



# REIMAGINING PARKING FOR THE FUTURE

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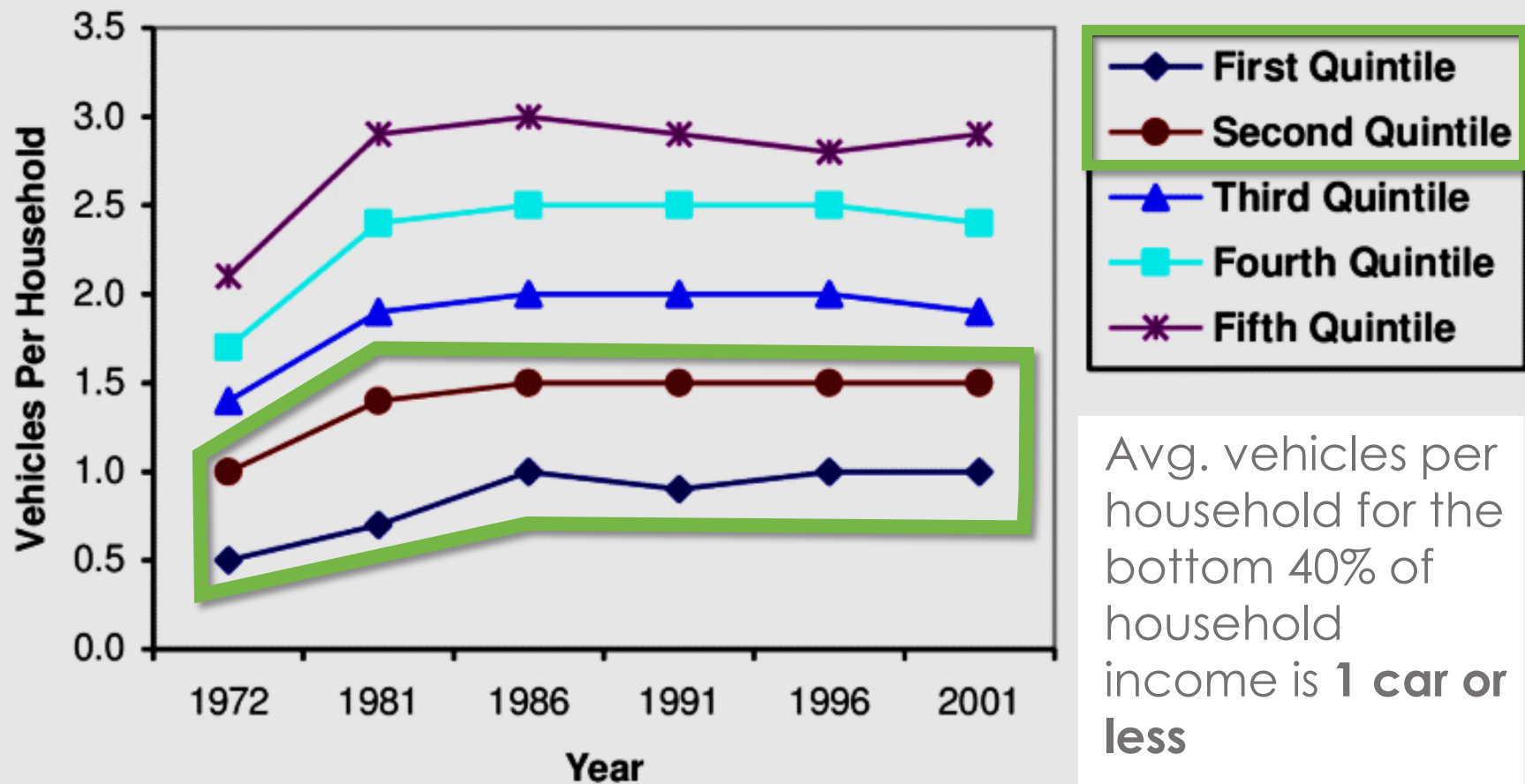
# How does parking reform relate to affordable housing?

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- Parking is a **first-line barrier** to new affordable housing projects, which frequently have issues meeting either or both of the following requirements for multi-family dwellings:
  - 0.9 parking spaces / bedroom
  - 1.5 parking spaces / dwelling unit
- **Affordable housing often has more bedrooms to accommodate families.**
  - This typically requires the higher parking generator to be applied.



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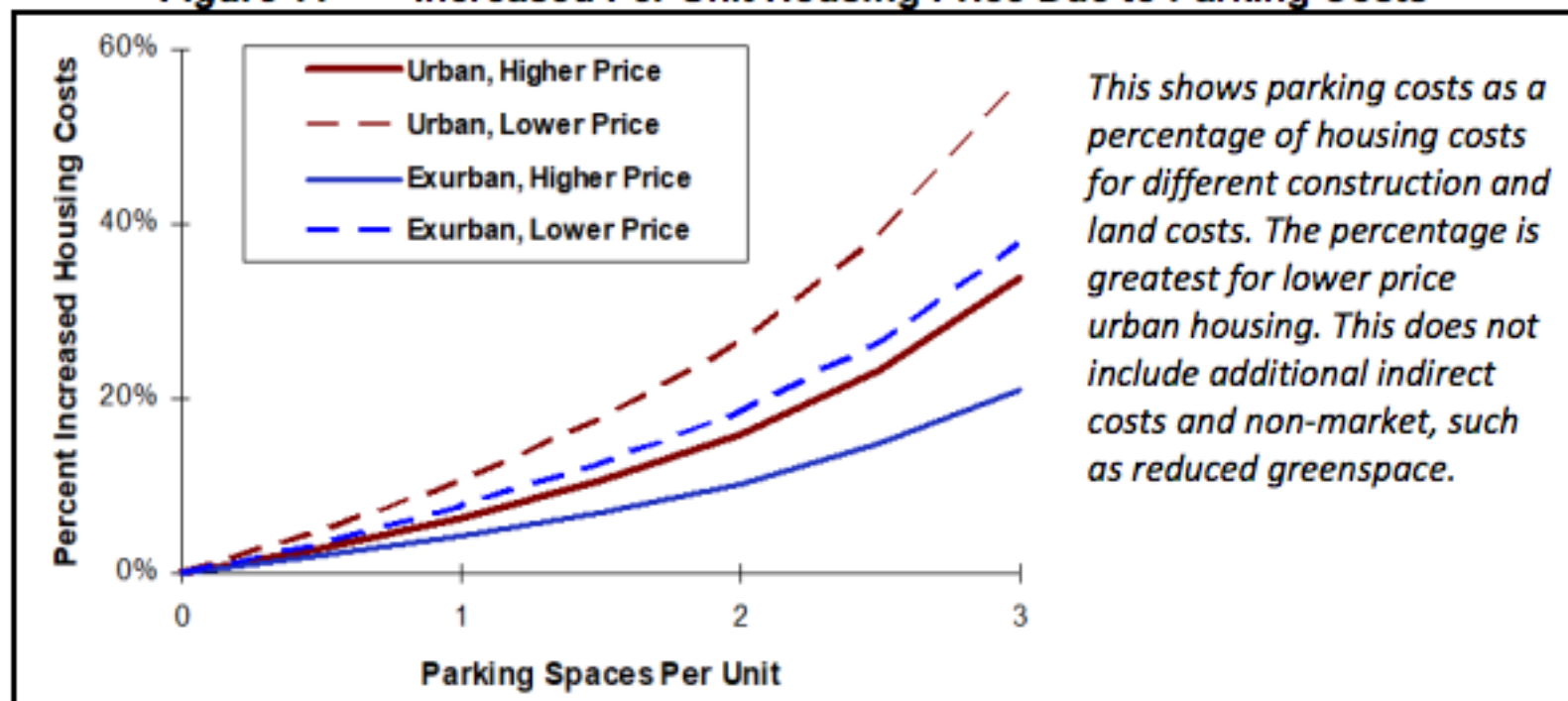


\*This figure shows how household vehicle ownership varies by income. Vehicle ownership grew during the 1970s, but has since leveled off & even declined for some income groups. Source published 03/05/20: [www.vtppi.org/park-hou.pdf](http://www.vtppi.org/park-hou.pdf)

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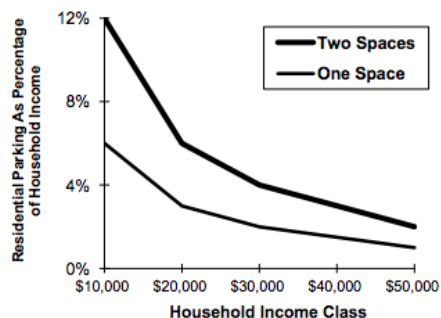
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**Figure 11** Increased Per Unit Housing Price Due to Parking Costs



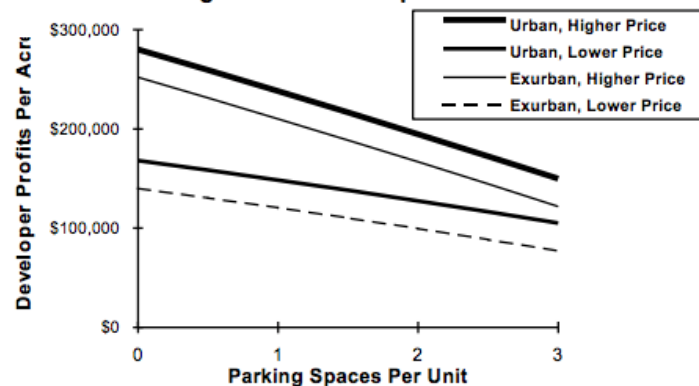
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**Figure 13** Residential Parking Costs as a Percentage of Household Income



Parking costs typically constitute a greater portion of household expenditures for poor than for wealthier households, indicating they are regressive. (Based on \$50 monthly parking space cost.)

**Figure 12** Effect of Parking Costs on Developer Profits Per Acre



Developer profits per acre decline with increasing parking due to increased costs and reduced units. This reduces developers' incentive to build affordable housing.

# How does parking reform relate to affordable housing?

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- The parking reduction provision for Mixed-Income Housing included with the 2008/2009 IR ZOTAS has not been successful as a driver for more affordable housing units.
  - The provision supplied a definition (Article 1) & a regulatory framework (Article 3), **but ...**
  - Is limited to P-1 & B-1 zones (Article 8)

# What constitutes a mixed income housing unit?

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- A **mixed income housing unit** is a dwelling unit provided for sale to an owner-occupant household with an income that does not exceed **100%** of median income (adjusted for family size), or for rent to a household with an income that does not exceed **80%** of the median income (adjusted for family size).
  - Under this definition, any fully affordable housing development would qualify.



# What adjustments are we considering for this ZOTA?

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- Maintain the framework est. in Articles 1 & 3
- Consolidate parking reduction requirements under Article 16
- Remove provision in P-1 & B-1 zones within Article 8
- Revise the parking generator for Mixed Income Housing Units at 1 per dwelling unit



# Article 8

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## 8-15 PROFESSIONAL OFFICE (P-1) ZONE

### 8-15(o) Special Provisions

2. Where dwelling units are provided and the Planning Commission has approved a final development plan, the required parking spaces may be reduced, when specific permission is given by the Commission to reduce said required parking by not more than one percent (1%) for each one percent (1%) of additional useable open space that is provided over the minimum. ~~Also, for every one percent (1%) of the dwelling units that will be provided as a mixed income housing unit, the Commission may decrease the required parking by one percent (1%).~~ In any case, the maximum parking reduction shall not exceed the minimum parking otherwise required in the zone by more than ten percent (10%) by only providing additional open space, ~~or only providing mixed income housing, or twenty five percent (25%) by using a combination of mixed income housing and additional open space.~~

## 8-16 NEIGHBORHOOD BUSINESS (B-1) ZONE

### 8-16(o) Special Provisions:

2. Where dwelling units are provided and the Planning Commission has approved a final development plan, the required parking spaces may be reduced when specific permission is given by the Commission to reduce said required parking by not more than one percent (1%) for each one percent (1%) of additional useable open space that is provided over the minimum. ~~Also, for every one percent (1%) of the dwelling units that will be provided as a mixed income housing unit, the Commission may decrease the required parking by one percent (1%).~~ In any case, the maximum parking reduction shall not exceed the minimum parking otherwise required in the zone by more than ten percent (10%) by only providing additional open space, ~~or only providing mixed income housing, or twenty five percent (25%) by using a combination of mixed income housing and additional open space.~~

# Article 16

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## ARTICLE 16

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### GENERAL REGULATIONS FOR PARKING, LOADING AREAS, GARAGES, AUTOMOBILE SERVICE STATIONS, VEHICLE SALES LOTS AND STACKING AREAS

#### 16-10(b) ALLOWABLE TRANSIT STOP REDUCTIONS

- Sites located within 300 feet of a transit stop with a shelter may be allowed a ten percent (10%) reduction of the minimum required parking. Sites located within 300 feet of a transit stop without a shelter may be allowed a five percent (5%) reduction of the minimum required parking. If the site is located within 300 feet of more than one transit stop, the maximum reduction allowed will be ten percent (10%) for this specific parking reduction. Provision of a transit stop shall not count against the otherwise required minimum for the calculation of the maximum parking allowed.

In addition, “big-box” developments in any B-3 or B-6P zone may be allowed a ten percent (10%) reduction of the minimum required parking if a designated Park & Ride lot is provided on the site near a transit stop with a shelter (designed to meet the specifications of the Lexington Transit Authority), provided the shelter is directly connected to the entrance of a “big-box” establishment by a sidewalk or designated pedestrian pathway.

16-10(c) MIXED INCOME HOUSING REDUCTIONS –  
Where dwelling units are provided and the Planning  
Commission has approved a final development plan, the  
required parking spaces may be reduced to a rate of 1 space  
per dwelling unit.