

**PLANNING AND DEVELOPMENT SERVICES REPORT
FLAGSTAFF REGIONAL PLAN 2030 AMENDMENT**

PUBLIC HEARING
PZ-15-00077-02

DATE:
MEETING DATE:
REPORT BY:
CONTACT:

October 22, 2015
October 28, 2015
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928-213-2616

REQUEST:

A minor *Flagstaff Regional Plan 2030* amendment request by the City of Flagstaff to change the area type designation on Map 21 and 22 from Future Urban, Future Suburban, and Area in White to Existing Suburban for approximately 28.7 acres located at 3200 West Route 66.

STAFF RECOMMENDATION:

Staff recommends the Planning and Zoning Commission forward the minor *Flagstaff Regional Plan 2030* amendment to the City Council with a recommendation for approval.

PRESENT LAND USE:

Undeveloped land in the Future Urban, Future Suburban, and Area in White “area type” categories.

PROPOSED LAND USE:

Existing Suburban area type, which would accommodate the development of a proposed municipal public works facility.

NEIGHBORHOOD DEVELOPMENT:

North: Vacant land, Area in White regional plan area type;
East: Vacant land, Area in White area type; Manufactured Home Community, Area in White area type; Vacant land, Park/Open Space area type;
South: Vacant land, Future Urban area type; River Outfitters business, Future Urban area type;
West: Historic McAllister Ranch buildings, Future Suburban area type.

REQUIRED FINDINGS:

The Planning and Zoning Commission shall find that the proposed *Flagstaff Regional Plan 2030* (the “Plan”) amendment meets the requirements of the General Plan and Subdivision Code (City Code Title 11).

In considering the request for an amendment to the Plan, the goals and policies in the Regional Plan should be considered to ensure that the requested change to the Future Growth Illustration is in conformance to the overall vision of the Plan. “The Flagstaff Regional Plan establishes the vision for the future growth and development of Flagstaff and its surrounding area through goals and policies” (p. III-4). “General plans are not static documents; they recognize growth as a dynamic process, which may require revisions to the plan as circumstances or changes warrant” (p. III-1).

STAFF REVIEW:

Introduction/Background Discussion

This request is the second of three related items on the Commission's agenda; the first item is identified as an Annexation request and the third item is a Zoning Map amendment request.

The applicant, City of Flagstaff, is requesting a minor *Flagstaff Regional Plan 2030* (FRP 2030) amendment to ensure conformance with a proposed Zoning Map amendment to allow for the development of a new public works facility consisting of 87,280 square feet of buildings, associated parking and outdoor storage. The developed public works site will cover approximately 24 acres. The proposed map amendment to the FRP 2030 will affect approximately 28.7 acres of land depicted on the Future Growth Illustration (Maps 21 and 22). The McAllister Ranch compound which is not part of the proposed public works facility is designated Future Suburban, thus that area is not part of the amendment. The ranch compound is on the same 44.01-acre parcel as the proposed public works yard. The subject site is located on the north side of West Route 66 between Woody Mountain Road and Flagstaff Ranch Road. The property was acquired by the City of Flagstaff in September 2001.

A Regional Plan Amendment is required for expanding or changing the boundaries of one area type to another area type. Specifically, a "minor" amendment is appropriate when changing an urban area type less than or equal to 10 acres to a suburban area type. As discussed below, 9.7 acres of Future Urban is proposed to be changed to Future Suburban, and requires a minor Regional Plan Amendment.

Access to the development will be created from Route 66 by improving an existing driveway that is located 800 feet west of Woody Mountain Road. There is a network of existing and planned trails in this area. A connection will be constructed to a future Flagstaff Urban Trail System (FUTS) trail which is designated over the existing dike road that leads to the Clay Avenue Wash, compatible with the Flagstaff Urban Trail System plan (Map 26). The entire site contains forest resources which are distributed evenly and there is a small knoll with slope resources at the southeast corner of the site. Portions of the site are located in the 100-year and 500-year floodplain which tie into the Clay Avenue Wash. These areas, which are not designated Rural floodplains, will be managed per storm water requirements.

Flagstaff Regional Plan 2030 Amendment Request

As discussed in the "How This Plan Works" chapter (page III-4), the *Flagstaff Regional Plan 2030* is used in the regulatory decision-making process by the Planning & Zoning Commission, City Council and City staff. The Commission and the Council are responsible for making development decisions such as zoning map amendments or annexations, approval which depends on whether the proposed changes or projects are consistent with the Plan's goals and policies. The Future Growth Illustration on Maps 21 and 22 (same map; one is regional scale and one city scale) and the text of the Plan will provide supplemental information for the interpretation of goals and policies. In case of any conflict between the Future Growth Illustration and the Plan's goals and policies, the goals and policies will prevail. The Future Growth Illustration has two types of land use designations: "Area Types" describe the placemaking context of Urban, Suburban or Rural, and "Place Types" such as activity centers and corridors provide the framework for the density, intensities and mix of uses within the area types. This application proposed to change the area type but not the place type for this project. Staff considered the question of why a portion of an Urban Activity Center place type should contain a Suburban area type. This is a Neighborhood Urban Activity Center (rather than Regional) which is described as "smaller, mixed-use centers at intersections of Circulation Corridors and Access Roads; with access to surrounding neighborhood; with local goods and services, public spaces...transit and FUTS access (IX-36)." Based on the existing and future employment numbers the public works facility will require, the development is reflective of an urban activity center. On the other hand, the intensity and style

of the buildings and site layout will be suburban in character. This explains why staff is recommending that the 44 acres proposed to be annexed will be designated as Suburban area type and the portion of property within the existing city limits, located between the 44 acres and Route 66 will maintain both the Future Suburban and Urban area types. Further, this property will be utilized for forest resource protection/landscaping and a small parking area for the facility. The site also has a designation of "White" and within these areas their existing entitlements are retained and have no assigned area type. In most cases, these parcels are public lands held by the Forest Service or City. With this request "White" will, if approved, be assigned Existing Suburban area type.

Attached are exhibits comparing the existing Future Growth Illustration map to the proposed Future Growth Illustration map. These maps and any applicable text of the FRP 2030 should be considered in the context of the plan's goals and policies. A discussion of the FRP 2030 goals and policies including Environmental Planning & Conservation, Water Resources, Community Character, Growth Areas and Land Use, Transportation, and Public Facilities is provided below. A complete analysis of applicable goals and policies is included in the attached "General Plan Analysis for McAllister Ranch Public Works Yard" prepared for the City of Flagstaff by SWI.

The applicant provided the following reason for the request: The current public works facilities are undersized and no longer have the capacity to serve the growing population of the City. Due to being undersized, the current facilities are unable to expand. After analyzing several different sites, the City has identified the McAllister Ranch property as the ideal location for the public works facility. Cost estimates were compiled in spring of 2014 that compared the McAllister Ranch site to a site on Cortland Boulevard on the east side of the City. The development costs of each site were similar, but the City does not own the Cortland site. Aside from additional costs to purchase the property, the McAllister Ranch also has more room for future expansion.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

Dark Skies

Goal E&C.5. Preserve dark skies as an unspoiled natural resource, basis for an important economic sector, and core element of community character.

The intent of the lighting system is to only light portions of the site that are being used, and to do so in a manner that significantly reduces lumens. The City and design team have already held several meetings with the dark sky community to incorporate new ideas. Constructing a public works facility would most likely emit less light than if the site were rezoned to a denser commercial or residential use.

The Outdoor Lighting Permit-Lumen Calculations provided with the Site Plan application propose to use 599,766 lumens on the 24-acre developed site. The overall site is 45 acres which would allow up to 25,000 lumens per acre (1,125,000 lumens) per the Flagstaff Zoning Code. The Public Works department is voluntarily reducing the maximum lumen calculation to be based on the developed 24 acres only, which permits a maximum of 600,000 lumens. The Lumen Calculations include a note that the entire system is dimmable and there are five zones planned, each with independent motion sensors. Narrow-spectrum amber LED lamp types are proposed with the exception of six color rendition (white LED) fixtures at primary entrance locations to buildings.

Greenhouse Gas Emissions And Energy Consumption

Goal E.1. Increase energy efficiency.

Policy E.1.4. Promote cost effective, energy-efficient technologies and design in

all new and retrofit buildings for residential, commercial, and industrial projects.

Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation:

a. Public Transportation

b. Bicycles

c. Pedestrians

Goal E&C.1. Proactively improve and maintain the region's air quality.

Policy E&C.1.2. Pursue reduction of total emissions of high-priority pollutants from commercial and industrial sources and area-wide smoke emissions.

Goal E&C.2. Reduce greenhouse gas emissions.

Policy E&C.2.1. Encourage the reduction of all energy consumption, especially fossil-fuel generated energy, in public, commercial, industrial, and residential sectors.

Goal T.3. Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built environment.

The new facility will be much more energy efficient than the current facilities, which has been constructed over the course of over 50 years using outdated design and construction techniques. The buildings will be constructed with newer technology that will provide better insulation, lighting, and heating/cooling systems.

Easy access to I-40 will allow for less traffic on S. Milton Road from the public works trucks and easier flow for the public transportation services. Trash trucks accessing the east side of town will use less fossil fuel and emit fewer emissions than they currently do, since they will use I-40 rather than the stop and go traffic through town. The transportation pathways, bike lanes and FUTS, opportunities to and from the public works yard will encourage the reduction of fossil fuel emissions from the use of every-day vehicles. These pathways will encourage community members to bike and walk to and from their daily activities.

McAllister Ranch is further from the large concentration of people in town; therefore, it will likely emit fewer pollutants directly into the community. The new facility will use existing transportation infrastructure, thereby minimizing impacts on the environment.

A future FUTS path on the east side of the property as well as a FUTS path extension along the south side of the Route 66 frontage road will be constructed at a future date as development increases in the area. FUTS paths allow for the surrounding natural area to remain preserved while providing an area for pedestrians and bicyclists. Refer to Map 26 for an illustration of the Flagstaff Urban Trails System.

Habitat Protection

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 E&C.7. Give special consideration to environmentally sensitive lands in the development design and review process.

Policy E&C.9.2. Construction projects employ strategies to minimize disturbed area, soil compaction, soil erosion, and destruction of vegetation.

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

Trucks and other equipment will be washed regularly at the onsite wash station. This will help minimize the spreading of invasive plants. A Resource Protection Plan was put together for this project. The code requires all commercial/public lands projects to conserve 30% of the forest resources. This project will conserve 53%

of the forest resources and will dedicate areas of property on the south, west, and north sides of the site as permanent resource protection areas. There is also a prominent “knoll” with slope resources on the southeast corner of the site that will be 100% preserved. The construction of the new public works facilities will disturb a minimal area and preserve vegetation surpassing the requirements of the Flagstaff Zoning Code.

The site is not located within any wildlife corridors and is also outside the grasslands and big tree designated areas as illustrated in Map 7: Significant Natural Resources. The mapped wildlife corridor and wildlife passage under I-40 is located west of this site.

Water Conservation

Goal WR.3. Satisfy current and future human water demands and the needs of the natural environment through sustainable and renewable water resources and strategic conservation measures.

Policy WR.3.3. Integrate sound water conservation and reuse systems into new and updated public facilities.

Goal WR.4. Logically enhance and extend the City’s public water, wastewater, and reclaimed water services including their treatment, distribution, and collection systems in both urbanized and newly developed areas of the City to provide an efficient delivery of services.

Policy WR.4.3. Development requiring public utility services will be located within the Urban Growth Boundary.

The wash building will be equipped with a sand/oil separator. Some of the water will be re-used to the maximum extent possible. As a public works facility the site will use less water than if it were rezoned to a residential or denser commercial use. In addition to using less water, native and drought tolerant landscaping will be used throughout the site. Stormwater runoff will be routed into landscape areas before it leaves the site. This will provide landscape areas with water as well as help reduce sediment and other debris prior to entering Clay Avenue Wash.

Per Map 21, the project is within the Urban Growth Boundary and will be changing to Existing Suburban. Public utility services will be provided to the project. Water will be provided by an existing 18” waterline on the north side of Route 66, and sewer service will be provided by extending an 18” sewer line from the northeast area of the site. The extension of the 18” sewer line will enhance and extend the City’s public wastewater services for future development in the area, which will provide an efficient delivery of services.

Water Quality

Goal WR.5. Manage watersheds and stormwater to address flooding concerns, water quality, environmental protections, and rainwater harvesting.

Goal WR.6. Protect, preserve, and improve the quality of surface water, groundwater, and reclaimed water in the region.

Policy WR.6.4. Encourage low-impact development practices.

A drainage impact analysis was performed for this site. A retention basin will be constructed within the Clay Avenue Wash regional detention basin that will accommodate the increase in runoff volume. In addition, the retention basin will act as a water quality component to capture potential harmful contaminants from the public works site, and prevent the contaminants from flowing downstream. The retention basins will also satisfy the City’s low-impact development (LID) requirements.

The site is also being designed to accommodate critical facilities. The finish floor elevations of buildings storing hazardous chemicals will be higher than the 500-year floodplain water surface elevations.

The property currently drains towards the northwest on to the Clay Avenue Wash. The slopes within the site are generally 2% - 3% towards the wash. The site will be graded to match the existing slope of 2% - 3% in order to provide a relatively flat surface for heavy equipment parking. The site will be graded away from the buildings and into landscape areas. This will increase the time of concentration, which will in turn lower the runoff rate.

Heritage Resources

Policy CC.2.3. Mitigate development impacts on heritage resources.

Policy T.4.3. Design transportation facilities and infrastructure with sensitivity to historic and prehistoric sites and buildings, and incorporate elements that complement our landscapes and views.

The existing McAllister Ranch homestead will be preserved in place. The emergency secondary access will also be constructed such that it will not impact the historic property. The site layout was designed for the administration building to be a focal point. The administration building will allow employees to start their day at the building before walking to the building they work in.

Compact Development

Policy LU.5.2. Promote infill development over peripheral expansion to conserve environmental resources, spur economic investments, and reduce the cost of providing infrastructure and services.

Policy LU.5.6. Encourage the placement of institutional and civic buildings centrally within a neighborhood to promote walkability and multi-use recreation spaces.

Policy LU.10.1. Prioritize connectivity within all urban neighborhoods and activity centers.

Goal ED.9. Promote redevelopment and infill.

The proposed project is not consistent with Policies LU 5.2 and LU 5.6. This site is constructed further away from town, which has increased costs due to infrastructure improvements to Route 66 and sewer improvements. It also does not place civic buildings centrally within neighborhoods. As West Route 66 is developed, the site will become more walkable. Furthermore, this site is already owned by the City (a significant cost savings) and has room for future expansion of buildings within the site. This site is also ideal for a public works facility due to the sensitive lighting zone. The public works yard will emit much less light pollution than a residential development. For redevelopment and infill, see discussion on the current public works facility under goals and policies for Existing Public Works Property.

Employment In Suburban Area Types And Activity Centers

Policy LU.6.2. Consider commercial core areas, corridors, activity centers, employment centers, research and development parks, special planning areas, and industrial uses as appropriate place types and area types for employment opportunities.

Policy LU.13.9. Use open space and FUTS trail to provide walking and biking links from residential uses to employment, shopping, schools, parks, and neighborhoods.

Policy LU.18.2. Strive for activity centers and corridors that are characterized by contextual and distinctive identities, derived from history, environmental features, a mix of uses, well-designed public spaces, parks, plazas, and high quality design.

Policy LU.18.5. Plan for and support multi-modal activity centers and corridors with an emphasis on pedestrian and transit friendly design.

The new public works facility will provide additional employment opportunities in the area. The intersection of Route 66 and Woody Mountain Rd. is designated as the node of a future Urban Activity Center place type which is appropriate for employment uses.

The current paved and striped shoulder will continue to provide bicycle connectivity to Route 66. Internal walkways will provide connection between the site and Route 66 in order to encourage biking and walking. At this time there are no planned public transit connections, but as development occurs along West Route 66 there could possibly be future transit connections. The proposed land use category for this project is existing suburban. The buildings and site layout will have a suburban appearance and will preserve the historic McAllister Ranch complex. There is a future park planned for the area northwest of the McAllister Ranch Homestead. Trail connectivity between the park and Public Works Facility will be provided by the future FUTS trails in the area.

Great Streets And Corridors

Policy CC.1.4. Identify, protect, and enhance gateways, gateway corridors, and gateway communities.

Goal CC.3. Preserve, restore, enhance, and reflect the design traditions of Flagstaff in all public and private development efforts.

Goal CC.4. Design and develop all projects to be contextually sensitive, to enhance a positive image and identity for the region.

Policy T.4.2. Design all gateway corridors, streets, roads, and highways to safely and attractively accommodate all transportation users with contextual landscaping and appropriate architectural features.

Policy PF.2.4. Support quality civic design for all public facilities.

The site is considered a gateway site per Map 12 of the FRP 2030. Space for a potential gateway monument will be incorporated into the project. The site is intended to be designed as a visually appealing project in order to provide a better gateway to Flagstaff along West Route 66. The vehicular and pedestrian entrance at Route 66 will be enhanced using contextual landscaping such as boulders, native plants with seasonal color, and split-rail fencing. The future sidewalk along Route 66 will meander where necessary to preserve larger pine trees. The development will be mostly screened by a large natural buffer.

The north side of Route 66 will be improved with this project. Improvements will include two through lanes, a continuous two way left turn lane, a bike lane, and curb and gutter. This is consistent with the City's Major Arterial cross section. The site will conserve 53% of the tree resources, a prominent rocky "knoll", and the floodplain within Clay Wash.

The Administration building will be designed to meet City design standards. The intent is to construct a visually appealing project for people entering the City limits. The administration building design reflects early industrial age aesthetic which has a combination of masonry and humble exposed steel overhangs. Decorative masonry cornices on parapets. There are also some subtle references to the historic Route 66.

Public Services

Policy LU.7.2. Require unincorporated properties to be annexed prior to the provision of City services, or that a pre-annexation agreement is executed when deemed appropriate.

Policy LU.7.3. Require development proposals to address availability of adequate public services.

The property is being annexed into Flagstaff city limits prior to utility services being provided. The site is also being designed according to the City's engineering and zoning standards.

Existing Public Works Property

Policy LU.I 0.3. Value the traditional neighborhoods established around downtown by maintaining and improving their highly walkable character, transit accessibility, diverse mix of land uses, and historic building form.

Policy LU.I 0.5. Consider vacant and underutilized parcels within the City's existing urban neighborhoods as excellent locations for contextual redevelopment that adds housing, shopping, employment, entertainment, and recreational options for nearby residents and transit patrons.

Goal LU.9. Focus reinvestment, partnerships, regulations, and incentives on developing or redeveloping urban areas.

The current public works facility will be environmentally remediated. This could promote infill development and possible reinvestment in an existing neighborhood. Moving the public works yard from the property will increase livability of the neighborhoods in the surrounding areas. This relocation will improve the neighborhood and the entire community.

Transit, Bicycle And Pedestrian

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

Policy T.1.2. Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation improvement projects.

Policy T.1.6. Provide and promote strategies that increase alternative modes of travel and demand for vehicular travel to reduce peak period traffic.

Policy T.1.8. Plan for development to provide on-site, publicly-owned transportation improvements and provide adequate parking.

Policy T.6.2. Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails.

Policy T.6.5. Provide short- and long-term bicycle parking where bicyclists want to travel.

Not all traffic generated by public works needs to access downtown on a daily basis. Relocating the facility to McAllister Ranch from Thorpe Park will reduce the amount of heavy vehicles accessing Route 66 and Milton Road. This will likely reduce traffic along Milton Road during peak traffic periods. Additionally, the close proximity to I-40 was also a bonus when investigating potential sites for a new public works facility. This will provide better access to the east side of town.

Access to future FUTS will also allow for pedestrians and bicyclists to remain safe as well as reducing vehicular traffic to the site. There is also a paved and striped shoulder currently running past the McAllister Ranch. Secure bicycle parking will be provided at the facility. The combination of these items will encourage employees and the general public to ride their bicycle or walk to the facility. There are no known ride-sharing programs at this time, but it is highly likely the employees will participate in bike to work week. Although the site has not been designed to accommodate a NAIPTA bus stop, it is anticipated that bus stops will be constructed in the future as this part of the City develops and expands to this portion of the City.

Public Facilities And Emergency Management

Policy PF.1.1. Consider climate resiliency and preparedness in community planning and development to be better prepared for changing conditions.

Policy PF.1.2. Allocate available public resources necessary for the City and County to prepare and adapt for natural and human-caused hazards so that all government operations support community resiliency.

Policy PF.2.3. Provide accessible public facilities and services in strategic locations.

Policy PF.3.4. Maintain emergency management operations to protect life and property during disaster events in natural hazard areas and built environments.

Public works trucks will be able to execute emergency management easier from the McAllister Ranch site. There is quick access to I-40 at Flagstaff Ranch interchange from the proposed site. Snowplow operations will also be more efficient for trucks servicing the east side of town. One of the many good features of the site is the ability to house critical facilities. This includes many of the large trucks and other equipment the City could potentially use to assist the community in the event of a major snowstorm, flooding, fire incident, and even a major freeway accident. All critical facilities, including vehicle and equipment parking, will be located outside the 500-year floodplain. Both the primary and emergency secondary access points are also located outside the 500-year floodplain. This will help Public Works staff to assist the community in the event of a large flood. Site circulation has also been designed to provide ease of access to and throughout the site.

Policy Analysis

In summary, the city-owned McAllister Ranch property has been identified as the ideal location for a new public works facility. This list below identifies several key points and community benefits supporting (+) or not supporting (-) the proposed amendment:

- + The West Route 66 location affords easy access to I-40 and the east side of town;
- + The location improves the ability to execute emergency management;
- + Existing transportation infrastructure and existing water infrastructure is available at this site;
- + The proposed outdoor lighting plan will use a state-of-the-art system to help preserve dark skies;
- + The development will conserve 53% of the forest resources and the abundance of trees will help screen the public works facility;
- + The project relocates the facility and truck traffic out of a residential neighborhood and creates an opportunity for appropriate redevelopment within the neighborhood;
- + The project will provide employment for approximately 146 full-time employees in a Future Urban Activity Center;
- The West Route 66 location is not an infill development and is not placed within a neighborhood which would promote walkability;
- + Although not an infill development, the proposed site is within the Urban Growth Boundary and can be efficiently and effectively provided facilities and services by the City.

PUBLIC FACILITIES AND SERVICE IMPACT ANALYSIS: See Annexation Report PZ-15-00077 for complete Public Impact Analysis discussion.

Other Requirements

Included as an attachment to the Zoning Map amendment staff report are: Citizen Participation Report, approved Site Plans (JWA and SWI), Building Elevations, Zoning Exhibits.

Public Input

Public hearings before the Planning and Zoning Commission and City Council are conducted in conjunction with the Zoning Map amendment request. In accordance with Arizona Revised Statute and Section 10-20.30.080 (p. 20.30-9) of the Zoning Code, notice of the public hearings was provided by placing an ad in the Daily Sun, posting notices on the property, and mailing a notice to all property owners within 1200 feet of the subject property (exceeding the 300-foot requirement).

In accordance with Section 10-20.30.060 of the Zoning Code (p. 20.30-5), a Citizen Participation Plan was prepared and implemented prior to the scheduling of the public hearings and a copy of the Citizen Participation Report is attached to the rezoning report for review by the Planning and Zoning Commission and City Council. As of this writing, Planning staff has received one e-mail dated 10/16/15 from a property owner south of the subject site (see attached email). The citizen had a question concerning why the request to change the designation of the subject site to Existing Suburban when the area appears to be more rural. Staff provided a response via e-mail including a link to the Future Growth Illustration for the subject site area. Since the area has paved roads and water infrastructure, and the proposed facility will bring employment, it is considered a Suburban area type rather than Rural which would have minimal services and employment.

RECOMMENDATION:

Staff believes that the proposed amendment to the regional plan is supportable under the guidelines of the *Flagstaff Regional Plan 2030*, and would recommend approval of the proposed amendment.

Attachments:

- Minor Regional Plan Amendment Application and applicant's General Plan Analysis
- Future Growth Illustration – Existing
- Future Growth Illustration – Proposed
- Map 26 FUTS System
- Citizen e-mail dated October 16, 2015
- Public Hearing Legal Advertisement