

## NOTICE AND AGENDA

SUSTAINABILITY COMMISSION  
THURSDAY  
JAN. 23, 2025

HYBRID MEETING  
STAFF CONFERENCE ROOM  
AND MICROSOFT TEAMS  
211 WEST ASPEN AVENUE  
4:30 P.M.

**Vision:** The City of Flagstaff is a culture and community that thrives in response to the Climate Crisis.

**Mission:** To advise Sustainability Division Staff on matters related to climate and sustainability, support community projects through Neighborhood Sustainability Grants, and provide feedback to the City Council on sustainability issues.

Members of the public may join the meeting online, via Microsoft Teams.

- [Join Microsoft Teams Meeting](#)
- If you are on Teams, to comment on a discussion item, please use the Teams Chat function: simply type in 'public comment' to indicate to the Chair that you would like to comment. The Chair will then recognize you when it is time for public comment, and staff will unmute your microphone if needed.
- Public comments may be sent in advance of the meeting to Tia Hatton at [tia.hatton@flagstaffaz.gov](mailto:tia.hatton@flagstaffaz.gov). Public comments should be limited to three minutes of reading time.

1. **CALL TO ORDER**

2. **ROLL CALL**

*NOTE: One or more Commissioner may be in attendance through other technological means.*

AMY WOLKOWINSKY - CHAIR  
MARY METZGER - VICE CHAIR  
COMMISSIONER ELIJAH BORN  
COMMISSIONER CAMERON CARLSON

COMMISSIONER KRISTEN KONKEL  
COMMISSIONER TOM LAMMIE  
COMMISSIONER RODGER SCURLOCK

3. **LAND ACKNOWLEDGEMENT**

The Sustainability Commission humbly acknowledges the ancestral homelands of this area's Indigenous nations and original stewards. These lands, still inhabited by Native descendants, border mountains sacred to Indigenous peoples. We honor them, their legacies, their traditions, and their continued contributions. We celebrate their past, present, and future generations who will forever know this place as home.

4. **PUBLIC COMMENT**

*At this time, any member of the public may address the Commission on any subject within their jurisdiction that is not scheduled before the Commission on that day. Due to Open Meeting Laws, the Commission cannot discuss or act on items presented during this portion of the agenda. To address the Commission on an item that is on the agenda, please use the Teams Chat function: simply type in "public comment" to indicate to the Chair that you would like to comment. The Chair will then recognize you when it is time for public comment, and staff will unmute your microphone if needed.*

5. **APPROVAL OF DECEMBER MINUTES**

View the [December minutes here](#).

Plus, welcome McKenna, our new minutes taker!

6. **BUSINESS**

A. **Commission Administrative Update**

Tia Hatton Tenny, Sustainability staff liaison

- B. **LASS/CAP Code Concepts Presentation (60 min)**  
Tiffany Antol, Zoning Code Manager, and Michelle McNulty, Planning Director  
  
Informational and Discussion
- C. **NSG Budget/Project Revision Request: Housing Solutions of Northern Arizona + Sharon's Attic (FY24 recipient) (5 min)**  
Tia Hatton Tenny, Staff Liaison  
Discussion and Vote
- D. **FY25 Neighborhood Sustainability Grant: Debrief how it went! (40 minutes)**  
Chair Amy Wolkowinsky & Tia Hatton  
Discussion only
- E. **Working Groups (10 minutes)**  
Chair Amy Wolkowinsky and Tia Hatton  
Discuss and vote to create working groups.
7. **TO AND FROM - ALL (1 min)**
8. **FUTURE AGENDA ITEM REQUESTS (5 min)**
- Review the survey results.
9. **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. This notice has been posted on the City's website and can be downloaded at [www.flagstaff.az.gov](http://www.flagstaff.az.gov).

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
Tia Hatton, Sustainability Coordinator



**Sustainability**

6. B.

**From:** Tia Hatton, Sustainability Coordinator II

**DATE:** 01/23/2025

**SUBJECT:** LASS/CAP Code Concepts Presentation (60 min)  
Tiffany Antol, Zoning Code Manager, and Michelle McNulty, Planning Director

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**STAFF RECOMMENDED ACTION:**

Informational and Discussion

**Executive Summary:**

Please view the attached document.

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**Attachments**

LASS+CAP Staff Report

LASS/CAP Slides

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## Planning & Zoning Commission

Meeting Date: 01/22/2025

Co-Submitter: Michelle McNulty, Planning Director

From: Tiffany Antol, Zoning Code Manager

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### Information

#### TITLE

Land Availability Suitability Study and Code Analysis Project - Code Concepts Report

#### STAFF RECOMMENDED ACTION:

Discussion item only

#### EXECUTIVE SUMMARY:

The Land Availability Suitability Study and Code Analysis Project is a multi-phased project to identify code barriers and recommend code revisions to remove these barriers to help achieve some goals and policies of the Flagstaff Carbon Neutrality Plan and Housing Plan goals and policies. The Project includes three deliverables, including a code diagnosis (complete), code concepts (current), and then a final report with recommendations. All phases of this project will be presented to supporting commissions (Planning & Zoning, Housing, Sustainability, and Transportation).

#### INFORMATION:

##### Overview

The purpose of this phase of the project is to develop conceptual alternatives for code updates that address some of the most significant barriers identified in the Land Availability Suitability Study and Code Diagnostic report. The report explores concepts for new code approaches that can address housing and climate goals. The report is organized in two sections:

1. **Scenarios for Core Standards and Incentives:** This section of the report lays out three alternative conceptual scenarios for how the City could amend the core interrelated use regulations and development standards that have the greatest influence on the housing and climate outcomes of new development and redevelopment in Flagstaff. These core regulations include:
  - Use Regulations and Housing Types by Zone District
  - Maximum Density and Floor Area Ratio (FAR) by Zone District
  - Minimum Parking Requirements
  - Affordable Housing Incentives
  - Sustainable Building Incentives
2. **Code Concepts:** This section proposes conceptual code updates to address key barriers and issues associated with the following code sections/topics:
  - Sustainability Requirements and Incentives
  - Resource Protection Overlay Zone
  - Reduced Street Widths
  - Winter Parking Ordinance and Snow Removal

## Summary of Findings

The Code Concept Document provides 3 scenarios for changing the City Code. These scenarios can be implemented independently or together:

- **Scenario 1 -- Optimize Incentives for Sustainable Design and Affordable Housing** seeks to encourage a higher share of future development projects to use incentive programs in order to improve housing and sustainability outcomes. Relatively minor changes to code standards are proposed for by-right development, while major changes are proposed to incentive programs to make them more attractive to use for private market developers.
- **Scenario 2 -- Elevate Sustainable Design and Increase Housing Production** seeks to elevate the sustainability performance of all developments by applying new requirements for sustainable design. The scenario balances this new requirement with allowances for higher maximum densities and lower minimum parking requirements for all development. This density increase would also support increasing overall housing production, which may slow housing cost increases over the long term. Incentives would continue to be available for exceptional sustainability performance and/or inclusion of affordable units.
- **Scenario 3 -- Support Sustainability Through Density and Maximize Housing Production** seeks to maximize the economic feasibility of housing development to increase overall housing supply, which may slow housing cost increases over the long term, by allowing for higher densities for all new development. In order to maximize economic feasibility, no new sustainable design requirements would be applied, but the increases in density associated with this approach would also support sustainability goals by allowing more people to live in places where it is easier to drive less and encouraging smaller unit sizes. Incentives would continue to be available for sustainable design and/or inclusion of affordable units.

Based on the prototype modeling and spatial analysis of these scenarios, the consultant team identified the following key findings and implications:

- On an absolute basis, the development environment is extremely challenging. The high cost of construction and land appear to be rendering residential development infeasible in many situations.
- Scenario 1 presents a viable opportunity for increasing the attractiveness of incentive programs, but it also is a higher risk strategy to achieve market rate housing goals. If the incentives are not calibrated appropriately, then most new developments will choose not to use the incentive. If projects are built under by-right standards, then there will be no improvement from the status quo of current housing and sustainability outcomes.
- Scenario 2 illustrates there is a viable opportunity to elevate sustainability standards for all new developments, so long as those increased costs are offset by the economic benefits of increased densities and reduced parking. A careful calibration of increasing sustainability performance while limiting cost premiums would be critical to the success of this approach.
- Scenario 3 achieved similar results as Scenario 2 in improving housing outcomes, but did not elevate sustainability outcomes relative to Scenario 2.
- Across all scenarios, parking reductions were critical to the market feasibility of higher density prototypes.
- If the City desires to concentrate density in areas where households are likely to drive less, then targeted rezoning, a new overlay zone, or proximity-based code regulation would be more effective than using existing base zones.
- If the policy goal is to broadly increase density throughout the community, then Scenarios 2 and 3 are a more effective approach for achieving this end. The increase in housing capacity under Scenario 1 is highly dependent on increased uptake of density bonuses under the incentive programs.

In addition to the code update scenarios addressing core development standards and incentives, this report includes concepts for updating key code provisions that have a significant impact on the City's housing and sustainability outcomes:

- **Sustainability and Transportation Demand Management Requirements.** These code concepts propose adopting a menu or points-based approach to require and incentivize a higher level of sustainable design in all projects, consistent with Scenario 2. Transportation Demand Management (TDM) should be conceived as a critical component of the menu or points-based system.
- **Resource Protection Overlay.** These code concepts propose migrating from a broad overlay zone

that requires site-specific inventories to a more focused overlay that focuses on resources that were inventoried as part of a citywide study. This concept could apply to both forest and slope resources. Resource protection standards should not restrict density more than base zoning and should allow overlapping slope and forest resources to count towards meeting both requirements.

- **Reduced Street Widths.** These code concepts propose new options for narrower street designs that would allow slightly higher density for some development types, reduce street construction costs for all developments, and calm traffic speeds.
- **Winter Parking Ordinance and Snow Removal.** Based on a review of snow removal and parking management programs in comparison cities, alternative code concepts to the existing Winter Parking Ordinance include:
  - Designate specific streets for snow removal based on traffic volumes, transit, and necessity for emergency services.
  - Implement a form of alternate/odd-even parking limitations so that at least one side of a public street is available for overnight, on-street parking during snow removal operations.
  - Only prohibit on-street parking during a declared snow accumulation event based on a specific amount of snow and ice accumulation, so that on-street parking is available during non-accumulation.

### Decision Points

**Core Standards and Incentives (Scenarios):** Generally, if you had to pick one, which of the code update scenarios (Section 2) do you think is the best fit for the City's policy goals?

- Are there certain zone districts where you think it would make more sense to apply a different scenario or approach than citywide?
- Should the density bonus for affordable housing be higher than sustainability (as is generally true under the current code), or should density bonuses be equal for both?
- Do you support moving forward with the substantial parking reductions?
- Do you want to pursue a code and map concept that would more narrowly target upzoning to areas that are Low VMT or some other similar geography, such as areas close to transit? As discussed in the Spatial Analysis section, this may require area-wide rezoning or a new overlay zone.

**Sustainability and TDM:** Do you support the concept of a new points-based sustainability requirement? Should a wider menu of TDM strategies be included as an option for meeting this requirement or should the standards focus more solely on reducing emissions from construction and energy use?

### **Resource Protection Overlay:**

- In the longer term, do you support the concept that the City should replace the RPO with a more narrowly drawn overlay that is based on a citywide inventory of resources (Concepts 1 and 2)?
- In the short term, do you support concepts for providing more flexibility for development in current RPO (remove additional density restriction below base zone, allow slopes and trees to be double-counted)?

**Street Width:** Do you support developing a strategy and outlining a process for creating a narrower local street design option with the knowledge that it could impact emergency services?

**Winter Parking Ordinance:** Do you support developing a strategy and outlining a process for replacing the current Winter Parking Ordinance with the knowledge that it would either reduce the level of service provided to residents or cost increases for the city to provide a different level of service/enforcement?

### Future Phases of Work

In the next phase of the LASS-CAP project, the team will refine scenarios and concepts into more detailed, actionable recommendations for either specific code amendments or further analysis. These recommendations will be reviewed by staff, presented to the public, and presented to City Council and other boards and commissions. Feedback from these stakeholders will be considered and integrated into a final set of recommendations. In addition, an on-going analysis to address specific barriers and recommendations for better transit accommodation with development will be incorporated into the final Code Recommendations Report.


A link to the draft report and appendices can be found  
here: <https://www.flagstaff.az.gov/DocumentCenter/View/88019>

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# Sustainability Commission

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January 23, 2025



**CITY OF FLAGSTAFF**  
CODE ANALYSIS PROJECT—  
CODE CONCEPTS REPORT

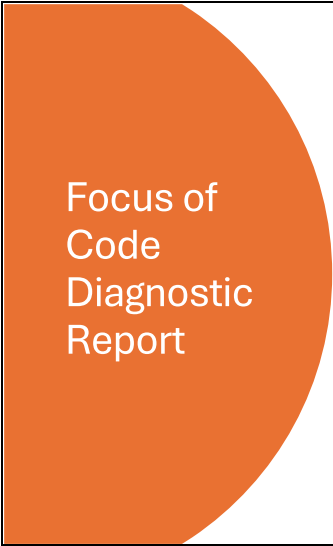
NOVEMBER 2024 DRAFT






## Overview & Objectives of the LASS+CAP Project

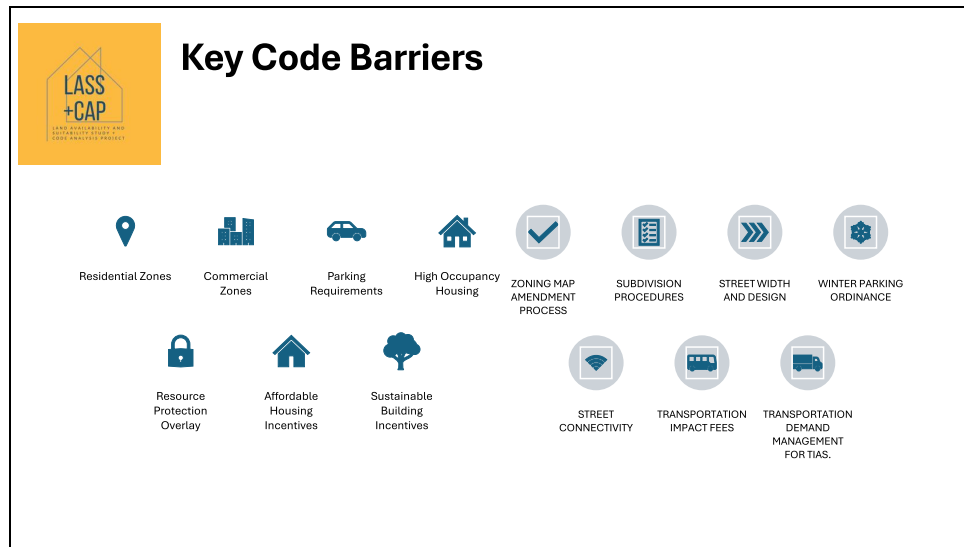
- The Land Availability & Site Suitability Study (LASS) examines the suitability of available land to determine opportunities and barriers to housing development (**Complete**)
  - Barriers include development codes, environmental constraints, and gaps in infrastructure
  - Opportunity sites are identified that have the greatest potential for increasing housing supply while promoting compact, walkable, multi-modal, and transit-oriented development, including mixed-use and infill development.
- The Code Analysis Project (CAP) is intended to evaluate development codes and processes to identify areas of improvement towards the City's housing and climate goals. The project has been broken into three separate tasks:
  - Code Diagnostic Report (**Complete**)
  - Code Concepts to address highest priority barriers (**We Are Here**)
  - Final Code Recommendations



## Focus of Code Diagnostic Report

- The Code Diagnostic included a review of the following:
    - Fire Code
    - Engineering Design Standards and Specifications for New Infrastructure
    - Zoning Code
    - General Plans and Subdivisions
    - Public Ways and Property
    - Building Code
    - Transportation Impact Analysis Manual
    - Incentive Policy for Affordable Housing
    - Equity and Displacement Vulnerability Assessment
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## Slide 4



## Slide 5

**Code Concepts Report**

The purpose of this phase of the project is to develop conceptual alternatives for code updates that address some of the most significant barriers identified in the Code Diagnostic report.

The report is organized in two sections:

- Scenarios for Core Standards and Incentives
  - Use Regulations and Housing Types by Zone District
  - Maximum Density and Floor Area Ratio by Zone District
  - Maximum Parking Requirements
  - Affordable Housing Incentives
  - Sustainable Building Incentives
- Code Concepts
  - Sustainability Requirements and Incentives
  - Resource Protection Overlay Zone
  - Reduced Street Widths
  - Winter Parking Ordinance and Snow Removal

## Code Concepts Report Methodology

- Impact Modeling – Prototypes
  - Intended to test both the revenue impacts of potential codes changes and the cost of impacts of code changes, in addition to options to reduce costs
- Impact Modeling – Spatial Analysis
  - Intended to test the impact of the code concepts on the capacity for new housing in certain locations across the City for the purpose of reducing transportation –related greenhouse gas emissions
- Best Practices Research
  - Transportation Demand Management strategies for parking reductions
  - Resource Protection Overlay
  - Sustainability Incentives and Requirements
  - Winter Parking Ordinance

## Scenarios for Core Standards and Incentives

- **Scenario 1 – Optimize Incentives for Sustainable Design and Affordable Housing**
- **Scenario 2 – Elevate Sustainable Design and Increase Market Rate Housing Production**
- **Scenario 3 – Support Sustainability Through Density and Maximize Market Rate Housing Production**



## Prioritization of Outcomes Under Each Scenario

Outcome	Scenario 1	Scenario 2	Scenario 3
Increase overall housing production by reducing key barriers to development	↓	⬮	✓
Elevate the sustainable design of all new projects	↓	✓	↓
Encourage more private market developers to use incentives for sustainable design and affordable units	✓	⬮	⬮
↓ = Low Priority    ⬮ = Medium Priority    ✓ = High Priority			

Slide 9

## Summary of Scenarios for Core Standards and Incentives

Scenario	By-Right Standards	Incentives
<b>Existing Code</b>	<ul style="list-style-type: none"> <li>Density from 6-29 units per acre<sup>2</sup></li> <li>Parking from 1-3 spaces per unit</li> </ul>	<ul style="list-style-type: none"> <li>Density bonus for sustainability: 25%</li> <li>Density bonus for affordable units: Up to 45%</li> <li>Parking reduction limited to affordable units at 1 space per unit</li> </ul>
<b>Scenario 1 – Optimize Incentives for Sustainable Design and Affordable Housing</b>	<ul style="list-style-type: none"> <li>No increase in max density</li> <li>No parking reduction</li> </ul>	<ul style="list-style-type: none"> <li>No change to incentive requirements.</li> <li>Major increase in density bonus and major parking reduction for incentive projects</li> </ul>
<b>Scenario 2 – Elevate Sustainable Design and Increase Housing Production</b>	<ul style="list-style-type: none"> <li>Increase max density to 10-80 units per acre</li> <li>Reduce base parking to between 1-1.5 spaces per unit</li> <li>Single-use residential buildings permitted in commercial zones.</li> <li>Introduce FAR caps in most zones</li> <li>Apply new sustainability requirements to all projects</li> </ul>	<ul style="list-style-type: none"> <li>Elevated sustainability standards for projects that use sustainability incentives</li> <li>Minor increase in density bonus for incentive projects</li> <li>Major parking reduction for incentive projects</li> </ul>
<b>Scenario 3 – Support Sustainability Through Density and Maximize Housing Production</b>	<ul style="list-style-type: none"> <li>Increase max density to 10-80 units per acre</li> <li>Reduce base parking to between 1-1.5 spaces per unit</li> <li>Single-use residential buildings permitted in commercial zones.</li> </ul>	<ul style="list-style-type: none"> <li>No change to incentive requirements.</li> <li>Minor increase in density bonus for incentive projects</li> <li>Major parking reduction for incentive projects</li> </ul>

## Use Regulations and Housing Types

All three scenarios include the following two changes to permitted uses/housing types:

- Allowing middle housing types (duplex, triplex fourplex and townhomes) in the R1 zone (as required by state law)
- Allowing single-use residential buildings in commercial zones as an incentive option (Scenario 1) or for by-right development (Scenarios 2 and 3)

## Maximum Density by Scenario and Zone (units per acre)

Scenario	R1			MR			HR			CB			CC-HC-CS		
	B	S	A	B	S	A	B	S	A	B	S	A	B	S	A
Existing Code	6	8	9	14	18	20	29	36	42	29	36	42	29	36	42
Scenario 1: Optimize Incentives	6	9	12	14	21	28	29	44	58	29	73	87	29	73	87
Scenario 2: By-Right Sustainability	10	14	18	20	28	36	40	56	72	80	100	120	60	75	90
Scenario 3: By-Right Housing Production	10	14	18	20	28	36	40	56	72	80	100	120	80	100	120

B = By-Right; S = Sustainable Incentive Projects; A = Affordable Incentive Projects

## Density Bonuses by Scenario and Incentive Program

Concept	Residential Zones		Commercial Zones	
	Sustainable	Affordable	Sustainable	Affordable
Existing Code	25%	5-45%	25%	5-45%
Scenario 1	50%	100%	250%	300%
Scenario 2	40%	80%	25%	50%
Scenario 3	40%	80%	25%	50%

## Floor Area Ratio

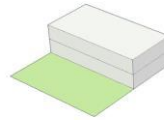
FLOOR AREA  
RATIO

$$= \frac{\text{Gross Floor Area}}{\text{Parcel Size}}$$

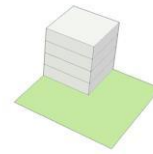
Floor Area Ratio (FAR)  
An example of 1.0 FAR



1 storey  
(100% lot coverage)



2 storeys  
(50% lot coverage)



4 storeys  
(25% lot coverage)

## Maximum Floor Area Ratio (FAR) by Scenario and Zone

Scenario	R1			MR			HR			CB			CC-HC-CS		
	B	S	A	B	S	A	B	S	A	B	S	A	B	S	A
Existing Code	--	--	--	--	--	--	--	--	--	--	--	--	2.5	2.5	2.5
Scenario 1	--	--	--	--	--	--	--	--	--	--	--	--	2.5	2.5	2.5
Scenario 2	0.5	0.7	0.9	0.8	1.1	1.2	0.9	1.1	1.3	1.8	2.0	2.2	1.2	1.4	1.8
Scenario 3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B = By-Right; S = Sustainable Incentive Projects; A = Affordable Incentive Projects

## Parking Standards by Scenario

Scenario	Residential Uses (spaces/unit)			Commercial Space in Mixed Use Building		
	B	S	A	B	S	A
Existing Code	1.75 <sup>3</sup>	1.75	1.00 / 1.75 <sup>4</sup>	1 per 300 GSF		
Scenario 1: Optimize Incentives	1.75	0.75	0.50	1 per 300 GSF	None required	
Scenario 2: By-Right Sustainability	1.25	0.75	0.50	None required		
Scenario 3: By-Right Housing Production	1.25	0.75	0.50	None required		
B = By-Right; S = Sustainable Incentive Projects; A = Affordable Incentive Projects						

## Sustainability Standards by Scenario

Sustainability Features	Existing Code			Scenario 1 Optimize Incentives			Scenario 2 By-Right Sustainability			Scenario 3 By-Right Housing Production		
	B	S	A	B	S	A	B	S	A	B	S	A
Energy-Efficiency Standard	No	(1)	No	No	(1)	No	(1)	(2)	(1)	No	(1)	No
All-Electric Building	No	Yes	No	No	Yes	No	Yes	No	No	Yes	No	No
On-Site Solar	No	No	No	No	No	No	Yes	No	No	No	No	No
Water Resource Protection	No	Yes	No	No	Yes	No	Yes	Yes	Yes	No	Yes	No
Sustainable Materials	No	No	No	No	No	No	Yes	Yes	Yes	No	No	No
Materials Management Plan	No	Yes	No	No	Yes	No	Yes	Yes	Yes	No	Yes	No
Deconstruction Required	No	No	No	No	No	No	Yes	Yes	Yes	No	No	No
EV Charging Spaces	No	Yes	No	No	Yes	No	30%	50%	30%	No	Yes	No
Secure Bike Parking	No	No	No	No	No	No	Yes	Yes	Yes	No	No	No
Transit Passes	No	No	No	No	No	No	Yes	Yes	Yes	No	No	No

(1) Bronze-level certification within the National Green Building Standard (ICC-700) and a greater than a 15 percent improvement over the City of Flagstaff's current energy code.  
(2) Net Zero Energy Building as defined by U.S. Department of Energy.

B = By-Right; S = Sustainable Incentive Projects; A = Affordable Incentive Project



## Carbon Emissions Modeling – Buildings

Analysis considered carbon emissions associated with site development, construction, and operation of the buildings over a 30-year timespan in a multifamily development in the HR zone:

- **Embodied Carbon Emissions.** Cumulative emissions associated with building materials, their replacements, and with landscape maintenance.
- **Electricity Emissions.** Cumulative emissions associated with the energy use from the electrical grid.
- **Fossil Fuel Emissions.** Cumulative emissions associated with onsite fossil fuel use.
- **Refrigerant Emissions.** Cumulative emissions associated with the refrigerant use in the building services.
- **Biogenic Carbon Storage.** Sequestered emissions from building structure and landscape planting.
- **Avoided Energy Emissions.** Avoided emissions from onsite energy generation in excess of use.

## Carbon Emissions Modeling – Key Findings

- **Scenario 1 and Scenario 3** perform similarly to existing code.
  - By-right & affordable incentives projects: 160-170 metric tons of CO<sub>2</sub> emissions per dwelling unit over 30-years.
  - Sustainability incentives projects: 108-112 metric tons of CO<sub>2</sub> per dwelling unit (35% fewer emissions than current code).
- **Scenario 2** achieves substantial reductions in emissions for all development.
  - By-right and affordable incentive projects: 103-117 metric tons of CO<sub>2</sub> per dwelling unit (30-40% fewer emissions).
  - Sustainability incentives projects: 43 metric tons of CO<sub>2</sub> per dwelling unit (60% fewer emissions)

Prototype	30-Year Net Emissions (tCO <sub>2</sub> e) <sup>1</sup>	30-Year Emissions Per Dwelling Unit (tCO <sub>2</sub> e)
Existing Code - By-Right	19,925	166
Existing Code - Sustainable	16,399	108
Existing Code - Affordable	30,668	173
Scenario 1 - By-Right	19,925	166
Scenario 1 - Sustainable	20,708	112
Scenario 1 - Affordable	39,899	163
<b>Scenario 2 - By-Right</b>	<b>19,756</b>	<b>117</b>
<b>Scenario 2 - Sustainable</b>	<b>10,215</b>	<b>43</b>
<b>Scenario 2 - Affordable</b>	<b>31,452</b>	<b>103</b>
Scenario 3 - By-Right	27,461	162
Scenario 3 - Sustainable	26,036	110
Scenario 3 - Affordable	52,963	174

<sup>1</sup>Emissions reported as metric tons of CO<sub>2</sub> emitted over 30-year time span (tCO<sub>2</sub>e)

## Total Capacity (New Net Units) for Code Scenarios

**Table A3-7. Total Capacity (Net New Units) for Code Scenarios**

Scenario	All Areas			Low VMT Areas			
	Net New Units	Increase from Existing Code	Percent Increase	Net New Units	Increase from Existing Code	Percent Increase	Share of Units in Low VMT Areas
Existing Code	47,592	N/A	N/A	9,607	N/A	N/A	20.7%
Scenario 1	63,599	16,007	34%	13,276	3,669	38%	21.3%
Scenario 2:	79,971	32,379	68%	17,202	7,595	79%	21.8%
Scenario 3	96,748	49,157	103%	20,807	11,200	117%	21.7%



## Key Findings & Implications from Scenarios


- The existing development environment is extremely challenging with the high cost of construction and land.
- Scenario 1 presents a viable opportunity for increasing the attractiveness of incentive programs.
  - It is a higher risk strategy for increasing housing production and achieving carbon neutrality.
  - It is the lowest risk option for Proposition 207 claims.
- Scenario 2 illustrates there is a viable opportunity to elevate sustainability standards for all new developments, so long as those increased costs are offset by the economic benefits of increased densities and reduced parking.
- Scenario 3 achieved similar results as Scenario 2 in improving housing outcomes but did not elevate sustainability outcomes relative to Scenario 2.



## Key Findings & Implications from Scenarios

- Across all scenarios, parking reductions were critical to the market feasibility of higher density prototypes.
- If the City desires to concentrate density in areas where households are likely to drive less, then targeted rezoning, a new overlay zone, or proximity-based code regulation would be more effective than using existing base zones.
- If the policy goal is to broadly increase density throughout the community, then Scenarios 2 and 3 are a more effective approach for achieving this end. The increase in housing capacity under Scenario 1 is highly dependent on increased uptake of density bonuses under the incentive program.


## Core Standards & Incentives Decision Points




**Generally, what scenario outcomes are preferred?**

- Are there certain zone districts where you think it would make more sense to apply a different scenario or approach than citywide?
- Should the density bonus for affordable housing be higher than sustainability (as is generally true under current code and we applied to the scenarios) or should density bonuses be equal for both?
- Do you support moving forward with the substantial parking reductions that were modeled for incentive projects?
- Do you want to pursue a code and map concept that would more narrowly target upzoning to areas that are Low VMT or some other similar geography, such as areas close to transit? This may require area-wide rezoning or a new overlay zone.


## Code Concepts





**Sustainability and Transportation Demand Management Requirements**

These code concepts propose adopting a menu or points-based approach to require and incent a higher level of sustainable design in all projects. Transportation Demand Management is a critical component of the menu.



**Resource Protection Overlay.**

These code concept propose migrating from a broad overlay zone that requires site-specific inventories to a more focused overlay that focuses on resources that were inventoried as part of a city-wide study. This concept could apply to both forest and slope resources. Resource protection standards should not restrict density more than base zoning and should allow overlapping slope and forest resources to count towards meeting both requirements.

# Code Concepts



## Reduced Street Widths

These code concepts propose new options for narrower street designs that would allow slightly higher density for some development types, reduce street construction costs for all developments, and calm traffic speeds.



## Winter Parking Ordinance and Snow Removal

Alternative code concepts include:

- Designating specific streets for snow removal based on traffic volumes and necessity for emergency services.
- Implementing a form of alternative/odd-even parking limitations so that at least one side of a public street is available for overnight parking during snow removal.
- Only prohibiting on-street parking during a declared snow accumulation event based on a specific amount of snow and ice accumulation so that on-street parking is available during non-accumulation.

## Code Concepts Decision Points

**Sustainability and TDM:**

- Do you support the concept of a new points-based sustainability requirement?
- Should a wider menu of TDM strategies be included as an option for meeting this requirement or should the standards focus more solely on reducing emissions from construction and energy use?

**Resource Protection Overlay:**

- In the longer term, do you support the concept that the City should replace the RPO with a more narrowly drawn overlay that is based on a citywide inventory of resources (Concepts 1 and 2)?
- In the short term, do you support concepts for providing more flexibility for development in current RPO (remove additional density restriction below base zone, allow slopes and trees to be double-counted)?

**Street Width:**

- Do you support us developing a strategy and outlining a process for creating a narrower local street design option?

**Winter Parking Ordinance:**

- Do you support us developing a strategy and outlining a process for replacing the current Winter Parking Ordinance?

## **Next Steps**

- Public Outreach
  - Will occur at several points in the overall process.
- Resolve outstanding Decision Point questions for consulting team
- Formal Code Recommendations
- Preparation and adoption of Code Amendments





## **Sustainability**

6. D.

**From:** Tia Hatton, Sustainability Coordinator II

**DATE:** 01/23/2025

**SUBJECT:** FY25 Neighborhood Sustainability Grant: Debrief how it went! (40 minutes)  
Chair Amy Wolkowsky & Tia Hatton

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### **STAFF RECOMMENDED ACTION:**

Discussion only

### **Executive Summary:**

Questions to Consider:

- For new commissioners, did you feel well enough prepared for the grant review process? What resources would have been helpful to feel more prepared?
  - What went well overall and why?
  - What could be improved?
    - Specifically, what could be improved in the review process if there is a discrepancy in scores?
    - Is there any specific language in the guidelines, application, scoring rubric, or any grant-related document you would like to see revised?
  - View the breakdown of application's category applied vs. application category funded in 2024 and for all years
  - Expanding the review panel: debrief. How did it go? How could it be further improved?
  - Anything else to add?
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## **Sustainability**

6. E.

**From:** Tia Hatton, Sustainability Coordinator II  
**DATE:** 01/23/2025  
**SUBJECT:** **Working Groups (10 minutes)**  
Chair Amy Wolkowsky and Tia Hatton

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### **STAFF RECOMMENDED ACTION:**

Discuss and vote to create working groups.

### **Executive Summary:**

We're establishing two commission working groups. Working groups may have 1-3 commissioners and can also include members of the community. Tia will assist in coordinating these working group meeting.

- 1.) NSG Final Round Table/Networking Event Planning  
Plan for the 2023-2024 NSG awardees "final presentation" event utilizing a new format that emphasizes networking and encourages more public participation.  
Timeline: The event will likely be in March. Meet 2-3 times outside of commission meetings.
- 2.) Commission Ordinance Update Group  
Timeline/Expectations: To be determined by group, but no strict deadline.

As a reminder, the definition of a working group can be found on page 6 of the [Boards & Commission Handbook](#).

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