

## **Exhibit A – Staff Update (2 Pages)**

### **GREEN BUILDING CODES – UPDATE.**

The City Council identified incentivizing optional “green building codes” as a secondary destination short-term goal (1-2 years) during the August 2017 Council Retreat. Since that time, the Council Community Planning and Transportation Committee (CPTC) has engaged in discussions regarding incentive programs for incentivizing green building practices and green infrastructure/low impact development (GI/LID) in the City of Norman. During this time, staff, private developers and experts in the field have also presented the CPTC with information and discussed potential options and ideas related to incentives for GI/LID and reduction to City parking requirements.

At the May 23, 2019 CPTC meeting, staff proposed to the CPTC that we explore a more comprehensive approach to parking and landscape requirements together with another Council request to pursue GI/LID incentives. Following discussion at CPTC staff was directed to obtain a third party for assistance to explore how to implement these changes into our development requirements. This memo and presentation is a follow-up to the previous CPTC meetings.

On May 28, 2019 and July 12, 2019, staff met with Dr. Jason Vogel, OU College of Civil Engineering and Environmental Science Associate Professor and the Director of the Oklahoma Water Survey. Dr. Vogel recently worked with the City of Tulsa to develop a guide to implement GI/LID incentives and requirements into their development regulations.

The Engineering Design Criteria (EDC) and Standard Specifications and Construction Drawings (Specifications) were adopted by the City Council in 1996 and were last updated in 2006. The City’s EDC and Specifications provide key technical guidance for the design and construction of public infrastructure including roads, bridges, stormwater systems, water lines, sewer lines, traffic signals, street lights, and others. The current need is to update these documents to incorporate new technologies and ordinances to provide better guidance to developers, consultants and contractors. City Council has appropriated funding in the Fiscal Year Ending (FYE) 2020 and 2021 Capital Improvement Program for an update of the EDC and Specifications. Staff has identified the opportunity to combine the GI/LID Incentives Program and EDC and Specifications Update into one project to save effort and duplication.

On February 25, 2020, City Council approved Contract No. K-1920-114 by and between the City of Norman and Freese and Nichols, Inc. in the amount of \$125,000.00 for Phase I of the EDC and Standard Specifications and Construction Drawings Update and City Ordinance Review project. The purpose of the project is to conduct a comprehensive review of the City’s ordinances, standards, and guidance documents, such as the Engineering Design Criteria, Center City Form Based Code, Wichita/Sedgwick County LID Manual, Norman 2025 Plan, parking requirements, landscaping/irrigation requirements, and others, identify potential barriers to implementation of GI/LID; and recommend potential changes to incentivize GI/LID; including but not limited to variances to parking and landscaping requirements. This will be incorporated in the review and update of the EDC and Specifications as outlined below to complete one document.

Phase I consisted of a diagnostic analysis and report of the City’s existing EDC, Specifications, Standards, applicable City ordinances, and policy documents. This phase resulted in the definition of problems and issues arising from the City’s current documents as defined by staff. The issues were compared against the backdrop of comments and interviews of a technical Advisory

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Committee, select City staff and stakeholders. Phase I also included a community benchmarking report to assist in establishing best management practices by reviewing these practices in comparable and aspirational communities to the City's current practices. The diagnostic report focused on updates to the current documents and procedures and identified barriers to adopting requirements for Green Stormwater Infrastructure Criteria.

On March 9, 2021, City Council approved Amendment No. 1 to Contract No. K-1920-114 by and between the City of Norman and Freese and Nichols, Inc., for Phase II of this project. Phase II began in March 2021 and includes preparation of the updated EDC and Standard Specifications, including a Green Stormwater Infrastructure (GSI) Criteria section. Updated construction drawings will be provided to reflect new and updated design criteria. Recommendations for proposed ordinance language based on the Diagnostic Report produced in Phase I will also accompany the updated criteria documents. Input from City staff and stakeholders will support the development of user-friendly documents; therefore, stakeholder involvement will continue throughout this phase. This phase will include workshops and hearings necessary to refine the final draft documents, verify that the final products are reflective of the community's needs and desires, and adoption of the EDC, Specifications, Standards and GSI Criteria documents.

Phase III of this project will be the implementation phase and may include development of additional documentation such as checklists, design guides and smaller publications/pamphlets. These materials will assist staff and stakeholders in the transition to the new EDC, Specifications, Standards and GSI Criteria documents and streamline the review and development process.

The scope of services for Phases III is dependent on the results of Phase II efforts, and separate City Council authorization will be required prior to initiation of Phase III services.

While the above process is still on-going and a proposed draft will be presented to Community Planning and Transportation Committee at some point in the future, staff is coming back to you now to discuss possible amendments to the current parking regulations in the Zoning Ordinance (Z.O.), Chapter 22. Currently, the Z.O. requires a minimum number of parking spaces, determined by use. Aside from a development meeting the detention/drainage requirements, there is no regulation on a maximum coverage per lot for non-residential developments. This can allow larger developments, more impervious area and more parking spaces on a lot. (See Exhibit C City of Norman Parking Requirements). A key element to incentivizing GSI is the ability to offer modifications to current parking and landscaping requirements.