

REIMAGINING HOUSING SOLUTIONS

EQUIPPING COLORADO'S LOCAL LEADERS TO ADDRESS HOUSING DEMANDS

Session 3: May 6, 2022

The Role of Housing Policy and Land Use in Housing Strategy



Agenda

12:00 — Welcome and Introductions

Sara Monge, Colorado Health Foundation

12:10 — Zoom Poll

12:15 — Legislative Update; Land Use Context & History

Charlie Brennan, Colorado Center on Law & Policy

12:35 — Land Use & Local Housing Goals

Clark Anderson, Community Builders

12:50 — Urban Case Study: Parking Limits in Denver

Laura Rossbert, Shopworks Architecture

1:05 — Rural Case Study: Glenwood Springs

Hannah Klausman, City of Glenwood Springs

1:20 — Panel Discussion and Q&A



The following organizations are sponsoring the ***Reimagining Housing Solutions*** series, offering time, talent, and direct input on series subject matter.

Series Sponsors



The Colorado
Health Foundation™



chfa®



Housing Colorado



COLORADO
MUNICIPAL
LEAGUE



COLORADO COUNTIES, INC.
Liberty - Advocacy - Integrity

115 Years



Colorado Center
on Law and Policy



Enterprise



Series Overview

March 4 — *Housing Markets in 2022*

April 1 — *Developing Community Housing Strategies*

May 6 — *The Role of Housing Policy and Land Use in Housing Strategy*

June 3 — *Housing Stability and Preventing/Addressing Homelessness*

July 8 — *Public Will Building and Innovative Public/Private Partnerships*

August 5 — *Building and Preserving Inventory*



Program Logistics & Housekeeping

Attend all sessions in the series if possible:

March 4, April 1, May 6, June 3, July 8, August 5

12:00pm to 2:00pm MT via Zoom

- If you registered, you'll receive an invitation email from Zoom for the June session sometime next week. This link will allow you to add the session to your calendar.
- Each session is recorded and posted on the Colorado Health Foundation website and will be shared in a follow-up email.
- **Submit questions using the Q&A function.** These will be answered throughout the session, and some will be flagged for the end of the session to answered live by our panel.



We are bringing health in reach for all Coloradans by engaging closely with communities across the state through investing, policy advocacy, learning and capacity building.

Our Vision

That across Colorado each of us can say: "We have all we need to live healthy lives."

Our Belief

That health is a basic human right.

Our Mission

To improve the health of Coloradans.

Our Rally Cry

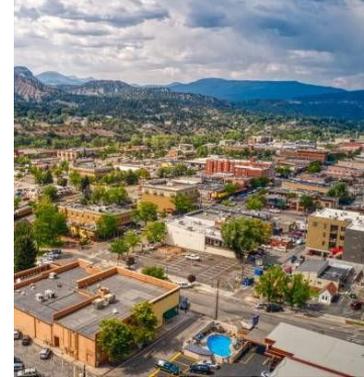
Bringing health in reach for all Coloradans.



The Colorado
Health Foundation™

Zoom Polling

Let's take a few minutes to get a sense of your thoughts on how aligned your community's zoning and policies are with your community vision





Charlie Brennan
Deputy Director of Research
Colorado Center on Law and Policy

Legislative Update; Land Use Context & History



Affordable Housing and ARPA

- Colorado allocated \$400 million in American Rescue Plan Act (ARPA) funds for affordable housing in 2021
- Bipartisan legislative task force published recommendations for how funding should be used during 2021/early 2022
- Funding allocations made through a range of bills this legislative session, including; the two biggest are:
 - HB22-1304: State Grants for Investments in Local Affordable Housing
 - SB22-159: Revolving Loan Fund to Invest in Affordable Housing
- Programs established by HB22-1304 repeal December 31, 2026
- AMI criteria only apply to the programs created by these bills, not how the state defines or will define “affordable housing”
- Details of the programs will be developed by DOLA over the summer; exact launch date is TBD (September-ish?)

HB22-1304: Grant Programs

Bill creates two grant programs in the Department of Local Affairs

- **Transformational Affordable Housing Grant Program:**
 - \$138 million in ARPA funds
 - Only local governments and community partners/non-profits are eligible to apply
 - Uses include: infrastructure development, gap financing, offsetting construction costs, rehabilitation of existing affordable housing, financing energy efficiency improvements, land acquisition, supportive housing and services, time-limited rental assistance, eviction legal defense, land banking/community trusts and more
- **Rental Housing AMI Limits:**
 - Urban county: 80% AMI
 - Rural county: 140% AMI
 - Rural Resort county: 170% AMI
- **Homeownership AMI Limits: 140% AMI**

HB22-1304: Grant Programs

- Infrastructure and Strong Communities Grant Program:
 - \$12 million ARPA + \$28 million from General Fund
 - Only local governments (cities/towns, counties, city-counties) are eligible to apply
 - Uses include: infrastructure projects that increase the supply of affordable housing and are within or adjacent to a downtown area, a core business district, a transit-oriented development, or housing that includes onsite early childhood care and educational services.
 - Flexibility will be given to rural communities to address local needs that are compatible with the underlying goals of the grant program (i.e., expanding the supply of affordable housing)
 - DOLA and other agencies can use funding for education and technical assistance
 - Rental Housing AMI Limits: 140% AMI
 - Homeownership AMI Limits:
 - Rural Resort county: 160% AMI
 - Urban and Rural counties: 140% AMI

SB22-159: Revolving Loan Fund

Transformational Affordable Housing Revolving Loan Fund Program:

- \$150 million from ARPA funds
- Local governments, for-profit developers, community partners/non-profits or political subdivisions of the state are eligible to apply
- Provides “flexible, low-interest, and below-market rate” loans
- Uses include: infrastructure development, gap financing, offsetting construction costs, rehabilitation of existing affordable housing, financing energy efficiency improvements, land acquisition
- Rental Housing AMI Limits:
 - Rural Resort counties: 140% AMI
 - Urban and Rural counties: 120% AMI
- Homeownership AMI Limits:
 - Rural Resort counties: 160% AMI
 - Urban and Rural counties: 120% AMI

History of Discriminatory/Exclusionary Policies

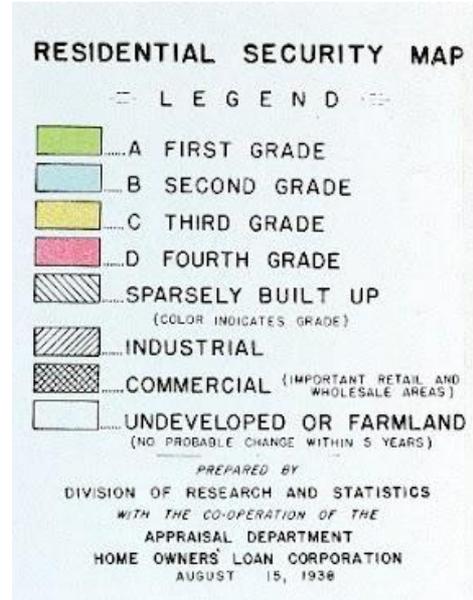
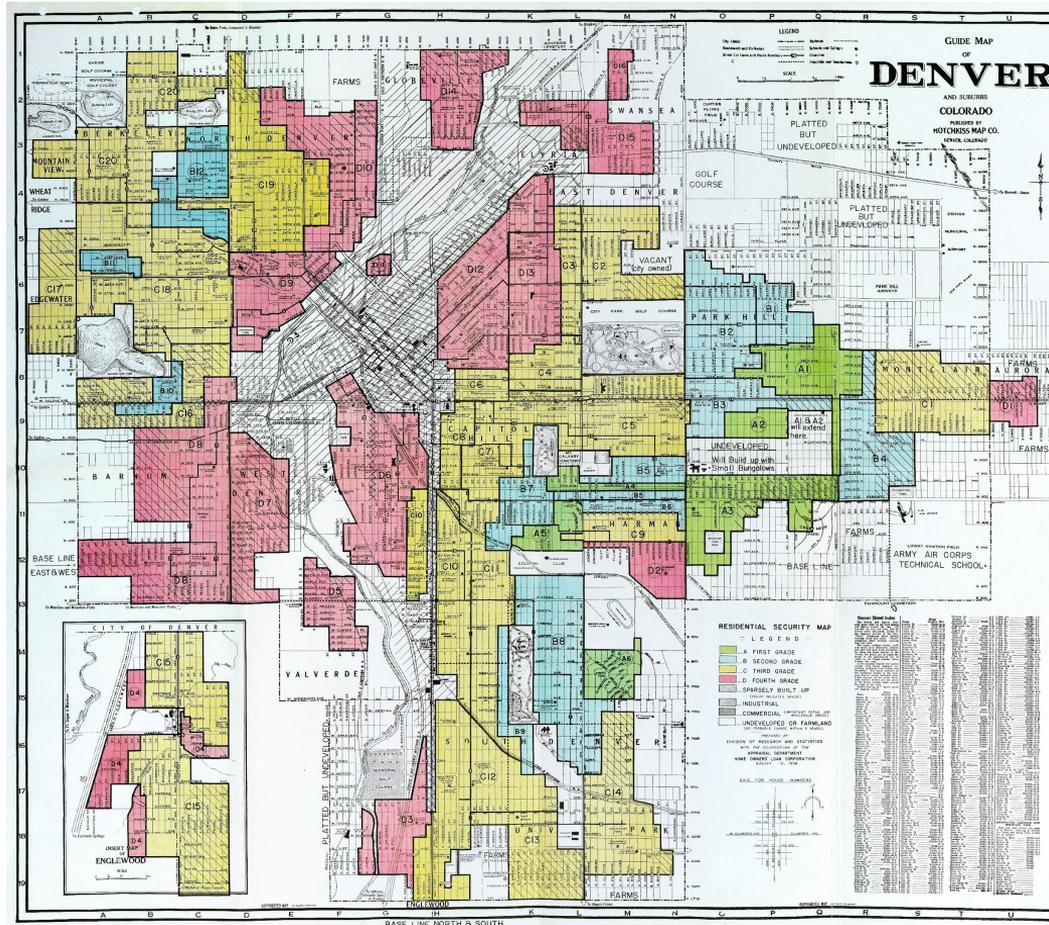
- **Racial Covenants:** Agreements tied to property deed that said the owner agreed not to sell or rent to non-Whites; legally enforced until 1948
- **Redlining:** Practice of denying mortgages or other services to residents of a particular neighborhood because of perceived risk; made illegal in Fair Housing Act of 1968
- **GI Bill:** Non-White veterans were excluded from receiving support through intentional and unintentional means; prevented from becoming homeowners and building wealth
- **Zoning for Single-Family Housing:** Limits the availability of other types of housing; tends to be most expensive housing per unit for renters/buyers
- **Exclusionary Zoning:** Practices that make housing more expensive by adding to construction costs or limiting the supply of housing
- **Stigma of Multifamily Housing/Renters/Density:** Fears about property values and the types of people these will bring to the neighborhood/community
- **Public Housing/HCV/LIHTC:** Tend to be located/accepted in areas far from “opportunity”: jobs, transit, good schools, etc.; reinforce patterns of poverty and segregation

Redlining in the United States

Practice of denying credit (e.g., mortgages) or other services to residents of a particular neighborhood because of perceived lending risk

- Home Owners' Loan Corporation (HOLC) maps formalized redlining in US mortgage industry during the Great Depression
- HOLC color-coded neighborhoods based on the age/condition of housing and neighborhood, but also based on the religious, racial, and ethnic composition
- Effects of this policy are still evident today:
 - “Highest-risk” neighborhoods on HOLC maps are more likely than other areas to have low-income and/or minority residents today
 - Residents today are also more likely to be denied mortgages
 - Areas are often prime for gentrification, as in Denver’s Five Points neighborhood

Denver's HOLC Map

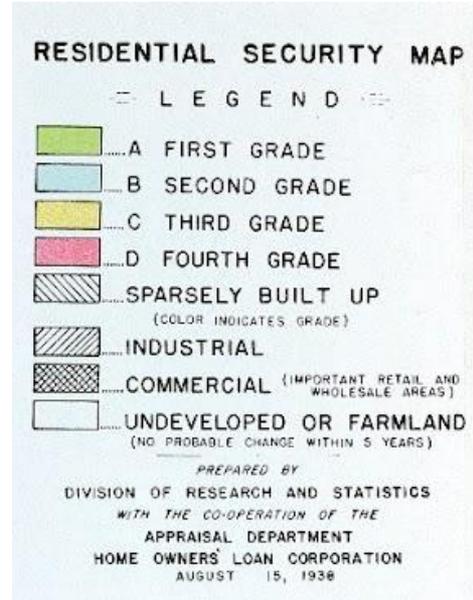
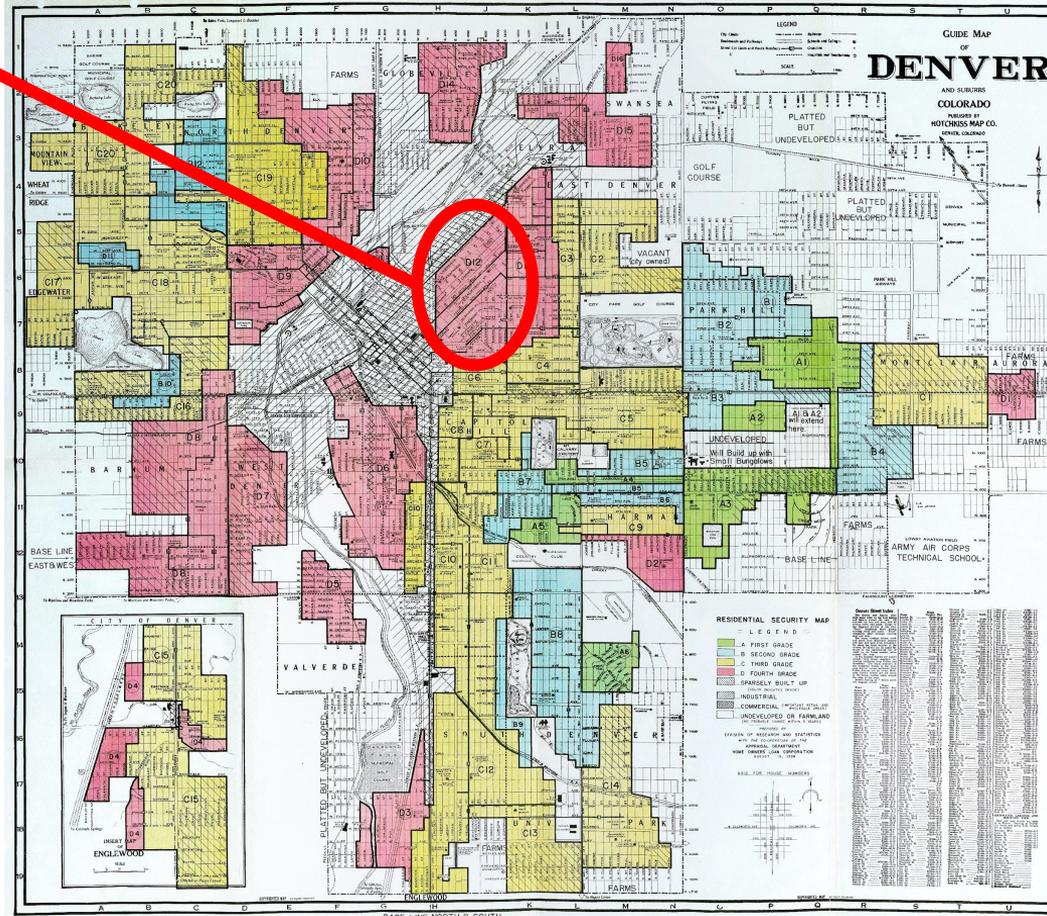


Denver's HOLC Map

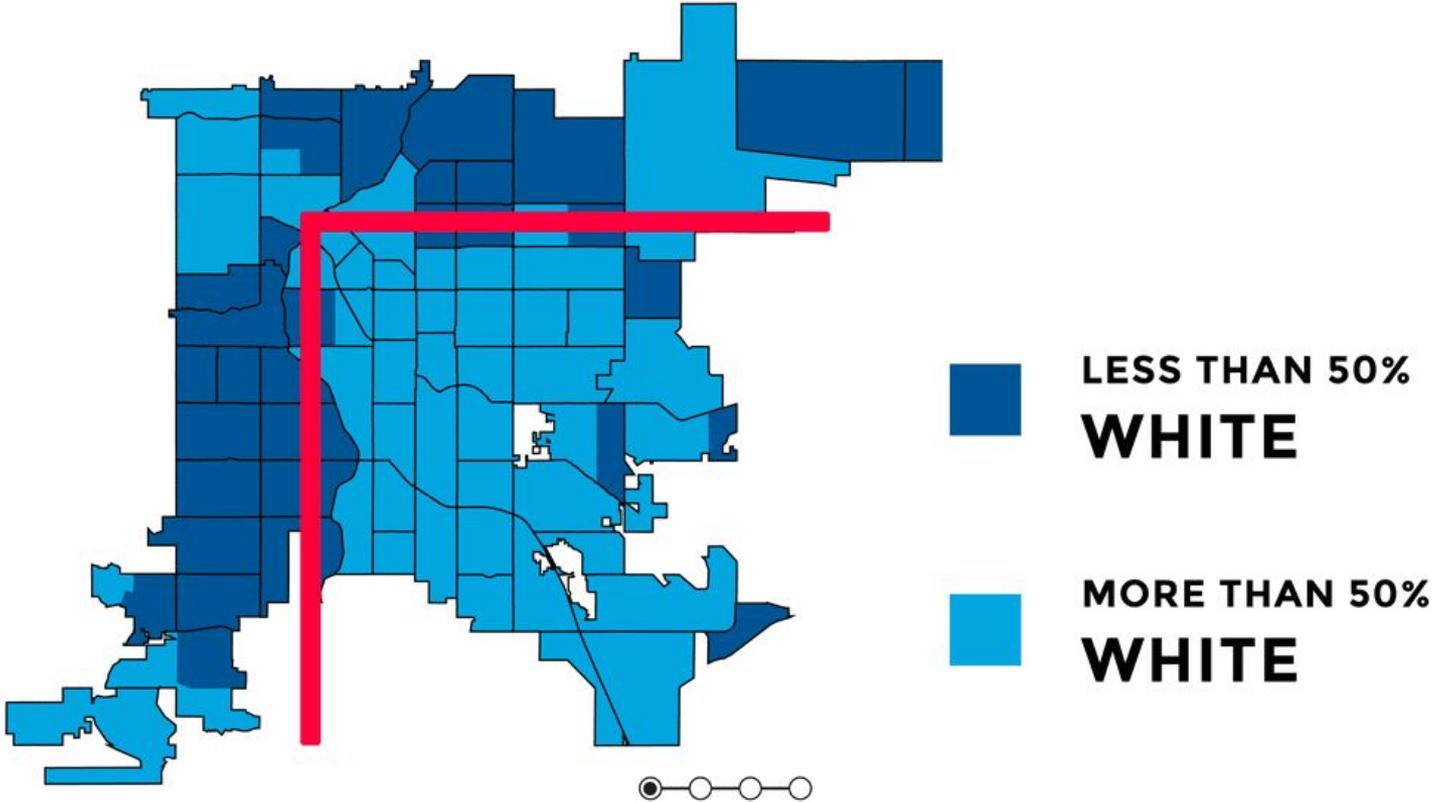
“This section...is an old area now occupied by a combination of Negroes, Mexicans, and a transient class of workers...Shacks, largely held by speculators, rent for as low as \$5/month.”

Favorable Influences: Utilities – adequate transportation – schools

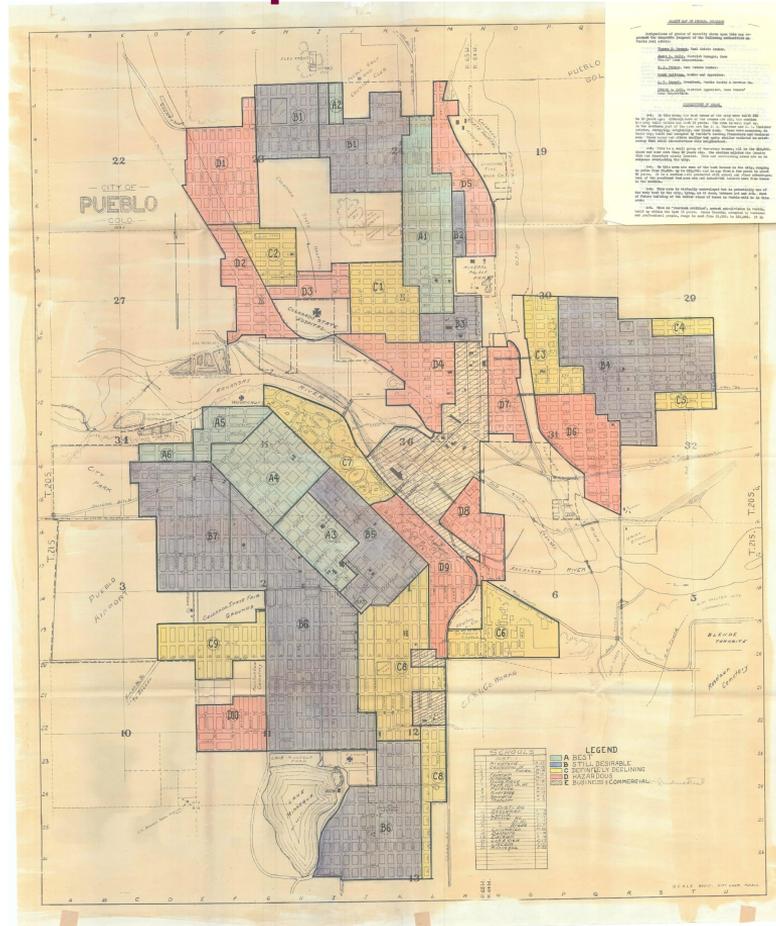
Detrimental Influences: Negro and foreign infiltration-commercial encroachment



Denver's L

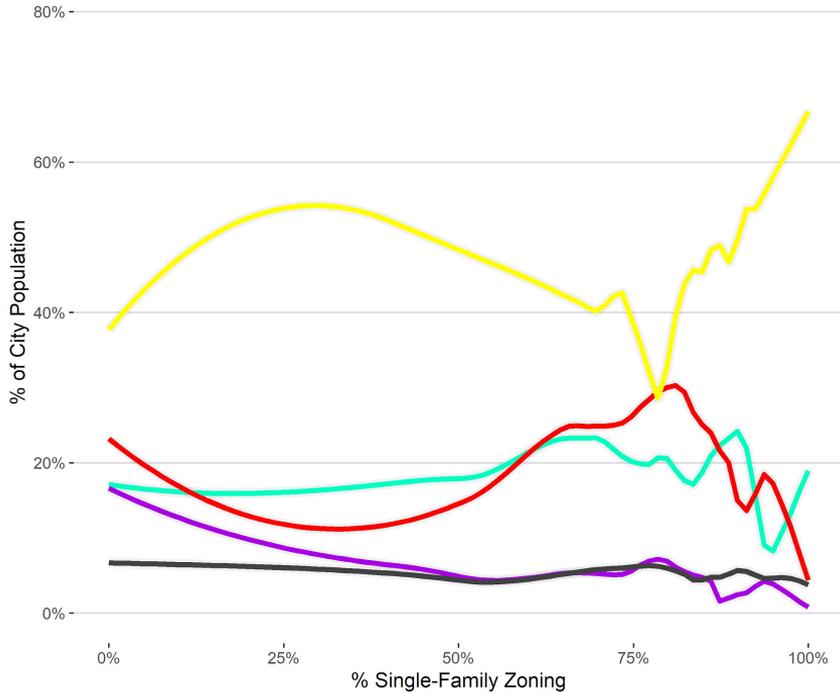


Pueblo's HOLC Map



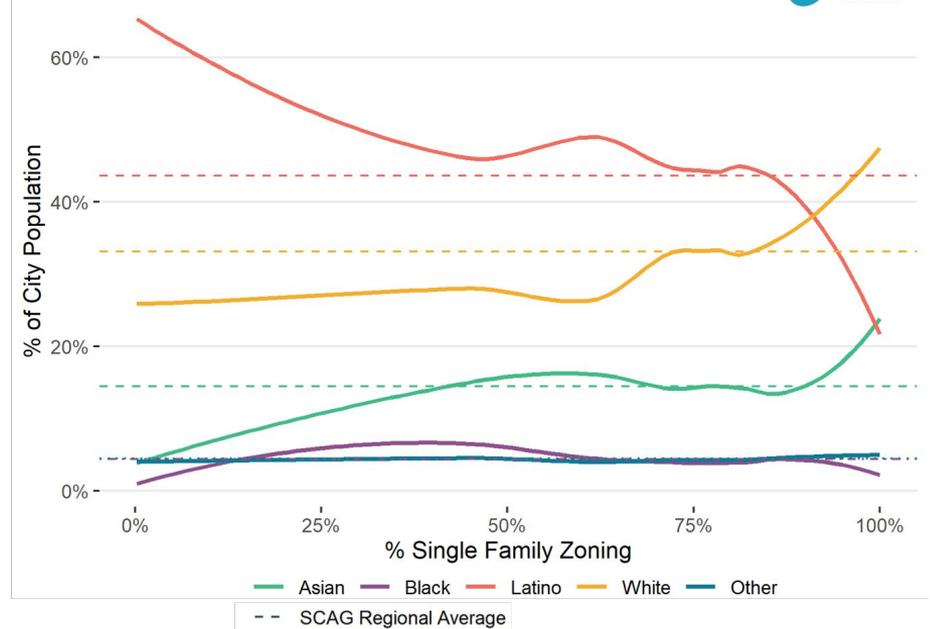
Zoning and Equity Today

Race Composition of Bay Area Cities
by Percentage of Restricted Single-Family Zoning



Race — Asian — Black — Hispanic — Other — White

Figure 3: Race Composition of SCAG Cities
By Percentage of Restricted Single-Family Zoning



— Asian — Black — Latino — White — Other
-- SCAG Regional Average

Zoning and Equity Today

Figure 4: Household Income of SCAG Cities
By Percentage of Restricted Single-Family Zoning

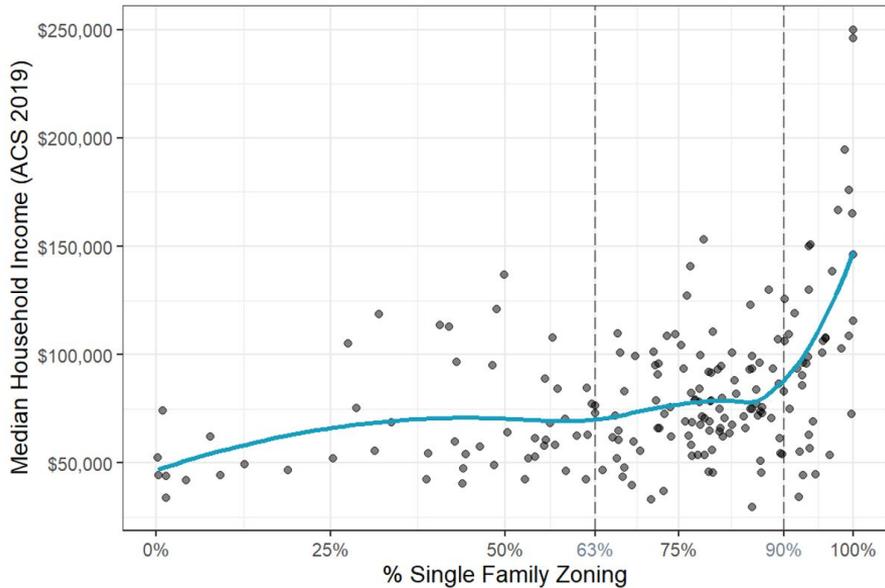
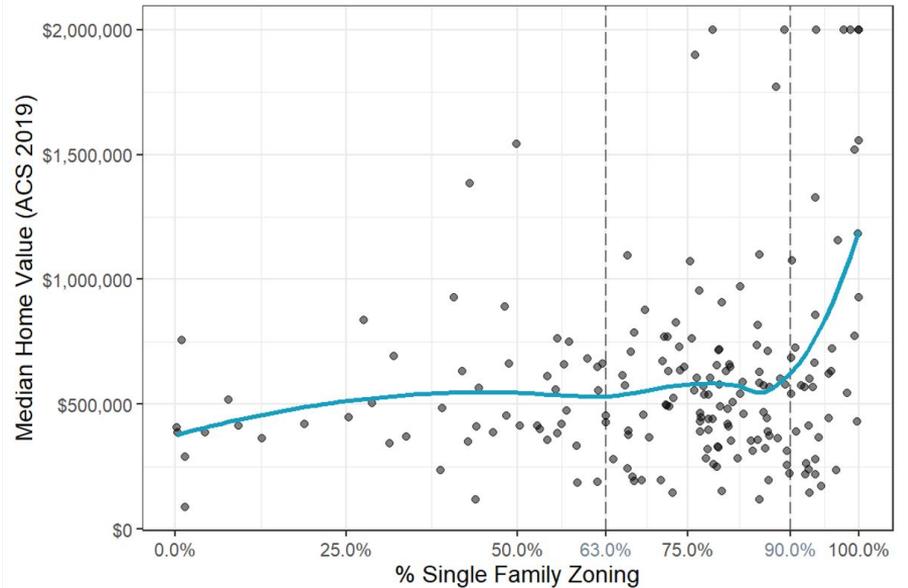
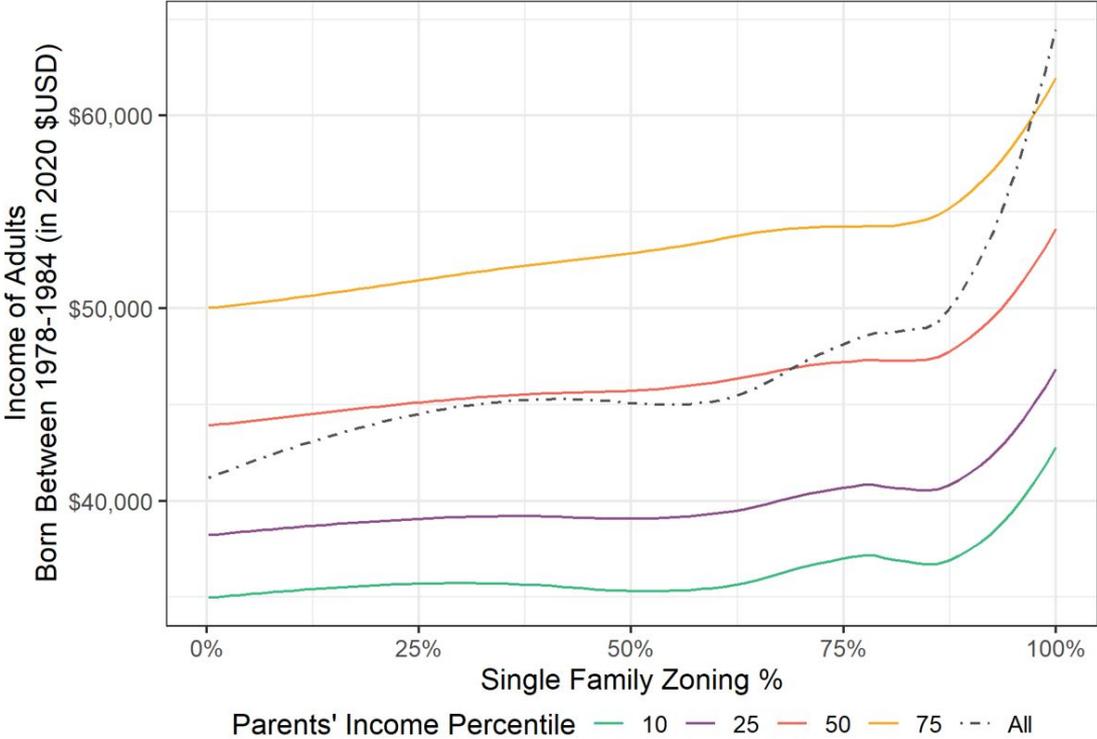


Figure 5: Home Value of SCAG Cities
By Percentage of Restricted Single-Family Zoning



Zoning and Equity Today

Figure 8: Income By Parents' Income Percentile
By Percentage of Restricted Single-Family Zoning





Clark Anderson
Executive Director
Community Builders

Land Use & Local Housing Goals

How do we plan for great communities that also offer housing choices, opportunities, and affordability?



What's Not Working

Insufficient Housing Choices



What's Not Working

Insufficient Housing Choices



What's Not Working

*Insufficient Housing Choices
Separated & Disconnected Places*



What's Not Working

Insufficient Housing Choices

Separated & Disconnected Places



What's Not Working

Insufficient Housing Choices

Separated & Disconnected Places

Poorly/Inequitably Located Growth



What's Not Working

Insufficient Housing Choices

Separated & Disconnected Places

Poorly/Inequitably Located Growth

Auto-dependent Transportation







Added together, these systems make it difficult to build healthy communities that offer housing choices, opportunity and affordability



Aligning Land Use & Housing

***Expand Housing
Choices***



Aligning Land Use & Housing

Expand Housing Choices

Legalize Missing Middle Housing



MissingMiddleHousing.com is powered by Opticos Design.
Illustration © 2015 Opticos Design, Inc.



Aligning Land Use & Housing

Expand Housing Choices

Get Location Right



Aligning Land Use & Housing

Expand Housing Choices

Get Location Right



Enable Infill + Redevelopment



Transit Oriented Development



Housing Choices Near Jobs



Growing Smarter at the Edge

Aligning Land Use & Housing

Expand Housing Choices

Get Location Right

***Complete, Connected
Transportation System***

Complete, Neighborhoods



Aligning Land Use & Housing

Expand Housing Choices

Get Location Right

*Complete, Connected
Transportation System*



Aligning Land Use & Housing

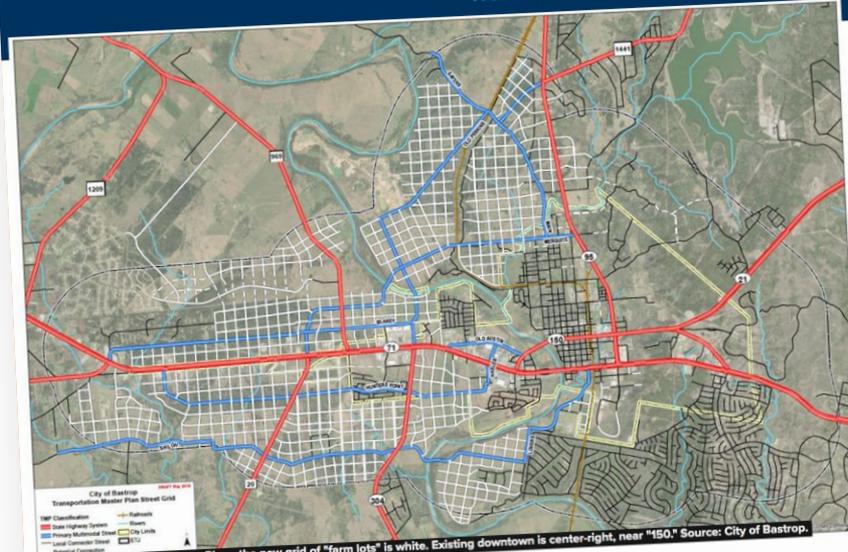
Expand Housing Choices

Get Location Right

Complete, Connected
Transportation System

PUBLIC SQUARE

A CNU Journal



Bastrop Transportation Master Plan—the new grid of “farm lots” is white. Existing downtown is center-right, near “150.” Source: City of Bastrop.

POLICY

Texas city adopts street grid and code

New, lean code deals with flooding issues and fiscal sustainability for fast-growing historic city in the Austin area.

ROBERT STEUTEVILLE NOV. 15, 2019



Bastrop, Texas, adopted new, groundbreaking land-use regulations in November that address flooding and establish a street grid as a framework for growth—one of the first cities in the US to do so since the middle of the 20th Century. The [Bastrop Building Block \(B3\) code](#) is the result of the Building Bastrop initiative, launched in August 2018 with the goal of creating fiscally sustainable, geographically-sensitive development that is authentic to the city.

“We started this process last summer to address flooding in Bastrop and create a roadmap for responsible

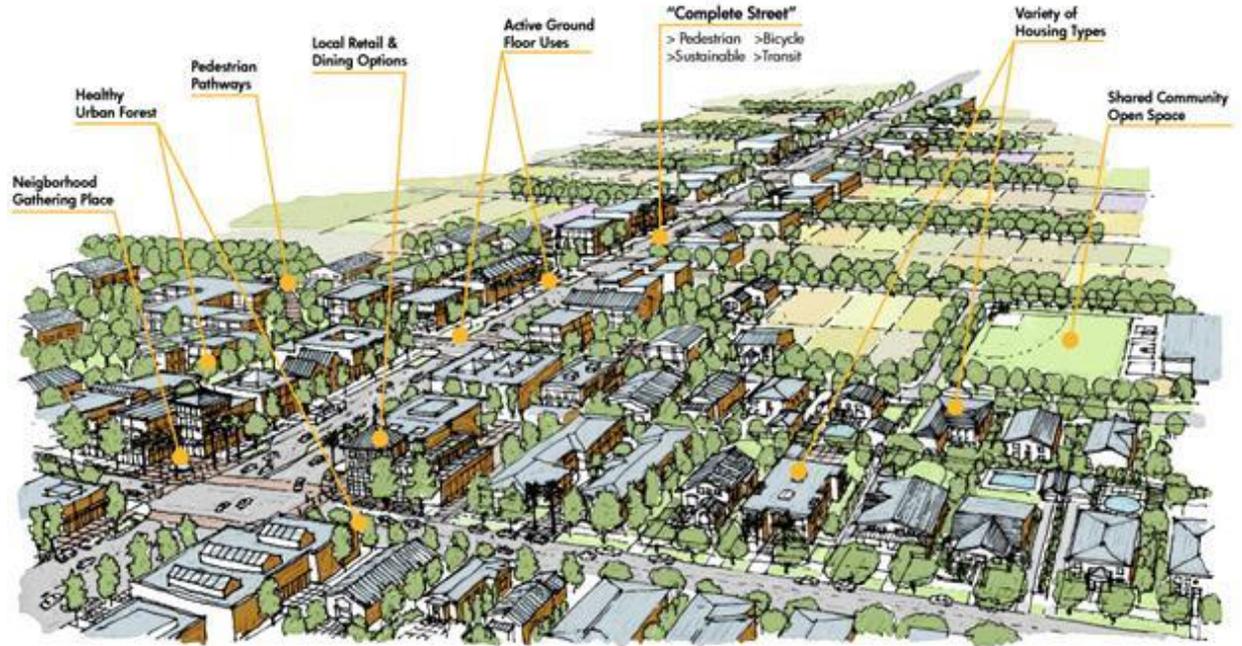
Aligning Land Use & Housing

Expand Housing Choices

Get Location Right

*Complete, Connected
Transportation System*

*Complete, Inclusive
Neighborhoods*





What's in the toolbox?

Unpacking our Planning and Policy Tools

Comprehensive Plan

- ❑ Overarching Vision for Growth
- ❑ High level policy direction
- ❑ What development goes where
- ❑ What types of places are we creating

Area or Topical Plans

- ❑ Neighborhood, Downtown, Corridors
- ❑ Planning, design or policy details
- ❑ Infrastructure moves
- ❑ ID and tee-up opportunity areas / sites

Capital Improvement Plan

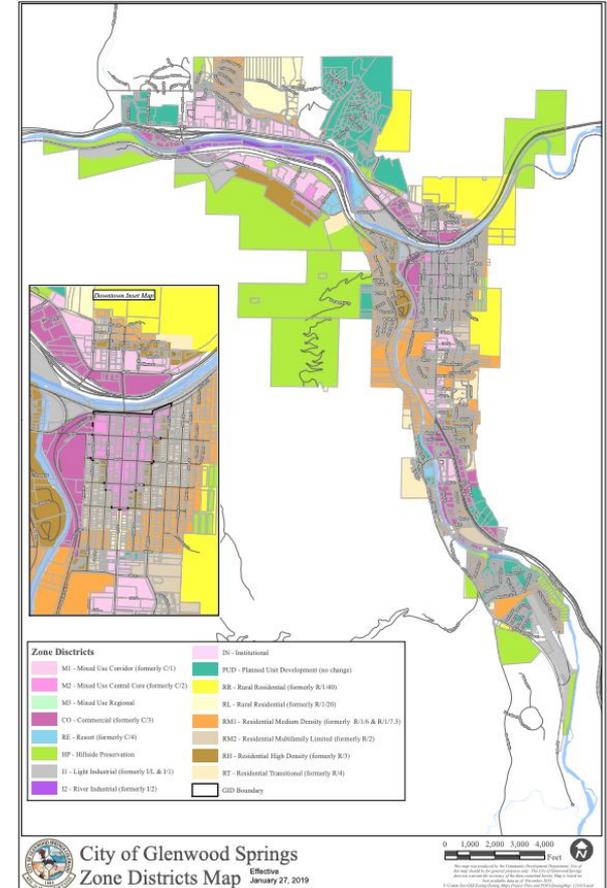
- ❑ Set the table w. strategic investments



Unpacking Planning and Policy Tools

Zoning & Development Codes

- ❑ Zoning Map
- ❑ Zoning Districts
 - Purpose / Intent
 - Use Regulations
- ❑ Dimensional Standards
 - Lot sizes, Setbacks, Height
- ❑ Parking Regulations
- ❑ Subdivision + Annexation Regulations
- ❑ Fee Structure
- ❑ Entitlement Process





Community Vision

As a community, how do we grow and develop over time?



Plans

Define and orchestrate our Community Vision at different scales, locations, & contexts



Policies

Enable, incent, and regulate for the type of growth & development we want to see



Actions & Investments

Proactively advance Community Vision





Community Vision

As a community, how do we grow and develop over time?



Plans

Define and orchestrate our Community Vision at different scales, locations, & contexts



Policies

Enable, incent, and regulate for the type of growth & development we want to see



Actions & Investments

Proactively advance Community Vision





Vision vs Reality

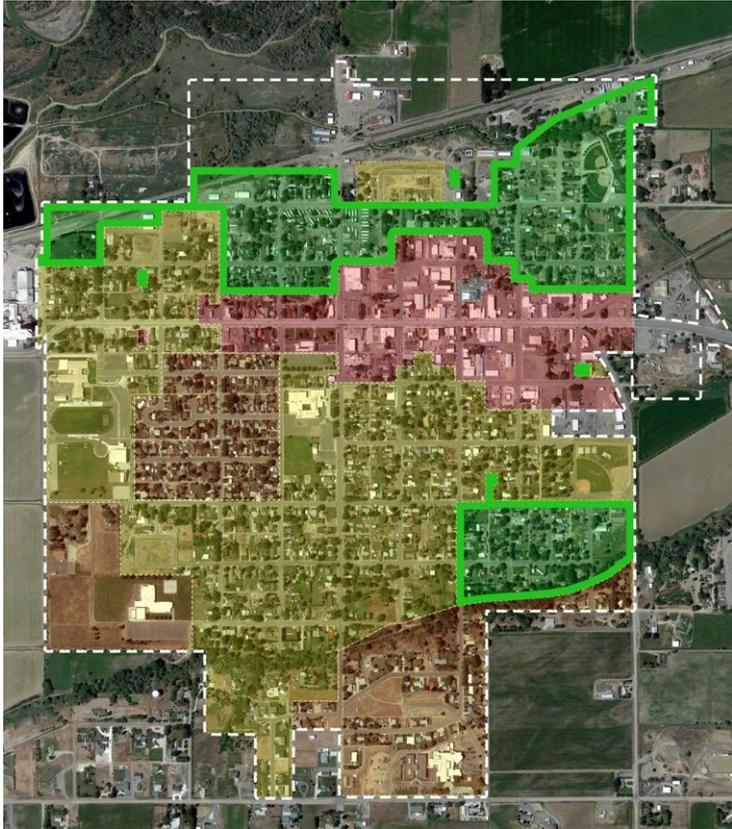
What we envision



What we allow



MRZD // Mixed Residential Zoning District



Intent:

It is the purpose of the MRZD to provide a residential environment for residents of low and moderate income housing, mobile homes, and **multiple-family dwellings**.

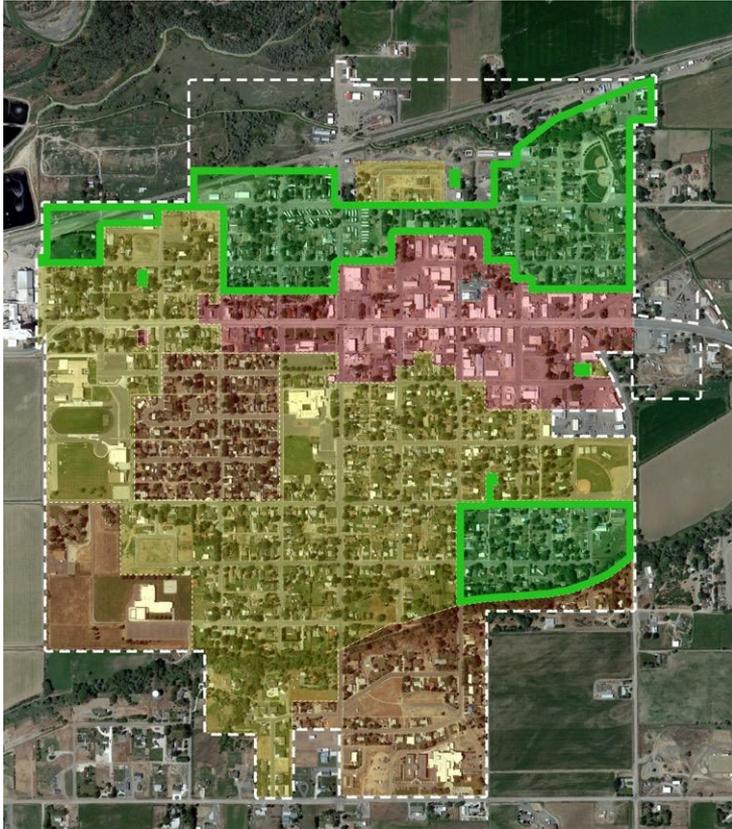
By-Right Uses:

single-family dwellings, single mobile homes, single manufactured homes, single modular homes, duplexes, and public uses compatible with a residential environment, and home occupations.

Conditional Uses:

mobile home parks, **multiple-family dwellings**, churches, schools, day care centers, and professional occupancies.

MRZD // Mixed Residential Zoning District



Intent:

It is the purpose of the MRZD to provide a residential environment for residents of low and moderate income housing, mobile homes, and **multiple-family dwellings**.

By-Right Uses:

single-family dwellings, single mobile homes, single manufactured homes, single modular homes, duplexes, and public uses compatible with a residential environment, and home occupations.

Conditional Uses:

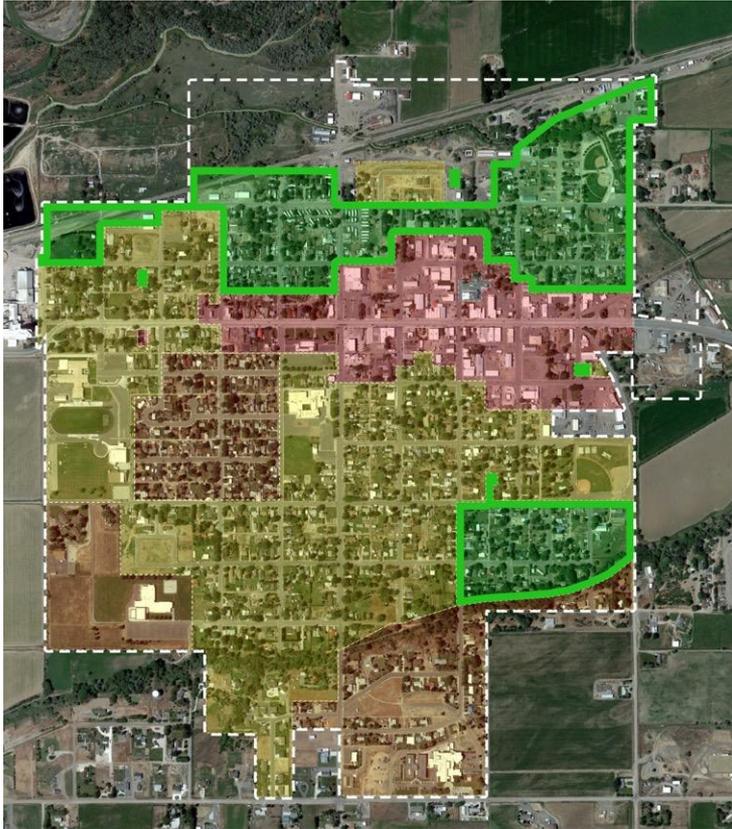
mobile home parks, **multiple-family dwellings**, churches, schools, day care centers, and professional occupancies.

Red Flag:

- **Intent / Use Inconsistency.** If the zone's intent is to provide multiple-family dwellings, then multiple-family dwellings should be listed as *allowed* uses, not *conditional* uses.
 - **Recommendation:** List multiple-family dwellings as *allow* use. This can also be done up to a specific unit level, such as a "multi-family up to four units".



MRZD // Mixed Residential Zoning District



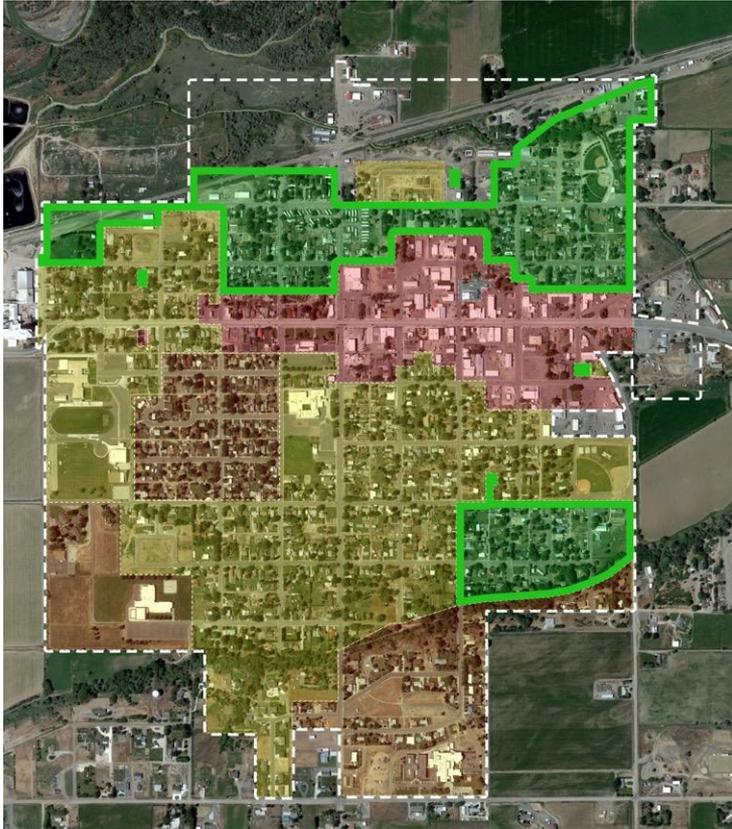
Intent:

It is the purpose of the MRZD to provide a residential environment for residents of low and moderate income housing, mobile homes, and multiple-family dwellings.

Dimensional Standards:

- **Max height:** 35'
- **Minimum lot size:**
 - Single family – 5,000 sf
 - Duplex & Triplex – 6,000 sf
 - Each additional – 1,500 sf
- **Minimum lot width:** 50'
- **Parking requirement:** 2 space / unit
- **Maximum lot coverage:** 60%
- **Setbacks for Single Family:**
 - Front: 32'
 - Rear: n/a
 - Side: 5'
- **Setbacks for Multi-Family:**
 - Front: 32'
 - Rear: 10'
 - Side: 10'

MRZD // Mixed Residential Zoning District



Intent:

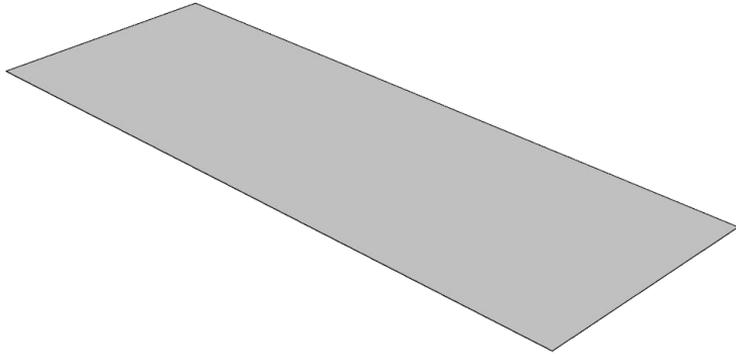
It is the purpose of the MRZD to provide a residential environment for residents of low and moderate income housing, mobile homes, and multiple-family dwellings.

Dimensional Standards:

- **Max height:** 35'
- **Minimum lot size:**
 - Single family – 5,000 sf
 - Duplex & Triplex – 6,000 sf
 - Each additional – 1,500 sf
- **Minimum lot width:** 50'
- **Parking requirement:** 2 space / unit
- **Maximum lot coverage:** 60%
- **Setbacks for Single Family:**
 - Front: 32'
 - Rear: n/a
 - Side: 5'
- **Setbacks for Multi-Family:**
 - Front: 32'
 - Rear: 10'
 - Side: 10'



MRZD // Mixed Residential Zoning District



1: Start with a standard lot from that zone.

- *Most lots in the MRZD are 50'x150' (7,500 sf)... which is big!*

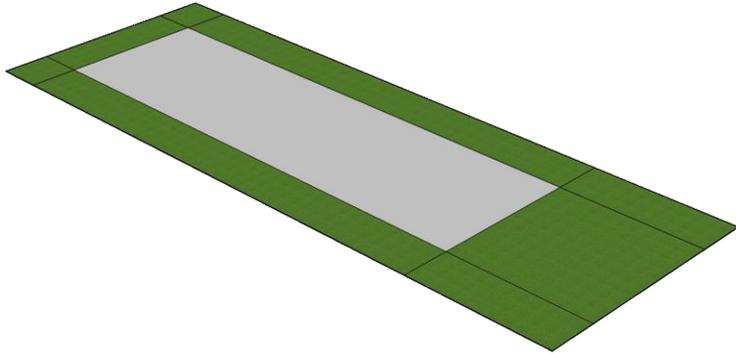
2: Check uses

- *Fourplexes are conditional... this might be an issue*

3: Check density & minimum lot sizes

- *We are allowed to build four units on this size lot.*

MRZD // Mixed Residential Zoning District



Setbacks: 57%

1: Start with a standard lot from that zone.

- *Most lots in the MRZD are 50'x150' (7,500 sf)... which is big!*

2: Check uses

- *Fourplexes are conditional... this might be an issue*

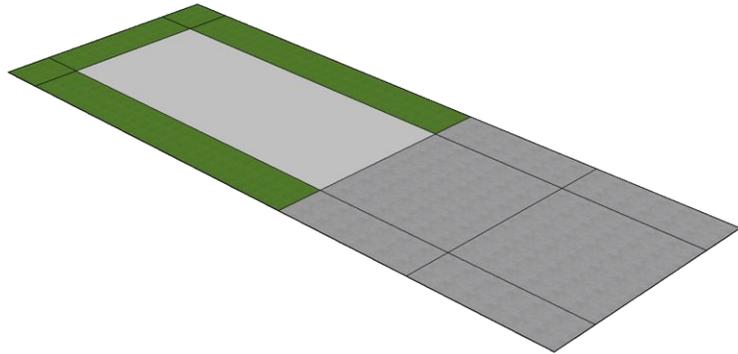
3: Check density & minimum lot sizes

- *We are allowed to build four units on this size lot.*

4: Remove envelope-restricting standards

- *Remove setbacks,*

MRZD // Mixed Residential Zoning District



Setbacks: 57%

Parking: 43% (21% overlaps w/ front setback)

1: Start with a standard lot from that zone.

- Most lots in the MRZD are 50'x150' (7,500 sf)... which is big!

2: Check uses

- Fourplexes are conditional... this might be an issue

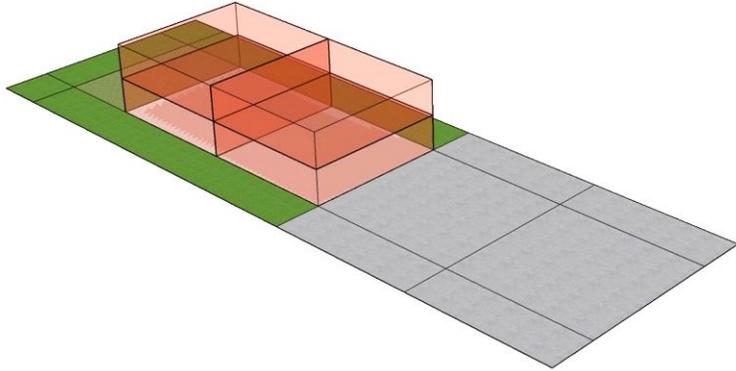
3: Check density & minimum lot sizes

- We are allowed to build four units on this size lot.

4: Remove envelope-restricting standards

- Remove setbacks, and parking (8 spaces / 3,200 sf)
- That's a lot! And large front setback prohibits rear parking.

MRZD // Mixed Residential Zoning District



Setbacks: 57%

Parking: 43% (21% overlaps w/ front setback)

Add'l Landscaping: 5%

Building Footprint: 26%

1: Start with a standard lot from that zone.

- Most lots in the MRZD are 50'x150' (7,500 sf) ... which is big!

2: Check uses

- Fourplexes are conditional ... this might be an issue

3: Check density & minimum lot sizes

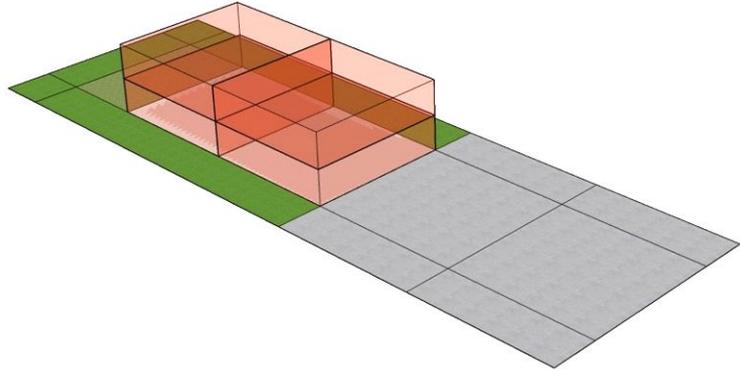
- We are allowed to build four units on this size lot.

4: Remove envelope-restricting standards

- Remove setbacks, and parking (8 spaces / 3,200 sf)
- That's a lot! And large front setback prohibits rear parking.

5: Squeeze in your building, and test with pro forma

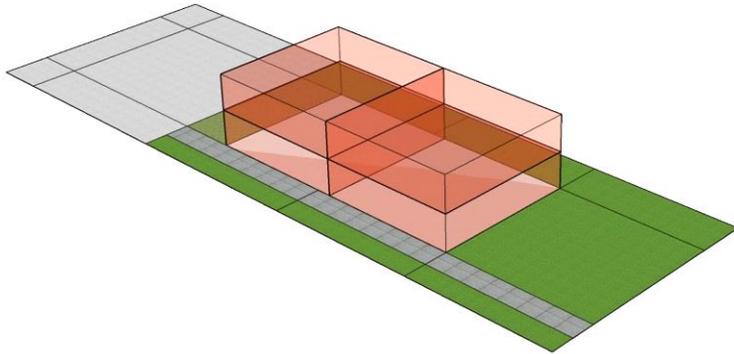
- You could fit 4 units ... 750sf, 2br apartments
- But terrible form!
- \$137k sale // \$920 rent



MRZD // Mixed Residential Zoning District

6: Repeat & test alternatives!

- **Reduce parking** from an average of 2 to 1.5 per unit allows parking to fit in the back of a standard lot



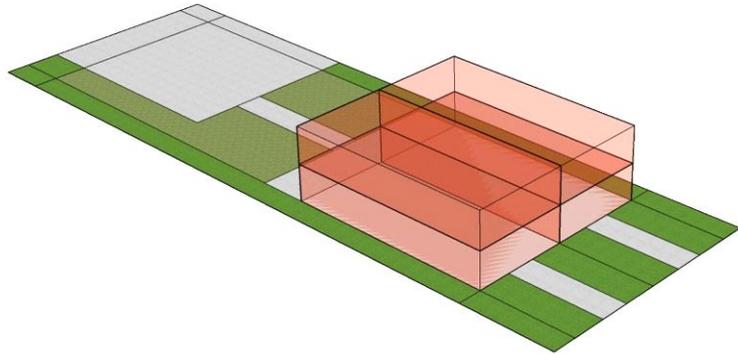
Setbacks: 57%

Parking: 32% (6% overlaps w/ rear setback)

Add'l Landscaping: 2%

Building Footprint: 26%

MRZD // Mixed Residential Zoning District



Setbacks: 36%

Parking: 24% in (13% overlaps w/ front setback)

Add'l Landscaping: 27%

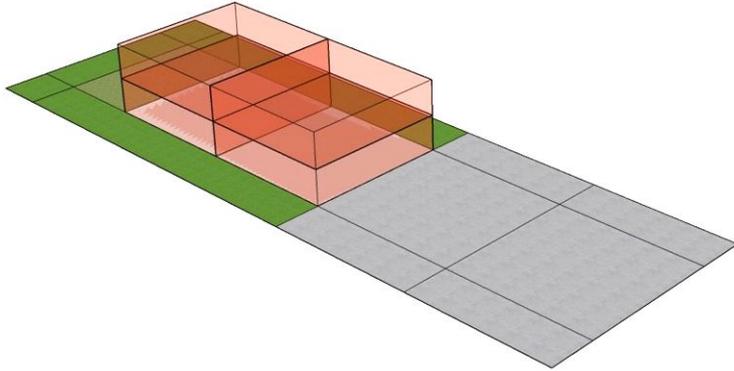
Building Footprint: 26%

6: Repeat & test alternatives!

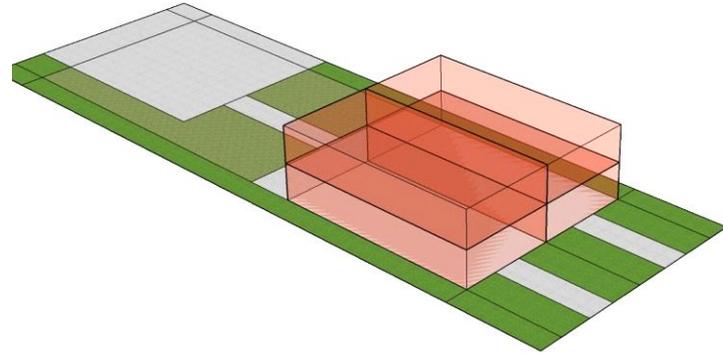
- **Reducing parking** from an average of 2 to 1.5 per unit allows parking to fit in the back of a standard lot
- **Reducing setbacks** to be consistent with single family (5' sides) and historic front setbacks (closer to 20') allows for much better neighborhood design
- **Making it an allowed use** better reflects community vision & plans, and makes the project easier.

MRZD // Mixed Residential Zoning District

4-Plex
Before



4-Plex
After



Changes Required

- **Reduce parking** from an average of 2 to 1.5 per unit
- **Reduce setbacks** from 10' to 5' on the sides, 32' to 20' (contextual) in the front
- **Allow it!**



BREAKING THE CODE:

***ALIGNING ZONING CODE
WITH HOUSING GOALS***

***A TOOLKIT FOR
WYOMING
COMMUNITIES***



**community
builders**

PEOPLE | PLACE | PROSPERITY



Laura Rossbert
Chief Operating Officer
Shopworks Architecture

Urban Case Study: Parking Limits in Denver

Parking & Affordable Housing

2020/2021 Report

SHOPWORKS
architecture

FOX TUTTLE



Anecdotal Experiences

The Experience:

- Affordable housing demands less parking than other types of apartments – income levels have a direct correlation to auto ownership
- Proximity to alternate modes of transport (biking/walking/public transportation) reduces the need for parking
- Housing typologies have a significant impact on the parking needed

Code:

- Many jurisdictions require as much as 1.25+ spaces per unit without consideration to these facts
- There is no industry-standard for determining appropriate parking for low-income housing, especially very low income
- Project viability often hinges on sites/zone districts that permit the right-sized parking solution



Fox Tuttle & Shopworks Researched:

- 19 Properties
- 1,353 apartment units
- Average AMI ranging from 30-50%

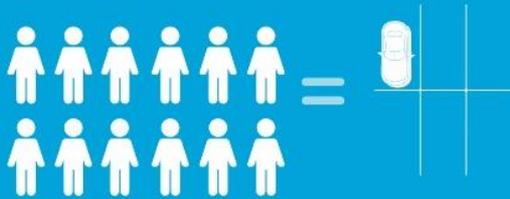
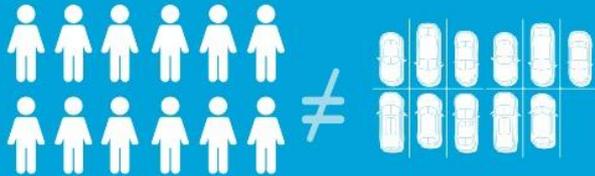


Major Findings

- **Current parking requirements for affordable housing exceed the parking demand**
 - All Affordable Average vehicle ownership: 29% => equates to 1 vehicle per 4 units
 - PSH Average vehicle ownership: 8.8% => equates to 1 vehicle per 12 units.
- **Property's proximity to quality walking and biking facilities and transit services deeply impacts vehicle ownership**
- These **parking requirements place an undue burden on affordable housing**, and limit its creation regionally, due to the land required to park those cars and the cost to build parking has on a project.



Parking Supply



vs. Demand

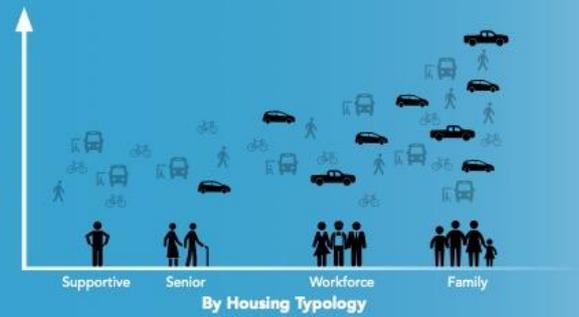
- Zoning requirements: 1.25 cars per unit
- Our Study
 - Zoning required 883 spaces
 - For the 1,353 apartment units
 - **Only 461 are used**
- Across the board, affordable housing facilities are overparked up to 5 times the need



Considered together- 3 fulcrums define on-site parking needs.

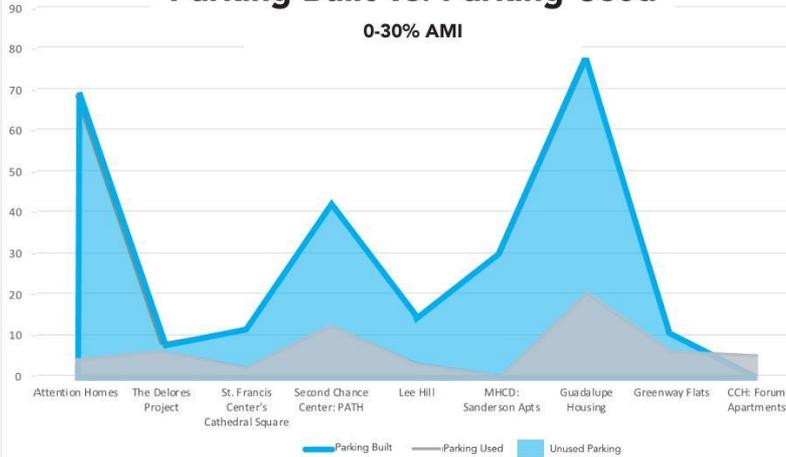
- AMI
 - Income levels limit ability for auto-ownership
 - Many cannot afford a vehicle, plus maintenance, gas, and parking costs
- Housing typology matters
 - Supportive: 8.8%
 - Non-PSH: 36.4%
 - Family: 38.5%
- Transit / Bike/ Walk Score impacts car ownership

Parking Needs

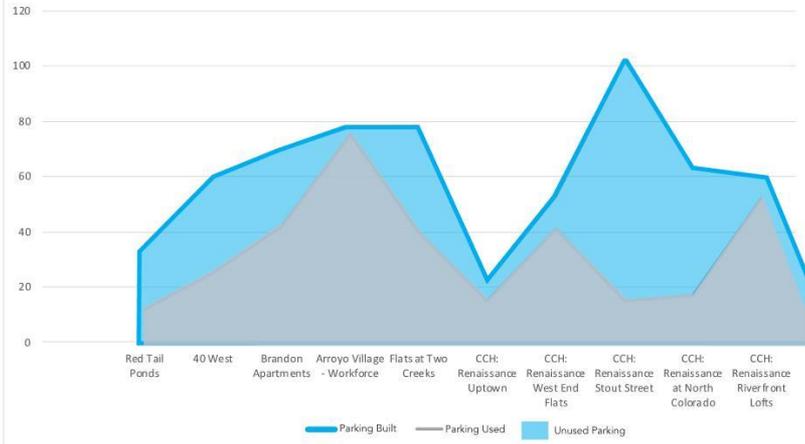


Parking Built vs. Parking Used

0-30% AMI



30-60% AMI

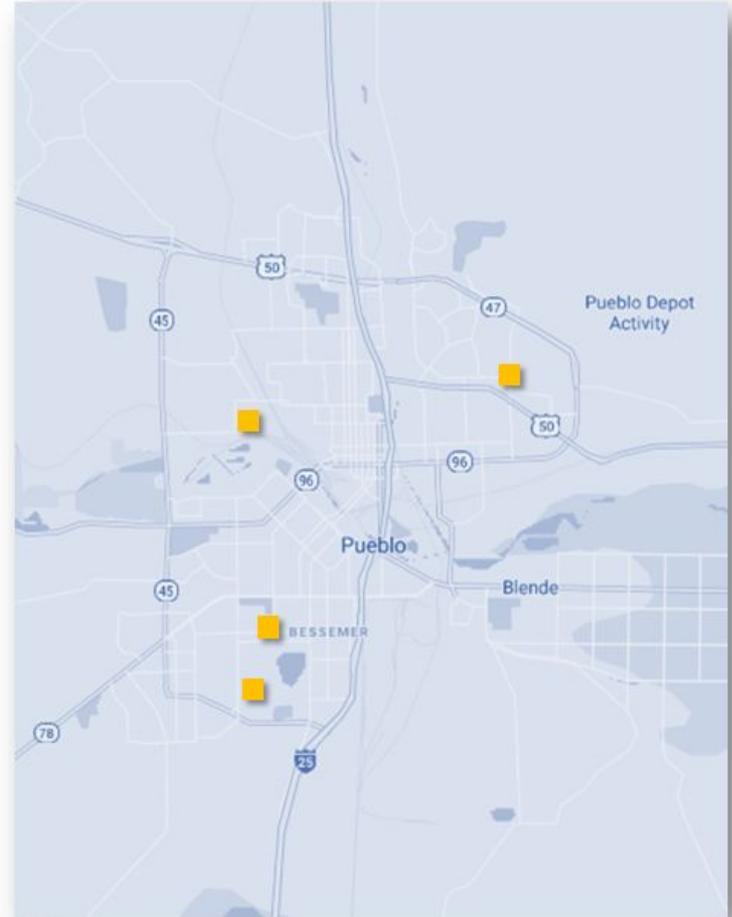


- **29% of current residents own a vehicle** (1 vehicle per 4 units) across all affordable housing studied.
- **8.8% of Permanent Supportive Housing residents own a vehicle** (equates to 1 vehicle per 12 units)
- On average 0.9 parking spaces per unit are provided to meet municipal requirements.
- Comparing the vehicle ownership to the parking spaces supplied indicated that **affordable housing communities are overparked.**



Rural Communities

- **Pueblo (4 Sites)**
 - Average: 0.65 spaces per unit
 - Maximum: 0.83 spaces per unit
- **Colorado Springs (1 Site)**
 - 0.09 spaces per unit
- **Greeley (1 Site)**
 - 0.43 spaces per unit



Parking facilities are costly to build.



\$35,000 per space
Structure Lot (Above)

\$9,000 per space
Surface Lot

\$22,000 per space
Partial Below Grade

\$33,000 per space
1 Level Below Grade

\$50,000 per space
Underground

- The cost of parking impacts affordable housing projects more significantly than market rate apartments since they **cannot typically recoup the cost with rental fees.**
- Existing and future sites would greatly benefit from reduced parking requirements to be able to **repurpose the cost of parking and gain development area.**
- **Parking is often a reason affordable housing projects do not leave the visioning stage...**



883 parking spaces

1,353 units

461 spaces

422 unused

\$22,000 cost per space

\$9,284,000* funds spent on unnecessary parking

*Figure is over 6 years and 19 projects



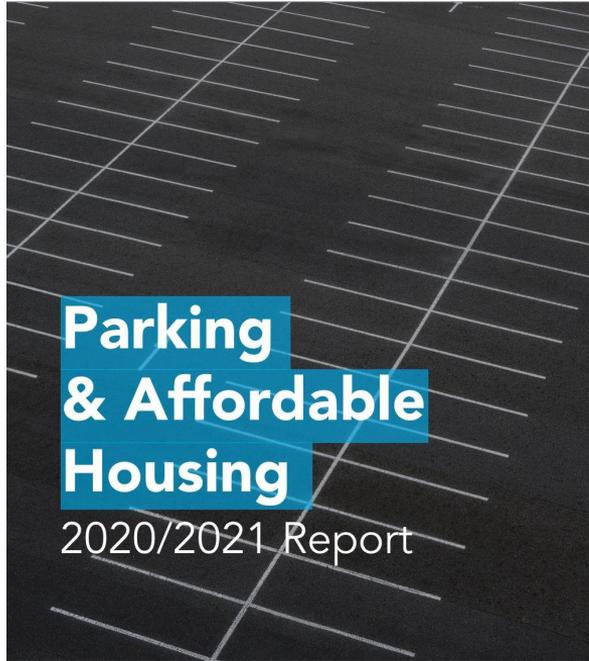
***Equates to one 40 unit
affordable housing building.**

**We are investing in unused parking when we could
be investing in more affordable housing units.**



Denver – 2021 Changes

- New requirements update code on parking that has not been changed in 12 years:
 - Parking minimum is 0.1 park spots per unit for all developments up to and including 60% AMI
 - These standards set a minimum, therefore developers and service providers will be sure to provide parking that meets the needs of residents and staff.
- **Unanimous support** from Planning Board, support from DOLA, support from over 70 organizations/businesses
- **Unanimously** passed Denver City Council in June, 2021



Questions?

- Laura Rossbert, Shopworks Architecture
- Laura@shopworksarc.com

Report: www.shopworksarc.com/parking/





Hannah Klausman
Assistant Director, Economic and Community Development
City of Glenwood Springs

Rural Case Study: Glenwood Springs

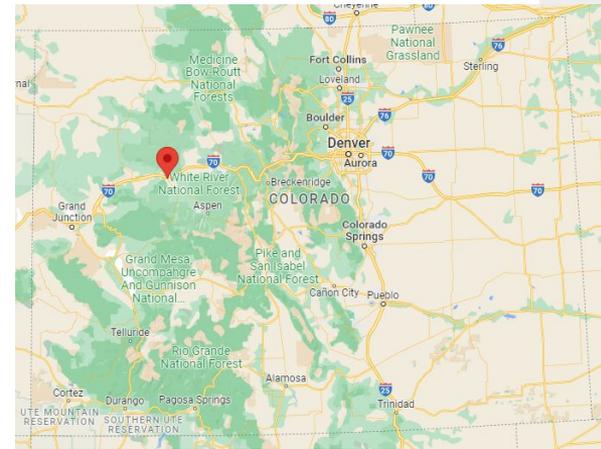
City of Glenwood Springs A Rural Approach



CITY OF
GLENWOOD
SPRINGS
COLORADO

Glenwood Springs Overview

- Population of 10,000
- Tourist Destination for Hot Springs
- Geographically Constrained
- 2018 Regional Housing Study showed 2,000-unit shortfall across all income levels.
- Average Single-Family Home Sales Price in 2021: \$768,000
- No dedicated source of funding for Affordable Housing



CITY OF
GLENWOOD
SPRINGS
COLORADO

Where we were, Where we are

Code Amendments & Policy Changes

- | | |
|------|------------------------------------|
| 2016 | Voluntary Deed Restriction Program |
| 2018 | Development Code Rewrite |
| 2019 | Vacation Rentals |
| 2020 | Accessory Dwelling Units |
| 2021 | Inclusionary Zoning |

On the Horizon:

- | | |
|------|--|
| 2022 | Affordable Housing Tax Question
City Owned Property Request for Proposals |
|------|--|



Voluntary Deed Restriction Program



CITY OF
GLENWOOD
SPRINGS
COLORADO

System improvement fee waivers for voluntarily deed restricted rental prices to average 100% AMI for 30 years, or unless otherwise terminated.

- Primary occupancy requirements based on employment/student/retired/disability benefit status.
- Units must average 100% AMI affordability
- 30 year Timeline
- Accessory Dwelling Units are Eligible
- Amortization begins in year 5 (Amended in 2020)

ISSUES: Large developments don't see benefits

Reporting challenges

Early Withdrawal

Inclusionary Requirement Integration



RESULTS:

45 Units in the Program

Two Major Employers:

Iron Mountain Hot Springs (15 Units)

Roaring Fork School District (23 Units)

On the Horizon:

Parking

2018 Development Code Rewrite

- 1.5 spaces/unit + 1 space per 5 units for guest parking
- 30% Administrative reduction allowance

OLD CODE: 2.4/unit minimum



Approved 2015
181 Parking Spaces for 116 Units
(1.6/unit)
Required Contentious Variance

NEW CODE: 1.7/unit minimum
1.2/unit with 30%
reduction



Approved 2020
148 Parking Spaces for 100 Units
(1.48/unit)
20% reduction from required

On the Horizon: Lowering Requirements for Hotel Conversions to Residential

Vacation Rentals



2019 Vacation Rental Policy and Code Update

OLD CODE:

- \$100 Permit, One time
- No Building Inspection
- Not Permitted in ADU's
- Non-Transferable

NEW CODE:

- \$500 Permit, \$300 Renewal
- 250 Foot Buffer Inspections
- 10% Multifamily Cap
- Not Permitted in ADU's
- Non-Transferable
- Building
- City Permit Cap

RESULTS: 134 Permits in 2019

RESULTS: 97 Permits in 2022



On the Horizon: Use of Permit fees for Affordable Housing

Accessory Dwelling Units



Over the Garage



Garage Conversion



Stand-Alone Unit



Basement or Attic Conversion

- Increasing maximum size from 850 to 1000 square feet
- Increasing % of Primary Dwelling from 49 to 55%
- Adding Unit Size Exception for conversions in existing homes without footprint increase.
- Front Yard Placement Exemption for detached product.
- Reduced Rear Yard Setback allowance of 5 feet.

RESULTS: 5 Accessory Dwelling Units permitted that were not previously allowed.

On the Horizon: Concept of allowing more than 1 ADU on a lot



CITY OF
GLENWOOD
SPRINGS
COLORADO



Re-Adoption of Inclusionary Requirements with Rental Product

- Applies to Rental and For Sale projects
- 20% of units must be Resident Occupied
- 10% of units must be Deed Restricted to 100% Area Median Income
- Occupancy requirement is tiered geographical employment:
 - City Boundary
 - 81601 Zip Code
 - 30 miles of City Limit
- Density Bonus and Site Flexibility
 - Addition of up to 1 unit in residential zones
 - Lot standard flexibility except for Parking

RESULTS:

RENTAL, 12 Resident Occupied, 6 Deed Restricted to 100% AMI
FOR SALE, 3 Resident Occupied, 1 Deed Restricted to 100% AMI

On the Horizon: Review of percent of units required, and Incentives

Next Steps

- Comprehensive Plan Update
- DOLA Grant for Strategic Housing Plan update
- City owned property development
- Affordable Housing Tax Proposal

Lessons Learned

- Make sure moratoriums don't end before adoption
- It's not going to be perfect, keep tweaking
- Deed Restriction Language is important



CITY OF
GLENWOOD
SPRINGS
COLORADO



Panel Discussion and Q&A