

MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



TRANSPORTATION BOARD

TYPE OF MEETING – REGULAR

July 20, 2022, 6:00 p.m.
Virtual Meeting Via Zoom

FOR REFERENCE:

Chair:	Indy Hart
Vice Chair:	Cari Brown
Council Liaison:	Emily Francis
Staff Liaison:	Aaron Iverson

1. CALL TO ORDER

Chair Hart called the meeting to order at 6:02 PM.

2. ROLL CALL

BOARD MEMBERS PRESENT:

Indy Hart, Chair
Cari Brown, Vice Chair
York
Jerry Gavaldon
Nathalie Rachline
Rob Owens
Stephanie Blochowiak

CITY STAFF PRESENT:

Noah Beals
Ryan Mounce
Cortney Geary

PUBLIC PRESENT:

None

BOARD MEMBERS ABSENT:

None

3. AGENDA REVIEW

Geary stated there were no changes to the published agenda.

4. CITIZEN PARTICIPATION

None.

5. APPROVAL OF MINUTES – JUNE 2022

York made a motion, seconded by Rachline, to approve the minutes of the June 2022 meeting as written. The motion was adopted unanimously with Owens abstaining.

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6. UNFINISHED BUSINESS

None.

7. NEW BUSINESS

a. Land Use Code Update – Noah Beals/Ryan Mounce

Ryan Mounce, Planning Department, stated this phase of Land Use Code changes is primarily being driven by the recent update to the Housing Strategic Plan; however, there are changes related to other plans as well, including the Transit Master Plan. He stated this phase of Land Use Code changes will completely reorganize the document and its name will now be the Land Development Code. He detailed the housing related changes, including housing choices and compatibility, housing diversity, housing capacity, and housing affordability.

Mounce noted the current standards do not incentivize capacity in transit corridors and that is proposed to be changed with this phase. Additionally, parking requirement reductions are proposed to be included for certain multi-family units. Mounce discussed the changes that are proposed related to incentivizing affordable housing. He outlined the forthcoming public participation opportunities that will occur after the initial draft is released and stated the plan is to present the changes to Council in the fall.

Gavaldon asked if there will be changes to the minimum lot sizes for allowing carriage houses. Mounce replied in the affirmative and stated staff is looking at allowing additional dwelling units in multiple zone districts with lower minimum lot sizes.

Gavaldon asked how the proposed parking changes would affect on-street parking. Mounce replied the proposed parking reductions relate only to multi-family developments that may or may not be adjacent to on-street parking.

Gavaldon asked if the reduced parking will be offset with landscaping or more units. Mounce replied all parking area landscaping requirements would still apply; however, the hope is that the decreased parking requirements will help to provide additional attainable units and promote housing capacity.

Gavaldon expressed concern about decreasing parking requirements and increasing unit numbers. He asked if shading and shadow studies will be completed for buildings with additional height allotments. Mounce replied the existing shadow analysis and shading requirements will remain.

York suggested a language change may be necessary related to affordable housing on transit corridors. He asked if the 4,300 acres with proposed incentives number includes acreage that is currently under development review. Noah Beals, Planning Department, replied only 670 of those acres are vacant or still considered buildable and the remaining acreage could be redeveloped or include infill projects. York suggested making that information clearer for future presentations.

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Blochowiak asked if the height bonus would only apply to projects proposing affordable units. Mounce replied in the affirmative and stated at least 10% of the units in a project must be affordable in order for the height bonus to be applicable.

Blochowiak asked if the height bonus will make enough of a difference to increase affordable housing unit numbers. Beals replied the analysis completed shows this will be enough of an incentive.

Blochowiak asked if the City ever looks at redeveloping existing multi-family developments for affordable housing. Mounce replied existing affordable developments are usually deed restricted for a certain number of years and as those restrictions fall away, the units are sometimes remodeled and become market-rate housing; therefore, this phase of changes is contemplating increasing the length of deed restrictions. He noted the Housing Strategic Plan also discusses other options that are not necessarily related to the Land Use Code.

Owens asked if there are any incentives to increase density by removing parking. Mounce replied in the affirmative and noted parking is part of the cost of housing.

Owens asked about the reasoning for parking reductions not applying to three- and four-bedroom units. Mounce replied those units, particularly in a college town, tend to draw unrelated residents, each of which is likely to have their own vehicle. Additionally, he noted the units with fewer bedrooms tend to see more parking availability.

Chair Hart supported building up and not out in a sprawl fashion, particularly in the realm of encouraging public transit and walkability. Additionally, he stated that will also help with decreasing the need for parking. He supported adding more development to areas where development already exists.

York asked if the new plan will impact the block-by-block building height plan. Mounce replied the proposed height changes currently do not apply to the Downtown zone district as the Downtown Plan was recently updated and the height map was refined. Additionally, there are policy goals around the preservation and protection of the Downtown historic buildings. He also noted the second phase of Land Use Code updates will be focused on commercial zone districts.

York suggested expanding the height plan to other areas of the city so people would know what to expect.

Vice Chair Brown commented on whether the level of affordability represented is truly affordable. Mounce noted one of the other changes being considered is to have different rates of affordability between for sale and for rent units.

Chair Hart suggested adding information regarding living wage data.

Owens asked if it is fair to say housing capacity is lacking across the price spectrum. Mounce replied in the affirmative.

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Owens asked if the incentive to provide affordable housing is going to be enough to meet the demand or if a better solution would be to allow the market to determine how much capacity there should be. Mounce replied the affordable housing incentives in this phase are targeting having 10% of households as being deed-restricted affordable and that number has remained stuck at 5%. Beals noted this is one step and incentives can always be updated in the future.

Chair Hart commended staff on the proactive approach being used. He stated the market is constrained when it comes to real estate, in certain ways, because of the development standards that are in place, and ensuring plans are ahead of rather than behind trends is important.

Gavaldon commented on changes in technology, products, and methods that will cause plans to be behind. He specifically cited water availability as being a barrier to future development.

Mounce noted a public draft of the phase one changes will be released in the next few weeks.

b. 15 Minute City Analysis Study – Cortney Geary

Cortney Geary, FC Moves, stated there are three simultaneous planning efforts underway that are contributing to supporting active modes of transportation: the Active Modes Plan which looks at improving and expanding the active modes networks, policies, and programs, the 15-Minute City Analysis which is focused on identifying gaps in the active modes network and land use patterns that are barriers to a 15-minute city, and the Vision Zero Action Plan which looks at all modes of transportation and the goal of zero traffic-related fatalities and serious injuries.

Geary stated a 15-minute city is described as a place where everyone can get to the daily goods and services they need to live and thrive within a 15-minute walk, bicycle ride, or transit stop. She discussed the existing City goals that support this effort, noting it is also a Council priority and is referenced in existing plans such as Our Climate Future and Nature in the City.

Geary outlined the steps in the 15-minute city analysis: establishing a definition and goals specific to Fort Collins, conducting the analysis, developing strategies, and issuing a final report. She stated the definition and goals are based on public input received from the Active Modes Plan outreach and the definition for Fort Collins is: a place where every resident can walk, bike, or roll within 15 minutes of their home to their daily needs and services. She stated associated goals include strengthening historically underserved communities, ensuring equity, reducing automobile trips, and enhancing resiliency.

Geary outlined the methodology utilized in the analysis. She noted the walking scores are overall higher than bicycling, likely because there are more high-stress bicycling