Planning Commission Agenda

Regular Meeting
Tuesday July 11, 2023 at 1:15 p.m.

City Council Chambers-City Center South
1001 11th Ave, Greeley, CO 80631
Zoom Webinar Link:
https://greeleygov.zoom.us/j/81836873217

NOTICE:

Planning Commission meetings are held on the 2nd and 4th Tuesdays of each month. Meetings are conducted in a hybrid format, with a Zoom webinar in addition to the in-person meeting in Council Chambers.

Members of the public may participate in Planning Commission meetings in the manner that works best for them.

Watch Meetings:

Meetings are open to the public and can be attended in person by anyone.

Meetings are livestreamed on YouTube at youtube.com/CityofGreeley

Comment in Real Time:

Join the Zoom webinar (link above). During the public hearing, members of the public may address the Commission.

Submit Written Comments:

Email comments about any item on the agenda to cd_admin_team@greeleygov.com

Written comments can be mailed or dropped off at the Planning office at 1100 10th Street, Greeley, CO 80631. Written comments received prior to or during the meeting will be read into the record in real time.

Meeting agendas and minutes are available on the City's meeting portal at Greeley-co.municodemeetings.com/

For more information about this meeting or to request reasonable accommodations, contact the administrative team at 970-350-9780 or by email at cd_admin_team@greeleygov.com.

Planning Commission

July 25, 2023 at 1:15 PM
1001 11th Avenue, City Center South, Greeley, CO 80631

Agenda

1. Call to Order

2. Roll Call

3. Approval of the Agenda

4. Approval of the July 11, 2023 Planning Commission Meeting Minutes

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EXPEDITED AGENDA

The following items are routine in nature, fully described in the accompanying reports, and therefore staff summary presentations will be suspended unless requested by the Commission or member of the public in attendance at the meeting.

5. A public hearing to consider a request by Union Colony West Investments LLC to annex approximately 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue known as the Schneider Annexation (ANX2022-0007).

END OF EXPEDITED AGENDA

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6. A public hearing to consider a code amendment to add an option for dedicated affordable housing to reduce parking requirements. The code amendment is intended to satisfy a grant requirement for the Department of Local Affairs to incentive affordable housing dedicated to below-median income households (CU2023-0003).

7. Staff Report

8. Adjournment

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS
July 11, 2023

1. Call to Order

Chair Yeater called the meeting to order at 1:15 PM.

2. Roll Call

The hearing clerk called the roll.

PRESENT
Chair Justin Yeater
Commissioner Louisa Andersen
Commissioner Briscoe
Commissioner Jeff Carlson
Commissioner Brian Franzen
Commissioner Larry Modlin

ABSENT
Commissioner Christian Schulte

3. Approval of Agenda

There were no corrections or additions to the agenda. The agenda was approved as presented.

4. Approval of June 27, 2023, Minutes

Commissioner Anderson moved to approve the minutes dated May 9, 2023, contingent upon updating the annexation vote to 4-2. Commissioner Briscoe seconded the motion. Motion carried 6-0. (Commissioner Schulte absent)

5. A Public Hearing to consider a Planned Unit Development (PUD) request to rezone approximately 40.67 acres located at 145 North 35th Avenue from C-D (Conservation District), C-L (Commercial Low Intensity) and R-L (Residential Low Density) to PUD (Planned Unit Development). (Project: PUD: 2023-0003).

Chair Yeater recused himself from this Public Hearing item and turned the meeting over to Commissioner Briscoe in his place.

Commissioner Briscoe introduced the item as printed on the agenda. This was an expedited agenda item. Commissioner Briscoe asked if any of the commissioners wished to have a presentation from staff. Commissioner Andersen indicated that she had some questions and did not know that they required a presentation from staff. Caleb Jackson indicated that staff and the applicant were available to answer any questions for the commission.

Commissioner Andersen had a question regarding the height of a structure planned for the parcel, it would be 50 feet in height and the maximum is 40 feet and inquired if this would require another meeting for a variance down the road? Mr. Jackson responded explaining that the 50-foot height of the proposed structure would be covered by a Use by Right and not require a future variance.

Commissioner Andersen inquired if this was standard with a PUD approval, Mr. Jackson indicated that it is standard to accommodate these kinds of issues with a PUD. Commissioner Andersen asked if a building currently existed on the site and Mr. Jackson indicated that there is a current tower on the site, and he would have to defer to the applicant regarding the height of the fire training tower that is currently on the site. Commissioner Andersen indicated that it was not a critical issue, she had no further questions but indicated that she had noticed the asphalt grindings previously stored at this site were gone.

Commissioner Franzen asked how material such as ice melt would be stored. Mr. Jackson indicated that the applicant would answer that question. The applicant, Will Jones of Greeley Colorado, came to the podium. He addressed the question regarding ice melt, indicating that there is a current building on the site that stores ice melt indoors. Commissioner Franzen asked if mag chloride would also be stored indoors as well, Mr. Jones replied, indicating that it would likely be stored in containers outside and there are not any current plans to build additional storage structures, including that the primary purpose is to store items such as snowplows and traffic signals.

With no further questions from the commission to staff or the applicant Commissioner Briscoe opened the public hearing at 1:22 p.m. Seeing none, Commissioner Briscoe closed the public hearing at 1:22 p.m.

Commissioner Briscoe turned the matter back to the commission for action. Commissioner Andersen moved to approve the motion: Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval. Commissioner Franzen seconded the motion.

Commissioner Briscoe opened the item up for further discussion amongst the commission. Commissioner Franzen commented thanks to the city staff for finding reasonable compromise and a great use for the property. Discussion about the use for the property and the appreciation for the effort the City has put into getting this property cleaned up and getting a good use out of the property.

Motion carried, 5-0 (Commissioner Schulte Absent and Chair Yeater recused)

6. A Public Hearing to consider a Use by Special Review (USR) request to allow office, personal services, warehouse, and outdoor storage on approximately two acres of land zoned I-L (Industrial Low Intensity) located at the northwest corner of 31st Avenue at 29th Street. (Project: USR2023-0003).

Commissioner Briscoe turned the meeting back over the Chair Yeater.

Chair Yeater introduced the item as listed and asked the commission if any would like to see a presentation. This was an expedited agenda item. The commission did not request to hear a presentation. Chair Yeater continued with a question for staff and the applicant. He inquired about a fence is outlined in the detail of the landscape, but it is not identified on the plan and an area that looks to include turf on the North portion of the parcel. Mr. Jackson came to the podium and indicated that the applicant could answer if necessary but if he recalled correctly, a fence would be required around the outdoor storage area and would also be to meet the buffer and screening area. Chair Yeater invited the applicant to speak to the commission if they desired, they did not.

Chair Yeater opened the public hearing at 1:26 p.m. Seeing none he closed the public hearing at 1:26 p.m. and turned the item to the commission for action.

Chair Andersen motioned: based on the application received and the preceding analysis, the Planning Commission finds that the proposed Use by Special Review for office, personal services, warehouse, and outdoor storage on approximately two acres of land zoned I-L (Industrial Low Intensity) located at the northwest corner of 31st Avenue at 29th Street is consistent with the Development Code criteria of Section 24-206.b (Items 1-8) and therefore approves the Use by Special Review. Chair Briscoe seconded the motion. No further discussion was requested.

Motion carried, 6-0 (Commissioner Schulte, absent)

7. At Home in Greeley Housing Needs Assessment

Betsy Kellums, Planner, came to the podium and introduced the item. The city received a grant in 2022 to complete a housing needs assessment to create a neighborhood and sub-area plan to show how affordable housing could be integrated in a mixed use and catalytic area. The city consulted with a private consulting group, Development Strategies and they have been working with Culture Journey (a design firm). They have completed the first phase of the project, the Housing Needs Assessment and will present the plan in a future public hearing. Ms. Kellums introduced Andy Feaster and Richa Sing from Development Strategies to present the assessment to the commission.

8. Staff Report

9. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 2:00 PM.

Justin Yeater, Chair

Don Threewitt, Interim Community Development Director

Planning Commission Agenda Summary

July 25, 2023

Key Staff Contact: Caleb Jackson, AICP | Interim Chief Planner, 970-350-9276

Title:
Public hearing to consider a request to annex approximately 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue known as the Schneider Annexation

Summary:
The applicant submitted an annexation petition for approximately 170.573 acres located at the northwest corner of 10th Street and 83rd Avenue, including right-of-way for 83rd Avenue from 4th Street to 10th Street. The City Attorney's Office found that the proposal meets the State requirements for annexation, and City Council adopted a resolution on July 18, 2023, accepting the petition and confirming that the site is eligible for annexation. City Council is scheduled to consider an ordinance to approve the annexation subsequent to Planning Commission's consideration and recommendation on the application.

The property is located within Greeley's Long Range Expected Growth Area, where the City encourages annexation to accommodate future urban development. The site is 57.1% contiguous with existing city limits and is part of a larger enclave of unincorporated land surrounded by the City. If the annexation is approved, the site must be zoned within 90 days. Staff is currently reviewing a Planned Unit Development (PUD) application that would be scheduled for consideration of Planning Commission and City Council after annexation.

Motions:
Recommended (Approval)
Based on the application received and the preceding analysis, the Planning Commission finds that the proposed annexation does not meet the required Development Code criteria of Section 24-214.b.2.(a–e); and recommends denial of the Schneider Annexation (ANX2022-0007) to City Council.

Alternative (Denial)
Based on the application received and the preceding analysis, the Planning Commission finds that the proposed annexation does not meet the required Development Code criteria of Section 24-214.b.2.(a–e); and recommends denial of the Schneider Annexation (ANX2022-0007) to City Council.

Attachments:
Staff Report
Attachment A – Vicinity Map
Attachment B – Annexation Plat
Attachment C – Site Analysis Map
Attachment D – Staff Slides

PLANNING COMMISSION SUMMARY

ITEM:	Annexation of approximately 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue known as the Schneider Annexation
FILE NUMBERS:	ANX2022-0007
PROJECT:	Schneider Annexation
LOCATION:	Northwest corner of 10th Street at 83rd Avenue
APPLICANT:	Union Colony West Investments LLC
CASE PLANNER:	Caleb Jackson, AICP | Interim Chief Planner

PLANNING COMMISSION HEARING DATE: July 25, 2023

PLANNING COMMISSION FUNCTION:
Review the proposed annexation for compliance with Section 24-214 of the Greeley Development Code and make a recommendation to the City Council.

EXECUTIVE SUMMARY
The City of Greeley is considering a request by Union Colony West Investments LLC to annex approximately 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue known as the Schneider Annexation

A. REQUEST
The City of Greeley is considering a request to annex approximately 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue known as the Schneider Annexation.

B. STAFF RECOMMENDATION
Approval

C. LOCATION

Abutting Zoning:
North: A (Agricultural - County)
South: C-H (Commercial High Intensity)
R-H (Residential High Density)
East: R-L (Residential Low Density)
A (Agricultural - County)
West: PUD (Planned Unit Development)

Surrounding Land Uses:
North: Agriculture with single-family dwelling
South: Undeveloped and multi-family dwellings
East: Single-family dwelling, oil and gas extraction, electrical substation, electric transmission lines

West: Farming

Site Characteristics:

The subject annexation is approximately 170.573 acres. The site is relatively flat, primarily sloping from the south to the north. The site is currently used for farming, with accessory residential uses and outbuildings. The annexation boundary also includes 83rd Avenue from 4th Street to 10th Street.

Minimum Contiguity: Required 16.67%
Provided 57.1%

D. BACKGROUND

The subject area comprises approximately 170.753 acres at the northwest corner of 10th Street at 83rd Avenue. The annexation boundary includes 83rd Avenue from 4th Street to 10th Street. The site is currently zoned A (Agricultural) in Weld County,

Colorado Revised Statutes §31-12-104 and §31-12-105 establish the legal requirements for annexations, and includes: (1) not less than one-sixth (1/6) of the perimeter of the area proposed to be annexed is contiguous with the City of Greeley; (2) a community of interest exists between the territory proposed to be annexed and the City of Greeley; (3) the territory sought to be annexed is urban or will be urbanized in the near future and; (4) the territory sought to be annexed is integrated or is capable of being integrated with the City of Greeley. The City Attorney's Office has determined the proposal meets the statutory requirements to be considered for annexation. As required to proceed with consideration of an annexation request, City Council adopted a resolution July 18, 2023, finding that the subject property meets the eligibility requirements for annexation. City Council is scheduled to consider an ordinance to annex the property subsequent to Planning Commission's consideration based on the application's merits, Planning Commission's recommendation, and Development Code review criteria.

The subject site must be zoned within 90 days of annexation. The applicant has submitted a PUD (Planned Unit Development) that is currently under review with City staff and will be scheduled for consideration of Planning Commission and City Council in the coming months pending annexation. The applicant intends to develop the site with a mix of single-family dwellings, multi-family dwellings, and commercial.

E. REVIEW CRITERIA

The Commission shall consider comment from review agencies and offices, staff recommendation, public comments, and the following criteria in making a recommendation to City Council.

1. **The proposed annexation is in conformance with the City's Comprehensive Plan.**

   Staff Comment: The subject site is within the Long Range Expected Growth Area, which is the area where the City supports annexation to accommodate future urban development. The following objective from the Imagine Greeley Comprehensive Plan are applicable:

GC-1.5 Annexations: When considering a proposed annexation, the City should find persuasive evidence that the inclusion of the property into the City's jurisdiction meets the goals and objectives of the Comprehensive Plan, and that the property can be developed in a manner that will be a positive addition to the city, improve the quality of Greeley's neighborhoods, and can be provided with municipal services.

The request complies with this criterion.

2. **The proposed annexation promotes geographical balance of the City's land use pattern.**

Staff Comment: Annexing the subject property provides balance to the City by incorporating a site that borders existing city limits on the east, west, and south. Existing city limits also include property to the north of the subject site (Poudre Learning Center). Annexing the subject site would incorporate a portion of an existing enclave.

The request complies with this criterion.

3. **Adequate services are, or will be, available to support the development expected to result from the proposed annexation, in accordance with Section 24-305.**

Staff Comment: Adequate fire and police services are currently available to serve the site. Additional infrastructure would be required at the time of development to serve the site with appropriate sewer, water, stormwater, and transportation. Adequate parkland would be dedicated with residential development on the site.

The request complies with this criterion.

4. **The proposed annexation provides for a continual and rational boundary.**

Staff Comment: The annexation exceeds the State's one-sixth contiguity requirements. This property's inclusion will also help provide a continual and rational boundary by including a portion of an enclave of unincorporated land that is within the City's Long Range Expected Growth Area.

The request complies with this criterion.

5. **The proposed annexation is needed to accommodate future land use requirements.**

Staff Comment: The subject site is needed to accommodate future growth of Greeley. The site is identified as part of a Mixed Use Neighborhood on the Land Use Guidance Map. Adjacent thoroughfares, 10th Street and 83rd Avenue, are identified as Multi-Modal Corridors and a Neighborhood Center is shown at the intersection on the Land Use Guidance Map. With these identified land uses, it is anticipated that the site will include a mix of uses needed to accommodate the community's growth.

This request complies with his criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The subject property has not been subdivided. A preliminary subdivision application is under review with City staff, which would require Planning Commission approval subsequent to annexation and zoning.

2. HAZARDS

The subject site is not located within a FEMA-mapped floodplain and no steep slopes exist on the property. One plugged and abandoned oil well is located on the property.

3. WILDLIFE

A small area on the northern edge of the site is identified on the City of Greeley's Areas of Ecological Significance map as an area that could be moderately impacted by development. Upon site examination, no significant natural features requiring preservation for ecological purposes were identified.

4. FLOODPLAIN

The subject site is not in the floodway or floodplain as identified by Federal Emergency Management Administration (FEMA) flood data.

5. DRAINAGE AND EROSION

The existing drainage patterns are expected to continue to follow the existing lay of the land. Drainage patterns would be examined in greater detail through any future land use requests. Erosion and sediment control plans are required with development.

6. TRANSPORTATION

The subject site has frontage along 10th Street and 83rd Avenue. The transportation master plan identifies 4th Street extending west across the northern edge of the site. Transportation would be further evaluated with future zoning, subdivision, and development of the site.

G. SERVICES

1. WATER

Water mains are present in the vicinity to serve the subject site. Extension of water infrastructure would be considered with future applications.

2. **SANITATION**
Sewer mains are present in the vicinity to serve the subject site. Extension of sewer infrastructure would be considered with future applications.

3. **EMERGENCY SERVICES**
The subject area is currently served by the Windsor Severance Fire Rescue. The applicant has petitioned for withdrawal from the district pending annexation. Upon annexation, the site would be served by the Greeley Fire Department, with Station #7 being located approximately 1.5 miles east of the subject site. The site would also be served by the Greeley Police Department upon annexation.

4. **PARKS/OPEN SPACES**
Parkland dedication would be required with future residential development on the site.

5. **SCHOOLS**
The subject site is within the Weld RE-4 School District (Windsor-Severance). Land dedication or cash-in-lieu for schools would be required with future residential development on the site.

H. NEIGHBORHOOD IMPACTS

1. **VISUAL**
No visual impacts would be created by this annexation. Future development of the site would be regulated by the Development Code to mitigate visual impacts.

2. **NOISE**
The proposed annexation would not create noise impacts. Noise is regulated by the Municipal Code upon annexation.

I. COST-BENEFIT ANALYSIS

The subject site is anticipated to contain a mix of residential and nonresidential land uses upon development. Other than property taxes, revenue would not be realized until development occurs.

Future development would be reviewed in accordance with and required to meet, the applicable City of Greeley Development Code standards. Once under development, the developer would be required to pay development fees, extend any necessary City services to their property, and dedicate all appropriate rights-of-way and easements to serve the property.

The City would be responsible to provide fire and police services; however, due to the rural character of the site these services need are expected to be minimal. Additionally, the City would take over maintenance of 83rd Avenue from Weld County from 4th Street to 10th Street. The Public Works Department has anticipated and accepts the need to provide maintenance of

83rd Avenue. Staff finds that the proposed annexation cost impacts would be minimal in nature and would relate primarily to Police, Fire, and street maintenance.

J. PUBLIC NOTICE AND COMMENT

Notices to 37 surrounding property owners and current residents were mailed on July 7, 2023. Two signs were posted on the site on July 7, 2023. A notice was posted to the City of Greeley website on July 7, 2023. Staff has not received any comments from the public expressing objection or support of the annexation.

K. PLANNING COMMISSION MOTIONS

Recommended (Approval)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed annexation does not meet the required Development Code criteria of Section 24-214.b.2.(a–e); and recommends denial of the Schneider Annexation (ANX2022-0007) to City Council.

Alternative (Denial)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed annexation does not meet the required Development Code criteria of Section 24-214.b.2.(a–e); and recommends denial of the Schneider Annexation (ANX2022-0007) to City Council.

ATTACHMENTS

Attachment A – Vicinity Map
Attachment B – Annexation Plat
Attachment C – Site Analysis Map
Attachment D – Neighborhood Notification Map
Attachment E – Staff Slides

VICINITY MAP

SCHNIEDER ANNEXATION

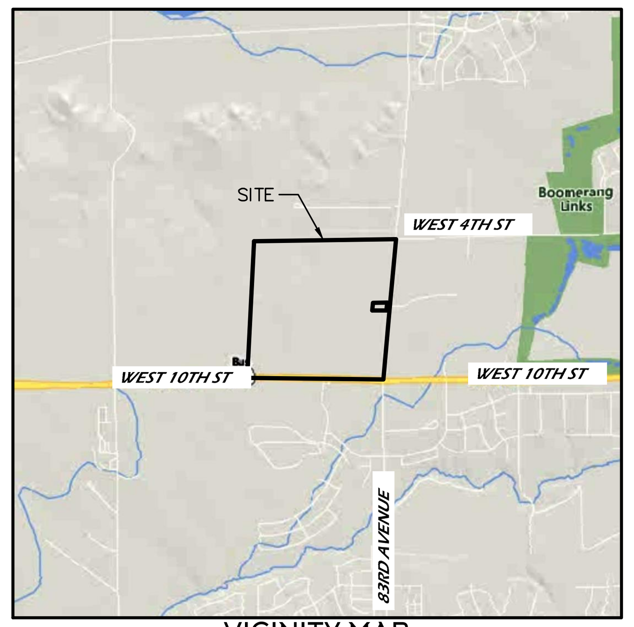
Attachment B

TO THE CITY OF GREELEY

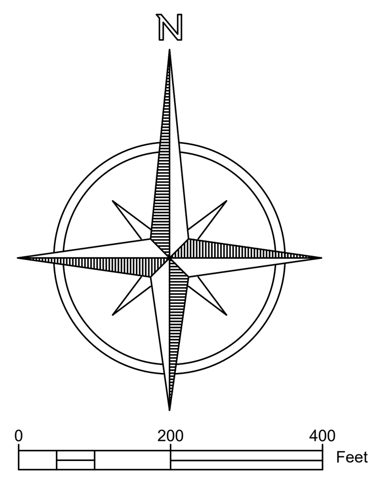
Situate in the Southeast Quarter of Section 6, Township 5 North, Range 66 West of the 6th P.M., County of Weld, State of Colorado.

170.573 ACRES

ANX2022-0007



VICINITY MAP
SCALE: 1" = 3000'



LINE TABLE

LINE	BEARING	LENGTH
L1	N89°09'59"E	280.34'
L2	N05°10'08"E	150.00'
L3	S89°52'38"W	280.00'
L4	S05°10'08"W	153.49'
L5	S89°52'38"W	30.13'
L6	S05°10'08"W	18.02'
L7	S02°52'33"W	40.03'
L8	N88°44'22"E	30.19'
L9	S89°11'34"W	33.85'

PROPERTY DESCRIPTION

A parcel of land, situate in the Southeast Quarter (SE1/4) of Section Six (6) and the Southwest Quarter (SW1/4) of Section Five (5), Township Five North (T.5N.), Range Sixty-six West (R.66W.) of the Sixth Principal Meridian (6th P.M.), County of Weld, State of Colorado and being more particularly described as follows:

BEGINNING at the East Quarter Corner of said Section 6, monumented by a 2" steel pipe with a 2.5" aluminum cap stamped LS 11989, and assuming the East line of said SE1/4 as bearing North 05°10'08" East, being a Grid Bearing of the Colorado State Plane, North Zone, North American Datum 1983/2011, a distance of 2,813.51 feet, monumented at the Southeast Corner by a #6 rebar with a 3.25" aluminum cap stamped LS 25381 and with and with all other bearings contained herein relative thereto;

THENCE North 88°44'22" East, along the North line of the SW1/4 of said Section 5, a distance of 30.19 feet to the East Right of Way (ROW) of 83rd Avenue;
THENCE South 05°10'08" West, along said East ROW, a distance of 1,406.77 feet to the Northwest corner of the Golden Triangle Third Annexation as recorded December 27, 1984 as Reception No. 1993145 of the records of the Weld County Clerk & Recorder (WCCR) said corner being on the North line of the South Half of said SW1/4;
THENCE South 05°10'08" West, along the West line of said Reception No. 1993145, a distance of 1,366.76 feet to a point on the Northerly line of Golden Triangle First Annexation, as recorded November 1, 1984 as Reception No. 1987263 of the WCCR;
Thence along the North and West lines of said Reception No. 1987263 the following three courses:
THENCE South 89°11'34" West a distance of 33.85 feet;
THENCE North 89°22'51" West a distance of 2,648.61 feet to a point on the West line of said SE1/4, from whence the South Quarter Corner of Section 6 bears South 02°52'33" West a distance of 40.03;
THENCE North 02°52'33" East a distance of 2,696.59 feet to the Center Quarter Corner of Section 6;
THENCE North 89°09'59" East, along the North line of said SEW1/4, a distance of 2,767.00 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM:

COMMENCING at the East Quarter Corner of Section 6;
THENCE South 05°10'08" West, along the East line of said SE1/4, a distance of 1,406.77 feet to the South 1/16th Corner of Section 6;
THENCE South 89°52'38" West along the South line of the North Half of the SE1/4 a distance of 30.13 feet to the POINT OF BEGINNING;

THENCE South 89°52'38" West, continuing along said South line, a distance of 280.00 feet;
THENCE North 05°10'08" East, parallel with and 310.00 feet West of, as measured at right angles to, the East Line of said Southeast Quarter, a distance of 150.00 feet;
THENCE North 89°09'59" East, parallel with the North line of said Southeast Quarter, a distance of 280.34 feet to a point on the East ROW of 83rd Avenue;
THENCE South 05°10'08" West, along said East ROW, a distance of 153.49 feet to the POINT OF BEGINNING.
.

Said described parcel of land contains 7,430,140 Square Feet or 170.573 Acres, more or less (±).

PLANNING COMMISSION RECOMMENDATION

Recommended/not recommended by the City of Greeley Planning Commission on _____ day of _____________, 20_____.

____
Director of Planning

CITY COUNCIL APPROVAL

Approved by the Greeley City Council on this _____ day of ____________, 20_____.

____
Mayor

____
City Clerk

SURVEYOR'S CERTIFICATE

That I, Steven Parks, do hereby certify that I prepared this plat from an actual and accurate survey of this land, including all existing rights-of-way and easements, and that the corner monuments shown thereon were properly placed under my supervision, in accordance with the regulations of the State of Colorado.

PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38348

ANNEXATION TABLE

TOTAL BOUNDARY: 11,813.62 L.F.
CONTIGUOUS BOUNDARY: 6,745.81 L.F.
1/6 OF TOTAL BOUNDARY 1,968.94 L.F.
RATIO= 1 : 1.75

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 2012)

TITLE COMMITMENT NOTE

For all information regarding easements, rights-of-way and title of records, Majestic Surveying, LLC relied upon Title Commitment Number: 459-H0661098-084-0AA Amendment No. 4, dated January 31, 2022, as prepared by Heritage Title Company to delineate the aforesaid information.

This survey does not constitute a title search by Majestic Surveying, LLC to determine ownership or easements of record.

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION

Assuming the East line of the Southeast Quarter of Section 6, Township 5 North, Range 66 West of the 6th P.M. monumented as shown on this drawing, as bearing North 05°10'08" East, being a Grid Bearing of the Colorado State Plane, North Zone, North American Datum 1983/2011, a distance of 2813.51 feet and with all other bearings contained herein relative thereto.

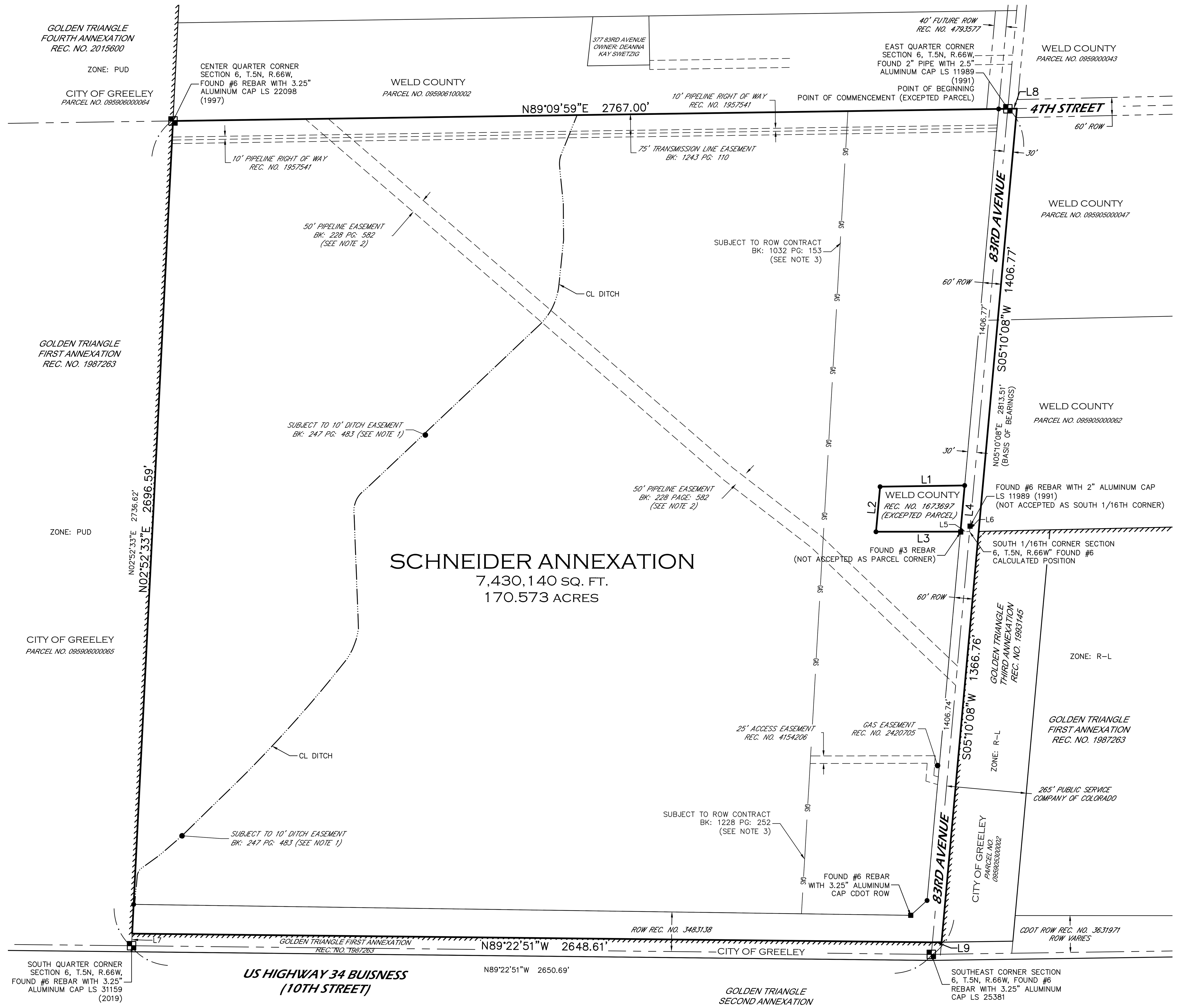
The lineal dimensions as contained herein are based upon the "U.S. Survey Foot".

SURVEYOR'S NOTES

1. Location of ditch does not coincide with deeded courses recorded December 7, 1906 in Book 247, Page 483 of the records of the Weld County Clerk and Recorder. Deeded calls do not close to section line.

2. Location of Pipeline easement recorded January 25, 1906 in Book 228, Page 582 of the records of the Weld County Clerk and Recorder, is based upon field location and observations on May 6, 2022.

3. Dimensions for the Right of Way easement in Book 1228 Page 252 are not given.



LEGEND

	EXISTING CITY LIMITS		ALIQUOT CORNER AS DESCRIBED
	ANNEXATION BOUNDARY		FOUND MONUMENT AS DESCRIBED
	EASEMENT LINE		CALCULATED POSITION
	RIGHT OF WAY LINE		FOUND 24" OF #4 REBAR WITH RED PLASTIC CAP LS 38348
	SECTION LINE		
	ADJACENT PARCEL		
	APPROXIMATE CENTERLINE DITCH		

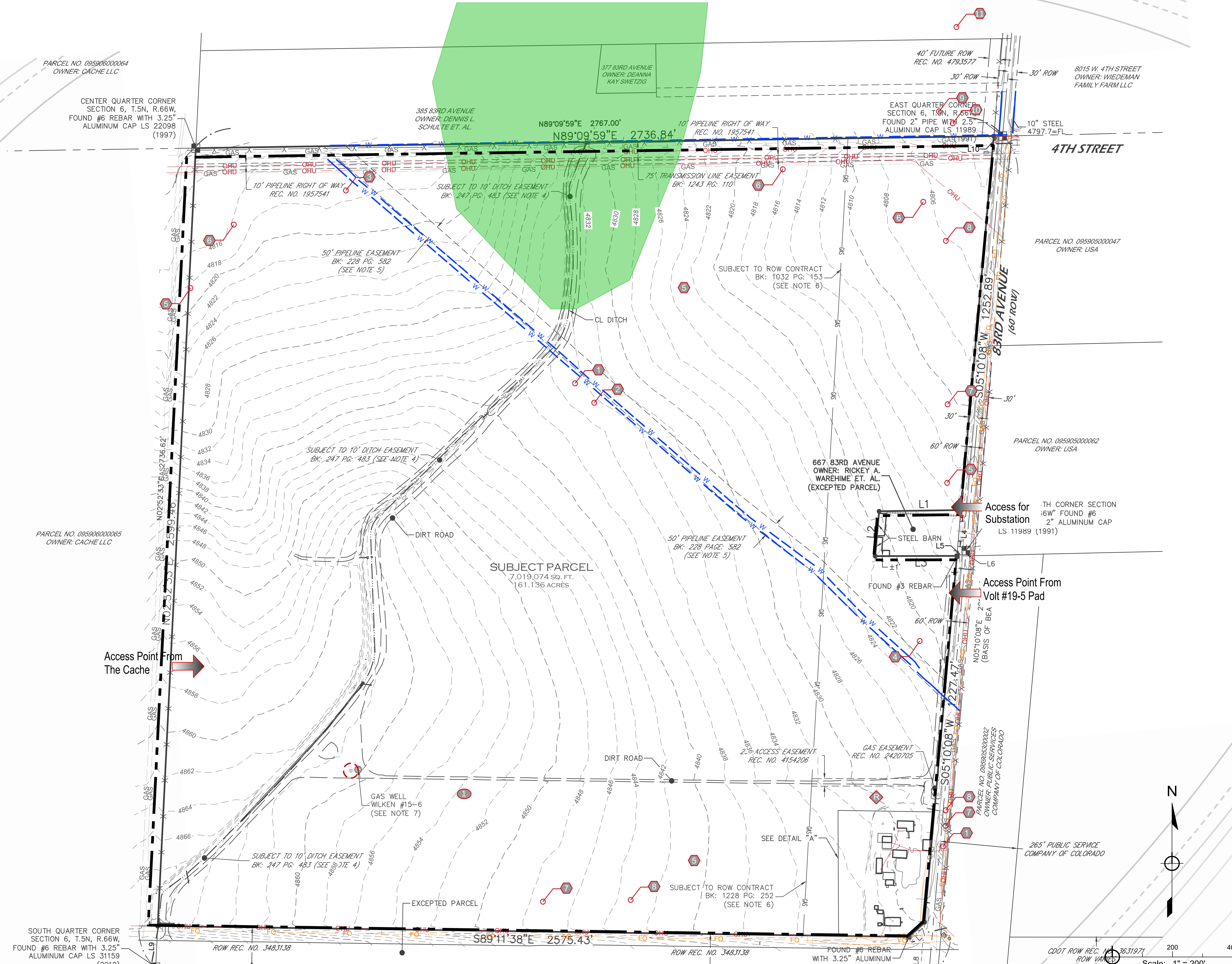
MAJESTIC SURVEYING
MAJESTIC SURVEYING, LLC 1111 DIAMOND VALLEY DRIVE #104, WINDSOR, CO 80550
INFO@MAJESTICSURVEYING.COM

PROJECT NO: 2022194	NAME: SCHNEIDER PROPERTY	REVISIONS:	DATE:
DATE: 7-19-2022	CLIENT: LANDONE	REDLINES	12-14-22
DRAWN BY: MAK	FILE NAME: 2022194ANNEX		
CHECKED BY: SIP	SCALE: 1" = 200'		

1

SHEET 1 OF 1

Attachment C



Legend

	POWER POLE		EDGE OF ASPHALT
EB	ELECTRIC BOX		FENCE
	ELECTRIC METER		CHAIN LINK FENCE
E	ELECTRIC VAULT		EDGE OF GRAVEL
	WATER SPIGOT		EDGE OF LANDSCAPING
	WATER METER		PIPE
	SANITARY CLEANOUT		BOUNDARY LINE
	TELEPHONE PEDESTAL		T LINE
	ACCESS POINT		RIGHT OF WAY LINE
	ALIQUOT CORNER AS DESCRIBED		SECTION LINE
	FOUND MONUMENT AS DESCRIBED		CENTERLINE
	CALCULATED POSITION		ADJACENT PARCEL
	SET 24" OF #4 REBAR WITH RED PLASTIC CAP LS 38348		APPROXIMATE CENTERLINE DITCH

Potential ecological area per City Of Greeley Ecologically Sensitive Areas Map Dated 07/19/16.

Floodplain

The PUD property is located in FIRM Panel 1512E, Map Number 08123C1512E Dated January 20, 2016. Current flood zone is Zone X.

Existing - To Be Remain

No structures to remain on site.

Existing - To Be Removed

All existing structures are to be removed.

Utilities

1 Bellvue Line 1 Size: 24"
2 Bellvue Line 2 Size: 20"
3 Bellvue Line 3 Size: 27"
4 Bellvue Line 1 Size: 36"
5 Gas Line Size: Unknown
6 High Power Overhead Lines
7 Overhead Lines Size: Unknown
8 Fiber Optic Lines Size: Unknown
9 Water Line Size: 4"
10 Water Line Size: 16"
11 Fire Hydrant Approximate Location

Oil & Gas

Wilkins #16-6 - 25' Setback

1 See Sheet 3 for Oil and Gas Map

Zoning

Currently the property is in Weld County. The zoning of in the county is Division 1 - A (Agricultural) Zone District. With the annexation into the City of Greeley the new zoning will be PUD.

Notes

1. Property address: 975 83rd Avenue, Greeley, Colorado.
2. Benchmark: City of Greeley Benchmark No. 156608A. Elevation 4819.72 (NAVD 88 Vertical Datum)
3. Underground utility marking shown were provided by Primo Utility Locating Services, LLC
4. Location of ditch does not coincide with deeded courses recorded December 7, 1906 in Book 247, Page 483 of the records of the Weld County Clerk and Recorder. Deeded calls do not close to section line.
5. Location of Pipeline easement recorded January 25, 1906 in Book 228, Page 582 of the records of the Weld County Clerk and Recorder, is based upon field location and observations on May6, 2022.
6. Dimensions for the Right of Way easement in Book 1228 Page 252 are not given.
7. At the request of the client the location of gas well Wilken #15-6 was plotted based upon COGIS coordinates. The well was not located during the field work for this survey.

Legal Discription

SE1/4 of Section 6, Township 5, North, Range 66 West of the 6th P.M., Weld County, Colorado; EXCEPTING all that part of the N1/2 of the SE1/4 of Section 6, Township 5 North, Range 66West of the 6th described as follows:

Beginning at a point on the South line of said N1/2 of the SE1/4 of Section 6, 26 feet West of the SE corner thereof; thence West along said South line of the N1/2 of the SE1/4 of Section 6, 280 feet; thence North parallel to East line of said N1/2 of the SE1/4, a distance of 150 feet; thence East parallel to the North line of said N1/2 of the SE1/4, 280 feet; thence South parallel to the East line of the N1/2 of the SE1/4 and 26 feet from the section line; thence 150 feet to the place of beginning. AND EXCEPTING all that part of the SE1/4 of Section 6, Township 5 North, Range 66 West of the 6th P.M., Weld County, Colorado conveyed to the Department of Transportation, State of Colorado, by Warranty deed dated June 12, 2007 and recorded June 13, 2007 at Reception No. 3483138, Weld County Records.

Said parcel contains 7,019,074 Square Feet or 161.136 Acres more or less by this survey.

LINE TABLE

LINE	BEARING	LENGTH
L1	N89°09'59"E	280.34'
L2	N05°10'08"E	150.00'
L3	S89°52'38"W	280.00'
L4	S05°10'08"W	153.49'
L5	S89°52'38"W	30.13'

LINE TABLE

LINE	BEARING	LENGTH
L6	S05°10'08"W	18.03'
L7	N47°59'14"E	73.35'
L8	N05°10'08"E	178.89'
L9	N02°52'33"E	137.16'
L10	S89°09'59"W	30.17'

Schneider Farm Annexation

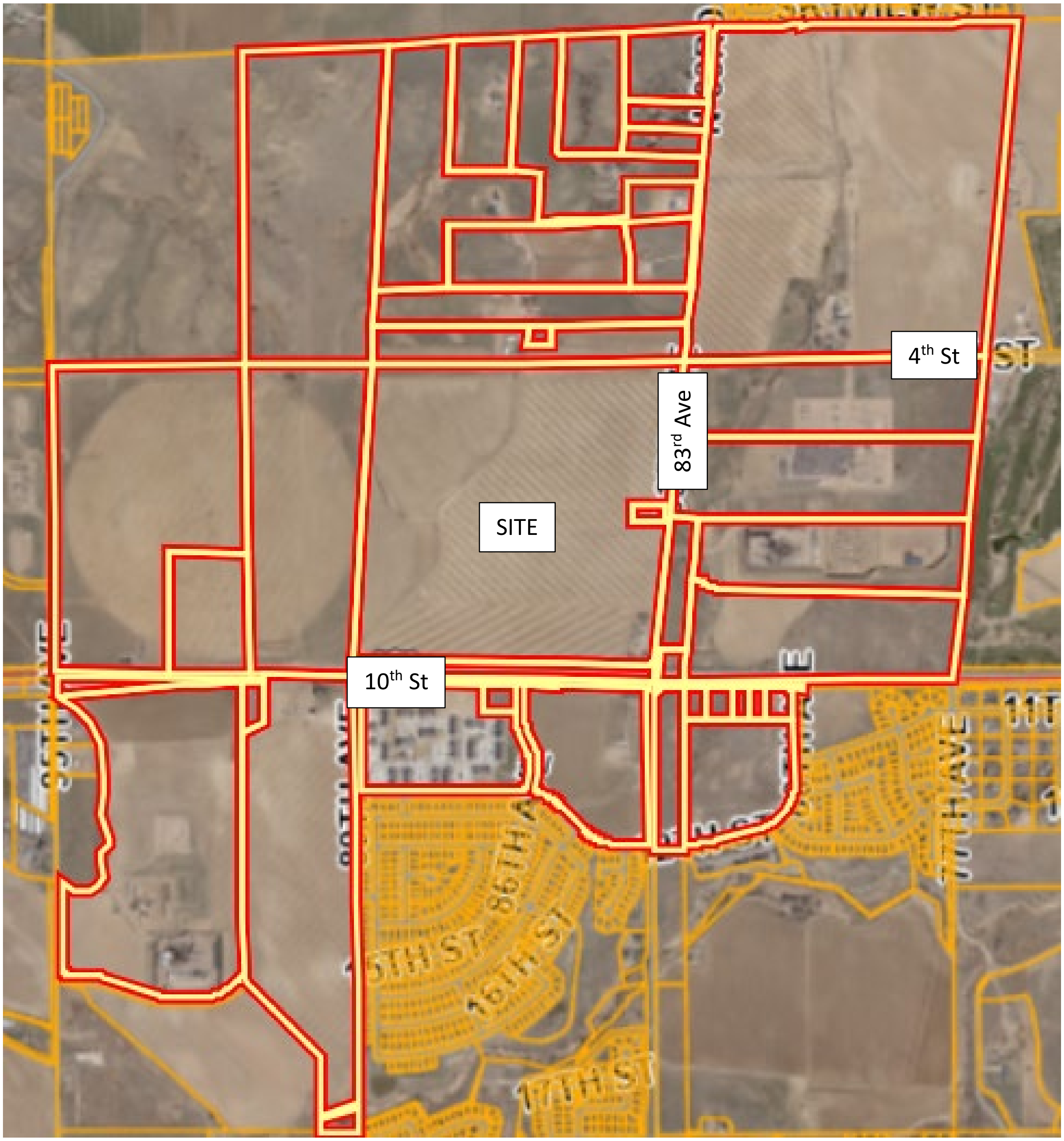
Existing Conditions/Site Analysis Map

September 30, 2022

Sheet 1 of 1

LANDONE

NEIGHBORHOOD NOTIFICATION MAP



City of Greeley Colorado

Schneider Annexation ANX2022-0007

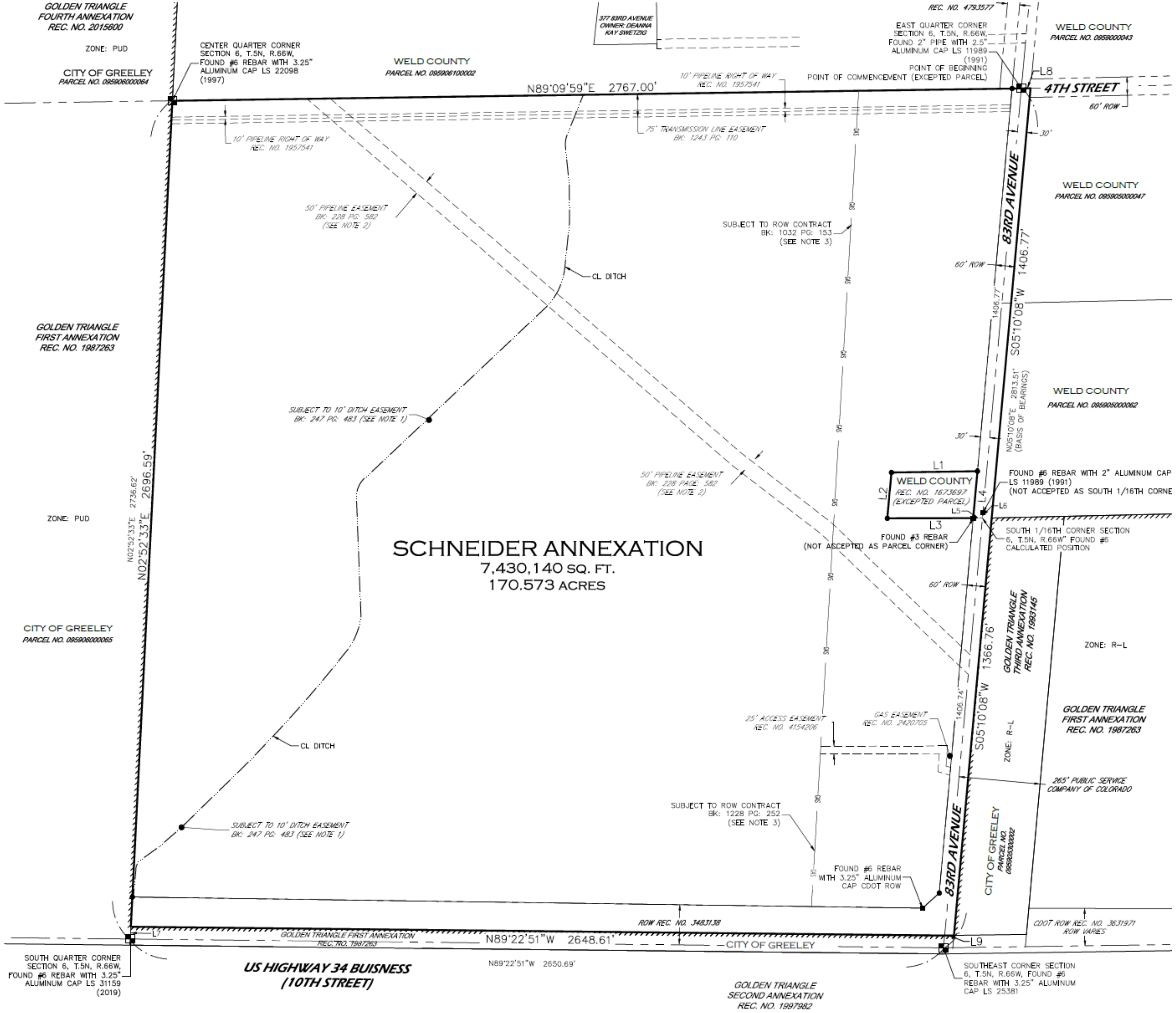
Planning Commission
July 25, 2023
Caleb Jackson, AICP | Interim Chief Planner

Request & Site Background

- Request:
  - Annex approximately 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue
- Background:
  - Site zoned A – Agricultural in Weld County
  - 57.1% contiguity (16.67% req)
  - City Council resolution July 18, 2023
  - Site is within Long Range Expected Growth Area
  - Site is part of an enclave
  - Planned Unit Development is under staff review

Location

- NWC 10th St at 83rd Ave
- Surrounding Zoning and Land Uses:
  - North: A | Agriculture, single-family dwelling
  - East: A, R-L | Single-family dwelling, oil and gas extraction, electrical substation, electric transmission lines
  - South: C-H, R-H Undeveloped, multi-family dwellings
  - West: PUD | Farming



Schneider Annexation

Considerations

Approval Criteria

- Annexation Review Criteria, 24-214.b.2

  Five Criteria Used to Evaluate Annexation Applications

- The proposal is consistent with the criteria as outlined in your Summary

Notification

- 37 notice letters
- Signs posted on the property
- Web notice
- No objection/support

Recommendation

- Staff recommends approval

Motions

Recommended (Approval)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed annexation does not meet the required Development Code criteria of Section 24-214.b.2.(a–e); and recommends denial of the Schneider Annexation (ANX2022-0007) to City Council.

Alternative (Denial)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed annexation does not meet the required Development Code criteria of Section 24-214.b.2.(a–e); and recommends denial of the Schneider Annexation (ANX2022-0007) to City Council.

Review Criteria

Annexation Review Criteria, Section 24-214.b.2	
a)	**The proposed annexation is in conformance with the City's Comprehensive Plan.**
	• *Long Range Expected Growth Area* • *Objective GC-1.5 Annexations: When considering a proposed annexation, the City should find persuasive evidence that the inclusion of the property into the City's jurisdiction meets the goals and objectives of the Comprehensive Plan, and that the property can be developed in a manner that will be a positive addition to the city, improve the quality of Greeley's neighborhoods, and can be provided with municipal services.*
b)	**The proposed annexation promotes geographical balance of the City's land use pattern.**
	• *Annexing the subject property provides balance to the City by incorporating a site that borders existing city limits on the east, west, and south. Existing city limits also include property to the north of the subject site (Poudre Learning Center). Annexing the subject site would incorporate a portion of an existing enclave.*

Review Criteria

Annexation Review Criteria, Section 24-214.b.2	
c)	**Adequate services are, or will be, available to support the development expected to result from the proposed annexation, in accordance with Section 24-305.**
	• *Adequate fire and police services are currently available to serve the site. Additional infrastructure would be required at the time of development to serve the site with appropriate sewer, water, stormwater, and transportation. Adequate parkland would be dedicated with residential development on the site.*
d)	**The proposed annexation provides for a continual and rational boundary.**
	• *The annexation exceeds the State's one-sixth contiguity requirements. This property's inclusion will also help provide a continual and rational boundary by including a portion of an enclave of unincorporated land that is within the City's Long Range Expected Growth Area.*

Review Criteria

Annexation Review Criteria, Section 24-214.b.2	
e)	**The proposed annexation is needed to accommodate future land use requirements.**
	• *The subject site is needed to accommodate future growth of Greeley. The site is identified as part of a Mixed Use Neighborhood on the Land Use Guidance Map. Adjacent thoroughfares, 10th Street and 83rd Avenue, are identified as Multi-Modal Corridors and a Neighborhood Center is shown at the intersection on the Land Use Guidance Map. With these identified land uses, it is anticipated that the site will include a mix of uses needed to accommodate the community's growth.*

Planning Agenda Summary

July 25, 2023

Key Staff Contact: Caleb Jackson, AICP, Interim Chief Planner, 970-350-9276

Title:
Public hearing to consider code amendments to the Greeley Municipal Code to include an affordable housing parking reduction option

Summary:
The City of Greeley received a grant from the Department of Local Affairs (DOLA) to conduct a citywide Housing Needs Assessment that was presented to Planning Commission on July 11, 2023, and a subarea plan demonstrating how an existing area of the community could accommodate additional housing which is scheduled for Planning Commission consideration on September 12, 2023. As a condition of the grant, the City is required to adopt an incentive for dedicated affordable housing for below-median income households, and staff is proposing the attached code amendment to satisfy the grant requirement.

Motions:
Recommended (Approval)
Based on the preceding analysis, the Planning Commission finds that the proposed code amendments to the Greeley Municipal Code are consistent with the Development Code criteria of Section 24-211.b (Items 1 through 4) and therefore recommends that the City Council approves the code amendments to the Greeley Municipal Code as submitted.

Alternative (Denial)
Based on the preceding analysis, the Planning Commission finds that the proposed code amendments to the Greeley Municipal Code are not consistent with the Development Code criteria of Section 24-211.b (Items 1 through 4) and therefore recommends that the City Council denies the code amendments to the Greeley Municipal Code as submitted.

Attachments:
Staff Report
Attachment A – Proposed Code Amendments
Attachment B – Parking and Affordable Housing 2020-2021 Report
Attachment C – 2023 Income Limit and Maximum Rent Tables
Attachment D – People Over Parking Article
Attachment E – Staff Slides

PLANNING COMMISSION SUMMARY

ITEM: Code amendments to the Greeley Municipal Code to include an affordable housing parking reduction option

FILE NUMBER: CU2023-0003

PROJECT: Code Amendments: Affordable Housing Parking Reduction

APPLICANT: City of Greeley, Community Development Department

CASE PLANNER: Caleb Jackson, AICP | Interim Chief Planner

PLANNING COMMISSION HEARING DATE: July 25, 2023

PLANNING COMMISSION FUNCTION:
Review the proposed code amendment for compliance with Section 24-211.b of the Greeley Development Code and make a recommendation to the City Council.

EXECUTIVE SUMMARY
The City of Greeley is considering a code amendment to add an option for dedicated affordable housing to reduce parking requirements. The code amendment is intended to satisfy a grant requirement for the Department of Local Affairs to incentive affordable housing dedicated to below-median income households.

A. REQUEST
The City of Greeley is considering a code amendment to add an option for dedicated affordable housing to reduce parking requirements.

B. STAFF RECOMMENDATION
Approval

C. BACKGROUND
The City of Greeley received a grant from the Department of Local Affairs (DOLA) to conduct a citywide Housing Needs Assessment that was presented to Planning Commission on July 11, 2023, and a subarea plan demonstrating how an existing area of the community could accommodate additional housing which is scheduled for Planning Commission consideration on September 12, 2023. As a condition of the grant, the City is required to adopt an incentive for dedicated affordable housing for below-median income households, and staff is proposing the attached code amendment to satisfy the grant requirement.

Households making below-median incomes typically have fewer automobiles (see Attachments C, D, and E), and requiring under-used parking lots increases project costs that further burden low-income residents. The proposed amendment is intended to allow dedicated affordable housing developers the option of reducing the amount of required parking to an amount more tailored for the residents. This would reduce the proliferation of under-used parking lots at these sites which reduces the urban heat island effect, stormwater impacts, and project costs that are passed along to residents. The update is also intended to require applicants that propose to transition dedicated affordable units into market rate housing to provide adequate parking by considering the transition a change of use requiring review and approval.

Other nearby municipalities, including Fort Collins, Loveland, and Longmont have similar reduced parking rates for affordable housing.

D. REVIEW CRITERIA

The Commission shall consider comment from review agencies and offices, staff recommendation, public comments, and the following criteria in making a recommendation to City Council.

1. **The amendment furthers the purposes of these regulations in Section 24-101.c.**

   Staff Comment: The proposed code amendment is intended to implement objectives of the Comprehensive Plan, promote the well-being of residents, provide a variety of housing opportunities, and ensure fair consideration of development applications through clear and consistent procedures.

   The request complies with this criterion.

2. **The amendment is in accordance with the Comprehensive Plan and has been considered for both its long-range affects as well as immediate impacts.**

   Staff Comment: The following objectives from the Comprehensive Plan are applicable to the proposed code amendment.

   Objective GC-1.2 Form of Growth – Encourage a compact urban form over sprawl or leap-frog development.

   Objective HO-1.3 Homelessness – In conjunction with other community organizations, develop and pursue a comprehensive approach to foster a decrease in homelessness, to stop recurring homelessness, and to promote longterm self-sufficiency of formerly homeless individuals or families.

   Objective NR-2.5 Urban Heat Island Effect – Promote the use of sustainable development practices that have been demonstrated to mitigate the urban heat island effect.

   The code amendments were drafted to provide an option for dedicated affordable housing to immediately reduce the amount of required parking while anticipating that in the long-term units may transition into market rate and require additional parking to be provided.

The request complies with this criterion.

3. **The amendment promotes the public safety, health and general welfare of the citizens of Greeley.**
   Staff Comment: Allowing a parking reduction option for dedicated affordable housing provides the potential to improve public safety, health, and welfare by reducing the proliferation of under-used parking lots. Reducing the size of under-used parking lots potentially reduces heat island impacts, stormwater flows, and costs passed along to residents of affordable housing projects for parking lot construction and maintenance.

   The request complies with this criterion.

4. **The amendment improves the effectiveness and efficiency of administering the Land Development Code.**
   Staff Comment: The proposed amendment improves the effectiveness of the Development Code by allowing applicants for dedicated affordable housing the option to tailor the amount of required parking to an amount that is more appropriate for the project and supported by the market. By codifying this parking reduction, the efficiency of the code is increased by avoiding potential variance applications that increase the cost and time of development review. Additionally, codifying the reduction rather than requiring variances reduces the amount of uncertainty for applicants about the feasibility of their project.

   The request complies with this criterion.

E. PUBLIC NOTICE AND COMMENT

Notice was published on the City of Greeley's website on July 7, 2023, pursuant to the City's notification requirements for code amendments to the Development Code. No objection or support has been received by staff.

F. PLANNING COMMISSION MOTIONS

Recommended (Approval)

Based on the preceding analysis, the Planning Commission finds that the proposed code amendments to the Greeley Municipal Code are consistent with the Development Code criteria of Section 24-211.b (Items 1 through 4) and therefore recommends that the City Council approves the code amendments to the Greeley Municipal Code as submitted.

Alternative (Denial)

Based on the preceding analysis, the Planning Commission finds that the proposed code amendments to the Greeley Municipal Code are not consistent with the Development Code criteria of Section 24-211.b (Items 1 through 4) and therefore recommends that the City Council denies the code amendments to the Greeley Municipal Code as submitted.

ATTACHMENTS:

Attachment A – Proposed Code Amendments
Attachment B – Parking and Affordable Housing 2020-2021 Report
Attachment C – 2023 Income Limit and Maximum Rent Tables
Attachment D – People Over Parking Article
Attachment E – Staff Slides

ATTACHMENT A

Proposed Code Amendments

Bold, Italicized = Text added/amended

Table 24-4-2: Zoning Districts and Uses

Table 24-4-2: Zoning Districts & Uses														
P = Permitted Use S= Use by special review blank = prohibited ***Districts*** ***Use***	***R-E***	***R-L***	***R-M***	***R-H***	***R-MH***	***C-L***	***C-H***	***MU-L***	***MU-H***	***I-L***	***I-M***	***I-H***	***H-A***	***C-D***
Residential Uses														
Affordable Housing	***See Section 24-404.k***													

24-404.k Affordable Housing. Affordable housing, as defined in Section 24-1301, is permitted within any approved dwelling unit and is primarily designated as affordable housing for the purpose of qualifying for the affordable housing parking reduction. Projects that include affordable housing units should follow the approval process for the equivalent residential use shown in Table 24-4-2 including, but not limited to, single-family dwelling, two-family dwellings, row house dwellings, and multi-family dwellings. Affordable housing should also follow the residential development standards for the equivalent building type including, but not limited to, detached house, multi-unit house, row house, and apartment. Transitioning an affordable housing unit to a regular dwelling unit is considered a change of use requiring an amendment to the approved plans and the provision of adequate parking by the applicant.

24-1301 Definitions

Affordable Housing. Any dwelling unit with an executed and recorded deed restriction stating that the dwelling unit will be reserved for affordable housing by adhering to the income limits and maximum rents published annually by the Department of Housing and Urban Development for no less than 15 years.

Section 24-703.c

8. Affordable Housing. When an applicant provides an executed and recorded deed restriction that a proposed dwelling unit will be reserved for affordable housing for no less than 15 years, the applicant may reduce the required parking for the affordable dwelling unit.

All other uses on the site, including market rate dwelling units, do not qualify for this parking reduction. The applicant must provide evidence that the property will adhere to income limits and maximum rents published annually by the Department of Housing and Urban Development. The applicant must list each dwelling unit subject to the deed restriction, the number of bedrooms in the dwelling unit, and the area median income for which the dwelling unit is reserved. Upon fulfilling the above-mentioned requirements, the applicant may reduce the required parking as follows:

> ***a. Up to a 25 percent reduction for dwelling units that are affordable to households that earn more than 60 percent but no more than 80 percent of area median income.***
> ***b. Up to a 50 percent reduction for dwelling units that are affordable to households that earn more than 30 percent but no more than 60 percent of area median income.***
> ***c. Up to a 75 percent reduction for dwelling units that are affordable to households that earn up to 30 percent of area median income.***

Attachment B

Parking & Affordable Housing

2020/2021 Report

shopworks architecture

FOX TUTTLE

50% of parking in affordable housing projects go unused.

Estimating Parking Demand

In summer/fall 2020, Fox Tuttle and Shopworks Architecture partnered to perform an audit of parking usage in affordable housing along the Front Range, with a specific focus on supportive housing to determine whether the current requirements are in line with the demand. We found that across the board the affordable housing facilities are overparked and requirements can be up to 5 times the need, especially in lower Area Median Income (AMI) levels. For example, for supportive housing (0-30% AMI) within the Denver metro area, the average vehicle ownership was [1] 8.8% which equates to 1 vehicle per 12 units.

It is generally agreed that affordable housing communities, especially those serving individuals who have experienced, or are at risk of homelessness, generate significantly less parking demand than other residential uses.

Unfortunately, there is no industry standard for how to reduce typical residential parking rates for lower-income residential properties. The reduction of parking demand for affordable housing communities is due to a number of factors:

1. Their typical location is in more urban conditions with better access to transit use, and
2. The lack of funds lower-income residents have to cover the cost of vehicle ownership and insurance/maintenance.

The following pages demonstrate what we learned, and our understanding of the current demand for parking for affordable housing across the Front Range.

[1] In our study 32 individuals in PSH had cars out of a total of 365 units.

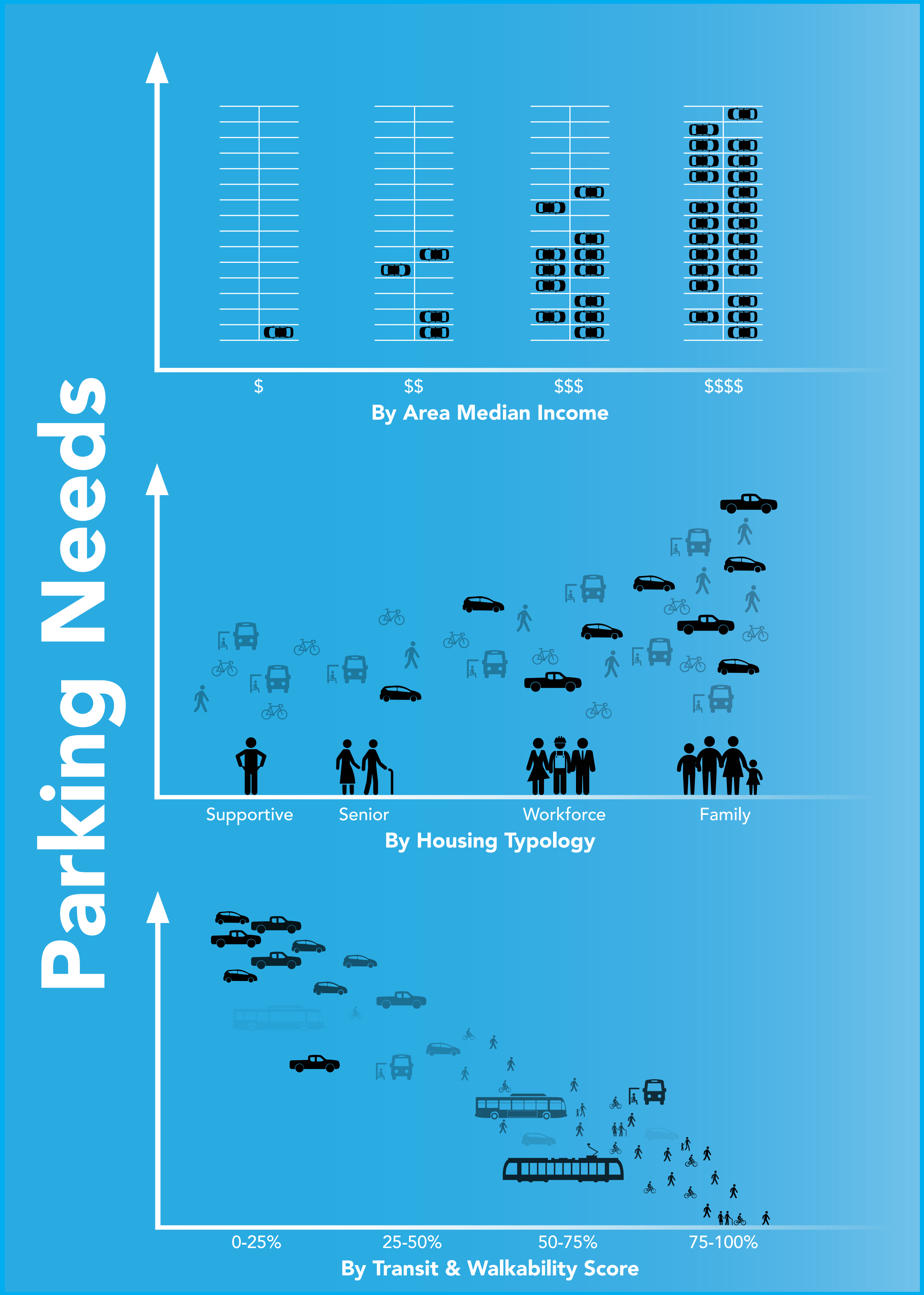
Impact of Proximity to Multi-Modal Facilities

The walk, bike, and transit scores were added together to get the total non-auto score for each property. The data indicates that the property's proximity to quality walking and biking facilities and transit services deeply impacts vehicle ownership.

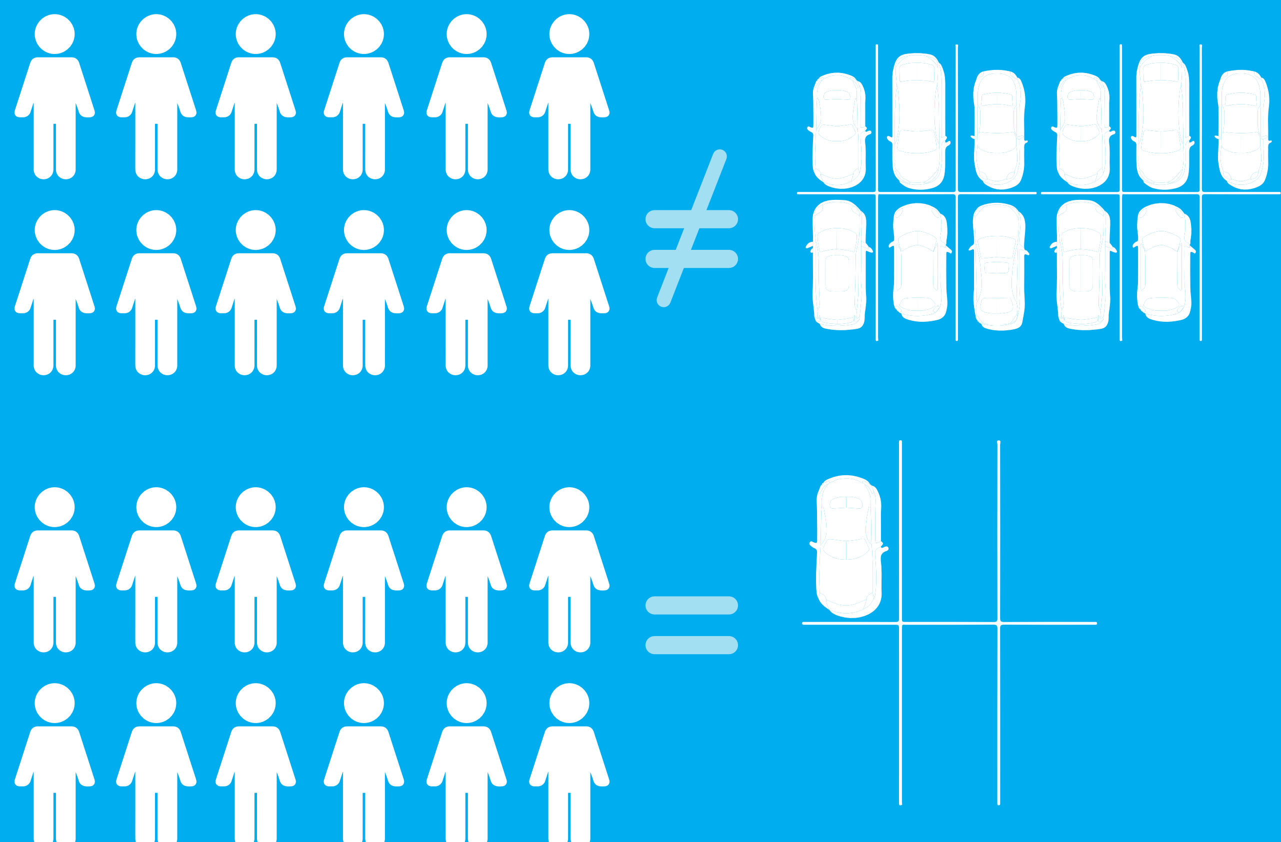
The need to own a vehicle is reduced when the surrounding neighborhood is walkable, bikeable, and has reliable transit that can get the residents to work, school, shopping, appointments, etc.

The majority of the surveyed properties were purposefully located within communities and neighborhoods that are walkable, bikeable, and near transit.

This is to serve people that do not typically own a vehicle due to the affordability, credit, maintenance, and insurance, as well as to meet the rental cost of their unit.



Parking Supply



vs. Demand

Parking Supply Versus Parking Demand

Combining the parking supply of all the surveyed properties, there are 883 parking spaces for 1,353 affordable housing units with an approximate demand of 461 spaces. To understand the impact of over parking for affordable housing projects, the unused parking spaces were valued at $22,000 per space. This equates to an estimated cost of $9,460,000 on parking that is in excess of the demand. If parking requirements for affordable projects were lowered closer to the parking demand, then the funds could be reallocated for support services or providing transportation options. The physical space could be repurposed for additional affordable housing units or amenity space for residents.

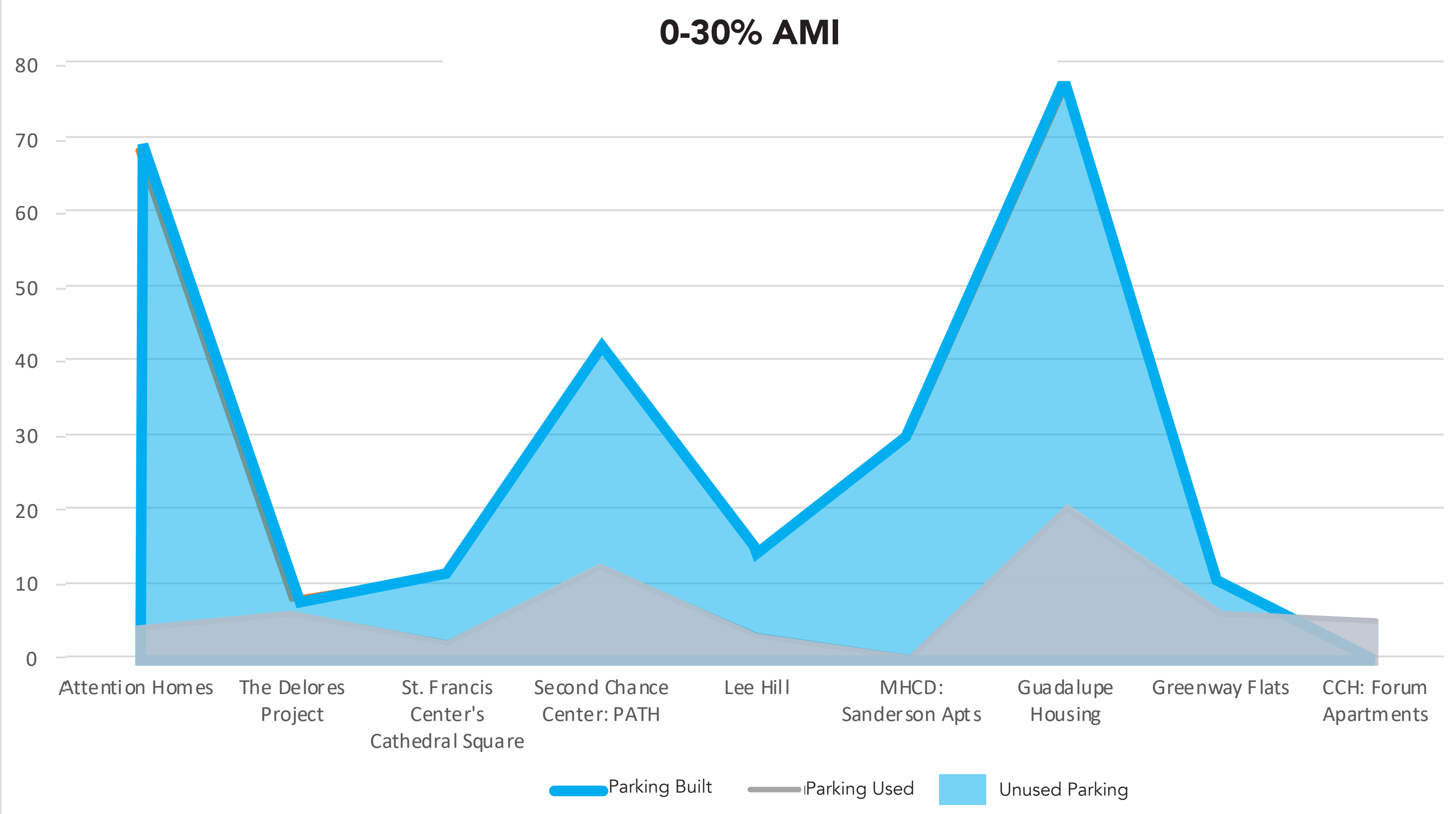
883 parking spaces
1,353 units
461 spaces
422 unused
$22,000 cost per space

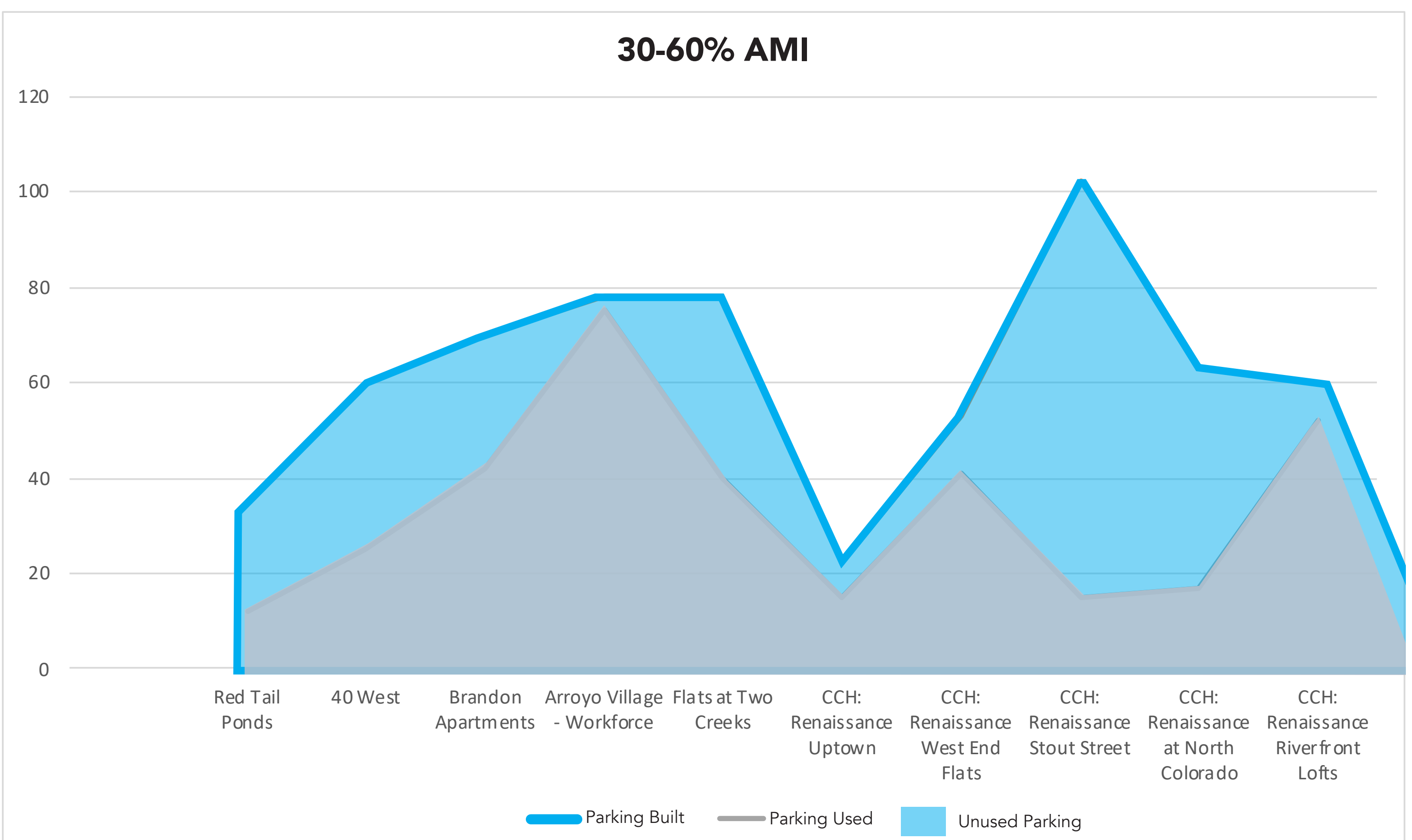
$9,284,000* funds spent on unnecessary parking

*Figure is over 6 years and 19 projects

***Equates to one 40 unit affordable housing building.**

Parking Built vs. Parking Used





Vehicle Ownership

The Area Median Income (AMI) was compared to resident's vehicle ownership and it can be seen that residents with lower income levels own fewer vehicles and as the income increases the vehicle ownership increases.

The survey data provided by the twenty properties indicated the following trends:

- 29.0% of current residents own a vehicle (equates to 1 vehicle per 4 units) across all affordable housing studied.
- 8.8% of Permanent Supportive Housing Residents own a vehicle (equates to 1 vehicle per 12 units)
- On average 0.9 parking spaces per unit are provided to meet the municipal requirements.

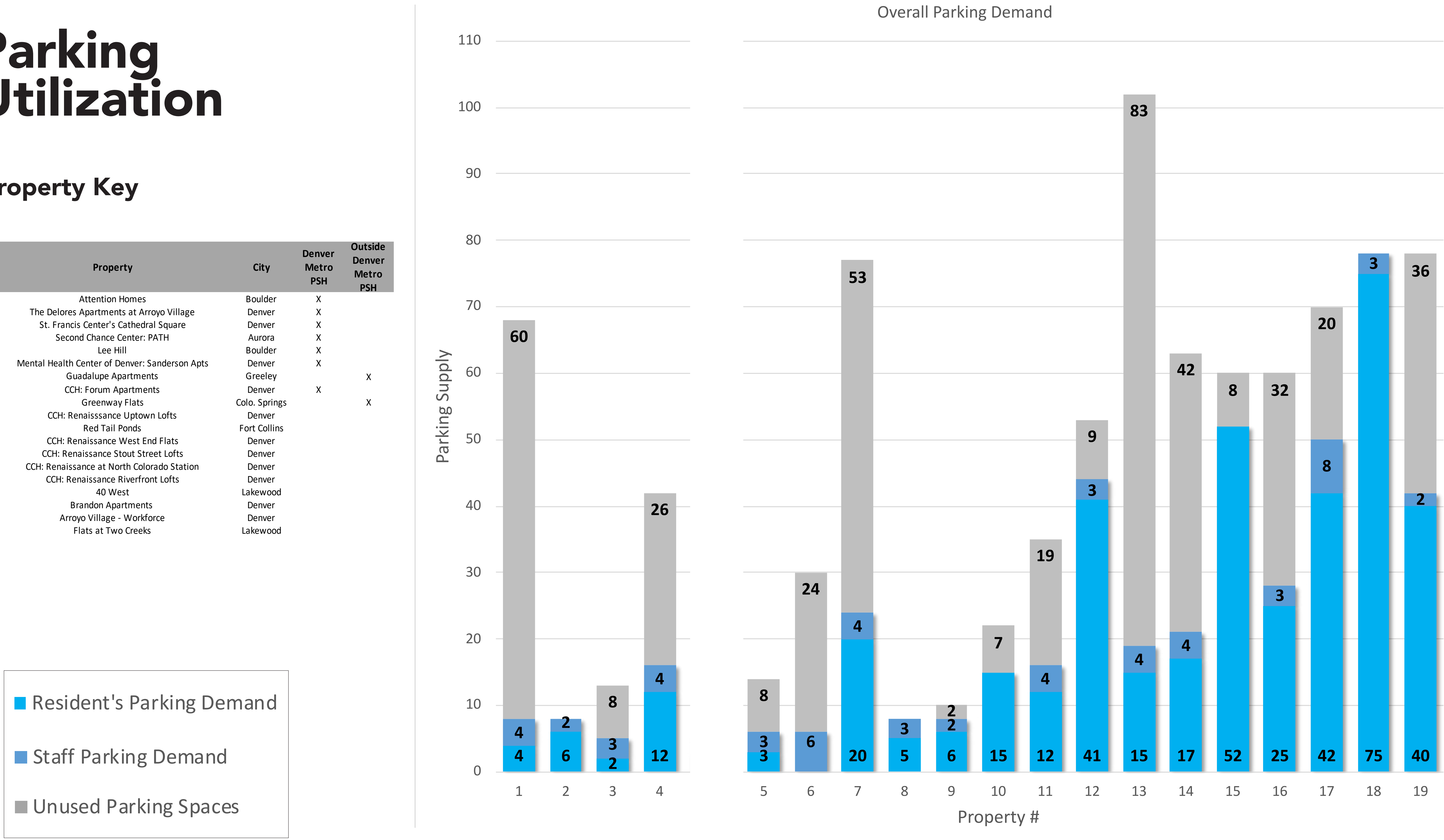
The vehicle ownership equates to the parking demand needed at each property to serve the residents and should help inform the parking supply needed.

Comparing the vehicle ownership to the parking spaces supplied indicated that affordable housing projects are overparked.

Parking Utilization

Property Key

#	Property	City	Denver Metro PSH	Outside Denver Metro PSH
1	Attention Homes	Boulder	X	
2	The Delores Apartments at Arroyo Village	Denver	X	
3	St. Francis Center's Cathedral Square	Denver	X	
4	Second Chance Center: PATH	Aurora	X	
5	Lee Hill	Boulder	X	
6	Mental Health Center of Denver: Sanderson Apts	Denver	X	
7	Guadalupe Apartments	Greeley		X
8	CCH: Forum Apartments	Denver	X	
9	Greenway Flats	Colo. Springs		X
10	CCH: Renaisssance Uptown Lofts	Denver		
11	Red Tail Ponds	Fort Collins		
12	CCH: Renaissance West End Flats	Denver		
13	CCH: Renaissance Stout Street Lofts	Denver		
14	CCH: Renaissance at North Colorado Station	Denver		
15	CCH: Renaissance Riverfront Lofts	Denver		
16	40 West	Lakewood		
17	Brandon Apartments	Denver		
18	Arroyo Village - Workforce	Denver		
19	Flats at Two Creeks	Lakewood		



RTD's 2020 Transit-Oriented Development Parking Study

In late 2019 and early 2020, Regional Transportation District (RTD) performed a parking survey of 86 properties located within a 10-minute walk to a train or bus rapid transit station. The survey included discussions with property managers, counting parking supply and utilization, and analyzing the data. Results were based on resident income; policy for including a parking space in a tenant's lease; neighborhood transit quality; property age; policy for including a transit pass in a tenant's lease; distance between the property and the station; location in the City and County of Denver or other municipality; and location in related to TOD typology.

The RTD study stated **"the most significant finding from the combined survey-count analysis ties a strong correlation between the over-supply of expensive parking and the under-utilization of parking at income-restricted properties.** Metro Denver TODs analyzed here provide approximately 40 percent more parking than residents use at peak demand." RTD intends to use their research to initiate and guide discussions amongst Metro Denver professionals and development partners about more appropriate parking provision appropriate for properties in transit-rich neighborhoods.

"Excess parking is particularly inappropriate in transit-rich neighborhoods. Not only does it effectively prohibit affordable housing, but it unnecessarily increases development costs, reduces project savings, and obstructs access to transit, and by extension, to economic opportunity for a growing number of low-income households."

RTD

RTD's 2020 Transit-Oriented Development Parking Study

RTD Parking Study Findings

Resident Income	# Of Properties	# Of Units	# Of Parking Spaces	Spaces Available Per Unit	Spaces Utilized Per Unit	Parking Utilization
All Properties	86	22,422	26,442	1.18	0.70	59%
Market-Rate	65	19,850	24,462	1.23	0.74	60%
Mixed-Income	5	985	845	0.86	0.49	57%
Income-Restricted	**16**	**1,587**	**1,135**	**0.72**	**0.36**	**50%**

The table above summarizes the data gathered and evaluated as part of the RTD study. It can be seen that the income restricted properties are over-parked, which supports the findings in the Shopworks and Fox Tuttle study.

You can find RTD's full report here: https://www.rtd-denver.com/sites/default/files/files/2020-12/RTD-Residential-TOD-Parking-Study_Final-R_0.pdf

RTD Report: Summary

1.

The most significant finding from the combined survey and analysis was the strong correlation between the oversupply of expensive parking and the significantly low utilization of parking at income-restricted properties.

2.

Market-rate properties provide approximately 40% more parking than residents use, and income-restricted properties provide approximately 50% more parking than residents use.

3.

Income-restricted properties (0-99% AMI) provide 0.72 parking spaces per unit, but residents use only 0.36 parking spaces per unit.

4.

Of the properties located less than 0.3 miles from a station, residents utilized 0.10 per unit compared to those properties located between 0.3 to 0.5 miles from a station. In other words, for every 30 units, a property within a five-minute walk of a station provides five fewer parking spaces and its residents use three fewer parking spaces than a comparable station-area property farther away.

Parking Needs For Staff

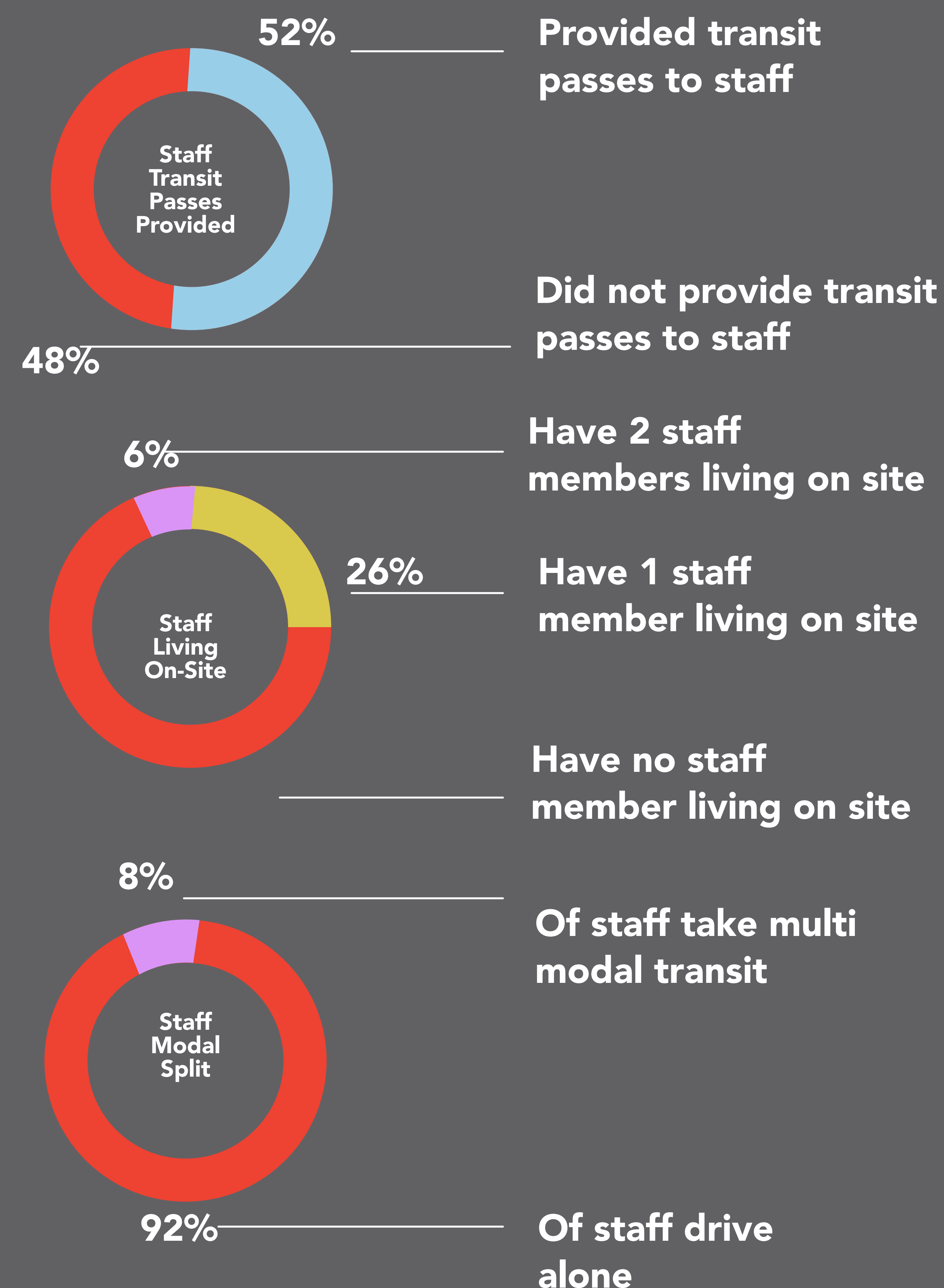
The same affordable housing properties that were surveyed by Fox Tuttle/Shopworks for resident vehicle ownership were asked about staffing to understand the parking demand needed by staff. On average, the majority of the affordable home properties have 5 full time staff members (1 per 17 units) and 4 part-time staff members (1 per 45 units).

There are a few exceptions to this data - The Attention Homes, Delores Project/Arroyo Village, and CCH: Renaissance at Civic Center Apartments. These buildings are staffed significantly more than the rest of the properties and reported having between 14 and 22 full-time staff members. However, upon further research it was determined that these organizations host all of their administrative staff for the entire organization in these buildings.

Half of the properties are staffed 24 hours a day, 7 days a week; while the other half have staff on-site only during typical daytime work hours. On average, there are 4 staff members on-site during any given shift. Typically, the evening and weekend shifts have a maximum of 1-2 staff members (front desk staff/security). The majority of the supportive housing properties have 3 staff shifts during weekdays and some have staff shifts on weekends. Approximately 1/3 of the properties have up to 2 staff members that live on-site.

Based on the provided data, 92% of staff members drive to work and need a parking space on or near the property.

The staff parking demand is additional to the residents' parking demand. However, the shift work that is typical of these types of properties, especially permanent supportive housing, lowers the need for parking since the entire staff are not on-site at the same time.



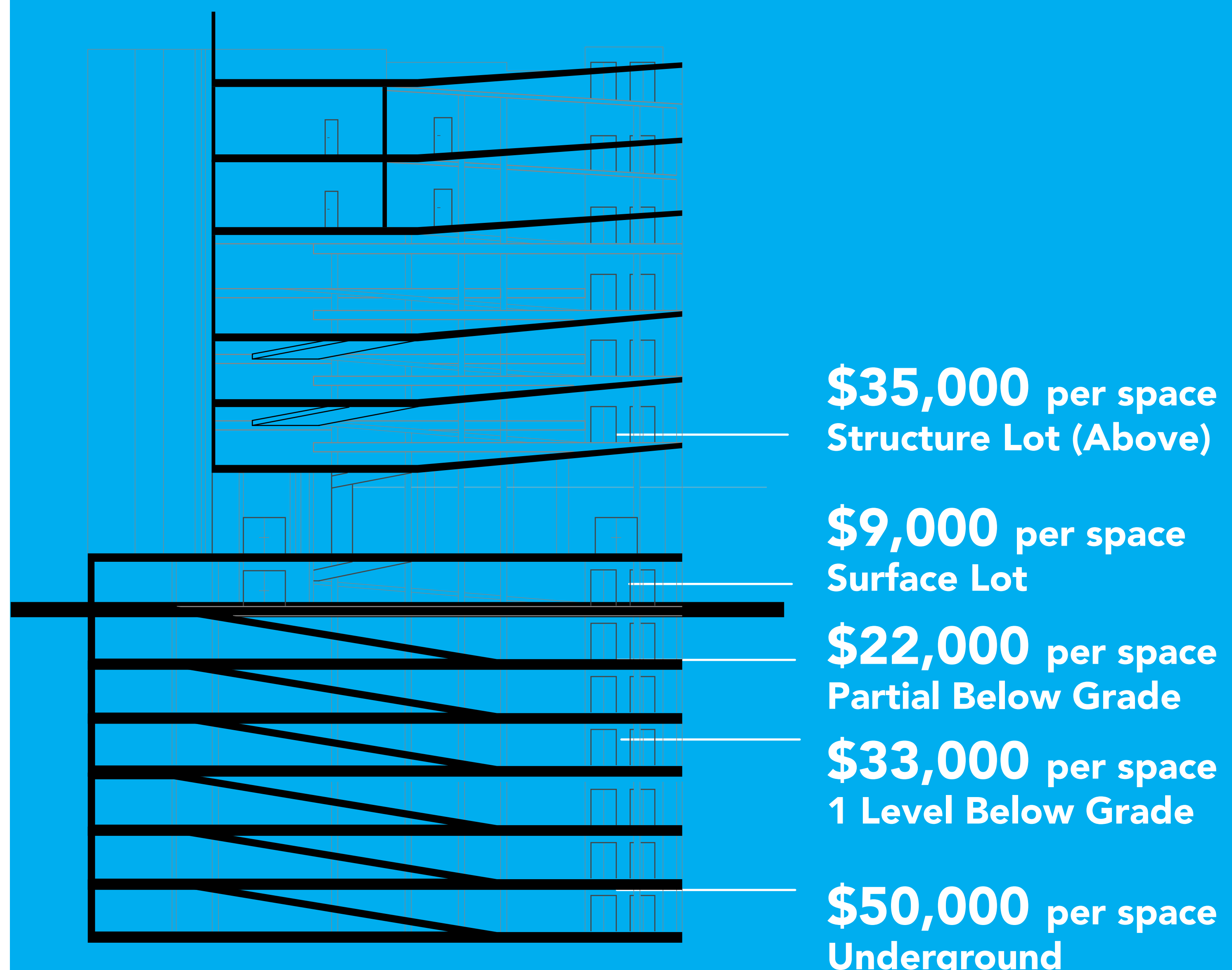
One unit out of every 12 utilize parking.

Cost of Parking

Regardless of housing type, parking spaces are expensive to construct and maintain. The cost of parking impacts affordable housing projects more significantly than market-rate apartments since they cannot typically recoup the cost within rental fees. Parking also takes up valuable space that could be utilized for additional housing units or amenities for the people living on the property. As the data in this study indicates, parking demand is significantly less than the actual parking supply.

Existing and future sites would greatly benefit from reduced parking requirements to be able to repurpose the cost of parking and gain development area. Listed to the right are typical construction costs of one parking space in different parking facility types within the Front Range. This does not include the cost of the land or maintenance.

Parking facilities are costly to build.



Across affordable housing, there are 0.29 vehicles per unit, equating to less than one vehicle per 6 units.

In Denver PSH there are .088 vehicles owned per unit, equating to less than one vehicle per 12 units.

Current Denver zoning requires on average 0.48 per unit across housing buildings. Thus the zoning requires 5.5 times more than the parking demand.

In Conclusion

We are building parking when we could be building more housing. The Department of Housing Stability in Denver, HOST, estimates that after LIHTC financing there is a funding gap equal to $37,000 per unit in the City of Denver; a gap that City and State funds have to cover to ensure these apartments get built. We are taking tax payer dollars and spending it on unnecessary parking, when we could be creating more units or beautiful parks that help people heal. Our report shows that we spent $9.3 million over the last 6 years on parking that is not used in affordable housing. With those funds we could have built an entire new PSH project with 40 units. We built parking when we could have housed people.

Thank You

We would like to extend our deepest appreciation for all the participants in this research who answered question after question as we refined our study. This report would not have been possible without each and every one of you, and we are so grateful for your assistance!

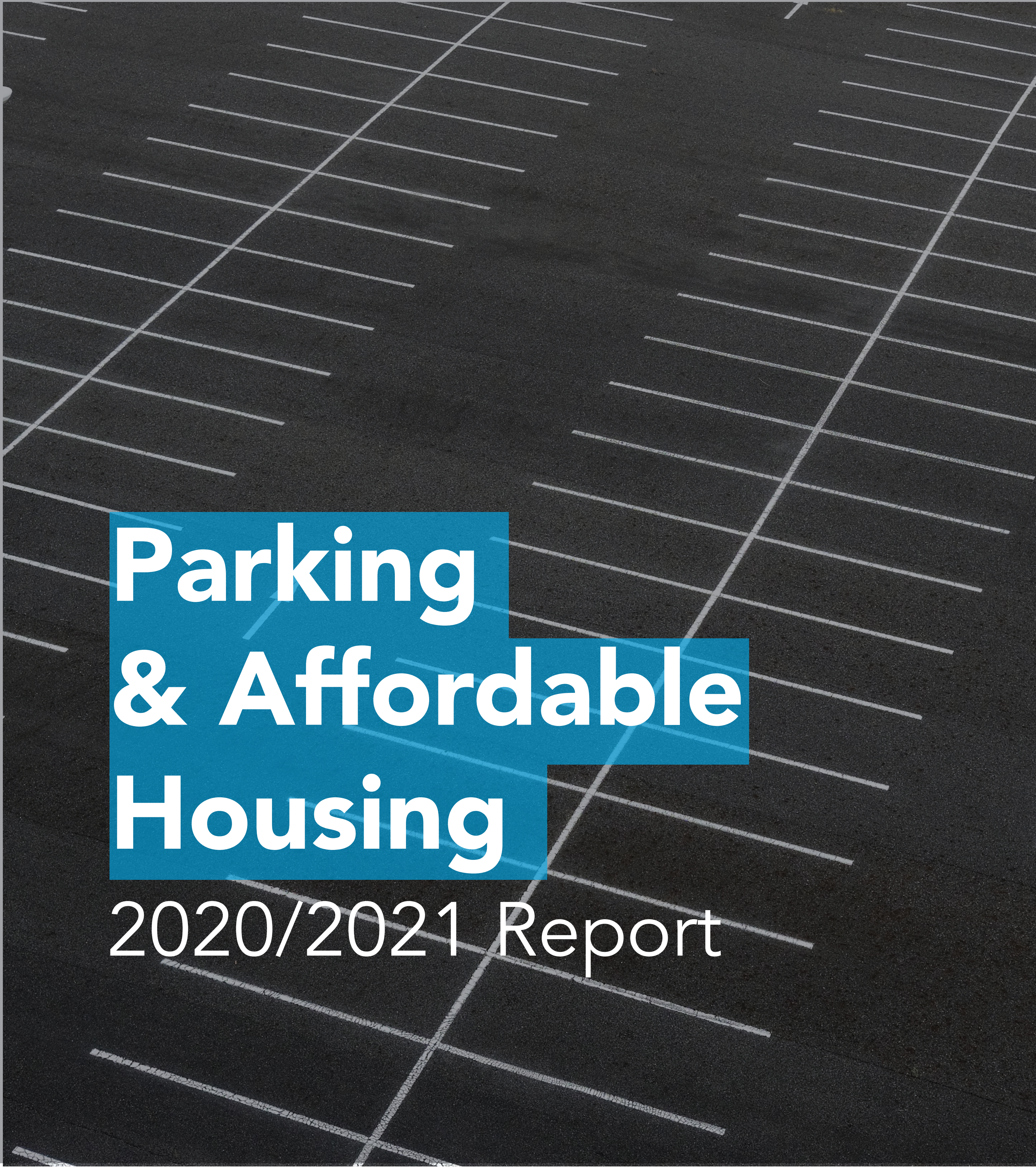
Appendix A.

	Overview of Building				Parking Requirement				Parking Analysis			Alternative Modes			
	How many units and unit type	How many residents: adults, kids	AMI for building	Median AMI	Zoning Required Parking Ratio (per DU)	Reductions (if available)	Minimum Required Parking	Parking Provided	Parking Ratio (Provided per DU)	Residents With Cars	Parking Lot Utilization	Walk/Transit/ Bike Score	Number of bike parking spaces	Do you provide transit passes or bus tickets to residents	Shared Bikes / Cars?
Attention Homes, Boulder	40 units: 23 studios, 16 1-bed, 1 2-bed	**41**	All 0-30%	**30%**	1.00	0.25	30.00	68	1.70	4	5.88%	95/62/95	40	Yes	No
Arroyo Village - Delores PSH	35 units: all 1-bed	**40**	All 0-30%	**30%**	1.00	0.40	21.00	8	0.23	6	75.00%	73/63/65	100	Yes	Yes
Arroyo Village - Workforce	95 units: 25 1-bed, 58 2-bed, 12 3-bed	**267**	All 0-50%	**50%**	1.00	0.32	64.60	78	0.82	75	96.15%	73/63/65	100	No	Yes
St. Francis Center's Cathedral Square	50 units, all 1-bed	**55**	All 0-30%	**30%**	0.25	0.00	12.50	13	0.26	2	15.38%	94/82/91	30+	Yes	No (but have access to shared van)
Second Chance Center: PATH	50 units, 40 1-bed, 10 2-bed	**49**	All 0-30%	**30%**	1.50-2.00	0.54	92.00	42	0.84	12	28.57%	59/58/70	50	Yes	Yes
Lee Hill	31 units, all 1-bed	**31**	All 0-30%	**30%**	1.00	0.25	23.25	14	0.45	3	21.43%	56/40/88	20	Yes	No
Red Tail Ponds	60 units, 54 one-bedroom and 6 two-bedrooms	**60**	40@0-30%, 20 @0-60%	**40%**	0.75-1.00	0.50	23.25	35	0.58	12	34.29%	38/36/66	66	Yes	Yes
Mental Health Center of Denver: Sanderson Apts	60 units	**60**	All 0-30%	**30%**	1.25	0.60	75.00	30	0.50	0	0.00%	79/48/68	15	No	No
40 West	60 units: 54 1-bed, 6 2-bed	**67**	9@0-30%, 10@0-40%, 34@0-50%, 6@0-60%	**46%**	0.75	0.00	45.00	60	1.00	25	41.67%	67/55/73	15	No	No
Flats at Two Creeks	78 units: 70 1-bed, 8 2-bed	**106**	16@0-30%, 21@0-50%, 40@0-60%	**43%**	0.75	0.00	58.50	78	1.00	40	51.28%	61/55/69	At least 20	No	No
Greenway Flats	65 one-bedroom units	**68**	62@0-30% 3@0-40%	**30%**	1.50	0.00	8.00	10	0.15	6	60.00%	48/33/71	6 rentals, 48 bike parking spots	Yes	Yes
Guadalupe Apartments Archdioceasan Housing	47 units: 18 studios, 19 one-bed, 10 two-bed	**68**	All 0-30%	**30%**	1.25-1.75	0.00	76.00	77	1.64	20	25.97%	1/0/27	20 spaces	No	No
Brandon Apartments	103 – 47 one-bedroom, 45 two-bedroom, 11 three-bedroom	**86**	20@0-30%, 39@0-40%, 44@0-60, 1 staff unit	**47%**	1.00	0.25	66.00	70	0.68	42	60.00%	74/54/94	92	Yes	No
CCH: Renaissance West End Flats	101 units, 75 one-bedroom, 26 two-bedroom	**115**	35@0-30%, 31@0-40%, 26@0-50%, 8@0-60%	**40%**	0.75	0.25	49.00	53	0.52	41	77.36%	77/55/90	N/A	No	

Appendix A.

	Overview of Building				Parking Requirement	
	How many units and unit type	**How many residents: adults, kids**	**AMI for building**	**Median AMI**	**Zoning Required Parking Ratio (per DU)**	**Reductions (if available)**
CCH: Renaissance at North Colorado Station	103 Units: 19 studio, 54 one-, 24 two-, and 6 three-bedroom apartments	**112**	38@0-30%, 19@0-40%, 27@0-50%, 18@0-60%	**42%**	0.75	0.20
CCH: Forum Apartments	100 studio apartments	**98**	All 0-30%	**30%**	0.75	0.00
CCH: Renaissance at Civic Center Apartments	216 units: 200 studio, 16 one-bed	**188**	68@0-30%, 26@0-40%, 46@0-50%, 76@0-60%	**46%**	0.00	0.00
CCH: Renaissance Riverfront Lofts	100 Units: 88 one-bedroom apartments, 12 two-bedroom apartments	**Did not receive**	30@0-30%, 22@0-40%, 24@0-50%, 23@0-60%	**44%**	1.00-1.50	0.25+0.25
CCH: Renaissance Uptown Lofts	98 Units: 4 studios, 90 one-bedroom apartments, 4 two-bedroom apartments	**Did not receive**	41@0-30%, 31@0-40%, 17@0-50%, 8@0-60%	**39%**	0.75	0.25
CCH: Renaissance Stout Street Lofts	78 Units: 59 one-bedroom apartments, 19 two-bedroom apartments	**63**	26@0-30%, 23@0-40%, 22@0-50%, 6@0-60%	**41%**	0.75	0.20

	Parking Requirement		Parking Analysis			Alternative Modes			
	Minimum Required Parking	**Parking Provided**	**Parking Ratio (Provided per DU)**	**Residents With Cars**	**Parking Lot Utilization**	**Walk/Transit/ Bike Score**	**Number of bike parking spaces**	**Do you provide transit passes or bus tickets to residents**	**Shared Bikes / Cars?**
CCH: Renaissance at North Colorado Station	54.00	63	0.61	17	26.98%	61/53/66	None	No	
CCH: Forum Apartments	75.00	0	0.00	5	N/A	96/89/95	3	Yes	
CCH: Renaissance at Civic Center Apartments	0.00	0	0.00	Unknown	N/A	99/91/88	0	Yes	
CCH: Renaissance Riverfront Lofts	60.00	60	0.60	52	86.67%	62/66/84	0	No	
CCH: Renaissance Uptown Lofts	25.00	22	0.22	15	68.18%	94/86/98	2	Yes	
CCH: Renaissance Stout Street Lofts	59.00	102	1.31	15	14.71%	93/90/99	0	Yes	



Parking & Affordable Housing

2020/2021 Report

shopworks architecture

FOX TUTTLE

- The IRS allows Housing Tax Credit projects that placed in service as of 12.31.2008 to use higher HERA Special limits.
- All Housing Tax Credit and CHFA Loan projects are "held harmless" from limit decreases. To be "held harmless," a project must be in service before 06.29.2023.
- Housing Tax Credit and CHFA Multifamily Loan projects whose counties experienced a decrease in 2023 limits and that place in service before 06.29.2023 may continue to apply the same limits used in 2022.

County HERA	AMI	2023 Maximum Rents					2023 Income Limits							
		0 Bdrm	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Weld	120%	2,202	2,359	2,832	3,270	3,648	88,080	100,680	113,280	125,760	135,840	145,920	156,000	166,080
Weld	100%	1,835	1,966	2,360	2,725	3,040	73,400	83,900	94,400	104,800	113,200	121,600	130,000	138,400
Weld	80%	1,468	1,573	1,888	2,180	2,432	58,720	67,120	75,520	83,840	90,560	97,280	104,000	110,720
Weld	70%	1,284	1,376	1,652	1,907	2,128	51,380	58,730	66,080	73,360	79,240	85,120	91,000	96,880
Weld	60%	1,101	1,179	1,416	1,635	1,824	44,040	50,340	56,640	62,880	67,920	72,960	78,000	83,040
Weld	55%	1,009	1,081	1,298	1,498	1,672	40,370	46,145	51,920	57,640	62,260	66,880	71,500	76,120
Weld	50%	917	983	1,180	1,362	1,520	36,700	41,950	47,200	52,400	56,600	60,800	65,000	69,200
Weld	45%	825	884	1,062	1,226	1,368	33,030	37,755	42,480	47,160	50,940	54,720	58,500	62,280
Weld	40%	734	786	944	1,090	1,216	29,360	33,560	37,760	41,920	45,280	48,640	52,000	55,360
Weld	30%	550	589	708	817	912	22,020	25,170	28,320	31,440	33,960	36,480	39,000	41,520
Weld	20%	367	393	472	545	608	14,680	16,780	18,880	20,960	22,640	24,320	26,000	27,680
Yuma	120%	1,827	1,957	2,349	2,715	3,030	73,080	83,520	93,960	104,400	112,800	121,200	129,480	137,880
Yuma	100%	1,522	1,631	1,957	2,262	2,525	60,900	69,600	78,300	87,000	94,000	101,000	107,900	114,900
Yuma	80%	1,218	1,305	1,566	1,810	2,020	48,720	55,680	62,640	69,600	75,200	80,800	86,320	91,920
Yuma	70%	1,065	1,141	1,370	1,583	1,767	42,630	48,720	54,810	60,900	65,800	70,700	75,530	80,430
Yuma	60%	913	978	1,174	1,357	1,515	36,540	41,760	46,980	52,200	56,400	60,600	64,740	68,940
Yuma	55%	837	897	1,076	1,244	1,388	33,495	38,280	43,065	47,850	51,700	55,550	59,345	63,195
Yuma	50%	761	815	978	1,131	1,262	30,450	34,800	39,150	43,500	47,000	50,500	53,950	57,450
Yuma	45%	685	734	880	1,018	1,136	27,405	31,320	35,235	39,150	42,300	45,450	48,555	51,705
Yuma	40%	609	652	783	905	1,010	24,360	27,840	31,320	34,800	37,600	40,400	43,160	45,960
Yuma	30%	456	489	587	678	757	18,270	20,880	23,490	26,100	28,200	30,300	32,370	34,470
Yuma	20%	304	326	391	452	505	12,180	13,920	15,660	17,400	18,800	20,200	21,580	22,980

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Planning October 2018

IN THIS ISSUE:

People Over Parking

People Over Parking

Planners are reevaluating parking requirements for affordable housing.

Carless in Seattle: Plymouth on First Hill's apartments are now home to some of the city's formerly homeless disabled population. Photo courtesy SMR Architects and Plymouth Housing Group.

By Jeffrey Spivak

Like a lot of cities, Minneapolis has experienced the dual trends of rising multifamily rents and dwindling housing affordability. For years it offered the usual carrots of tax incentives and development subsidies for residential projects with affordable units. But three years ago, it tried a different strategy: The city slashed its multifamily parking requirements in certain parts of town.

The usual ratio of one parking space for every one unit was cut in half for larger apartment projects and was eliminated entirely for projects with 50 or fewer units located near high-frequency transit. Lo and behold, the market mostly responded in the exact ways planners had predicted.

Apartment developers proposed projects with fewer parking spaces. That lowered the cost of construction. So, such projects began offering rents below the market's established levels. New studio apartments, which typically went for $1,200 per month, were being offered for less than $1,000 per month.

"There's definitely a new type of residential unit in the market that we haven't seen much before," says Nick Magrino, a Minneapolis planning commissioner who has researched apartment development trends since the parking code change. "Outside of downtown, there's been a lot of infill development with cheaper, more affordable units."

Tinkering with minimum parking requirements is not new. Cities have been fiddling with regulations for decades, sometimes raising them, sometimes lowering them, and sometimes giving variances for specific projects. What's different now is an evolving understanding that urban lifestyles are changing, traditional parking ratios are outdated, and too much supply can be as harmful as too little.

So there's a burgeoning movement of municipalities across the U.S. reducing or eliminating parking requirements for certain locales or certain types of development or even citywide.

"This would have seemed inconceivable just a few years ago," says Donald Shoup, FAICP, a Distinguished Research Professor in UCLA's Department of Urban Planning who has studied and written about parking policies for years and is considered the godfather of the current reform movement. (See an article based on his new book, *Parking and the City:* www.planning.org/planning/2018/oct/parkingpricetherapy/ (/planning/2018/oct/parkingpricetherapy/).)

Carless in Seattle: The mixed use transit-oriented development Artspace Mt. Baker Lofts is located on the Central Link light-rail line. It has bicycle storage and a reserved car-share space, but no parking garage. Photo courtesy SMR Architects and Artspace.

Over the past three years, a Minnesota-based smart-growth advocacy organization called Strong Towns has compiled, through crowdsourcing, more than 130 examples of communities across the country addressing or discussing parking minimum reforms. And that list hasn't captured all the cities taking actions.

Communities are reforming these regulations in a variety of ways.

Some have ditched parking minimums entirely. Buffalo, New York, in early 2017 became the first U.S. city to completely remove minimum parking requirements citywide, applied to developments of less than 5,000 square feet. Late last year Hartford, Connecticut, went a step further and eliminated parking minimums citywide for all residential developments.

Some have targeted their reforms to certain areas or development districts. Lexington, Kentucky, earlier this year scrapped parking requirements in a shopping center corridor to allow the development of new multifamily housing. Spokane, Washington, this past summer eliminated parking requirements for four-plus-unit housing projects in denser parts of the city.

Some have tied new policies specifically to spur affordable housing. Seattle this past spring eliminated parking requirements for all nonprofit affordable housing developments in the city, among other provisions. A couple of years ago, Portland, Oregon, waived parking requirements for new developments containing affordable housing near transit. Also in 2016, New York eliminated parking requirements for subsidized and senior housing in large swathes of the city well served by the subway.

Even some suburbs are doing it. Santa Monica, California, removed parking requirements entirely last year for new downtown developments as part of a new *Downtown Community Plan*. And this year, the Washington, D.C., suburban county Prince George's, Maryland, revised its zoning code to significantly reduce parking minimums.

"We're trying to create a new model of mobility and not emphasize the car as much as we've done in the past," says David Martin, Santa Monica's director of planning and community development.

Building Parking Raises Rent

Parking costs a lot to build, and that cost usually ends up raising tenant rents.

$5,000: Cost per surface space

$25,000: Cost per above-ground garage space

$35,000: Cost per below-ground garage space

$142: The typical cost renters pay per month for parking

+17%: Additional cost of a unit's rent attributed to parking

Source: Housing Policy Debate, 2016

Catalysts for change

Three primary factors are driving this new reform:

1. CITIES ALREADY HAVE MORE THAN ENOUGH PARKING.

The Research Institute for Housing America, part of the Washington, D.C.-based Mortgage Bankers Association, used satellite imagery and tax records this year to tally parking space totals in different-sized U.S. cities, and determined that outside of New York City, the parking densities per acre far exceeded the population densities.

Meanwhile, two different groups — TransForm, which promotes walkable communities in California, and the Chicago-based Center for Neighborhood Technology, a nonprofit sustainable development advocacy group — have both conducted middle-of-the-night surveys of parking usage at apartment projects on the West Coast and in Chicago, respectively. They consistently found one-quarter to one-third of spaces sat empty. The Chicago center concluded "it is critical to 'right size' parking at a level below current public standards."

2. TRANSPORTATION PREFERENCES ARE SHIFTING.

A variety of converging trends point to the possibility of fewer cars in the future. Fixed-rail transit lines continue to be developed in more urban centers, and millennials are not driving as much as previous generations. Meanwhile, transportation alternatives are proliferating, from passenger services such as Uber to car-sharing services such as Zipcar. Then there's the potential of driverless cars and the expansion of retail delivery services.

3. BOTTOM LINE: WE'RE GOING TO NEED MUCH LESS SPACE TO STORE CARS.

In fact, Green Street Advisors, a commercial real estate advisory firm, analyzed what it calls the "transportation revolution" — encompassing ride-hailing services, driverless cars, etc. — and estimated that U.S. parking needs could decline by 50 percent or more in the next 30 years. (See "Future-Proof Parking," March: www.planning.org/planning/2018/mar/futureproofparking (/planning/2018/mar/futureproofparking/).)

"In the old days, you built an apartment and you expected it needed two cars," says Doug Bibby, president of the National Multifamily Housing Council, an apartment trade association in Washington D.C. "Those parking ratios are outdated and no longer valid in any jurisdiction."

Concerns about housing affordability

With the U.S. economy reasonably strong and most urban crime rates on a long-terms decline, housing costs have increasingly emerged as a hot-button issue. In Boston University's nationwide Menino Survey of Mayors last year, housing costs were cited as the number one reason residents move away, and more affordable housing was the top-ranked improvement mayors most wanted to see.

"It's on the minds of mayors now more than it has been in the past," says Kimble Ratliff , the National Multifamily Housing Council's vice president of government affairs.

They're concerned because there's ample evidence of a continued national shortage of affordable housing. The latest "State of the Nation's Housing" report from Harvard University's Joint Center for Housing Studies noted that a decade-long multifamily construction boom has increased total occupied rental units by 21 percent, but mainly at the top end of the market. Total units deemed "affordable" —

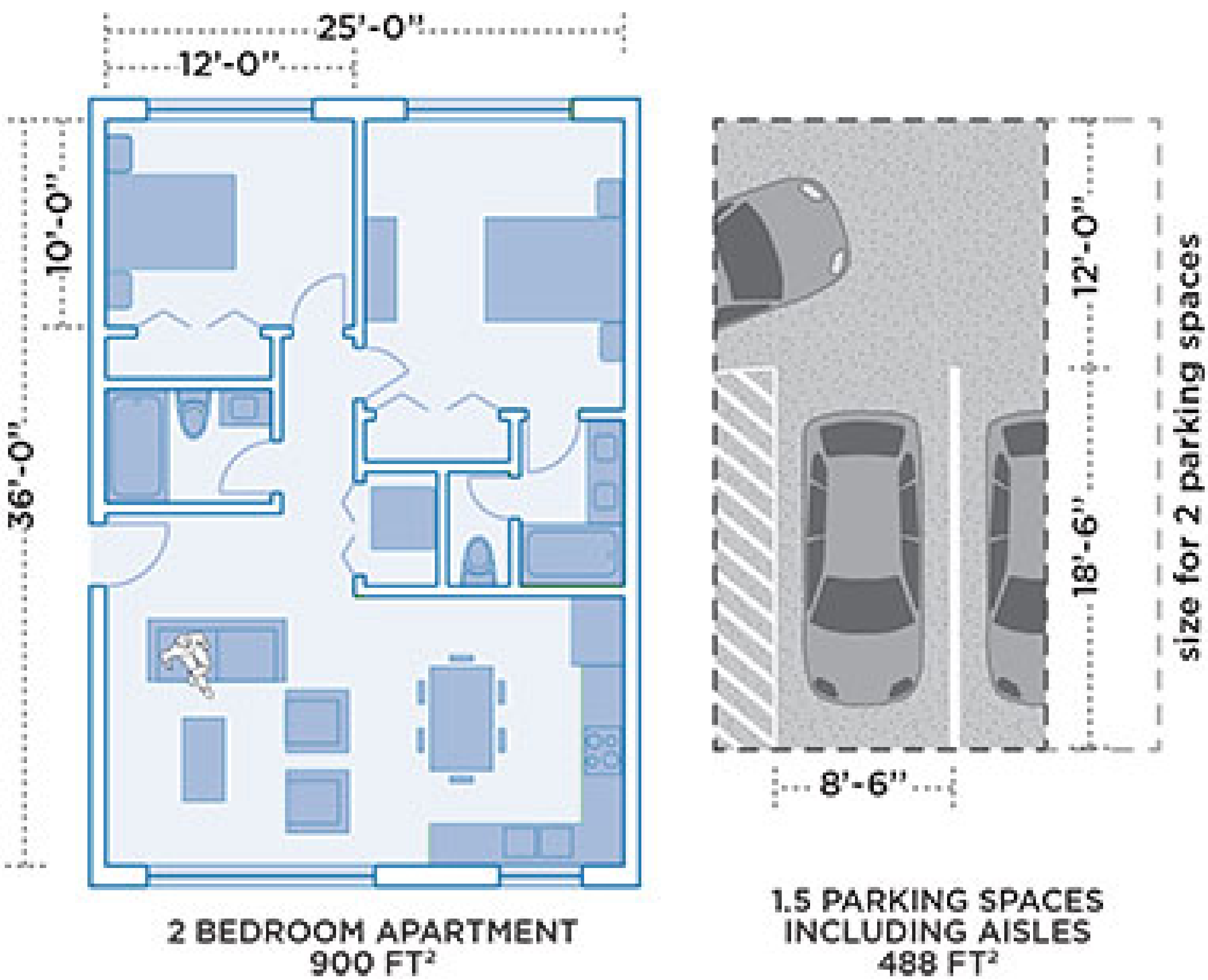
costing less than 33 percent of median income — have remained basically static during the last decade, while the number of extremely low-income renter households has grown by more than 10 percent. The 2018 report concluded that there is a "tremendous pent-up demand for affordable rental housing."

So as cities have searched for ways to generate more affordable housing, parking has emerged as an easy target. Parking ratios are simple to change, and the process doesn't lead to future cost obligations like subsidies do.

That was the approach taken by Seattle this year. "The number one issue facing our city is the lack of housing options and affordability. We're looking to remove any barriers to the supply of housing, and parking is one of them," says Samuel Assefa, the director of Seattle's Office of Planning and Community Development.

Living Space versus Parking Space

The typical median parking required for a two-bedroom apartment in many large North American cities is more than half the size of the apartment itself.



Source: Seth Goodman, graphicparking.com.

Impacts on housing costs

Planners' shifting strategies toward parking are now supported by a growing body of evidence that parking requirements negatively impact multifamily housing, especially affordable projects.

In a nutshell, building parking costs a lot, and that cost usually ends up raising tenant rents.

Various studies indicate that surface parking lot spaces cost upwards of $5,000 each, while above-ground parking garages average around $25,000 per space and below-ground garages average around $35,000 per space. That can translate into higher rent, particularly in big cities. Two UCLA urban planning professors studied U.S. rental data and reported in the journal *Housing Policy Debate* in 2016 that garage parking typically costs renter households approximately $142 per month, or an additional 17 percent of a housing unit's rent. Other studies have found even larger impacts on rents.

"That can be a significant burden on lower-income households," says David Garcia, policy director of the Terner Center for Housing Innovation at the University of California–Berkeley.

Changing that equation can help produce additional affordable housing. That's a scenario actually playing out in Portland, Oregon.

In 2016 the Portland Community Reinvestment Initiatives, a nonprofit developer and manager of low-income housing, began planning a 35-unit senior housing project called Kafoury Court. At the time, Portland's code required providing five parking spaces for the project, and the developer was struggling to find financing. But late that year, the city changed its parking requirements, and Kafoury now only needs to provide two spaces.

While that change doesn't seem like much, it allowed the development to be totally redesigned. A first-floor parking garage was no longer needed, so the building has been scaled back from five stories to four stories, which led to cost-saving ripple effects. "This has made the project financially feasible," says PCRI's Julia Metz.

She adds: "We prefer to build houses for people, not cars. When it comes down to choosing space for people or parking, we're going to choose people."

Affordable housing projects, with their lower rent revenue streams, are already challenging to finance. So parking is an increasingly key factor in whether or not a project works financially. But to developers, reducing or removing parking requirements does not mean eliminating parking supply. It simply allows developers to decide how many spaces to build based on market and locational demand.

"I've had developers say to me, 'Hey, I could make this deal work if I only had to build a garage that's one-third smaller,'" says Greg Willett, chief economist of RealPage, a provider of property management software and services. "Any way you can take costs out of the deal is meaningful."

'The debate is now won'

When it comes to utilizing parking to augment planning and development policies, U.S. cities still have a long way to go to catch up to some European counterparts. Zurich, Switzerland; Copenhagen, Denmark; and Hamburg, Germany, have all capped the total number of allowable parking spaces in their cities. Oslo, Norway — where a majority of center-city residents don't own cars — is pursuing plans to remove all parking spaces from that district, to be replaced by installations such as pocket parks and phone-charging street furniture.

And last year the largest city in North America, Mexico City, eliminated parking requirements for new developments citywide and instead imposed limits on the number of new spaces allowed, depending on the type and size of building.

In the U.S., however, parking is still sacred in many places. Sometimes when parking reductions are proposed for a certain urban district or a specific new development, nearby residents complain it will force new renters to park on their residential streets. Because so many people still own cars, the National Multifamily Housing Council's *2017 Kingsley Renter Preferences Report* ranked parking as renters' second-most desired community amenity, behind only cell-phone reception.

Not surprisingly, then, some places are still demanding more parking, not less. In Boston, for instance, an influx of new residents clamoring for parking in the booming South Boston neighborhood led to zoning code changes in 2016 that require developers to build two-thirds more off-street parking than before.

Nevertheless, the movement to reduce parking is now widespread, involving big cities and small towns, urban districts and suburban locales, affordable housing and market-rate units. "It's pretty well accepted now that reforming parking minimums is a good way to manage cities," says Tony Jordan, founder of Portlanders for Parking Reform, which has advocated for better parking policies. "The debate is now won."

The lessons for planners are, first, to be open to adjusting parking policies in zoning codes and comprehensive plans and, second, to be flexible in crafting new parking limits depending on the location or desired outcome, such as spurring affordable housing development.

"As we update our policies, we as planners need to learn from the past and adjust," says Seattle planning director Assefa. "We constantly need to tweak our policies and face the challenges of what's not necessarily working. More often than not, there's significant space dedicated to the car that is not utilized."

Jeffrey Spivak, a market research director in suburban Kansas City, Missouri, is an award-winning writer specializing in real estate planning, development, and demographic trends.

RESOURCES

APA Knowledgebase Collection, "Rethinking Off-Street Parking Requirements (/knowledgebase/parkingrequirements)".

Harvard University Joint Center for Housing Studies' *The State of the Nation's Housing 2018* (http://hjchs.harvard.edu/state-nations-housing-2018).

Center for Neighborhood Technology, "Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability (http://bit.ly/2Mr0bES)".

Strong Towns keeps track of progress on parking minimum removals across the U.S. (http://bit.ly/2C1t86k665600).

(https://www.facebook.com/AmericanPlanningAssociation) (https://www.youtube.com/user/AmericanPlanningAssn) (https://twitter.com/APA_Planning)

(http://instagram.com/americanplanningassociation) (https://www.linkedin.com/company/24456/)

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Attachment E

Affordable Housing Parking Reduction CU2023-0003

Planning Commission
July 25, 2023
Caleb Jackson, AICP | Interim Chief Planner

Background

DOLA Grant:

- Housing Needs Assessment (July 11)
- Subarea Plan (September 12)
- Incentive (Affordable Housing Parking Reduction)

Code Amendment

Parking Reductions:

a. Up to a 25% reduction for 60.1-80% AMI

b. Up to a 50% reduction for 30.1-60% AMI

c. Up to a 75% reduction for 0-30% AMI

Considerations

Approval Criteria

- Code Amendment Review Criteria, Section 24-211.b

  Four Criteria Used to Evaluate Code Amendments

- The proposal is consistent with the criteria as outlined in your Summary

Notification

- Web notice
- No objection/support

Recommendation

- Staff recommends approval

Motions

Recommended (Approval)

- Based on the preceding analysis, the Planning Commission finds that the proposed code amendments to the Greeley Municipal Code are consistent with the Development Code criteria of Section 24-211.b (Items 1 through 4) and therefore recommends that the City Council approves the code amendments to the Greeley Municipal Code as submitted.

Alternative (Denial)

- Based on the preceding analysis, the Planning Commission finds that the proposed code amendments to the Greeley Municipal Code are not consistent with the Development Code criteria of Section 24-211.b (Items 1 through 4) and therefore recommends that the City Council denies the code amendments to the Greeley Municipal Code as submitted.

Review Criteria

City of Greeley Colorado

Code Amendment Review Criteria, Section 24-211.b	
a)	**The amendment furthers the purposes of these regulations in Section 24-101.c.**
	• *The proposed code amendment is intended to implement objectives of the Comprehensive Plan, promote the well-being of residents, provide a variety of housing opportunities, and ensure fair consideration of development applications through clear and consistent procedures.*
b)	**The amendment is in accordance with the Comprehensive Plan and has been considered for both its long-range affects as well as immediate impacts.**
	• *Objective GC-1.2 Form of Growth – Encourage a compact urban form over sprawl or leap-frog development.* • *Objective HO-1.3 Homelessness – In conjunction with other community organizations, develop and pursue a comprehensive approach to foster a decrease in homelessness, to stop recurring homelessness, and to promote longterm self-sufficiency of formerly homeless individuals or families.* • *Objective NR-2.5 Urban Heat Island Effect – Promote the use of sustainable development practices that have been demonstrated to mitigate the urban heat island effect.* • *The code amendments were drafted to provide an option for dedicated affordable housing to immediately reduce the amount of required parking while anticipating that in the long-term units may transition into market rate and require additional parking to be provided.*

Review Criteria

Code Amendment Review Criteria, Section 24-211.b	
c)	**The amendment promotes the public safety, health and general welfare of the citizens of Greeley.**
	• *Allowing a parking reduction option for dedicated affordable housing provides the potential to improve public safety, health, and welfare by reducing the proliferation of under-used parking lots. Reducing the size of under-used parking lots potentially reduces heat island impacts, stormwater flows, and costs passed along to residents of affordable housing projects for parking lot construction and maintenance.*
d)	**The amendment improves the effectiveness and efficiency of administering the Land Development Code.**
	• *The proposed amendment improves the effectiveness of the Development Code by allowing applicants for dedicated affordable housing the option to tailor the amount of required parking to an amount that is more appropriate for the project and supported by the market. By codifying this parking reduction, the efficiency of the code is increased by avoiding potential variance applications that increase the cost and time of development review. Additionally, codifying the reduction rather than requiring variances reduces the amount of uncertainty for applicants about the feasibility of their project.*

AMI and Rents

County	HERA	AMI	2023 Maximum Rents					2023 Income Limits							
			0 Bdrm	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Weld		120%	2,202	2,359	2,832	3,270	3,648	88,080	100,680	113,280	125,760	135,840	145,920	156,000	166,080
Weld		100%	1,835	1,966	2,360	2,725	3,040	73,400	83,900	94,400	104,800	113,200	121,600	130,000	138,400
Weld		80%	1,468	1,573	1,888	2,180	2,432	58,720	67,120	75,520	83,840	90,560	97,280	104,000	110,720
Weld		70%	1,284	1,376	1,652	1,907	2,128	51,380	58,730	66,080	73,360	79,240	85,120	91,000	96,880
Weld		60%	1,101	1,179	1,416	1,635	1,824	44,040	50,340	56,640	62,880	67,920	72,960	78,000	83,040
Weld		55%	1,009	1,081	1,298	1,498	1,672	40,370	46,145	51,920	57,640	62,260	66,880	71,500	76,120
Weld		50%	917	983	1,180	1,362	1,520	36,700	41,950	47,200	52,400	56,600	60,800	65,000	69,200
Weld		45%	825	884	1,062	1,226	1,368	33,030	37,755	42,480	47,160	50,940	54,720	58,500	62,280
Weld		40%	734	786	944	1,090	1,216	29,360	33,560	37,760	41,920	45,280	48,640	52,000	55,360
Weld		30%	550	589	708	817	912	22,020	25,170	28,320	31,440	33,960	36,480	39,000	41,520
Weld		20%	367	393	472	545	608	14,680	16,780	18,880	20,960	22,640	24,320	26,000	27,680

Code Amendment

Table 24-4-2: Zoning Districts & Uses														
P = Permitted Use *Districts* S= Use by special review blank = prohibited ***Use***	***R-E***	***R-L***	***R-M***	***R-H***	***R-MH***	***C-L***	***C-H***	***MU-L***	***MU-H***	***I-L***	***I-M***	***I-H***	***H-A***	***C-D***
Residential Uses														
Affordable Housing	***See Section 24-404.k***													

24-404.k Affordable Housing. Affordable housing, as defined in Section 24-1301, is permitted within any approved dwelling unit and is primarily designated as affordable housing for the purpose of qualifying for the affordable housing parking reduction. Projects that include affordable housing units should follow the approval process for the equivalent residential use shown in Table 24-4-2 including, but not limited to, single-family dwelling, two-family dwellings, row house dwellings, and multi-family dwellings. Affordable housing should also follow the residential development standards for the equivalent building type including, but not limited to, detached house, multi-unit house, row house, and apartment. Transitioning an affordable housing unit to a regular dwelling unit is considered a change of use requiring an amendment to the approved plans and the provision of adequate parking by the applicant.

Code Amendment

24-1301 Definitions

***Affordable Housing.** Any dwelling unit with an executed and recorded deed restriction stating that the dwelling unit will be reserved for affordable housing by adhering to the income limits and maximum rents published annually by the Department of Housing and Urban Development for no less than 15 years.*

Code Amendment

Section 24-703.c

8. Affordable Housing. When an applicant provides an executed and recorded deed restriction that a proposed dwelling unit will be reserved for affordable housing for no less than 15 years, the applicant may reduce the required parking for the affordable dwelling unit. All other uses on the site, including market rate dwelling units, do not qualify for this parking reduction. The applicant must provide evidence that the property will adhere to income limits and maximum rents published annually by the Department of Housing and Urban Development. The applicant must list each dwelling unit subject to the deed restriction, the number of bedrooms in the dwelling unit, and the area median income for which the dwelling unit is reserved. Upon fulfilling the above-mentioned requirements, the applicant may reduce the required parking as follows:

- ***a. Up to a 25 percent reduction for dwelling units that are affordable to households that earn more than 60 percent but no more than 80 percent of area median income.***
- ***b. Up to a 50 percent reduction for dwelling units that are affordable to households that earn more than 30 percent but no more than 60 percent of area median income.***
- ***c. Up to a 75 percent reduction for dwelling units that are affordable to households that earn up to 30 percent of area median income.***