Greeley City Council Agenda

Work Session

Tuesday, November 14, 2023 at 6:00 PM

City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631
via Zoom at: https://greeleygov.zoom.us/j/86148461863

NOTICE:

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

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol.

Members of the public are also invited to view Council work sessions in person or remotely. **Work sessions do not include public input in any format. Public comment is only permitted at regular Council meetings on the 1st and 3rd Tuesdays of each month.**

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 as well as over the Zoom webinar. Public participation in the Zoom webinar only allows viewing the meeting.

For more information about this meeting or to request reasonable accommodations, contact the City Clerk's Office at 970-350-9740 or by email at cityclerk@greeleygov.com.
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Mayor
John Gates
Councilmembers
Tommy Butler - Ward I
Deb DeBoutez - Ward II
Johnny Olson - Ward III
Dale Hall - Ward IV
Brett Payton - At-Large
Ed Clark - At-Large

City Council Work Session Agenda

November 14, 2023 at 6:00 PM
City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631
via Zoom at: https://greeleygov.zoom.us/j/86148461863

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Recognition of Councilmember Ed Clark
5. Reports from Mayor and Councilmembers
6. Affordable Housing Parking Reduction
7. Scheduling of Meetings, Other Events
8. Adjournment

Work Session Agenda Summary

Title:

Reports from Mayor and Councilmembers

Background:

During this portion of the meeting any Councilmember may offer a summary of the Councilmember's attendance at assigned board/committee meetings and should include key highlights and points that may require additional decision and discussion by the full Council at this or a future Work Session.

Board/Committee	Meeting Day/Time	Assignment
--Team of 2-- Board/Commission Interviews	Monthly as Needed	Council Rotation
Water & Sewer Board	3rd Wed, 2:00 pm	Gates
Youth Commission Liaison	4th Mon, 6:00 pm	Clark
Historic Preservation Loan Committee	As Needed	DeBoutez
Police Pension Board	Quarterly	Clark
Employee Health Board	As Needed	DeBoutez
Airport Authority	3rd Thur, 3:30 pm	Payton/Clark
Visit Greeley	3rd Wed, 7:30 am	Butler
Upstate Colorado Economic Development	Last Wed, 7:00 am	Gates
Greeley Chamber of Commerce	4th Mon, 11:30 am	Hall
Island Grove Advisory Board	1st Thur, 3:30 pm	Butler
Weld Project Connect Committee (United Way)	As Needed	Butler
Downtown Development Authority	3rd Thur, 7:30 am	Butler/DeBoutez
Transportation/Air Quality MPO	1st Thur, 6:00 pm	Olson/Payton
Poudre River Trail	1st Thur, 7:00 am	Hall
Interstate 25 Coalition	As Needed	Olson
Highway 85 Coalition	As Needed	Gates
Highway 34 Coalition	As Needed	Olson
CML Policy Committee (Council or Staff)	As Needed	Payton/Lee Gates alternate
CML Executive Board opportunity	As Needed	Hall
CML - Other opportunities	As Available/Desired	
Regional Opioid Council	As Needed	Gates

Work Session Agenda Summary

November 14, 2023
Key Staff Contact: Brian McBroom, Community Development Director

Title:
Affordable Housing Parking Reduction

Background:
The City of Greeley received a grant from the Department of Local Affairs (DOLA) to conduct the citywide Housing Needs Assessment and the 10th Street Redevelopment Plan demonstrating how an existing area of the community could accommodate additional housing. As a condition of the grant, the City is required to consider adopting 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 and requiring under-used parking lots increases development and maintenance 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 transitioning dedicated affordable units into market rate housing to provide adequate parking by considering the transition a change of use that requires review and approval.

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

Staff seeks consensus from the City Council to proceed with an amendment to the development code in line with the staff recommendation, or in a modified form acceptable to the City Council pursuant to the work session discussion.

Strategic Focus Area:

High-Performance Government

Housing For All

Attachments:
1. Planning Commission Minutes
2. Draft Code Language
3. People Over Parking Article

4. Parking and Affordable Housing 2020-2021 Report
5. Staff Presentation

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS
July 25, 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 July 11, 2023, Minutes**

   Commissioner Franzen moved to approve the minutes dated July 11, 2023. Commissioner Andersen seconded the motion. Motion carried 6-0. (Commissioner Schulte absent)

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).**

   Chair Yeater began by providing that this item is on the Expedited Agenda, he asked if the commission would like to hear a presentation. No commissioners requested to hear the presentation. Commissioner Andersen did have a question regarding the code change, was the intent of the code change to eliminate more PUD's (Planned Unit Developments) and establish more targeted zoning, also if the 1future zoning intent for this annexation was still PUD? Caleb Jackson (Planner, III) responded, confirming that that is the intent of the recent code change, but this application would still proceed with the PUD Zoning with a mix of land uses, which is still allowed by the Development code with the recent code change.

   Chair Yeater asked if anyone in attendance would like to see the presentation, seeing none he opened the Public Hearing at 1:20 p.m.

   Floyd Weiderspon, 155 N. 83rd Avenue, Greeley, CO 80634. He shared that he is the president of Skyline Ditch Company. He shared testimony that the Skyline Ditch runs through the area proposed for annexation and feeds 6 properties to the north of the proposed annexation for irrigation. They have received proposals from the developer to move the ditch and have some disagreements in the proposal that the developer provided because it is only in the developers favor. He stated he has been using this ditch for over 50 years and has never been required to do some of the maintenance the proposal suggests, and do not think that it is amenable. Additionally, they would be required to remove mud and sand out of the north side of the ditch and his company does not feel that this is their responsibility. He would like to further negotiate the proposal to benefit all parties. He provided his email and phone number weiderspon@q.com, 970-302-4762 asking for the applicant to further contact him to make negotiations that will work for all parties.

Seeing no further requests for public comment or comment from the applicant Chair Yeater closed the Public Hearing at 1:25 p.m. and turned it back to the commission for action. Commissioner Anderson moved that based on the application received and the preceding analysis, the Planning Commission finds that the proposed annexation does meet the required Development Code criteria of Section 24-214.b.2.(a–e); and recommends approval of the Schneider Annexation (ANX2022-0007) to City Council. Commissioner Modlin provided the second to the motion.

Motion carried, 6-0 (Commissioner Schulte Absent)

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).**

Caleb Jackson started his presentation introducing the item. He provided background information on the proposed code amendment. This was brought on by a grant provided by DOLA (Department of Local Affairs) also included the grant are the Housing Needs Assessment (presented to the commission at the July 11th, 2023, meeting), a Subarea Plan (will be presented to the commission in September 2023) and the city must provide an incentive for affordable housing. This is capital A affordable housing, and it is regulated by HUD standards to meet certain requirements to meet the need for this type of housing in the community.

The code amendment proposes parking reductions as follows:

- Up to a 25% reduction for 60.1-80% AMI
- Up to a 50% reduction for 30.1-60% AMI
- Up to a 75% reduction for 0-30% AMI

Mr. Jackson indicated that there is also a chart in the meeting packet that show how low these income levels are. The idea behind this is that low-income households tend to have fewer vehicles and many parking spaces would go unused, causing development costs that could potentially be reduced, lessening the impact of the development cost as well as continued maintenance of those parking spaces. Those costs contribute to the viability of affordable housing and anything that can be done to help reduce those costs makes a big difference. The reduction of these parking stalls can also reduce the Urban Heat Effect as well as the amount of storm drainage runoff. With these kinds of measures captured in the code it gives developers with affordable housing projects more confidence in bringing these needed housing types to the area.

Mr. Jackson continued by sharing that staff recommends approval of this code amendment. It does meet Code Amendment Review Criteria, Section 24-211.b, the four criteria and the proposal are consistent with the criteria outlined in the summary. Proper notification was made without any comments in either objection or support. Mr. Jackson offered to discuss this amendment with the commission.

Discussion began between the commission and Mr. Jackson. Commissioner Modlin asked what happens if over time if the unit is no longer an affordable housing unit and additional parking would be needed. Mr. Jackson responded by sharing that with this code amendment "Affordable Housing" is added to the Land Use table and to change it, an applicant would have to go through the process to meet the criteria of the proposed land use, including the parking requirements.

Chair Briscoe asked what other incentives were explored. Mr. Jackson indicated that some of the other incentives that were explored include: a quicker review process, however compared to other communities we are already on an expedited turn around; reducing the application fees was considered but the city only reviews fee changes on a particular schedule and it would not allow staff to meet the grant deadlines, additionally these fees are relativity low already and it would not allow for a very productive incentive. The proposed code amendment is something that is already in place by surrounding communities and working out well, it seems to be a good transition for Greeley as well.

Commissioner Carlson asked if the items this grant covers are stand alone grant items or if they are all required to meet the grant obligations. Mr. Jackson confirmed that the city is required to provide a code- adopted incentive to fund the Housing Needs Assessment and Sub-Area plan. Commissioner Carlson asked what the cost benefit to the city for having the grant cover these items. Mr. Jackson replied that he does not have a set cost benefit for this, however it is a benefit to the city because these are items that are a win for the city to have done and a push to update standards for the city.

Chair Yeater commented that the number one issue the commission hears from the public regarding multi-family housing is parking, traffic, and noise. The study provided states that with lower income the number of vehicles decreases as well and increases the transit in the neighborhood. Greeley's transit system is underutilized. He asked what assurances staff can provide that these are going to be transit rich developments like the community in the study? Mr. Jackson if he did not have a study on the transit however other communities such as Loveland, Longmont and Ft. Collins that have similar transit opportunities to Greeley and have successfully adopted transit options that work. He added that when you compare the AMI's for affordable housing compared to vehicle costs, it would not make sense that they have excess vehicles. Affordable Housing developers also tend to build in neighborhoods that transit is available to suite the needs of the future tenants.

Chair Yeater asked if the HUD standards would prohibit multiple families from inhabiting a single dwelling unit or residence. Mr. Jackson responded that all family sizes are different, but the same concept applies, the income levels for these AMI's is very low and multiple vehicles is not likely.

Chair Yeater asked if the City of Greeley calculated the stormwater cost based on the amount of permeable surface. Mr. Jackson answered, sharing that the stormwater fees are based on impervious surface on a lot, so less parking would reduce the impervious surface.

Commissioner Andersen shared that her concern is that the report provided is based on the Denver area. She lives on the east side of Greeley and her experience is that lower income often brings more vehicles. Having a vehicle does not mean that it runs, causing the need for multiple vehicles to meet transportation needs. She does not agree with the premise that lower income means fewer vehicles. She is all on board for affordable housing and trying different things for rent controlled development, but she does not agree with this report and does not feel this is where to start.

Commissioner Briscoe referenced some other apartment buildings in Greeley that are all HUD properties and he wanted to know if those parking requirements were reduced because those parking lots are often very full. Mr. Jackson indicated that he did not know the parking counts for those buildings. Darrell Gesick (Planner III) answered that one of the referenced apartment complexes is for residents with disabilities and they did receive parking reductions. He shared that there are also other apartments in the area that are not part of them, and he was not certain of the parking requirements for those buildings. Chair Yeater asked if there had been a property that a variance was approved for parking, and it then exceeded the variance and what kind of measures can the city take if this were to happen. Staff was not aware of any situations like this. Brian McBroom if city codes related to parking, where it is and is not allowed and that the code would still apply. Codes can always be amended if something is no longer working, and the grant may have an allowance for that as well. Discussion continued between staff and the commission regarding what measures could be taken if this parking amendment did not work out and what options are available to do a parking study for this topic. Commissioner Modlin asked what the requirements are in this type of land use regarding green space. Mr. Jackson indicted the required open space requirements would not be changed with the proposed code amendment.

With no further questions from the commission, Chair Yeater opened the Public Hearing at 1:47 p.m.

Jodi Hartman, Executive Director of High Plans Housing Development, 3104 69th Avenue Court. Ms. Hartman shared that her organization is the developer working on the North Weld Village and has been involved in that re-zoning request for that project, she also previously served as the Executive Director of the Greeley Transitional House, an emergency shelter for homeless families. She is very familiar with the population that fall under these income levels that are being discussed and most of these individuals do not own vehicles, lack of transportation is often an issue her organization had to address often, and public transit was often the solution. Ms. Hartman continued, providing that if you live in a HUD subsidized apartment, they do not allow for any other family living with you, it would be considered a lease violation and the tenant would be evicted. She indicated that if a lot of vehicles are observed at a particular existing apartment complex, it is likely not a HUD housing building. Her team is currently working on a budget for a proposed project containing 58 units with the intent to house a chronically homeless population. Based on the studies that Mr. Jackson has shared, only 8% of this population own a vehicle, this equates to about 1 in every 12 units. The staff parking for these types of projects is only about 5 people, so this is not a large parking impact either. The more parking required for these types of units means it is less of the units that they can build, and it is a burdensome impact to these projects. These projects require the development to get low-income tax credits and that implements a 30-year deed restriction and are build with the intent to be permanently affordable and the chances of them being converted to a market rate development are very low.

Chair Yeater closed the Public Hearing at 1:51 p.m. and turned the item back to the commission for action.

Commissioner Andersen stated that she had concerns that HUD Developments and low-income units may work for this, but she wonders if so, many restrictions have been added to earn this particular grant and if changing the code to allow for this incentive opens up other issues. Parking is the number one thing the commission gets presented with as an issue and she is concerned that changing the code for a particular thing is a bad idea.

Commissioner Modlin added that having only one family unit restricted to a unit solves a lot of the cause for concern. Discussion continued between the commission regarding existing neighborhoods, family living situations with multiple drivers with cars.

Chair Yeater asked if there was a motion or any support for a motion. Commissioner Carlson moved, 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. Commissioner Modlin provided the second.

Chair Yeater opened the item up for further discussion, adding to Commissioner Andersen's concerns, sharing that many of the things that are presented to the commission are averse to this amendment. He continued adding that Ms. Hartman's testimony did provide good information about stuff that is in place to mitigate some of the things that are concerning with the issues being discussed. His number one concern is being addressed because there is still municipal code in place to deal with the parking issues, his challenge with that is if municipal code is used to address parking who it would harm when this could be prevented from the beginning. He shared he does wish there was more information about the city's specific region that supported the idea that this could be successful.

Commissioner Modlin shared he thinks this is the start to having a more controlled and different type of housing to support these income levels. He feels this is a good starting spot for a housing type that is needed in the community and grant money is not always available and it is a good opportunity. Commissioner Franzen shared he agreed and included that the deed restriction for 30 years and the grant time for 15 years will make it nearly impossible to make them into a private ownership property. Commissioner Andersen is not apposed to an experiment, a one-time trial to see how it would work but changing the code is not the way to achieve that to meet the requirements for the grant.

Commissioner Carlson added that with the current median home price being higher than many people can afford, we as a community need to figure out the needed housing mix and take steps to achieve that mix. He feels this code amendment allows for that and it can be changed in the future. Commissioner Briscoe agreed with Commissioner Carlson adding that with the current development costs, housing costs and housing need we must start putting things like this in place and while he does not love the amendment he does not know where else to start.

Chair Yeater asked Commissioner Andersen what her way would be to test if something like this was successful. She replied, you would not witness a parking problem. She does not see that fewer vehicles for lower income is accurate and she would like to see a report from a Greeley low income building that this is true. Chair Yeater agrees this is a good place to start and shares Commissioner Andersen's concerns, he inquired if there is something that could be added to the amendment that would allow for a re-evaluation of the code.

Don Threewitt, Chief Planner added he found there is not a payback provision in the grant if the code was later repealed. There could also be an item added to the motion that staff could evaluate how the code is working in the future.

Commissioner Andersen clarified that Mr. Threewitt was stating that the suggested motion could be amended to add an evaluation timeline or other measure to help alleviate some of the concerns of the commission. Commissioner Franzen suggested that the motion be amended to add that it would be closely monitored by staff. Discussion continued between the commission discussing what an appropriate timeline would be for the application of this code to be in place for staff to evaluate how it is working. 1, 3 and 5 years were discussed in relation to this code adoption and how long it would take to be able to evaluate if the code amendment was working or if there were issues. Ms. Hartman came back to the podium to provide that a development would not be completed for about 2 and a half years to aide in the discussion. The commission discussed that 3 years would not be enough time to sufficiently evaluate the application of this code amendment and although 5 years is a little longer than preferred, it seems like the best time frame for the evaluation to take place. Commissioner Andersen asked if there were any other incentives could be offered in lieu of this and if this is something that really should have a full code amendment to all the standards in the code updated for Affordable Housing. She does not feel this is the best place to start.

Chair Yeater called for the vote on the original motion proposed. Motion did not carry, 1-5 (Commissioner Schulte, absent).

Commissioner Carlson moved, based on the preceding analysis, and with a contingency in place of a

5 year review period, at which time the code would be compared to parking studies that have been done by City staff, 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. Commissioner Briscoe provided the second.

Motion carried, 4-2 (Commissioner Schulte, absent)

7. Staff Report

Brian McBroom shared that the 2024 budget process is very fair along. Community Development will know in a few weeks what the City Manager's office approves as the recommended budget. The proposed 2024 budget does include one or more sub-area plans.

Performance analytics organization wide and as citizens should be hearing more about this, as it will create key initiatives and public dashboard. Mr. McBroom shared he is a bit support of these efforts, and it is a key ingredient for a high preforming organization.

Mr. McBroom also shared that Planning Commission term limits no longer exist, and it gives those who enjoy serving on the commission the opportunity to do so.

Mr. McBroom continued to share that he had the opportunity to meet with Chair Yeater and would love the opportunity to meet with each of the other commissioners as well.

8. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 2:11 PM.

DocuSigned by:
Justin Yeater ______________________
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Justin Yeater, Chair

DocuSigned by:
Don Threewitt ______________________
2A71D92FBF874DE...
Don Threewitt, Interim Community Development Director

DRAFT CODE LANGUAGE
AFFORDABLE HOUSING PARKING REDUCTION

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.***

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" —

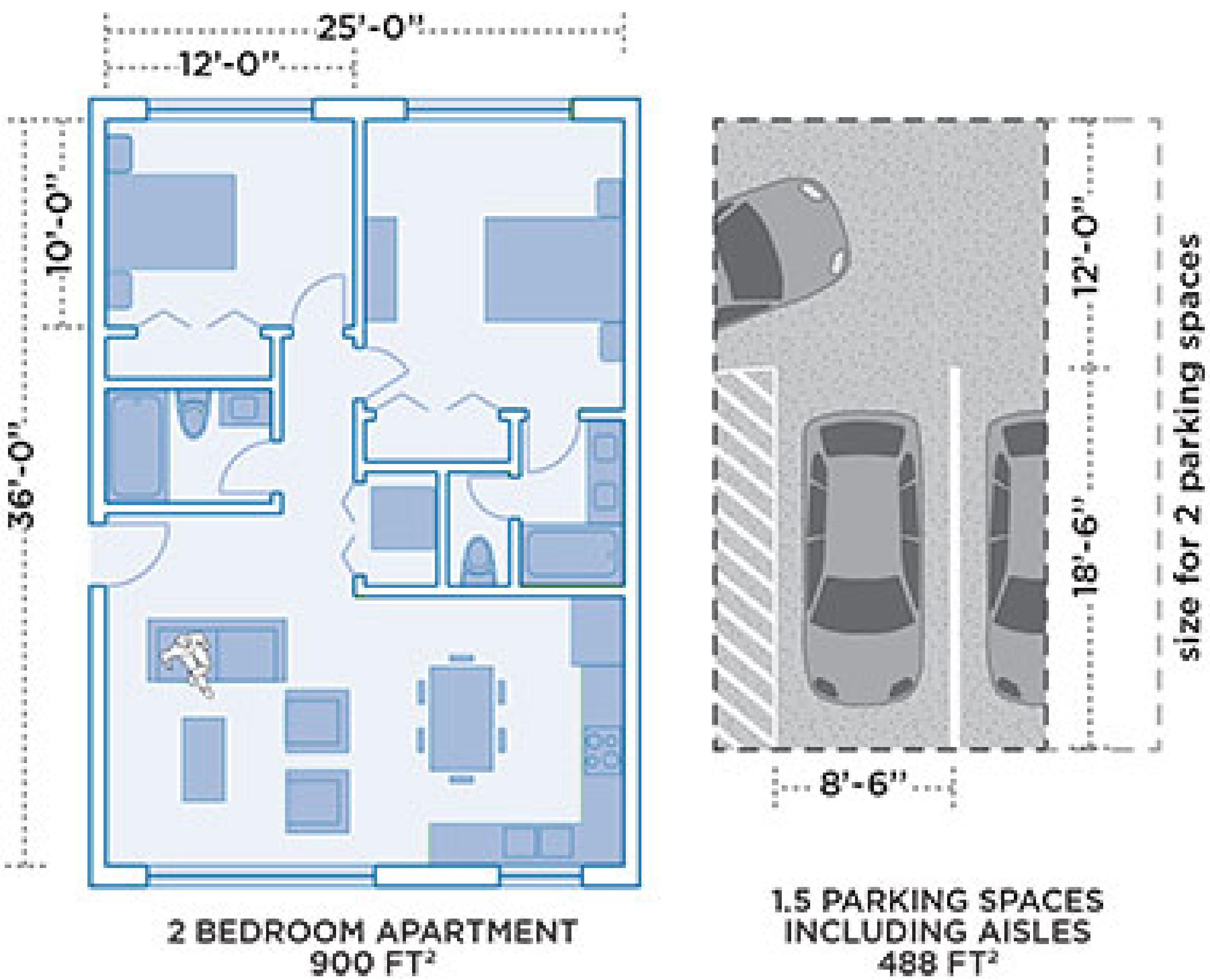
costing less than 33 percent of median income — have remained basically static during the last decade, while the number of extremely low-income renter households has grown by more than 10 percent. The 2018 report concluded that there is a "tremendous pent-up demand for affordable rental housing."

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).

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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.

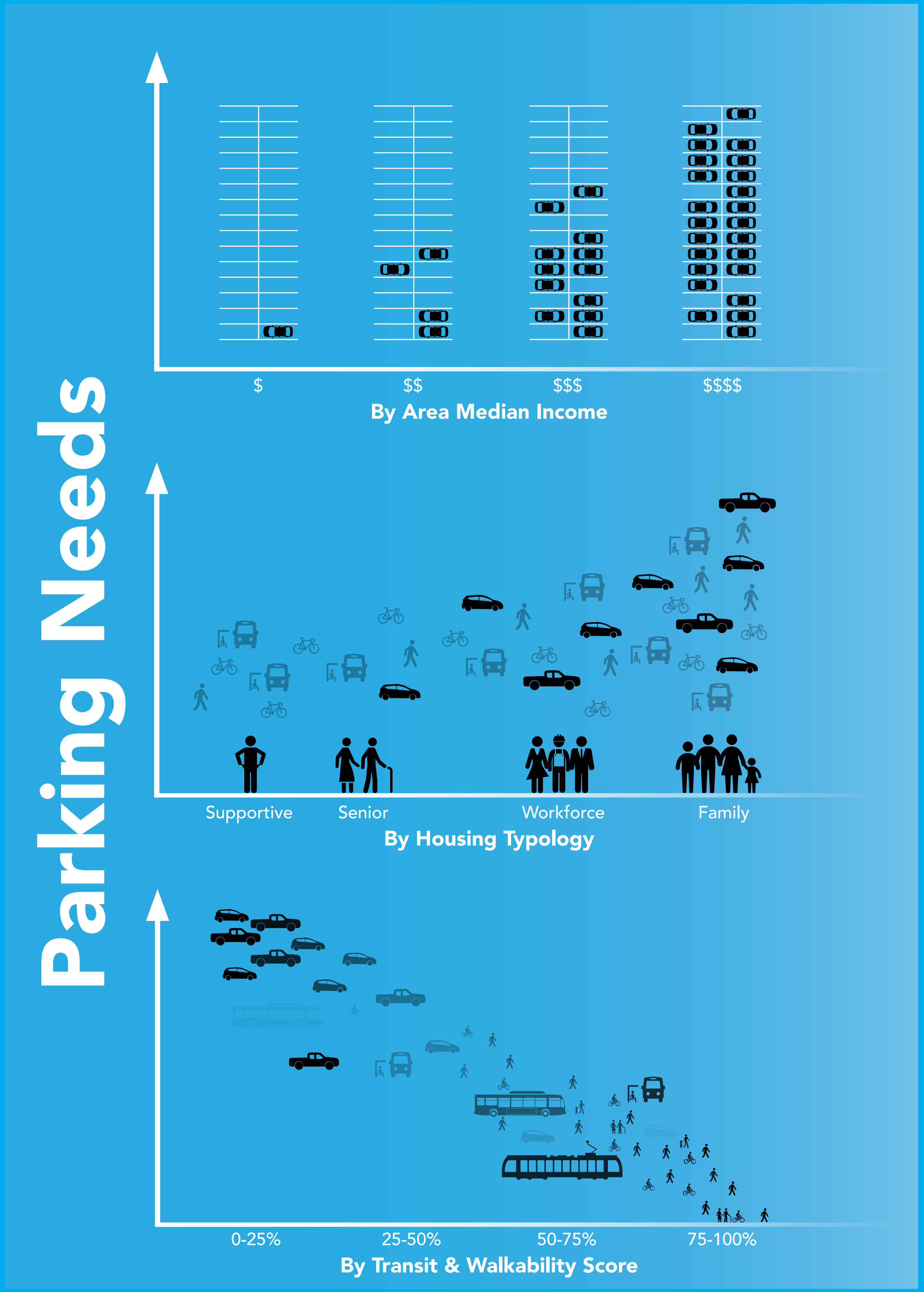
Impact of Proximity to Multi-Modal Facilities

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.

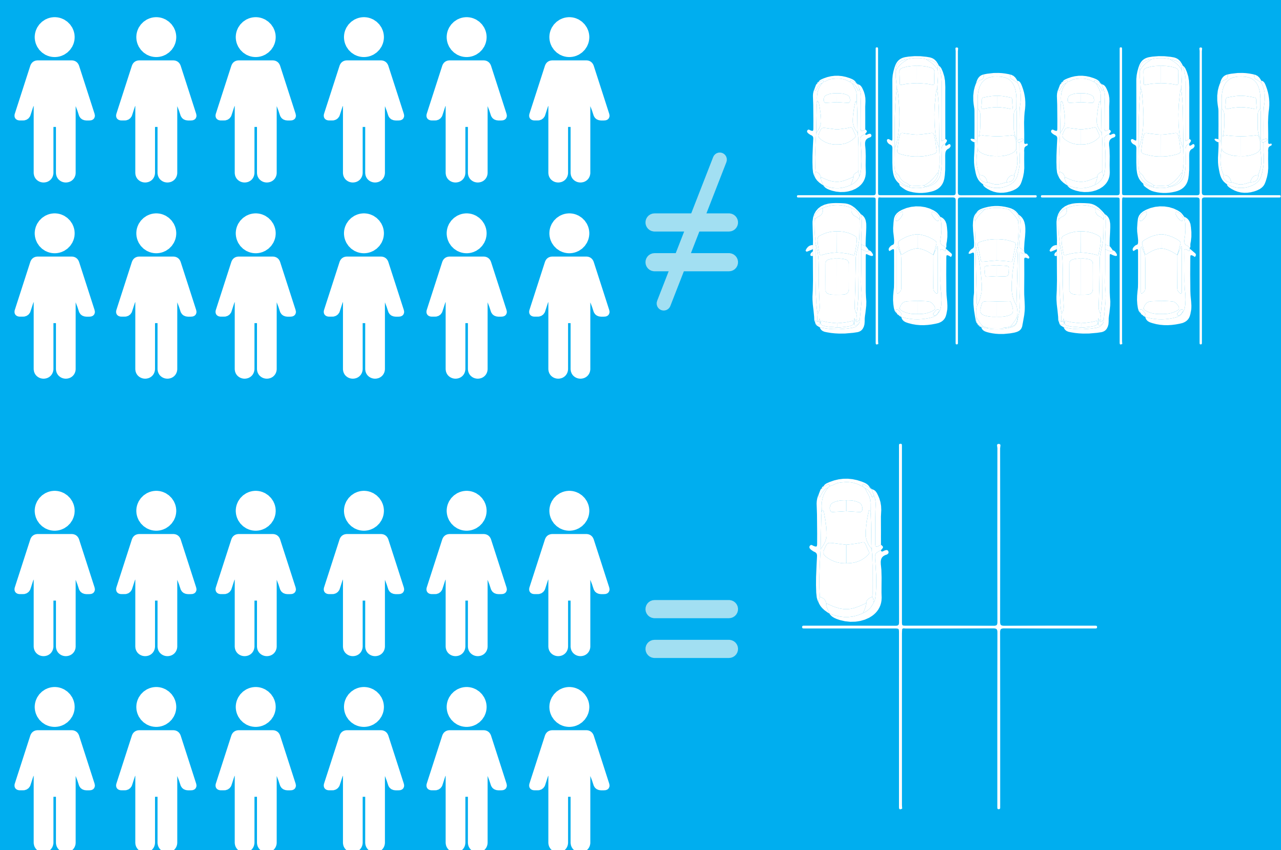
The need to own a vehicle is reduced when the surrounding neighborhood is walkable, bikeable, and has reliable transit that can get the residents to work, school, shopping, appointments, etc.

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

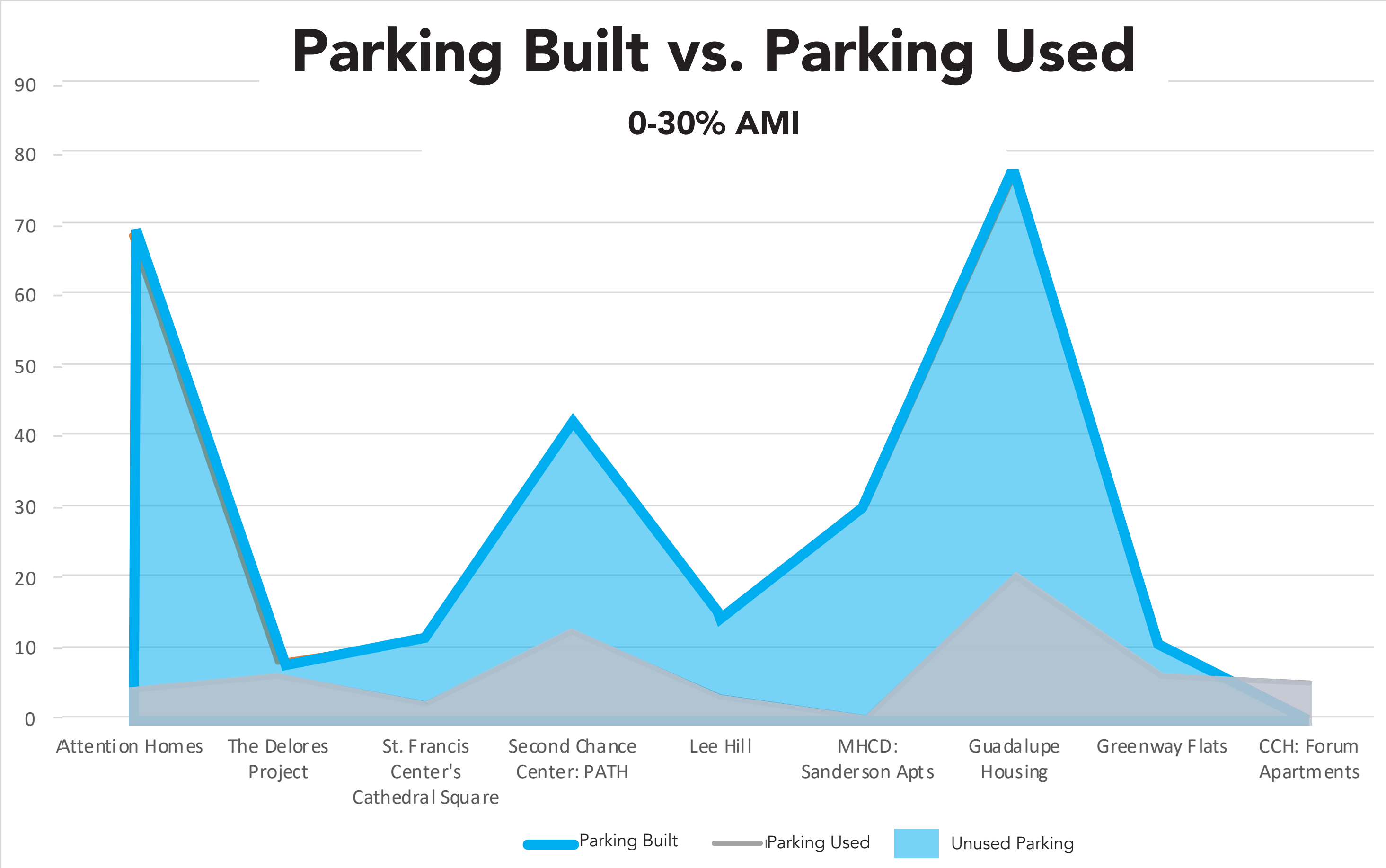
Combining the parking supply of all the surveyed properties, there are 883 parking spaces for 1,353 affordable housing units with an approximate demand of 461 spaces. To understand the impact of over parking for affordable housing projects, the unused parking spaces were valued at $22,000 per space. 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.

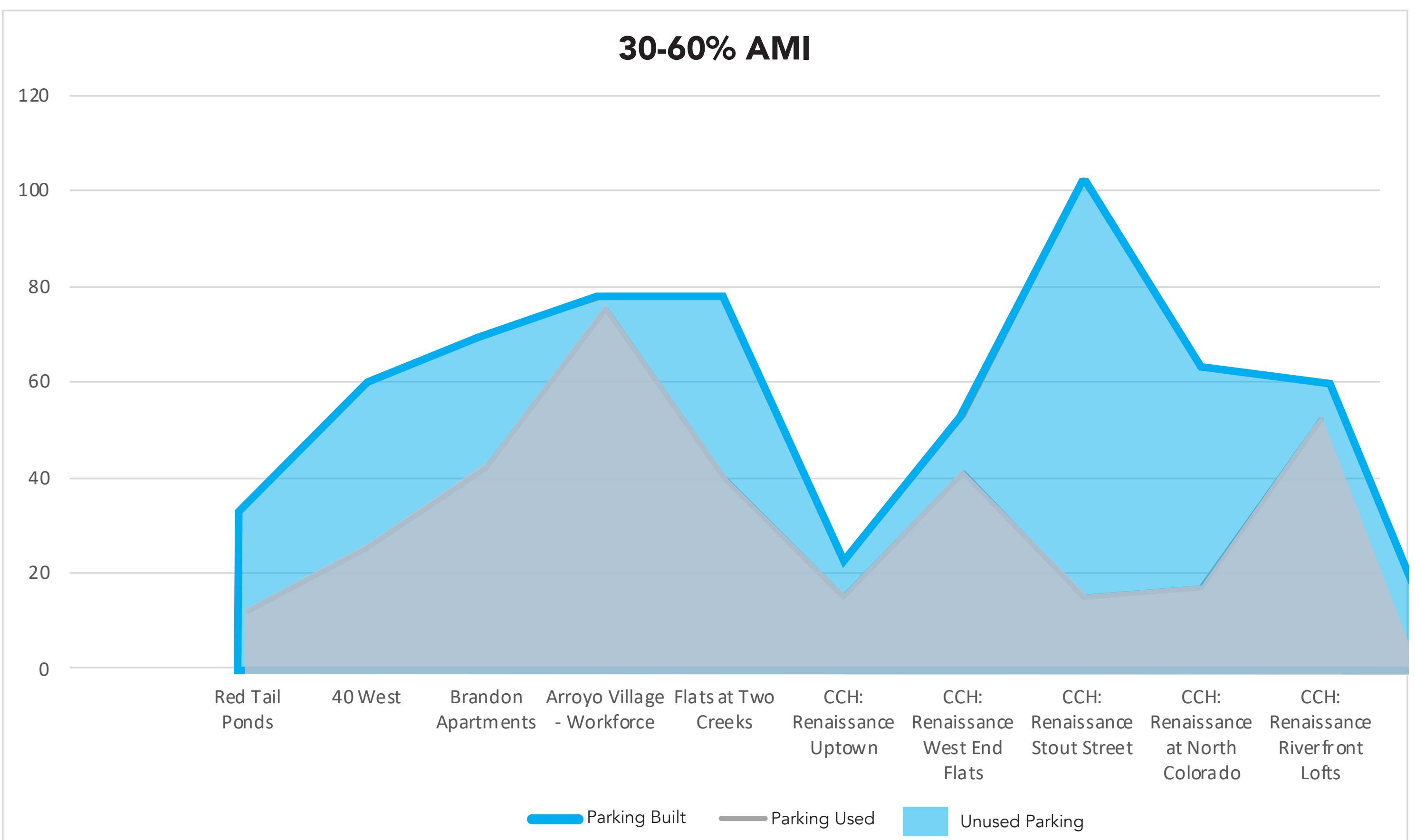
883 parking spaces
1,353 units
461 spaces
422 unused
$22,000 cost per space

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

*Figure is over 6 years and 19 projects

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





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.

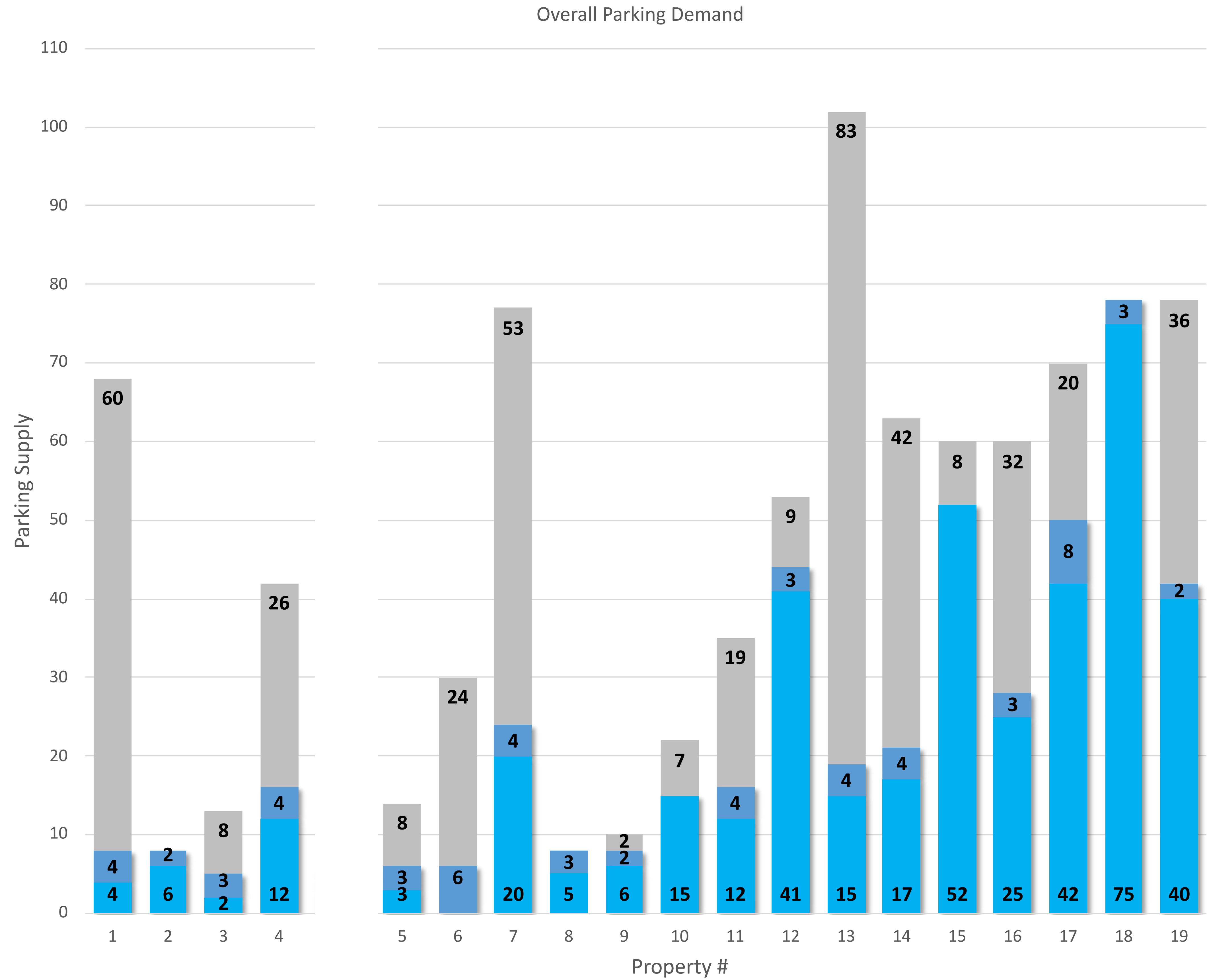
The vehicle ownership equates to the parking demand needed at each property to serve the residents and should help inform the parking supply needed.

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'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

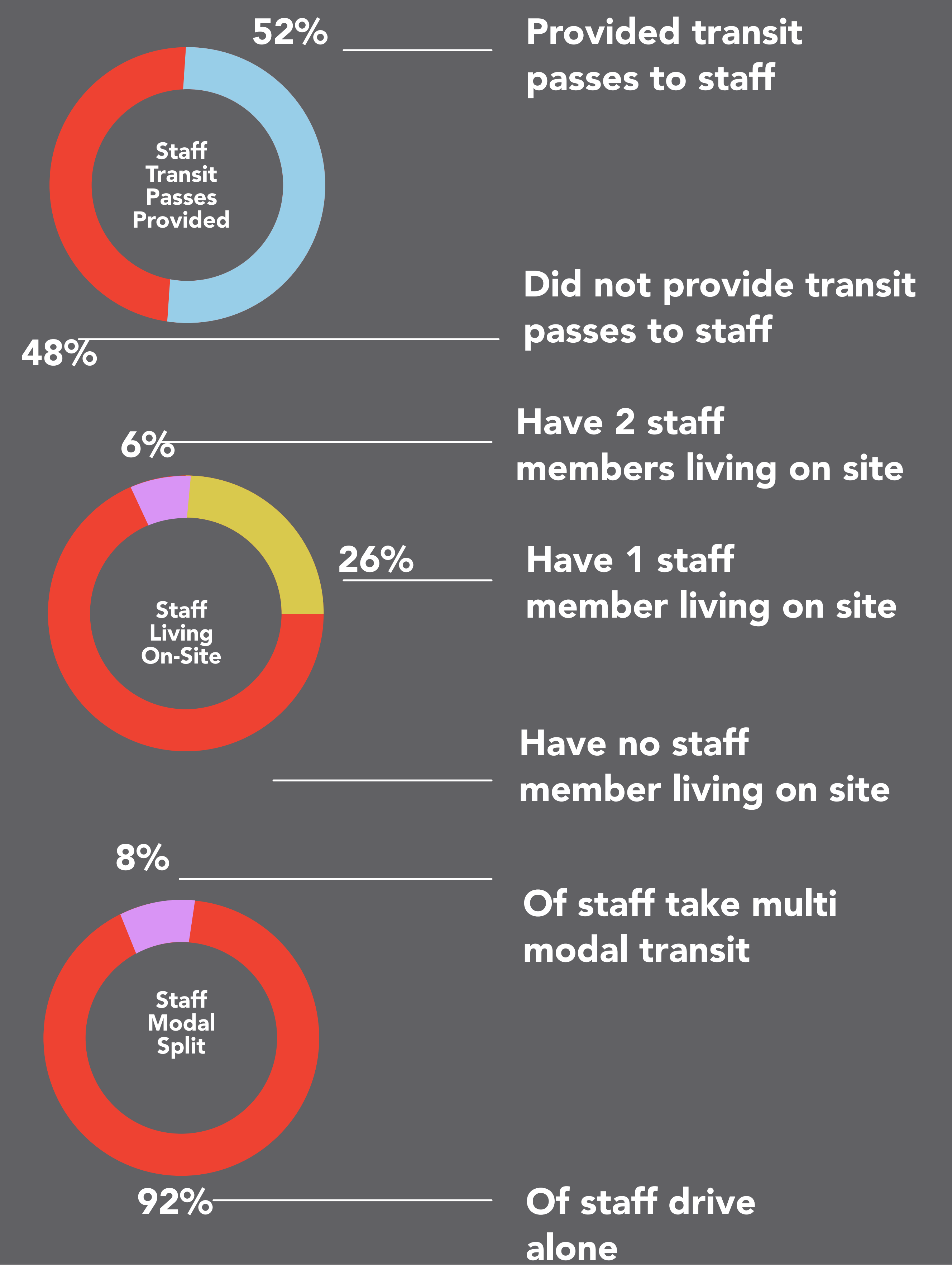
The same affordable housing properties that were surveyed by Fox Tuttle/Shopworks for resident vehicle ownership were asked about staffing to understand the parking demand needed by staff. On average, the majority of the affordable home properties have 5 full time staff members (1 per 17 units) and 4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



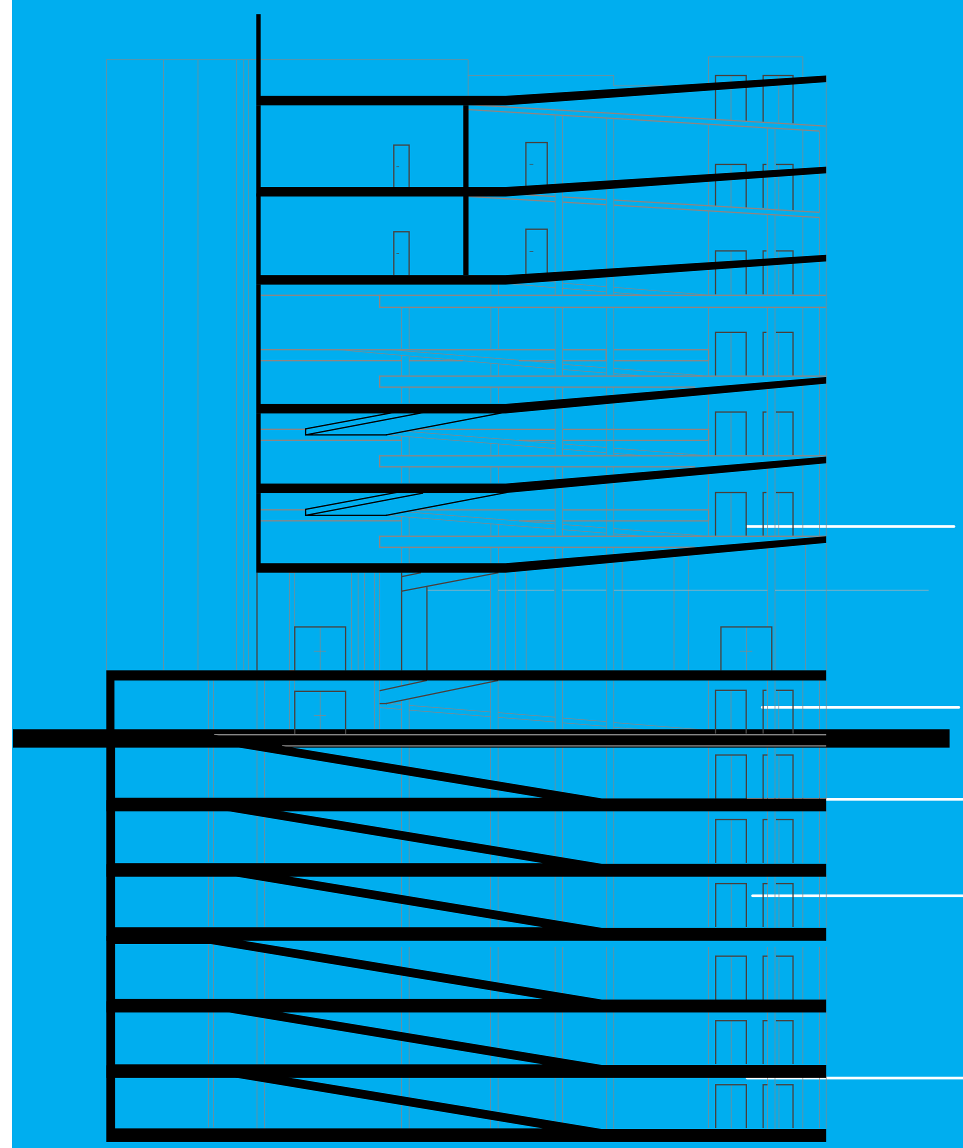
One unit out of every 12 utilize parking.

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

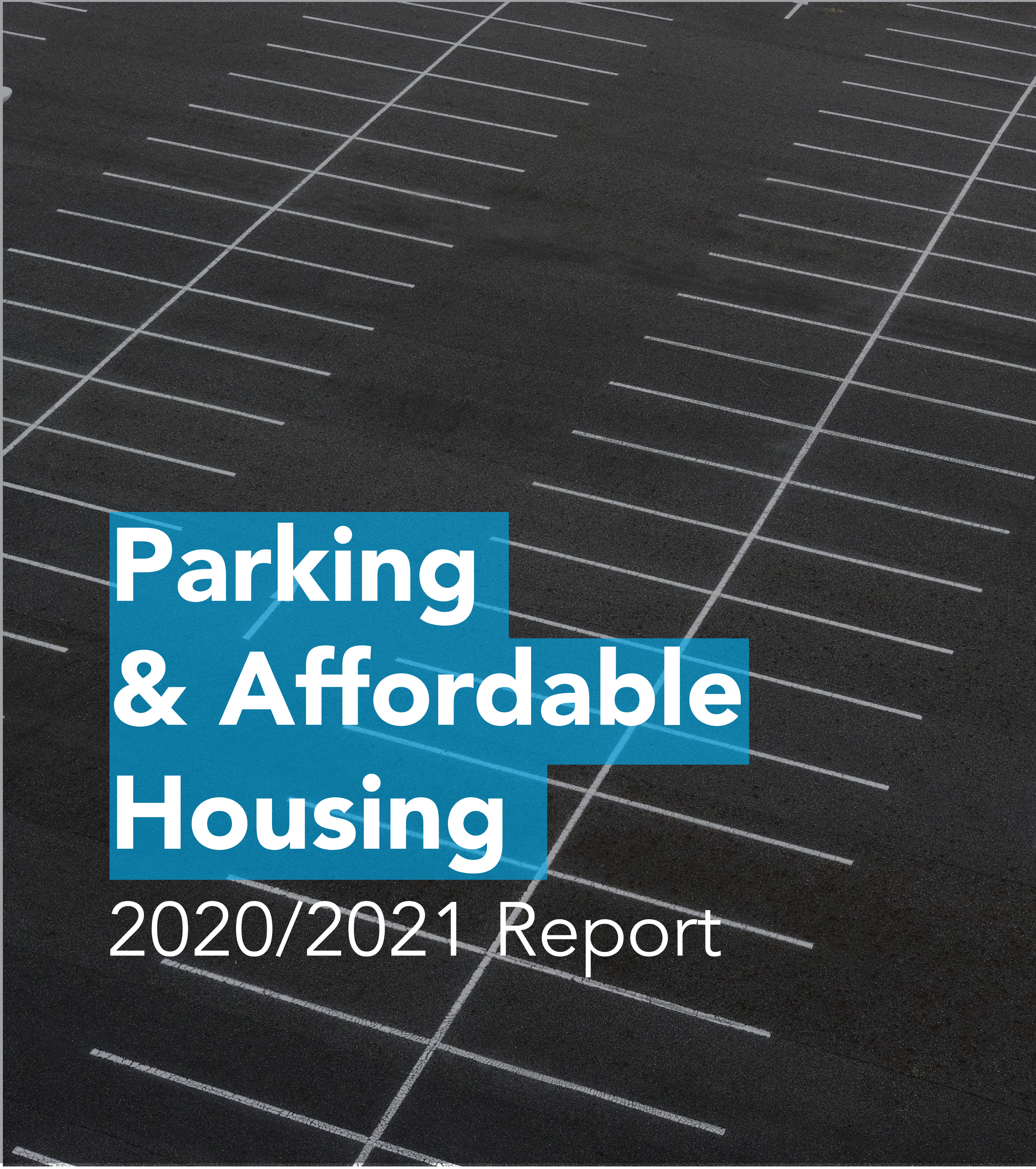
We would like to extend our deepest appreciation for all the participants in this research who answered question after question as we refined our study. This report would not have been possible without each and every one of you, and we are so grateful for your assistance!

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		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?**
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	54.00	63	0.61	17	26.98%	61/53/66	None	No	
CCH: Forum Apartments	100 studio apartments	**98**	All 0-30%	**30%**	0.75	0.00	75.00	0	0.00	5	N/A	96/89/95	3	Yes	
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	0.00	0	0.00	Unknown	N/A	99/91/88	0	Yes	
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	60.00	60	0.60	52	86.67%	62/66/84	0	No	
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	25.00	22	0.22	15	68.18%	94/86/98	2	Yes	
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	59.00	102	1.31	15	14.71%	93/90/99	0	Yes	



Parking & Affordable Housing

2020/2021 Report

shopworks architecture

FOX TUTTLE

Affordable Housing Parking Reduction CU2023-0003

Housing For All

High Performance Government

City Council Work Session
November 14, 2023

Brian K. McBroom | Community Development Director

Background

DOLA Grant (Fall 2022):

- Housing Needs Assessment
- 10th Street Redevelopment Plan
- Grant requirements:
  - Propose new incentives
  - Council approval of redevelopment concept plan

Proposition 123, 90-Day Fasttrack

- The amendment provides straightforward, dependable administrative parking reductions for applicants

Possible 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

(Note: Changing affordable units to market rate would be considered a 'change of use' requiring the provision of adequate parking.)

Multi-Family Off-Street Parking Requirements

Current Minimum

1.25 / unit (Studio / Efficiency)
1.5 / unit (1 bedroom)
1.75 / unit (2 bedroom)
2 / unit (3 bedroom)
3/ unit (4+ bedrooms)
+ 1 additional space per 10 required spaces for guest parking

50 studio units require 69 off-street parking spaces

Reduced Minimum

50 affordable (under 30% AMI) studio units require 18 off-street parking spaces

30% AMI = $22,020 for 1-person household
30% AMI = $25,170 for 2-person household
Max studio rent for 30% AMI = $550.00/mo.

Other Alternatives

Limited Parking Reduction

- Only allow Option C from the previous slide for most highly affordable developments (below 30% AMI)
- Less risky, more likely to have fewer cars
- Anecdotal information suggests less affordable units in Greeley (above 80% AMI) may have same parking needs as market rate units

No Change Alternative

- Pursue other code amendments, such as reduced screening or landscaping, expedited reviews or density credits as incentives for affordable units

Considerations

Council Priorities

Housing For All

High Performance Government

Planning Commission

- Planning Commission recommended approval on July 25, 2023
- Concerns raised that certain affordable units have same parking needs as market rate units

Assuring Adequate Parking

- Parking studies from other communities suggest that fewer spaces are needed for affordable housing
- Once implemented, staff would monitor approved sites and recommend adjustments if needed

Considerations

Avoid Parking Oversupply

- Requiring too much parking wastes money for building and maintaining affordable housing units
- Unused parking lots contribute to urban heat islands and are perceived safety risks

Peer Communities

- Fort Collins, Longmont, and Loveland have similar reductions available
- The proposed reduction rates match Loveland

Streamlined Processing

- Provide certainty and expedited approvals for applicants by reducing the need for variances

Wrap Up

Questions?

- What questions do you have about the proposal?
- Would you like more information?

Council Feedback

- Is there consensus to proceed with adoption?
- Would an alternative make more sense?
- Would you prefer we pursue other incentives instead?

Next Steps

- If consensus to proceed, schedule an ordinance introduction and a public hearing

Thank you

City of Greeley Colorado

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.***

Review Criteria

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.*

Work Session
Agenda Summary

Title
Scheduling of Meetings, Other Events

Summary
During this portion of the meeting the City Manager or City Council may review the attached Council Calendar or Work Session Schedule regarding any upcoming meetings or events.

Attachments
Council Meetings and Other Events Calendar
Council Meeting and Work Session Schedule
Status Report of Council Initiatives and Related Information

November 13, 2023 - November 19, 2023

November 2023						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December 2023						
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Monday, November 13

Tuesday, November 14

6:00pm - City Council Work Session Meeting (R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar

Wednesday, November 15

7:30am - Visit Greeley (Butler) (902 7th Ave Greeley)

Thursday, November 16

7:30am - 8:30am Downtown Development Authority (DeBoutez/Butler) (802 9th St #100, Greeley, CO 80631)

8:00am - 8:30am National League of Cities Summit (Atlanta) - Council Master Calendar

3:30pm - 4:30pm Airport Authority (Clark/Payton)

Friday, November 17

8:00am - 8:30am National League of Cities Summit (Atlanta) - Council Master Calendar

Saturday, November 18

8:00am - 8:30am National League of Cities Summit (Atlanta) - Council Master Calendar

Sunday, November 19

November 20, 2023 - November 26, 2023

November 2023						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December 2023						
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Monday, November 20

Tuesday, November 21

6:00pm - City Council Meeting - Cancelled (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar

Wednesday, November 22

Thursday, November 23

Friday, November 24

Saturday, November 25

Sunday, November 26

November 27, 2023 - December 3, 2023

November 2023

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December 2023

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Monday, November 27

11:30am - 12:30pm Greeley Chamber of Commerce (Hall)

6:00pm - 7:00pm Youth Commission (Clark)

Tuesday, November 28

6:00pm - 6:30pm Special Council Meeting (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar

6:30pm - 7:00pm Council Work Session (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar

Wednesday, November 29

7:00am - 8:00am Upstate Colorado Economic Development (Gates/Hall) (Upstate Colorado Conference Room) - Council Master Calendar

Thursday, November 30

Friday, December 1

Saturday, December 2

Sunday, December 3

December 4, 2023 - December 10, 2023

December 2023						
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

January 2024						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Monday, December 4

8:00am - 8:30am Hold: Weld County/City of Greeley Meeting (TBD)

Tuesday, December 5

6:00pm - 6:30pm City Council Meeting (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar

Wednesday, December 6

8:00am - 8:30am Hold: Weld County/City of Greeley Meeting

Thursday, December 7

7:30am - Poudre River Trail (Hall)

3:30pm - IG Adv. Board (Butler)

6:00pm - 8:30pm North Front Range MPO Meeting (Olson/Payton)

Friday, December 8

Saturday, December 9

Sunday, December 10

City Council Meeting Scheduling 2023/2024

	11/1/2023		
	This schedule is subject to change		
Date/Type	**Description**	**Sponsor Presenter/Director or Project Manager**	**Placement/Time**
November 07, 2023 Council Meeting	CANCELLED due to Election 2023		
November 14, 2023 Council Work Session	Code Updates - Affordable Housing Parking Reduction	Brian McBroom	Work Session
November 21, 2023 Council Meeting	CANCELLED due to Thanksgiving/Holiday Week.		
November 28, 2023 Special Meeting	Swear in New Councilmember(s)	Judge Gonzales/Heidi Leatherwood	
	Minutes- Oct 3 CC Mtg, Oct 17 CC Mtg, Oct 24 SM, Oct 10 WS, Oct 24 WS, Nov 14 WS	Heidi Leatherwood	Consent
	Approval of the Council meeting schedule for 2024	Heidi Leatherwood	Consent
	Resolution Approve the Transformational Homelessness Response Grant Award	Ashley Weesner/Juliana Kitten	Consent
November 28, 2023 Council Work Session	Boards & Commissions Triennial Review Report	Heidi Leatherwood/Sarah Jacobsen	Work Session
	Initiative 03-2023 Campaign Finance Contributions	Doug Marek/Heidi Leatherwood	Work Session
	Chief Human Capital Officer Overview	Kimberly Southern-Weber	Work Session
December 05, 2023 Council Meeting	Proclamations (16 Days of Activism Against Gender Violence)	Mayor	Intro
	Proclamation - Wreaths Across America **(Mayor presents at Event)**	Mayor	Intro
	Proclamation - Law Enforcement Records Personnel Week	Mayor	Intro
	Minutes Approval (Nov 28 SM, Nov 28 WS)	Heidi Leatherwood	Consent
	Appoint Councilmembers as Laision to Boards & Committees	Heidi Leatherwood	Consent
	Consideration of a Resolution - Initiate Litigation Against Duran Excavating Inc.	Stacey Aurzada	Consent
	Consideration of a Resolution - 2023 DDA Mill Levy Certification	Robert Miller	Consent
	Consideration of a Resolution Approving the 2024 DDA Budget	Robert Miller	Consent
	Consideration of a Resolution - Ratify Clearview Library District Trustee	Heidi Leatherwood	Consent
	Consideration of a Resolution - Ratify High Plains Library District Trustees	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - 1318 47th Ave PUD	Brian McBroom/Jeff Woeber	Consent
	Intro & 1st Rdg Ord- Triple Creek PUD	Brian McBroom/Michael Franke	Consent
	Intro & 1st Rdg Ord - Triennial Review	Heidi Leatherwood/Sarah Jacobsen	Consent
	PH & 2nd Rdg - 2118 N. 47th Ave	Brian McBroom/Michael Franke	Regular
December 12, 2023 Council Work Session	Sign Regulation and Enforcement	Brian McBroom/Michael Franke	Work Session
	Intiative 08-2023 Public Nuisance Order	Brian McBroom/Doug Marek	Work Session
	Update on Downtown Homelessness	Juliana Kitten/Adam Turk	Work Session
	Potential City of Greeley Polling		Work Session
December 19, 2023 Council Meeting	Minutes- Dec 5 CC, Dec 12 WS	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Mountain Vista PUD	Michael Franke	Consent
	PH & 2nd Rdg - 1318 47th Ave PUD	Brian McBroom/Jeff Woeber	Regular
	PH & 2nd Rdg - Triple Creek PUD	Brian McBroom/Michael Franke	Regular
	PH & 2nd Rdg Ord - Triennial Review	Heidi Leatherwood/Sarah Jacobsen	Regular
	Boards & Commissions Appointments	Heidi Leatherwood	Regular
December 26, 2024 Council Work Session	CANCELLED due to Holiday/Christmas Week		

Greeley City Council

Status Report of Council Initiatives

Initiative No.	Council Member Initiating	Council Request	Council Meeting or Work Session Date Requested	Next Steps & Schedule	Anticipated Deliverable & Date (Report, Council Presentation, etc.)	Assigned to:
15-2021	Olson	**Formation of a committee for implementation of a funding strategy for the 35th and 47th interchanges.**	December 7, 2021 Council	•Next grant application expected May 2023	Pending outcome of federal grant application submitted	Paul Trombino
09-2022	Butler	**Traffic safety between 71st Ave and 8th St**	June 7, 2022 Council Meeting	Following several public meetings with the neighborhood and traffic safety and speed data analysis by staff, on September 15th and 16th,three (3) speed bumps and one (1) raised crosswalk were installed along 66th Avenue. An overview map of the completed work is shown below. An analysis by staff will be completed	09-2022, Review traffic and safety surrounding 15 acre open area between 71st Avenue and 8th Street – Post the traffic analysis and neighborhood meetings, Public Works completed installation of speed humps and a raised crosswalk as shown in the plan below on September 18, 2023. As a result, this item is completed.	Paul Trombino
03-2023	Butler	**Campaign Contribution Limits**	February 7, 2023 Council Meeting	•CCO/CAO to come back to Council at a work session regarding the process •CCO/CAO report to Council in May •Waiting on CAO to provide fianl report to send out	•Nov 28 Work Session	Doug Marek/ Heidi Leatherwood
04-2023	Hall	**Pumpkin Ridge - Bridge**	March 7, 2023 Council Meeting	•PW report provided to Council on March 24, 2023. Neighborhood meeting planned on June 29, 2023. •Included Raymond's 9/1/2023 Council Update	Bridge over creek along the Sheep Draw Trail in Pumpkin Ridge area – The information below is up-to-date. Public Works staff are working on alternatives to connect the Pumpkin Ridge Neighborhood to the Sheep Draw Trail and we are anticipating another neighborhood public meeting in November or December 2023. As a result, this item is still ongoing and not complete.	PW
08-2023	DeBoutez	**Public Nuisance Ordinance**	May 9, 2023 Council Work Session	•Updated in mid-July with research and draft ordinance at Council Work Session	•December 12, 2023, Work Session	Doug Marek Brian McBroom
11-2023	Clark/Butler	**Artificial turf and landscape standards**	August 1, 2023 Council Meeting	•Come back to Council with a draft ordinance	Council consensus: Staff to bring back minor updates to the front yard landscaping regulations for consideration Late first quarter	Brian McBroom

1-2020	Hall	**Follow-up on the Poudre River Trail- Narrows Project**	August 1, 2023 Council Meeting	•The grant application, which will be submitted in October, will complete baseline river modeling in addition to an alternative alignment analysis which will also look at the existing alignment, with high level cost estimates for each alternative. The scope will also include a 30% design of the preferred alignment. Working with existing consultants, we've established an estimated cost for the design process to get to a 30% of roughly $150,000. •Unless a new alignment comes out of the design process, utilizing the existing alignment or an alternative on the north side of the river identified by past studies will likely exceed $2 million to completed design/permitting and	•NAT is pursuing a State Trails Planning grant to complete a 30% design for the Narrows section of the trail. If funded by the grant, which will be awarded in late 2023 or early 2024, design work could begin in early-to-mid 2024.	Paul Trombino/Diana Frick
12-2023	Butler	**Funding Options Regading the Greeley-Evans Transit**	October 3 Council	Staff to bring back information for funding and ridership of the Greeley Evans Transit	•Create a report	Paul Trombino