



**PLANNING COMMISSION**

Thursday, July 21, 2016

1. Roll Call – 7:00 P.M. – City Hall Community Room
2. Approval of Minutes – May 19, 2016 Planning Commission Meeting
3. Old Business
  - (a) Continued discussion of zoning incentives for priority redevelopment sites
  - (b) Updates to Section 1704 Parking
4. Updates
  - (a) Capital Improvements Plan 2017-2022
  - (b) Michigan Green Communities Certification
5. Adjournment



**PLANNING COMMISSION**

May 19, 2016

A regular meeting of the City of Petoskey Planning Commission was held in the City Hall Community Room, Petoskey, Michigan, on Thursday, May 19, 2016. Roll was called at 7:00 P.M. and the following were:

Present: Gary Greenwell, Chairperson  
Dana Andrews  
Betony Braddock  
Dean D. Burns  
James Holmes  
Emily Meyerson  
Rick Neumann  
Cynthia Linn Robson  
Eric Yetter

Staff: Amy Tweeten, City Planner

Upon motion and support, the minutes of the April 21 meeting were approved with corrections.

**Public Hearing on Sign Ordinance Amendments to Sections 2.1 and 5.1**

Chairman Greenwell opened the public hearing and asked for a staff summary. Staff provided an overview of the proposed changes to address content neutrality in Section 5.1 as well as the needed definition changes.

Commissioners made clarifying edits to the language, including changes to 5.1(1)(f), removing the language pertaining to open pennants. A motion was then made by Commissioner Burns, with support by Commissioner Holmes, to recommend the amendments to City Council with corrections discussed. The Motion carried 9-0.

**Zoning Administrator Appeal**  
**1050 Bay View Road**

Staff summarized the additional information obtained on OSHA requirements, noting that there are no size requirements but there are specified color combinations for safety or warning signs.

Questions on the term "Directional Sign" were raised, with Commissioners recommending the term be changed to "Informational Signs" with the same definition and regulation as there was nothing shown that the ordinance unduly restricts signs for safety purposes.

At this time, a motion was made by Commissioner Meyerson, with support by Commissioner Neumann, to uphold the zoning administrator's interpretation that the signs installed at 1050 Bay View Road fall under the regulations of directional signs based on the finding that safety signs are included within the category regulations for directional signs. The motion carried 9-0.

### **Priority Redevelopment Sites**

The Commission again discussed priority redevelopment sites. The consensus of the Commission on three short-term priority sites are 200 E. Lake Street, 900 Emmet Street, 900-1000 Bay View Road, and a fourth site of the Darling Lot. The Commission feels that all parking lots should be considered redevelopment sites if parking needs can be adequately addressed.

The Commission recommendation on 200 E. Lake Street was to be open to a range of uses that are consistent with downtown form. They were open to considering zoning incentives to allow an additional story, not to exceed 48 feet in height, for the purposes of mixed income housing, public art, public parking, and green infrastructure. How the zoning incentives could be structured will be discussed at a future meeting.

The Commission believes that 900 Emmet Street is positioned for redevelopment with the reconstruction of Emmet Street and the Downtown Greenway Corridor. They see the site as ideal for workforce housing and if incentives were to be used, would like to encourage the extension of the Downtown Greenway Corridor along the railroad tracks as public space and widened sidewalks and uses that could create more energy for the streetscape such as outdoor dining.

The choice of 900-1000 Bay View Road as a priority site was based on the underutilization and appearance of the property, given the views it has. Protection of view sheds was discussed as a purpose for which they believed incentives would be worthy.

The longer-term priority redevelopment sites were identified as the industrial area adjacent to the Bear River (former Continental Structural Plastics, Poquette and Gibson).

### **Updates**

Staff updated the Commission on implementation of the Non-Motorized Facilities Plan. Commissioner Meyerson asked to have discussion on local health care changes at a future meeting.

The meeting then adjourned at 9:07 P.M.

Minutes reviewed by Emily Meyerson, Commission Secretary.



**BOARD:** Planning Commission

**MEETING DATE:** July 21, 2016

**DATE PREPARED:** July 8, 2016

**AGENDA SUBJECT:** Zoning Incentives

**RECOMMENDATION:** Discussion/ Direction

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As part of the discussion of the priority redevelopment sites, the subject of creating zoning incentives for developments that accomplish priority objectives was briefly discussed. Staff has researched how other communities are using such incentives and the predominant purpose is affordable housing (examples enclosed), however, how well the incentives have actually accomplished an increase in affordable units is not as easy to evaluate.

The Commission discussed zoning incentives in the B-2 Central Business District that would allow for additional height in exchange for mixed-income housing, public parking, green infrastructure or public art. Enclosed is a draft of Special Condition Use language that could add such incentives to continue the conversation, but there would need to be much more thought as to what the incentive formula would need to be.

Different incentives could be added to other districts, as purposes and trade-offs will vary. For example, in the B-3 General Business District, more height or less parking may be trade-off for view-corridors or less parking may be a trade-off for workforce housing or widened sidewalks in the B-2B District.

Staff needs direction on whether the addition of incentives to special condition uses is something the Commission wants to move forward with and in which zoning districts.

# HOUSING AFFORDABILITY STRATEGIES: LAND USE PRACTICES

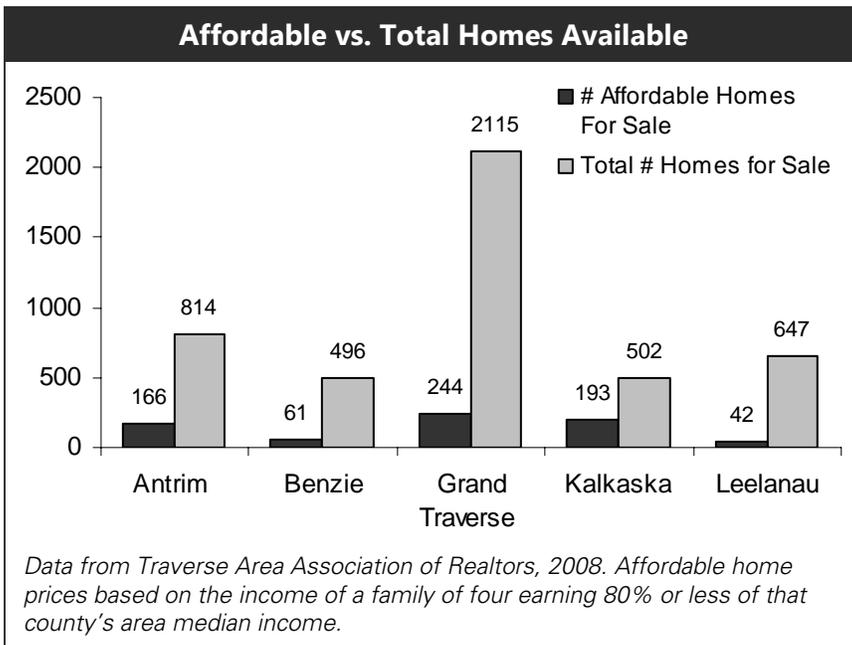
## Inclusionary Incentive Zoning

*Over the last few decades, many communities in Northwest Michigan have seen rapid population growth translate into new residential development. Much of that new development is unaffordable to large parts of the community.*

Several studies over the last few years have found that serious shortages of affordable housing exist throughout the Grand Traverse region. And demographics show that low- or

moderate-income households looking for homes they can afford often have to make do with aging or overcrowded homes in need of repair; while many others move farther into the countryside and far from employment centers and schools.

inclusionary incentive zoning. With this tool, developers include a certain amount of affordable housing in new, mostly market-rate, residential developments. Inclusionary zoning programs have



been effective across the country, especially in fast-growing regions, in improving the supply of affordable housing. They ensure that new growth includes a range of housing types and prices. And they provide the added benefit of integrating those different housing types throughout new developments and existing neighborhoods—a vital element in the creation of healthy, balanced communities.

Many communities are working to address their affordable housing shortages through a technique known as inclusionary zoning or

inclusionary incentive zoning. With this tool, developers include a certain amount of affordable housing in new, mostly market-rate, residential developments. Inclusionary zoning programs have

### Policy Pointers

- To be sure that affordable homes built under inclusionary ordinances aren't resold or rented at market value, zoning may require developers to guarantee long-term affordability (i.e. 25 years, or in perpetuity), through deed restrictions or other legal agreement.
- Sale prices of inclusionary units depend on what housing costs are affordable to specific household income levels – usually, 30% or less of a household's monthly income. Different households and income levels—such as very low or low-income— can be targeted by the ordinance.
- Affordable housing needs should be balanced with the amount of new housing development in the community. When deciding what percentage of units in a project should be affordable, it's important to refer to market studies or housing needs assessments.
- Ordinances may require whether affordable homes are to be for sale or rent. Details such as square footage and number of bedrooms may also be regulated.
- Any policies that increase density or promote affordable housing may create concerns within the community about inappropriate development., property values, traffic, and aesthetics. Some of these concerns can be addressed with regulations that ensure a high quality of design that blends well with the neighborhood.

## INCLUSIONARY INCENTIVE ZONING In Practice

Many Planned Unit Development (PUD) ordinances throughout Michigan specify that PUDs should expand the supply of affordable housing; but they don't go so far as to state a minimum amount of affordable housing to be included in a development. Two examples of ordinances that tie specific percentages of affordable housing to density bonuses are Leelanau Township and the City of Ann Arbor:

- **Leelanau Township** in northern Leelanau County offers a density bonus as an incentive for affordable housing that's included in a PUD. A density bonus of 25% is granted if 10% to 20% of the development is affordable to a family earning less than the median income of Leelanau Township.
- **The City of Ann Arbor** provides incentives to developers for creating new affordable housing under the City's planned development provisions. When a PUD proposal includes a density increase, the project must provide between 10% - 15% affordable units in the project. To obtain the incentives, developers work out a development agreement with the City, which spells out the details of the housing (i.e., rental vs. ownership, design, etc.), how its affordability will be ensured, and how long the units will remain affordable. Or, developers can opt out of affordable development by making a cash contribution to the City's housing trust fund.



*The Midtown development in Traverse City integrated some permanent affordable housing units into an otherwise market-rate development*

To encourage builders to participate in inclusionary programs, most ordinances offer incentives that can offset costs and provide valuable flexibility for a project. Density bonuses, which allow a developer to build more units than normally allowed, are a common incentive; but incentives may also include flexibility for parking, height, and setback standards. Regardless of the incentive used, it's important that it's attractive to developers, in order to encourage the use of voluntary inclusionary regulations. By offering carefully designed incentives, local governments can ensure that the inclusion of affordable housing makes economic sense to the builder.

Some ordinances allow the developer to take advantage of inclusionary

incentives, without building any affordable homes within the development. Instead, the regulations may allow the developer to build affordable homes off-site, or to pay a fee in lieu of constructing the homes. These fees, where permitted, are often paid to a community's housing trust fund, to finance affordable housing programs and projects throughout the community.

As our region continues to grow, it's crucial that our newly-built neighborhoods make room for the different household sizes and incomes that are already a part of our communities. Inclusionary zoning has great potential to add to our affordable housing stock while creating balanced, mixed-income communities.

### *Housing Policy & Outreach in Antrim-Benzie-Grand Traverse-Kalkaska-Leelanau Counties*

#### communityhousingchoices

Community Housing Choices is a New Designs for Growth program intended to further the housing policies of the *New Designs for Growth Guidebook*, and is administered by the Northwest Michigan Council of Governments (NWMCOG). The goal of Community Housing Choices is to ensure sufficient housing choices for the region's workforce, using education, collaboration, and advocacy to promote the adoption of land use and economic tools that will contribute to livable, vibrant communities. Community Housing Choices is designed to assist governments, nonprofits, developers, businesses, and citizens initiate proactive housing strategies in our communities.

This series of best practice resources serves as an extension of housing policies identified in the *New Designs for Growth Guidebook*. For more information on the *Guidebook*, please visit the website at [www.newdesignsforgrowth.com](http://www.newdesignsforgrowth.com), or call (231) 929-5000.

[www.communityhousingchoices.org](http://www.communityhousingchoices.org)

**Table 9.3 Building Form**

<b>Building Form</b>	
Street Façade built to property line	100%
Lot Width	25 Feet Minimum
Lot Depth	145 Feet Maximum
Building Height Minimum	2 Stories, 26 Feet
<b>Building Height Maximum<sup>1</sup></b>	<b>3 Stories, 40 Feet</b>
Accessory Building Height Maximum	2 Stories, 20 Feet
Finish Ground Floor Level (Min)	Sidewalk Grade
Finish Ground Floor Level (Max) Grade	6" Above Sidewalk
First Floor Ceiling Height (Min)	12 Feet
Upper Floor Ceiling Height (Min)	9 Feet

<sup>1</sup> See definition of building height. Height may be increased to 4 stories, 48 feet subject to Special Condition Provisions Section 903(3).

**Sec. 903. PRINCIPAL USES PERMITTED SUBJECT TO SPECIAL CONDITIONS**

3. Residential uses may be permitted on a fourth floor of a structure, not exceeding 48 feet in height, subject to the following conditions:
  - a. The structure is certified LEED Silver at a minimum; AND
  - b. At least 15% of the residential units are deed restricted to be afforded by Petoskey median income households, as defined by \_\_\_\_\_ or an equivalent number of new units are constructed within a ¼ mile radius of the building; OR
  - b. The development provides public parking at a minimum of 50% of what would be required for the development uses in Section 1704 Parking.



**BOARD:** Planning Commission

**MEETING DATE:** July 21, 2016

**DATE PREPARED:** June 28, 2016

**AGENDA SUBJECT:** Section 1704 Updates

**RECOMMENDATION:** Discussion/ Action

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In 2011, the Commission held a hearing on recommended changes to the Section 1704 of the Zoning Ordinance. At the time, the City Manager and City Attorney had concerns with the ordinance language, and it did not make it to City Council. While the goal of the Commission was to provide for flexibility in the parking requirements, there was concern with some of these elements as difficult to enforce. Most of the elements to increase flexibility (shared parking, banked parking) have been used in other communities and are now encourage through the Redevelopment Ready Communities, but to address the concern, the language has been altered.

Since that time, and during the creation of the B-2A and B-2B Districts, the Commission has discussed whether there should be parking maximums versus minimums, whether a variance should be required to construct more parking than required, or whether there should be parking requirements at all. Based on the concerns raised by the attorney, and Commission discussions, staff has updated Section 1704, modifying Table 1704(6) to further decrease some of the commercial use parking requirements. In particular, and based on the information enclosed, the requirement for shopping centers has been reduced and changed from a net usable floor area to gross floor area calculation.

The ordinance format has also been simplified, so that it is clear what requirements apply to residential versus commercial uses. Staff has asked the city attorney to review the language, and recommends that the Commission review the current draft.

## CRESTVIEW COMMONS



 Parking areas rarely used

- 175,000 gross square feet
- Used 65% useable for net useable area of 113,803; Parking requirement varied between 1 space per 100 to 1 space per 150 square feet useable.
- Parking required: 848 spaces
  - Spaces rarely or never used (even when Kmart and Glen's open): 200 (on low side)
  - MIGHT need 650 spaces for the entire plaza.

If 650 spaces is a more realistic requirement, and use gross floor area, the requirement should conservatively be 1 space per 269 gross floor area (or 77% of what was required).

## BAY MALL



- 117,129 Gross Square Feet
- Used 60% as useable for parking calculation (70,277 square feet)
- Requirement: 1 space per 150 square feet useable
  - Parking Required: 469 spaces
  - If lot heavily used: 285 spaces occupied (61% of what required)
- If 300 spaces is a more realistic need, 1 space per 400 gross floor area would result in 293 spaces required.

Given two local examples, staff recommends that the shopping center parking requirement be changed to 1 space per 375 square feet gross floor area.

## SECTION 1704 OFF-STREET PARKING, DRIVEWAY CURB CUT STANDARDS, AND LOADING REQUIREMENTS

INTENT: This section shall apply to all zoning districts as provided for herein. The purpose of this section is to make Petoskey safe and accessible for drivers, pedestrians and cyclists in the design of all parking areas by promoting site designs that help to reduce conflicts, enhance the community and support a multi-modal transportation mix.

### 1704(1) GENERAL PROVISIONS APPLYING TO ALL ZONING DISTRICTS

- A. No parking area, driveway, or off-street parking space shall be constructed, expanded or improved without a Zoning Permit. Normal maintenance, such as regrading of legal non-conforming gravel parking areas or the addition of top coat or sealer to existing paved parking areas, will not trigger full off-street parking compliance; however, pulverizing an existing asphalt, concrete or other paved parking surface, the outright removal or substantial modification of the paved surface in preparation for paving and demolition by neglect which serves to return a parking area substantially to gravel or other aggregate surface, shall, for the purposes of this ordinance, be considered new parking.
- B. New parking lot construction shall require a detailed site plan in accordance with **Section 1716** and Planning Commission approval.
- C. Any expansion of an existing building shall require review of the adequacy of on-site parking.
- D. Required off-street parking spaces shall not be replaced by any other use unless and until an equal number of parking spaces are provided elsewhere and are so provided in compliance with this ordinance.
- E. All parking areas and driveways shall be constructed with an approved hard surface: paved with asphalt, concrete or other similar materials, which shall extend as a continuous uninterrupted pavement from the garage, parking area or combination thereof to a street or alley. Driveway approaches shall be concrete and provide for a sidewalk profile. The parking area shall be surfaced within one (1) year of the date the zoning permit is issued.
- F. To minimize excessive areas of pavement that contribute to higher rates of storm water runoff, exceeding the parking space requirements of Section 1704(6) in non-residential districts shall be prohibited.
- G. Driveway curb cuts shall be placed at least thirty (30) feet from an intersection measured from the radius sprint point as defined in **Section 1714**.
- H. Driveway curb cuts shall be no wider than 16 feet in one and two family districts and 24 feet in commercial districts.

### 1704(1.1) EXCEPTION TO GENERAL PROVISIONS

The area delineated as the **Central Business Parking Exempt District** is exempt from providing off-street parking, but if off-street parking and loading requirements are provided, the lot shall meet all applicable design standards of this Zoning Code. The Parking Exempt District is defined as the area bounded by Michigan Street on the south, Woodland and Division Streets on the east, Rose Street on the north and U.S. 31 and Elizabeth Street on the west

**1704 (2) ONE AND TWO FAMILY RESIDENTIAL PARKING AREA AND DRIVEWAY REQUIREMENTS****A. General Requirements**

1. In no case should more than forty (40) percent of a required front yard be a paved surface. Parking on non-paved surfaces is prohibited.
2. A one-family dwelling is restricted to a single curb cut. In extenuating circumstances, a second curb cut may be approved for safety reasons if recommended by the Departments of Public Works and Public Safety.

**1704 (3) MULTIFAMILY PARKING AREA AND DRIVEWAY DESIGN REQUIREMENTS****A. General Requirements**

1. Parking areas shall be located to the rear of the building or internal to the building to continue or establish a continuous façade wall along the street and/or to conceal the expanse of parking area.
2. Bicycle parking shall be provided for any building with 5 or more units at a ratio of 1 space per 2 units. See Section **1704(5)(b)**.

**1704 (4) COMMERCIAL PARKING AREA AND DRIVEWAY DESIGN REQUIREMENTS****A. General Requirements**

1. Parking areas shall not be located within a required front-yard setback or a street frontage side-yard setback on a corner lot.
2. Parking areas shall have barriers such as concrete bumpers or curbs to prevent vehicles from extending over or into any public sidewalk, walkway, rights-of-way or landscape buffer areas. Parking areas shall include striping that delineates each individual parking space.
3. The storage of merchandise, motor vehicles for sale, trucks, or the repair of vehicles is prohibited within a required off-street parking area.
4. Parcels greater than one hundred (100) feet in width shall have curb cuts at least sixty (60) feet from an intersection measured from the curb face.
5. Curb cuts shall be aligned with driveways on the opposite side of the street or offset a minimum distance of thirty (30) feet.
6. Driveways on the same side of the street shall be separated by at least thirty (30) feet, measured from the entrance radius spring point as illustrated in Section 1714.
7. Any new parking lot with at least 10 vehicle parking spaces shall provide bicycle parking for a minimum of one bicycle and one additional bicycle parking space per 15 vehicle parking spaces. See Section **1704 (5)(b)**.

**B. Use of On Street Parking to Meet Parking Requirements**

1. Upon Commission review and approval, on-street parking may be used for up to twenty (20) percent of parking space requirements, not exceeding 6 spaces, provided that:
  - i. The on-street spaces are within three hundred (300) feet walking distance from the main entrance of the subject building,
  - ii. An on-street parking space shall not be counted unless its entire area falls within said three hundred (300) foot walking distance, and
  - iii. An on-street parking space shall not be counted if it is restricted in its use as a designated loading zone or if parking is prohibited for more than five (5) hours any 24-hour period.

### **C. Shared Parking Agreements**

Where a mix of land uses creates staggered peak periods of parking demand, shared parking agreements that have the effect of reducing the total amount of required parking spaces are encouraged. Shared parking agreements for off-street parking for two (2) or more buildings or uses is permitted subject to the following:

- (1) The total number of required parking spaces for each use on each lot shall not be reduced by more than twenty five (25) percent.
- (2) Shared parking areas shall be located within three hundred (300) feet of the use, measured from the nearest point of the building to the nearest point of the off-street parking area or space.
- (3) If lots are adjacent, they shall be interconnected for vehicular passage.
- (4) Shared parking leases or agreements shall include a provision that the lease/agreement may not be canceled without the permission of the Zoning Administrator. The Zoning Administrator may allow cancellation of all or part of a lease where parking needs have been shown to be met, or a variance can be requested from the Zoning Board of Appeals.
- (5) Written easements that provide for continued use and maintenance of shared parking shall be submitted at the time of site plan or zoning permit approval. All agreements shall include provisions to address changes in use.

## **1704 (5) DIMENSIONAL REQUIREMENTS FOR PARKING LOTS**

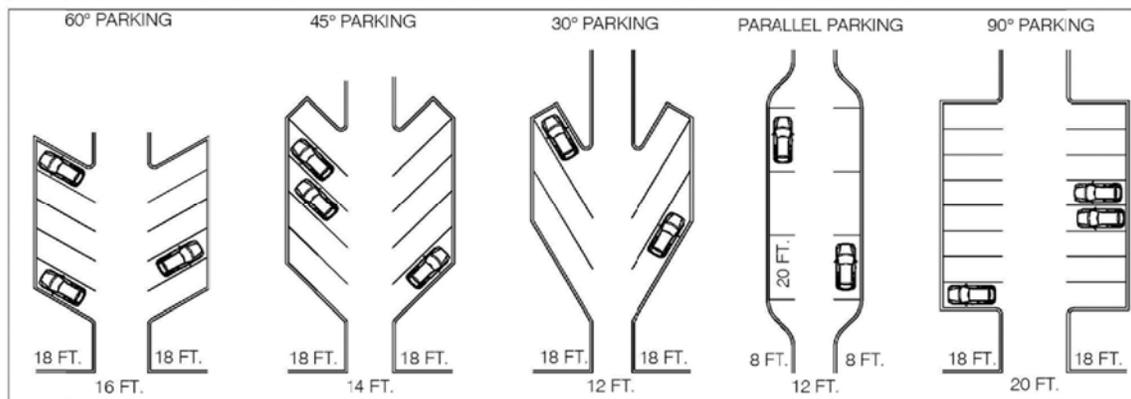
### **A. Vehicle Parking**

- i. All parking lot spaces shall be provided adequate access by means of maneuvering lanes; access directly onto a street or public right-of-way shall be prohibited.

- ii. Maneuvering lanes for 90° parking patterns shall accommodate two-way traffic.
- iii. Parking spaces and maneuvering lanes shall be provided in accordance with the requirements below.
- iv. A driveway that is not a property-line shared driveway shall be a minimum of 5 feet from the property line.

**PARKING LOT DIMENSIONAL REQUIREMENTS**

Parking Pattern	Minimum Maneuvering Lane Width	Parking Space Width	Parking Space Length	Compact Vehicle Space Dimensions
0° (parallel)	12 feet	8 feet	20 feet	8'
30° to 53°	12-14 feet	9 feet	18 feet	Same
54° to 74°	16 feet	9 feet	19 feet	Same
75° to 90°	20 feet	9 feet	18 feet	8' x 16'



**B. Bicycle Parking**

- i. A bicycle parking space is an area provided for bike parking with a dedicated bicycle rack; the size or number of racks is dependent on the number of bicycle parking spaces required.
- ii. **Bicycle Rack Requirements**
  - a. The bicycle rack must be within 50 feet of the main building entrance or inside a building in a location that is easily accessible by bicyclists
  - b. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.
  - c. A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components;
  - d. The rack must be securely anchored when necessary; and



A bicycle parking space with a single U-shaped rack supports two bikes.

- e. Each required bicycle parking space must be accessible without moving another bicycle and there must be an aisle at least five feet wide behind all required bicycle parking to allow room for bicycle maneuvering.

C. Landscaping

- i. Parking area landscaping requirements as established in Section 1709 shall be followed.

**1704(6) REQUIRED NUMBER OF PARKING SPACES BY USE**

For those uses not specifically mentioned below, the requirements for off-street parking facilities shall be in accord with a use which the zoning administrator considers similar in type.

USE		PARKING SPACES REQUIRED (Minimum and Maximum)
<b>RESIDENTIAL</b>	Single and Two Family	Two per dwelling unit
	Multiple Family	1.5 per dwelling unit
	Rooming Houses	One for each guest room
	Senior Housing	One for each three (3) units and one for each employee on the largest shift
	Bed and Breakfast	2 spaces for the principal dwelling use, plus 1 off-street space per rental room
	Residential above commercial	1 per dwelling unit
<b>INSTITUTIONAL</b>	Place of Public Assembly	1 space per 4 seats of legal capacity
	Hospitals	4.5 spaces per licensed bed; areas of out-patient care follow medical office requirements.
	Nursing Care Facility	1 per employee in the largest shift plus 1 space for each 6 beds
	Educational Facilities (office and auditorium or	1/ 1,000 square feet plus 1 per classroom

	gymnasium uses calculated separately)	
	Stadium, sports arena or similar place of outdoor assembly	1 for each 6 seats or 12 feet of bench
<b>USE</b>		<b>PARKING SPACES REQUIRED</b>
<b>BUSINESS/ COMMERCIAL</b>	Office (non-medical), Financial Institutions, Retail	1 space per 350 square feet of gross floor area
	Medical Office (non-urgent care)	4 per 1,000 square feet gross floor area
	Urgent Care Facilities	1 per employee or staff in the largest shift plus 2 spaces per exam room
	Lodging	One (1) space per rental room and one (1) for each employee
	Automobile Gasoline Station	1 per 150 square feet dedicated to retail activity, plus 1 space at each fuel pump, plus 1 stacking space per fuel pump
	Open Air Business	1 per 350 square feet of indoor space devoted to retail activity, plus 1 space for each 2,000 square feet of outdoor display area
	Day Care, Group and Adult Care	2 spaces for the principal dwelling use, if applicable, plus 1 space per employee of largest shift, plus 1 space per 4 clients
	Drive- through Business	5 stacking spaces per drive-through lane with window service or 3 stacking spaces for drive-through ATM, in addition to any spaces required for the non-drive-through uses
	Mortuary	1 per employee of largest shift plus 1 space per 4 seats of legal capacity
	Personal Service Establishment	1 per employee of the largest shift plus 1 space per service station
	Recreational Facility, Commercial	1 space for each 100 square feet of useable floor area.
	Planned Commercial or Shopping Center	1 space per <del>150 square feet of useable</del> <b>per 375 square feet gross</b> floor area

	Retail Business; consumable and convenience goods	1 per <del>150 square feet useable</del> 400 gross square feet floor area
	Retail Business; Durable goods (furniture, antiques, bicycles)	1 per 800 square feet useable floor area
	Eating and Drinking Establishment	2 for every 5 seats
<b>INDUSTRIAL/ STORAGE AND RELATED</b>	Municipal Uses- Utilities	Applicant shall demonstrate demand
	Research and Development	1 per employee of largest shift plus 5 visitor spaces
	Assembly/ Warehouse/ Wholesale/Manufacturing Facility	1 per 600 gross sq. feet

**1704(7)      LOADING**

A. Loading spaces shall be provided on the same property as any nonresidential use involving the receipt or distribution of materials or merchandise, except within the Central Business District where alleys may be used for loading.

B. Loading spaces shall be provided adequate access by means of maneuvering lanes; access directly onto a street or public right-of-way shall be prohibited.

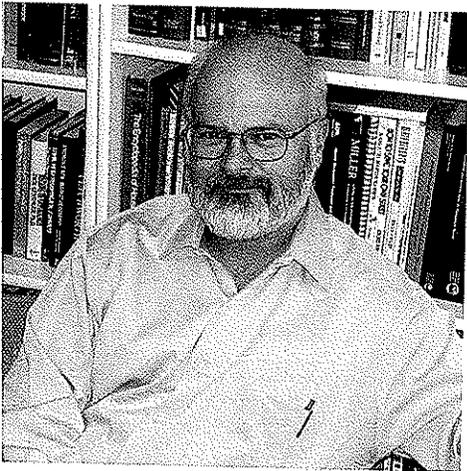
C. Loading spaces shall be located within the rear yard or side yard in any Zoning District other than the industrial districts (I1 and I2). Landscaping and buffering, in addition to that required by **Section 1705 (X.X) Required Parking Area Screening**, shall be provided to fully screen loading spaces from public view when located in an interior side yard, unless the Planning Commission determines such screening is not needed based on existing land uses, site features or topography.

D. Loading spaces shall be at least ten (10) feet in width, twenty-five (25) feet in length, and have height clearance of fourteen (14) feet.

E. Loading spaces shall be located so loading and unloading activities do not interfere with pedestrian or private motor vehicle movement.

## The New Home Ownership Reality

From 1950 to 2005, America's home ownership rose from 55 percent to 69 percent. By 2015 it had fallen to 63 percent—the lowest since the 1960s—and seemed headed further downward. While some analysts claim that rising home ownership rates are around the corner, I am not so sure. Four things signal that the home ownership rate could fall to 1950 levels with profound effects on America's communities by 2050.



Arthur C. Nelson, FAICP, is professor of planning and real estate development at the University of Arizona. He is the author of more than 20 books, including *Reshaping Metropolitan America*.

**1. Elevated underwriting standards.** When home ownership reached 69 percent, a household could buy a home for nothing down, no ability to pay, and no credit. Today, buying a home usually requires a large down payment, solid credit, and the proven ability to finance the debt. Ben Bernanke himself could not refinance his house after leaving the Federal Reserve unemployed. Also, student debt is now factored into underwriting, making home buying more difficult for many.

**2. Changing home ownership views.** Home ownership used to mean building equity for retirement. It also demonstrated one's commitment to her or his community. Home buyers are becoming savvy about the investment potential of home ownership. Young professionals are hedging their home-buying bets, preferring the flexibility of renting, which allows them to seek economic opportunities outside their community without having to sell a home first.

**3. Eroding public education.** After World War II, parents of baby boom children and boomers as parents spent trillions of dollars on public education. Now, two-thirds of the states spend less per student after inflation than in 2008. Political support for public education is waning. But there is a direct correlation between education, income, and home ownership.

**4. A "New Majority" is rising.** While more than 70 percent of baby boom children and more than 60 percent of Gen X and millennial children are white (non-Hispanic), by midcentury America will be a majority minority nation. But even when support for public education was strong, numerous barriers meant children from lower income (mostly minority) households were half as likely to earn a college degree as their higher income (mostly white) counterparts with the same college placement scores. This helps explain why more than 70 percent of white households own their homes while fewer than half of New Majority households do.

**What can planners do?** Half or more of the new housing demand to midcentury may be for rentals. Many of us (including me until recently) have overemphasized home ownership in our planning. We need to move away from this bias.

First, we need to avoid conditioning development approvals on home ownership requirements. Tenure should be flexible. A typical home will last more than a century, so why influence tenure through approvals?

Secondly, despite findings that 40 percent of Americans would choose to own or rent an attached home in a walkable community with a short work commute if it were available, less than 10 percent of America's attached housing fits that description. Planners can expand the supply of what Dan Parolek calls "middle housing" to meet demand. Building low-rise apartments, condos, town houses, cluster cottage homes, etc., on infill and redevelopment sites can meet most of America's housing—especially renter—needs to 2050.

Third, impact fees and infrastructure charges must be based on localized costs, not averaged across the community. Otherwise, we undercharge costly sprawling but overcharge more efficient compact development, often penalizing renters. And we wonder why we have fiscal stress?

Demographic change occurs glacially. With our long-term perspective, planners can help prepare communities for the new home ownership reality.