

ITEM #: 37
DATE: 04-25-23
DEPT: P&H

COUNCIL ACTION FORM

REQUEST: ZONING TEXT AMENDMENT TO SECTION 29.1114(5) TO REDUCE REQUIRED PARKING FOR AFFORDABLE HOUSING USES WITHIN A PLANNED UNIT DEVELOPMENT (PUD) OVERLAY FROM 2 SPACES PER UNIT TO 1.5 SPACES PER UNIT

BACKGROUND:

In March, the City Council directed staff to prepare a zoning text amendment to allow for a reduction in required parking for Affordable Housing uses in the Planned Unit Development (PUD) Overlay. Currently, PUD Overlays allow for City Council to reduce parking for affordable housing to a maximum of 2 spaces per residential unit regardless of bedroom count for an apartment building. Typically, the City requires 1 parking space per bedroom in an apartment building. The direction came after discussion regarding recent affordable housing proposals in Baker Subdivision and if parking could be further reduced to increase green space on a site.

The proposed change is to allow for City Council to approve a maximum parking rate of 1.5 spaces per residential unit for affordable housing uses in a PUD Overlay. This rate matches the minimum expectations of the Iowa Finance Authority qualification requirements for a Low Income Housing Tax Credit (LIHTC) project. A PUD Overlay can only be applied to sites of two acres or more. **The proposed change is not a “by right” standard; the reduction is subject to case-by-case review of a Major Site Development Plan and an affordable housing plan to determine the appropriate parking rate.**

Reducing the parking requirement may assist in helping development of sites that have limited space to work with to be able to maximize the number of affordable housing units and could potentially help keep costs lower on affordable housing projects in some cases. When working with low-income households it is not common for there to be ownership of two cars. Another consideration at the time of project review is the total number of spaces or size of a project, income levels, and availability of street parking.

The proposed text amendment would only apply to Affordable Housing uses in PUDs. All other standard residential uses or Affordable Housing projects outside of PUDs must comply with the standard residential parking requirements in the general parking table found in Section 29.406(2).

PLANNING AND ZONING COMMISSION:

The Planning & Zoning Commission reviewed the proposed text amendment at its April 5 meeting. The Commission discussed the proposal. Staff clarified that minimum parking requirements still apply, and the proposed standard is a cap on the maximum number of spaces required. One member preferred reducing the required parking for Affordable Housing uses to 1.7 spaces per unit instead of the proposed 1.5 to ensure there would be less impacts to on-street parking availability. The Planning & Zoning Commission voted to approve a reduction to a maximum of 1.5 spaces per unit by a 5-1 vote.

ALTERNATIVES:

1. Approve a reduction to the minimum required parking for Affordable Housing uses in PUDs from 2 spaces per residential unit to a maximum 1.5 spaces per residential unit.
2. Approve a reduction to the minimum required parking for Affordable Housing uses in PUDs from 2 spaces per residential unit to some other number.
3. Take no action to modify parking standards for Affordable Housing uses in PUDs.

CITY MANAGER'S RECOMMENDED ACTION:

Staff finds that a reduction in required parking for affordable housing projects from 2 parking spaces per residential unit to 1.5 spaces per residential unit is acceptable for maintaining minimum levels of onsite parking for Affordable Housing Uses in PUDs.

Reducing required parking in Affordable Housing projects can be justified not only to reduce the amount of impervious area, but also acknowledging there should be a more affordable and economical way of living, as opposed to the traditional means of owning a vehicle or multiple vehicles, in unique environments that allow special designs such as a PUDs. Additionally, the final decision on appropriate parking will be based upon project specific circumstances through the Major Site Development Plan review of a project.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, as noted above.

Attachment A- Proposed Text Amendment Section 29.1114(5)

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING SECTION 29.1114(5) THEREOF, FOR THE PURPOSE OF AMENDING PLANNED UNIT DEVELOPMENT OVERLAY DISTRICT (PUD) AFFORDABLE HOUSING PARKING SPACES REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by amending Section 29.1114(5) as follows:

**“Table 29.1114 (5)
Planned Unit Development Overlay District (PUD)
Supplemental Development Standards**

SUPPLEMENTAL DEVELOPMENT STANDARDS	PUD ZONE
...	
Parking Requirements	Parking spaces shall be provided as prescribed by this chapter; however, required parking locations may be approved by the City Council in common areas or on a street within the boundaries of the PUD. Affordable housing for low- and moderate-income households may have parking reduced so that an apartment dwelling unit only requires a maximum of two <u>1.5</u> parking spaces regardless of bedroom count per unit.
...	...”

Section Two. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Renee Hall, City Clerk

John A. Haila, Mayor

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