City of Flagstaff — Community Development Division

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Flagstaff, AZ 86001
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SUBD

RECEIVED JUN 18 2013

Date Received	Application for Subdivision Review	File Number DEV12-086

Property Owner(s) Sinclair Oil Corp. / Sun Valley Company		Phone 208-622-2041
Mailing Address PO Box 10, 1 Sun Valley Road,	City, State, Zip Sun Valley, ID 83353	Email
Applicant(s) Vintage Partners, LLC		Phone 602-626-8992
Mailing Address 2400 E. Arizona Biltmore Cir.	City, State, Zip , Phoenix, AZ 85016	Email david@vintagevp.com
Project Representative David Scholl Suite 1170		Phone 602-696-8992
Mailing Address Suite 1170 2400 E. Arizona Biltmore Cir.	City, State, Zip , Phoenix, AZ 85016	Email david@vintagevp.com
Requested Review: ☐ Development Master Plan ☐ Modified Subdivision	☐ Conceptual Plat ☒ Preliminary Plat	☐ Preliminary Plat P&Z and Council ☐ Final Plat- Council

Project Name: Country Club & I-40	Site Address SWC & SEC Country Club & I-40	Parcel Number	
Proposed Use Commercial / Residential	Existing Use Vacant / Undeveloped	Subdivision, Tract & Lot Number	
Zoning District HC, HR & RR	Regional Plan Category LDR, Urban OS, Comm Nbhd	Flood Zone Zone X & AE	Size of Site (Sq. ft. or Acres) Approx 93-Acres

Property Information:
- ☐ Yes ☒ No Located in an existing Local/National Historic District? (Name: _____)
- ☐ Yes ☒ No Existing structures are over 50 years old at the time of application?
- ☒ Yes ☐ No Subject property is undeveloped land?

Surrounding Uses (Res, Com, Ind)	North	South	East	West
	I-40, Commercial	Residential	Resid. / Commercial	Residential

Proposed Use:	Number of Lots	Number of Units	Number of acres per use	Building Square Feet
Commercial / Residential / Open Space	(See attached documents for detailed proposal)			

Please complete a *"Subdivision Review Application"* and provide an initialed *"Application and Information Checklist"* form along with the required number of plans and information as appropriate for a Development Master Plan, Conceptual, Preliminary or Final Plat. **Incomplete submittals will not be scheduled.**

Property Owner Signature: (required)	Date:	Applicant Signature:	Date:
See attached authorization letter	6-18-13		6-18-13

For City Use

Date Filed:	Case Number (s) PSPR130019	PPPL20140002	
P & Z Hearing Date: 2/26/14		Publication and Posting Date: N/A	
Council Hearing Date:		Publication and Posting Date:	
Fee Receipt Number: 13-0036232	Amount: $ 3,676.00	Date: 6/18/13	

Action by Planning and Zoning Commission:	Action By City Council:
☒ Approved	☐ Approved
☐ Denied	☐ Denied
☐ Continued	☐ Continued

Staff Assignments	Planning	Engineering	Fire	Public Works/Utilities	Stormwater
	Brian	Dana	Mike	Jim	Kyle

Sun Valley

December 19, 2012

To the City of Flagstaff, Arizona

Re: **Property at I-40 and Country Club Drive**

To Whom It May Concern:

We are currently the property owners of an approximately 95 acre parcel in Flagstaff, Arizona, located at Section 7, Township 21 North, Range 8 East of the Gila and Salt River Base and Meridian, Coconino County, Arizona.

We hereby authorize Vintage Partners to make application to the City of Flagstaff for conceptual, preliminary, final plat and site planning for our property located at Interstate 40 and Country Club.

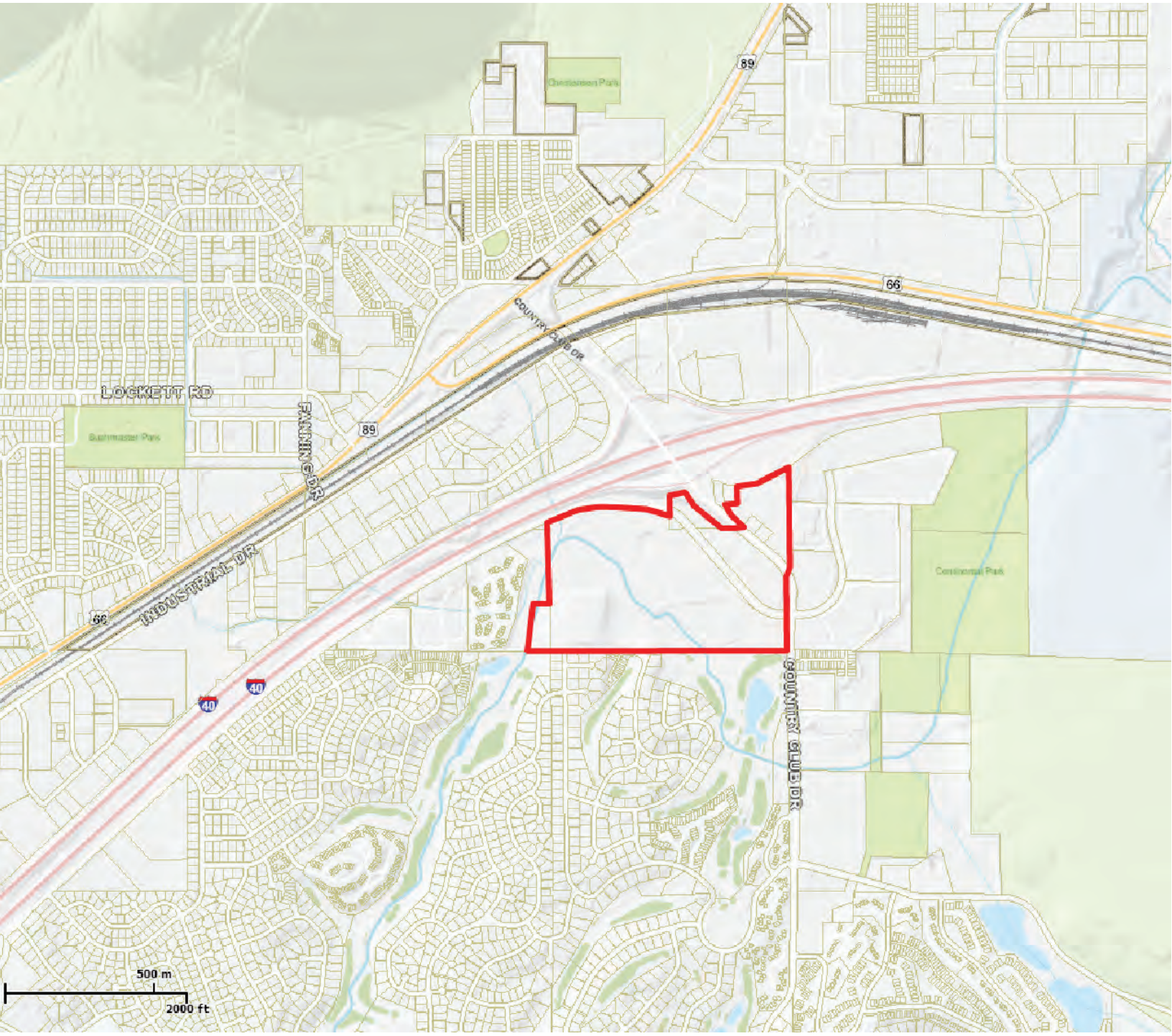
If you have any questions, please do not hesitate to call me at 208-622-2041.

Sincerely,

Wallace Huffman
Agent
Sinclair Oil Corporation/Sun Valley Company
P.O. Box 10
1 Sun Valley Road
Sun Valley, ID 83353

PPPL2014-0002

Vicinity Map



Fri Feb 14 2014 07:44:05 AM.

PPPL2014-0002 Aerial Map

Country Club & I-40
Preliminary Plat Narrative

Revised January 31, 2014

Introduction

Vintage Partners is proposing to develop a commercial retail development on approximately 40 acres of a 95 acre site, composed of a number of proximate privately owned parcels within the City of Flagstaff, Arizona. In addition to the proposed commercial uses, this plat sets aside a 17.2-acre parcel that will contain a future residential development and large areas for permanent open space and floodplain. The majority of the property is generally bounded to the north by Interstate 40, to the east by Country Club Drive, to the south by the Continental Country Club golf course community and to the west by the Rio de Flag. A non-contiguous 9.5 acre parcel, also a part of this subdivision application, is generally bounded to the north by Interstate 40, to the east by private commercial and multifamily properties, and to the southwest by Country Club Drive. The combination of these properties is being developed under a single plat with the tentative project title "Country Club & I-40". (see Figure 1: Vicinity Map)

Vintage Partners is in escrow to purchase the property and intends to close on the property prior to final plat recordation. Vintage Partners has received authorization from the current owner to process this site through the City of Flagstaff processes for Subdivision Platting and Site Planning (authorization letter submitted previously to the City). The property is primarily zoned Highway Commercial (HC) which permits the commercial uses proposed in this development. A small portion of the southwest corner of the site is zoned High Density Residential (HR) and currently has a shape not conducive to high density residential development. An additional portion of the site at the southwest corner is zoned Rural Residential (RR). (see Figure 2: Existing Zoning Map)

Project Proposal

Vintage Partners envisions the Country Club & I-40 project providing approximately 250,000 square feet of commercial space including a retail anchor, a 100 key hotel development and other retail tenants such as restaurants, fueling, bank, fast food drive thru, and service uses. The specific uses are tentative subject to market demand and will be firmed up as the project gets closer to the Site Planning phase of development. Country Club & I-40 proposes a realignment of East Soliere Avenue to the southwest of its current position to promote a larger contiguous commercial retail development parcel between Soliere Avenue and Country Club Drive conducive to a retail anchor tenant.

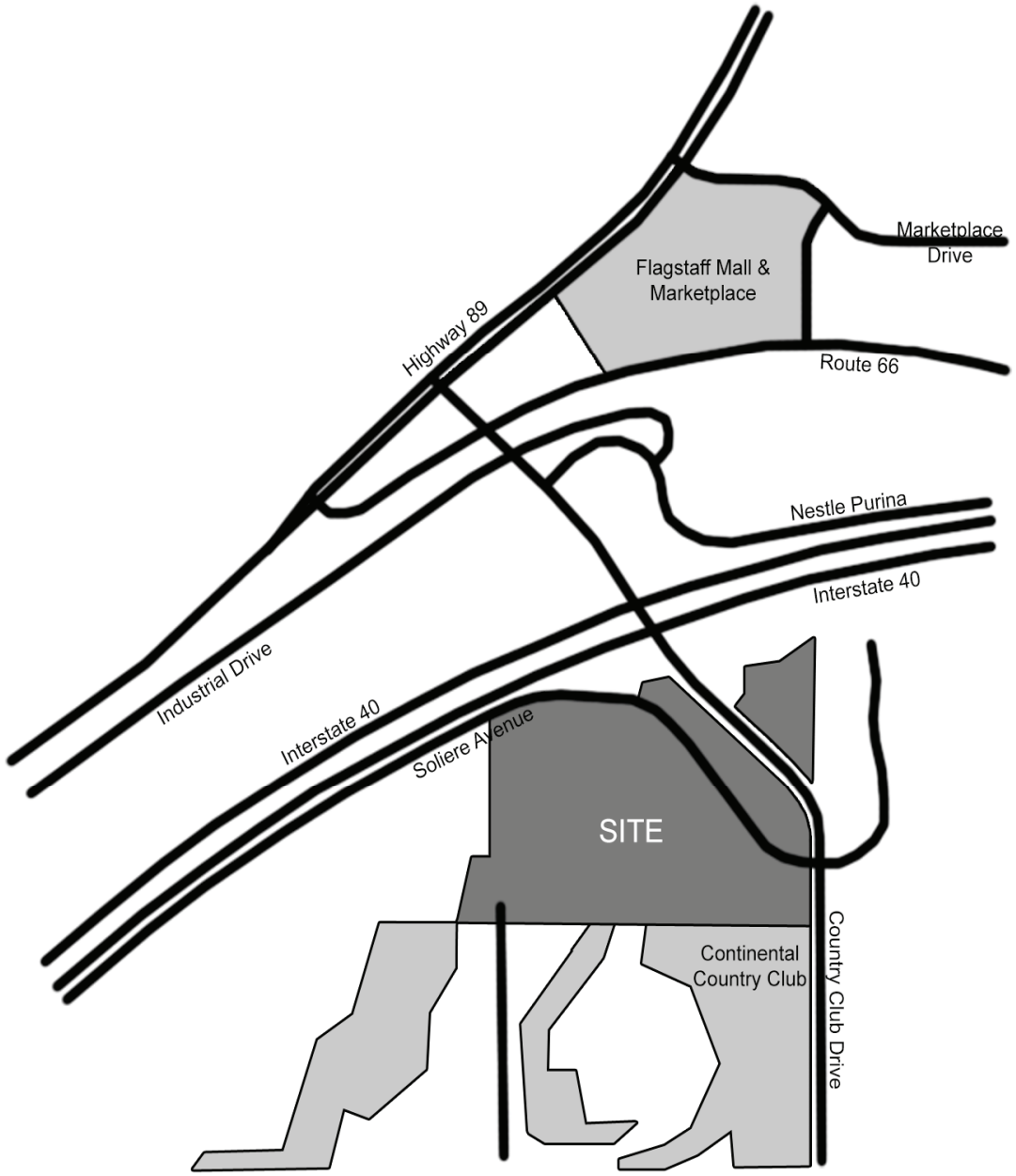


Figure 1: Vicinity Map (NTS)

The Country Club & I-40 subdivision plat will create two commercial development areas in two Units. The upper area north and east of Country Club Drive called Unit 1 (previously identified as Parcel 3) will likely develop first and is made up of 7 Parcels. The lower area below Country Club Drive contains Parcels 1 & 2 and they will be further divided into lots and/or parcels for sale or lease, ranging in size from 13 acres for a potential retail anchor to

under an acre for small retail pads. The layout and footprints of these will be further detailed through future applications with the City as tenant demand is confirmed and detailed site planning is completed. In accordance with City requirements, if three or less parcels will be created within any of the three parcels a lot split will be utilized; otherwise a subdivision plat will be processed to divide that parcel into individual lots for sale to tenants, etc. The other option to divide land that may be utilized as appropriate is the Modified Subdivision process as defined in Section 11-20.90 of the City Code.

Late in the Preliminary Plat review process, City staff asked the development team to remove the phasing notations and replace them with Unit 1 and Unit 2, and to rename Parcel 3 and the lots within it to Unit 1 with parcels within it. This will cause some confusion between the final version of the preliminary plat and various documents already produced and approved including the TIA and other engineering studies. Unit 1 which was previously called Parcel 3 and is made up of seven parcels now called Parcels 3 and 7 thru 12, ranging in size from over 2 acres for hotel sites to under an acre for small retail pads. Each of the seven parcels will have frontage on and physical access to Country Club Drive. Prior to Final Plat recording, the developer will record CC&R's for Unit 1 that will grant cross access to all parcels within Unit 1 giving each access to the two proposed driveways into the commercial development.

Parcel 4 will be developed sometime in the future thru a rezoning & subdivision plat process in order to align the zoning and shape to the terrain and adjacent land uses. It is too early to discuss the specific product proposed for the residential parcel. The current goal of Vintage Partners is to create a natural and compatible extension of the existing Continental Country Club development that takes advantage of the natural vegetation and views, and further reflects input from the City, neighbors, and market demand. The boundary of Parcel 4 was created to allow Parcel 5 to be conveyed to the City prior to the development of Parcel 4 if the developer and City decide to make that transfer prior to Parcel 4's development. The eventual plat of Parcel 4 will contain residential development area, open space for natural resource protection and floodplain.

Vintage Partners understands the City's desire to have the 35.8 acre Parcel 5 conveyed to the City for open space, floodplain / drainage and for public utilities. Vintage Partners intends to convey Parcel 5 to the City after the Final Plat records, at a time that works best for the City and Vintage Partners. The details of this conveyance will be worked out in the proposed Development Agreement. The intent is to convey to the City the floodplain area within Parcel 4 when it develops. Parcel 6 will likely be re-platted with Parcel 4 because of its residential zoning and is intended to be dedicated primarily as open space with the majority of the existing vegetation and slope preserved.

The major infrastructure needed to support this subdivision application in a first phase of development consists in general of:

- Realignment of East Soliere Avenue including the utilities that are in the existing alignment and installing any needed utilities in the future alignment with stubs to Parcels 1 & 2,
- Improvements to the Soliere – Country Club Intersection needed to support the development,
- Mass grading to remove portions of the site from the floodplain and create superpads for Parcels 1 & 2 and to create compensatory storage in the proposed redefined floodplain within the site,
- Right of Way landscaping in the re-aligned Soliere, and landscape restoration of the Rio-de-Flag floodplain area disturbed during construction,
- Abandonment of and/or realignment as needed of existing utilities in the area to be graded for development,
- Storm drain infrastructure in the new Soliere alignment with stubs into Parcels 1 & 2 to accommodate future storm drain systems.
- Improvements to Country Club to open the median for left turn access into Unit 1 and right turn decal lanes into Unit 1; a raised median in front of Parcel 2 to control access; and utility stubs into Unit 1 for connection in the future.

A comprehensive sign plan, detailed landscape calculations and impervious surface calculations for each commercial development parcel will be provided with the individual site plan submittals as those parcels develop.

Future Rezoning

While the current configuration of zoning across all subject parcels is conducive to the proposed commercial development, future development of residential uses is currently inhibited. After discussions with City staff on the most effective process to develop the residential parcel without slowing the initial effort to bring the commercial development online as quickly as possible, Vintage Partners proposes to proceed thru to final plat on the Country Club & I-40 project now with a stipulation that a future rezoning action will be required to develop the residential portion of Parcel 4.

At some time in the future Vintage Partners may decide to pursue development of the residential portion of Parcel 4, and will propose a rezoning to revise portions of the HC and HR zoning to align with the area most conducive to residential development. Based on a subdivision layout, we would then propose portions of Parcel 4 be revised from HC and HR to a residential use appropriate for the neighborhood. The area in Parcel 4 that currently has HR zoning that falls outside the proposed residential zoning would then be rezoned to HC with a stipulation that it will be dedicated as open space and the trees and slopes that fall on the parcel be preserved.

It is important to note that we are using a dwelling unit count for the proposed residential parcel of 30 units in various documents as part of the subdivision application for the purpose of estimating water & sewer needs and traffic generation only. It should not be construed that we are proposing a maximum unit count of 30 homes for the future rezoning of Parcel 4.

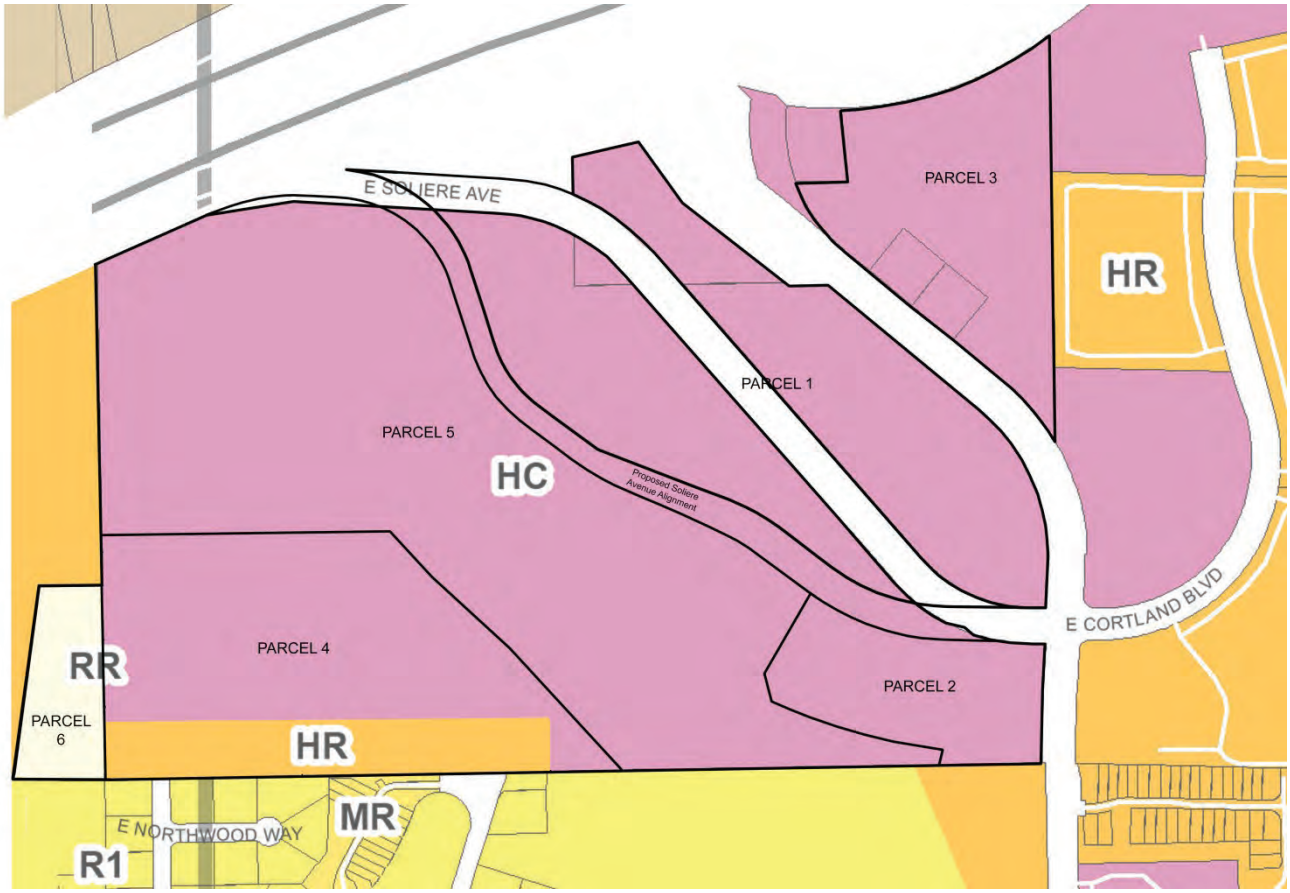


Figure 2: Existing Zoning Map (NTS)

The two stage process we are proposing will allow the commercial development to move forward through the City's Subdivision process, meeting its Forest Resource Protection requirements utilizing current zoning categories. Parcels 1, 2, & 5 and the parcels within Unit 1 are currently zoned Highway Commercial (HC) and are intended to remain as currently zoned.

Parcel 6 is currently zoned RR and will be subdivided with the residential portion of Parcel 4. The natural resources contained there would be available to support development of the residential portion of Parcel 4, with the intent that much of Parcel 6 will be dedicated as Open Space and the majority of natural resources that fall on the parcel be preserved.

At the time of rezoning, the NRPP will be updated to demonstrate continued compliance for the overall project with the City's Resource Protection requirements.

Existing Conditions

The Country Club & I-40 site generally slopes toward the Rio de Flag drainage way with several dramatic slope conditions as a result of roadway construction or borrow pit excavations from previous infrastructure projects. While most of the significant slopes on the site are manmade, there are some natural slopes in the southwest corner of the property adjacent to the Continental Country Club development. The site is dominated by grasses, annuals, and forest with a concentration of pinion, juniper, and ponderosa trees associated with the site's steep slope area. A number of non-native species are also present on site, including Russian Olive and Siberian Elm trees.

The site is currently undeveloped land that includes an abandoned fueling station on Unit 1. The site can currently be accessed by vehicle along Country Club Drive and East Soliere Avenue. The future residential parcel in the southwest corner of the site has vehicular access through the Continental Country Club development. Pedestrian access is currently available along Country Club Drive providing pedestrian access to the retail Parcels 1 & 2 and Unit 1. In addition there is an existing bus stop on the northwest corner of Soliere and Country Club.

Adjacent Uses

County Club & I-40 is currently bordered by residential uses to the south and west, by Interstate 40 to the north, and by a mix of commercial and residential uses to the east. This development proposal concentrates the commercial uses near the I-40 and Country Club interchange and provides a significant open space parcel buffering the proposed commercial uses from the existing residential uses to the south and west. The eastern boundary of Unit 1 is shared with both commercial and multifamily residential uses which will be buffered per the City of Flagstaff Zoning Code Section 10-50.60.040.

Natural Resource Protection

The development team has prepared a Natural Resource Protection Plan (NRPP) in support of the Preliminary Plat submittal. This plan illustrates the conceptual limits of disturbance on site with the associated natural resource impacts anticipated from the development. EcoPlan Associates, Inc. was commissioned to prepare a Biological Resource Survey which included locating and assessing the onsite forest canopy per the City of Flagstaff Zoning Code requirements in Section 10-50.90.070A and identifying any wetlands. A revised version of this report was included in the 2nd submittal of the Conceptual Plat. A slope analysis was prepared by Cardno Inc. demonstrating the area of each slope category identified in the City of Flagstaff Zoning Code, Section 10-50.90.050 and is reflected on the NRPP. An Archaeological Inventory was prepared by PaleoWest Archaeology to identify any architectural or historic preservation sites that might impact development potential. This report was previously submitted to the City with the 1st Concept Plat submittal. The floodplains on site were identified utilizing the current FEMA FIRM mapping and City of Flagstaff delineations.

Steep slopes have been classified on the Natural Resource Protection Plan as either Natural or Manmade slopes. This development proposal will meet the Slope Protection Threshold as defined in the City of Flagstaff Zoning Code, preserving no less than 60% of slopes between 17% and 24.99%, no less than 80% of slopes between 25% and 34.99% and not disturbing any natural slopes above 35%. Manmade slopes are identified and calculated on the Natural Resource Protection Plan; however, the impacts to these slopes are not regulated by the City of Flagstaff Zoning Code.

The Archaeological Inventory found no sites that would be considered eligible for listing on the National Register of Historic Places. The Biological Resource Survey found no locations on site that support riparian vegetation or wetlands and there are no apparent endangered species on site to address. The Floodplains on site are categorized as Urban Floodplains by the City of Flagstaff. All adjustments proposed by this development within the Urban Floodplain will be coordinated with the City of Flagstaff Stormwater Manager and will process through the CLOMR / LOMR process to revise the existing Floodway and Floodplain.

The Natural Resource Protection Plan demonstrates the development proposal's potential impact on each of the inventoried resources. The County Club & I-40 project will abide by the limits set forth in the City of Flagstaff Zoning Code for impacts on Natural Resources. This development proposal will remove most of the canopy identified in Parcels 1 & 2 and Unit 1 as defined by the Preliminary Plat while preserving forest canopy associated with the natural slopes within Parcels 4, 5 and 6.

Based on current zoning, the areas zoned HC are calculated together as commercial to demonstrate compliance to the Commercial Forest Resource Protection Threshold of 70%.

Based on current zoning, the areas zoned RR & HR are calculated separately from the commercial parcels to demonstrate compliance with the Residential Forest Resource Protection Threshold of 50%.

When portions of Parcel 4 are rezoned as described above under the Project Proposal and Future Rezoning sections of this narrative, a revision to the NRPP will be filed which transfers the Forest Resources between the rezoned residential and commercial areas of Parcel 4 to show that the project on a whole still meets the Forest Resources requirements for the commercial and residential development areas of the project.

During the Preliminary Plat review process, City staff asked the development team to provide a calculation demonstrating that a future rezoning on Parcel 4 can comply with current resource protection requirements. Although the portion of Parcel 4 that will be proposed as residential zoning in the future is not yet finalized, we have prepared exhibits reflecting one logical and possible revision to the residential versus commercial zoning boundaries in order to show that there is a scenario that will meet the NRPP requirements. See the attached Exhibits 1 & 2 demonstrating the potential revisions to the zoning boundaries with the associated calculations.

Traffic

A comprehensive traffic impact analysis (TIA) has been submitted to fulfill the traffic study requirements associated with preliminary plat approval. The applicant has been working with the City's traffic and transportation engineers during the completion of the traffic impact analysis, and the applicant has provided the City with trip generation estimates for the project, as requested by the City for the City's use in updating the Flagstaff Area Metropolitan Organization (FMPO) regional traffic model (RTM) with new land use information for the Country Club & I-40 project.

As part of the Country Club & I-40 project, Soliere Avenue will be improved to provide access to commercial parcels 1 & 2. Improvements to Country Club Drive will be installed to provide access to Unit 1 and to restrict access to Parcel 2. Public street access to Parcel 4 is already available via Oakmont Drive.

Access to each of the three commercial parcels will be provided by separate and distinct access drives connecting to either Country Club Drive for Unit 1; the realigned Soliere Avenue for Parcel 1; or both in the case of Parcel 2.

Unit 1 will be provided access at two locations along the east side of Country Club Drive. Right in/right out only access will be provided at the southernmost access drive, and full movement access will be provided at the northernmost access drive. Right turn deceleration lanes will be provided on the northbound approaches to both Unit 1 access points. Left turn access into and out of the northern access drive will be provided by removing a portion of the existing raised median on Country Club Drive, and replacing it with pavement, traffic signing, and pavement markings, and new median curbing at the limits of the removal, appropriate to define a southbound left turn lane for entering traffic, and to allow both entering and exiting left turns to be made at this access point.

The existing curb-to-curb width of Country Club Drive equals or exceeds the City of Flagstaff standard widths of both a 5-lane major collector (as Country Club Drive, to the south of I-40, is currently classified), and a 4 lane divided minor arterial (as Country Club Drive is classified across and to the north of I-40), therefore no widening will be necessary to provide the median opening and southbound left turn lane providing the above-described left turn access into Unit 1.

Based on current proposed uses for Unit 1, we do not anticipate a need for traffic signal control at either of the proposed Unit 1 entrances, and that stop sign control of traffic exiting Unit 1 would result in less impact, than would a signal, on through traffic flow along Country Club Drive.

Parcel 2 will be provided access at two locations along the south side of Soliere Avenue, and at one location along the west side of Country Club Drive. The Country Club Drive access drive will be restricted to right in and right out only. A raised median will be installed in Country Club Drive adjacent to the Parcel 2 driveway to prohibit left in and left out access. A raised median on Soliere Avenue will restrict the easternmost access drive on Soliere Avenue to right in and right out. The westernmost access drive for Parcel 2 will occur west of the Soliere Avenue median, and the

driveway and median will be configured to allow all movements to the aligning opposite side access drive for Parcel 1.

Parcel 1 will have driveway access at six locations along the north side of the realigned Soliere Avenue. The Parcel 1 driveway to be located closest to Country Club Drive, will be restricted to right in / right out movements only, and the other five driveways will be full movement driveways.

Future traffic projections for Soliere Avenue, through 2030, do not warrant more than one travel lane in each direction. A second eastbound (south side) travel lane will be provided with this project, within the limits of the Parcel 2 frontage and a second westbound (north side) travel lane will be provided with this project, along the majority of Parcel 1 frontage as shown on the Preliminary Plat. These "second lane" segments will be provided, in lieu of a separate right turn deceleration lane for both of the Parcel 2 (Soliere Avenue) driveways, and for the four easternmost of the Parcel 1 driveways. The two westernmost Parcel 1 driveways will each be provided a separate right turn deceleration lane, instead.

As compared to constructing separate right turn lanes for each driveway, and only two travel lanes that directly benefit through traffic; the "second through lane in lieu" option being proposed effectively increases the overall capacity of Soliere Avenue to serve project traffic and non-project (or "background") traffic and gives the City increased capacity for future regional traffic increases. This option will provide a "slow lane" for turning traffic to use and allow through traffic to avoid being delayed by traffic decelerating to enter and/or accelerating to exit a driveway.

Improvements will be installed to the extent necessary to mitigate the impacts this project would have on traffic conditions and traffic signal infrastructure at the intersection of Country Club Drive and Soliere Avenue/Cortland Boulevard. Generally speaking these improvements consist of the construction of a separate right turn deceleration lane on the southbound approach (west side of Country Club Drive) to the intersection, and any traffic signal equipment modifications necessary to accommodate the proposed right turn lane.

No other off-site improvements, over and above those necessary to provide direct access to each of the proposed commercial parcels and lots, and to provide a separate southbound right turn lane on Country Club Drive, immediately north of Soliere Avenue, as described above, are anticipated to be needed nor constructed with this project.

Pedestrians and Bicycle Access

Vintage Partners desires to create a development that fosters pedestrian and bicycle access and will work with the City to identify connections to existing trails, walkways and bike lanes at or near the site.

Pedestrian access to Unit 1 is already provided by sidewalk that runs along the east side of Country Club Drive, for the entire length of Unit 1. Improvements to this segment of sidewalk, as needed to accommodate driveways, right turn deceleration lanes and other off-site improvements associated with Unit 1 development, as well as connection of Country Club

sidewalk to the internal pedestrian circulation system within Unit 1, will be installed with the infrastructure.

The sidewalk on Country Club Drive continues south to (and beyond) Soliere Avenue/Cortland Boulevard. At the Country Club/Soliere/Cortland intersection, a pedestrian activated traffic signal, ADA ramps marked crosswalks provide pedestrian connections between Unit 1 and Parcels 1 and 2. Pedestrian access to future development on Parcels 1 and 2 will be provided with this project, as sidewalk is not currently provided along either parcel's Soliere Avenue frontage.

The north side sidewalk will run from Country Club Drive, west to the western limit of Parcel 1. The south side sidewalk will run from Country Club Drive, west beyond the western limit of the project to connect to the existing sidewalk approximately 200-feet west of the project. Cross walks are proposed in the vicinity of Driveway 1D to allow pedestrian crossing of Soliere Avenue between Parcels 1 & 2 and near the west end of Parcel 1 to allow pedestrians from the west to cross over to Parcel 1. Pedestrian median refuge islands will be provided within the center turn lane on Soliere Avenue to provide a safe haven for pedestrians. The pedestrian routes described above will provide access to the internal pedestrian circulation system within Parcels 1 & 2 and Unit 1 of the Plat which, in turn will provide access to each building's public access point.

Bicycle lanes exist along both sides of Country Club Drive, and any portions of these lanes disturbed by improvements associated with this project will be restored. Bicycle lanes do not currently exist along Soliere Avenue within the limits of this Project. Bicycle lanes will be provided along both sides (and within the public right of way) of the segment of Soliere Avenue to be realigned and otherwise improved with this project. The above-described bicycle facilities will provide alternative transportation access to and between the proposed commercial development parcels of the Plat.

Utilities

The City of Flagstaff has jurisdiction over the existing public water, sanitary sewer and storm drainage facilities adjacent to and traversing the project site. Arizona Public Service (APS) is the local provider for electricity, Unisource delivers natural gas, and Century Link distributes telephone and cable TV. According to the project's ALTA survey, electric, natural gas and communications facilities exist onsite and/or adjacent to the project. At this time there are no known capacity issues. We have begun communication with the dry utility providers to discuss service to the new development and needed relocations.

The project site is well served by existing public waterlines and wastewater collection systems, some of which will need relocation and/or abandonment as the site develops. The City Utilities Division has provided a letter dated June 10, 2013 waiving the requirement for a Water & Sewer Impact analysis. Proposed relocations and new water & sewer infrastructure are shown on the Preliminary Plat drawings.

Existing storm water facilities impacting the project include a 24-inch diameter storm drain line in Country Club Drive. Additionally, there are several culverts of various size conveying storm water under I-40, Country Club Drive and existing Soliere Avenue, across the project site and into the Rio de Flag.

Proposed utility improvements include abandonments and system extensions. Existing utilities in Soliere Avenue will need to be abandoned and new lines will be installed along the proposed Soliere Avenue alignment. This will provide the necessary backbone system to serve Parcels 1 and 2. Unit 1 is expected to be served by utility extensions from Country Club Drive. No extensions are anticipated for Parcel 4 prior to its development but adequate facilities exist on the site.

Stormwater and Floodplain

The Rio de Flag has been identified by the Federal Emergency Management Agency (FEMA) as a Special Flood Hazard Area (SFHA). A significant portion of this project falls within the SFHA identified as a Zone “AE”. The project intends to reclaim some of this SFHA by means of fill to elevate the building pads above the base flood elevation and the re-alignment of Soliere Ave. Care will be taken to maintain an adequate conveyance corridor and volume for the Rio de Flag. A Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) will be processed. The City of Flagstaff Floodplain Administrator has already reviewed and approved the CLOMR application for submittal to FEMA. The CLOMR Application was delivered to FEMA offices in Alexandria, Virginia on October 8, 2013.

All development parcels will drain to the Rio-de-Flag drainage way. After significant analysis and meetings with City Floodplain staff it was agreed that this project should not develop under a standard retention / detention concept rather it should take a storm water volume impact approach to the level pool floodplain. The three commercial development Parcels 1 & 2 and Unit 1 will retain the first half inch of storm water on site for infiltration in accordance with the City Low Impact Development (LID) requirements. The balance of storm water will be routed to the Rio-de-Flag drainage way, via shallow infiltration sumps that will be enhanced with vegetation. The total storm water volume generated from the commercial development parcels over and above existing conditions and the first half inch of LID storage being addressed on site, will be compensated for by adding an equivalent or greater amount of storage in the Rio-de-Flag Floodplain thereby mitigating the impact of the development on the current flooding conditions. The portion of Parcel 4 to be developed as residential development in the future has also been accounted for in the overall storage calculations contained in the drainage reports supporting the Preliminary Plat.

Section 404 Permitting

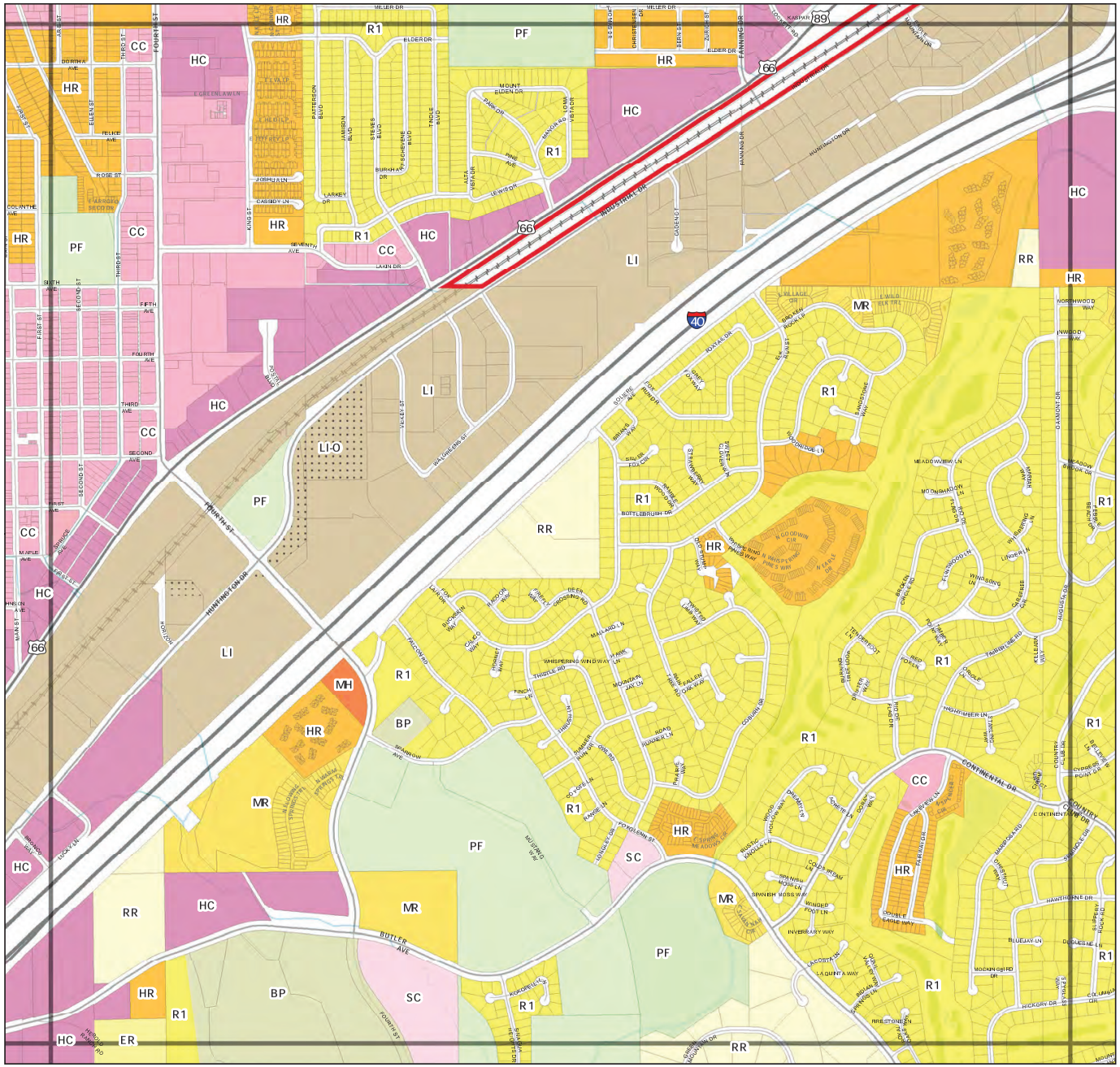
The low flow channels of the Rio de Flag and Fanning Drive Wash have been identified by the U.S. Army Corps of Engineers as a Waters of the U.S. in a Preliminary Jurisdictional

Delineation dated August 24, 2012. The site is intended to be developed with minor disturbances to the Waters of the U.S. for a temporary construction road and for widening of Soliere Ave and culvert improvements at Fanning Drive Wash. These disturbances will be designed to meet the terms and conditions of the Nationwide Permit Numbers 12 and 14. We received a Nationwide Permit Verification letter from the Corps of Engineers dated September 24, 2013 permitting the project to proceed as proposed. A copy of the letter was sent to City Planning staff for the City's records.

Phasing

Unit 1 may develop prior to the lower areas associated with the re-alignment of Soliere and grading of the floodplain areas. In general Unit 1 can develop independently of Unit 2, but there is a long term drainage interaction reflected in the designs and on the preliminary plat. Interim drainage improvements will be installed with Unit 1 allowing it to stand on its own which may include a temporary storm water basin on one of the parcels in Unit 1 or on areas of Parcel 1 between Country Club and the existing Soliere.

City of Flagstaff Zoning Map 10



Residential Zones:

- Rural Residential (RR)
- Estate Residential (ER)
- Single-family Residential (R1)
- Single-family Residential Neighborhood (R1N)
- Medium Density Residential (MR)
- High Density Residential (HR)
- Manufactured Housing (MH)

Commercial Zones:

- Central Business (CB)
- Highway Commercial (HC)
- Commercial Service (CS)
- Community Commercial (CC)
- Suburban Commercial (SC)

Industrial Zones:

- Business Park (BP)
- Light Industrial (LI)
- Light Industrial Open (LI-O)
- Heavy Industrial (HI)
- Heavy Industrial Open (HI-O)

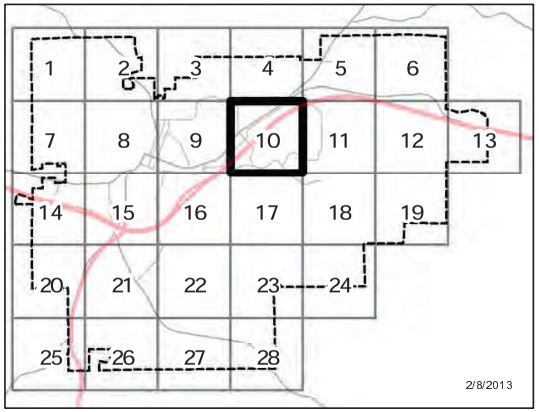
Resource and Open Space:

- Public Facility (PF)
- Public Lands Forest (PLF)
- Open Space (OS)

- Airport Overlay Zone
- Downtown Overlay Zone
- Townsite Overlay Zone
- Landmark Overlay Zone
- City Limits
- Parcels

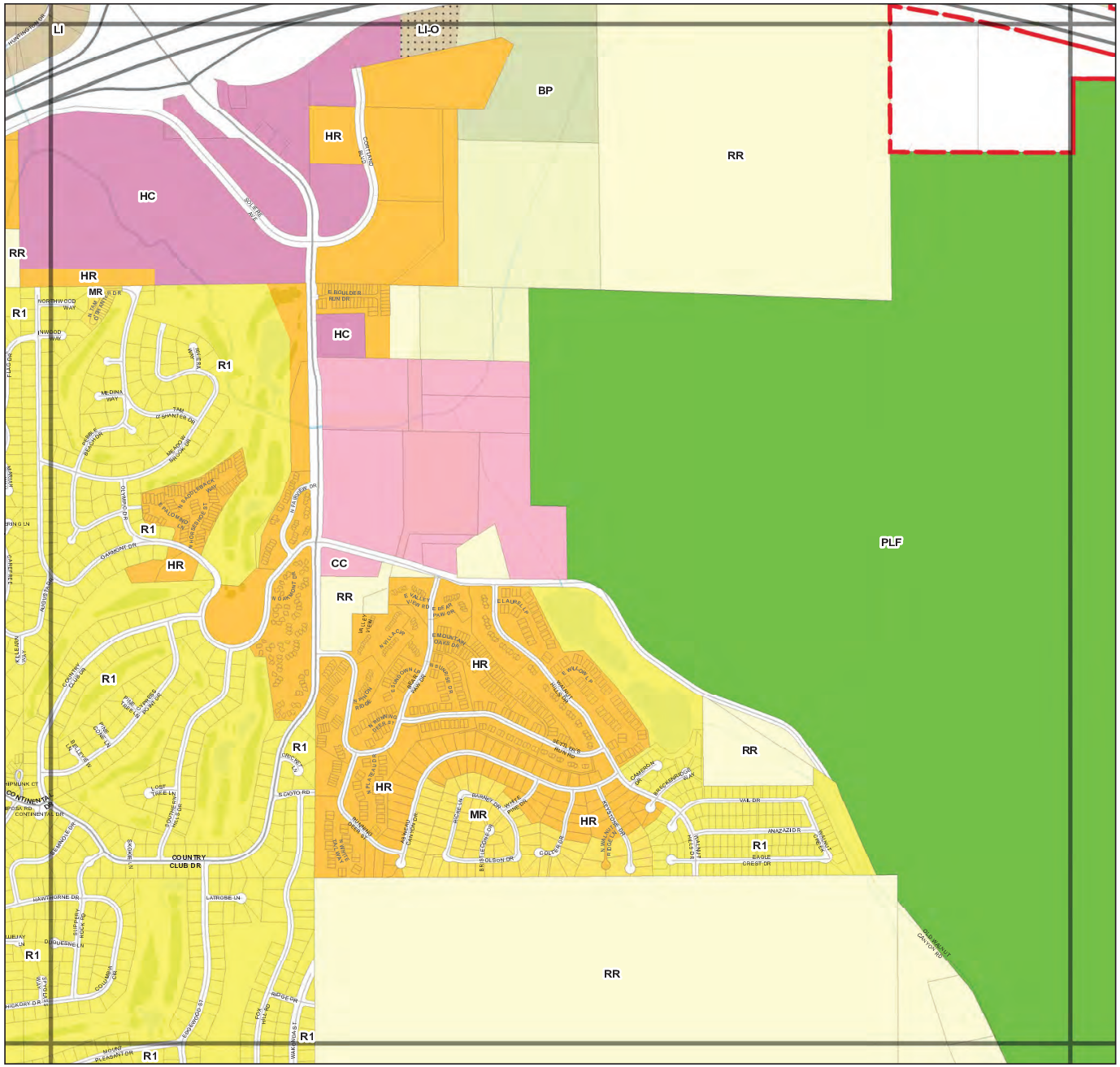
0 500 1,000 1,500 2,000 Feet

This map is known as the "City of Flagstaff Official Zoning Map" or the "City of Flagstaff Official Regulating Plan," and is intended to implement the City of Flagstaff Zoning Code per Ordinance 2011-20 adopted on 11/01/2011 and all subsequent amendments. These maps are based on the most accurate graphic information available at the time they were produced. The City of Flagstaff furnishes these maps "as is" and assumes no responsibility for their accuracy. All zoning information should be verified by legal description whenever possible.



2/8/2013

City of Flagstaff Zoning Map 11



Residential Zones:

- Rural Residential (RR)
- Estate Residential (ER)
- Single-family Residential (R1)
- Single-family Residential Neighborhood (R1N)
- Medium Density Residential (MR)
- High Density Residential (HR)
- Manufactured Housing (MH)

Commercial Zones:

- Central Business (CB)
- Highway Commercial (HC)
- Commercial Service (CS)
- Community Commercial (CC)
- Suburban Commercial (SC)

Industrial Zones:

- Business Park (BP)
- Light Industrial (LI)
- Light Industrial Open (LI-O)
- Heavy Industrial (HI)
- Heavy Industrial Open (HI-O)

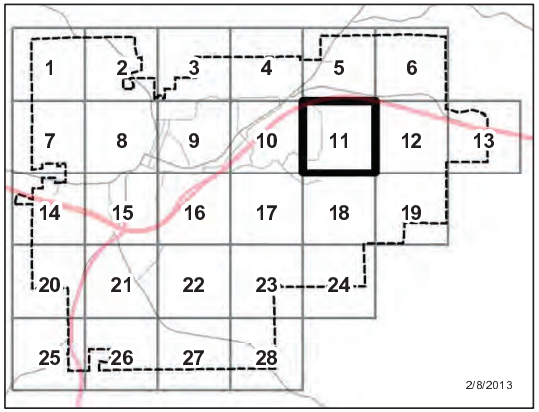
Resource and Open Space:

- Public Facility (PF)
- Public Lands Forest (PLF)
- Open Space (OS)

- Airport Overlay Zone
- Downtown Overlay Zone
- Townsite Overlay Zone
- Landmark Overlay Zone
- City Limits
- Parcels

0 500 1,000 1,500 2,000 Feet

This map is known as the "City of Flagstaff Official Zoning Map" or the "City of Flagstaff Official Regulating Plan," and is intended to implement the City of Flagstaff Zoning Code per Ordinance 2011-20 adopted on 11/01/2011 and all subsequent amendments. These maps are based on the most accurate graphic information available at the time they were produced. The City of Flagstaff furnishes these maps "as is" and assumes no responsibility for their accuracy. All zoning information should be verified by legal description whenever possible.



2/8/2013