

SUPPORTING AFFORDABLE HOUSING THROUGH PARKING REFORM

PLN-ZOTA-20-00003

What is changing?

Parking is a **first-line barrier** to new affordable housing projects, which frequently have issues meeting whichever is greater of the following requirements for multi-family dwellings:

Revised to a minimum requirement more in-line with single-family dwelling requirements:



**Affordable housing often has more bedrooms to accommodate families. This typically would require the higher parking generator in the existing regulations to be applied.*

Why change it?

Developers have brought to the attention of Planning staff that the existing parking requirements were often a **limiting factor in the creation of affordable housing projects.**

According to the [2017 Housing Demand Study](#), Lexington has a need for affordable housing:

- There is an unmet gap of 6,000 affordable units. Given Lexington’s average size of 2.3 people per household that equates to **at least 14,280 residents seeking affordable housing** (defined as housing totaling no more than 30% of a household’s annual expenses).

Parking and vehicle ownership considerations:

- Upfront/ongoing maintenance costs of parking at the current levels leads to less money to develop/maintain units, and consumes more land, leading to fewer units and less open space for occupants.
- On average there is **less than one car per household** for those households with the greatest need for affordable housing, those who make 60% of the Average Median Household Income (AMI) – the current regulations require up to three spaces per unit in most cases

Statements of Support

Submitted at Planning Commission public hearing from numerous affordable housing providers, stating this would enable more affordable housing to be built:

- [Lexington Office of Affordable Housing](#)
- [Lexington Habitat for Humanity*](#)
- [NoLi Community Development Corporation](#)
- [AU Associates*](#)
- [LDG Development*](#)
- [Fayette Alliance](#)
- [A Caring Place \(Senior Support Services\)](#)

* affordable housing developer

This revision does not change the developer’s ability to provide additional parking as needed or desired.

Ultimately, the comprehensive plan’s goal of maintaining the Urban Service Boundary is predicated on implementing the policies and regulation changes within the plan, including supporting affordable housing supply. **Over 10,000 people contributed to the development of those policy recommendations.**

05.21.20 – Planning Commission Work Session
Presentation of Draft Text

07.02.20 – Planning Commission Zoning/
Subdivision Committee Meetings

07.23.20 – Planning Commission Public Hearing
7-1 Approval Recommendation