

COUNCIL ACTION FORM

REQUEST: ZONING TEXT AMENDMENT TO ALLOW A 20% REDUCTION IN REQUIRED PARKING FOR CERTAIN COMMERCIAL AND INDUSTRIAL USES ON SITES WITH MORE THAN 100 PARKING STALLS

BACKGROUND:

On October 11th, the City Council referred a zoning text amendment request to staff from Strand Associates on behalf of a regional furniture store operator requesting a change in the required parking for Wholesale Trade and Display stores which include furniture stores. The request was to change from the current 1 space per 500 square feet to a 1 space per 750 square feet.

At that meeting, the City Council directed staff to move forward with a broader parking reduction option for a comprehensive 20% reduction allowance for required parking for commercial and industrial sites exceeding 100 spaces. (Attachment A-Draft Standards) This option allows for, at the request of a developer, any new site or addition to an existing site that has 100 or more parking space to qualify to have 20% of the required parking waived, provided that the waiver does not reduce the number of stalls below 100 spaces. This option also is the numeric equivalent to the original request from Strand Associates to reduce parking on Wholesale Trade and Display Store sites.

Typically, sites with large parking lots include very large retail outlets, large industrial employers, or large commercial office employers. Examples of parking provided at existing business in the City are listed below and whether or not they would qualify for the reduction option if proposed under the new standard.

Fareway- Grocery Store- 24,247 sq ft @ 1/300=81 spaces- No Reduction

Super Walmart North- 156,833 sq ft @ 1/300=523 spaces- Reduction Option Allowed

Workiva- Office- 118,503 sq ft. @ 1/300=395 spaces- Reduction Option Allowed

Amcor Warehouse- 575,276 sq ft. @ 1/5000=115 spaces-Reduction Option Allowed

Uses allowed to take advantage of the reduction will be limited to the categories of Office, Trade and Wholesale, and Industrial within Table 29.406(2). (See Attachment B) The proposed text amendment would not apply to residential sites as parking rates for residential sites are based on occupancy and seen as more critical to parking on site for those that live there. The proposed text amendment would not

reduce any of the parking ratio requirements currently in place in the parking standards located in Section 29.406(2).

The proposed text amendment would not apply to Special Purpose District, therefore uses in these zones will not be able to utilize the 20% reduction allowance. Special Purpose District have unique standards specifically designed for those districts and staff does not believe a blanket reduction is appropriate. Any development within those areas will need to abide by the full parking standards that apply to each specific use. Examples of Special Purpose Districts include: Hospital/Medical, Downtown Gateway Commercial, South Lincoln Mixed Use, and Government/Airport.

OTHER REDUCTIONS:

The City allows for other parking reductions related to, cross access, bicycle parking and landscaping. The current allowance to reduce required parking by 10% in exchange for additional landscaping will stay in place and be a separate standard applied in addition to the new proposal for a 20% reduction allowance. The bicycle parking allowance allows for up to 5 parking stalls to be removed for bike parking. Three parking stalls may be removed in order to facilitate cross access between properties. These reductions will be applied after 20% reduction in required parking. This means that a site with 100 required parking spaces could be reduced to 82 parking spaces using the other three reductions.

ADDITIONS & ALTERATIONS TO PRE-EXISTING SITES:

Additions made to current sites will have the standard for the allowance applied based on the final number of parking stalls required after the addition is calculated for the use. This means an addition to an existing site must add enough parking to the total existing parking that it will surpass a minimum of 100 stalls total before the waiver can be allowed.

JOINT-USE & REMOTE PARKING AGREEMENTS:

Any previously approved Joint-use Parking or Remote Parking Agreements will not be affected by this change. City Council must individually approve such agreements or amendment to the agreement. Any application of the 20% reduction in required parking in future agreements must be enumerated in the agreement and approved by City Council.

PLANNING & ZONING COMMISSION RECOMMENDATION:

At the November 16th Planning & Zoning Commission meeting the Commission reviewed the text amendment and voted 4-1 to recommend the City Council approve the proposed text amendment to allow a 20% reduction in required parking for commercial and industrial uses in base zones when exceeding 100 parking stalls.

One dissenting viewpoint expressed concerns over having adequate parking during peak parking periods. Staff addressed the issue stating that in large parking lot scenarios the vast majority of businesses do not utilize them to their maximum capacity.

ALTERNATIVES:

1. The City Council can approve on first reading an allowance to reduce required parking by up to 20% for certain office, trade, wholesale, and industrial uses within commercial and industrial base zone districts (excludes Special Purpose Districts) that require more than 100 parking spaces provided such allowance does not reduce the number of parking spaces below 100.
2. The City Council can modified language as alternative to reducing parking requirements in commercial and industrial base zones.
3. City Council can take no action to modify parking standards.

CITY MANAGER'S RECOMMENDED ACTION:

The ability to waive required parking when requested by developers is seen as beneficial to assist in reducing the amount of impervious coverage in the City, which assists in discouraging excess stormwater runoff. In some cases, depending on the development proposal, it could potentially help in promoting smaller sites to assist in reducing overall development footprint of the City as growth occurs, which is one of the goals of the Ames Plan 2040 Comprehensive Plan. In addition, the proposed change could allow somewhat larger building footprints on lots to use land area more efficiently for building purposes. A larger building footprint could help reduce excess lot size that would otherwise be needed to accommodate the same building size with more parking. Increasingly developers have indicated that they find that meeting parking standards in some cases is inefficient where high levels of parking are not warranted for the typical use of the property.

Staff finds that the comprehensive allowance of a 20% reduction in required parking for parking lots over 100 spaces in base commercial and industrial zones is reasonable to ensure typical minimum parking needs are met while providing for flexibility to larger uses. Residential sites will not be included in the allowance as the residential parking standards are designed using occupancy as the basis for residential parking requirements. The waiver would also help to reduce impervious surfaces and promote smaller sites within the City. Staff's observations and discussions with developers over the past couple of years support creating this allowance. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1.**

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY ENACTING A NEW SECTION 29.406(f) THEREOF, FOR THE PURPOSE OF REDUCING REQUIRED PARKING FOR NONRESIDENTIAL USES WITHIN COMMERCIAL AND INDUSTRIAL BASE ZONE DISTRICTS, 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 enacting a new Section 29.406(f) as follows:

“Sec. 29.406. OFF-STREET PARKING.

...

(2) **Required Parking Spaces.** Off-street parking spaces must be provided in accordance with the minimum requirements set forth in Table 29.406(2) below, for any new building constructed and for any new use established.

...

(f) On any Commercial or Industrial Base Zone District site that has required parking of 100 vehicle parking spaces, the Planning and Housing Director, at the request of a developer, may authorize a reduction of up to 20% of the required parking spaces as part of the Site Development Plan review process for Office, Trade and Wholesale, and Industrial use categories within Table 29.406(2), provided that such reduction does not reduce the number of parking spaces below one hundred (100) spaces. This allowance to reduce parking is subject to the following limitations:

(i) Special Purpose Districts are not included in this allowance. The full required parking standards must be adhered to.

(ii) Existing sites must have one hundred (100) conforming parking spaces to request the 20% reduction in required parking.

(iii) Additional parking reductions and adjustments, e.g., landscaping, bicycle parking, compact stalls may be approved by the Planning and Housing Director after accounting for the 20% reduction.

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 _____, 2022.

Renee Hall, City Clerk

John A. Haila, Mayor

Attachment B- Table 29.406(2)

**Table 29.406(2)
Minimum Off-Street Parking Requirements**

PRINCIPAL LAND USE	ALL ZONES EXCEPT DOWNTOWN AND CAMPUS TOWN SERVICE CENTER ZONES	DOWNTOWN AND CAMPUS TOWN SERVICE CENTER ZONES
RESIDENTIAL DWELLINGS		
One and Two-Family and Single Family Attached (including Manufactured Homes outside RLP District)	2 spaces/Residential Unit (RU)	1 space/RU
Apartment Dwellings	1.5 space/RU; for one-bedroom units 1 space/bedroom for units of 2 bedrooms or more 1.25 space/bedroom for units of 2 bedrooms or more in University Impacted (O-UIE and OUIW) 1 space/residential unit for an Independent Senior Living Facility	<i>DSC</i> Developments with up to 18 units: 0-2 bedrooms units: NONE 3+ bedroom units: 1 space/RU Developments with more than 18 units: 1 space/RU CSC – All Developments 1 space/RU 1 space/RU
Dwelling House	1 space per bedroom	N/A
Family Home	2 spaces plus 1 space/2 full time staff members of the largest shift	NONE
Group Living		NONE
Nursing and convalescent homes	1 space/5 beds, plus 1 space/2 staff members of the largest shift	
College and University housing, fraternities and sororities	1 space/3 bed	
Mobile Home and Manufactured Home in Manufactured/Mobile Home Parks	2 spaces/Manufactured/Mobile Home Space plus 1 space for guest parking/4 Manufactured/Mobile Home Spaces	NONE
Short-Term Lodging Hotel/Motel, including ancillary uses	1 space/guest room; plus 6 spaces/1,000 sf of ballroom, meeting, bar and restaurant areas; plus 1 space/2 employees of the largest shift	1 space/guest room, plus 5 spaces/1,000 sf of ballroom, meeting, bar and restaurant areas; plus 1 space/2 employees of the largest shift
Boarding houses, rooming houses, and lodging houses	1 space/bed	0.5 space/bed
OFFICE		

Medical/Dental office	1 space/143 sf where there is no agreement for shared parking; 1 space/200 sf where there is an agreement for shared parking or for medical facilities that exceed 50,000 sf	NONE
Other office	1 space / 300 sf	NONE
TRADE AND WHOLESALE		
Wholesale Trade	1 space/500 sf	NONE
Printing	1 space/200 sf of retail area; plus 1 space/2 employees on largest shift; plus 1 space/company vehicle	NONE
Fuel Sale/Convenience Stores	1 space/200 sf; spaces at fuel pump islands may be counted towards this requirement	NONE
Retail Sales and Services-General	1 space/300 sf	NONE
Display store (furniture, appliances, carpets, etc.)	1 space/500 sf	NONE
Financial institution (freestanding or as ground level service area)	Ground level: 1 space/250 sf; other than ground level: 1 space/300 sf	NONE
Entertainment and Recreation Trade	14 spaces/1,000 sf	NONE
Sit-Down Restaurant	9 spaces/1,000 sf	NONE
Fast food restaurant	12 spaces/1,000 sf in dining or waiting area, or 1 space/2 employees if no seating	NONE
Recreation facility, health club	5 spaces/1,000 sf	NONE
Enclosed tennis, handball, racquetball or squash courts	4 spaces/court plus 1 space/200 sf for rest of building	NONE
Bowling Alley	5 spaces/lane. Bar, restaurant and other uses shall provide parking according to the requirement for that use	NONE
INSTITUTIONAL AND MISCELLANEOUS USES		
Auditoriums, theaters, stadiums and arenas	Greater of 1 space/5 seats or 10 spaces/1,000 sf, with a minimum of 20 spaces	NONE
Places of Worship	When seating is provided in main auditorium: 1 space/4 seats, exclusive of Sunday School and other special areas. When seating is not provided in main auditorium: 1 space/60 sf of worship area	NONE
Private clubs, fraternal organizations, libraries, museums and community buildings	1 space/200 sf	NONE
Funeral Home/Mortuary	1 space/50 sf in slumber rooms, parlors and funeral service rooms	NONE
Vehicle Service Facilities		NONE
Fuel Sales Only	3 spaces plus 1/employee	
Service/Repair Facilities	3 spaces plus 2 spaces/service bay	