

Summary of Policy Issues

Proposed Amendments to the Zoning Code

Chapter 10-50 (Supplemental to Zones)

October 19, 2015

This document describes the policy questions identified by staff in Chapter 10-50 (Supplemental to Zones) of the Flagstaff Zoning Code. As it is unlikely that Council and staff will be able to cover all of the policy issues in this chapter in the October 19th work session, staff has listed the policy issues with Division 10-50.80 (Parking Standards) first, with the other divisions following. As needed an additional meeting or work session with the Council will be scheduled to finalize the policy discussions on the remaining divisions and chapters of the Zoning Code. A special meeting on Division 10-50.100 (Sign Standards) will also be scheduled following an executive session with the Council on this Division.

Division 10-50.80 Parking Standards

10-50.80.040 Number of Motor Vehicle Parking Spaces Required

Policy Question(s): Table 10-50.80.040.A

- Within the market rate category for residential uses should the required number of parking spaces for single-family residences (2 parking spaces per dwelling) be separated from the requirements for duplex, triplex, and multi-family residential uses where the standard is based on the number of bedrooms consistent with the approach taken in the former LDC?
- Should a new End Note be added to this table stating that parking adjustments or reductions would not apply to single-family dwellings and duplexes?

See Page 50-27 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
<p>The market rate category for residential uses establishes minimum parking requirements for all dwellings (i.e. single-family and multi-family residential uses) with a maximum of 2 parking spaces regardless of the number of bedrooms per unit. <i>[Note that no change to the standards for affordable dwellings is proposed.]</i></p> <p>The existing table does not include End Note I which means that parking reductions may be applied to single-family dwellings and duplexes.</p>	<p>Within the market rate category for residential uses single-family residences will be required to provide a minimum of 2 parking spaces regardless of the number of bedrooms in the dwelling. However, the minimum number of parking spaces for duplexes, triplexes, and multi-family residential dwellings will be determined by the number of bedrooms in each unit.</p> <p>Specifically states that parking reductions will not apply to single-family residences and duplexes.</p>

10-50.80.060 Parking Adjustments

Policy Question(s): G. Motorcycle Reduction

- Should a new standard allow for a reduction in the overall number of parking spaces required if separate dedicated motorcycle parking spaces are provided?

See Page 50-31 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
<p>The existing standards are silent on motorcycle parking spaces. Therefore, motorcycles are parked</p>	<p>Recommends the addition of a new standard that allows the reduction of one vehicle parking space if</p>

in vehicle parking spaces.	one motorcycle parking space for every 25 required vehicle spaces is provided.
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10-50.80.080 Parking Spaces, Parking Lot Design and Layout

Policy Question(s): C. Parking for Disabled Persons

- Should the standards for the minimum number of required accessible parking spaces be changed back to the federal ADA standard from that originally proposed by the Disability Awareness Commission (DAC) which was adopted into the 2011 Zoning Code? On June 30, 2015 the DAC recommended that the existing Code standards should not be amended.

See Page 50-32 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The existing standards are based on a recommendation of the Disability Awareness Commission to provide more accessible spaces than is required in the federal ADA regulations.	Recommends that the federal ADA regulations should be used to determine the number of required accessible parking spaces consistent with national standards.

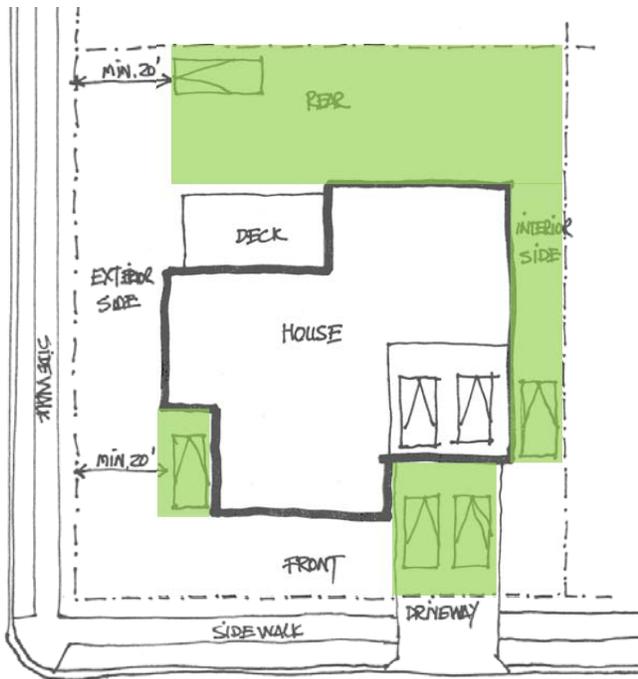
Policy Question(s): F. Location

Vehicle parking continues to be a significant problem in certain single-family residential areas of the City where garages have been converted to other livable space and where there may be four or more people sharing a home, each of whom has a vehicle.

- Should the parking standards be relaxed to also allow vehicle parking (RVs, boats, automobiles, etc.) to be parked in the front yard between a driveway and the nearest property line?
- Also, should a 6-foot high wall or fence be required for all vehicle parking in interior or rear yard areas?

See Page 50-32 to 50-35 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The existing standards allow vehicles to be parked in the front yard on a driveway in front of a garage or carport as well as in the rear and interior side yard areas. Vehicles may also be parked a minimum of 20 feet from an exterior side property line provided it is behind the front of a building (<i>this standard is not proposed to be changed</i>).	Allows vehicles to be parked as follows: <ul style="list-style-type: none"> In the rear and interior side yard provided the vehicles are screened by a 6-foot high wall or fence (see below), and; OPTION 1: In the front yard in the driveway and on the side of the driveway in the area closest to the nearest side property line. OPTION 2: Across the full width of the front yard. OPTION 3: Within any setback or yard area (front, rear, interior and exterior side). OPTION 4: In the front yard in the driveway and on both sides of the front yard in front of the side setback area.
The existing standards are silent on whether a min. 6-foot wall or fence is required when vehicles are parked in an interior or rear yard area.	The P&Z Commission recommended that if vehicles are parked in the interior or rear yard area a min. 6-foot high fence was required for screening purposes.



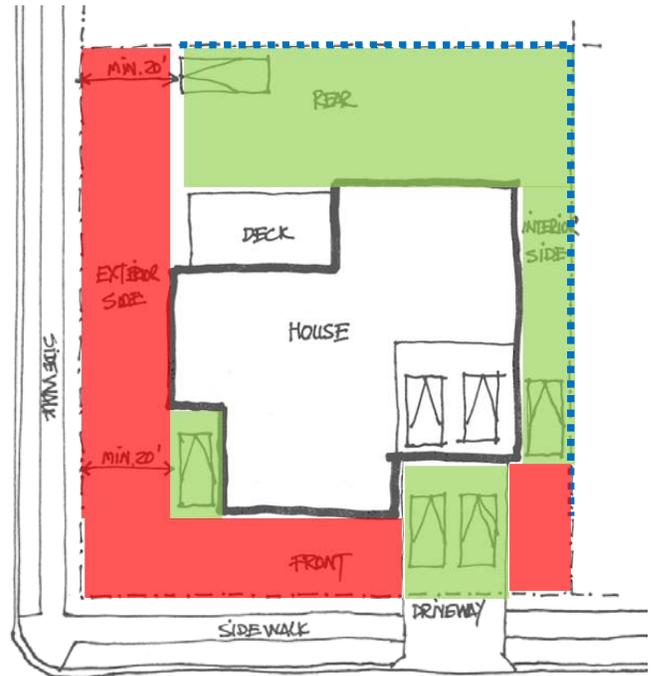
A.: Existing Code Standards
 (No screen wall or fence required on the rear or side property line)



B.: Option 1
 (6-foot high screen wall or fence required on the rear or side property line)

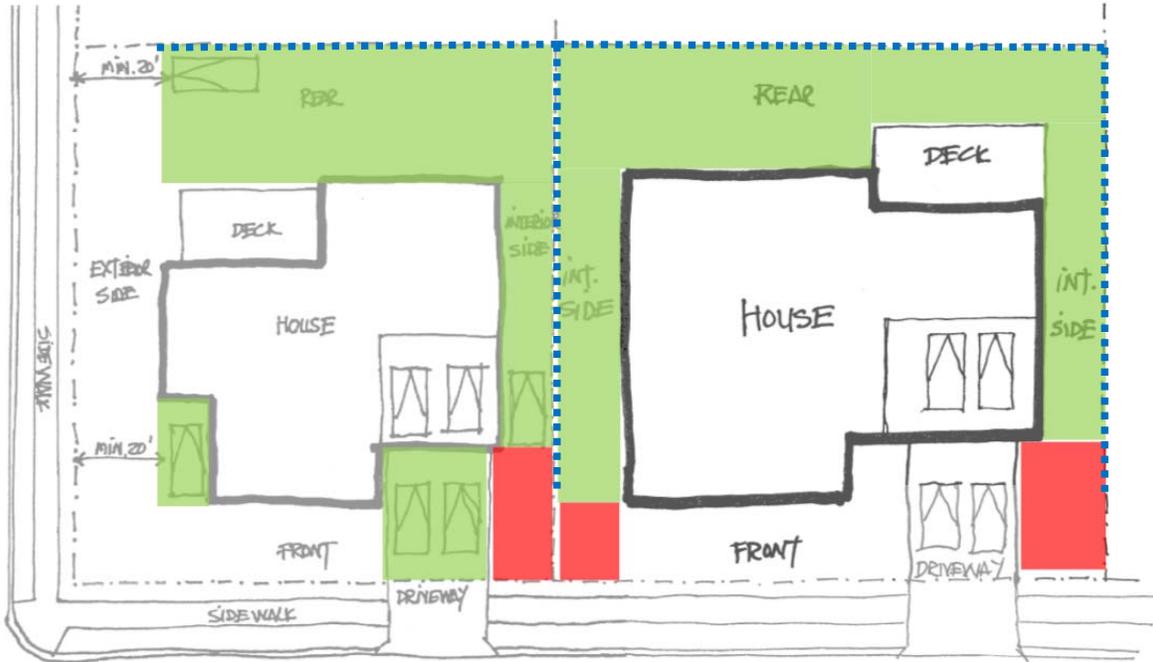


B.: Option 2
 (6-foot high screen wall or fence required on the rear or side property line)



C.: Option 3
 (6-foot high screen wall or fence required on the rear or side property line)

- Parking permitted under the existing Zoning Code
- Parking permitted under each Option
- 6-foot high wall or fence (P&Z recommendation)



D.: Option 4
 (6-foot high screen wall or fence required on the rear or side property line)

Policy Question(s): L. Trailers, RVs and Boats

The short term parking and long term parking and storage of trailers, RVs, and boats continues to be a challenge in single-family residential and commercial zones.

- Should the Code be amended to make a distinction between trailers, RVs, and boats stored long term (i.e. more than five days) on a property in a residential zone compared to such vehicles being parked for a short period of time (no more than five days)?
- Should an RV or travel trailer be able to be occupied by guests of the property owner or tenant for no more than five days?
- Should the overnight parking of travel trailers and RVs be permitted in commercial parking lots within commercial and industrial zones subject to certain standards?

See Page 50-32 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
<p>The existing standards allow a trailer, RV or boat to be “stored” in the rear or interior side yard behind the front of a building subject to certain standards. However, especially during the summer months when such vehicles are used frequently, they are often parked on a driveway or to the side of the driveway when not in use.</p>	<p>New standards specifically allow for:</p> <ul style="list-style-type: none"> ○ Long term storage (i.e. for more than five days) of trailers, RVs and boats only in the rear and interior side yard area of a property. ○ Short term parking (i.e. five days or less) for maintenance, loading, etc. of trailers, RVs and boats in the rear and interior side yard area of a property as well as in the front yard in a driveway and between the driveway and the nearest side property line subject to certain standards.

<p>The existing standards, while poorly worded, prohibit any persons from residing within an RV parked on a residential property in any zone. However, it is very common for guests of the property owner or tenant who are travelling in an RV to stay in that RV when parked on a residential property.</p>	<p>New standards would specifically allow visiting guests of the property owner or tenant who are travelling in an RV to stay in that RV when parked on the residential property for no more than five days subject to certain conditions.</p>
<p>The existing standards prohibit the overnight parking and occupancy of RVs and travel trailers in commercial zones (e.g. the parking area for either of the Walmart stores). However, these parking lots are frequently used for overnight or multi-day parking by these vehicles, and as written have been hard for the Police Department to enforce.</p>	<p>New standards would specifically allow the overnight parking of RVs and travel trailers subject to certain standards and limitations. Note the Police Department does not favor this recommendation and would prefer to see such overnight parking prohibited (See OPTION 2 on Page 50-38 of the amendments to this Division).</p>

Division 10-50.20 Architectural Standards

10-50.20.030 Architectural Standards

Policy Question(s): 5. Location and Orientation of Building Entrances

- Should the standards applicable to the location and orientation of building entrances be expanded to provide more clarification on why this standard is important and to emphasize the need for a building entrance to face a street, plaza or pedestrian way (which could link to a parking area)?

See Page 50-5 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
<p>The existing standards are only require a building entrance to be identifiable and that it should face a street, plaza or pedestrian way. At times staff has found this standard difficult to apply.</p>	<p>New standards explain why the orientation of a building's entrance is important. Expanded standards also explain how to make a building entrance identifiable.</p>

Policy Question(s): 7. Windows

- Should new standards regarding window placement and design be added to this Section to emphasize how windows are an important aspect of a building's design in keeping with Flagstaff's unique design traditions?

See Page 50-6 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
<p>The existing standards are silent on window design and placement.</p>	<p>New standards explain why window placement and design is important within the design traditions of Flagstaff. Expanded standards are proposed to reinforce this principle. Note that a new provision was added to Section 10-20.40.090 (Minor Modifications of a Development Standard) to provide flexibility for alternative window design and placement options when warranted by a site's context.</p>

Division 10-50.60 Landscaping Standards

10-50.60.030 Landscaping Plans

Policy Question(s): Concept, Preliminary, and Final Landscape Plans

- Should a requirement for a new concept landscape plan be added to the Code to be submitted with an application for concept site plan review rather than the current requirement of a preliminary landscape plan (which is much more detailed)?

See Page 50-11 to 50-13 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The existing standards require a fairly detailed preliminary landscape plan to be submitted with a concept plan for review. This has proven to be a hardship to developers because they are preparing landscape plans for a project for which they do not yet know if they will receive approval.	New and updated standards require the following landscape plans based on the level of review required: <ul style="list-style-type: none"> ○ Concept landscape plan with concept site plan review (minimal detail – concept plan) ○ Preliminary landscape plan with site plan review – more detail to illustrate the landscaping proposed ○ Final landscape plan with an application for a grading or building permit – fully developed with irrigation plans, etc.

10-50.60.040 Landscape Location Requirements

Policy Question(s): B. Non-Residential Zone Buffers

- Should a new standard be added to the Street Buffers Subsection that allows otherwise required street buffer landscaping to be waived if proposed buildings are located close to or at the back of a sidewalk? If so, then consistent with Chapter 10-60 (Specific to Thoroughfares) a wider sidewalk, tree wells, planters, and other amenities such as bike racks, potted plants, etc. will be required.

See Page 50-14 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The existing standards require street buffers in all circumstances (i.e. suburban or urban contexts) regardless of where a building may be placed on a property relative to the street frontage. This has proven to be a challenge when new projects are proposed in the more urban areas of the City where buildings are placed on or near to the property line or sidewalk, e.g. Southside or downtown.	A new standard specifically allows landscaping not to be required when a new development is proposed in an urban area with the building close or next to a property line and/or sidewalk. However, a wider sidewalk, tree wells, planters, and other amenities such as bike racks, potted plants, etc. will be required.

Division 10-50.90 Resource Protection Standards

10-50.90.050 Steep Slopes

Policy Question(s): C.3. Steep Slope Resource Area

- Should a new standard be added to this Section to incentivize the protection of steep slope areas by crediting points toward the minimum required forest resources calculations?

See Page 50-39 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The existing standards are silent on this matter.	This new standard allows for one credit point for every 50 sq. ft. of additional slope area protected within a development to be credited towards the minimum required forest resource calculations.

10-50.90.060 Forest

Policy Question(s): B. Methodology

The existing Code provides an incentive for affordable housing by allowing 100 percent of forest resources located within a steep slope area to be counted towards the required amount of forest resources on a development site. For all other uses this is not permitted.

- Should a new standard be added to this Section that would allow up to 25 percent of the forest resources located within a steep slope area to be counted towards the required amount of forest resources on a development site?

See Page 50-39 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The existing standards are silent on this matter. Except for affordable housing projects no credit for forest resources located within steep slopes is allowed.	This new standard allows up to 25 percent of the forest resources located within a steep slope area to be counted towards the required amount of forest resources on a development site.

10-50.90.100 Activities Allowed in Natural Resource Areas

Policy Question(s): Table A. Activities Allowed in Natural Resource Areas

The City’s Stormwater Section recommended to the Planning and Zoning Commission that the Active Recreation row in this Table should be amended to not permit active recreation uses (i.e. uses such as ball fields, tennis courts, golf courses, etc.) in a rural floodplain. After much discussion the Commission recommended that no amendment to this Table should be made. The City Stormwater Section is requesting that the Council reconsider this recommendation because if we continue to allow active recreation in rural floodplains, the City could lose its CRS (Community Rating System) rating and the flood insurance premium discounts currently available (see portion of an email from Jim Janecek, Stormwater Project Manager, in which he explains the reasons for this reconsideration, on the last page).

- Should Table A be amended to prohibit active recreation uses in rural floodplains?

See Page 50-40 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The Table in the existing Code permits active recreation uses in the rural floodplain although Section 10-50.90.040.A.2 clearly states that rural floodplains are “ <i>natural undisturbed open spaces that are unsuitable for development</i> ”.	No amendment proposed. However, the City Stormwater Section is requesting that Table A be modified to not permit active recreation uses in a rural floodplain.

Division 10-50.110 Specific to Building Types

10-50.110.030 Building Types General

Policy Question(s): Table A Building Types General

- Should two new building types be added into this Division, namely a Stacked Triplex and an Apartment Building?

Note that new standards for these building types are provided in new Sections 10-50.110.120 (Stacked Triplex) and 10-50.110.160 (Apartment Building).

See Page 50-44; 50-47 to 50-48; and 50-51 to 52 of the proposed amendments to this Division

Existing Zoning Code	Proposed Amendment to the Zoning Code
The existing Code does not include building type standards for a Stacked Triplex or an Apartment Building.	Specifically provides development standards for the Stacked Triplex and Apartment Building building types.



Example of a three-story apartment building



Examples of a stacked triplex building type

Relevant Portions of an Email from Jim Janecek, City Stormwater Section:

From: Jim Janecek

Sent: Thursday, October 08, 2015 4:38 PM

To: Chris Kirkendall

Cc: Brad Hill; David McKee

Subject: Considerations for revisions to the Zoning Code regarding rural floodplains

The City of Flagstaff received a CRS (Community Rating System) rating of Class 5 resulting from a FEMA audit in 2013. The lower the Class rating, the greater the discounts to flood insurance premiums for over 1000 properties in Flagstaff, most of which are in the downtown Southside area. Qualifying for the lower class rating inversely requires increasing audit score, and a Class 5 rating requires a score of 2500 or higher. Our score was 2504, meaning that any “hiccup” or mistake will increase our class rating to a class 6 meaning higher insurance premiums. Of the 2504 points we received, 1238 (49%) was granted for point category 420 – Open Space Preservation.

Page 420-14 of the CRS coordinator’s Manual states the following: “The following types of open space in a Community’s regulatory floodplain can receive NFOS1 (Natural Functions Open Space Category 1) credit.

- Areas in their undeveloped natural state (i.e., areas that have not been built on, graded, or farmed).
- Areas that have been farmed or otherwise developed but have been restored to a state approximating their natural, pre-development conditions. This includes restoration work, such as bioengineered channel stabilization, removal of seawall to allow beach erosion, wetland or riparian habitat restoration, and moving levees back to allow channel meandering.
- Areas designated as worthy of preservation for their natural functions by a federal, state or nationally recognized private program.”

A memo attached to the email described how the City of Flagstaff defined its open space for the 2013 audit. A total of 1,140 acres of floodplain credit out of the total 1,555 acres of floodplain was mapped and defined. Of the total 1,140 acres of floodplain credit, 608 acres (or 53%) of this is rural floodplain as mapped on the Rural Floodplain Map included in the Zoning Code.

Please let me know if you’d like to discuss.

Thanks,

Jim Janecek, P.E., C.F.M.
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