed, is in the process of reviewing, or has met with governments representing about 60 additional jurisdictions required to complete an HNA. At least [23 jurisdictions](#) have applied for DOLA's Local Housing Planning Grants to complete their own assessments in the coming years.



Sunrise over a three-story apartment building in Southeast Denver

Another component of the law encourages more environmentally and fiscally-responsible growth by concentrating new housing and jobs in existing urban areas and discouraging exurban sprawl. It requires state agencies to develop a Strategic Growth Report by October 31, 2025, in order to compare the impacts of various growth scenarios and recommend policy solutions that:

- Increase housing supply while also reducing emissions, water consumption, and household transportation costs;
- Conserve open space and natural lands; and
- Maximize the use of existing infrastructure instead of constructing costly new roads, water systems, sewers, and utilities.

According to [a study from the Colorado Energy Office](#), under current policies, nearly half of the new housing development Colorado expects by 2050 will come in the form of exurban sprawl on open space and agricultural land. Much of the forecasted housing growth is in the Wildland-Urban Interface (WUI) – areas at higher risk of ever-worsening climate disasters like Boulder County’s 2021 Marshall Fire. Over the last 25 years, exurban sprawl has nearly doubled the size of the Denver metro’s projected growth area from [700 square miles to 1,308 square miles](#), resulting in massive habitat loss for wildlife. SB174 aims to counteract these negative effects with smarter urban growth. DOLA released a [partial draft](#) of its Strategic Growth Report on June 18th alongside a draft [“policy scan”](#) and is currently requesting feedback.

Conclusion

Colorado’s 2024 land use reforms are proving to be a catalyst for local pro-housing policy and a valuable complement to efforts already underway in many cities and counties to address their affordability crises. SWEEP will continue to track progress and support municipalities as they consider land use and housing policies that make Colorado a more affordable, sustainable, and equitable place to live.

About the Southwest Energy Efficiency Project:

[The Southwest Energy Efficiency Project \(SWEEP\)](#) is a public interest nonprofit organization advancing energy efficiency, beneficial electrification, clean transportation, and smart land use in Arizona, Colorado, Nevada, New Mexico, Utah, and Wyoming. In collaboration with utilities, state and local governments, environmental and community groups, businesses, national laboratories, federal agencies, and other energy experts, SWEEP promotes programs, policies, and funding to help mitigate climate change and its impacts, lend support to underserved and disadvantaged communities, and save people money on energy bills and transportation and housing costs. This year, SWEEP launched [Housing Forward Colorado](#) to advance pro-housing and smart growth policies and support the effective implementation of the state land use laws.



Housing Forward
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