WORK SESSION AGENDA

CITY COUNCIL WORK SESSION
TUESDAY
JUNE 13, 2017

FLAGSTAFF HIGH SCHOOL
HURLEY THEATER
400 WEST ELM
5:00 P.M.

PLEASE NOTE CHANGE IN STARTING TIME

1. Call to Order

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the City Council and to the general public that, at this work session, the City Council may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. Pledge of Allegiance and Mission Statement

MISSION STATEMENT

The mission of the City of Flagstaff is to protect and enhance the quality of life for all.

3. Roll Call

NOTE: One or more Councilmembers may be in attendance telephonically or by other technological means.

MAYOR EVANS
VICE MAYOR WHELAN
COUNCILMEMBER BAROTZ
COUNCILMEMBER MCCARTHY
COUNCILMEMBER ODEGAARD
COUNCILMEMBER OVERTON
COUNCILMEMBER PUTZOVA

4. Preliminary Review of Draft Agenda for the June 20, 2017, City Council Meeting.*

** Public comment on draft agenda items may be taken under "Review of Draft Agenda Items" later in the meeting, at the discretion of the Mayor. Citizens wishing to speak on agenda items not specifically called out by the City Council for discussion under the second Review section may submit a speaker card for their items of interest to the recording clerk.*

5. Public Participation

Public Participation enables the public to address the council about items that are not on the prepared agenda. Public Participation appears on the agenda twice, at the beginning and at the end of the work session. You may speak at one or the other, but not both. Anyone wishing to comment at the meeting is asked to fill out a speaker card and submit it to the recording clerk. When the item comes up on the agenda, your name will be called. You may address the

Council up to three times throughout the meeting, including comments made during Public Participation. Please limit your remarks to three minutes per item to allow everyone to have an opportunity to speak. At the discretion of the Chair, ten or more persons present at the meeting and wishing to speak may appoint a representative who may have no more than fifteen minutes to speak.

6. **Discussion/Presentation**: Flagstaff Regional Plan 2030: 2016 Annual Report

7. **Discussion and Direction**: Wheeler Park Design

8. **Discussion:** An ordinance adopting revisions to Title 13 of Flagstaff City Code entitled "Engineering Design and Construction Standards and Specifications for New Infrastructure."

9. **Discussion**: Form-Based Code (Transect Zones) Amendments

10. **Discussion:** Potential Improvements to How Council Appoints New Members to City Boards and Commissions.

11. **Public Participation**

12. **Review of Draft Agenda Items for the June 20, 2017, City Council Meeting.***

** Public comment on draft agenda items will be taken at this time, at the discretion of the Mayor.*

13. **Informational Items To/From Mayor, Council, and City Manager; future agenda item requests.**

14. **Adjournment**

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. in accordance with the statement filed by the City Council with the City Clerk.

Dated this _____ day of _____, 2017.

_____
Elizabeth A. Burke, MMC, City Clerk

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To:	The Honorable Mayor and Council
From:	Sara Dechter, AICP, Comprehensive Planning Manager
Date:	06/01/2017
Meeting Date:	06/13/2017

TITLE:

Discussion/Presentation: Flagstaff Regional Plan 2030: 2016 Annual Report

DESIRED OUTCOME:

- To provide a summary to the City Council about the progress being made to implement the *Flagstaff Regional Plan 2030.*
- To receive feedback from the City Council on Future Comprehensive Planning Projects.

EXECUTIVE SUMMARY:

Comprehensive Planning staff has prepared the 2016 Annual Report of the *Flagstaff Regional Plan 2030*. This is the third assessment of the City's efforts to implement the Plan, showing progress towards comprehensive data tracking and incorporating the Plan into decision-making processes. The City's commitment to produce an annual report will help determine future specific plan needs and Plan amendments, advancing the idea that the Plan is a living document.

INFORMATION:

The purpose of the annual report is to keep Planning and Zoning Commissioners, City Council, and the public informed of the City's progress towards meeting the goals and policies of the Regional Plan. The 2016 Annual Report does this in several ways, the report

1. Measures the City and County's success in achieving plan goals and policies through metrics that indicate progress toward the region's future vision.
2. Documents growth trends and compares those trends to plan objectives.
3. Identifies policy and development actions that affect the plan's implementation.
4. Identifies Plan goals cited most often in staff memos to the City Council.
5. Summarizes amendments and planning efforts accomplished.
6. Explains difficulties in implementing the plan
7. Identifies current and upcoming amendments and specific plan work is shown.
8. Reviews any outside agencies' actions affecting the plan.

Who is the Audience for this report?

Arizona law requires that the City Council receive a report on the Regional Plan annually. Many other cities have done this through a qualitative presentation, but Flagstaff elected to make the Regional Plan Annual Report a quantitative and interdisciplinary report that can be reviewed by any citizen. The report is published on the FlagstaffMatters.com website and is intended to keep decision-makers throughout the City informed of current trends and to provide a platform for the next plan update, which would start in 2022.

Metrics, Data, and Analysis
The Regional Plan contains 75 goals organized into 15 chapters or elements. The elements are then organized into the Natural, Built, and Human Environment sections of the Plan. This Annual Report mimics that organization, because it provides a consistent, long-term framework for evaluating the City's progress.

The Annual Report compiles more than 50 metrics across multiple data sources and subject areas. City Staff throughout multiple departments work to make sure that the data represented in this report is as replicable and as valid as possible. When an error is found, or the data source is revised, staff corrects data within the next year's report. There are 9 metrics that were identified in Appendix D of the Flagstaff Regional Plan, which are missing from the report. Some are provided by the City or other agencies on a less than annual basis and some still need to be developed, such as the roadway connectivity metric for the Built Environment.

Within each section, metrics are divided into topics. For each topic, metrics are displayed in a table and footnotes are provided to give context to the methodology behind the number. After each table of metrics, a brief summary analyzes the trends for the topic.

Accomplishments and Future Regional Plan Work
The Annual Report provides a qualitative review of the work done by staff to keep the Regional Plan up-to-date and reports the progress of Specific Plans. The Report also includes an outline of proposed future plan amendments, the details of which are provided in Attachment B. The Report gives the public an opportunity to provide feedback on suggested changes and strategies early and often.

If you have questions or require clarification on the contents of this staff report, please contact Carlton Johnson, Associate Planner at cjohnson@flagstaffaz.gov or (928) 213-2615.

Attachments: Attachment A: Flagstaff Regional Plan 2016 Annual Report
Attachment B: Details about Proposed Regional Plan Amendments Tasks
Regional Plan Update Presentation

Flagstaff Regional Plan 2030

- 2016 ANNUAL REPORT -

FLAGSTAFF
REGIONAL PLAN
2030
PLACE MATTERS

INTRODUCTION

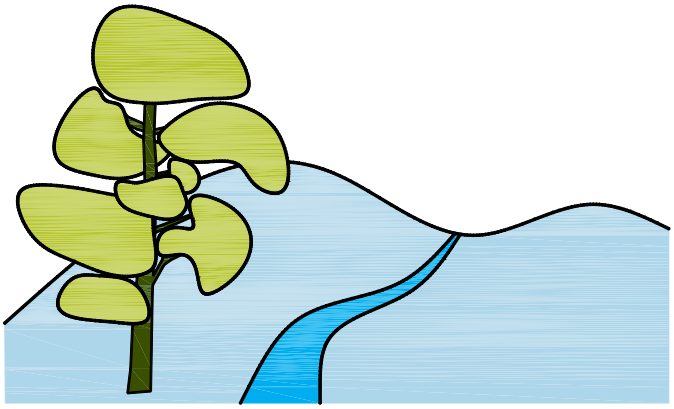
The *Flagstaff Regional Plan 2030* (*FRP30*) is used for decision making so that Flagstaff City government is accountable for publicly-derived policy outcomes and goals. It provides the basis for policies and regulations to guide physical and economic development within the Flagstaff region. The Plan is used as a guide, or road map, for the future of the City and the region. It establishes priorities for public decisions and direction for complementary private decisions, thereby striving to establish predictability in the decision-making process.

The Annual Report consolidates metrics identified in Appendix D of the *FRP30* into a summary of the City's performance towards the Plan's goals, and an account of progress in Plan related work. While all the goals and policies in the Plan are directed to future needs and accomplishments, it is important to understand that many of them also reflect ongoing programs, initiatives, and actions already implemented by City, County, and other policy and decision makers. Progress towards the goals and policies in the Plan will be dependent on the community's ability or inability to fund the recommended actions, the policy decisions made by City Council and management, and the community support of the Plan.

This report is the third produced since the plan was adopted. Not all metrics are available on an annual basis. Even though gradual trends are difficult to observe at this point in time, this year's Report added a column to highlight the trends emerging so far. City staff strives to establish consistent methods of gathering the relevant data, even as policies and accounting systems may change. The report will note when a policy or management change has resulted in a change to the measurement, as opposed to a change that is the result of Plan implementation. If a date appears in parentheses after a measurement, it signifies that data from a different year was used. For instance, some data used in the 2014 report was based on data between 2011-2014, because of the timing and availability of data.

The Report is organized into metrics for the Natural, Built, and Human Environments. It also reports on the use of the goals in City Council decision making, Regional Plan accomplishments, and future projects to implement the Plan.

Key Insights



NATURAL & HUMAN ENVIRONMENT

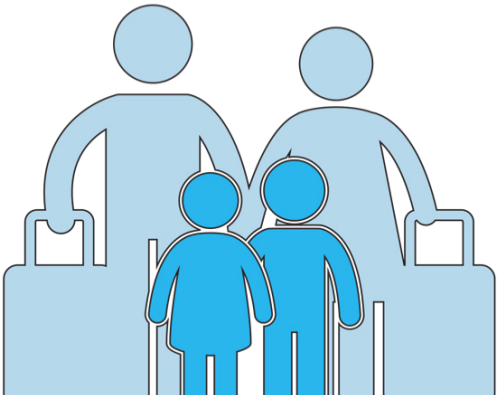
(3,850 Open Space Volunteer Hours and 31 New Park Acres)

31 acres of parkland were added to the City by adding Buffalo Park West and Highland Avenue Park. Since gaining open space is not a regular occurrence, volunteer hours were added to the Annual Report to better define managing our open space. Even as a new metric to the Annual Report, last year showed a steep increase in volunteer hours as compared to years past.

BUILT ENVIRONMENT

(493 New Residential Units)

The City had 82 more residential units permitted in 2016 than in 2015. The overall trend for development projects is increasing. An increasing trend for Accessory Dwelling Units and mixed-use developments demonstrates that infill projects are a strong component of overall new development.



HUMAN ENVIRONMENT

(4.8 Million Visitors)

The City had 0.8 million more visitors in 2016 than 2014, which is an increase of 20 percent. This number is perhaps the strongest within an overall pattern of Flagstaff being an appealing place to visit and live.

NATURAL ENVIRONMENT

ENVIRONMENTAL & CONSERVATION PLANNING				
Measure	**2014**	**2015**	**2016**	**Trend**
Acres of protected open space within city limits	20 new; 2,769 total	0 new; 2,769 total	0 new; 2769 total	→
Open space - per acre budget (New)	not available	$8.13	$11.74	↗
Volunteer Hours for Open Space (New)	727	858	3850	↗
Number of community gardens and gardeners	5 community gardens 78 participants	5 community gardens 94 participants	5 community gardens 126 participants	↗

The trend for Environmental and Conservation Planning is stable to increasing. Before 2014, the City purchased thousands of acres of State lands for conservation. In 2015, the City of Flagstaff hired its first Open Space Specialist, increasing staff capacity for open space management and community gardens. The purchasing of open space is leveling off and instead the program is focusing more on the management of these lands.

PUBLIC FACILITIES - SOLID WASTE				
Measure	**2014**	**2015**	**2016**	**Trend**
Amount of solid waste disposed in Cinder Lake landfill and remaining useable life	85,473 tons Est closure date: 2054	86,891 tons Est closure date: 2054	91,150 tons Est closure date: 2054	↗
Tons of recycling and waste diversion rate	9,002 tons 14.32% diversion rate	9,216 tons 15.33% diversion rate	9,556 tons 14.88% diversion rate	→

The trend for Public Facilities - Solid Waste is slowly increasing. Even though the tons of recycling collected has been increasing, the overall volume of solid waste is also increasing. Therefore the waste diversion rate is a variable but generally flat trend, so it is not increasing the life of the landfill.

ENERGY				
Measure	**2014**	**2015**	**2016**	**Trend**
Municipal energy consumption in City facilities per square foot (in kilowatt hours)[1]	23.9 kWh	24.5 kWh	25.8 kWh	↗
Renewable energy generated by City facility installations	3,496 MWh, 6.5% of City's energy use	3,553 MWh, 6.7% of City's energy use	2,902 MWh 5.5% of City's energy use	↘

[1] *Looking at this on a per square foot basis allows analysis of building performance without the energy impact of water and wastewater processing and streetlights.*

Energy consumption for City buildings has gone up slightly over the last two years, due to a variety of factors including weather, construction, equipment, and an increase in operational hours. Renewable energy generation decreased in 2016 due in large part to the combined heat and power (cogeneration) system at the Wildcat Water Reclamation Plant not running. A combination of the cogeneration system being out of order and the addition of a new 25,000 square-foot facility contributed to the percentage of the City's energy use decline.

WATER RESOURCES				
Measure	**2014**	**2015**	**2016**	**Trend**
Water, Wastewater, Reclaimed Water, and Stormwater Annual Operating Budget [1]	FY15: $15.9 million	FY16: $17.3 million	FY17: $17.8 million	↗
Potable Water				
Water usage (billed) (gallons per capita per day) [2]	94 gpcd	88 gpcd	93 gpcd	→
kWh of energy used to produce and deliver potable water	21,117,850 kWh	19,253,690 kWh	20,279,800 kWh	→
Gallons of potable water delivered and cost per thousand gallons	2.4 billion gal $0.76	2.3 billion gal $0.72	2.6 billion gal $0.78	→
Peak day consumption vs. total capacity (in million gallons)	Peak = 12.1 MG on 6/21 Total capacity = 18.84 MG	Peak = 10.9 MG on 6/26 Total capacity = 18.69 MG	Peak = 11.4 MG on 6/23 Total capacity = 18.69 MG	→
Wastewater & Reclaimed Water				
Gallons of wastewater treated and cost per thousand gallons [3]	2.007 billion $1.29	2.031 billion $2.93	1.981 billion $1.83	→
Kilowatt hours used to treat effluent and produce reclaimed water	9,784,063 kWh	7,702,861 kWh	10,822,467 kWh	→
Gallons of reclaimed water produced and delivered [4]	1.910 billion produced 630,195,834 delivered	1.967 billion produced 625,959,771 delivered	1.947 billion produced 580,659,000 delivered	↘
Stormwater				
Number of nonconforming properties brought into compliance with stormwater regulations	13	3	5	→

[1] Previous years reported dollars spent, but all numbers have been changed to be the budgeted-amount to reflect the anticipated operational expenditures for the fiscal year, rather than a snapshot of expenditures at any one time. See page 8 for FY17 CIP Budget pie chart.
[2] Water Resources per capita data is based on their published "Report to the Water Commission" and total populations will vary from other sections in this report.
[3] 2014 cost per gallons counted only one treatment plant; other years include both Wildcat and Rio treatment plants.
[4] Difference between gallons produced and delivered is water discharged to the Rio de Flag in the off season.

The overall water resources' patterns are remaining steady. After historic lows in 2015, many metrics increased slightly in 2016. Water consumption per capita has been dropping over the last 25 years; 2016's increase is more indicative of typical annual variability than an increasing trend. The trend for reclaimed water delivered is on a slight decrease. Three to five properties removed from the Special Flood Hazard Area is a more typical result than the 13 reported in 2014.

MISSING METRICS from the NATURAL ENVIRONMENT

- Wildlife corridors and habitat land consumed or preserved by development (Arizona Game and Fish Department-designated)
- Concentration of natural resources, conservation priority areas, open space acres protected through conservation easement, purchase, etc.
- Biodiversity (birds, plants, amphibians, fish, mammals, reptiles) – total species count – Arizona Game and Fish Department data (when available)
- Update Natural Environment maps with pertinent information

BUILT ENVIRONMENT

COMMUNITY CHARACTER				
Measure	**2014**	**2015**	**2016**	**Trend**
Dollars allocated to beautification of public areas	Operations: $141,823 Capital: $3,026,213 Total: $3,168,036	Operations: $182,714 Capital: $3,767,477 Total: $3,950,191	Operations: $339,408 Capital: $4,303,050 Total: $4,642,458	↗
Number of brownfield environmental site assessments completed (within city limits)	5	6	2	→
Number of brownfield redevelopment projects approved	0	0	0	→
Heritage resources inventoried, saved, and demolished	Not available	123 inventoried 8 saved 5 demolished	81 inventoried 5 saved 3 demolished	→

The overall trends for Community Character are stable. Beautification funding, which is generated by tourism revenues, has increased over the past couple of years. Brownfield and heritage resource numbers are expected to vary from year to year depending on specific project needs, so it is not accurate to conclude a decreasing trend yet.

GROWTH AREAS & LAND USE				
Measure	**2014**	**2015**	**2016**	**Trend**
Permits & Development Projects				
Residential permits issued for new construction and new residential units	183 permits 422 new units	229 permits 409 new units	258 permits 493 new units	↗
Accessory Dwelling Unit permits (New)	Not available	4	7	↗
Commercial, industrial, and other non-residential permits issued	35	28	27	↘
Commercial, industrial, and other non-residential space permitted (s.f.)	532,215	147,855	593,326	→
Number of mixed use developments	0	0 Permitted 1 Completed; Village at Aspen Place	3 Permitted; The Loft, The Hub, RP Electric 0 Completed	↗
Number of infill or redevelopment projects [1]	11 infill 7 redevelopment	2 infill 1 redevelopment	8 infill 5 redevelopment	→

[1] *2016 numbers reflect permitted projects while previous years reported completed projects.*

The overall trend for Development Projects is increasing. The 2016 numbers for new residential units, commercial space and infill projects show a recovery, and even an overall increasing trend, after a lull in 2015. Accessory Dwelling Units is a new metric, and is showing an increasing trend that is consistent with the overall increasing pattern for infill development. Even if the overall trend of infill projects is somewhat steady, the increase of mixed-use developments demonstrates a higher level of intensity of certain infill projects.

GROWTH AREAS & LAND USE (Continued)				
Measure	**2014**	**2015**	**2016**	**Trend**
Land Use				
Acres annexed into city limits	0	180	832	↗
Number of major and minor amendments to the plan	0	1 major: Map 25 Transportation Network Illustration, 2 minor: La Plaza Vieja Neighborhood Specific Plan, Core Services Yard map amendment	6 minor: McMillan Mesa Village Amendment, Buffalo Park West, Guadalupe Park, Highland Ave Open Space, Observatory Mesa Open Space, Chapter 3 Plan Amendments Part 1	n/a
Area types changed on the Future Growth Illustration	0	Area in White to Existing Suburban = 15 ac Future Urban to Existing Suburban = 9.7 ac Future Suburban to Existing Suburban = 4 ac	Area in White to Park/ Open Space = 2,279.2 ac Area in White to Existing Suburban = 6.3 ac Existing Urban to Park/ Open Space = 1.1 ac Existing Suburban to Park/ Open Space = 5.3 ac	n/a
Land Use zoning distribution within activity centers (in acres) [1, 2]	Commercial: 814 Industrial: 201 Public: 434 Open Space: 0 Residential: 628 Transect Zone: 1.2	Commercial: 813 Industrial: 201 Public: 487 Open Space: 0 Residential: 951 Transect Zone: 1.4	Commercial: 815 Industrial: 198 Public: 486 Open Space: 0 Residential: 954 Transect Zone: 4.0	n/a
Land Use zoning distribution outside activity centers (in acres) [1]	Commercial: 891 Industrial: 1,294 Public: 15,581 Open Space: 268 Residential: 18,258	Commercial: 901 Industrial: 1,421 Public: 15,579 Open Space: 268 Residential: 17,929	Commercial: 911 Industrial: 1,370 Public: 15,592 Open Space: 2,990 Residential: 16,721	n/a
City building and impervious surface coverage percentage [3]	Building coverage = 3.9% Total impervious coverage = 15.7%	Building coverage = 4.1% (1,678 ac.) Total impervious coverage = 15.8%	Building coverage = 4.1% (1,152 ac.) Total impervious coverage = n/a	→

[1] Retroactively added some acreage in S16, U6, S5 into "within activity centers" and subtracted from "outside" to 2015. Added transect zone acres to all previous years.
[2] Retroactively added transect zone acreage to previous years.
[3] The City Stormwater Division is developing a master impervious coverage GIS layer that is not ready yet, but is expected to be an improvement in accuracy for future years.

Details about each amendment can be found in the Regional Plan Accomplishments section. The Future Growth Illustration experienced increases to Suburban and Park/Open Space area types. Changes to zoning distribution have been minor with the notable exception of the increase in Open Space zone outside of activity centers because of Picture Canyon and Observatory Mesa. Transect zoning is increasing within the Activity Centers.

BUILT ENVIRONMENT

TRANSPORTATION				
Measure	**2014**	**2015**	**2016**	**Trend**
Walkability and Bikeability (scores out of 100)	Walk score = 33 Bike score = n/a	Walk score = 33 Bike score = 73	Walk score = 36 Bike score = 73	→
Pedestrian and bicycle crash numbers and percent of total crashes	44 ped (2.5%) 70 bike (4.0%)	26 ped (1.4%) 33 bike (1.8%)	26 ped (1.3%) 32 bike (1.6%)	→
Percentage of population within 3/4 mile of transit stop [1]	29,511 residential units within 3/4 mile of a stop, 73% of residential units in FMPO area are within 3/4 mile of stop	29,838 residential units within 3/4 mile of a stop, 73% of residential units in FMPO area are within 3/4 mile of stop	53,771 population within 3/4 mile of a stop, 59% of FMPO population within 3/4 mile of stop	→
Miles of FUTS/new FUTS installed	0.6 mile added 55.2 total FUTS miles	1.0 mile added 56.2 total FUTS miles	0.0 mile added 56.2 total FUTS miles	→
Complete sidewalk percentages [2]	major roads = 42.1% public roads = 50.8%	major roads = 52.1% public roads = 53.6%	major roads = 54.5% public roads = 54.1%	↗
Internal vehicle miles traveled (VMT), average VMT per capita per day [3]	1,474,767 VMT/day 17 VMT/capita/day (2013)	1,524,069 VMT/day 17 VMT/capita/day	1,537,765 VMT/day 16.9 VMT/capita/day	→
Number of passengers, enplanements and operations at Flagstaff Pulliam Airport	enplanements: 68,754 operations: 41,986	passengers: 134,517 enplanements: 67,421 operations: 44,527	passengers: 133,416 enplanements: 66,526 operations: 46,850	→

[1]Methods changed for calculating the percentage of population near a transit stop for 2016. The previous method likely overestimated the percentage of people near transit stops by only using residential units via GIS (2014 used 40,495 units) since occupancy and completeness of data varies throughout the FMPO, the 2016 number instead uses population through NAIPTA's own Remix software that is based on current ACS data and an extrapolation of the total FMPO population per Arizona Office of Economic Opportunity data (extrapolation is per a multiplier to the sum of Flagstaff City and other Census Designated Places within the FMPO, multiplier is based on difference in same places and known FMPO population in 2010 and results in 1.107, 2016 population estimate is 90,777).
[2]The sidewalk completeness measure increased significantly after the Engineering Design Standards reclassified functional classes of roads in 2015.
[3]Per capita data based on total FMPO population per footnote 1.

Overall walkability in Flagstaff is on a slowly increasing trend. Compared with 2015, the number of bicycle and pedestrian crashes remained consistent in 2016 after the higher numbers experienced in 2014 and in prior years. Despite the numbers changing in transit because of the methodology changes, transit has continued to service the same general area over the past several years. NAIPTA has expanded service hours, including weekend service on Route 5 and year-round service on Route 10 - Mountain Link, while achieving a record system ridership of 1.96 million. The overall vehicle miles traveled (VMT) and VMT per capita per day remained stable.

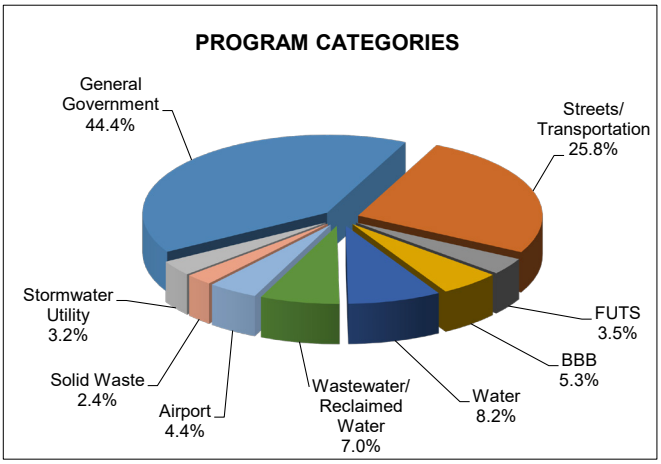
The Flagstaff Pulliam Airport had the most operations since 2004 when they had 50,253. However, for comparison, all of the airports in the Phoenix metropolitan area experience over 100,000 or 200,000 operations. For further perspective, Deer Valley and Sky Harbor experience over 400,000. Passengers and enplanements show a more steady trend.

COST OF DEVELOPMENT				
Measure	**2014**	**2015**	**2016**	**Trend**
Percent of total City budget devoted to Capital Improvement Projects (CIP)	39% CIP Budget: $93,256,402	39% CIP Budget: $93,830,695	41% CIP Budget: $108,971,970	→
Dollars spent on road improvement CIP projects[1]	$8 million	$10.7 Million	$8.8 Million	→
Miles of road improvements	Not available	Road Repair & Street Safety = 125.9 lane miles CIP = 1.55 lane miles	Road Repair & Street Safety = 99 lane miles CIP = 3.4 lane miles	→

[1] *This amount is the known expenditures through the first three quarters of the fiscal year.*

FY17 CIP Budget Pie Chart

General Government	40.3%	$	44,009,634
Streets/ Transportation	25.7%		28,028,033
FUTS	3.5%		3,797,713
BBB	5.3%		5,816,477
Water	8.2%		8,906,247
Wastewater/ Reclaimed Water	7.0%		7,600,640
Airport	4.4%		4,767,453
Solid Waste	2.4%		2,594,998
Stormwater Utility	3.2%		3,450,775
	100.0%	$	108,971,970



Overall investment in Capital Improvements has remained steady over the last few years. The program is funded by a sales tax increase approved by voters in November 2014, and will continue over the next 20 years. Every paved street maintained by the City will be improved during the term of the tax. Most of the significant improvements, including water and sewer line repairs, will take place over the next 6 years.

In the Capital budget, funding for streets and transportation was increased because of the new sales tax revenues. General Government funding remained consistent from 2015. Water and Solid Waste's budget increased slightly, the Airport's budget increased by a larger margin and the remaining budgets generally decreased proportionally to Streets increase.

MISSING METRICS - BUILT ENVIRONMENT

- 100-year water demand studies per city project, part of Utilities Division updates
- Connectivity of roadways – measure in intersections per square mile, future FMPO metric
- Mode share numbers available every five years, last available in 2012.

HUMAN ENVIRONMENT

INDICATORS OF OVERALL COMMUNITY WELL BEING				
Measure	**2014**	**2015**	**2016**	**Trend**
Population and Demographics: total population, median age, percent population living in poverty [1]	Total population = 68,729 Median age = 25.7 Living in poverty = 24.6%	Total population = 70,088 Median age = 25.9 Living in poverty = 24.9%	Total population = 71,459 Median age = 25.6 Living in poverty = 24.2%	→
Educational attainment	90.6% high school graduate or higher	91.2% high school graduate or higher	94.4% high school graduate or higher	→
Voter turnout (ballots cast/registered voters (% turnout)) [2]	Primary Election Aug 26: 8,737/28,802 (31%) General Election Nov 4: 16,910/31,140 (54%) Special Election May 20: 7,079/28,069 (25%)	Special Election May 3: 6,745/28,513 (24%) Special Election May 19: 4,604/29,409 (16%)	General Election Nov 8: 29,401/38,493 (76%)	n/a

[1]Population is per US Census 2016 Population Estimate (includes interpolated updates for previous years) as of July 1, 2016. Other numbers are per the American Community Survey's 5-year estimates and are one year behind (e.g. 2016 Median age is actually the 2015 5-year estimate).
[2]Numbers reported are for the City of Flagstaff, previous years reported on Coconino County.

The data demonstrate an increasing trend for population. The Census produces ongoing revisions to all estimates, so per capita estimates throughout the report may have used State population numbers. Poverty rates went down last year after going up in 2015 and the wage values (see page 10, Economic Development) show similar patterns; both trends being minor, longer term trends will have to be evaluated over time. The trend for educational attainment is showing an increase. 2016 was a high-profile year for voter participation; it is hard to compare to the other, non-presidential years at this time.

NEIGHBORHOODS, HOUSING & URBAN CONSERVATION				
Measure	**2014**	**2015**	**2016**	**Trend**
Median Housing Sale Price (just houses that sold that year)	$319,595	$298,000	$315,500	→
Median rents (fair market rents for Coconino County) [1]	$710 efficiency units $816 1 bedroom $1,021 2 bedrooms $1,296 3 bedrooms $1,651 4 bedrooms	$761 efficiency units $909 1 bedroom $1,135 2 bedrooms $1,408 3 bedrooms $1,687 4 bedrooms	$704 efficiency units $835 1 bedroom $1,037 2 bedrooms $1,309 3 bedrooms $1,551 4 bedrooms	→
Rental/ownership ratio [2]	50% rental 50% ownership	55% rental 45% ownership	55% rental 45% ownership	→
Housing mix (SF/MF/ etc.) [3]	Total units: 26,340 11,866 1-unit detached (45%) 2,637 1-unit attached (10%) Multi-family: 2,569 2-4 units (9.8%) 4,129 5-19 units (15.7%) 3,340 20+ units (12.7%) 1,799 Mobile home, RV, etc. (6.8%)	Total units: 26,506 12,222 1-unit detached (46.1%) 2,754 1-unit attached (10.4%) Multi-family: 2,565 2-4 units (9.6%) 4,153 5-19 units (15.7%) 3,141 20+ units (11.9%) 1,671 Mobile home, RV, etc. (6.3%)	Total units: 26,501 12,227 1-unit detached (46.1%) 2,826 1-unit attached (10.7%) Multi-family: 2,604 2-4 units (9.8%) 4,599 5-19 units (17.4%) 2,579 20+ units (9.7%) 1,666 Mobile home, RV, etc. (6.3%)	→
Number of affordable housing units built by residential projects	1 ownership	2 ownership	1 ownership, 3 rental	→

NEIGHBORHOODS, HOUSING & URBAN CONSERVATION (Continued)				
Measure	**2014**	**2015**	**2016**	**Trend**
Number of neighborhood/specific/ illustrative plans completed	0	1; La Plaza Vieja Neighborhood Plan adopted	1; McMillan Mesa Specific Plan was amended	→
Number of distressed buildings identified; number of demolitions	36 distressed (2013) 3 demolished	15 distressed demos not tracked	1 distressed	↘
Allocation of Community Development Block Grant (CDGB) funding	FY2015 Total Entitlement Award = $570,941 Previous Year's Reallocation and Program Income = $44,528 Total = $615,469	FY2016 Total Entitlement Award = $579,591 Previous Year's Reallocation and Program Income = $235,758 Total = $815,349	FY2017 Total Entitlement Award = $599,050 Previous Year's Reallocation and Program Income = $41,743 Total = $640,793	→

[1]These numbers are not Flagstaff specific. A 2016 study by Housing Solutions of Northern Arizona surveyed Flagstaff apartments which showed actual rents between 13% and 25% more expensive (2 bedroom per survey = $1,319) than the 2015 HUD estimate for Coconino County.
[2]2014 numbers per Chapter XIII in the FRP30; 2015 and 2016 are per American Community Survey and are one year behind.
[3]Numbers per American Community Survey and are one year behind. They are based on sampling with a margin of error around 400 units each, for example, the 20+ unit metric dropped 562 units but we are unaware of any large apartment demo.

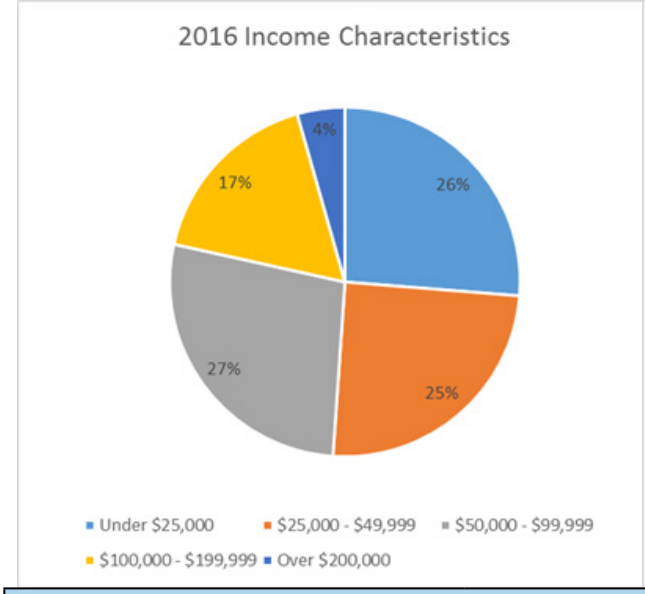
Housing costs are on an increasing trend, especially within Flagstaff city limits. The number of rental households has remained steady with more renters than owners, likely due to the high cost of home ownership. New affordable housing units are being generated very slowly.

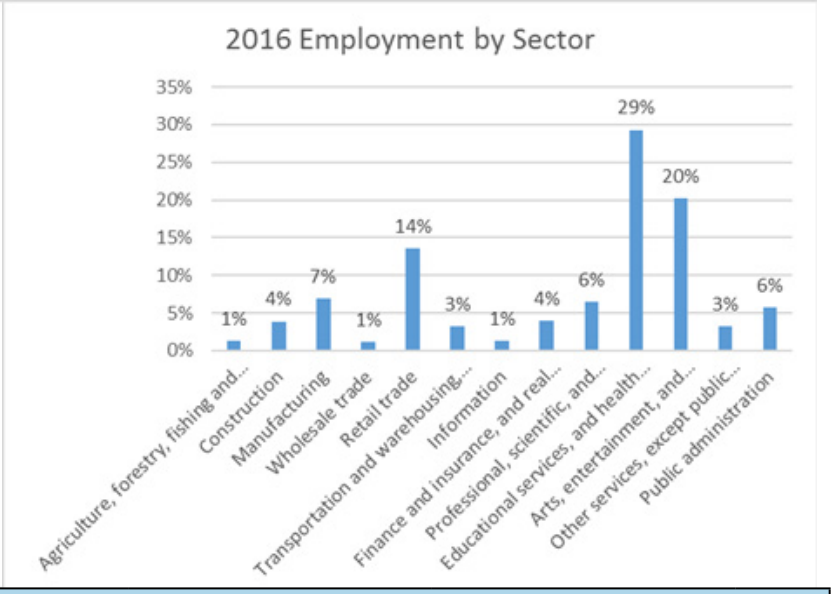
ECONOMIC DEVELOPMENT				
Measure	**2014**	**2015**	**2016**	**Trend**
Median earnings and per capita income [1]	Median earnings: $19,516 Per capita: $24,455	Median earnings: $18,632 Per capita: $24,702	Median earnings: $18,760 Per capita: $25,179	→
Population to workforce ratio (16 yrs+) [1]	55,045 to 38,606 (70.1%)	55,922 to 38,998 (69.7%)	56,630 to 38,838 (68.6%)	→
Dollars allocated to business attraction and retention	Business Retention & Expansion: $98,687 Business Attraction: $157,008 Business Incubator: $267,563	Business Retention & Expansion: $97,550 Business Attraction: $129,629 Business Incubator: $267,563 Business Accelerator: $241,320	Business Retention & Expansion: $104,943 Business Attraction: $155,221 Business Incubator: $317,563 Business Accelerator: $233,820	↗
Total visitors per year	4 million	4.6 million	4.8 million	→

[1]These numbers are per the American Community Survey's 5 year estimates and are one year behind (e.g. 2016 numbers are actually the 2015 5-year estimate).

Flagstaff's earnings and income statistics overall show consistency, changing slightly from year to year with no strong patterns emerging yet. Flagstaff's workforce population is hovering around 70% with a slightly decreasing trend, likely because of NAU students accounting for much of the overall population growth and these students are less likely to work full-time. Visitor numbers are on an increasing trend. Education and healthcare-related industries (see following page) like Northern Arizona University and Flagstaff Medical Center are the largest sectors, making up 29% of the employment base.

HUMAN ENVIRONMENT





RECREATION				
Measure	**2014**	**2015**	**2016**	**Trend**
Acres added to the Parks system	26 new 735 total	0 new 735 total	31 new 766 total	→
Dollars allocated to parks and recreation venues	FY15: Parks: $3,230,736 Recreation: $3,289,748	FY16: Parks: $3,371,232 Recreation: $3,310,670	FY17: Parks: $3,545,505 Recreation: $3,391,443	→

The increase in Park acreage is a combination of Highland Avenue Park near Boulder Point, and the Buffalo Park West expansion northeast of Fir Avenue and North San Francisco St. Recreation dollars are on a slowly increasing trend.

Programming of recreational events and activities through public partnerships:

- Coordination with Coconino County to promote outdoor adventure summer camp for kids and Flagstaff Unified School District per the terms of Intergovernmental Agreements to share space, activities, and support after school programming.
- Jay Lively: Flagstaff Figure Skating Club provides ice skating lessons; Northland Family Help Center, Boys and Girls Club, Guidance Center, and Halo House provide ice skating opportunities to vulnerable populations
- Joe C Montoya Community and Senior Center: Coconino County coordinates the senior lunch program and Meals on Wheels; United Way provides tax preparation services for center participants; NAU Senior Corps, Northern Arizona Gerontology Association, Northern Arizona Healthcare Foundation, Northern Arizona Home Health, and Flagstaff Biking Organization all support programming for center participants
- Hal Jensen Recreation Center: Marine League Charities, NAU Basketball Program, Phoenix Suns, Mountain T's, Better to Give Program, the Flagstaff Symphony Orchestra, other local businesses, and Flagstaff Sports Foundation support programming or provide funding for lower income participants; Pepsi, the Orpheum, and other local businesses support Northern Arizona's Got Talent; the Flagstaff Police Department supports Night Court, a Friday night program where police officers play basketball with youth.
- Aquaplex: North Country Healthcare hosts an adult and a children's health fair; Pickleball Association; Passes for Guidance Center and Child & Family Support; Northern Arizona Healthcare provides free health screenings; NAU support for lifeguard classes and safety audits; American Red Cross; NAPEBT offers free fitness classes to NAPEBT members.

MISSING METRICS - HUMAN ENVIRONMENT

- Affordability index – annual incomes, monthly income, monthly average housing payment (rent/own)
- Median wage of new companies attracted or started in the last year

MOST CITED REGIONAL PLAN GOALS IN CITY STAFF REPORTS

Goals from all 15 chapters of the Plan (66 out of 75 goals) were cited in staff reports in 2016. Below are the top 11 most cited goals in staff reports to City Council between January 2016 and December 2016. Each of these goals were used 12-23 times each.

- **Goal T.1.** Improve mobility and access throughout the region. (Cited 23 times)
- **Goal E&C.6.** Protect, restore and improve ecosystem health and maintain native plant and animal community diversity across all land ownerships in the Flagstaff region. (Cited 21 times)
- **Goal LU.7.** Provide for public services and infrastructure. (Cited 20 times)
- **Goal E&C.10.** Protect indigenous wildlife populations, localized and larger-scale wildlife habitats, ecosystem processes, and wildlife movement areas throughout the planning area. (Cited 19 times)
- **Goal T.2.** Improve transportation safety and efficiency for all modes. (Cited 18 times)
- **Goal REC.1.** Maintain and grow the region's healthy system of convenient and accessible parks, recreation facilities, and trails. (Cited 16 times)
- **Goal E&C.3.** Strengthen community and natural environment resiliency through climate adaption efforts. (Cited 15 times)
- **Goal WR.6.** Protect, preserve, and improve the quality of surface water, groundwater, and reclaimed water in the region. (Cited 15 times)
- **Goal LU.1.** Invest in existing neighborhoods and activity centers for the purpose of developing complete, and connected places. (Cited 14 times)
- **Goal T.4.** Promote transportation infrastructure and services that enhance the quality of life of the communities within the region. (Cited 13 times)
- **Goal CC.1.** Reflect and respect the region's natural setting and dramatic views in the built environment. (Cited 12 times)

The following Divisions cited *FRP30* goals in staff reports in 2016: Management Services, Administration, Community Development, Economic Vitality, Public Works, Utilities, Police and Fire. Goals not cited in any staff reports were: E&C.4, LU.14, LU.15, LU.16, LU.17, T.9, T.10, T.11, and ED.5.

About half of the goals listed above (marked in orange) focus on the Built Environment section of the Plan, which is reflective of the busy year Community Development had in terms of new development, transportation, and Capital Improvement Projects. The most cited goal of 2016 dealt with improving mobility and access, this goal was primarily cited by the Community Development Division. The Natural Environment goals most cited last year (marked in green) dealt with preservation of natural systems and climate resiliency. Only one goal from the Human Environment section (marked in blue) made the most-cited list this year, it was primarily cited by the Community Development and Public Works Divisions regarding cases for park and open space.

REGIONAL PLAN ACCOMPLISHMENTS

COMPLETED PLAN AMENDMENTS

The Regional Plan is a living, working plan that serves as a guiding policy document for the City of Flagstaff. Its implementation depends on the ability to keep the Plan flexible and current, the actions of the City Council and staff, and community investment from the private and public sector, among many factors. Implementation and maintenance of the Plan began as soon as it was ratified by voters. City staff has now prepared three annual reports to inform Council and the community about the progress made. Not every Plan implementation accomplishment is easily measurable. This section describes the work of the Comprehensive Planning program and other City staff, which the metrics do not capture.

Observatory Mesa Open Space Photo by Tom Bean

The City Council adopted amendments to bring the Regional Plan and the McMillan Mesa Specific Plan (1992) into consistency in March, 2016. The amendment changed approximately 6.3 acres from "Area in White" to Existing Suburban on the Future Growth Illustration. This update was to allow conformance with an updated Concept Zoning Map Amendment within the McMillan Mesa Village Specific Plan (adopted by Ordinance) to allow for neighborhood scale future residential development.

The City Council adopted a Map Amendment in April 2016 to accurately reflect properties that were already informally open space. This amendment changed multiple areas to the Park/Open Space area type. "Areas in White" were converted on Observatory Mesa and west of Buffalo Park at the northeast corner of Fir Ave and N San Francisco St. Guadalupe Park in La Plaza Vieja Neighborhood was formally changed from Existing Suburban, a change connected to its Specific Plan Implementation Strategy 6T.3. Finally, an area of Future Suburban southeast of Boulder Point off Highland Avenue was converted to Park/Open Space. These properties were also rezoned accordingly.

In 2016, the Comprehensive Planning staff worked on updates to "Chapter III: How This Plan Works" of the Regional Plan. Eleven City Council and two Planning and Zoning Commission meetings were held to clarify text within the chapter about what should constitute a Major (vs. Minor) Plan Amendment and plan amendment procedures. The complete adoption of these updates took place in early 2017.

In 2016, the Comprehensive Planning staff began work on the High Occupancy Housing (HOH) Specific Plan. Between July and October, staff held five general community cafes, one student-specific cafe, and an online forum that listened to concerns and thoughts around HOH. Six peer cities that are experiencing challenges similar to Flagstaff, like affordability, rapid development, and congestion, were selected and studied. In November, staff held two Open Houses with informative presentations and posters to build upon the community discussions. Concurrently, potential policies and text are being drafted to ultimately go into the Plan. Work on HOH will continue through 2017.

In 2016, the Flagstaff Community Forum launched as a method to engage the public online and was accepted as a national case study for innovation in using technology in local government by the Alliance for Innovation, an initiative of the ICMA (International City/County Management Association).

FUTURE COMPREHENSIVE PLANNING PROJECTS

PROPOSED PLAN AMENDMENTS

Throughout the first three years of using the Regional Plan, the Comprehensive Planning staff identified text and map clarifications and corrections with a wide range of implications from editorial errors to substantive changes. Some of these issues were generated by the Planning and Development Services staff's review of the document, some by questions from the public, and some by development application concepts. Because of the volume of changes, staff proposed in the 2014 Annual Report to divide the identified changes into amendment tasks that are related to a common issue, and to process each amendment task as a separate application over the next 2-3 years. Each amendment task would have its own public involvement process and would be presented to Council separately.

In 2016, Comprehensive Planning staff completed the second amendment tasks identified -- the update to "Chapter III: How This Plan Works". This amendment primarily addressed a revision of the table of Major Plan Amendment Categories and Criteria. The table is used to determine if a development application requires a major or minor plan amendment, which will be made easier with additional descriptive text throughout the entire chapter. Appendix A of the Regional Plan was also updated administratively.

The remaining amendment tasks to be completed are:

- **Amendment Task 1**: Clarify terms and descriptive information in "Chapter XI: Growth and Land Use". In the years since the Plan was adopted, there have been several customer questions and applications that have spotlighted inconsistencies in this chapter. These changes could be processed as a minor amendment, likely to start in 2017. Some of these changes may be incorporated into the High Occupancy Housing Plan as they are relevant to the project.
- **Amendment Task 2**: Clarify the use of terminology "Great Streets" and "corridors" along with any qualifiers used in the Plan. Additions or extensions of Great Streets and corridors can trigger a major plan amendment, but the terms are used with numerous qualifiers and in slightly different contexts throughout the Plan. Public input from the US 180/Milton Road Corridor Study, being conducted by ADOT, starting in 2017, could also inform these edits.
- **Amendment Task 3**: There are numerous non-substantive and miscellaneous editing errors that need to be fixed in order to improve the readability of the document. Final editing of the Regional Plan was rushed to meet the election timelines and, therefore, many of the internal editing issues in the document were not completed. This task would likely be completed in 2019 depending on other project work.

Further details of the above amendments can be found on the Comprehensive Planning website. Appendix D, which described the content of the Annual Report, will be revised administratively in 2017. Revised versions of those documents will be available at www.FlagstaffMatters.com.

UPCOMING SPECIFIC PLANS

- Comprehensive Planning staff has launched a collaborative effort to develop a city wide **High Occupancy Housing Plan**. Work on this planning effort is expected to last from May 2016 through the end of 2017.
- As part of the FY17 budget process, Council approved funds for staff to begin updating the **Southside Neighborhood Plan**. This update will run concurrent with the High Occupancy Housing Plan and will begin Summer 2017.
- Supporting partnerships and the efforts of planning agencies throughout the region are an important part of the Comprehensive Planning program. Staff will be working on the **Pedestrian-Bicycle Master Plan**, the **Bellemont Area Plan** update, the **JW Powell Specific Plan**, and the **US 180/Milton Road Corridor Study** with partners in 2017.

FLAGSTAFF
REGIONAL PLAN
2030
PLACE MATTERS

WWW.FLAGSTAFFMATTERS.COM

If you have questions, please contact:

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Cover photography by City Staff

Proposed Regional Plan Amendment Tasks

Updated May 2017

Introduction

Throughout the first year of using the Flagstaff Regional Plan 2030 (Regional Plan) in development and policy review, text and map clarifications and corrections were identified, which have a wide range of implications from minor editorial errors to clarifications. A short summary of these proposed amendments tasks is incorporated into the Regional Plan annual report. These amendment tasks are focused on clarifications and reducing redundancies that have led to confusion about the plan content. So far, no amendments have been made to the goals and policies of the Regional Plan. The remaining amendment tasks are not meant to take the place of substantive policy discussions that take plan during the creation of a topical or area specific plan.

Staff has organized the identified clarifications and corrections into *Amendment Tasks* that are related to a common issue. Staff proposes that each amendment task be processed as a separate application. They have been organized in order of priority. When this report was first published, over eighty individual changes were identified. Over the last two years, two of the five amendment tasks have been completed. More changes have been and will be identified as staff works on each amendment task. The current list is approximately sixty changes, the majority of which are adjustments to *Chapter IX: Growth and Land Use*. Some of the changes proposed may be incorporated into the Regional Plan through other projects, such as the High Occupancy Housing Plan, in order to efficiently issue replacement pages, and use the time of the City Council and Planning and Zoning Commission.

<u>Flagstaff Regional Plan 2030: Place Matters Chapters</u>

I. This Is Our Plan
II. This Is Flagstaff
III. How This Plan Works
Last updated 2017
IV. Environmental Planning & Conservation
V. Open Space
VI. Water Resources
VII. Energy
VIII. Community Character
IX. Growth Areas & Land Use
Last Updated 2017
X. Transportation
Last Updated 2015
XI. Cost of Development
XII. Public Buildings, Services, Facilities, & Safety
XIII. Neighborhoods, Housing, & Urban Conservation
XIV. Economic Development
XV. Recreation
XVI. Plan Amendments
GL. Glossary

Amendment Task #1

Chapter IX: Growth and Land Use

Address inconsistencies and add clarity to the terms and descriptive information in the Land Use Chapter.

Issue: In the year since the plan was adopted, there have been several customer questions and applications that have brought inconsistencies in the land use chapter to the attention of planners. The planning department also conducted an extensive after action review of the Land Use Chapter to proactively identify areas of the plan that needed consistent interpretation and possible plan amendments.

Recommended Timeline: 2017-2018

Proposed Changes

Page #	Proposed Change	Rationale
IX-1	Add Employment, Special Planning Area, and Parks/Open Space to Area Types and delete Employment centers from Place Types	Editing Error - Consistency
IX-7	change "planning boundary" to "jurisdiction" in aggregates box	Factual error
IX-16	#2 (Activity Centers and neighborhoods) should be rewritten	The language in this section discusses the terms in a way that is inconsistent with glossary definitions and direction in other parts of the chapter (such as page IX-62). Needs to be made consistent throughout the document.
IX-17	Update definitions in the land use box: The definitions of commercial core and corridor are missing from the box. Make all definitions consistent with the glossary. Fix circular reasoning in the activity center and pedestrian shed definitions.	Clarification
IX-19	Refer to policy NH.6.1.	Editing error
IX-32	LU..5. policy needs to be renumbered	Editing error
IX-33	Change “development standards” to “development characteristics” to match the content on pages IX-35 to IX-53	Clarification to match language in the rest of the section.
IX-35 to IX- 55	Disentangle the descriptions for Neighborhood and Activity Center in each area type.	It is unclear when rows in the description table are applicable to activity centers.

Page #	Proposed Change	Rationale
IX-35 to IX- 50	Change "Employment/ Research & Development/ Industrial" to "Employment"	Consistency with Maps and Section Headings
IX-35 to IX- 50	Better distinguish Regional and Neighborhood Activity Centers	Clarifications
IX-35	Intensity: Update language to match updated Map of Historic Districts and Historic Neighborhoods (See Chapter VIII amendments)	Currently, Map 14 identifies some areas of the City as Historic Districts even though they are not. The reason was to connect them to the direction on page IX-35. The map will be updated with a new category that addresses this issue and this section will have matching terminology.
IX-35	Set a maximum units per acre for Urban Neighborhoods	Better distinguishes neighborhood and activity center tables.
IX-46	Existing suburban image needs to be replaced (actually shows urban)	Editing error
IX-46	Move content of Employment box to page IX-47	Editing error
IX-46, IX-47	Describe Employment uses appropriate to Suburban area- place types	Missing information
IX-46, IX-47	Describe characteristics of Suburban blocks	Missing information
IX-46, IX-47	Change residential only density range from 6-10 to 6-13 duac	Better matches the Zoning Code for Medium Density residential (MR).
IX-47	Change language for Suburban Regional and Neighborhood ACs	Descriptions are the same as urban but should have been different.
IX-47, IX-36	Add employment uses to list of mix of uses permitted in activity centers with caveat that this is primarily for business parks light industrial, and research and development. Encourage design review for employment uses in activity centers.	The Employment Area Type goal LU.16. states that these uses should be encouraged in Activity Centers but it is not clear in the Suburban and Urban Area Types, but not how these uses are to be made compatible with the desired condition for the built environment in activity centers.
IX-53	Density and intensity are backwards; switch content in second column	Editing error
IX-54	Change "density range" to "Intensity"	Editing error
IX-59	Employment Center should be Employment Area Type	Employment Areas
IX-59	Need intro to list of types of employment areas before Office, R&D…	non-sequitur

Page #	Proposed Change	Rationale
IX-59, IX-60	Incorporate Regional Plan interpretation into the Employment Area Type section	Clarification
IX-61	Needs a sentence or two about the scale of special planning areas versus uses that are similar in type but without a campus-like setting	Clarification
IX-62	Change "potentially new" to "future"	Consistency issue
IX-66	Change Kock to Koch	spelling error
IX-66	Add back column with Rural AC numbers	Editing error
IX-66, IX-67	Correct Errors and missing information related to description of Activity Centers	Editing Errors
IX-67	Purple Sage should be S16 instead of S17	Editing error
IX-67	Add S17 as "JW Powell/Harold Ranch Road Extension"	Editing error
IX-67	Add back column with Rural AC numbers	Editing error
Glossary	Add “Areas in white retain their existing entitlements” to the Glossary	Not described in the document currently.

Amendment Task #2

Chapter VII: Community Character

Clarify the use of terminology "Great Streets" and "corridors" along with any qualifiers used in the Plan.

Issue: Additions or extensions of Great Streets and corridors can trigger a major plan amendment for an application, but the terms are used with numerous qualifiers and in slightly different contexts throughout the Plan. There is a need to address the inconsistent treatment of the terms "road", "corridors" and "Great Streets" in text of Regional Plan.

Recommended Timeline: 2019

Proposed Changes

These proposed changes are not yet fleshed out in a page by page detail.

Chapter	Proposed Change	Rationale
VIII, IX and X	Clean up language for great streets and corridors. Gateway corridors and Great Streets are used interchangeably and the use of corridors in this chapter is not consistent with its use in the Land Use and Transportation Chapters.	This proposal will involve cleaning up language so that it can be interpreted consistently across the Community Character, Land Use and Transportation Chapters. Inconsistencies in this area could result in legal issues for development review.
VIII	Remove language that Gateway corridors will require corridor plans.	Corridor plans for interstates or State highways adopted by the City are not enforceable without ADOT and FHWA cooperation.
VIII-4	Clarify that great streets are a subset of corridors and that corridors are identified in the transportation section.	Clarification
VIII-2	Corridors as Placemakers map does not exist. Redirect reference to Great Streets Map.	Editing error
VIII-26	Extend goal box CC.5. and make goal box CC.6. shorter	Editing error
VIII-27	replace image of observatory with another	Redundant image

Amendment Task #3
Miscellaneous Edits

All the items below can be processed as one minor amendment after the update of Title 11. There are numerous non-substantive writing and editing errors that need to be fixed in order to improve the readability of the document

Issue: Final editing of the Regional Plan was rushed to meet the election timelines and, therefore, many of the internal editing issues in the document were not completed.

Recommended Timeline: 2019-2020

Text Edits

Page #	Proposed Change	Rationale
I-4	delete first bullet point at bottom: "a mandate for development"	Remove redundancy in the list
II-11	Add explanation to the Growth Scenarios form the report that describes the process in detail.	Based on issues that have been confusing to the public.
II-12	change "full report" to "citation"	The full report is not in the appendix.
V	Review Open Space Chapter for inconsistencies with Management Plans.	This chapter was written at a very early stage of the City's open space program and much progress has been made in managing and developing the program. It may be worthwhile toe update the background text of this chapter to reflect that work.
VII-3	Extend goal box E.1. to end of line	Editing error
VII-5	Extend goal box E.2. to end of line	Editing error
X-14	Repeated graphs, change to Total Ridership chart	Editing error
X-18	Move minor collector under access	Factual error- there are no minor collectors on Map 25 under Circulation.
Glossary	List all in-text definitions (often in boxes) in the Glossary with the relevant page #	Editing error
Glossary	Need definitions for commercial corridor, andlevel of service.	Missing information
Appendix B-9	Policy LU..5 should be LU.5.8	Editing error

Map Edits

Map #	Map Edit
Map 7	Clarify map legend reference to Terrestrial Ecosystem Survey. This legend reference refers to an entire dataset rather than the more limited attribute that is displayed.
Map 12	Babbitt route is incorrect on this map
Map 12	Open Space/Preserved information in legend is wrong
Map 14	Should only display Historic Districts from local and state designations - Can display neighborhoods that do not have an official designation separately as "Historic Neighborhoods"

Map #	Map Edit
Map 17	Update for current land ownership (Observatory Mesa and Picture Canyon still show as State lands)
Map 21	Future Employment needs to be added back to Map 21. It was accidentally removed during a past plan amendment.
Map 21 & 22	Future Growth Illustration: U8 should be black for neighborhood AC
Map 21 & 22	Babbitt road extension needs to be removed from both maps; does not match Map 25
Map 21 & 22	missing segments of Southern Beulah realignment near Tuthill
Map 24	U5 and S18 are missing pedestrian sheds
Map 24	U8 should be neighborhood-scale per the table in this chapter
Map 24	missing segments of Southern Beulah realignment near Tuthill
Map 27	missing segments of Southern Beulah realignment near Tuthill

Other Possible Plan Amendment issues that need further dialogue

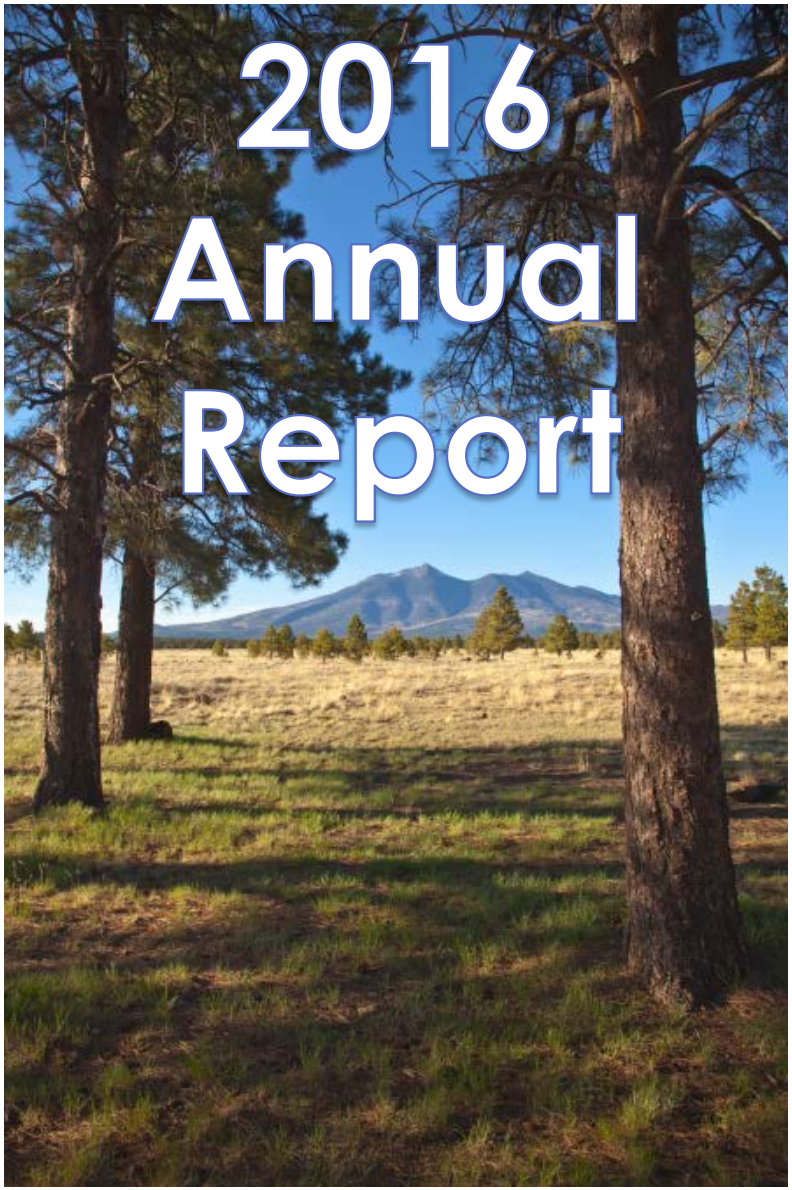
There have been several issues that are more complex than a clean-up measure, which have been part of the public dialogue about the new Regional Plan. There is no specific proposal about how address them at this time, but there are committees and staff efforts to bring them forward in the future. There interdisciplinary and intergovernmental discussions are the most appropriate means of examining Regional Plan policy issues because they are comprehensive. All of these topics could result in updated or new Regional Plan goals and policies, changes to the Future Growth Illustration or development of a Specific Plan.

Intergovernmental efforts

Topics	Project	Partners	Timeline
Dark Skies and West Route 66 activity centers	Joint Land Use Study	County and the Naval Observatory	2015-2018
Affordable housing, Economic development, Transportation	Bellemont Area Plan update	Coconino County	2017-2018
Transportation	Regional Transportation Plan	FMPO, County	2015-2017
Transportation, Growth and Land Use, Community Character	Master Plan for Milton Road and US 180	ADOT, FMPO, County	2017-2018
Transportation, Growth and Land Use	NAIPTA 5-year plan update	NAIPTA, City, County, ADOT	2017

City-initiated planning efforts

Topics	Project	Lead/ Partners	Timeline
Growth and Land Use, Transportation, Energy Neighborhoods, Housing and Urban Conservation	High Occupancy Housing Plan	**Comprehensive Planning**/NAU/ NAIPTA/FMPO	2016-2017
Growth and Land Use, Transportation, Environment and Conservation, Neighborhoods, Housing and Urban Conservation	Southside Neighborhood Plan	**Comprehensive Planning**/Southside Community Association	2017-2018
Transportation	Active Transportation Master Plan	**FMPO**/Planning and Development Services/Engineering	2015-2018
Transportation, Public Buildings, Services, Facilities, & Safety	JW Powell Public Facilities Specific Plan,	**Engineering/ Comprehensive Planning**/ Property Owners	2017-2019



2016 Annual Report

FLAGSTAFF REGIONAL PLAN 2030

PLACE MATTERS

Carlton Johnson, Associate Planner

Sara Dechter, AICP, Comprehensive Planning Manager

June 13, 2017

TEAM FLAGSTAFF

WE MAKE THE CITY BETTER

SERVING OUR COMMUNITY

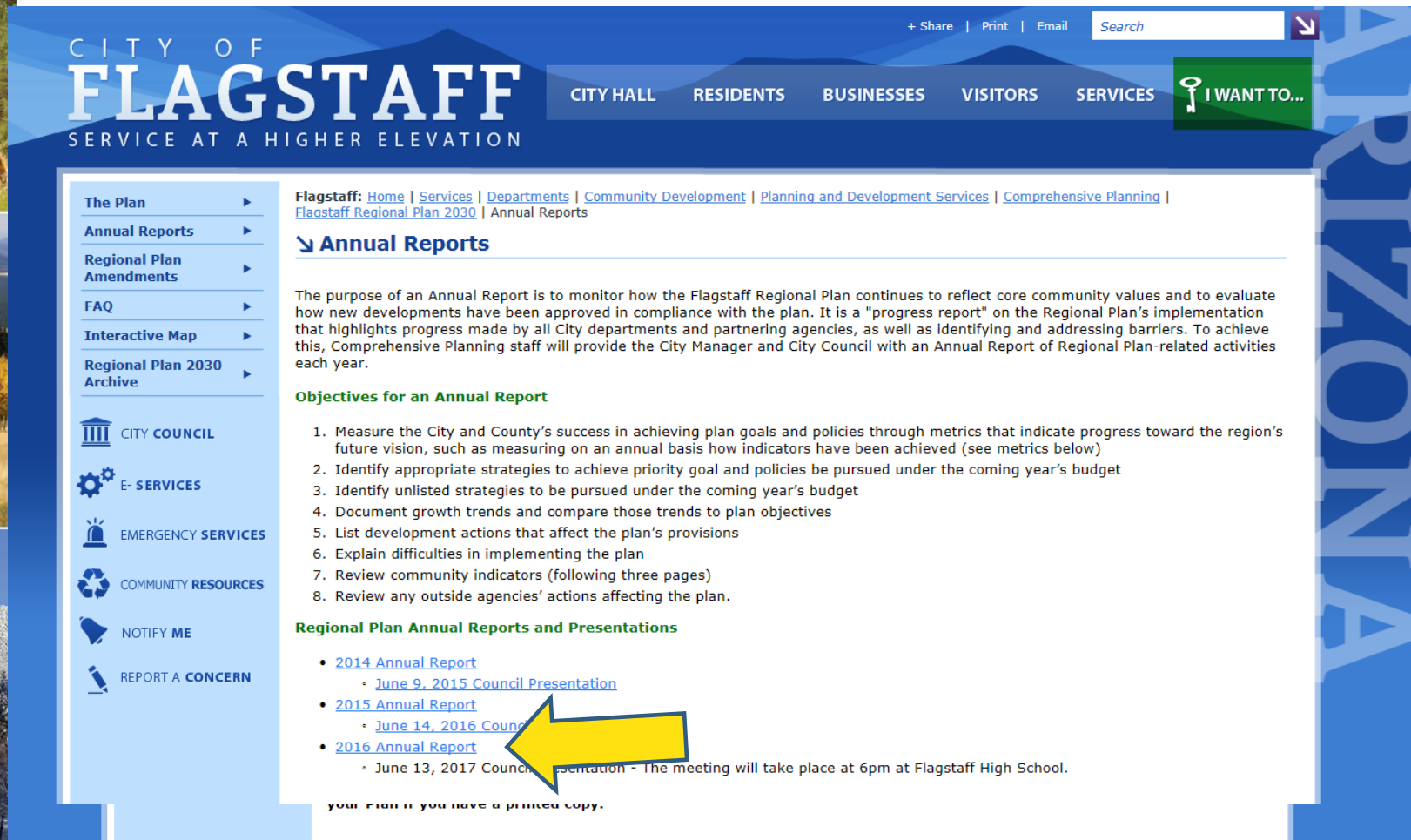
Why is there a Regional Plan Annual Report?

- State law requires an annual report to Council
- Transparency in how the plan is implemented
- Inform policy decisions based on outcomes
- Inform the next plan update (starting in 2022)

Where can you find the report?

www.FlagstaffMatters.com

→Annual reports



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- The Plan
- Annual Reports
- Regional Plan Amendments
- FAQ
- Interactive Map
- Regional Plan 2030 Archive

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Flagstaff: Home | Services | Departments | Community Development | Planning and Development Services | Comprehensive Planning | Flagstaff Regional Plan 2030 | Annual Reports

Annual Reports

The purpose of an Annual Report is to monitor how the Flagstaff Regional Plan continues to reflect core community values and to evaluate how new developments have been approved in compliance with the plan. It is a "progress report" on the Regional Plan's implementation that highlights progress made by all City departments and partnering agencies, as well as identifying and addressing barriers. To achieve this, Comprehensive Planning staff will provide the City Manager and City Council with an Annual Report of Regional Plan-related activities each year.

Objectives for an Annual Report

1. Measure the City and County's success in achieving plan goals and policies through metrics that indicate progress toward the region's future vision, such as measuring on an annual basis how indicators have been achieved (see metrics below)
2. Identify appropriate strategies to achieve priority goal and policies be pursued under the coming year's budget
3. Identify unlisted strategies to be pursued under the coming year's budget
4. Document growth trends and compare those trends to plan objectives
5. List development actions that affect the plan's provisions
6. Explain difficulties in implementing the plan
7. Review community indicators (following three pages)
8. Review any outside agencies' actions affecting the plan.

Regional Plan Annual Reports and Presentations

- 2014 Annual Report
  - June 9, 2015 Council Presentation
- 2015 Annual Report
  - June 14, 2016 Coun
- 2016 Annual Report
  - June 13, 2017 Counc sentation - The meeting will take place at 6pm at Flagstaff High School.

Annual Report Objectives

1. Measure progress of Regional Plan implementation through metrics
2. Document trends
3. Discuss difficulties in implementing the Plan
4. Identify future Plan amendments and projects

Annual Report Organization

- Introduction
  - Key Insights (New)
- Natural Environment
- Built Environment
- Human Environment
- Most Cited Goals
- Accomplishments
- Future Projects

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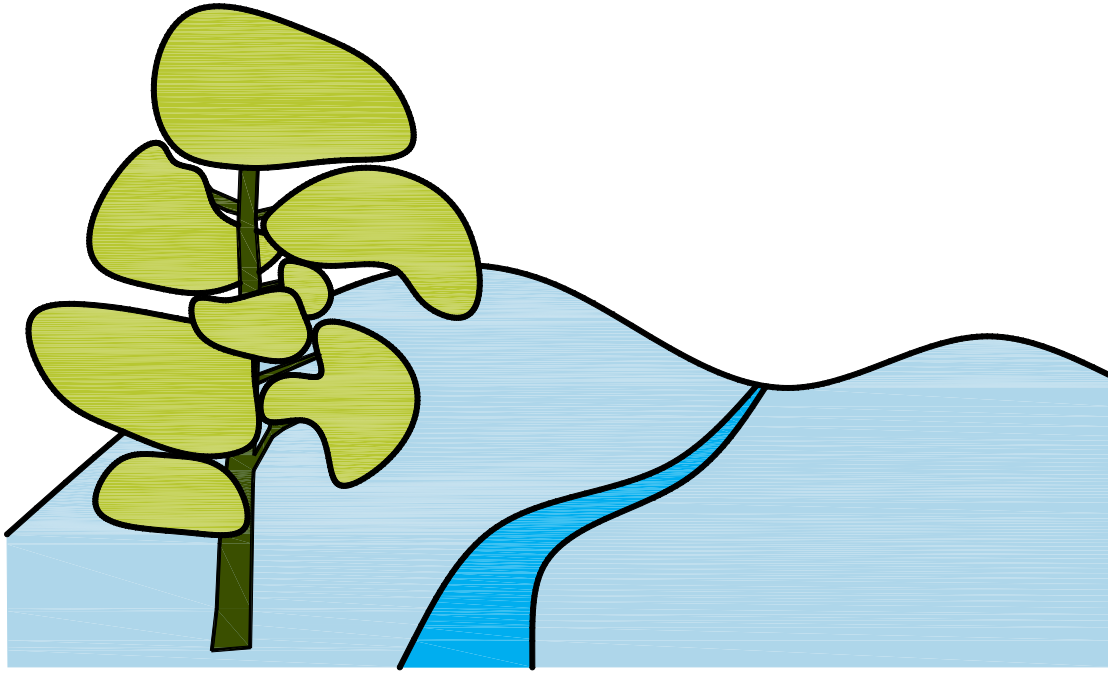
Key Insights

- Natural and Human Environment
  - 3,850 Open Space volunteer hours and 31 new park acres

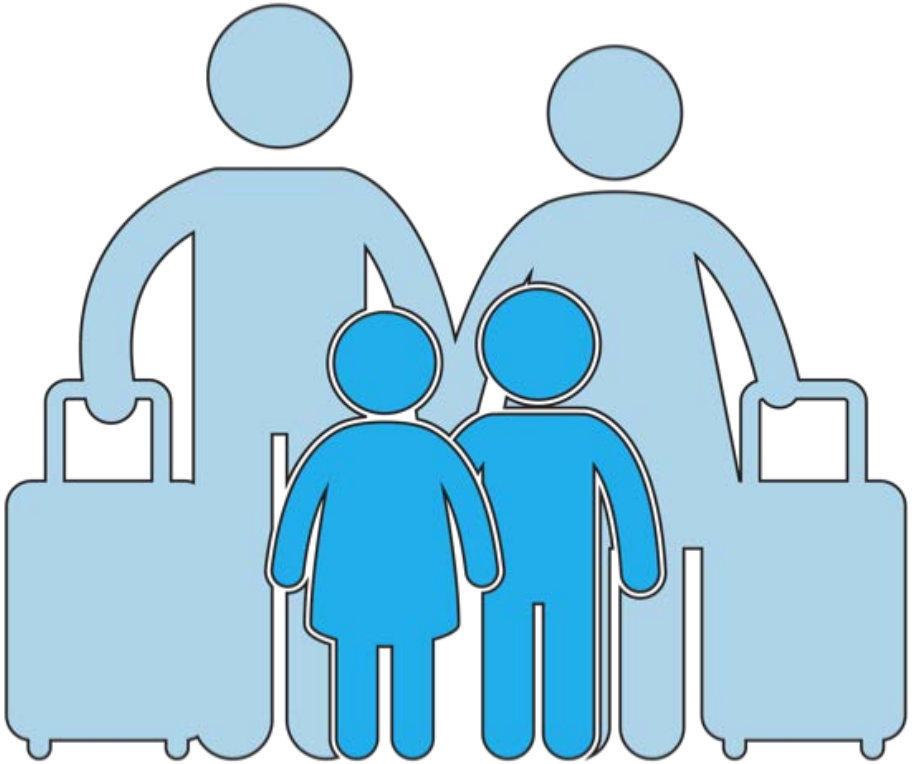


Key Insights

- Built Environment
  - 493 new residential units

Key Insights

- Human Environment
  - 4.8 million visitors



Natural Environment

- Environmental and Conservation Planning
  - Trend is stable to increasing
  - 2015 hired open space specialist
    - Increasing focus on management

Natural Environment

- Environmental and Conservation Planning
- Public Facilities – Solid Waste
  - Recycling and waste volumes increasing
  - Waste diversion rate remaining flat
    - Therefore not increasing life of landfill

Natural Environment

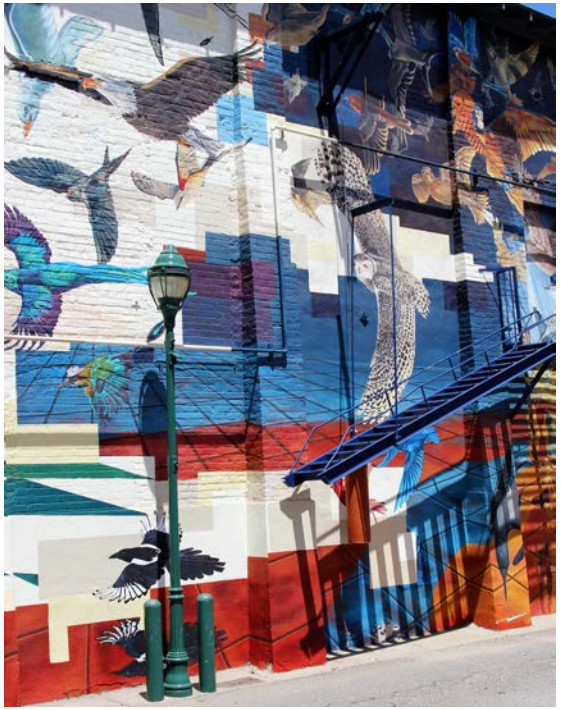
- Environmental and Conservation Planning
- Public Facilities – Solid Waste
- Energy
  - Municipal consumption up a little
  - City renewable generation down
    - Heat/power (cogeneration) system at Wildcat not running

Natural Environment

- Environmental and Conservation Planning
- Public Facilities – Solid Waste
- Energy
- Water Resources
  - Steady patterns
    - Still overall low usage when looking back further

Built Environment

- Community Character
  - Overall stable trend
  - Beautification funding increasing
    - Generated by tourism revenues



Built Environment

- Community Character
- Growth Areas & Land Use
  - Increasing development permits
    - Residential increasing
      - ADU increasing (new metric)
    - Infill/redevelopment and mixed-use increasing
  - Minor land use changes
    - Except large increase in open space
      - Picture Canyon and Observatory Mesa

Built Environment

- Community Character
- Growth Areas & Land Use
- Transportation
  - Slowly increasing trend for walkability
    - Ped/bike crashes still down
    - Sidewalks more complete
  - VMT remaining stable

Built Environment

- Community Character
- Growth Areas & Land Use
- Transportation
- Cost of Development
  - Money spent on Capital Improvement projects remaining steady

Human Environment

- Indicators of Overall Community Well Being
  - Increasing population
  - Increasing educational attainment

Human Environment

- Indicators of Overall Community Well Being
- Neighborhoods, Housing & Urban Conservation
  - Housing costs are increasing
  - Still more renters than home-owners

Human Environment

- Indicators of Overall Community Well Being
- Neighborhoods, Housing & Urban Conservation
- Economic Development
  - Income staying the same
  - Visitor numbers are up

Human Environment

- Indicators of Overall Community Well Being
- Neighborhoods, Housing & Urban Conservation
- Economic Development
- Recreation
  - Additional acres added to park system

What metrics are new, withdrawn, or missing?

New

- Open Space per acre budget
- Open Space Volunteer hours
- Accessory Dwelling Units (ADU)

Withdrawn

- Percent of impervious surface in the City Limits
  - The methodology of calculating this metric is being revised.

What metrics are new, withdrawn, or missing?

Missing

- Natural Environment
  - Wildlife and Biodiversity related metrics that would be done by other agencies at irregular intervals
- Built Environment
  - Roadway connectivity – Future FMPO metric
  - Mode share – updated every 5 years
- Human Environment
  - Median wage of new companies attracted or started in the last year
  - Affordability index – not developed yet

Most cited goals in staff memos to Council

Goal T.1. Improve mobility and access throughout the region.

Goal E&C.6. Protect, restore and improve ecosystem health and maintain native plant and animal community diversity across all land ownerships in the Flagstaff region.

Goal LU.7. Provide for public services and infrastructure.

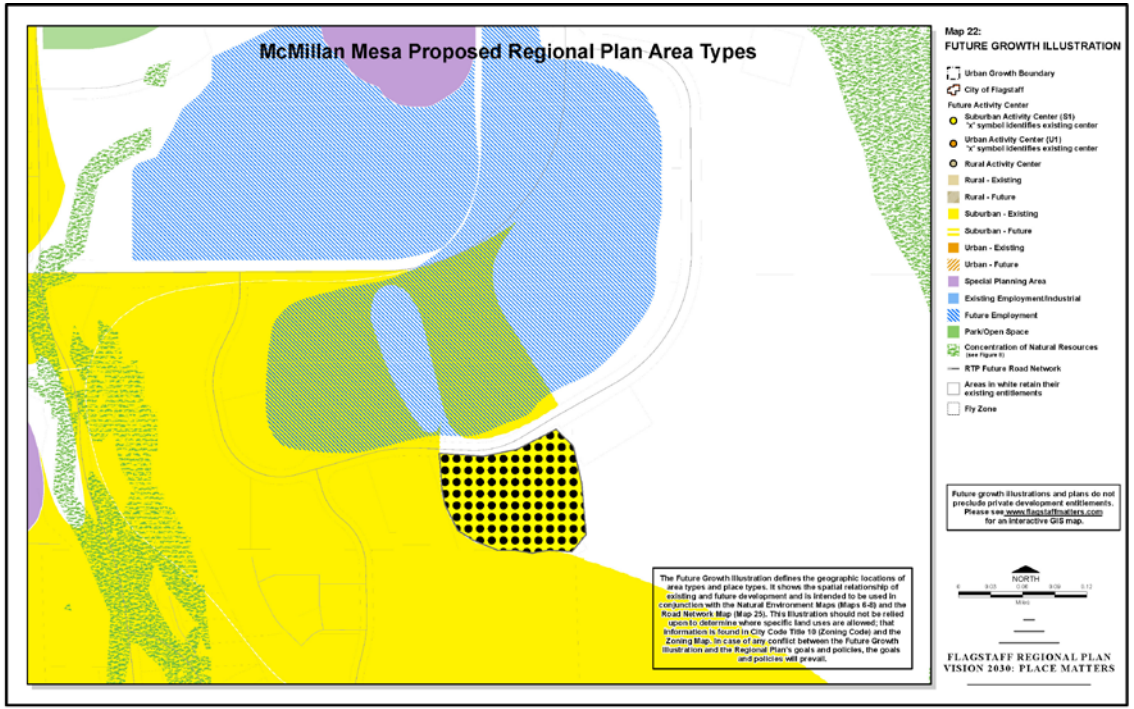
Most cited goals in staff memos to Council

Goal E&C.10. Protect indigenous wildlife populations, localized and larger-scale wildlife habitats, ecosystem processes, and wildlife movement areas throughout the planning area.

Goal T.2. Improve transportation safety and efficiency for all modes.

Regional Plan Accomplishments

- McMillan Mesa Village (private land)
- Parks and Open Space rezonings
- Regional Plan Chapter 3



Regional Plan Accomplishments

- McMillan Mesa Village
- Parks and Open Space designations
- Regional Plan Chapter 3

- High Occupancy Housing work
- Public Outreach

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Future Projects

Future Plan Amendment Tasks

- McMillan Mesa Open Space Major Plan Amendment
- Growth and Land Use clarifications
- "Great Streets" and "Corridor" use clarifications
- Miscellaneous edits

Future Projects

Upcoming Specific Plans

- High Occupancy Housing (in progress)
- Southside Neighborhood Plan (in progress)
- Support For:
  - Active Transportation Master Plan
  - Bellemont Area Plan
  - JW Powell Specific Plan
  - US180/Milton Road Master Plan

Questions, comments?

Thank you!

TEAM FLAGSTAFF

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SERVICE CITY OF FLAGSTAFF SERVING OUR COMMUNITY

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To:	The Honorable Mayor and Council
From:	Rebecca Sayers, Interim Parks and Recreation Director
Date:	05/19/2017
Meeting Date:	06/13/2017

TITLE

Discussion and Direction: Wheeler Park Design

RECOMMENDED ACTION:

City Council will discuss and provide direction regarding the future design of Wheeler Park based on current uses including passive recreation and special events.

EXECUTIVE SUMMARY:

Through the Future Agenda Item Request process, the Council requested to have a discussion on the design and use of Wheeler Park. The location of the park, adjacent to City Hall and the downtown area, makes it a valuable passive recreation and green space for families and friends to enjoy Flagstaff's beautiful weather and each other's company. On any given day, one can see families picnicking, reading books, playing ball, or just enjoying the sun (or snow). Special event producers also enjoy the benefit of the beauty and location of Wheeler Park, and on many weekends from May through October the public can enjoy arts and crafts festivals, pet adoption events, walking/running events, and other festivals and celebrations. Finding the balance between passive recreation and special events at Wheeler Park has been challenging over the last many years, and this Council discussion will help guide staff on the future use and design of the park.

INFORMATION:

Wheeler Park is one of Flagstaff's most loved and used parks. With a desirable location adjacent to City Hall and the downtown business area, it is the perfect location for enjoying a picnic in summer, building a snowman in winter, or hosting a special event or festival in the spring through fall. One of the challenges with the maintenance and management of this park is finding the balance between high use times, such as during special events, and allowing enough passive time between events for the delicate grass to recover.

Over the last several years, large areas of sod have been replaced along with soil aeration, mixing in of new top soil, and leveling. One maintenance challenge is that the parking lot adjacent to Wheeler Park drains into the park during large rain events. This affects the sod in the middle of the park, and because of the clay layer present in the soil throughout much of Flagstaff, the area ends up holding water which can lead to sod degradation if large groups of people are using the area, such as during a special event.

Several annual events enjoy the use of Wheeler Park between May and October and include the following:
- Dixie Green Arts and Crafts Festival (Memorial Day weekend and first weekend of August, 1500 estimated daily attendance)

- Flagstaff Hullabaloo (first weekend in June, 5000 estimated daily attendance)
- Run for Life (fourth Saturday in June, uses park as passive for approximately 700 participants)
- Art in the Park (July 4th weekend and Labor Day weekend/1st weekend of September, 500-1000 estimated daily attendance)
- Rescue Roundup (4th Saturday of July, 1500 estimated attendance)
- Big Brothers/Big Sisters Half Marathon (2nd weekend of August, uses park as passive for approximately 500 participants)
- Festival of Science (4th Saturday of September, 500 estimated attendance)
- Oktoberfest (1st weekend of October, 4300 estimated attendance)

Special events in Wheeler Park add to the vibrancy of downtown and attract many visitors, however over the years some events have outgrown the park and have moved to other locations. For example, Pride in the Pines was held in Wheeler Park for many years but then moved to the Thorpe Park softball fields when the size of the event outgrew Wheeler Park. Several city-organized events have also moved out of Wheeler Park, including Concerts in the Park and the Children's Music and Arts Festival. The challenge with bringing in more special events to Flagstaff, or moving events out of Wheeler Park, besides the loss of the desirable location for special events, is that there are not many other locations they can move to. Thorpe Park ball fields are full almost all other weekends from spring to summer with softball leagues and tournaments. Continental ball fields are similarly booked and are located far from downtown. Bushmaster Park would be excellent for some events, but parking can be limited and it is also far from downtown. Foxglenn Park hosts one large event, the annual Celtic Festival, but free weekends at this park for festivals is also limited due to football and soccer activities. Fort Tuthill County Park is an excellent venue for events, but it is located outside of Flagstaff and is more expensive to rent. Flagstaff is lacking its own dedicated special event venue, and even if funding was available to construct one, many event producers would still want to enjoy the location of Wheeler Park.

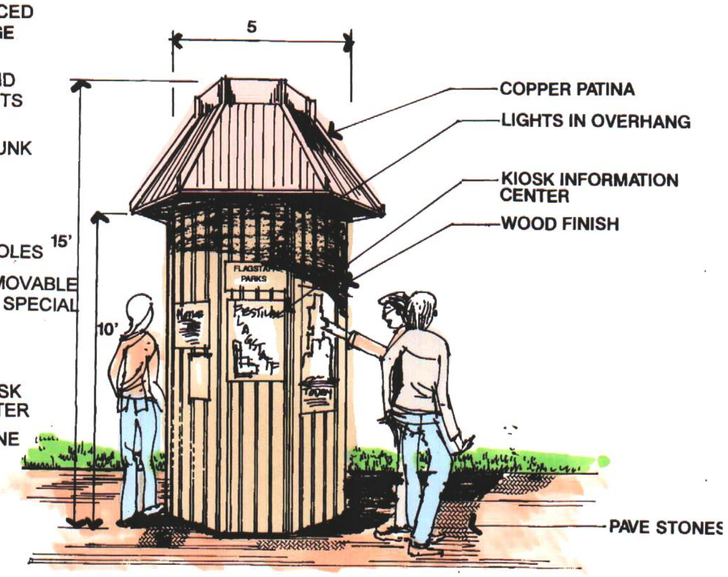
This leads us to the discussion of the future design and use of Wheeler Park. Concept plans were drawn up for Wheeler Park in the early 2000's (attached) that included a main stage area in the northwest corner of the park with built-in seating, wide paths and walkways that could host vendor booths throughout the park, improved drainage and electrical systems, and a secondary band stage ramada in the southeast corner of the park near the corner of Aspen and Humphreys (see attached Wheeler Park design concept). In the early 2000's, this plan was reviewed publicly and approved by the Parks and Recreation Commission. Many years have passed since that approval, however, and the concept should perhaps be reviewed and refreshed. Staff is open to ideas and is looking for direction on the future design and use of Wheeler Park.

Attachments: Wheeler Park design concept

WHEELER PARK

FLAGSTAFF, ARIZONA

PHASE I



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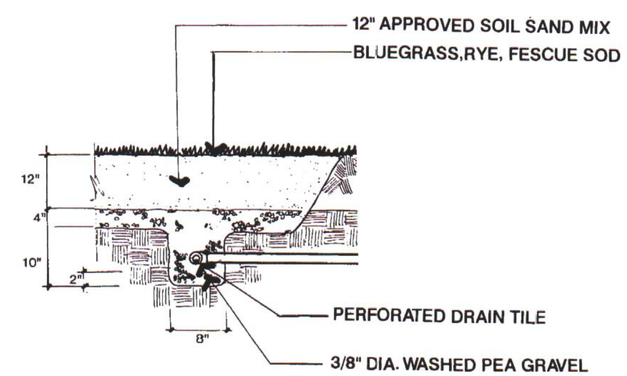

PARK FIELD DRAINAGE SYSTEM

1/18/07

4411 S. Rural Rd. Suite 102
Tempe, AZ. 85282
Tel. (480) 730-1536
Fax (480) 730-1530

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To:	The Honorable Mayor and Council
From:	Gary Miller, Development Engineer
Co-Submitter:	Rick Barrett
Date:	06/08/2017
Meeting Date:	06/13/2017

TITLE

Discussion: An ordinance adopting revisions to Title 13 of Flagstaff City Code entitled "Engineering Design and Construction Standards and Specifications for New Infrastructure."

RECOMMENDED ACTION:

Staff will provide an overview of the proposed revisions and ask Council to provide initial feedback on the proposed revisions, concerns with any revisions, and any sections the Council would like to review and discuss in more detail.

EXECUTIVE SUMMARY:

The intent of these Engineering Standards and Specification is to provide information on minimum acceptable design and construction practices for new infrastructure in the City of Flagstaff. The last update to these standards was made in 2012. Since then, through regular use and enforcement of the standards, Engineering staff has identified some necessary revisions. These revisions have been proposed to correct errors and omissions, incorporate best practices, incorporate new technologies, improve the look and consistency of the standards, and provide consistency with other adopted codes and standards.

Proposed Schedule for Discussion and Adoption (Rescheduled Dates):
~~04/11 Work Session: Council will provide initial comments to staff regarding proposed revisions~~
~~05/09 Council Meeting: Discuss Chapters 1-9~~
~~05/16 Council Meeting: Discuss revisions to section concerning Traffic Impact Analysis (TIA)~~
~~05/23 Work Session: Continued TIA Discussions~~
06/06 Council Meeting: Discuss Chapters 10-23
06/20 Council Meeting: Finalize any discussions and read Ordinance for the first time
07/05 Council Meeting: Read Ordinance by title only for the final time/adopt Ordinance

INFORMATION:

Background/History:

The City of Flagstaff has previously adopted Title 13 of City Code entitled "Engineering Design and Construction Standards and Specification for New Infrastructure" (later referred to as Engineering Standards) in Ordinance 2012-05.

The proposed and ongoing revisions to the Engineering Standards ensures that the City continues to address and improve public safety. These Standards also ensures high performing infrastructure that improve and reduce maintenance in the future.

The Engineering Design Standards and proposed revisions are a result of comprehensive review from an internal stakeholder committee which were then presented to the professional community (the Chamber of Commerce, Northern Arizona Builders Association, local civil engineers, contractors, architects, Traffic Commission, and Planning and Zoning Commission). Comments were solicited at meetings, and through the City's online community forum, with these groups and incorporated into the proposed revisions when appropriate.

The proposed revisions have been available on the City's website for the last eight months and updated as additional revisions have been made. The updated revisions to the City's Engineering Standards can be found at http://www.flagstaff.az.gov/DocumentCenter/View/50249.

Upon approval of the proposed revisions, Engineering will begin another revision cycle. Staff will include the same stakeholders, and involve key community partners, as we work through this revision cycle. Staff will bring these proposed revisions to Council in approximately one to two years.

Key Considerations:
Below is a list of the major revisions made to the Engineering Standards

- Survey Standards
- ~~TIA Standards~~
- Changes as a result of the IFC
- Permanent Stabilization

See the attached revisions summary for brief description of all of the revisions made. This attachment also provides a schedule for discussion of these revisions.

Community Benefits and Considerations:
The community benefits economically by having public infrastructure that is designed and constructed to serve the pubic in the most efficient way possible, and that will have a minimal cost of operation and maintenance. The community also benefits from improved public safety as a result of the adoption of the proposed revisions to the Engineering Standards.

Options and Alternatives:
1. The Council may choose to accept or reject any or all of the proposed amendments.
2. The Council could choose to make different amendments.
3. The Council can postpone adoption of the Standards as a public record in order to gather more information or public input.

Attachments: Revisions Summary List
Standard Details Comparison

2016 Engineering Standards Revision Summary

Discussion items have been scheduled in accordance with this color coding:

May 9th
May 16th
June 6th

N/A	No additional cost/impact
$ =	Minor change in cost/impact
$$ =	Moderate change in cost/impact
$$$ =	Significant change in cost/impact

Chapter/ Section	Title		Summary of Revision	Why?	Cost/Impact Developers	Cost/Impact Businesses & Residents	Cost/Impact Ongoing Maintenance
Major Revisions							
13-02, 13-03 & 13-11	**Mapping and Surveying**		The existing Mapping chapter (13-02) defines the type of maps required, and what should be included in those Maps, for different types of Plat applications. The existing Survey chapter (13-11) only consisted of requirements for survey monumentation. This section has been revised and moved to chapter 13-03 and incorporated into the added Survey requirements. With the help of the Northern Arizona APLS organization these two chapters have been revised and expanded to include requirements for Boundary, Topographic, Construction and As-Built Survey; develop standards to allow and incorporate new technologies as it relates to surveying; provide consistency with State requirements; and provide standards for better protection and maintenance of existing survey monuments. These revisions have some other impacts in additional chapters as identified below.	Provide consistency with state requirements. Provide standards for new technologies that were not previously used. Additional requirements to help bridge the gap of professional expertise on City staff. (City does not have a Registered Land Surveyor on staff)	$	N/A	$
13-05-002-0003	**Traffic Impact Analysis**		~~Traffic Impact Analysis Section, of the Engineering Standards has been modified to include a reference to a more detailed procedure of the requirements for a Traffic Impact Analysis. This modified document is now referred to as the City of Flagstaff Transportation Impact Manual. This document includes; how to calculate project trips and possible reductions, the process of determining which category of TIA needs to be completed, how to determine existing conditions, how to determine needed improvements, a sample outline structure, and what is required as appendices. This document has greatly grown in length due to the added detail of the procedures.~~	~~Provides better documentation and clarifies use for current policy.~~	N/A	N/A	N/A
13-13	**Fire Safety Requirements**		Several substantive changes have been made as a result of the recent adoption of the 2012 International Fire Code (IFC). These substantive changes include the following: -Increased Diameter of Urban and Rural Cul-De-Sacs -Elimination of Local Narrow Street section due to increased width of Fire Access Routes -Widening of Residential Local Street section due to increased width of Fire Access Routes -Adjusted travel lane widths for thoroughfare street sections due to increased width of Fire Access Routes In addition to these substantive changes large portions of the Fire Safety Requirements were replaced with references to the appropriate section within the IFC to eliminate duplication and potential future conflicts. Other portions of the Fire Safety requirements were moved to more appropriate sections of the Engineering Standards, and a reference added. As an example, the preferred model of Fire Hydrants is now located in Fire Hydrants section of the Utilities chapter (13-09).	Comply with recently adopted standards Eliminate Redundancy Improve	$$$	N/A	$

2016 Engineering Standards Revision Summary

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Chapter/ Section	Title		Summary of Revision	Why?	Cost/Impact Developers	Cost/Impact Businesses & Residents	Cost/Impact Ongoing Maintenance
13-17	**Erosion Control**		Major portions of this chapter were removed with our last revision of the Engineering Standards in 2012 with anticipation that these requirements would be included in the upcoming revision of the City's Stormwater Design Manual. Unfortunately this revision never came forward. Permanent Erosion Control has continued to be a requirement, but often times it is not effectively applied during construction. The result has been inadequate or failing erosion control measures post construction. These revisions include localized standards for seed mixtures, seeding requirements, and seeding establishment to accommodate our local conditions.	New standards to comply with State requirements that account for our local environment	NA	N/A	-$

All Revisions

13-01	**Administrative Enactments, Agency Controls and Reviews, and Work in Public Rights-Of-Way**		Corrected typo errors	Typos			
			Added reference as a result of Survey revisions mentioned above	Survey			
13-02	**Mapping**		Revisions made as a result of the Survey revisions mentioned above.	Survey			
13-03	**Survey**		New/Moved chapter as a result of the Survey revisions mentioned above.	Survey			
13-04	**Easements and Rights-Of-Way**		Added references and additional detail for corner cut-off requirements as a result of the Survey revisions mentioned above.	Better Reference			
13-05	**Engineering Design Reports**		A few typos and grammatical errors corrected throughout the chapter.	Typos			
			~~Traffic Impact Analysis revisions as mentioned above~~	~~TIA (See Above)~~			
13-06	**Construction Plans**		A few typos and grammatical errors corrected throughout the chapter.	Typos			
			Added references and additional detail for Survey revisions mentioned above.	Survey			
			13-06-002-0001.1.1.A.3 - Add "Cost shall not be used as a justification" to modifications request criteria.	Codify current policy	N/A	N/A	N/A
			13-06-002-0001.1.2 - The process outlined in paragraph A above shall be utilized in a case where a project manager seeks to implement a promising new technology that is likely to improve the longevity and resilience of project infrastructure. Additional requirements and conditions may be imposed by the City Engineer on a case by case basis.	Provide a process for incorporating new technologies	N/A	N/A	TBD
			13-06-002-0001.1.2 - Added language to better define the appeal process for an Engineering Standards Modification request. This language was developed with the assistance of the City Attorney in early 2016 when Engineering was faced with their first appeal.	Codify current policy	N/A	N/A	N/A
			13-06-007-0003 - Added references to the section of the Engineering Standards that specifies Pavement Marking requirements	Provide additional clarification for ease of use.	N/A	N/A	N/A
13-07	**Grading**		No revisions made.				

2016 Engineering Standards Revision Summary

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Chapter/ Section	Title		Summary of Revision	Why?	Cost/Impact Developers	Cost/Impact Businesses & Residents	Cost/Impact Ongoing Maintenance
13-08	**Stormwater Management**		No revisions made.				
13-09	**Water, Sewer, and Other Underground Utilities**		A couple of references to other standards have been corrected.				
			Several fire hydrant standards, fire flow design criteria and fire line standards have been moved to this Chapter as a result of Fire Safety Requirements revisions mentioned above.	Provides for better ease of use of the standards.	N/A	N/A	N/A
			13-09-003-0005.B.6 - Change the language from "one (1) valve" to "two (2) valves" minimum are required on all 3-way tee fittings.	Reduced down-time for maintenance (current policy).	$	N/A	-$
			13-09-003-0007.G - Add this additional paragraph: "When an existing water stub is required to be abandoned, it shall be abandoned at the main, the valve removed and a blind flange installed on the tee."	Prevent future maintenance issues of leakage.	$	N/A	-$
			13-09-003-0010 - Add language to account for new 1" Air Release Valve detail 9-03-101.	Reduced cost and space requirements for small lines.	-$$	N/A	$
			13-09-006-0001.A.2 - Define ductile iron class for sewer as 150 except in special design situations.	Previous requirements were overdesigned.	-$$	N/A	N/A
			13-09-006-0001.B.2 - Change the language to clarify the class of ductile iron pipe for water: "Class 350 for ductile iron pipe 4 inch to 10 inch in diameter. Class 250 for ductile iron pipe 12 inch diameter and larger".	Previous requirements were overdesigned for larger pipe.	-$$	-$	N/A
			13-09-006-0001.B.4 - Add: Gate valves with AWWA C515 250 PSI rating Add: Butterfly valves with AWWA C504 250 PSI rating	Clarified rating of valves to conform to pipe ratings	N/A	N/A	N/A
			13-09-006-0001.B.5 - Delete the section that references the flyash cement grout and add: "sealed with end seals by Advanced Products and Systems, or approved equal."	Improved technology for pipe casings	$	N/A	-$
			13-09-006-006.3.A.7 - Fire hydrants shall be installed within 300 feet of all parts of a commercial building. Hydrants shall also be placed within 100 feet of Fire Department connections to sprinkler and standpipe systems.	Brings standard into conformance with IFC.	N/A	N/A	N/A
			13-09-006-0006.3.A.8 - Offsite spacing shall be 300 feet between hydrants for commercial areas and 500 feet spacing for one and two-family subdivisions.	Brings standard into conformance with IFC.	N/A	N/A	N/A
			13-09-006-0006.4 - The second paragraph was moved as part of the Fire Safety Requirements mentioned above. The last sentence of this paragraph was added. Per ADEQ requirements, fire lines may not exceed 100' in length from the water main to the backflow assembly inside the fire riser room.	Brings standard into conformance with ADEQ & IFC.	$	N/A	N/A
13-10	**Streets**	1	13-10-001-0001 - Added references to previously adopted "Roadway Functional Classification Map" added in 13-10-014-0003.	Improved references	N/A	N/A	N/A
		2	13-10-004-0001.B - Increased the size of temporary turn-around to match the revised dimensions of cul-de-sacs.	Fire Safety Requirements	$$	N/A	N/A
		3	13-10-006-0001 - Revised reference to new survey section	Corrected reference	N/A	N/A	N/A
		4	13-10-006-0002 - Removal of detailed standards on clear view zones to eliminate any conflict with AASHTO Guidelines.	Improved references/ consistency with other standards	N/A	N/A	N/A
		5	13-10-008-0002.E - Revised Bench Mark requirements to refer to new survey section.	Survey revisions	N/A	N/A	N/A

2016 Engineering Standards Revision Summary

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June 6th

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Chapter/ Section	Title		Summary of Revision	Why?	Cost/Impact Developers	Cost/Impact Businesses & Residents	Cost/Impact Ongoing Maintenance
		6	13-10-009-0001.A - Revised pavement design life span from 27 years to 20 years to be consistent with the manual for "Asphalt Concrete Pavement Design for the City of Flagstaff".	Typo	N/A	N/A	N/A
		7	13-10-009-0001.B.5 - Add to the pavement structural section requirements: "A chip seal is required for all new public pavement improvements including streets, turn lanes, pavement matchups, trench repairs, and all other cases where a new asphalt surface course is constructed. The fee shall be payable to the City of Flagstaff and shall be calculated as defined in City Code Title 3, Section 10-001-0002. The fee shall be paid at the time of the applicable construction permit." Delete the sentence from the paving notes that reads: A chip seal is required on all public paving projects.	New policy for increased process efficiency.	N/A	N/A	-$
		8	13-10-010-0001.E - Edit to restrict backing maneuvers on all collector streets not just major collectors.	Correction	N/A	N/A	N/A
		9	13-10-010-0002 - Added references to City Turn lane detail and ADOT turn lane configuration standards.	Improved references	N/A	N/A	N/A
		10	Table 10-10-01 - Removed the Residential Local "Narrow" street section and widened the Residential Local street section.	Fire Safety Requirements	$$$	N/A	$
		11	Table 10-10-01 and Notes - Revised minimum curve radiuses to be consistent with AASHTO.	Correction	N/A	N/A	N/A
		12	Table 10-10-02 - A couple of minor changes to address typos and grammar errors.	Typo	N/A	N/A	N/A
		13	Table 13-10-12-01 - Revised table to increase roadway widths within Transect Zones.	Fire Safety Requirements	$$	N/A	$
		14	Table 13-10-12-01 Notes - Note 1 revised to define where on street parking is measured from to be consistent with the other street section details.	Improved Consistency with standard street sections	N/A	N/A	N/A
		15	13-10-014-0001.1 - This revision rearranges the order of the different roadway classifications from higher demand to lower demand roadways. Additionally, several references throughout this chapter have been revised to refer to this section rather than the Regional Plan.	Improved flow of text and improved references	N/A	N/A	N/A
		16	13-10-014-0003 Map - This section has been added as a result of the adoption of Ordinance 2015-12.	Update from previous ordinance	N/A	N/A	N/A
13-11	**Survey**	1	This chapter has been moved as identified in the Survey revisions mentioned above.	Survey	See above	See above	See above
13-12	**Street Lighting**	1	Table 12-03-001 - Correction of streetlight spacing for local streets, and elimination of redundancy. Revised note for clarification.	Typo/correction	N/A	N/A	N/A
		2	13-12-003-0004.A.3 - Added language for varying street light pole spacing.	Clarification	N/A	N/A	N/A
		3	Table 12-05-01 - Correction to adjust for experienced failures.	To prevent experienced failure	$	N/A	-$
		4	13-12-005-0002 - Revisions to correct typos and grammar.	Typo	N/A	N/A	N/A
13-13	**Fire Safety Requirements**	1	The formatting of this chapter has been revised to be consistent with the rest of the standards.	Formatting	N/A	N/A	N/A
		2	Several sections of been removed and replaced with references to the International Fire Code and other sections within the Engineering Standards as identified in the Fire Safety Requirements revisions mentioned above.	Eliminate redundancy, Improve consistency, Improve references	N/A	N/A	N/A

2016 Engineering Standards Revision Summary

Discussion items have been scheduled in accordance with this color coding:

May 9th
May 16th
June 6th

N/A	No additional cost/impact
$ =	Minor change in cost/impact
$$ =	Moderate change in cost/impact
$$$ =	Significant change in cost/impact

Chapter/ Section	Title		Summary of Revision	Why?	Cost/Impact Developers	Cost/Impact Businesses & Residents	Cost/Impact Ongoing Maintenance
13-14	**Bicycle Facilities**	1	No revisions made.				
13-15	**Work in Public Rights-of-Way and Easements**	1	13-15-001-0001.G - Removed reference to small projects as this section applies to all permits within the Right-of-Way.	Correction	N/A	N/A	N/A
		2	13-15-001-0001.G - Removed reference to the Engineering Standards for Traffic Control Plan requirements as we now rely on the MUTCD for these requirements.	Eliminate redundancy with other standards	N/A	N/A	N/A
		3	13-15-002-001.A - Corrected reference to City Code on the use of reclaimed wastewater for construction activities.	Correction	N/A	N/A	N/A
13-16	**Traffic Signals, Signing, and Pavement Markings**	1	Corrected several typo errors throughout the chapter		N/A	N/A	N/A
		2	13-16-002-0002 - Intersection Design Requirements - This section was added as a result of an inadvertent omission from the 2012 adoption of the Engineering Standards. This section has been in our working copies from 2012, and is currently enforced.	Correction of inadvertent omission	N/A	N/A	N/A
		3	13-16-005-0001 - Corrected reference to pedestrian push button signs, and corrected the reference to the COF detail for Street Signs.	Corrected references	N/A	N/A	N/A
		4	13-16-005-0002 - Added reference for sign requirements for clarification. Added salvaging of removed signs for future sign maintenance.	Improved reference	N/A	N/A	-$
		5	13-16-006-0002 - Revised references for street striping requirements to update with ADOT standards, and cleanup of references in general.	Corrected and improved references	N/A	N/A	N/A
13-17	**Erosion Control**	1	Major portions of this chapter were removed with our last revision of the Engineering Standards in 2012 with anticipation that these requirements would be included in the upcoming revision of the City's Stormwater Design Manual. Unfortunately this revision never came forward. Permanent Erosion Control has continued to be a requirement, but often times it is not effectively applied during construction. The result has been inadequate or failing erosion control measures post construction. These revisions include localized standards for seed mixtures, seeding requirements, and seeding establishment to accommodate our local conditions.	Major Correction	N/A	-$	-$
13-18	**Landscaping Standards for Rights-of-Way**	1	Typographical and grammatical corrections were made in sections of this chapter	Typo, Grammar	N/A	N/A	N/A
13-19	**Irrigation Systems**	1	Grammatical corrections were made in one section of this chapter	Grammar	N/A	N/A	N/A
13-20	**Not Used**						
13-21	**Revisions to MAG Uniform Standards Specifications and**	1	13-21-001-104.1.3 - New revision to MAG section, which does not restrict potable water use for construction to be in alignment with City Code 7-03-001-0014, Water Conservation.	Correct inconsistency between 2 different codes	N/A	N/A	N/A

2016 Engineering Standards Revision Summary

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May 9th
May 16th
June 6th

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$$ =	Moderate change in cost/impact
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Chapter/ Section	Title		Summary of Revision	Why?	Cost/Impact Developers	Cost/Impact Businesses & Residents	Cost/Impact Ongoing Maintenance
	MAG Uniform Standard Details	2	13-21-001-0330.3 - Revised chip seal dates to a shorter window during Summer months to achieve better temperatures for placement.	Improve Performance	N/A	N/A	-$
		3	13-21-001-0336.2.1 - Revised MAG section on Pavement Widening to be more stringent than MAG to match current practices; and provides a more structurally sound matchup with more longevity.	Improve Performance	N/A	N/A	N/A
		4	13-21-001-0710.3.2.1 - Reconciles the standard with a 2013 policy decision; lowered the MAG criteria as asphalt plants were unable to meet dry tensile strength and Marshall stability minimums due to the softer oil appropriate for this climate.	Correction for local conditions	N/A	N/A	N/A
		5	13-21-002-0250 - Driveway concrete depth - MAG revised this specification to be more strict than this requirement, therefore the City's revision is being removed.	Correction due to MAG updates	$	-$	N/A
		6	13-21-002-0380 - Correction of a previous transcription error to the Thrust Block table, and additional clarification provided where "Design" was previously stated.	Correction, Added information for ease of use	N/A	N/A	N/A
			13-21-002-0422 - Corrected reference to manhole frame and cover adjustments.	Correction	N/A	N/A	N/A
13-23	**Standard Drawings**	1	All details have been redrawn in AutoCAD to improve the look and format of all detail drawings.	Provide consistent look	N/A	N/A	N/A
		2	Detail 8-02-010 - Deleted detail due to redundancy with other trenching detail 9-01-030	Eliminate redundancy	N/A	N/A	N/A
		3	Detail 9-01-031 - This trenching detail for new paved streets was inadvertently omitted in the adoption of the 2012 standards, but is currently enforced.	Correct previous omission	N/A	N/A	N/A
		4	Detail 9-03-080 - Revised meter box detail to a polymer meter box for constructability and maintenance considerations.	Improve Constructability and Maintenance	-$	N/A	-$
		5	Detail 9-03-080A - This detail was added as we do not currently have a standard for a traffic rated meter box.	Addition of needed detail	N/A	N/A	-$
		6	Detail 9-03-101 - This detail was added to accommodate 1" Air Release Valves which we currently don't have a standard for. These are cheaper to install, take up less real estate, and are more applicable to smaller diameter mains.	Reduced cost and space requirements for small lines.	-$$	N/A	$
		7	Detail 10-04-010 - Urban Cul-De-Sac diameter has been increased to accommodate the required turn-around diameter specified in the recently adopted IFC. Parkways were eliminated to reduce the impact to developments. Pavement radius increase of 12.5 feet; R.O.W. radius increase of 11.5 feet.	Fire Safety Requirements	$$$	N/A	$
		8	Detail 10-04-011 - Rural Cul-De-Sac diameter has been increased to accommodate the required turn-around diameter specified in the recently adopted IFC. Pavement and R.O.W. radius increase of 4'.	Fire Safety Requirements	$$$	N/A	$
		9	Detail 10-09-038 - Residential Local street section has been increased by 2 feet to accommodate the minimum unobstructed travel width required for Fire Apparatus Access Roads in the recently adopted IFC.	Fire Safety Requirements	$$	N/A	$
		10	Detail 10-09-039 - Residential Local Narrow street section has been removed as it cannot accommodate the minimum unobstructed travel width required for Fire Apparatus Access Roads in the recently adopted IFC.	Fire Safety Requirements	$$$	N/A	$
		11	Detail 10-10-034 - Removed details related to 20' curb returns as MAG has created new sidewalk ramp details to utilize.	Eliminate redundancy	N/A	N/A	N/A

2016 Engineering Standards Revision Summary

Discussion items have been scheduled in accordance with this color coding:

May 9th
May 16th
June 6th

N/A	No additional cost/impact
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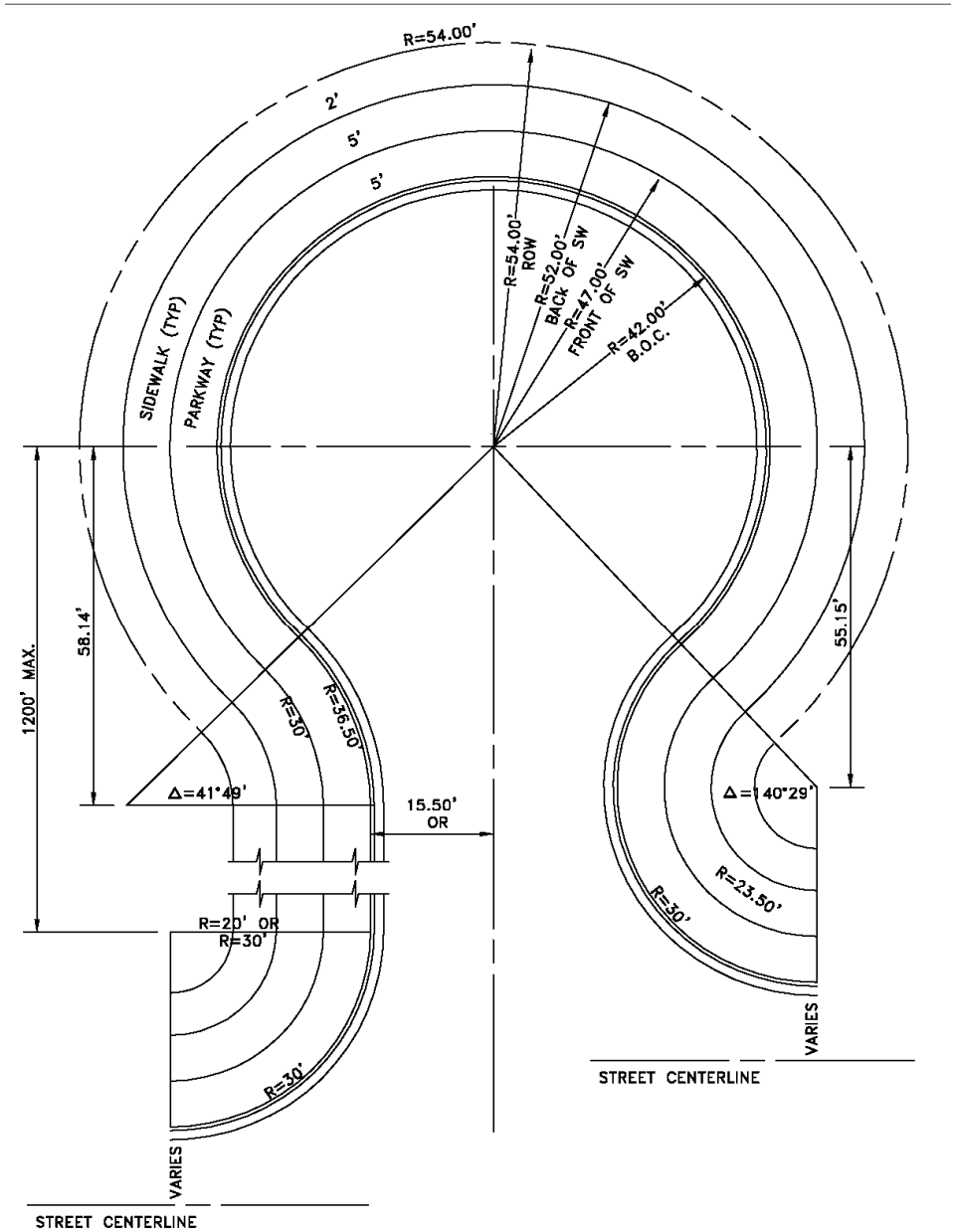
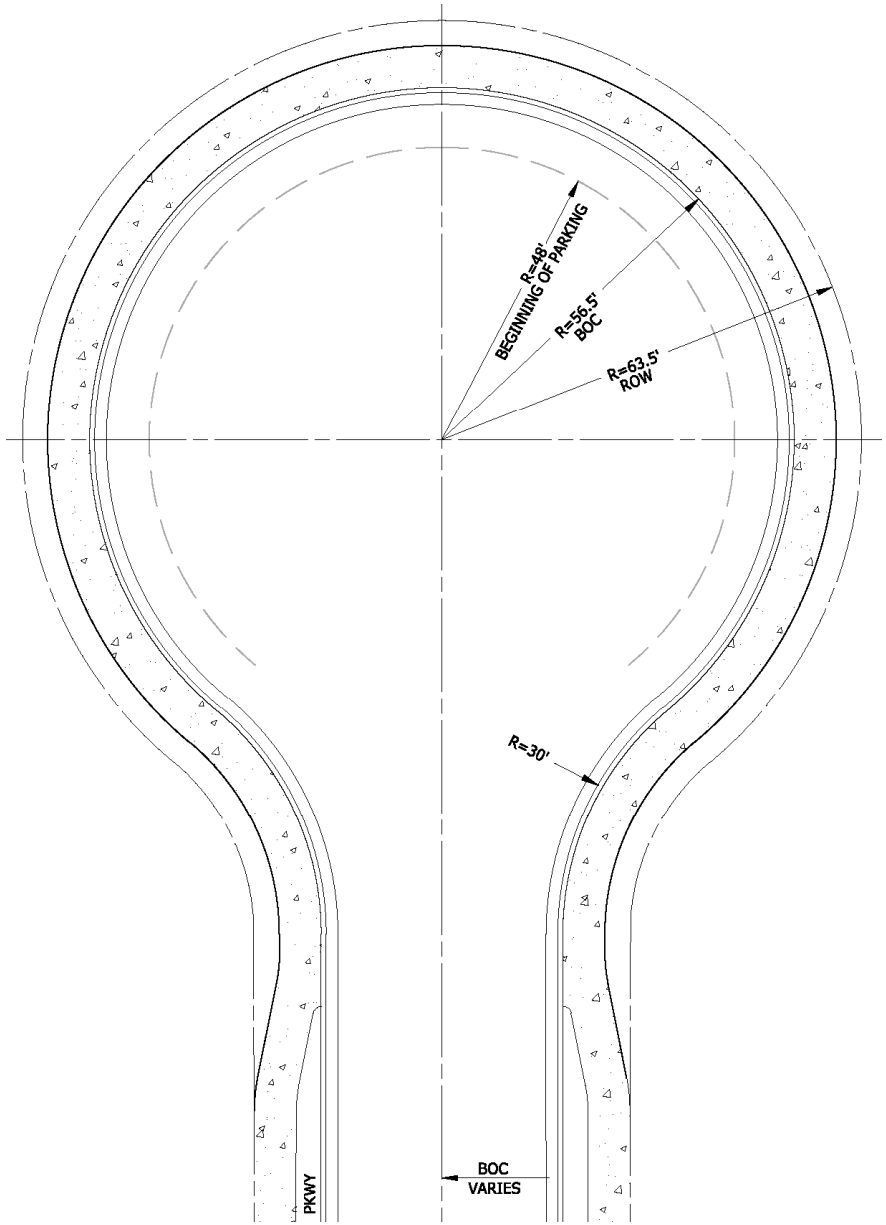
$$ =	Moderate change in cost/impact
$$$ =	Significant change in cost/impact

Chapter/ Section	Title		Summary of Revision	Why?	Cost/Impact Developers	Cost/Impact Businesses & Residents	Cost/Impact Ongoing Maintenance
		12	Details 10-10-035; 10-10-036; 10-10-037 - Removed these sidewalk ramp details as MAG has created new sidewalk ramp details to utilize.	Eliminate redundancy	N/A	N/A	N/A
		13	Detail 14-01-010 - Revised FUTS detail to increase concrete thickness from 4" to 6" to prevent deterioration of trails due to the maintenance traffic the trails typically see. Also decreased the spacing of Expansion Joints from 100' to 50' to decrease the amount of cracking in the concrete trail.	Improve life span of FUTS	$$	-$	-$$
		14	Detail 14-01-012 - Bicycle Parking Racks detail is being removed as it was intended to be removed with the last revisions.	Correction	N/A	N/A	N/A
		15	Detail 16-04-010 - This detail has been added to provide details and standards for Circular Rapid Flashing Beacons. These types of pedestrian improvements are becoming more prevalent and are currently in use along 4th Street.	New Technology	N/A	-$	$
		16	Details 16-05-010 & 16-05-020 - These Street Name Sign details have been moved from detail numbers 10-03-010 and 10-03-020. These details have also been revised to add references to other standards for compliance and clearer direction.	Improved references	N/A	N/A	N/A
		17	Detail 16-06-010 - This Intersection Striping detail has been moved from 10-06-010, and additional detail added for clarification. We have experienced difficulty in the past laying out intersection striping, and these changes should make that layout process more clear.	Clarification	N/A	N/A	N/A
		18	Detail PW-50-10 - This dumpster enclosure detail has been revised to include a hinge detail for trash enclosures to allow doors to fully move out of the work area for refuse collection.	Improve performance	N/A	N/A	N/A



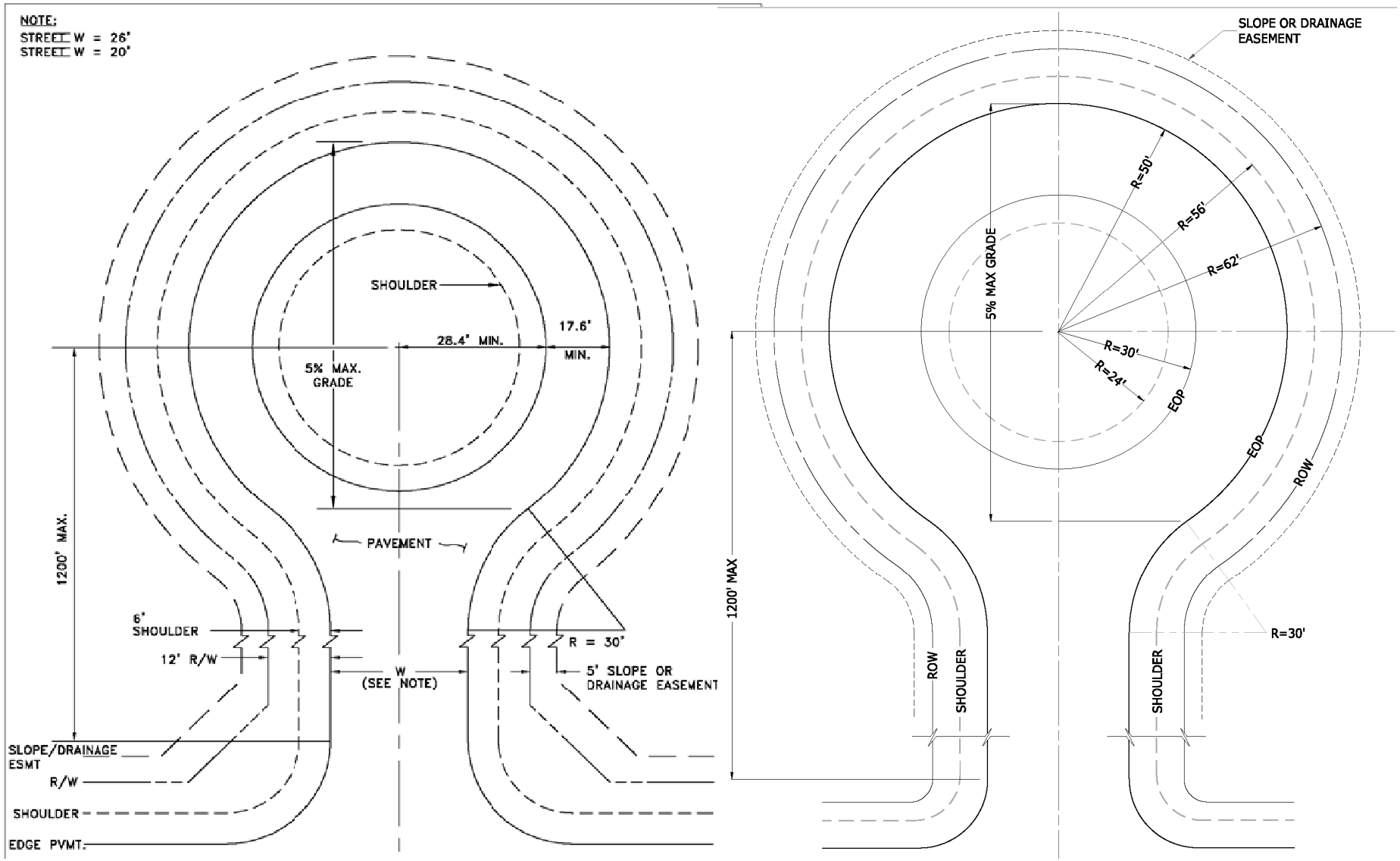


Current

Urban Cul-De-Sac

Proposed

Detail 10-04-010



Current

Proposed

Rural Cul-De-Sac

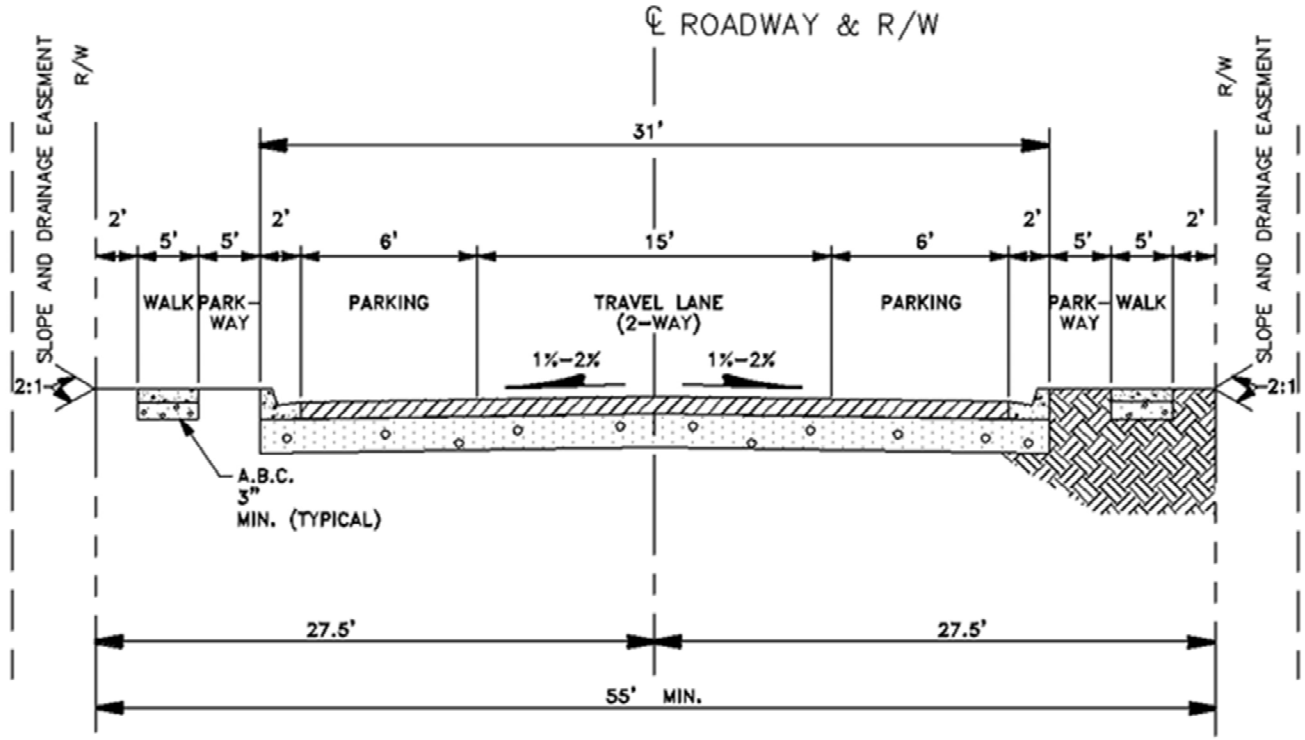
Detail 10-04-011

TEAM FLAGSTAFF

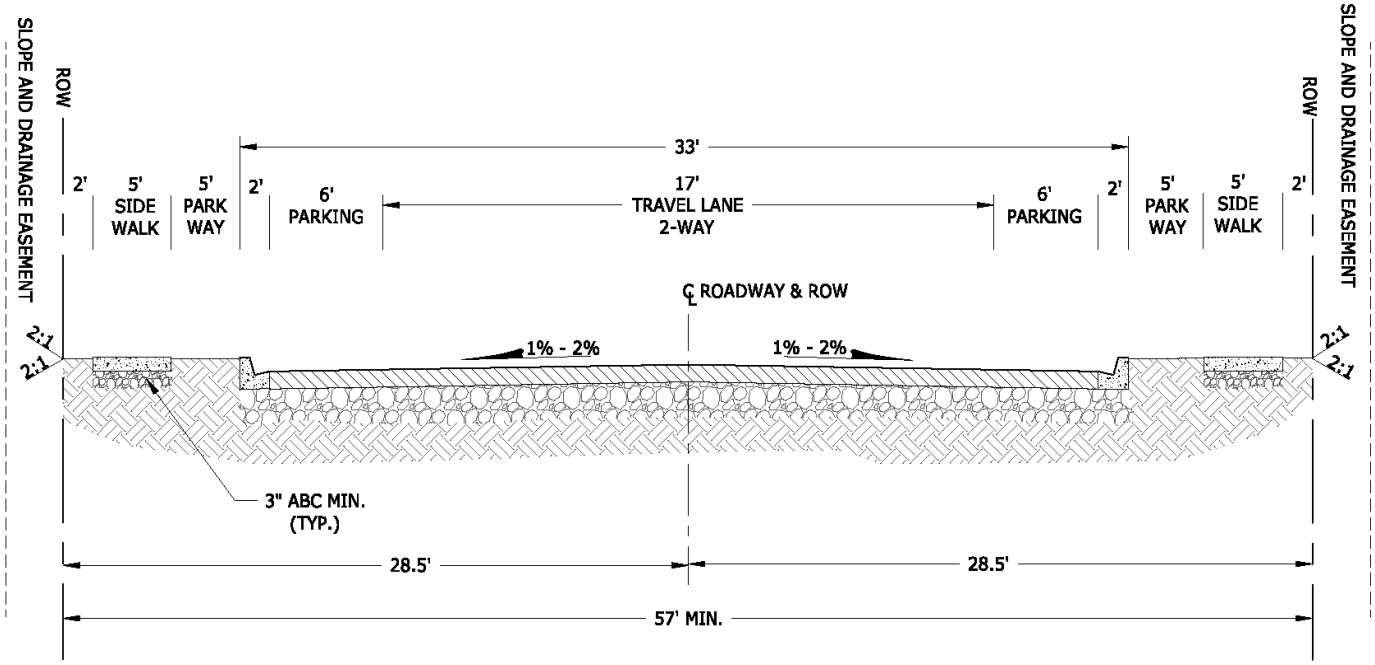
Residential Local Street

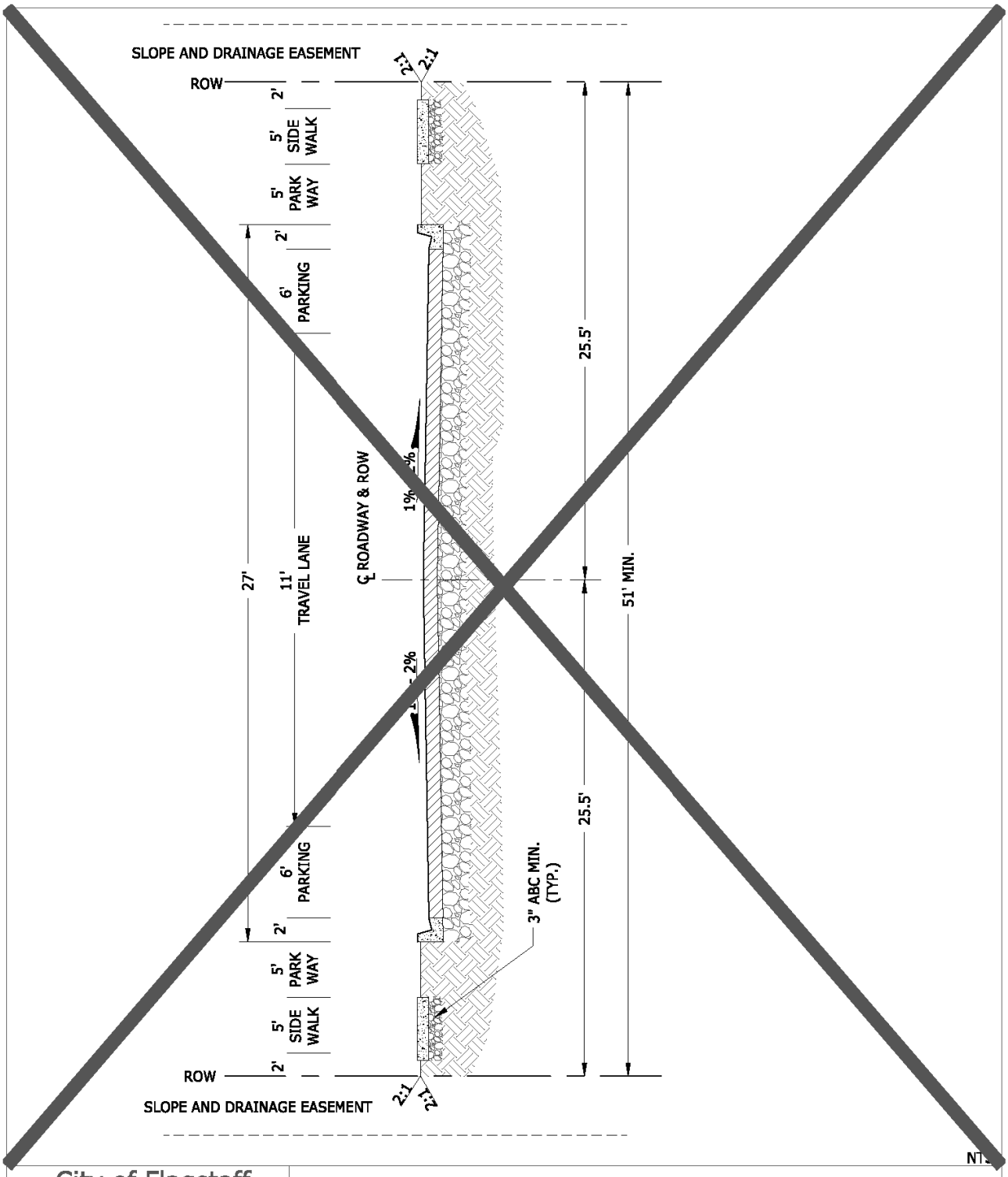
Detail 10-09-038

Current



Proposed





City of Flagstaff

ENGINEERING DETAIL

RESIDENTIAL LOCAL "NARROW"

DETAIL NO.	REVISION DATE:	
10-09-039	11/22/16	1 / 1

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To:	The Honorable Mayor and Council
From:	Brian Kulina, Zoning Code Manager
Date:	06/01/2017
Meeting Date:	06/13/2017

TITLE

Discussion: Form-Based Code (Transect Zones) Amendments

RECOMMENDED ACTION:

Receive direction from Council on the general content of the proposed Form-Based Code amendments and the short-, medium-, and long-term amendments.

EXECUTIVE SUMMARY:

The Form-Based Code is an integral component of the 2011 Zoning Code. After 5 years of utilizing the code, the City Council, as well as a citizen petition, asked that the code be reviewed and possible amendments be presented. At a Work Session on January 10, 2017, City Council gave direction to staff to identify and present potential short-, medium-, and long-term amendments. Following is a summary of the proposal:

Short-Term Amendments

- Create three (3) new building types to replace Commercial Block.
- Create an all-inclusive list of allowed building types within Section 10-50.110.
- Create an all-inclusive list of allowed private frontage types within Section 10-50.120.
- Delete building type and private frontage types list found in Section 10-40.10.
- Create a new Downtown Shopfront private frontage type.

Medium-Term Amendments

- Establish one-building/one-lot development concept.
- Consolidate all Transect standards into one chapter within the Zoning Code or into a separate code.

Long-Term Amendments

- Examine a re-calibration of development standards, including but not limited to:
    - Setbacks
    - Lot Coverage
    - Building Height
    - Parking
- Consider an expansion of Downtown Regulating Plan area.
- Consider the implementation of a mandatory Form-Based Code.

With this discussion, staff will be looking for a general consensus of City Council as to the short-, medium-, and long-term amendments. Agreement or direction on the specifics of the amendment (i.e. building width, allowance of a building type, the deletion of a list) is not necessary at this time. Once a general consensus is reached, staff will proceed through a public review process of the short-term amendments, which will culminate with public hearings before the Planning Commission and City Council. The specific details of the amendments will be solidified during this process.

INFORMATION:

Council Goals

Building and Zoning/Regional Plan - Revise the Zoning Code to remove ambiguities, and ensure it is consistent with community values and the Regional Plan.

Regional Plan

The Regional Plan Goals and Policies that could be applied to the Transect Code, and any amendments thereto, are too numerous to list in relation to a general discussion of possible amendments. Any proposed amendments to the Transect Code that come out of this Work Session and the public review process will go through an extensive Regional Plan analysis.

Team Flagstaff Strategic Plan

1) Provide exceptional service.
3) Foster a resilient and economically prosperous city.
4) Work in partnership to enhance a safe and livable community.

Attachments: Text Amendments
Allowed Building and Frontage Types

2017.2 ZONING CODE TEXT AMENDMENTS
STAFF DRAFT

Created: 05/24/2017
Modified: 06/07/2017

USER GUIDE

Title of Amendment
(Sections subject to amendment)

ISSUE: Written description of the identified issue/problem/concern with the current Zoning Code.

[Appropriate sections of the current Zoning Code inserted into the document for reference.]

SOLUTION: Written description of the proposed solution/amendment.

[New Zoning Code sections showing the proposed amendment(s).]

Commercial Block Building Type
(Division 10-50.110.180 *Commercial Block*)

Issue: The Commercial Block Building Type does not establish a maximum building width and depth.

Section 10-50.110.180 (Page 50.110-34/35)

COMMERCIAL BLOCK BUILDING TYPE

A. Description
The Commercial Block Building Type is a small to large-sized structure, typically attached, that provides a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. Smaller versions of this Type make up the primary component of a neighborhood main street while larger versions make up the primary component of downtown, therefore being a key component to providing walkability.

B. Lots	
Lot Size[1]	
Depth	100' min.

[1] Applies to newly created lots.

C. Number of Units
No minimums

D. Pedestrian Access	
Main Entrance Location	
Ground Floor	Primary Street
Upper Floor	Primary or Secondary Street

E. Allowed Frontages	
Forecourt	Terrace Shopfront[1]
Shopfront	Gallery

[1] Only allowed on cross-slope lots

F. Vehicle Access and Parking
Parking spaces may be enclosed, covered, or open.
Garage may be detached or tuck-under.

G. Private Open Space
No private open space is required

H. Building Size and Massing	
Height	See transect zone in which the building is proposed.

Solution: Create three distinct building types that convey small, medium, and large scale.

New Section 10-50.110.180

NEIGHBORHOOD FLEX

A. Description
The Neighborhood Flex Building Type can be used to provide a mix of uses, with ground floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. This type may be a single-use building. Ground-floor residential uses are not permitted unless otherwise stated in the underlying Transect Zone. Parking is located on-street, in a surface lot, or in a small structure.

B. Lots	
Lot Size[1]	
Width	25' min./150' max
Depth	100' min./150' max

[1] Applies to newly created lots.

C. Number of Units
No minimums

D. Pedestrian Access	
Main Entrance Location	
Ground Floor	Primary Street
Upper Floor	Side Street or Courtyard
Ground-floor residential units along a street shall have individual entries.	

E. Allowed Frontages	
Forecourt	Gallery
Shopfront[1]	Terrace/Lightwell
Stoop[2]	

[1] Includes Terrace Shopfront to address existing cross-slope or floodplain.
[2] Shall only be used for ground-floor residential

F. Vehicle Access and Parking
Parking spaces may be enclosed, covered, or open.
Garages may be attached, detached, or tuck-under.
Parking shall be accessed from a front or side street, or alley.
Access from a side street or alley is preferred.
Driveways and vehicle access may be shared on adjacent lots.

F. Private Open Space
No private open space is required.

H. Building Size and Massing	
Height	See transect zone in which the building is proposed
Width	50' max
Depth	100' max

New Section 10-50.110-190

MAIN STREET FLEX

A. Description

The Main Street Flex Building Type, typically attached, can be used to provide a mix of uses, with ground floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. This type may be a single-use building. Ground-floor residential uses are not permitted unless otherwise stated in the Transect Zone. Parking is located in a surface lot or incorporated into an on-site structure.

B. Lots

Lot Size[1]	
Width	25' min./150' max
Depth	100' min./150' max

[1] Applies to newly created lots.

C. Number of Units

No minimums

D. Pedestrian Access

Main Entrance Location	
Ground Floor	Primary Street
Upper Floor	Side Street or Courtyard

Ground-floor residential units along a street shall have individual entries.

E. Allowed Frontages

Forecourt	Gallery
Shopfront[1]	Terrace/Lightwell
Stoop[2]	Downtown Shopfront

[1] Includes Terrace Shopfront to address existing cross-slope or floodplain.
[2] Shall only be used for ground-floor residential

F. Vehicle Access and Parking

Parking spaces may be enclosed, covered, or open.

Garages may be attached, detached, or tuck-under.

Parking shall be accessed from a side street or alley.

Access from a front street shall only occur where no adjacent side street or alley exists.

Driveways and vehicle access may be shared on adjacent lots.

F. Private Open Space

No private open space is required.

H. Building Size and Massing

Height	See transect zone in which the building is proposed
Width	75' max
Depth	150' max

New Section 10-50.110.200

DOWNTOWN FLEX

A. Description

The Downtown Flex Building Type, typically attached, can be used to provide a mix of uses, with ground floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. This type may be a single-use building. Ground-floor residential uses are not permitted unless located behind a permitted commercial, service, or retail use. Parking is incorporated into an on-site structure.

B. Lots

Lot Size[1]	
Width	25' min./300' max
Depth	100' min./300' max

[1] Applies to newly created lots.

C. Number of Units

No minimums

D. Pedestrian Access

Main Entrance Location	
Ground Floor	Primary Street
Upper Floor	Side Street or Courtyard

Ground-floor residential units along a street shall have individual entries.

E. Allowed Frontages

Forecourt	Gallery
Shopfront[1]	Terrace/Lightwell
Downtown Shopfront	

[1] Includes Terrace Shopfront to address existing cross-slope or floodplain.

F. Vehicle Access and Parking

Parking shall be located in a structured garage.

Garages may be attached, detached, or tuck-under.

Parking shall be accessed from a side street or alley.

Access from a front street shall only occur where no adjacent side street or alley exists.

Driveways and vehicle access may be shared on adjacent lots.

F. Private Open Space

No private open space is required.

H. Building Size and Massing

Height	See transect zone in which the building is proposed
Width	100' max
Depth	150' max

Building Types
(Division 10-50.110 *Specific to Building Types)*

Issue: Table 10-50.110.030.A sets forth the allowed building types. This table, however, does not take into account every alternate transect zone (N.1 vs. N.2) or the open sub-zones. In addition, the descriptions contained within the table are also contained within each specific Building Type section, thus making its inclusion repetitive.

Table 10-50.110.030.A (Page 50.110.3)

Table 10-50.110.030.A Building Types General

Building Type	Transect Zones
Carriage House: This Building Type is a secondary structure typically located at the rear of a lot. This structure typically provides either a small residential unit, home office space, or other small commercial or service use that may be above a garage or at ground level. This Building Type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.	T1 **T2** **T3** **T4** **T5** T6
Single-Family Estate: This Building Type is a large detached structure on a large lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a more rural setting. If located within a walkable neighborhood, this Building Type is typically located at the edge of the neighborhood, providing a transition to the more rural areas.	T1 **T2** **T3** T4 T5 T6
Single-Family House: This Building Type is a medium-sized detached structure on a medium-sized lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street.	T1 T2 **T3** **T4** T5 T6
Single-Family Cottage: This Building Type is a small detached structure on a small lot that incorporates one unit. It is typically located within a primarily single-family neighborhood in a walkable urban setting, potentially near a neighborhood main street. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 **T3** **T4** T5 T6
Bungalow Court: This Building Type consists of a series of small, detached structures on a single lot, providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private open space and becomes an important community-enhancing element of this Type. This Type is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 **T3** **T4** T5 T6
Duplex, Side-by-Side: This Building Type is a small to medium-sized structure that consists of two side-by-side dwelling units, both facing the street, and sharing one common party wall. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. It enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 **T3** **T4** **T5** T6
Duplex, Stacked: This Building Type is a small to medium-sized structure that consists of two dwelling units, one on top of the other. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 **T3** **T4** **T5** T6

Key: **T#** allowed; T# not allowed

Table 10-50.110.030.A Building Types General (continued)

Building Type	Transect Zones
Duplex, Front-and-Back: This Building Type is a small to medium-sized structure that consists of two dwelling units, one adjacent to the street and the other attached but tucked behind. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 **T3** **T4** **T5** T6
Triplex, Stacked: This Building Type is a medium-to-large-sized structure that consists of three dwelling units, stacked on top of each other and typically with one shared entry. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit in sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 T3 **T4** **T5** T6
Townhouse: This Building Type is a small to medium-sized attached structure that consists of three or more dwelling units placed side-by-side. This Type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-family neighborhood into a neighborhood main street. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability. Syn: **Rowhouse**	T1 T2 T3 **T4** T5 T6
Apartment House: This Building Type is a medium-to-large-sized structure that consists of four to twelve side-by-side and/or stacked dwelling units, typically with one shared entry. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit in sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability. Syn: **Mansion Apartment**.	T1 T2 T3 **T4** **T5** T6
Courtyard Apartment: This Building Type is a medium-to-large-sized structure that consists of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry. This Type is appropriately scaled to fit in sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 T3 **T4** **T5** T6
Apartment Building: This Building Type is a medium-to-large-sized structure that consists of up to 32 side-by-side and/or stacked dwelling units, accessed from the exterior of the building through one or more common entries. This Type is appropriately scaled to fit within medium to high density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 T3 **T4** **T5** T6

Key: **T#** allowed; T# not allowed

Table 10-50.110.030.A Building Types General (continued)

Building Type	Transect Zones
Live/Work: This Building Type is a small to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or commercial uses. Both the ground-floor flex space and the unit above are owned by one entity. This Type is typically located within medium-density neighborhoods or in a location that transitions from a neighborhood into a neighborhood main street. It is especially appropriate for incubating neighborhood-serving commercial uses and allowing neighborhood main streets to expand as the market demands.	T1 T2 T3 **T4** **T5** **T6**
Commercial Block: This Building Type is a small to large-sized structure, typically attached, that provides a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. Smaller versions of this Type make up the primary component of a neighborhood main street while larger versions make up the primary component of downtown, therefore being a key component to providing walkability.	T1 T2 T3 **T4** **T5** **T6**

Key: **T#** allowed; T# not allowed

Solution: Update the table to reflect the allowed building types within all Transect Zones, including alternate zones and open sub-zones. Reinforce that the table is a development standard by making it a subsection of Section 10-50.110.030. Delete descriptions from the building type table.

New Section 10-50.110.030.A

A. Allowed Building Types												
Building Type[1]	Section	Transect Zone										
		T1	T2	T3N.1	T3N.2	T4N.1	T4N.1-O	T4N.2	T4N.2-O	T5	T5-O	T6
Carriage House	10-50.110.040	-	A	A	A	A	A	A	A	-	-	-
Single-family Estate	10-50.110.050	-	A	-	-	-	-	-	-	-	-	-
Single-family House	10-50.110.060	-	A	A	A	A	A	A	A	-	-	-
Single-family Cottage	10-50.110.070	-	-	A	A	A	A	A	A	-	-	-
Bungalow Court	10-50.110.080	-	-	A	A	A	A	A	A	-	-	-
Duplex, Side-by-Side	10-50.110.090	-	-	A	A	A	A	A	A	-	-	-
Duplex, Stacked	10-50.110.100	-	-	A	A	A	A	A	A	-	-	-
Duplex, Front-and-Back	10-50.110.110	-	-	A	A	A	A	A	A	-	-	-
Triplex, Stacked	10-50.110.120	-	-	-	A	A	A	A	A	-	A	-
Townhouse	10-50.110.130	-	-	-	-	A	A	A	A	-	A	-
Apartment House	10-50.110.140	-	-	-	-	A	A	A	A	-	A	-
Courtyard Apartment	10-50.110.150	-	-	-	-	A	A	A	A	-	A	-
Apartment Building	10-50.110.160	-	-	-	-	A	A	A	A	-	A	-
Live/Work	10-50.110.170	-	-	-	-	-	A	-	A	A	A	A
Neighborhood Flex	10-50.110.180	-	-	-	-	-	A	-	A	-	-	-
Main Street Flex	10-50.110.190	-	-	-	-	-	-	-	-	A	A	A
Downtown Flex	10-50.110.200	-	-	-	-	-	-	-	-	-	-	A

Key	
A	Allowed
-	Not Allowed

End Notes

[1] Building Type descriptions can be found in Subsection A of each building type section.

Building Types
(Division 10-40.40 *Transect Zones*)

Issue: In addition to allowed building types being identified in Division 10-50.110, they are identified with each specific Transect Zone section. When the lists between the two divisions are not coordinated, this can cause confusion and ambiguity.

T1, Section 10-40.40.030.B (Page 40.40-3)

B. Allowed Building Types
None

T2, Section 10-40.40.030.B (Page 40.40-7)

B. Allowed Building Types[1,2]
Carriage House
Single-family Estate

[1] See Division 10-50.110 (Specific to Building Types) for building type descriptions and regulations
[2] See Division 10-50.30 (Building Height) and 10-50.110 (Specific to Building Types) for additional building form regulations.

T3N.1, Section 10-40.40.050.B (Page 40.40-13)

B. Allowed Building Types[1,3]	
Bungalow Court[2]	Duplex, Side-by-Side[2]
Carriage House	Single-family Cottage
Duplex, Stacked[2]	Single-family Estate
Duplex, Front-and-Back[2]	Single-family House

[1] See Division 10-50.110 (Specific to Building Types) for building type descriptions and regulations
[2] Permitted only if the building type exists at the effective date of this Zoning Code.
3 See Division 10-50.30 (Building Height) and 10-50.110 (Specific to Building Types) for additional building form regulations.

T3N.2, Section 10-40.40.060.B (Page 40.40-19)

B. Allowed Building Types[1,2]	
Bungalow Court	Live/Work
Carriage House	Single-family Cottage
Duplex, Front-and-Back	Single-family Estate
Duplex, Side-by-Side	Single-family House
Duplex, Stacked	

[1] See Division 10-50.110 (Specific to Building Types) for building type descriptions and regulations
[2] See Division 10-50.30 (Building Height) and 10-50.110 (Specific to Building Types) for additional building form regulations.

T4N.1, Section 10-40.40.070.C (Page 40.40-25)

C. Allowed Building Types[1,3]	
Apartment Building	Duplex, Stacked
Apartment House	Live/Work[2]
Bungalow Court	Single-family Cottage
Carriage House	Single-family House
Courtyard Apartment	Stacked Triplex
Duplex, Front-and-Back	Townhouse
Duplex, Side-by-side	

[1] See Division 10-50.110 (Specific to Building Types) for building type descriptions and regulations
[2] Allowed only in open sub-zone(s).
[3] See Division 10-50.30 (Building Height) and 10-50.110 (Specific to Building Types) for additional building form regulations.

T4N.2, Section 10-40.40.080.C (Page 40.40-31)

C. Allowed Building Types[1,3]	
Apartment Building	Duplex, Side-by-Side
Apartment House	Duplex, Stacked
Bungalow Court	Live/Work[2]
Commercial Block[2]	Single-family Cottage
Carriage House	Single-family House
Courtyard Apartment	Townhouse
Duplex, Front-and-Back	Stacked Triplex

[1] See Division 10-50.110 (Specific to Building Types) for building type descriptions and regulations
[2] Allowed only in open sub-zone(s).
[3] See Division 10-50.30 (Building Height) and 10-50.110 (Specific to Building Types) for additional building form regulations.

T5, Section 10-40.40.090.C (Page 40.40-37)

C. Allowed Building Types[1,3]	
Apartment Building	Duplex, Front-and-Back[2]
Apartment House	Duplex, Side-by-Side[2]
Carriage House	Duplex, Stacked[2]
Commercial Block	Live/Work
Courtyard Apartment[2]	Stacked Triplex

[1] See Division 10-50.110 (Specific to Building Types) for building type descriptions and regulations
[2] Allowed only in open sub-zone(s).
[3] See Division 10-50.30 (Building Height) and 10-50.110 (Specific to Building Types) for additional building form regulations.

T6, Section 10-40.40.100.B (Page 40.40-43)

B. Allowed Building Types[1,2]	
Commercial Block	Live/Work

[1] See Division 10-50.110 (Specific to Building Types) for building type descriptions and regulations
[2] See Division 10-50.30 (Building Height) and 10-50.110 (Specific to Building Types) for additional building form regulations.

Solution: In response to Section P.030 of the Zoning Code (Page P-5), which directs users of the Zoning Code to find the allowed building types within Division 10-50.110, make Section 10-50.110.030.A a comprehensive list of allowed building types with cross-references to that division within each Transect Zone. Remove references to specific building types within each Transect Zone.

New Section 10-40.40.030.B (Page 40.40-3)

B. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T1 Natural (T1) transect zone.

New Section 10-40.40.040.B (Page 40-40.7)

B. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T2 Rural (T2) transect zone.

New Section 10-40.40.050.B (Page 40-40.13)

B. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T3 Neighborhood 1 (T3N.1) transect zone.

New Section 10-40.40.060.B (Page 40-40.19)

B. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T3 Neighborhood 2 (T3N.2) transect zone.

New Section 10-40.40.070.C (Page 40-40.25)

C. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T4 Neighborhood 1 (T4N.1) and T4 Neighborhood 1 – Open (T4N.1-O) transect zones.

New Section 10-40.40.080.C (Page 40.40-31)

C. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T4 Neighborhood 2 (T4N.2) and T4 Neighborhood 2 – Open (T4N.2-O) transect zones.

New Section 10-40.40.090.C (Page 40.40-37)

C. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T5 Main Street (T5) and T5 Main Street – Open (T5-O) transect zones.

New Section 10-40.40.100.B (Page 40.40-43)

B. Allowed Building Types
See Section 10-50.110.030.A for a list of allowed building types within the T6 Downtown (T6) transect zone.

Frontage Types
(Division 10-50.120 *Specific to Private Frontages*)

Issue: Table 10-50.120.020.A provides and overview of the allowed private frontages. This table, however, does not take into account every alternate transect zone (N.1 vs. N.2) or the open sub-zones. The descriptions contained within the table are also contained within each specific private frontage type section, however, the descriptions are not identical between the table and the section. The newly created Downtown Flex Building Type requires a private frontage type that is more reflective of the Downtown.

Table 10-50.120.020.A (Pages 50.120-2/3)

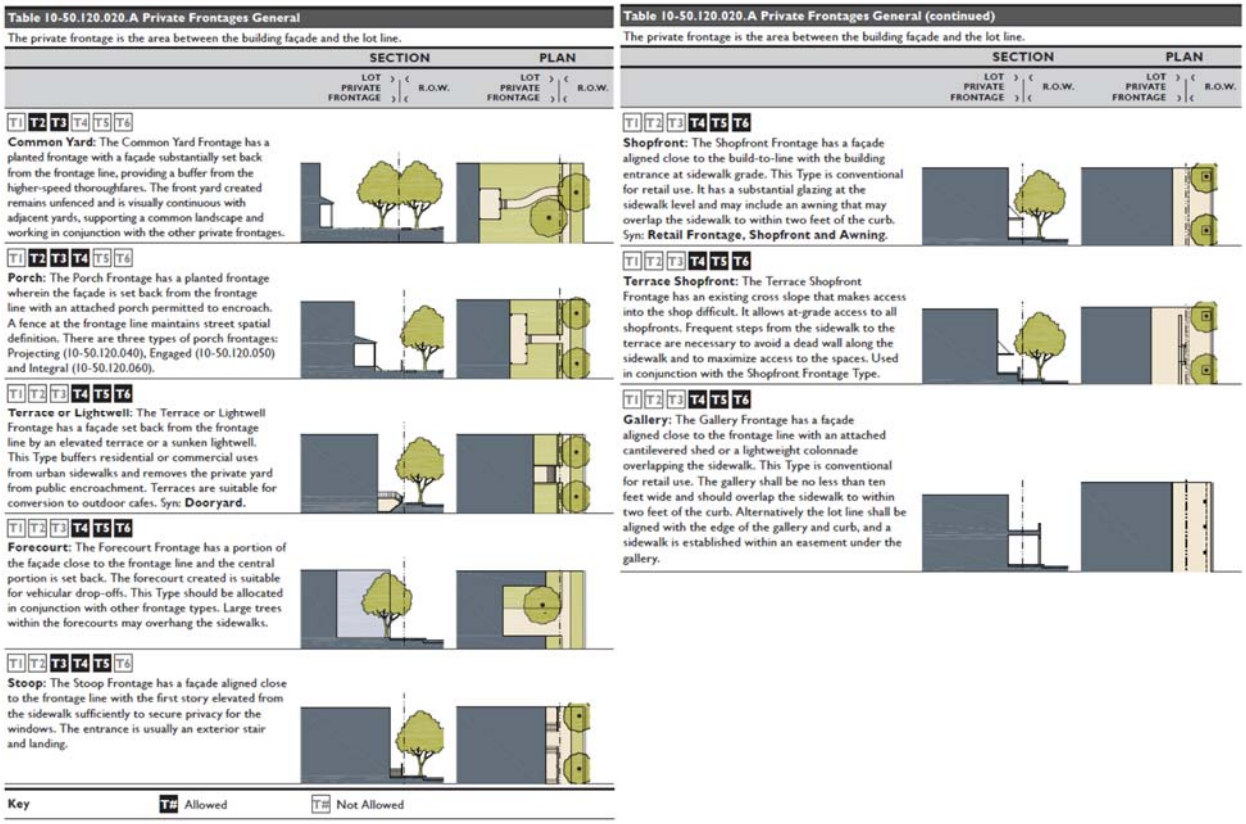


Table 10-50.120.020.A Private Frontages General

The private frontage is the area between the building façade and the lot line.

SECTION — LOT PRIVATE FRONTAGE | R.O.W. — PLAN — LOT PRIVATE FRONTAGE | R.O.W.

T1 **T2** **T3** T4 T5 T6
Common Yard: The Common Yard Frontage has a planted frontage with a façade substantially set back from the frontage line, providing a buffer from the higher-speed thoroughfares. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and working in conjunction with the other private frontages.

T1 **T2** **T3** **T4** T5 T6
Porch: The Porch Frontage has a planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition. There are three types of porch frontages: Projecting (10-50.120.040), Engaged (10-50.120.050) and Integral (10-50.120.060).

T1 T2 T3 **T4** **T5** **T6**
Terrace or Lightwell: The Terrace or Lightwell Frontage has a façade set back from the frontage line by an elevated terrace or a sunken lightwell. This Type buffers residential or commercial uses from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: **Dooryard.**

T1 T2 T3 **T4** **T5** **T6**
Forecourt: The Forecourt Frontage has a portion of the façade close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This Type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.

T1 T2 **T3** **T4** **T5** T6
Stoop: The Stoop Frontage has a façade aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing.

Key — T# Allowed — T# Not Allowed

Table 10-50.120.020.A Private Frontages General (continued)

The private frontage is the area between the building façade and the lot line.

SECTION — LOT PRIVATE FRONTAGE | R.O.W. — PLAN — LOT PRIVATE FRONTAGE | R.O.W.

T1 T2 T3 **T4** **T5** **T6**
Shopfront: The Shopfront Frontage has a façade aligned close to the build-to-line with the building entrance at sidewalk grade. This Type is conventional for retail use. It has a substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk to within two feet of the curb. Syn: **Retail Frontage, Shopfront and Awning.**

T1 T2 T3 **T4** **T5** **T6**
Terrace Shopfront: The Terrace Shopfront Frontage has an existing cross slope that makes access into the shop difficult. It allows at-grade access to all shopfronts. Frequent steps from the sidewalk to the terrace are necessary to avoid a dead wall along the sidewalk and to maximize access to the spaces. Used in conjunction with the Shopfront Frontage Type.

T1 T2 T3 **T4** **T5** **T6**
Gallery: The Gallery Frontage has a façade aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This Type is conventional for retail use. The gallery shall be no less than ten feet wide and should overlap the sidewalk to within two feet of the curb. Alternatively the lot line shall be aligned with the edge of the gallery and curb, and a sidewalk is established within an easement under the gallery.

Table 10-50.120.020.A (Page 50-120.2) vs. Section 10-50.120.030.A (Page 50-120.4)

T1 **T2** **T3** T4 T5 T6

Common Yard: The Common Yard Frontage has a planted frontage with a façade substantially set back from the frontage line, providing a buffer from the higher-speed thoroughfares. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and working in conjunction with the other private frontages.

A. Description

The main façade of the building typically has a medium to large setback from the property line. The resulting front yard remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and work in conjunction with the other private frontages.

Table 10-50.120.020.A (Page 50-120.2) vs. Section 10-50.120.040.A (Page 50-120.5)

T1 **T2** **T3** **T4** T5 T6

Porch: The Porch Frontage has a planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition. There are three types of porch frontages: Projecting (10-50.120.040), Engaged (10-50.120.050) and Integral (10-50.120.060).

A. Description

The main façade of the building typically has a small to medium setback from the property line. The resulting front yard is typically very small and may or may not be defined by a fence or hedge to spatially maintain the edge of the street. The projecting porch is open on three sides and has a roof form that is separate from the main house, making it possible to remove the porch roof without making major changes to the overall roof form.

Table 10-50.120.020.A (Page 50-120.2) vs. Section 10-50.120.050.A (Page 50-120.6)

T1 **T2** **T3** **T4** T5 T6

Porch: The Porch Frontage has a planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition. There are three types of porch frontages: Projecting (10-50.120.040), Engaged (10-50.120.050) and Integral (10-50.120.060).

A. Description

The main façade of the building has a small setback from the property line. The resulting front yard is typically very small and may be undefined or defined by a fence or hedge to spatially maintain the edge of the street. An engaged porch has a separate roof form from the main body of the house, making it possible to remove the porch roof without making major changes to the overall roof form. The porch is partially or fully enclosed on two sides and has a roof.

Table 10-50.120.020.A (Page 50-120.2) vs. Section 10-50.120.060.A (Page 50-120.7)

T1 **T2** **T3** **T4** T5 T6

Porch: The Porch Frontage has a planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition. There are three types of porch frontages: Projecting (10-50.120.040), Engaged (10-50.120.050) and Integral (10-50.120.060).

A. Description

The main façade of the building has a small setback from the property line. The resulting front yard is typically very small and may be undefined or defined by a fence or hedge to spatially maintain the edge of the street. An integral porch is open on one, two, or three sides and is part of the overall massing and roof form of the building, making it impossible to remove the porch without major changes to the overall roof form.

Table 10-50.120.020.A (Page 50-120.2) vs. Section 10-50.120.070.A (Page 50-120.8)

T1 T2 T3 **T4** **T5** **T6**

Terrace or Lightwell: The Terrace or Lightwell Frontage has a façade set back from the frontage line by an elevated terrace or a sunken lightwell. This Type buffers residential or commercial uses from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: **Dooryard.**

A. Description

A frontage where the façade is set back from the frontage line by an elevated terrace or a sunken lightwell. This Type buffers residential or commercial uses from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes.

Table 10-50.120.020.A (Page 50-120.2) vs. Section 10-50.120.030.A (Page 50-120.4)

T1 T2 T3 **T4** **T5** **T6**

Forecourt: The Forecourt Frontage has a portion of the façade close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This Type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.

A. Description

A portion of the main façade of the building is at or near the frontage line and a small percentage is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings or as an additional shopping or restaurant seating area within commercial areas when it is designed with a hard surface and landscaping as an edge treatment. The proportions and orientation of these spaces should be carefully considered for solar orientation and user comfort.

Table 10-50.120.020.A (Page 50-120.2) vs. Section 10-50.120.080.A (Page 50-120.8)

T1 T2 **T3** **T4** **T5** T6

Stoop: The Stoop Frontage has a façade aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing.

A. Description

The main façade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop should be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side-loaded.

Table 10-50.120.020.A (Page 50-120.3) vs. Section 10-50.120.090.A (Page 50-120.9)

T1 T2 T3 **T4** **T5** **T6**

Shopfront: The Shopfront Frontage has a façade aligned close to the build-to-line with the building entrance at sidewalk grade. This Type is conventional for retail use. It has a substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk to within two feet of the curb. Syn: **Retail Frontage, Shopfront and Awning.**

A. Description

The main façade of the building is at or near the frontage line and may include a canopy or awning element overlaps the sidewalk along the majority of the frontage. The canopy is a structural cantilevered shed roof and the awning is canvas or similar material and is often retractable.

Table 10-50.120.020.A (Page 50-120.3) vs. Section 10-50.120.100.A (Page 50-120.10)

T1 T2 T3 **T4** **T5** **T6**

Terrace Shopfront: The Terrace Shopfront Frontage has an existing cross slope that makes access into the shop difficult. It allows at-grade access to all shopfronts. Frequent steps from the sidewalk to the terrace are necessary to avoid a dead wall along the sidewalk and to maximize access to the spaces. Used in conjunction with the Shopfront Frontage Type.

A. Description

This Frontage Type is only to be used when a shopfront frontage is required or desired and a cross slope exists on the site that makes access into the shop difficult across the front of the commercial use. The terrace allows at-grade access to all shopfronts. The terrace is accessed at grade and as the sidewalk follows the slope, the terrace follows the plane of the shopfront finished floor level. Frequent steps from the sidewalk to the terrace are necessary to avoid a dead wall along the sidewalk and to maximize access to the spaces.

Table 10-50.120.020.A (Page 50-120.3) vs. Section 10-50.120.110.A (Page 50-120.11)

T1 T2 T3 **T4 T5 T6**	**Description**
Gallery: The Gallery Frontage has a façade aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This Type is conventional for retail use. The gallery shall be no less than ten feet wide and should overlap the sidewalk to within two feet of the curb. Alternatively the lot line shall be aligned with the edge of the gallery and curb, and a sidewalk is established within an easement under the gallery.	The main façade of the building is at the frontage line and the gallery element overlaps the sidewalk of the right-of-way. This Frontage Type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories. Due to the overlap of the right-of-way, an easement is usually required. Alternatively the lot line shall be aligned with the edge of the gallery and curb, and a sidewalk is established within an easement under the gallery.

Solution: Update the table to reflect the allowed private frontage types within all Transect Zones, including alternate zones and open sub-zones and reinforce that the table is a development standard by making it a subsection of Section 10-50.120.020. Delete the descriptions within the table and rely upon the descriptions within each specific private frontage type section. Create the Downtown Shopfront Private Frontage Type.

New Section 10-50.120.020.C

C. Allowed Private Frontage Types

Frontage Type[1]	Section	Transect Zone										
		T1	T2	T3N.1	T3N.2	T4N.1	T4N.1-O	T4N.2	T4N.2-O	T5	T5-O	T6
Common Yard	10-50.120.030	-	A	A	A	A	A	A	A	-	-	-
Porch, Projecting	10-50.120.040	-	A	A	A	A	A	A	A	-	A	-
Porch, Engaged	10-50.120.050	-	A	A	A	A	A	A	A	-	A	-
Porch, Integral	10-50.120.060	-	A	A	A	A	A	A	A	-	A	-
Terrace or Lightwell	10-50.120.070	-	-	-	-	-	A	-	A	A	A	A
Forecourt	10-50.120.080	-	-	-	-	A	A	A	A	A	A	-
Stoop	10-50.120.090	-	-	A	A	A	A	A	A	-	A	-
Shopfront	10-50.120.100	-	-	-	-	-	A	-	A	A	A	A
Terrace Shopfront	10-50.120.110	-	-	-	-	-	A	-	A	A	A	A
Gallery	10-50.120.120	-	-	-	-	-	A	-	A	A	A	A
Downtown Shopfront	10-50.120.130	-	-	-	-	-	-	-	-	-	-	A

Key

A	Allowed
-	Not Allowed

End Notes

[1] Private Frontage Type descriptions can be found in Subsection A of each frontage type section.

New Section 10-50.20.130 (Downtown Shopfront)

A. Description
The main façade of the building is at or near the frontage line and may include a canopy or awning element that overlaps the sidewalk along the majority of the frontage. The canopy is a structural cantilevered shed roof and the awning is canvas or similar material. The façade contains extensive glazing and frequent door openings.

B. Size	
Distance between Glazing	2' max
Ground Floor Transparency	85% min.
Door Recess	5' max
Door Opening	Every 25' min.

C. Awning	
Depth	4' min.
Setback from Curb	2' min.
Height, Clear	8' min.

D. Miscellaneous
Doors and balconies may be recessed as long as the main façade is visually continuous at BTL.
Open-ended awnings are encouraged.
Rounded and hooped awnings are not permitted.
Downtown Shopfronts are encouraged to be designed with operable windows that allow the space to open to the street.
Transom bars shall be used to break down the window scale.

Frontage Types
(Division 10-40.40 *Transect Zones*)

Issue: In addition to allowed private frontage types being identified in Division 10-50.120, they are identified with each specific Transect Zone section. When the lists between the two divisions are not coordinated, this can cause confusion and ambiguity.

T2, Section 10-40.40.040.E (Page 40.40-9)

E. Allowed Private Frontage Types[3]	
Common Yard	Stoop
Porch	
3 See Division 10-50.120 (Specific to Private Frontages) for private frontage type descriptions and regulations.	

T3N.1, Section 10-40.40.050.E (Page 40.40-15)

E. Allowed Private Frontage Types[5]
Common Yard
Porch
[5] See Division 10-50.120 (Specific to Private Frontage Types) for private frontage type descriptions and regulations.

T3N.2, Section 10-40.40.060.E (Page 40.40-21)

E. Allowed Private Frontage Types[5]	
Common Yard	Stoop
Porch	
[5] See Division 10-50.120 (Specific to Private Frontage Types) for private frontage type descriptions and regulations.	

T4N.1, Section 10-40.40.070.F (Page 40.40-27)

C. Allowed Private Frontage Types[5]	
Stoop	Forecourt
Porch	
[5] See Division 10-50.120 (Specific to Private Frontage Types) for private frontage type descriptions and regulations.	

T4N.2, Section 10-40.40.080.F (Page 40.40-33)

F. Allowed Private Frontage Types[6]	
Stoop	Forecourt
Gallery[7]	Terrace/Lightwell[7]
Shopfront[7]	Porch

[6] See Division 10-50.120 (Specific to Private Frontage Types) for private frontage type descriptions and regulations.
[7] Allowed only in open sub-zone(s).

T5, Section 10-40.40.090.F (Page 40.40-39)

F. Allowed Private Frontage Types[6]	
Forecourt	Stoop[7]
Gallery	Terrace/Lightwell
Shopfront	Terrace Shopfront

[6] See Division 10-50.120 (Specific to Private Frontage Types) for private frontage type descriptions and regulations.
[7] Allowed only in open sub-zone(s).

T6, Section 10-40.40.100.E (Page 40.40-45)

E. Allowed Private Frontage Types[5]	
Terrace/Lightwell	Gallery
Shopfront	Terrace Shopfront
Forecourt	

[5] See Division 10-50.120 (Specific to Private Frontage Types) for private frontage type descriptions and regulations.

Solution: In response to Section P.030 of the Zoning Code (Page P-5), which directs users of the Zoning Code to find the allowed private frontage type within Division 10-50.120, make Section 10-50.120.020.C a comprehensive list of allowed private frontage types with cross-references to that division within each Transect Zone. Remove references to specific private frontage types within each Transect Zone.

New Section 10-40.40.040.E (Page 40-40.9)

E. Allowed Private Frontage Types
See Section 10-50.120.020.C for a list of allowed private frontage types within the T2 Rural (T2) transect zone.

New Section 10-40.40.050.E (Page 40-40.15)

E. Allowed Private Frontage Types
See Section 10-50.120.020.C for a list of allowed private frontage types within the T3 Neighborhood 1 (T3N.1) transect zone.

New Section 10-40.40.060.E (Page 40-40.21)

E. Allowed Private Frontage Types
See Section 10-50.120.020.C for a list of allowed private frontage types within the T3 Neighborhood 2 (T3N.2) transect zone.

New Section 10-40.40.070.F (Page 40-40.27)

F. Allowed Private Frontage Types
See Section 10-50.120.020.C for a list of allowed private frontage types within the T4 Neighborhood 1 (T4N.1) and T4 Neighborhood 1 – Open (T4N.1-O) transect zones.

New Section 10-40.40.080.F (Page 40.40-33)

F. Allowed Private Frontage Types
See Section 10-50.120.020.C for a list of allowed private frontage types within the T4 Neighborhood 2 (T4N.2) and T4 Neighborhood 2 – Open (T4N.2-O) transect zones.

New Section 10-40.40.090.F (Page 40.40-39)

F. Allowed Private Frontage Types
See Section 10-50.120.020.C for a list of allowed private frontage types within the T5 Main Street (T5) and T5 Main Street – Open (T5-O) transect zones.

New Section 10-40.40.100.E (Page 40.40-45)

E. Allowed Private Frontage Types
See Section 10-50.120.020.C for a list of allowed private frontage types within the T6 Downtown (T6) transect zone.

Building Types per Existing 10-40.40 and 10-50.110

	T1	T2	T3N.1	T3N.2	T4N.1	T4N.1-O	T4N.2	T4N.2-O	T5	T5-O	T6
Carriage House	-	A	A	A	A	A	A	A	A	A	-
Single-Family Estate	-	A	A	A	-	-	-	-	-	-	-
Single-Family House	-	-	A	A	A	A	A	A	-	-	-
Single-Family Cottage	-	-	A	A	A	A	A	A	-	-	-
Bungalow Court	-	-	A	A	A	A	A	A	-	-	-
Duplex, Side-by-Side	-	-	A	A	A	A	A	A	A	A	-
Duplex, Stacked	-	-	A	A	A	A	A	A	A	A	-
Duplex, Front-and-Back	-	-	A	A	A	A	A	A	A	A	-
Triplex, Stacked	-	-	-	-	A	A	A	A	A	A	-
Townhouse	-	-	-	-	A	A	A	A	-	-	-
Apartment House	-	-	-	-	A	A	A	A	A	A	-
Courtyard Apartment	-	-	-	-	A	A	A	A	A	A	-
Apartment Building	-	-	-	-	A	A	A	A	A	A	-
Live/Work	-	-	-	-	A	A	A	A	A	A	A
Commercial Block	-	-	-	-	A	A	A	A	A	A	A

Key:
A Allowed
- Not Allowed

Private Frontage Types per Existing 10-40.40 and 10-50.120

	T1	T2	T3N.1	T3N.2	T4N.1	T4N.1-O	T4N.2	T4N.2-O	T5	T5-O	T6
Common Yard	-	A	A	A	-	-	-	-	-	-	-
Porch	-	A	A	A	A	A	A	A	-	-	-
Terrace or Lightwell	-	-	-	-	A	A	A	A	A	A	A
Forecourt	-	-	-	-	A	A	A	A	A	A	A
Stoop	-	A	A	A	A	A	A	A	A	A	
Shopfront	-	-	-	-	A	A	A	A	A	A	A
Terrace Shopfront	-	-	-	-	A	A	A	A	A	A	A
Gallery	-	-	-	-	A	A	A	A	A	A	A

Key:
A Allowed
- Not Allowed

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To:	The Honorable Mayor and Council
From:	Stacy Saltzburg, Deputy City Clerk
Date:	06/05/2017
Meeting Date:	06/13/2017

TITLE:

Discussion: Potential Improvements to How Council Appoints New Members to City Boards and Commissions.

DESIRED OUTCOME:

Council Direction

EXECUTIVE SUMMARY:

On February 7, 2017, Councilmember Barotz placed an item under Future Agenda Item Requests (F.A.I.R.) to determine if others were interested in placing an item on a future agenda to discuss potential to improve how Council appoints new members to City boards and commissions. A majority of members of the City Council were interested in placing this item on an agenda.

INFORMATION:

In years past, boards and commissions had a Councilmember liaison that participated as a non-voting member of the commission and provided recommendations to the Council for appointments. In 2010 the Council eliminated the councilmember liaisons and when appointments to boards and commissions were needed, two councilmembers were appointed to a Council Interview Team for each commission based on a random rotation process.

There was concern from the Council that the rotation used for the Council Interview Teams did not allow all Councilmembers an opportunity to make recommendations on all commissions. At Council's request in early 2015 staff began to develop some potential options for Council to consider. In September 2015 Council directed staff to change the process to allow all Councilmembers an opportunity to make a recommendation for appointment on all boards or commissions. The process adopted is as follows:

1. A randomly rotating list of councilmembers was developed for each board or commission to assign councilmembers when vacancies arise.
2. Using the list for the board or commission desired, one councilmember is assigned to a single vacancy or appointment. If there is more than one appointment for that particular board or commission the next councilmember on the list will be assigned to the next appointment and so on.
3. The assigned councilmember(s) will make a motion to appoint their selected individual for the City Council to vote upon for possible approval. Should the motion not pass, the assigned councilmember may select another applicant for possible approval. This process may continue until an applicant is successfully approved.
4. If the assigned councilmember chooses not to make another motion, the next councilmember on the rotating list may make a motion to appoint.
5. In the event that the list of applicants is exhausted, the appointment will be postponed until

additional applications are received.

Attachments: Presentation

TEAM FLAGSTAFF

WE MAKE THE CITY BETTER

BOARDS AND COMMISSIONS APPOINTMENT PROCESS

June 13, 2017

PAST MEMBERSHIP SELECTION

- Each Board/Commission had a Council liaison that was a member of the Board/Commission.
  - Liaison recommended appointments to Council when vacancies occurred; Council followed those recommendations.
  - Eliminated in 2010.
- Two Councilmembers are appointed to a Council Interview Team for each vacancy based on a random rotation process.
  - Eliminated in 2015.

CURRENT PROCESS

- A randomly rotating list of Councilmembers was developed for each Board/Commission.
- One Councilmember is assigned to a single appointment; if there is more than one appointment the next Councilmember on the list will be assigned.
- Councilmember will make a motion to appoint their selected individual.

QUESTIONS?