



Staff Report

PS25-0001

Planning & Zoning Commission: November 10, 2025

Petitioner: Madison Oaks East, LLC

Property Owner: West Oak Developers, LLC

Agent: Stacy Banach, New South Residential, LLC

Project Planner: Breah Miller, Planner II

Applicant Request: A Public Hearing request for reduction in parking requirements in excess of ten percent

Parcel Information

Acres: ± 5.86 acres

Parcel(s) #: 21385-002-00

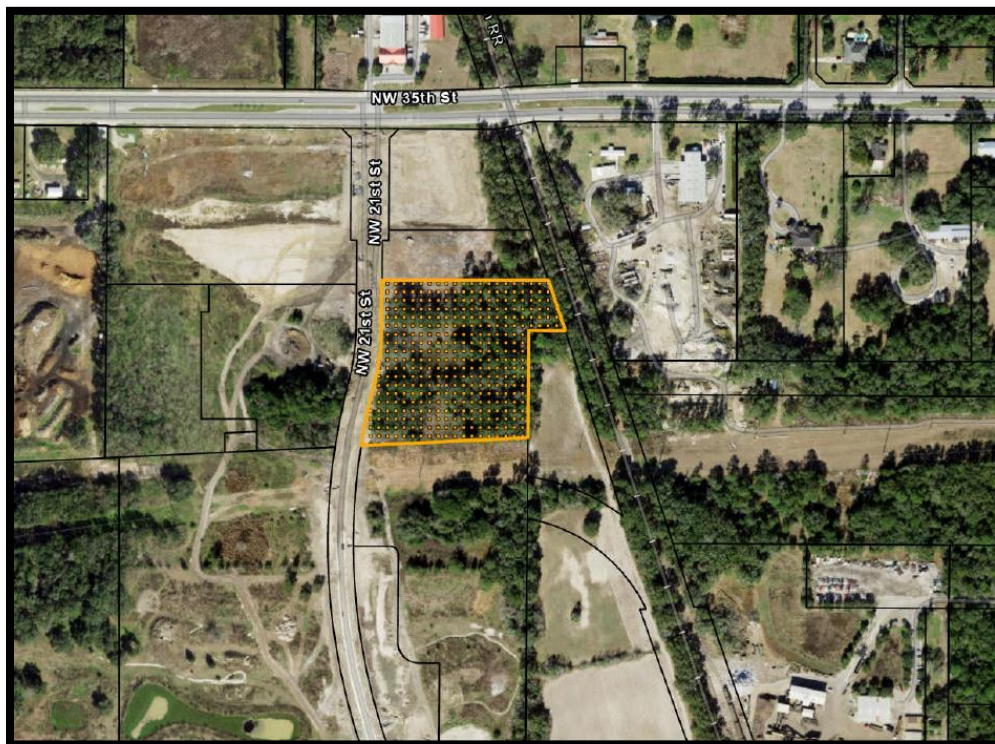
Location: Lot 2, West Oak Phase 1, Plat Book 16, Page 47

Future Land Use: Medium Intensity/Special District

Zoning District: PD, Planned Development

Existing Use: Undeveloped

Figure 1. Aerial Location Map



Adjacent Property Information

<u>Direction</u>	<u>Future Land Use</u>	<u>Zoning District</u>	<u>Current Use</u>
North	Medium Intensity/ Special District	PD, Planned Development	Tract B of West Oak Phase 1 reserved for WRA
East	Commerce District (County)	M-1, Light Industrial (County)	A & A Trucking & Excavating
South	Medium Intensity/ Special District	PD, Planned Development	Undeveloped West Oak Developers Property
West	Medium Intensity/ Special District	PD, Planned Development	Madison Oaks West Apartments (96 units)

Applicant Request

The petitioner is requesting a reduction in parking requirements in excess of ten percent pursuant to Sec. 122-1016. The request is to reduce the required parking as identified in Sec. 122-1010 from 153 spaces to 106 spaces for the development of Madison Oaks East Senior Living Apartments.

Background:

The overall West Oak subdivision spans approximately 222.58 acres, located south of NW 35th Street, east of NE 27th Avenue, and north of SW 21st Street. Historically, the area was characterized by residential and semi-rural land use, with scattered housing and underutilized parcels. In 2020, the City entered into a Redevelopment Agreement for the former Pine Oaks Golf course to facilitate the redevelopment of the property into a mixed-use residential community. The West Oak PD rezoning and plan were approved in February 2021. Several amendments to the PD have occurred, adding a 5.83-acre drainage retention area expanding the boundaries of the PD (PD23-45234). Updated PD plan and design standards were adopted by City Council in August 2023 as part of this amendment.

This application applies to Lot 2 of the West Oak Phase 1 subdivision, encompassing approximately 5.86 acres. The property is currently undeveloped, with a site plan (SPL25-0058) under review, which proposes the construction of a 102-unit affordable senior housing apartment complex.

In September 2025, the applicant was invited to a pre-application meeting with City staff to discuss a parking reduction associated with the proposed development. Pursuant to Section 122-1016(d)(2) due to the extent of the reduction which exceeds ten percent of the required parking, a parking study and a public hearing were determined to be necessary prior to final site plan approval.

Staff Analysis

Pursuant to Section 122-1010 of the Code of Ordinances, multi-family residential developments are required to provide 1.5 parking spaces for each dwelling unit. An applicant may submit a parking study Pursuant to Section 122-1016 of the Code of Ordinances to reduce the parking requirements if the requirements are inappropriate as applied to a specific property or project.

A typical multi-family 102-unit apartment development requires 153 parking spaces when applying the 1.5 parking spaces per unit requirement. The proposed reduction to 106 spaces will result in a 47-parking space deficit. The proposed multi-family development differs from a typical multi-family project in that it will be specifically for affordable age-restricted senior living.

The applicant has provided a parking study prepared by Hamilton Engineering using the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. Hamilton Engineering used ITE Land Use Code 223 – Affordable Housing (Senior) for their analysis. The ITE definition for Land Use Code 223 - Affordable Housing (Senior) states that Affordable Housing is “a use that includes all multi-family housing rented at below-market rates to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. The provided ITE Parking Generation data chart shows Affordable Housing – Senior developments located in a General Urban/Suburban setting have an average parking rate range from 0.34 to 0.88 spaces per unit. Based on this data, the analysis demonstrates that an 86-unit development would require approximately 0.44 parking spaces per unit (37 total spaces).

Applying the same range to the proposed 102-unit development requires a minimum of 34 parking spaces and a maximum of 89 parking spaces. The summary analysis provided identifies the affordable housing project at the 85th percentile rate (0.80 spaces per unit), which has a peak parking demand of approximately 81.6 spaces. The applicant proposes 106 parking spaces, which exceeds the ITE parking demand for the proposed use by approximately 17 spaces.

A historical parking needs analysis was also conducted using data from 13 senior housing developments previously developed by the applicant. The average number of adults per unit and vehicles per adult were calculated and then applied to the proposed unit count to estimate parking demand. This analysis demonstrated that their existing affordable senior housing typically requires fewer parking spaces than the 1.5 spaces per unit currently required by the Code of Ordinances.

Applicability of Sec. 122-1016. - Parking studies:

- (a) In the event that an applicant feels that the parking requirements of this article are inappropriate as applied to the applicant's property, the applicant may submit a parking study that addresses parking needs and demands, prepared by a professional engineer, architect or American Institute of Certified Planners-certified planner, that proposes alternate parking requirements based upon the unique characteristics of the applicant's property.

Staff Response: Applicable; due to the unique nature of the proposed use, a parking study was prepared by Hamilton Engineering and submitted by the applicant.

- (b) The parking study shall consider and discuss all relevant factors including, without limitation: type of use, surrounding available public/private off-street parking, shared parking opportunities between users, hours of operation of proposed and neighboring uses, surrounding on-street parking, loading needs and demands and parking trends for similar development size and use. Additionally, estimates of parking needs and demands shall be based on recommendations in studies such as those from the Urban Land Institute (ULI), the Institute of Traffic Engineers (ITE), or the Traffic Institute, or industry standards based on data collected from geographic areas and uses or combinations of uses which are the same or comparable to the proposed area and use.

Staff Response: Applicable; the study provided the proposed use of the site as an age-restricted senior living facility. Additional relevant factors were not accounted for in the study as the ITE Parking Generation Manual indicates the use requires 34 to 89 parking spaces to sufficiently meet the needs of the proposed use. The proposed project exceeds the recommended parking spaces of ITE by 24 spaces of the maximum recommended parking.

Staff Recommendation: Approval with Conditions

- 1. The parking analysis was based on Land Use Code 223 – Affordable Housing (Senior) for 102 units. Should the proposed use change, a new parking study will be required.**