

## COMBINED SPECIAL MEETING/WORK SESSION AGENDA

CITY COUNCIL COMBINED SPECIAL MEETING/  
WORK SESSION  
TUESDAY - OCTOBER 13, 2015

COUNCIL CHAMBERS  
211 WEST ASPEN AVENUE  
6:00 P.M.

### **SPECIAL MEETING**

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**

*NOTE: One or more Councilmembers may be in attendance telephonically or by other technological means.*

MAYOR NABOURS  
VICE MAYOR BAROTZ  
COUNCILMEMBER BREWSTER  
COUNCILMEMBER EVANS

COUNCILMEMBER ORAVITS  
COUNCILMEMBER OVERTON  
COUNCILMEMBER PUTZOVA

4. **Public Hearing:** Providing staff and consultants rate study presentation prior to modifying water, wastewater, reclaimed water and stormwater rates and fees. ***(Staff/consultant presentation and public comment regarding rate adjustment)***

**RECOMMENDED ACTION:**

Continue the public hearing

5. **Adjournment**

### **WORK SESSION**

1. **Call to Order**
2. **Preliminary Review of Draft Agenda for the October 20, 2015, City Council Meeting.\***

*\* Public comment on draft agenda items may be taken under "Review of Draft Agenda Items", at the discretion of the Mayor. Citizens wishing to speak on agenda items not specifically called out by the City Council for discussion under the second Review section may submit a speaker card for their items of interest to the recording clerk.*

- A. **Discussion of the proposed La Plaza Vieja Neighborhood Specific Plan**

**3. Public Participation**

*Public Participation enables the public to address the council about items that are not on the prepared agenda. Public Participation appears on the agenda twice, at the beginning and at the end of the work session. You may speak at one or the other, but not both. Anyone wishing to comment at the meeting is asked to fill out a speaker card and submit it to the recording clerk. When the item comes up on the agenda, your name will be called. You may address the Council up to three times throughout the meeting, including comments made during Public Participation. Please limit your remarks to three minutes per item to allow everyone to have an opportunity to speak. At the discretion of the Chair, ten or more persons present at the meeting and wishing to speak may appoint a representative who may have no more than fifteen minutes to speak.*

**4. Discussion regarding a proposed Intergovernmental Agreement between the City of Flagstaff and the Summit Fire District for shared services.**

**5. Review of Draft Agenda Items for the October 20, 2015, City Council Meeting.\***

*\* Public comment on draft agenda items will be taken at this time, at the discretion of the Mayor.*

**6. Public Participation**

**7. Informational Items To/From Mayor, Council, and City Manager; future agenda item requests.**

**8. 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. in accordance with the statement filed by the City Council with the City Clerk.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Elizabeth A. Burke, MMC, City Clerk



## Memorandum

**2. A.**

### CITY OF FLAGSTAFF

**To:** The Honorable Mayor and Council  
**From:** Sara Dechter, AICP, Comprehensive Planning Manager  
**Co-Submitter:** Roger Eastman, Zoning Code Administrator  
**Date:** 09/17/2015  
**Meeting Date:** 10/13/2015



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#### TITLE:

**Discussion of the proposed La Plaza Vieja Neighborhood Specific Plan**

#### DESIRED OUTCOME:

Discussion of the proposed La Plaza Vieja Neighborhood Specific Plan in preparation for a public hearing on October 20th. Consideration of proposed replacement pages to address the condition of approval from the Planning and Zoning Commission.

#### EXECUTIVE SUMMARY:

The intent of the La Plaza Vieja Neighborhood Specific Plan (Specific Plan) is to provide a clear and comprehensive guide for compatible reinvestment that preserves and enhances the neighborhood character. Staff has worked closely with the neighborhood association, residents and property owners to find solutions to the challenges posed by regional transportation demands, entitlements in the Highway Commercial zone, and preservation of historic homes, affordable housing and neighborhood character. The Planning and Zoning Commission voted 4-1 to recommend approval with conditions of the Specific Plan to the City Council on September 23, 2015.

#### INFORMATION:

##### **COUNCIL GOALS:**

- 7) Address key issues and processes related to the implementation of the Regional Plan
- 8) Improve effectiveness of notification, communication, and engagement with residents, neighborhoods and businesses and about City services, programs, policies, projects and developments

##### **REGIONAL PLAN:**

- Goal LU.4. Balance housing and employment land uses with the preservation and protection of our unique natural and cultural setting.
- Goal LU.10. Increase the proportion of urban neighborhoods to achieve walkable, compact growth.
- Goal NH.1. Foster and maintain healthy and diverse urban, suburban, and rural neighborhoods in the Flagstaff region.
- Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.

#### BACKGROUND AND INFORMATION

The La Plaza Vieja Neighborhood Specific Plan (Specific Plan) is the first specific plan proposed since the 2005 Lone Tree Corridor Study was completed, and the first since the adoption of the Flagstaff Regional Plan 2030 (FRP30). Work on the Plan began in 2008, and paused in 2012 to allow FRP30 work to be completed.

## SPECIFIC PLAN

The purpose of a Specific Plan is to provide a greater level of detail for a specific geographic area or element of the General Plan (FRP30), and to provide standards for the systematic implementation of the General Plan (City Code 11-10.30.010). The La Plaza Vieja Neighborhood Plan is warranted based on the need to respond to the “development and/or revitalization of unique character districts” (City Code 11-10.30.020).

The Specific Plan application includes all the elements required by City Code 11-10.30.030.D, including a Site and Area Analysis, Concept Plan, and a complete Specific Plan proposal with all required map and text elements. The Specific Plan will be incorporated by reference and will be added into FRP30 as part of a list of amendments on a new page following Page XV-6.

## REGIONAL PLAN CONFORMANCE

The Specific Plan is in conformance with the Natural Environment, Built Environment, and Human Environment sections of FRP30. Most of the narrative material that usually accompanies a plan amendment is found in the Specific Plan, except for the narratives related to Regional Plan Conformance, potential impacts and community benefits, which can be found in the attachment, General Plan Amendment Narrative.

Specific plans conform to the City’s General Plan (FRP30), and can provide “measures required to insure the execution of the General Plan” (City Code 11-10.30.020 and 11-10.30.030). FRP30 contains more generalized policy statements than the Regional Land Use and Transportation Plan that preceded it. The vision of the document for future development of land uses included specific plans being produced on a regular basis to inform the development review process for a particular topic or area. FRP30 envisioned several purposes for specific plans:

- “land designations for future growth patterns, and the Future Growth Illustrations (Maps 21 and 22) identify the area types of urban, suburban, and rural character. It is expected that more detailed plans, specific plans for activity centers, public facility planning, and neighborhood plans will define the context and particulars for development, reinvestment, and conservation” (FRP30 p. IX-2).
- “The City and County use area plans, neighborhood plans, and area specific plans to create design standards based on community input” (FRP30 p. VIII-19).
- Corridor Plans (Policy LU.19.1)

The La Plaza Vieja Specific Plan implements FRP30 within the first two purposes and provides information that can be integrated into later corridor studies relevant to this planning area. As a freestanding document included in FRP30 by reference, the Specific Plan keeps project specific information out of the general policy document and keeps it organized together in a single place.

In the La Plaza Vieja Neighborhood, the FRP30 policies supporting increased regional transportation connectivity and growth of activity centers are in conflict with policies that promote the preservation of community character, neighborhoods and historic districts. The Specific Plan’s goal is to clarify how these policies can be implemented in a compatible and unified way, while acknowledging the need for flexibility in making future trade-offs. This will ensure that there is clarity and consistency in how City decisions in this area implement FRP30. One way this is accomplished is by bringing in FRP30 an goals and policies that are most relevant and should be more heavily weighted in this area than other factors. On Page 49, the Specific Plan states, “If an FRP30 goal or policy is tied to a goal in the Specific Plan, then it should be weighted more heavily in future decision-making than a goal that is not listed in this chapter. The exception to this is if a Corridor Plan for South Milton Road or Route 66 comes to a different conclusion than the Specific Plan, then that Corridor Plan would take precedence in transportation and infrastructure decisions.” This goal is also accomplished by providing multiple streetscape scenarios that take into account possible future conditions in the Concept Plan (See Specific Plan pages 30-36).

## PROPOSITION 207

Adoption of a Specific Plan will not trigger successful Proposition 207 claims because specific plans are

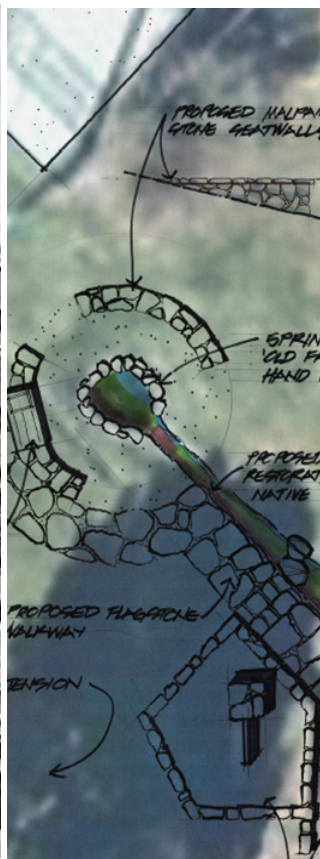
not land use laws and do not change existing zoning entitlements.

## COMMUNITY INVOLVEMENT

Notes, agendas, and a narrative of how public comments were considered are provided in the attached Public Participation Report. There is a separate attachment for a Summary of Commission Recommendations. The neighborhood and community were involved in the update of the neighborhood plan in number ways during the past year:

- 1) The La Plaza Vieja Neighborhood Association (LPVNA) had representatives who were involved in the core team for all phases of the project. Staff also gave monthly updates at the LPVNA meetings on the 1st Wednesday of every month.
  - 2) A November kick-off public meeting informed the public about the process and involved the public in identifying the scope of the update. These meetings were not intended to reinvent the document entirely but to build on past collaborative efforts. For instance, the planning boundary was an area of agreement among the participants and was therefore not reconsidered as part of the project scope (See Boundary description attachment for more details.)
  - 3) In January, the City held two workshops and one open house to discuss major policy issues and to provide feedback on a first draft of the updated concept plan.
  - 4) The Planning and Zoning Commission reviewed a pre-public review draft of the plan at an April 2015 work session.
  - 5) A draft of the updated Specific Plan was made available in May 2015 for approximately 60 days prior to the first Planning and Zoning Commission Hearing to allow adequate time for public review and comment to be incorporated. During these 60 days, the neighborhood association convened a neighborhood meeting and the City held a public meeting at the Old Town Springs Park and a working session with the City Council.
  - 6) The Planning and Zoning Commission held a work session and two public hearings, one at City Hall and one at the Flagstaff Aquaplex in August and September 2015. During this timeframe, staff also presented the Specific Plan to the Transportation Commission, Bicycle Advisory Committee, Pedestrian Advisory Committee, and Heritage Preservation Commission, all of whom recommended the Plan for adoption. All conditions that were part of commission motions prior to September 23 were incorporated into the draft presented to the Planning and Zoning Commission as part of the hearing on that date.
- The Planning and Zoning Commission's motion to recommend the La Plaza Vieja Neighborhood Specific Plan to City Council for approval included a condition for the modification of a new boundary line between the Transition Area and Commercial Edge to be drawn by staff with input from the interested parties along with any modifications to policies necessary to support a new boundary. The Transition Area and Commercial Edge are neighborhood policy areas identified on page 26-27 of the Plan. Staff met with members of the public who commented on the boundary on Wednesday, September 30, 2015 and amended the Transition Area boundary to include more properties along South Malpais Lane and the west end of Clay Ave and an additional property along Blackbird Roost. These changes expanded the regional scale activity center's core, and better accounted for changes in access that may result from a McCracken Street Extension. Several policies and implementation strategies under Goal 6 were moved, added, or changed based on the new boundary. Proposed replacement pages are attached to this staff report.
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**Attachments:** [La Plaza Vieja Neighborhood Specific Plan - September 17, 2015 version](#)  
[Proposed Replacement Pages to address a new Transition Area boundary - October 1, 2015](#)  
[General Plan Amendment Narrative](#)  
[Specific Plan Boundary Description](#)  
[Public Participation Report](#)  
[Summary of Commission Recommendations](#)  
[Comment from Garrett B Schniewind on behalf of Canyon Explorations](#)



# La Plaza Vieja Neighborhood

NEIGHBORHOOD SPECIFIC PLAN – PUBLIC HEARING DRAFT

SEPTEMBER 17, 2015

FLAGSTAFF, ARIZONA

SEPTEMBER 17, 2015

The La Plaza Vieja Neighborhood Specific Plan (Specific Plan or Plan) is a planning document that serves as a roadmap to implement the community's vision. This Plan is not intended to require or preclude any particular action and does not provide specific criteria. Development criteria and standards are located in other documents, such as the Flagstaff Zoning Code (Zoning Code).

This Plan should be viewed as a guide to better understand the community's future vision for the area. The goals, policies, maps, and illustrations within the Plan do not preclude any property owner from exercising their private development rights.

## ACKNOWLEDGMENTS

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### **City Council**

Mayor Jerry Nabours  
Vice-Mayor Celia Barotz  
Councilmember Karla Brewster  
Councilmember Coral Evans  
Councilmember Jeff Oravits  
Councilmember Scott Overton  
Councilmember Eva Putzova

### **Planning & Zoning Commission**

Steve Jackson - Chairman  
David Carpenter  
Stephen Dorsett  
Tina Pfeiffer  
John Stigmon  
Paul Turner  
Alexandra Pucciarelli

### **Project Core Team**

Sara Dechter, AICP – Project Manager  
Jennifer Mikelson – Assistant Project Manager  
Kimberly Sharp, AICP – Past Project Manager  
Laura Bustamante-Myers – La Plaza Vieja Neighborhood Association Outreach Director  
Jesse Dominguez – La Plaza Vieja Neighborhood Association Board President  
Dan Folke, AICP – Planning Director  
Roger Eastman, AICP – Comprehensive Planning and Zoning Code Administrator  
Mark Sawyers, AICP – Current Planning Manager  
David Wessel – Flagstaff Metropolitan Planning Organization Director  
Rick Barrett – City Engineer  
Karl Eberhard – Community Design & Redevelopment Manager  
Andrew Hagglund – GIS Intern  
Clay Donaldson – Planning and GIS Intern  
Tyler Shute – Planning Intern

### **Project Extended Team**

Malcolm Alter, Jeff Bauman, Leah Bloom, Justyna Costa, Sarah Darr, Jim Davis, Mark DiLucido, Martin Ince, Robb Krause, Jim Janeczek, Adam Langford (NAIPTA), Annie Lutes (SWCA), Erika Mazza (NAIPTA), Mike O'Connor, Elizabeth Petroff, Nate Renn, John Saltonstall, Rebecca Sayers, Mike Sheu, Kristin Smith, Kent Snide, Stephanie Stearns (FMPO/NAIPTA), Steve Zimmerman

### **Steering Committee**

Mark Landsiedel, Steve Jackson, David Carpenter, Dan Folke, Roger Eastman, Sara Dechter, Laura Bustamante-Myers, Jesse Dominguez

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## PREFACE

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La Plaza Vieja is a neighborhood of single family homes and a mixed-use activity center. The planning area has examples of historic homes and neighborhood streets, parks, multi-family apartments and automotive, tourism and service-oriented businesses. Many of the commercial uses currently south of Clay Avenue are lower intensity than typical given its proximity to one of the busiest commercial intersections in town. These factors illustrate that La Plaza Vieja is on the verge of a period of reinvestment. The Specific Plan for the La Plaza Vieja neighborhood is designed to help ensure that as reinvestment occurs, La Plaza Vieja's culture, history, and values are recognized and residents benefit from it.

All people desire to live in a safe, attractive, and welcoming neighborhood. Great cities, and the neighborhoods within them, don't just happen. As cities constantly grow and change, we can work to ensure positive changes through good planning. Neighborhood plans provide a means for residents to:

- Identify, preserve, and build on the positive qualities of their neighborhoods;
- Add sense of place, culture, and history;
- Acknowledge and mend existing issues or problems; and,
- Set goals and priorities that will shape the future of the neighborhood.

The first goal for Growth and Land Use in the *Flagstaff Regional Plan 2030 (FRP30)* is "Invest in existing neighborhoods and activity centers for the purpose of developing complete and connected places." **The intent of the La Plaza Vieja Neighborhood Specific Plan is to provide a clear and comprehensive guide for compatible reinvestment that preserves and enhances the neighborhood character** through encouraging:

- Preservation and restoration of historic buildings;
- Quality urban design;
- Enhanced connections between the corridors, activity centers, and the neighborhood; and
- Improved access to services and jobs.

City staff and the Board of La Plaza Vieja Neighborhood Association (LPVNA) have created this Plan together in order to capture the neighborhood's historical and cultural identity, and address threats and opportunities in its present and future. The Plan includes goals and policies for City government and LPVNA, and implementation strategies that have the potential to be funded in the next 20 years. This Plan is a tool for all partners to accomplish a shared vision for the community and the built environment.



# TABLE OF CONTENTS

Index of Tables.....	iii
Index of Maps .....	iii
Index of Figures .....	iv
Introduction.....	i
A Specific Plan.....	ii
Neighborhood History .....	ii
Chapter 1: Site and Area Analysis.....	1
Neighborhood Boundaries.....	1
Surrounding Area.....	2
Demographics and Housing.....	4
People .....	4
Market Analysis .....	5
Housing.....	6
Heritage Resources .....	8
Land Use .....	10
Regional Plan .....	10
Zoning .....	12
Transportation .....	15
Roads .....	15
Transit.....	18
Pedestrian Environment .....	19
Bicycling .....	20
FUTS – Flagstaff Urban Trail System .....	20
Pedestrian and Bicycle Crash Data .....	21
Infrastructure and Neighborhood Services .....	22

Water and Wastewater .....	22
Public Safety .....	23
Stormwater.....	23
Chapter 2: Concept Plan .....	25
What are Neighborhood Policy Areas? .....	26
Concept Map 1: Land Use.....	28
Concept Map 2: Streetscape Scenarios .....	30
Street Cross-Sections .....	34
Illustration 1: West Side Infill Reinvestment .....	37
Illustration 2: Mobile Home Park Redevelopment .....	39
Illustration 3: McCracken Extension Block .....	41
Illustration 4: Commercial Edge Reinvestment .....	44
Illustration 5: Transition Area Adaptive Reuse .....	45
Illustration 6: Park Street Infill .....	46
Single Family Cottages .....	47
Old Town Springs Park .....	50
Chapter 3: Neighborhood Goals and Recommended Policies.....	52
Neighborhood Empowerment.....	53
Parks and Community Spaces.....	54
Preserving Neighborhood Character .....	55
Preserving Historic Identity .....	59
Transportation .....	61
Economic Development.....	64
Infrastructure and Neighborhood Services .....	64
Chapter 4: Implementation Strategies .....	65
Neighborhood Empowerment.....	65
Parks and Community Spaces.....	66

Preserving the Neighborhood Character .....	67
Preserving Historic Identity .....	68
Transportation .....	70
Economic Development .....	72
Infrastructure and Neighborhood Services .....	72
Definitions .....	73
Public Participation .....	81
Appendix 1 – Prioritization of Implementation Strategies .....	82
Appendix 2 – Methodology .....	88
Appendix 3 – Zoning Background .....	90
Density and Intensity .....	90
Summary of Zoning Relevant to La Plaza Vieja .....	91
Appendix 4 – Milton Road Microsimulations .....	93
Appendix 5 – Bibliography .....	94

## INDEX OF TABLES

Table 1: Neighborhood Businesses by Street .....	5
Table 2: La Plaza Vieja Households by Income .....	7
Table 3: Current Density/Intensity and Build-out Potential by Zoning Category .....	12
Table 4: Location of Pedestrian and Bicycle Crashes.....	21
Table 5: Severity of Crashes.....	21

## INDEX OF MAPS

Map 1: Aerial of the La Plaza Vieja Neighborhood Showing the Specific Plan Boundary.....	1
Map 2: Surrounding Neighborhood, Corridor, and Master Plans .....	3
Map 3: Historic Subdivisions and Buildings Previously Inventoried for Eligibility .....	9
Map 4: Future Growth Illustration (from <i>FRP30</i> ) .....	11

Map 5: Zoning Map of Neighborhood and Surrounding Area .....	13
Map 6: Transect Overlay Map of the Neighborhood.....	14
Map 7: Close Up of Future Road Network (from <i>FRP30</i> ).....	15
Map 8: Road Functional Classification .....	16
Map 9: Road Conditions and Bicycle and Pedestrian Infrastructure .....	17
Map 10: Close Up of FUTS Trails (from <i>FRP30</i> ) .....	20
Map 11: Age and Location of Water and Sewer Utilities.....	22
Map 12: Clay Avenue Wash and Rio de Flag Floodplain and Floodway .....	24
Map 13: La Plaza Vieja Neighborhood Policy Areas .....	26

## INDEX OF FIGURES

Figure 1: Planning Pyramid .....	ii
Figure 2: Old Town Flagstaff, 1882 .....	ii
Figure 3: Atlantic and Pacific Railroad Depot .....	iii
Figure 4: Old Town Spring Marker .....	iv
Figure 5: Arizona Lumber Co., 1890 .....	v
Figure 6: Kimberly Melchor (left) and Mr. Baca (right).....	4
Figure 7: Population by Age in La Plaza Vieja      Figure 8: Race and Ethnicity in La Plaza Vieja .....	5
Figure 9: Business Types by Sector .....	6
Figure 10: Existing Home Built in 1920 and Infill Housing on Tombstone Avenue.....	7
Figure 11: Malpais Facade Typical of Historic Cottages .....	8
Figure 12: Adaptive Reuse of the Historic Armory on Clay Avenue .....	9
Figure 13: Illustration of the Relationships between Activity Centers and Place-making .....	10
Figure 14: Illustration of Build-out Using Current Standards .....	14
Figure 15: Examples of NAIPTA Bus Shelter .....	18
Figure 16: Traffic Circles Will Improve Walkability on Florence Avenue .....	19
Figure 17: Narrow Sidewalk, Traffic Volume and Lack of Shelter are Barriers to Walkability on Milton Road .....	19
Figure 18: Clay Avenue Wash at Malpais Lane and Entrance to Arrowhead Village Mobile Home Park .....	23

Figure 19: Cross-Section of a New Minor Collector (69 foot right-of-way) .....	35
Figure 20: Cross-Section of New Local Street (60 foot right-of-way) .....	35
Figure 21: Cross-Section of FUTS Trail through the Neighborhood (24 foot right-of-way) .....	36
Figure 22: Cross-Section of FUTS Incorporated into a Local Street (55 foot right-of-way) .....	36
Figure 23: Alley Loaded Attached Single Family Homes .....	37
Figure 24: Overview of Site with Park .....	37
Figure 25: Alley Loaded Attached Single Family Homes .....	37
Figure 26: Attached Single Family Homes .....	38
Figure 27: Block-Level View of Attached Single Family Homes .....	38
Figure 28: Overview of Mobile Home Park Redevelopment .....	39
Figure 29: Interior View of Apartments .....	39
Figure 30: Birdseye View Showing Corner of Blackbird Roost and Realigned Chateau Drive .....	40
Figure 31: View of Streetscape Heading North on Blackbird Roost .....	40
Figure 32: Overview of the Block South of Clay Avenue, with McCracken Extension .....	41
Figure 33: Commercial Building along Malpais Lane .....	41
Figure 34: View of Shared Parking, West Side of Block .....	42
Figure 35: Three-Story Mixed Use along McCracken Extension .....	42
Figure 36: Multi-Family Facing New Local Street, Mid-Block .....	42
Figure 37: Apartment Houses along Clay Avenue, Looking South East .....	43
Figure 38: Office Building at Blackbird Roost and McCracken Street .....	43
Figure 39: Office Building along Blackbird Roost .....	43
Figure 40: Reduced Impact Mixed-Use Development .....	44
Figure 41: Pedestrian Level View from Milton Road .....	44
Figure 42: Rear Architectural Treatment Facing Malpais Ln .....	44
Figure 43: Overview of Site .....	44
Figure 44: Adaptive Reuse of Old Fire Station along Malpais Lane .....	45
Figure 45: Alternate View of Adaptive Reuse from Milton Road .....	45

Figure 46: Overview of Shared Parking with Milton Commercial.....	46
Figure 47: Birdseye View of Apartments Backing Milton Commercial .....	46
Figure 48: Bungalow 4-Unit Apartment Building.....	46
Figure 49: Single Family “L” home at 1105 W. Lower Coconino Avenue .....	47
Figure 50: Historic home converted to triplex at 907 W. Clay Avenue (front and back yard views).....	47
Figure 51: Single Family Cottages at 829 and 831 W. Coconino Avenue .....	48
Figure 52: Single Family Cottage with covered stoop at 510 W. Tombstone Avenue.....	48
Figure 53: Single Family double "L" home at 923 W. Clay Avenue.....	49
Figure 54: Single Family Cottage on steep slope at 208 W. Dupont Avenue.....	49
Figure 55: Existing Conditions and Conceptual Representation of Improvements .....	50
Figure 56: Illustration of Improvements to Enhance Old Town Springs Park.....	51
Figure 57: Neighborhood Policy Area Photos.....	58
Figure 58: Neighborhood Gateway at Clay Ave and S. Milton Road .....	60
Figure 59: Traffic Calming Circles on W. Tombstone Avenue.....	62
Figure 60: View of Mars Hill from La Plaza Vieja Open Space .....	69
Figure 61: Clay Avenue Streetscape .....	71
Figure 62: An Alleyway in La Plaza Vieja.....	72



## INTRODUCTION

Flagstaff is a northern Arizona city of approximately 65,000 people at an elevation of 7,000 feet. The climate, environment, and architecture draw influences from the Colorado Plateau tradition with a history steeped in lumber, sheep, and cattle. Indigenous settlers were attracted to the region and settled here because of the abundant wildlife and availability of water. Later, La Plaza Vieja developed around a naturally occurring spring named “Old Town Spring,” which still runs today. The goal of this document is to produce a Specific Plan for La Plaza Vieja and the surrounding area which defines future urban patterns identified by the **Flagstaff Regional Plan 2030 (FRP30)** and the community itself, expressed through goals and policies maps, illustrations, and strategies.

The La Plaza Vieja Neighborhood Specific Plan is desired for three main reasons:

**LOCATION**—The proximity of the historic community to Flagstaff’s downtown area and the Northern Arizona University campus attracts residents and businesses seeking a central and walkable location;

**CONNECTION**—Residents of La Plaza Vieja “feel cutoff” from the rest of Flagstaff due to the railroad tracks bisecting the neighborhood to the north, as well as the main arterials of Route 66 and Milton Road creating a psychological and physical barrier into and out of the neighborhood. Efforts to reconnect La Plaza Vieja to the adjacent areas will inject new life and economic opportunities into the community; and

**SENSE OF IDENTITY**—The residents and businesses express a desire to remain a “neighborhood” in the true sense of the word—a friendly, culturally diverse place for all ages to live, work, and enjoy life.

The planning process included a core planning team that guided multiple public meetings with LPVNA and stakeholders. The community meetings identified challenges, opportunities, goals, and projects to implement the Plan. City divisions and other agencies helped develop the feasibility studies and policies to implement the community’s goals (see the Public Participation Plan on the project website for more details).

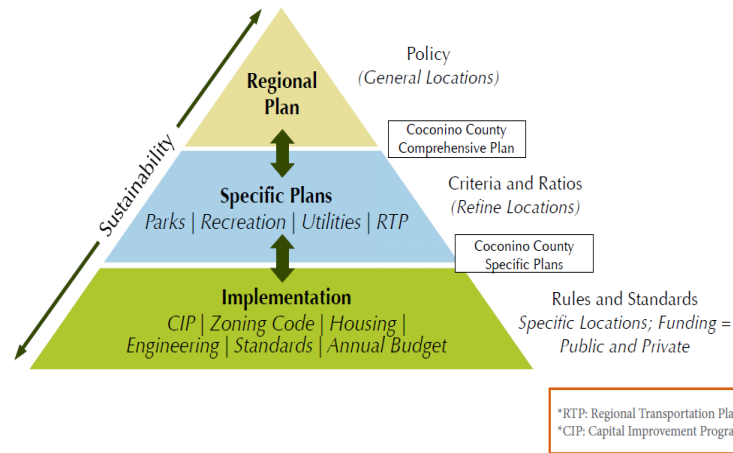
### VISION STATEMENT

***Historical La Plaza Vieja will be a safe neighborhood which respects and preserves the cultural dignity of the neighborhood.***

*La Plaza Vieja enhances growth and development by: **maintaining the architectural language** of the existing buildings and environment; **preserving** a number of historical buildings; **infilling** vacant lots with appropriate buildings; **honoring** significant historical places, names and persons; **enhancing** the community’s culture by promoting a diverse population, housing choices, and a community center for children and adults; **promoting local economic growth** that nurtures local businesses and employs neighborhood residents; and provides **safe and beautiful** streets for pedestrians, bicycles and cars within the neighborhood and connecting to adjacent neighborhoods.*

## A SPECIFIC PLAN

A Neighborhood Plan is a Specific Plan that provides a bridge between the strategic goals and policies in



(FRP30) and the site specific guidelines and standards of the Zoning Code, Engineering Design Standards and Specifications, and other City codes. Implementation strategies in the Specific Plan can be used to inform the Capital Improvement Program's budgeting process and to plan for grant applications.

The document's role in development review is similar to the FRP30. The Specific Plan only applies in discretionary decisions and does not impact existing entitlements. At

the same time, the Plan is also a vision for compatible reinvestment, and is a tool for all developments within the Plan boundaries to preserve and enhance the neighborhood character.

## NEIGHBORHOOD HISTORY

**La Plaza Vieja, "Old Town,"** in the City of Flagstaff is located in northern Arizona near the southwestern edge of the Colorado Plateau, along the western side of the largest contiguous ponderosa pine forest in the continental United States. The history of La Plaza Vieja settlement begins with a mixture of events and people involved with the westward expansion of the railroad after the Mexican and Indian Wars.<sup>1</sup>

### *American Expansion and Influence upon the Settlement of Old Town*

- 1846 - End of the Mexican War and signing of The Treaty of Guadalupe Hidalgo; Mexico confers territories between Texas and California to the United States.
- 1848 - The U.S. Congress began to explore the new territories, sending out various parties to find resources, make maps, and locate paths.
- 1849 - The discovery of gold in California adds fuel to the American expansion westward.
- 1853 - Army Lieutenant Amiel Weeks Whipple arrives in Flagstaff with survey crews in Antelope Spring.
- 1870s - After the Apaches had been driven out to southeastern Arizona, more Europeans began settling the area.



**Figure 2: Old Town Flagstaff, 1882**

<sup>1</sup> The information in this section is based on a 2015 Report on historical Context prepared by Annie Lutes. Historical information was also taken in part from "The Story of Flagstaff," with permission by authors - Richard and Sherry Mangum.

## EARLY HISTORY OF LA PLAZA VIEJA COMMUNITY SETTLEMENT

La Plaza Vieja centered on a water spring and wagon road that was once well-traveled by emigrants going to California. Between 1857 and 1860, these travelers began to settle in the area because the beautiful landscape was rich in resources of grasslands, water, timber, and game. Eventually, sheep and cattle ranchers drawn to the area established ranches. The first permanent settlement was built in 1876, when Thomas F. McMillan built a cabin at the base of what is now called Observatory Mesa (or Mars Hill). In 1880, the Atlantic and Pacific Railroad began to lay track westward from Albuquerque and a settlement began to take shape by a small spring on the slope of Mars Hill—the location of the current La Plaza Vieja neighborhood. The small settlement underwent several name changes beginning with Antelope Spring, then Flagstaff, and finally Old Town after the establishment of a new “town” one half-mile east.

In early 1881, entrepreneurial merchants built businesses along the future railroad for the advance parties of lumber workers who were coming to grade and cut ties in the abundant ponderosa forest. By fall of 1881, Flagstaff boasted a population of 200 and swiftly became a wild railroad town filled with saloons, dance halls, and gambling houses. With the arrival of the Atlantic and Pacific Railroad (now the Burlington Northern Santa Fe Railway) in August 1, 1882, Old Town consisted of ten buildings and became an established stop for water. Sheep ranchers used the railroad to transport wool, and cattle ranchers, drawn by the prospect of free or inexpensive land, could now affordably ship their beef to the eastern market.

In advance of completion of the railroad track and subsequent arrival of the train, businessmen such as E. E. Ayers constructed Flagstaff’s largest lumber mill and began shipping lumber within days after the rails arrived. By winter 1882, Flagstaff was a firmly established town with railroad, livestock, and lumber industries, as well as supporting service industries of merchants, cafes, hotels, and saloons to serve the sheepherders, cowboys, lumberjacks, and train travelers.



**Figure 3: Atlantic and Pacific Railroad Depot**

In the early 1880s, the area north of the railroad right-of-way along West Coconino Avenue had served as Flagstaff’s first commercial row. As these early entrepreneurs tended to live near their businesses, residences were constructed here as well, primarily in the areas north (behind) the south-facing businesses (Cline 1976). With the establishment of the Ayer Lumber Company around the same time, Old Town was set to develop as a center of commerce for the area.

In 1883, the railroad moved their depot about a half-mile east of the Flagstaff settlement so their trains

didn’t have to start up on the steep hillside. Local merchants followed the train depot, building a strip of shops, saloons, and hotels along what became known as Front Street. When a post office was established near the new train depot, the settlement assumed the name of “Flagstaff.” As a result, Flagstaff became two settlements: the original site called “Old Town” and the site near the new depot named “New Town.” Old Town had water, but New Town continued to grow with commerce and soon outgrew the older settlement. A catastrophic fire in 1884 practically wiped out all of Old Town, creating a new slate for growth. The mill escaped the devastation and continued to operate, and, combined with the permanent relocation of Flagstaff’s business district with the railroad depot, the void left in Old Town was quickly filled by new homes. With the establishment of the Arizona

## Introduction

Lumber and Timber Company (AL&T) by 1890, the Old Town area would begin to evolve into La Plaza Vieja, a diverse community of the working middle class that would foster the economic and social growth of Flagstaff.

By the early 1890's, Flagstaff's population reached 1,500 and it became the seat of the newly created Coconino County. In the early days water was provided from the Old Town spring and other small area springs, but there was



**Figure 4: Old Town Spring Marker**

not enough supply to fight several large fires that took a hefty toll. A logical solution was to tap the springs in the San Francisco Peaks, but the cost and logistics were not feasible. After a petition was circulated among the citizens, on May 26, 1894, by action of the Coconino County Board of Supervisors, Flagstaff became an incorporated town. This allowed for the sale of municipal bonds to pay for the water project. Lumber quickly grew into the main industry creating local wealthy entrepreneurs, notably lumber magnate Michael Riordan. Three brothers by the names of Michael, Tim, and Denis Riordan formed the Arizona Lumber and Timber Company. Though Denis would soon move on to California, Michael and Tim would remain in the community making essential contributions to Flagstaff's development, including bringing electricity and building nearby Lake Mary, a reservoir servicing the city. In the late 1800's, the lumber mills operating in Flagstaff were the Saginaw Mill, located at Holiday Inn's current location; the Southwest Mill, at its present location; the Babbitt Mill, a small mill operation on the site of the Town and Country Motel; as well as the Arizona Lumber and Timber Company, located on West Coconino Avenue.

As a result of the various industrial developments that occurred during the 1880s, Flagstaff possessed a diverse cultural and ethnic composition by the late nineteenth and early twentieth centuries. The end of World War I revealed a Flagstaff Townsite developed into distinct socioeconomic and ethnic areas with the neighborhoods north of Santa Fe Avenue housing the working and middle class Anglo families. The areas north and south of the railroad right-of-way in the original Flagstaff Townsite (the northern portions of La Plaza Vieja) had developed into a community of primarily New Mexican families, with a few Mexican and Basque immigrants as well. This diverse cultural element represents an important characteristic of Flagstaff's **heritage**.

## LA PLAZA VIEJA COMMUNITY IN THE 20<sup>TH</sup> CENTURY

The Old Town settlement on either side of the railroad tracks became a neighborhood of principally Hispanic families of New Mexico origin. A sizable population of Mexican immigrants was residing in Flagstaff by 1920, as well as a Basque colony—primarily brought to Flagstaff by the sheep trade.

The Hispanic population and its influence upon Flagstaff is well documented. In the 1920 United States Census, of the 784 families in Flagstaff, 245 families, or 30%, were Hispanic. With only two exceptions, all of the Hispanic families resided in the Southside or Old Town areas of Flagstaff. Today, Old Town, or La Plaza Vieja, faces the challenges of older housing stock, many without owner-occupants to care for them, along with an aging infrastructure and rising land costs, which make infill and redevelopment challenging. The families that still own and live in their homes are active community members, desiring the close-knit "family" and neighborhoods of the twentieth century—one of community festivals, Mexican-American cultural gatherings, and interactive neighbors.

One of the earliest La Plaza Vieja families to come to Flagstaff from New Mexico was the Castillo family. Coming to the area in the 1890s, Senin and Genoeba Castillo had four sons in the sheepherding industry. Building their family

home at 415 West Tucson Avenue in 1911, Castillo later built a rental home behind the main residence around 1925. The year 1911 also marked Nicholas Baca making his residence at 504 West Tucson Avenue. Baca had traveled from New Mexico in 1905 to become a successful sheep raiser in the Flagstaff area. Also residing in La Plaza Vieja were other families with New Mexican heritage including: Paul Rodriguez, Francisco Gallardo, Abencio Anaya, Andres Chavez, Santiago J. Nuanez, Ambrosio Armijo, Manuel Velasco, Francisco Saiz, Rafael Samora, Benigno Trujillo, and Francisco Gurule (Woodward Architectural Group 1993).



The lumber mills brought many workers to Flagstaff, including a sizeable Mexican population, who first settled in “Los Chantes” or Shantytown, where the current Safeway shopping center on Plaza Road stands. The population of Mexican immigrants in La Plaza Vieja for the first half of the twentieth century depended largely on the employment needs of the AT&L Company. The Great Depression hit this community and the company hard. Many Mexican immigrants in the

neighborhood and larger Flagstaff community returned to Mexico during the 1930s (Vance 1992). Other Mexican families then settled and built homes within the current La Plaza Vieja neighborhood, primarily along West Clay Avenue. One of these families was that of Juan Valdivia and his wife, Rosa, who emigrated from Mexico with their four children in 1908 and constructed a home at 802 West Clay Avenue (Woodward Architectural Group 1993). Many of the homes are still present today and belong to the same family many generations later.

Basques families, rather than living in boarding houses, resided in modest homes, sometimes constructed in a vernacular style inspired by the folk habitation of their homeland in the Pyrenees. While none of the residences in La Plaza Vieja appear to demonstrate this Basque tradition, there were Basque residents living in the neighborhood. One unique example may have been Leandro Archuleta, whose surname is traditionally linked to the Basque province of Guipuzcoa, representing a distinctly New Mexican Basque legacy going back to Juan de Oñate’s 1598 expedition (Pearce 1965). It is believed that Archuleta may have built the residence at 519 West Tombstone Avenue in 1912 (the other possibility is Manuel Velasco, whose last name is also Basque-derived). If Archuleta was the builder of this house, he represents both the Basque heritage and New Mexican legacy prominent in Flagstaff at the time. Maximo Jauregui, also of Basque heritage, was another longtime resident of the area, residing in a house he built in 1930 at 611 West Tombstone Avenue. (Woodward Architectural Group 1993).





## CHAPTER 1: SITE AND AREA ANALYSIS

*General Vicinity:* La Plaza Vieja is located in central Flagstaff, west of historic downtown, northwest of Northern Arizona University, and bound by the original Route 66. The Burlington Northern Santa Fe Railway (BNSF) bisects the neighborhood. This area includes 108.7 acres.

La Plaza Vieja falls within Marshall Elementary's school boundaries, and Haven Montessori Charter School, a private preschool and charter elementary school, is located within the neighborhood itself. Middle school students attend Mount Elden Middle School, and high school students attend Flagstaff High School.

### NEIGHBORHOOD BOUNDARIES

**Map 1: Aerial of the La Plaza Vieja Neighborhood Showing the Specific Plan Boundary**



Citizens and businesses involved in the planning process identified and defined their neighborhood boundaries. The group's consensus of La Plaza Vieja boundaries are identified in Map 1 and generally described as follows: Beginning at Milton Road and Route 66; north to West Coconino Avenue; west on West Coconino Avenue—including the properties on the north side of West Coconino Avenue; south across the railroad tracks and along property boundaries; east along West Chateau Drive to Blackbird Roost; south down Blackbird Roost—including the mobile home park on Blackbird Roost—to Route 66; and then east on West Route 66 to Milton Road. The north side of the railroad tracks used to be more accessible because there was no fencing and fewer trains per day. The homes along Lower and Upper Coconino Avenue are still tied to the part of the neighborhood south of the tracks by social, familial and cultural connections. The commercial areas along Route 66 and Milton Road have important modern and historic connections to the neighborhood. The businesses along the edge are frequented by neighborhood residents more than the businesses to the east and south of the neighborhood boundary, because the arterial roads are a

barrier for pedestrians to access other businesses for their day-to-day needs.

### Surrounding Area Plans:

Not all of the listed plans are adopted by the City and they have varying degrees of regulatory authority. They are worth listing here because they all provide vision and direction in some way to the area surrounding La Plaza Vieja.

- 2005 Southside Master Plan
- Downtown Management Plan
- Woodlands Village Master Plan
- NAU Master Plan
- ADOT Route 66 Corridor Management Plan
- Townsite Historic District - Historic Overlay District
- Burlington Northern Santa Fe Railway (BNSF)—plans for a third rail and for underpass for pedestrians and bicycles at Florence
- Rio de Flag Flood Control Project – Clay Avenue drainage improvements

## SURROUNDING AREA

La Plaza Vieja's central location relative to downtown Flagstaff (Downtown), Northern Arizona University (NAU), and the Southside neighborhood means that the surrounding area has been the subject of numerous plans and policies. All of these efforts have had different focuses and scope, but they all influence the physical, social, and economic characteristics of the La Plaza Vieja neighborhood.

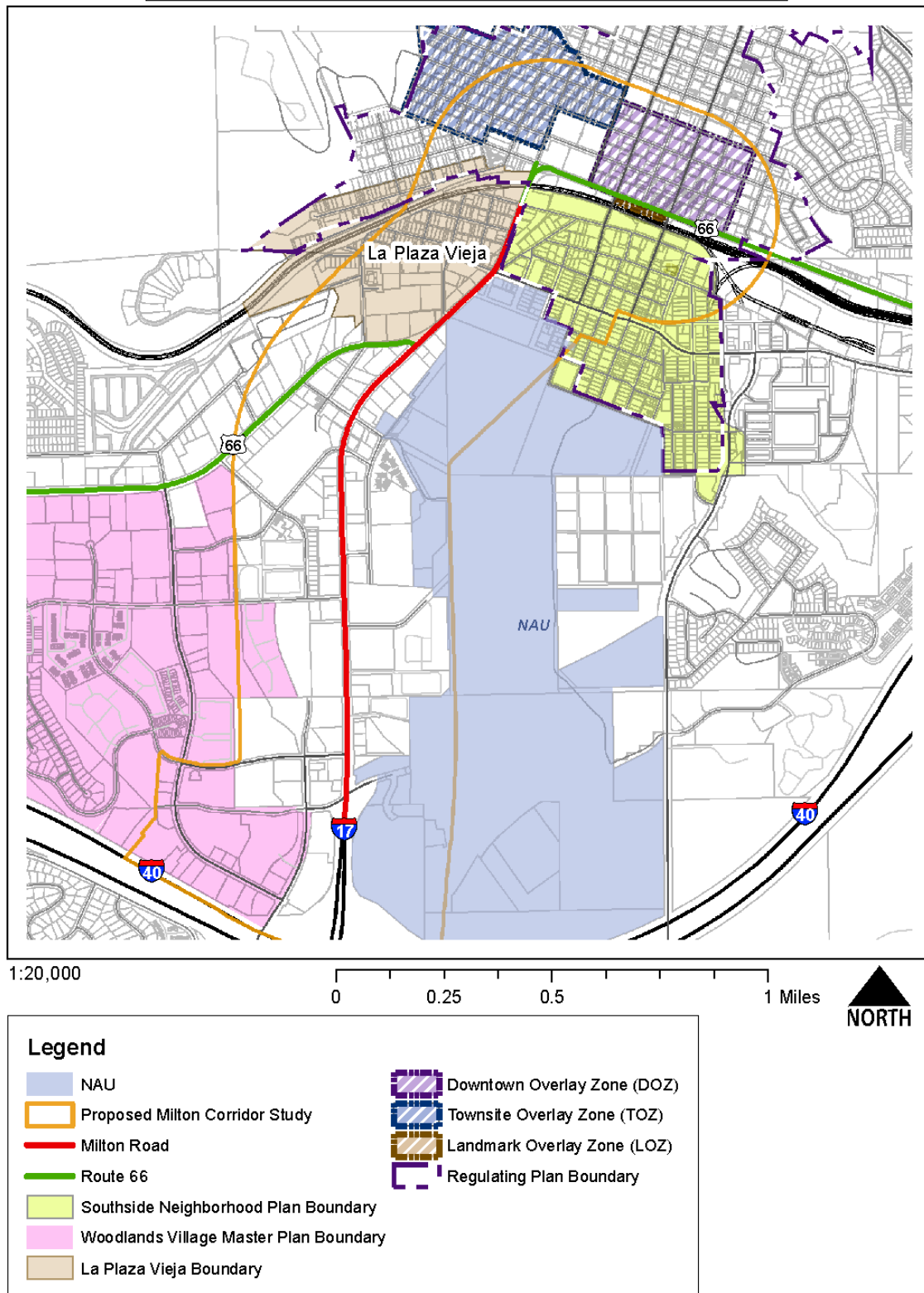
The proximity of the railroad, South Milton Road, Route 66, and Northern Arizona University present obstacles for maintaining the integrity of La Plaza Vieja. Their influence has always been a part of the neighborhood's history, and has consistently presented challenges. It is, therefore, essential that this Plan serve the entire neighborhood and the community-at-large. The staff and participants who worked on this Plan acknowledge that there are trade-offs inherent in this effort and that differing opinions may not be completely resolved. Some issues may require future studies to resolve differences and gather more information. Alternatively, they may be left out of the Plan so they can be addressed through a separate city-wide effort.

The effort to develop a Specific Plan for the La Plaza Vieja neighborhood is influenced by planning efforts of the surrounding neighborhoods, corridors, and areas. Transportation connections, land use regulations, and other city policies for these areas need to be compatible and at the same time be tailored to the specific needs of each area. The shaded areas on Map 2 already have an existing master plan, overlay zone, or area plan. Information about overlay zones can be found in the Zoning Code, whereas other items listed are stand-alone plans. The orange line represents a study of the Milton Corridor that has been proposed and is waiting for funding. The Regulating Plan Boundary determines whether property is subject to regulation by a form-based code for a Traditional Neighborhood Community Plan under the Zoning Code (see Land Use for more information).

All of these area plans and overlay zones must work in concert to ensure the **Flagstaff Regional Plan 2030's** goals of compact development, walkable communities, a healthy business environment, affordable housing, and a safe and efficient transportation system for all modes. South Milton Road and West Route 66 are major gateways into the City and are economic engines for the commercial and retail sectors of our economy. These areas provide housing and services that support NAU. Within this modern framework, the neighborhoods in and around the central business district are the foundation of neighborhood character and **heritage** preservation in our City. Holding these in balance is a responsibility of all planning efforts in this area of Flagstaff, not just the La Plaza Vieja Neighborhood Specific Plan.



Map 2: Surrounding Neighborhood, Corridor, and Master Plans



## DEMOGRAPHICS AND HOUSING

### QUICKFACTS

2010 Estimated  
Population: 1,072<sup>1</sup>

Population Change since  
2000 Census: decreased by  
12%<sup>2</sup>

Total Housing Units: 572<sup>1</sup>

Average Household Size:  
3.0<sup>1</sup>

Renter Occupied: ~80%<sup>2</sup>

Owner Occupied: ~6%<sup>2</sup>

Vacant: ~14%<sup>3</sup>

Median Household Income  
(family of four): \$31,549<sup>2</sup>

Neighborhood Area: 108.7  
acres

Number of Businesses: 80

#### FOOTNOTES

**1.** These estimates are made based on extrapolation of data from three separate Census Blocks that overlap the neighborhood boundary; the West Village area, the residential core of Plaza Vieja, and the Townsite neighborhood north of the railroad.

**2.** These estimates are based on the population of Census Block 53452, which is the residential core of La Plaza Vieja. These estimates exclude data from West Village and the Townsite neighborhood.

La Plaza Vieja consists of approximately 572 housing units, which are characterized by a high ratio of renter-occupied housing to owner-occupied housing (4 to 1). The low average household income within the neighborhood could be attributed to a combination of retired older generation residents (most likely owner-occupied) and a high percentage of Northern Arizona University students. Census information also reports that a number of units do not have kitchen or bathroom facilities.

### PEOPLE



**Figure 6: Kimberly Melchor (left) and Mr. Baca (right)**

La Plaza Vieja has a higher percentage of Hispanic residents than Flagstaff as a whole. Within the Hispanic community, there is a mix of families that are new to Flagstaff who were drawn to the neighborhood for affordability, location, and cultural similarities, as well as families that have lived in the neighborhood for generations. Often, in the latter group, multiple generations have occupied the same residence. This network of cultural and family relationships is essential to maintaining La Plaza Vieja's character.

The demographics of La Plaza Vieja show a younger population (over 50% under 24 years old). The bulk of younger residents are likely renters, but a majority of homeowners are older residents.

Figure 7: Population by Age in La Plaza Vieja

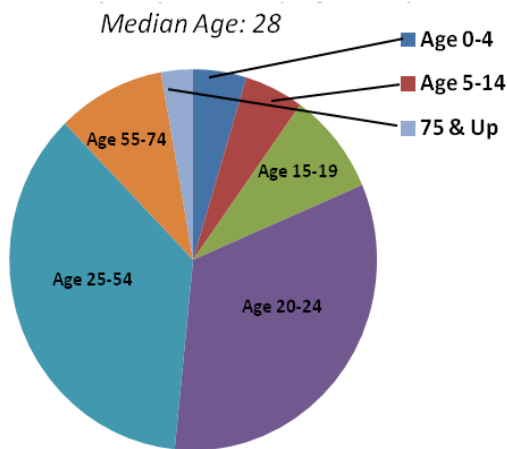
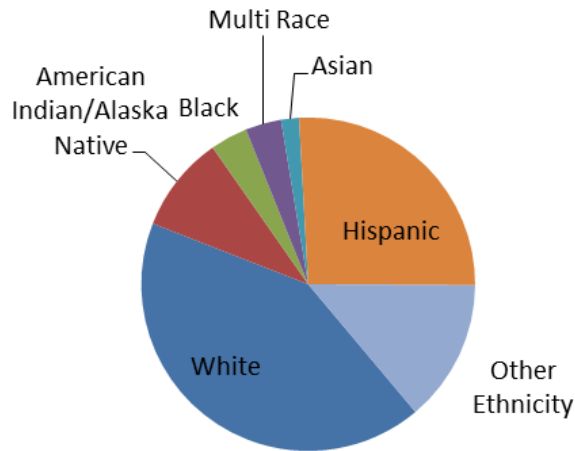


Figure 8: Race and Ethnicity in La Plaza Vieja



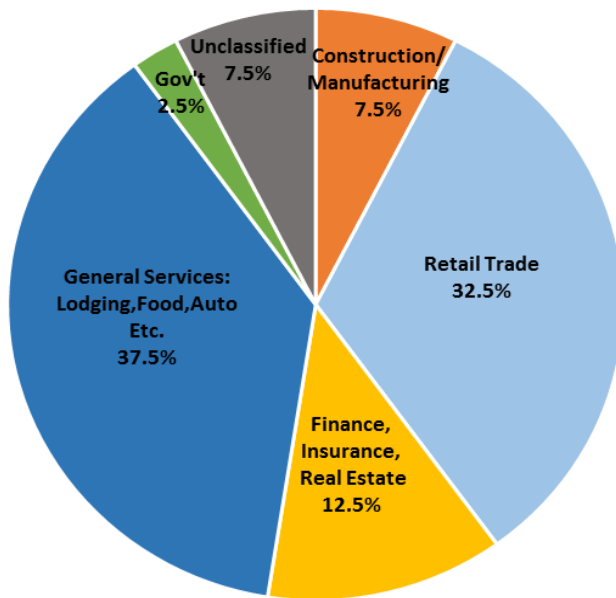
*Data was taken from Central La Plaza Vieja, giving it a rough estimate for entire neighborhood*

## MARKET ANALYSIS

According to the City's records, there are approximately 80 businesses within La Plaza Vieja and the surrounding area. A number of these businesses could be home-based businesses, or businesses that no longer exist. Businesses have employees, customers, and vehicular access needs, from large delivery trucks to motorcycles. Customer parking currently does not cause conflicts, although there are infrequent reports of ballpark traffic that interferes with Clay Avenue businesses, and the distinction between Chateau Drive and Blackbird Roost business parking is unclear.

Table 1: Neighborhood Businesses by Street

<b>Clay Avenue</b>	Natural Grocers; Highland Country Inn; Haven Montessori Charter School; Canyon Explorations Expeditions; Shine & Clean Janitorial; Clay Avenue Car Wash
<b>Malpais Lane</b>	Dept. of Economic Security; College America; Smoketree Ranchers; McCracken Realty
<b>Blackbird Roost</b>	Aspen Landscape; Pro Clean; Eurogeek Motorsports; Vintage Off-Road; Rick's Custom Cycles & Graphics; Ace Automotive; Route 66 Auto Body; Auto Rehab; Mountain Toppers Campers; University Roost Apartments; PLS Stone Masonry Inc.; Consolidated Investment
<b>West Route 66</b>	Batteries Plus; Ogden's Cleaners; Cash Advance; Super 8 Motel/Conference Center; Barnes & Noble
<b>Milton Road</b>	Mike & Rhonda's "The Place"; Golden Memories Antiques; Overdrive Printing Services; Summit Divers; Papa John's Pizza, The "L" Motel; Canyon Inn; Jack-in-the-Box; Dairy Queen; Rodeway Inn; Northern Arizona Stone Creations
<b>Coconino Avenue</b>	Mountain Country Tools; Aspen Digital Printing; Northland Research Inc.



**Figure 9: Business Types by Sector**

The two largest business sectors in La Plaza Vieja are retail trade and general services, which include lodging, food/dining, and automotive and automotive service (see Figure 9). Other business types and subsectors in the area include finance, insurance, real estate, construction, small-scale manufacturing, government services, and some businesses that are listed as “unclassified.” There is a large quantity of home-based businesses and businesses for rental properties in the interior of La Plaza Vieja that do not have store fronts. A number of businesses have recently completed renovations or have been redeveloped, including Natural Grocers and College America. The largest business sector within the neighborhood is general services. The businesses located along Route. 66 and the south end of Blackbird Roost and Milton Road are primarily fast food restaurants and diners, hotels, and automotive services, along with a few other household and

retail services. Due to flooding and the age of the structures, several of the Historic Route 66 motels have water damage or have suffered from lack of maintenance. The interior commercial areas of Blackbird Roost, Clay Avenue, Malpais Lane, and Coconino Avenue have a variety of retail, government services, construction, real estate, and insurance businesses. The existing diversity of uses defines the character of La Plaza Vieja as an established traditional mixed-use neighborhood.

Most daily needs for residents are within a convenient walking distance from the neighborhood. Natural Grocers acts as the local grocery store due to its close proximity. Haven Montessori Charter School is located within La Plaza Vieja, providing a convenient walk for students attending. Other businesses easily accessed from the area include a variety of restaurants, fast food, automotive stores, general retail, and personal services. Although other retail and general services are within a quarter mile walking distance, pedestrians coming from La Plaza Vieja will sometimes have to cross either Milton Road or West Route 66. Crossing these roads can be frustrating and perceived as unsafe due to traffic congestion, lack of sidewalks or crosswalks, and poor maintenance of walkways. Making left turns into and out of the neighborhood except at Clay Avenue and Milton Road, which is a controlled intersection, can also be difficult for residents and customers (for more on walkability and traffic, please see Transportation). Therefore, businesses that depend on convenience as a factor to attract customers are less likely to use the interior commercial areas of La Plaza Vieja.

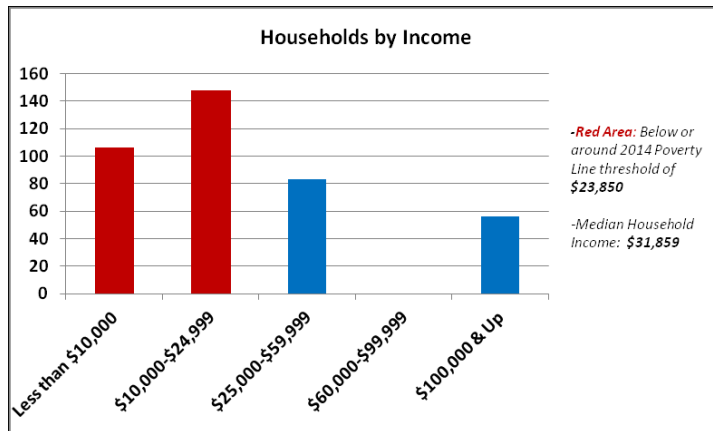
## HOUSING

La Plaza Vieja has some of the oldest housing units in Flagstaff in varying conditions. For the 480 units within the neighborhood’s core Census block (53452), the owner-occupancy rate is 6% while the rental-occupancy rate is 80% (see Quick Facts - page 4). This data shows a 14% vacancy rate in these units in addition to vacant lots from buildings that were once demolished. This high vacancy rate was determined in 2010 during the Great Recession, when there were numerous foreclosures and the rental market was not as good. The current conditions are that



there are very few homes and lots for sale in La Plaza Vieja at this time and few vacant homes. A 14% vacancy rate is historically unusual for La Plaza Vieja given its proximity to the university.

**Table 2: La Plaza Vieja Households by Income**



While its location would be ideal for the building of new homes, apartments, and affordable housing, the cost of land in this neighborhood has made it difficult to develop in the past. The medium income for a family of four in La Plaza Vieja is lower than the City of Flagstaff as a whole; \$31,549 and \$60,200 respectively (2010 Census). La Plaza Vieja would greatly benefit from more affordable housing. There are several open lots within this neighborhood, but they are on steep slopes or in the floodway and floodplain, they

need rezoning to allow the development of housing, or they border the train tracks and prove difficult to develop because of noise mitigation requirements if federal or state funding is utilized (a common occurrence in the creation of affordable housing).

La Plaza Vieja faces very unique housing challenges largely linked to its location and historic importance to Flagstaff. Much of the existing housing stock has had ownership passed down from generation to generation and is considered historic (over 50 years old), but the condition of the buildings is sometimes poor.

The other challenge faced by La Plaza Vieja is its proximity to the large rental market in Flagstaff that surrounds the Northern Arizona University campus. Most of the newly built housing is not for sale, but rather becomes rental units to fit the needs of the increasing number of students concentrated within this area of Flagstaff.

Over 50% of the population of La Plaza Vieja is under 24 years of age, and over half of that is between the ages of 20-24 (see Quick Facts – page 4). The proximity to Northern Arizona University's campus has made La Plaza Vieja appealing to developers for future student-housing development. Although this type of development is enticing to developers, residents of La Plaza Vieja have voiced concerns about its negative potential impact on the preservation of this historic area and influence on the current community character.



**Figure 10: Existing Home Built in 1920 and Infill Housing on Tombstone Avenue**

## HERITAGE RESOURCES

The styles of architecture represented in La Plaza Vieja are similar to those in other areas of Flagstaff that historically coincided with large-scale, national trends. In particular, these style movements included the national or vernacular folk tradition (1850–1930), the Craftsman bungalow (1905–1930), and the Minimal Traditional type (1935–1950) that became a popular design of post-World War II houses (McAlester 2013). Locally, these style trends appeared in La Plaza Vieja between ca. 1901 to ca. 1954.

In 1992, the portion of La Plaza Vieja south of the railroad tracks was inventoried for heritage resources as part of an application to the State of Arizona for a National Register Historic District. Based on information gathered at that time, 53 properties were inventoried as having historic potential; however, there may presently be additional buildings that qualify for a historic designation. Significant remodeling or alterations of the structures and lack of maintenance have contributed to the State Historic Preservation Office ruling that the area does not rise to the level of a historic district, **when the area was proposed as part of the original Southside Historic District. However, that finding may not apply to individual properties or to smaller areas that could form districts.** Since the 1992 inventory, some of the properties have been destroyed, some have been restored, and some further altered. Map 3 shows the location of the remaining structures that were part of the 1992 inventory and identifies other structures that may potentially be historic resources but need further evaluation.

Two areas of La Plaza Vieja stand out as residential streets with contiguous historic and compatible structures: Clay Avenue and Tucson Avenue. Both streets have at least one block where the majority of the structures have been inventoried and have historic integrity, but their condition is variable.



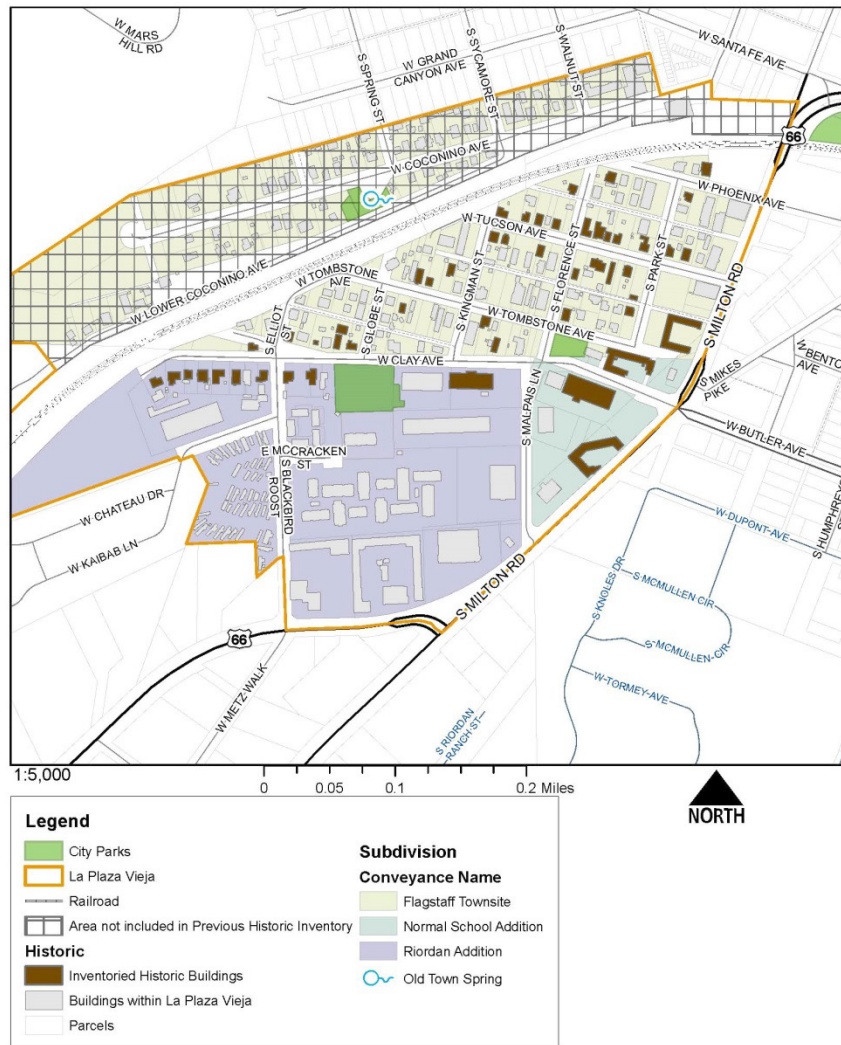
**Figure 11: Malpais Facade Typical of Historic Cottages**

The homes on Clay Avenue were moved from their original locations in the early 1950's and are the last remaining examples of AL&T workforce housing in the City. All built between 1892 and 1901, these residences are primarily national/vernacular cottages, designed with a T-shaped layout, intersecting gable roof with enclosed eaves, and weatherboard or clapboard siding. Stucco was applied to some of the residences. A few of these residences experienced alterations that added Craftsman-style details, such as exposed rafters, with California-style bungalow inspirations of offset entryways and stucco exteriors (McAlester 2013).

One of these AL&T company houses is an example of an early vernacular cottage, built around 1892. A basic house with simple form, it is a unique example of the “double-ell” cottage popular in other neighborhoods in Flagstaff at the end of the nineteenth century. The symmetrical front gables are separated by a shed-roofed porch between the modestly

styled ells (Woodward Architectural Group 1993). Another house unique in its design is the AL&T company house now at 907 West Clay Avenue. With its massed-plan layout, this box-shaped residence has a hipped pyramidal roof, demonstrating the pyramidal family of the national folk housing tradition (McAlester 2013).

### Map 3: Historic Subdivisions and Buildings Previously Inventoried for Eligibility

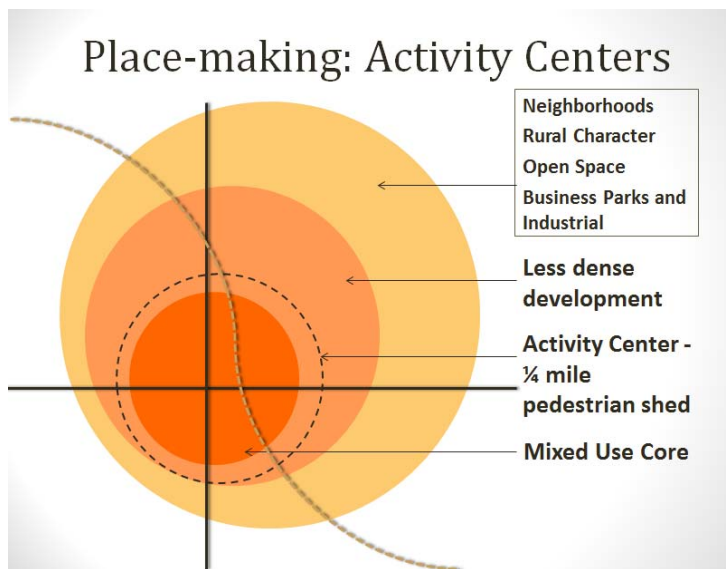


**Figure 12: Adaptive Reuse of the Historic Armory on Clay Avenue**

## LAND USE

### REGIONAL PLAN

La Plaza Vieja is an established mixed-use neighborhood. Existing land uses include commercial, residential, institutional and parks. The diversity of land uses enhances the organic feel of a “neighborhood” in the interior of the area; however, the parcels that front Route 66 and South Milton Road are commercial and highway-oriented businesses, such as automotive, tourism, food, and hotel businesses. The part of the neighborhood north of Clay Avenue has a gridded street system and south of Clay Avenue there is a larger block road system.



**Figure 13: Illustration of the Relationships between Activity Centers and Place-making**

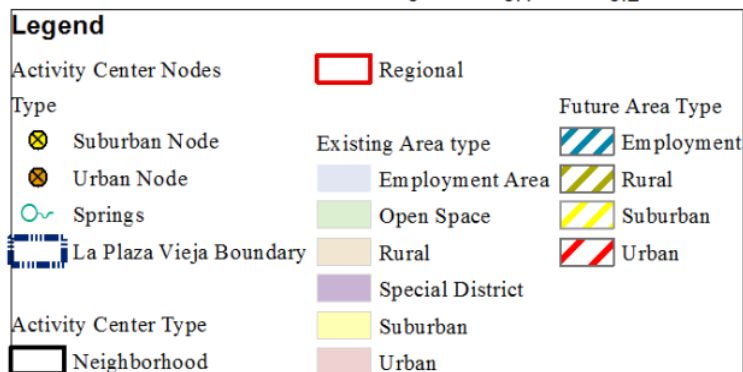
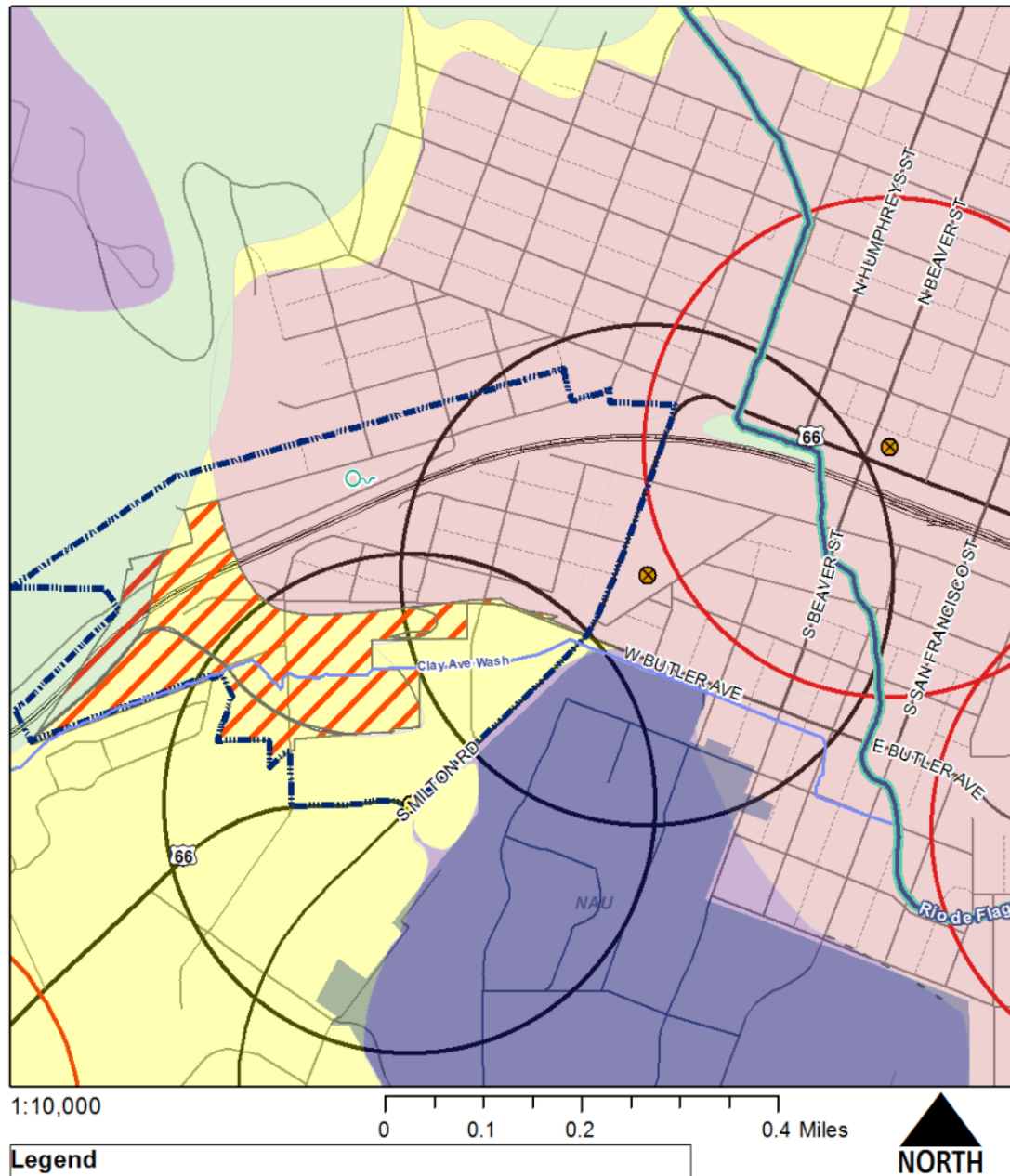
Within the commercial core and along corridors, mixed use and higher densities are encouraged and are expected to transition to the characteristics of the surrounding neighborhood within a quarter mile of the activity center (Figure 13). Almost all of La Plaza Vieja falls within a quarter mile of these activity centers, except for the western ends of lower and upper Coconino Avenue.

The Future Growth Illustration in *FRP30* also identifies a future urban area type in the western half of Clay Avenue and along Blackbird Roost, which would transition into a more urban building form and street pattern as the area is redeveloped. These area types in the Regional Plan indicate that La Plaza Vieja has been identified as an area of the City that is expected to transition into a more urban place. Typically, this would be achieved by moving buildings closer to the street with more building frontage and lot coverage, and breaking up large suburban blocks into a smaller block size with public streets and possibly on-street parking. The transition to urban and mixed use is not intended to replace the distinctive neighborhood context or identity, but to identify areas where there is potential to meet the Regional Plan goals and policies. Achieving these goals within the context of La Plaza Vieja's character is a major objective of the Specific Plan.

In the *FRP30*, two activity centers were identified adjacent to La Plaza Vieja. The proximity of these two environments allows for residents to be within walking distance of their daily needs. The current configuration of these land uses and connectivity between them, however, needs to be reexamined in order to meet the desired conditions of an activity center that provides a pedestrian-oriented environment. The corner of Butler Avenue and South Milton Road is identified in the Plan as a neighborhood-scale urban activity center, and the intersection of South Milton Road and West Route 66 is identified as a neighborhood-scale suburban activity center (See Map 4). Each activity center is made up of a commercial core that can be extended along corridors (South Milton Road and Route 66), and a pedestrian shed (the



Map 4: Future Growth Illustration (from FRP30)



## ZONING

The current zoning for La Plaza Vieja is primarily Single-Family Residential Neighborhood (R1N) and Highway Commercial (HC) Zoning. There are two areas with High Density Residential (HR) Zoning, one designated for Commercial Services (CS) and one Manufactured Home (MH) park (see Map 5).

R1N allows single-family attached and detached houses at a slightly higher density and with smaller setbacks than the R1 zone. It allows building heights up to 35 feet. Commercial uses except for home occupation are very limited in this zone. HR allows 13 to 29 units per acre and building heights up to 60 feet. MH allows up to 11 units per acre and building heights up to 30 feet. Residential densities in La Plaza Vieja are generally in line with what is allowed by current zoning; except for the Arrowhead Village Mobile Home Park on Blackbird Roost, which is higher density than what is allowed under current zoning. This mobile home park predated the Zoning Code (a nonconforming development) and is therefore able to operate at this density. However, the park cannot be expanded and many of the units are old enough that they cannot be moved to other mobile home parks in the City because of State laws. The ability to maintain safe and affordable housing is a City-wide concern and this property poses a complex challenge to achieving this goal in the La Plaza Vieja Neighborhood.

HC is intended to promote a full range of automobile-oriented services and residential development above and behind commercial buildings. This zone permits the widest variety of commercial uses of any commercial zone. The zone allows small setbacks, a Floor Area Ratio (FAR)<sup>2</sup> of 3.0 (see Appendix 3 for explanation of FAR) and building heights up to 60 feet. Buildings over 60 feet in height can be approved with a conditional use permit (CUP). CS zoning is intended to promote service industries and support activities necessary to maintain viable commercial retail trade centers. It allows for residential development above and behind commercial buildings. CS zone allows small setbacks, a Floor Area Ratio of 2.0, and building heights up to 60 feet. Buildings over 60 feet in height can be approved with a conditional use permit. Residential uses located above commercial are not included in the allowed FAR or building heights for commercial zones.

Along Clay Avenue where the north side of the street is R1N and the south side is HC. The current uses on the south side of Clay Avenue are a grocery store, a school, an outfitter-guide business, a City park (that has not been rezoned), and a few single-family homes. All of these current uses are appropriately scaled for the neighborhood character. If they were redeveloped using most of their existing entitlements, the buildings and forms on the north and south sides of the street would be incongruous. For instance, the FAR of the Highway Commercial properties in La Plaza Vieja is currently 0.27, and in evidence there are very few two-story commercial buildings located in the

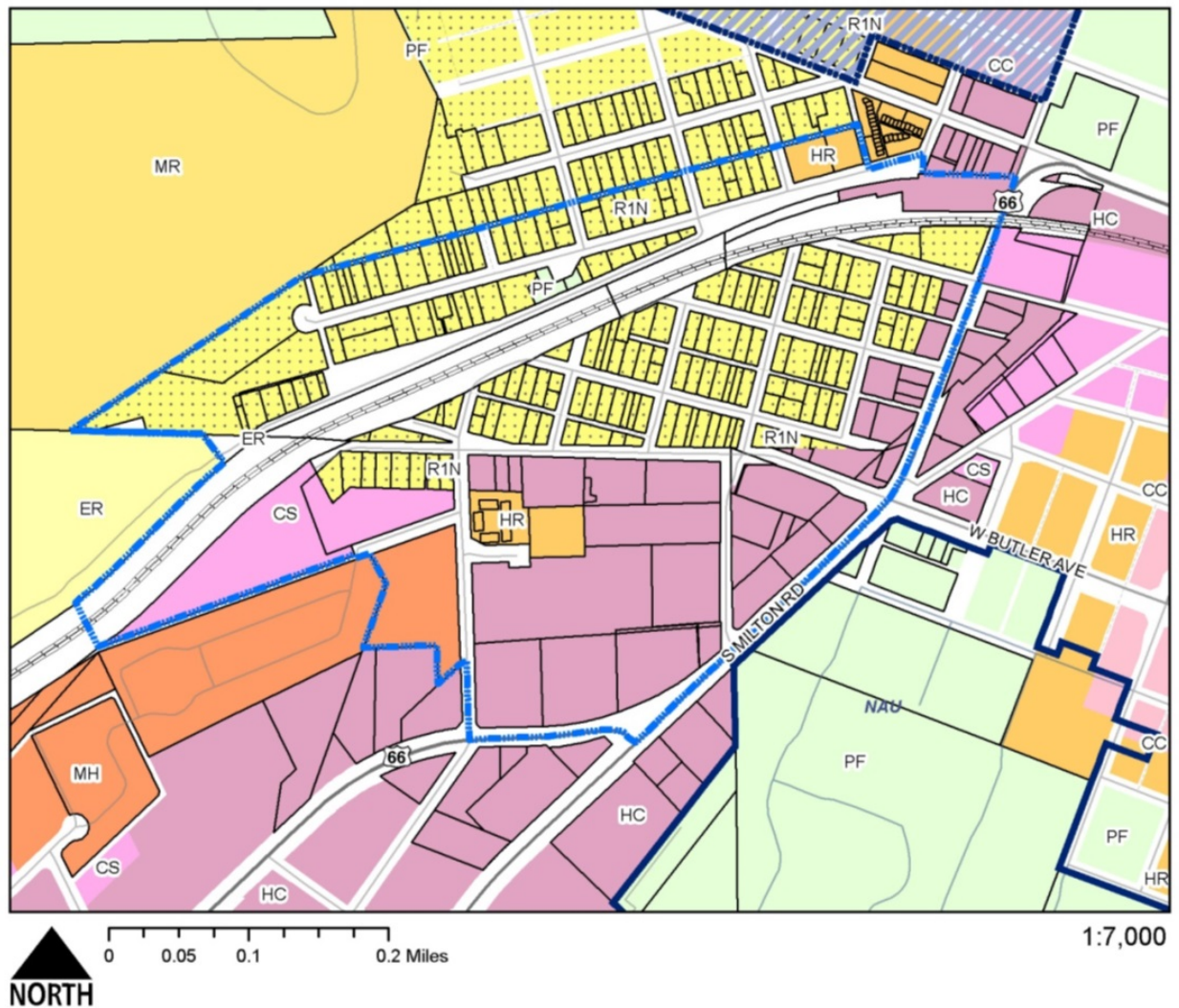
neighborhood. This means that generally about 25% of the lot is covered by existing buildings. The Zoning Code allows for approximately 45% of the neighborhood area to be developed up to an FAR of 3.0 (see Table 3).

**Table 3: Current Density/Intensity and Build-out Potential by Zoning Category**

Zone	Acres	Current Density/Intensity	Potential Build-out Density/Intensity
HC	23.2	0.27 FAR	3.0 FAR
CS	6.2	0.1 FAR	2.0 FAR
R1N	31.4	7.12 units per acre	2-14 units per acre
HR	2.5	12.8 units per acre	13-29 units per acre
MH	3.1	17 units per acre	11 units per acre

<sup>2</sup> Floor Area Ratio is a measure of intensity for non-residential buildings. It is the total useable area of the building divided by the gross area of the lot. See Appendix 2 for illustration of FAR.

Map 5: Zoning Map of Neighborhood and Surrounding Area



### Legend

Townsite Overlay Zone (TOZ)

NAU

La Plaza Vieja Neighborhood Boundary

Parcels within 300 ft of La Plaza Vieja Neighborhood.

#### Residential Zones:

Estate Residential (ER)

Single-family Residential Neighborhood (R1N)

Medium Density Residential (MR)

High Density Residential (HR)

Manufactured Housing (MH)

#### Commercial Zones:

Highway Commercial (HC)

Commercial Service (CS)

Community Commercial (CC)

#### Resource and Open Space:

Public Facility (PF)





**Figure 14: Illustration of Build-out Using Current Standards**

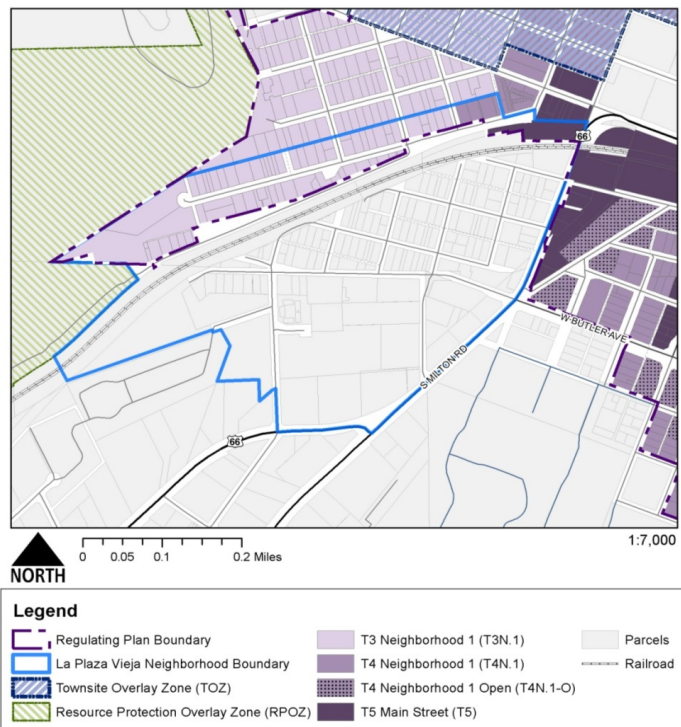
The potential twelve fold-increases in commercial area within La Plaza Vieja have been limited because of construction requirements within the 100-year floodplain (see Map 12). Once the larger Rio de Flag Flood Control Project is completed, the entire 100-year flood event would be confined to the underground culvert and channel, and this would allow for greater commercial and mixed-use intensities to be developed in La Plaza Vieja using existing entitlements. Figure 14 illustrates a development project that has maximized the HC zoning entitlements.

In 2011, the City of Flagstaff updated its Zoning Code and provided an option for some areas to use “transect zones” for redevelopment projects. Transect zones are part of a form-based code which focuses on the physical design of buildings on a property instead of uses. Each transect zone has its own unique rules for physical design that address such issues as building placement, streetscape design, and setback requirements. The transect zones apply to properties within the Regulating Plan Boundary. The part of La Plaza Vieja that is north of the tracks is within this boundary, which means that property owners who want to redevelop may elect<sup>3</sup> to use a transect zone rather than conventional (“non-transect”) zoning.

Transect zoning allows for smaller lot sizes, which can generally lead to increased density. However, the T3N.1 zone only allows for a limited number of residential building types and would not allow duplexes unless the use existed on the property prior to enactment of the Zoning Code. Transect zoning more heavily regulates the layout and appearance of structures. For example, front porches are required in T3N.1 and accessory units and parking must be behind the primary structure.

<sup>3</sup> Once a property uses transect zoning for infill or redevelopment, it cannot use conventional zoning at a later time.

**Map 6: Transect Overlay Map of the Neighborhood**



## TRANSPORTATION

### ROADS

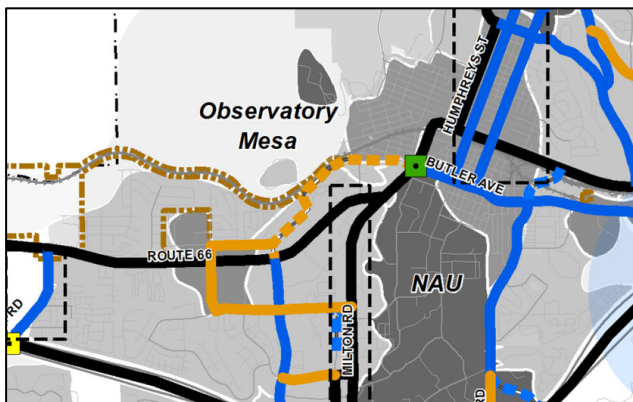
The existing road system in and around La Plaza Vieja consists of major arterials (South Milton Road and Route 66), minor collectors (Clay Avenue, Blackbird Roost), local neighborhood streets (i.e., Tombstone and Tucson Avenues), and alleys (see Map 8).

Both South Milton Road and West Route 66 are Arizona Department of Transportation (ADOT) jurisdictional roads, and the intersection is one of the most congested in Flagstaff. The congestion on these roads has impacted the ability of La Plaza Vieja residents to move in and out of the neighborhood on foot and by vehicle. Blackbird Roost and West Route 66 is not a signalized intersection but is frequently used in conjunction with Clay Avenue as a bypass when the intersection at Milton Road and West Route 66 is congested. This intersection is also frequently used as a pedestrian crossing by residents going to the pharmacy, shopping, restaurants, or grocery stores.

In the interior of La Plaza Vieja, road conditions have recently been improved by the water and sewer project funded by the 2010 tax collection ballot which also updated water and sewer lines (see Map 11). Through this project, neighborhood traffic circles were installed at three intersections to slow traffic cutting through La Plaza Vieja's residential areas. Traffic is consistent throughout the day, and is fairly light overall, except at peak hours. Therefore concerns have been raised about providing a safe crossing near the school and park for residents.

### THE REGIONAL PLAN ROAD NETWORK

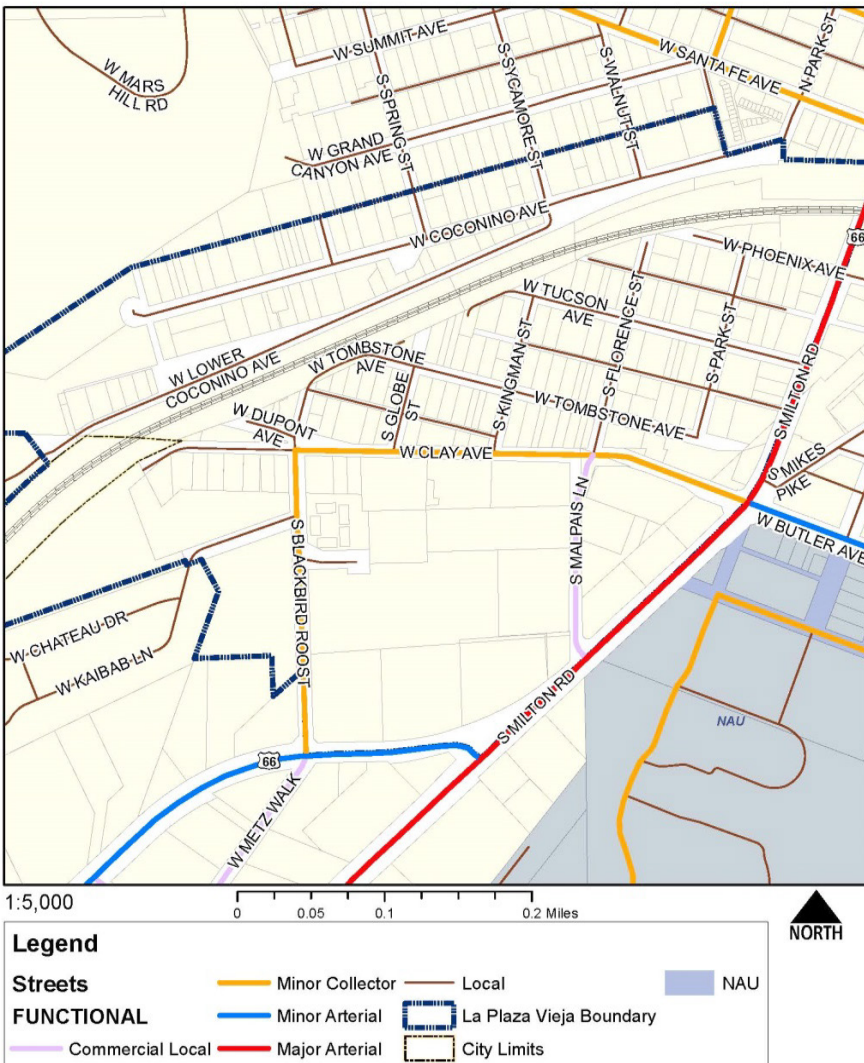
Because of the congestion issues and evidence of cut-through traffic, the Flagstaff Regional Transportation Plan and *FRP30* have proposed a road extension that connects the intersection of Butler Avenue and South Milton Road to Kaibab Lane and Woodlands Village Boulevard. The Flagstaff Metropolitan Planning Organization's Regional Transportation Plan identifies this as a conditional future road, which means that it needs further analysis before the City decides to pursue it or not. LPVNA has opposed this concept because they are concerned that the challenges for bicyclists and pedestrians on Milton Road and Route 66 would be extended further to the interior of the neighborhood by making this connection. In conjunction with a package of transportation improvements that are being considered on Milton Road, the FMPO conducted modeling of Clay Avenue. The modeling was inconclusive as to whether the extension would relieve congestion, but further study is needed to confirm whether or not the road would benefit the regional transportation system and if the traffic volumes that would be moved to Clay Avenue could be mitigated.



**Map 7: Close Up of Future Road Network (from *FRP30*)**

***Black roads denote freeways; blue denotes Circulation; and orange denotes Access. Dashed lines are future roads.***

**Map 8: Road Functional Classification**



Streets throughout the City of Flagstaff are categorized into functional classifications: arterial, collector and local. Arterials and collectors are further refined into categories of major and minor. Roads are grouped into classifications based on the type of access they provide and the nature of the traffic on them. An arterial serves cross-town and longer distance trips, has a faster speed, and should have more limited driveway access compared to a collector or local road.

Every functional classification of a street has a standard width and composition. A local road has 11 to 21 feet for travel lanes and parking on either side. Traffic volumes are low enough that bikes share the travel lanes with cars. With sidewalks, parkways, curb and gutter, the total width of a local street is between 51 and 61 feet.

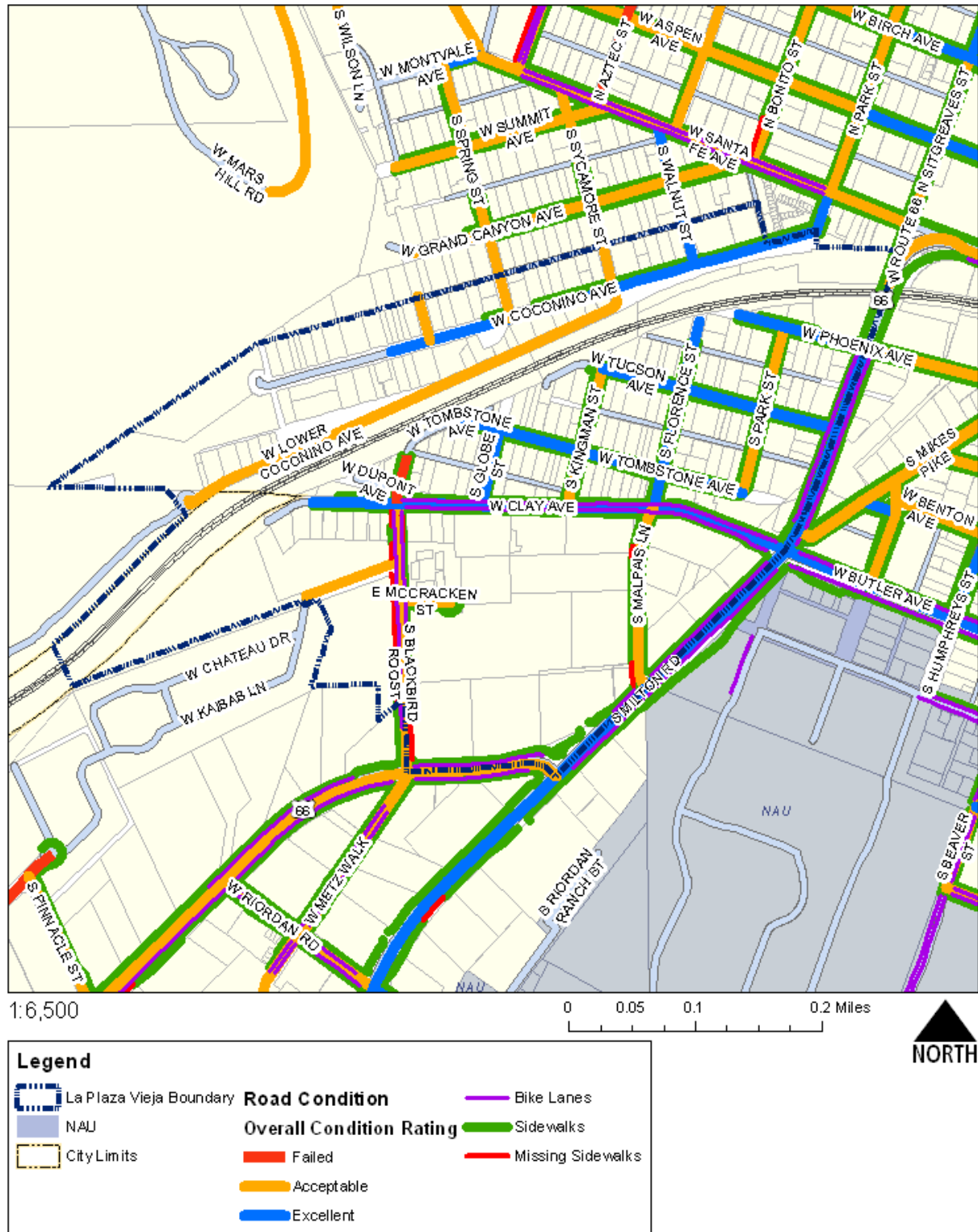
Minor collectors carry more volume and allow travel at higher speeds and therefore have bike lanes that separate bicycle and vehicle traffic and do not allow on-street parking. They also have a shared turn lane that allows for vehicles making left turns to get out of the travel lane. Their standard width is 70 feet. Cross-sections of road can be wide when they allow for more than 5 feet of sidewalk or FUTS trails to run alongside the road.

The standard for alleys in Flagstaff is that they have a minimum 16 feet of right-of-way and, when paved, 12 feet wide pavement. Alleys in older neighborhoods are often unpaved, but property owners can be required to improve them when an existing alley is used as ingress-egress to required parking.

On the west end of Clay Ave, there is a dirt road that is used for maintenance of the railroad. The road is outside of the City limits and is maintained by BNSF railroad. All City-maintained roads in La Plaza Vieja are paved. The unimproved BNSF maintenance road, private driveways and alleys are often confused for City rights-of-way.



Map 9: Road Conditions and Bicycle and Pedestrian Infrastructure



## TRANSIT

In the past, Clay Avenue and Blackbird Roost were frequently used for area bus routes because the connection center was located on Malpais Lane. Complaints about the frequency and noise caused by bus traffic and the relocation of the connection center to Southside resulted in buses being routed along Milton Road and West Route 66. La Plaza Vieja still benefits from relatively close proximity to the Downtown Connection Center, without the impacts associated with the connection center being within the neighborhood boundaries. Currently there are three bus routes that use Milton Road between Butler Avenue/Clay Avenue and West Route 66, with frequencies between 20 and 60 minutes. In the future, NAIPTA may determine a need to move one of these lines to Clay Avenue to provide better transit access for the Haven Montessori Charter School, ballpark, and neighborhood residents. This would also provide a better car-alternative to NAU students, who are tenants in the neighborhood but have classes on central and south campus.



Figure 15: Examples of NAIPTA Bus Shelter

## FUTURE TRANSPORTATION OPTIONS IN LA PLAZA VIEJA

An important step in any transportation planning process is a robust consideration of alternatives. Congestion in and around La Plaza Vieja has been a concern for decades and many options have been considered. As part of updating the Regional Transportation Plan, the Flagstaff Metropolitan Planning Organization is conducting traffic simulations for options in this area (see [Appendix 4](#) for details), including:

- **Widening of Milton Road to six general purpose lanes;**
- **Adding outside lanes for bus, bike, and left/right turns;**
- **A traffic signal at West Route 66 and Blackbird Roost;**
- **McCracken Street connection and extension as an alternative to the Clay Avenue extension; and**
- **Clay Avenue configuration alternatives using various mitigation techniques.**

Traffic simulations test the assumptions and possible outcomes of these alternatives. La Plaza Vieja's Neighborhood Specific Plan may also be considered; but ultimately, decisions about transportation alternatives are made in corridor plans and studies.

Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) is also looking at options to improve transportation service in La Plaza Vieja and regionally. Transit improvements along Clay Avenue may include shelters and bus pullouts. Shelters may be located close to the curb and street or setback behind the sidewalk depending on the site and landscaping. Bus pullouts may be shared space with travel lanes, or they may be dedicated right turn and bike lanes if there is additional shoulder space. A bus pullout may also be located where there is currently on-street parking. The relocation of a bus route and associated improvements is not dependent on a Clay Avenue extension. Improvements to the pedestrian and bicycle network also strengthen transit access as they increase mobility to and from bus stops.



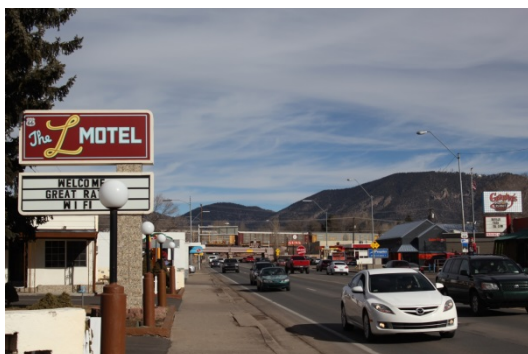
## PEDESTRIAN ENVIRONMENT

Sidewalks are present along both sides of most streets in La Plaza Vieja. Exceptions include:

- The west side of Blackbird Roost between Clay Avenue and Route 66;
- The north side of Phoenix Avenue for the first half-block west of Route 66;
- Two short segments on the west side of Malpais Lane, south of the Haven Montessori Charter School driveway and across the frontage of Dairy Queen; and
- At the ends of several streets – Clay Avenue, Coconino Avenue, Tombstone Avenue, Phoenix Avenue, and Florence Street – where the street dead-ends into BNSF right-of-way.



**Figure 16: Traffic Circles Will Improve Walkability on Florence Avenue**



**and Lack of Shelter are Barriers to Walkability on Milton Road**

None of the sidewalks within La Plaza Vieja or on perimeter streets have a parkway strip between the street and the sidewalk. Curb ramps are present at most intersections and have been recently replaced to better conform to Americans with Disabilities Act (ADA) standards. In 2008, the City and ADOT conducted a walkability audit in La Plaza Vieja with residents and community leaders from the neighborhood. The audit yielded a number of significant observations about the neighborhood's pedestrian environment.

There is a significant difference in walkability between the streets on the interior of La Plaza Vieja and streets on the perimeter. Milton Road and Route 66 carry a lot of traffic, which can move quickly at times, and the absence of parkways places pedestrians uncomfortably close to the traffic. Walkability on streets within La Plaza Vieja is generally good.

Crossing Milton Road and Route 66 is difficult and creates a barrier for pedestrians on two sides of the neighborhood: both streets are wide, and large curb radii at intersections adds to crossing distance; there are only two intersections along the perimeter streets with crosswalks and traffic/pedestrian signals (Clay Avenue/Butler Avenue/Milton Road and Milton Road/Route 66), and at both of those intersections pedestrian crossing is prohibited on one leg of the street; distances between crossings are long and it is difficult for pedestrians to cross mid-block or at non-signalized intersections.

The crossing for pedestrians at Route 66 and Blackbird Roost/Metz Walk is difficult as a result of the speed and volume of traffic, a high number of turning vehicles, the width of the road, and the lack of crossing facilities for pedestrians. The problem is complicated because there is a large retail area south of Route 66 that is a draw for La Plaza Vieja residents and would otherwise be within easy walking distance.

The BNSF tracks along the north side of La Plaza Vieja also create a barrier for pedestrians. There are two well-used but unauthorized railroad pedestrian crossings; one at the end of Globe Street connects the neighborhood to Old Town Springs Park, and a second at the northeast corner of the neighborhood a little west of Milton Road.

Trash, weeds, overgrown vegetation, and parked vehicles are significant problems at a number of locations.

In 2014, the City of Flagstaff conducted a follow-up assessment of walking conditions and found that problems with sidewalk obstructions have been reduced as a result of enforcement efforts. Most of the other issues still remain. Residents also report that drivers use La Plaza Vieja as a bypass when traffic is backed up along Milton Road. Residents view this non-local traffic as reducing pedestrian safety and adding congestion within the neighborhood. During peak traffic hours, residents feel cut-off from services, and expressed particular concern about crossings to the school and park on Clay Avenue.

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### BICYCLING

Bike lanes are present on Clay Avenue and Blackbird Roost and are part of the City-wide bikeway network. Clay Avenue connects with bike lanes to the east along Butler Avenue, and Blackbird Roost connects with bike lanes to the south on Metz Walk. When Milton Road and Route 66 were resurfaced and restriped several years ago, ADOT added striped shoulders for bicycles on both sides of both streets. In some locations the shoulders are not continuous, for example, the bike shoulder disappears for the duration of the right turn lane from southbound Milton Road to westbound Route 66. Additionally, these shoulders are narrower than typical City of Flagstaff bike lanes, although the width does meet minimum American Association of State Highway and Transportation Officials standard dimensions. In keeping with ADOT policy, these shoulders are not signed or marked as bike lanes.

Strava data for Flagstaff indicates that a significant number of cyclists travel through La Plaza Vieja on Clay Avenue, then continue west on Chateau Drive and Kaibab Lane. This route allows cyclists to travel west without riding along West Route 66. Bicyclists traveling to or from La Plaza Vieja face some of the same difficulties crossing Milton Road and Route 66 as pedestrians, particularly at unsignalized crossings at Blackbird Roost and Malpais Lane.

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### FUTS – FLAGSTAFF URBAN TRAIL SYSTEM



**Map 10: Close Up of FUTS Trails (from *FRP30*)**

At present there are no existing FUTS trails in La Plaza Vieja; however, the FUTS Master Plan shows a planned alignment for the Santa Fe FUTS Trail through the middle of the neighborhood (dashed green line in Map 10). This planned trail would begin downtown and travel west generally parallel to the BNSF tracks. The trail would provide direct non-motorized, bicycle, and pedestrian access to downtown for several neighborhoods along the south side of the tracks, including Railroad Springs, West Glen, West Village, Chateau Royale, and La Plaza Vieja. If the road network in this area is expanded then there will be more on-street connections for this trail than dedicated FUTS routes, which is not unusual

for an urban area. Within La Plaza Vieja there is not available right-of-way or space to allow a continuous

alignment for the trail through the neighborhood. As a result, on-street connections are planned to connect trail segments and create a continuous route. All of the streets – Florence, Malpais, and McCracken – are low-volume, low-speed residential streets that are suitable for cyclists and have sidewalks for pedestrians.

## PEDESTRIAN AND BICYCLE CRASH DATA

Between 2001 and 2012 there were a total of 11 crashes involving pedestrians and 23 crashes involving bicycles in La Plaza Vieja and on the perimeter streets.

**Table 4: Location of Pedestrian and Bicycle Crashes**

	<i><b>Pedestrian</b></i>	<i><b>Bicycle</b></i>
Milton/Butler	2	6
Route 66/Milton	4	2
Milton/Malpais	1	5
Route 66/Blackbird	1	1
Milton/Phoenix	1	1
Milton/Tucson	0	1
Florence/Tombstone	1	0
Milton (mid-block)	0	6
Route 66 (mid-block)	0	1
Blackbird (mid-block)	1	0

Locations with the most crashes include the intersection of Milton Road and Butler Avenue (eight total pedestrian/bicycle crashes), Route 66 and Milton Road (six total crashes), and Milton Road and Malpais Lane (six total crashes). There were also six bicycle crashes at mid-block locations along Milton Road adjacent to La Plaza Vieja.

Crashes were more likely to occur at intersections than mid-block, and on busy perimeter streets rather than on the interior of La Plaza Vieja. Ten of 11 pedestrian crashes, and 16 of 23 bicycle crashes, were at intersections. Only two of 11 pedestrian crashes, and none of the bicycle crashes, occurred on interior streets in La Plaza Vieja.

**Table 5: Severity of Crashes**

	<i><b>Pedestrian</b></i>	<i><b>Bicycle</b></i>
Fatal	0	0
Incapacitating	1	1
Non-incapacitating	3	8
Possible injury	4	5
No injury	3	9
<b>Totals</b>	<b>11</b>	<b>23</b>

Injuries resulting from these crashes were typically fairly minor; seven of the 11 pedestrian crashes were reported as possible or no injury, as were 14 of the 23 bicycle crashes. Three pedestrian crashes and eight bicycle crashes reported non-incapacitating injuries. Incapacitating injuries occurred in one pedestrian crash at the intersection of Route 66 and Blackbird Road, and one bicycle crash at Route 66 and Malpais Lane. There were no fatal pedestrian or bicycle crashes in La Plaza Vieja.

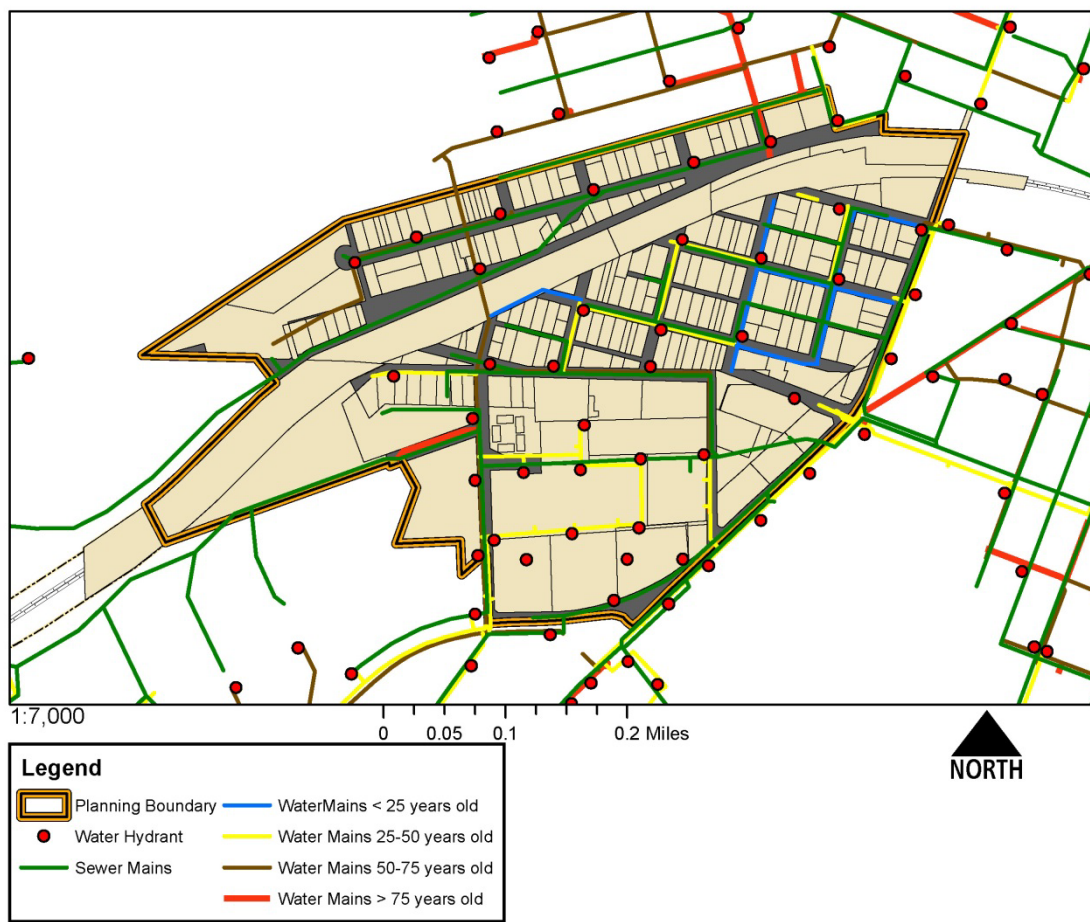
## INFRASTRUCTURE AND NEIGHBORHOOD SERVICES

Supplying water, treating wastewater, controlling stormwater, and providing electric, gas, and fiber optic cable are essential for urban neighborhoods.

### WATER AND WASTEWATER

Through a 2010 tax initiative, water and sewer lines within La Plaza Vieja have been up-sized, in many cases replacing infrastructure that was 50-75 years old. There are only a few water mains on the periphery of the neighborhood that are more than 50 years old. They would likely be replaced as part of future capital projects. La Plaza Vieja is not piped for reclaimed water use; therefore, landscaping must use either rainwater harvesting or potable water for irrigation. With the below ground improvements, sidewalks and streets were replaced with new curb, gutter, and sidewalk. The project also included three mini-traffic rounds in the neighborhood that are designed to slow down cut-through traffic on residential streets (see Transportation for more information). The remaining utility issue in La Plaza Vieja is that the parcels of land that are immediately west of Upper and Lower Coconino Avenue, due to the elevation of the parcels, would require an extension of the Zone “A” water line from the Flagstaff Mesa development to the west in order to be developed.

**Map 11: Age and Location of Water and Sewer Utilities**





## PUBLIC SAFETY

In terms of public safety and service districts, La Plaza Vieja is part of:

- Police – North of tracks: Beat 20; South of tracks: Beat 11.
- Fire – Fire Station #1 serves south of tracks; Fire Station #2 serves north of tracks. Response times are approximately four minutes from dispatch.
- Trash collection – Trash is picked up once per week. Curbside recycling is picked up once per week. Curbside glass pick-up is available for an additional fee. Glass recycling is located within one half mile of most residences at 116 West Phoenix Avenue. Bulk pick-up occurs once per month, except in February.

The entire La Plaza Vieja neighborhood is within Flagstaff's Wildland-Urban Interface. Homeowners are requested to maintain a clean property and adhere to recommended FireWise principles and practices to help ensure a reduced fuel source for fires and increased overall community protection.

## STORMWATER

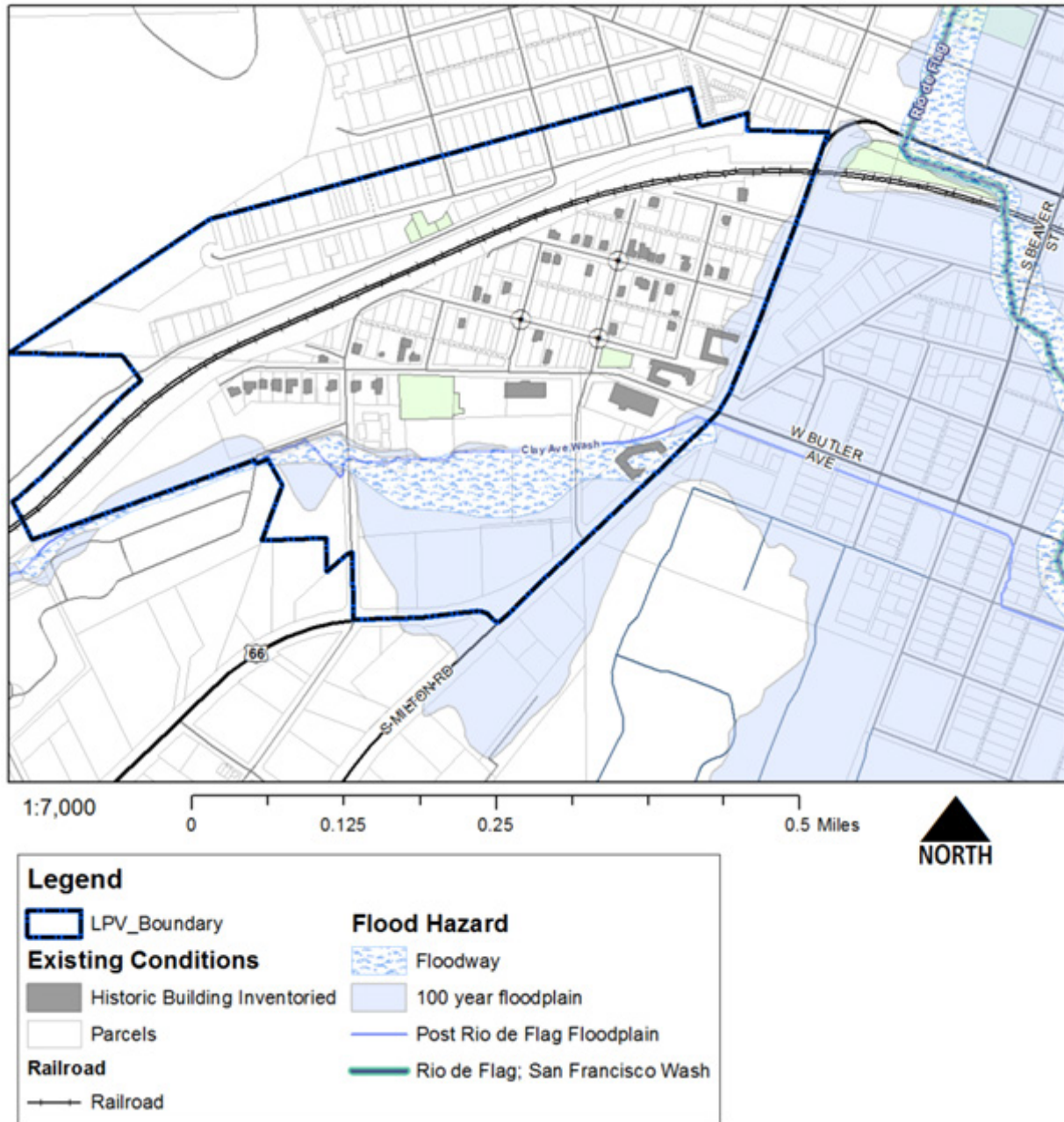
A majority of the commercial properties in La Plaza Vieja lie in the regulated floodway or the 100-year floodplain of the Clay Avenue Wash. Buildings located in these flood zones have restrictions on their development, redevelopment, and improvement. These regulations are intended to prevent one property owner through their actions from increasing the flood hazard to other properties

In 2015, the City began working on a phase of the Rio de Flag Flood Control Project that will increase the capacity of the Clay Avenue Wash. While this will ameliorate flooding issues in La Plaza Vieja, it will not change the floodplain delineations until the entire Rio de Flag Flood Control Project from north of the Townsite neighborhood through the Southside neighborhood is completed. Currently, the Clay Avenue Wash is an open floodway with a ditch to convey smaller storm floods. The properties and buildings in the floodway, including the Arrowhead Village Mobile Home Park and other properties shown on Map 12 continue to flood regularly in the summer. With the floodplain regulations regarding substantial improvements for structures in the floodway, the ability of property owners of older structures to improve their buildings has been limited. The project to improve the Clay Avenue Wash will entail increasing the capacity of the drainage by burying a stormwater pipe beneath the existing ditch alignment. At completion of the project, the floodway and floodplain will be reduced to a very narrow band around the Clay Avenue Wash.



**Figure 18: Clay Avenue Wash at Malpais Lane and Entrance to Arrowhead Village Mobile Home Park**

Map 12: Clay Avenue Wash and Rio de Flag Floodplain and Floodway



## CHAPTER 2: CONCEPT PLAN

The Concept Plan is an illustration of the land use and transportation concepts in the document with accompanying descriptive text. The Concept Plan does not encumber private land or limit the ability of a private land owner to develop in accordance with their current zoning or City standards. It does provide an illustration of compatible reinvestment within the Plan boundary, intended to help with the interpretation of the Plan's goals and policies. The Concept Plan takes into account feedback from public meetings as well as comments for this Plan and The Standard development rezoning case held between 2011 and 2015. The feedback and comments were used to develop the Concept Plan and related goals and policies in Chapter 3. The Future Growth Illustration in the *Flagstaff Regional Plan 2030 (FRP30)* and some development standards from the Zoning Code were also considered in developing the Concept Plan.

The Concept Plan includes a map of potential land uses, two scenarios for streetscapes, 3D illustrations for compatible reinvestment on private property and a park improvements illustration for Old Town Springs Park. The illustrations are indicative of a desired “build-out” condition based on the goals and policies in Chapter 3. Some would require a rezoning or conditional use permit in order to be built in the location they are shown. They meet the parking ratio and general site-design requirements in the Zoning Code and the Plan's policy for compatible development in each Neighborhood policy area (Map 13). These build-out illustrations have not been taken through the review process that an actual development application would be subject to and therefore do not represent “pre-approved” projects. Staff has not done a financial feasibility of these illustrations as the market and property values may change independent of the actions of the City.

Concept Map 1 shows a desirable build out scenario for the area. Land uses and building forms assume the floodplain issues associated with the Rio de Flag Flood Control Project have been resolved (Streetscapes Scenario 2). Streetscape Scenario 1 accounts for the Rio de Flag Flood Control Project not going through. Reinvestment that takes place in the interim may be laid out differently because of the Clay Avenue Wash floodway and floodplain issues. Due to regulatory limitations on the substantial improvement of properties in the floodplain, it is anticipated that most large-scale redevelopment in that area will occur after the Rio de Flag Flood Control Project is completed or would require flood proofing similar to the redevelopment of Barnes and Nobles and College America in the Commercial Edge. The Concept Plan does not take into account utility easements and other deed restrictions.

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Concept Plan Illustrations were created in SketchUp Pro by:

*Illustration 1: Clay Donaldson*

*Illustration 2: Clay Donaldson*

*Illustration 3: Tyler Shute*

*Illustration 4: Karl Eberhard, AIA*

*Illustration 5: Karl Eberhard, AIA*

*Illustration 6: Clay Donaldson*

*Old Town Springs Concept: Mark DiLucido, RLA*

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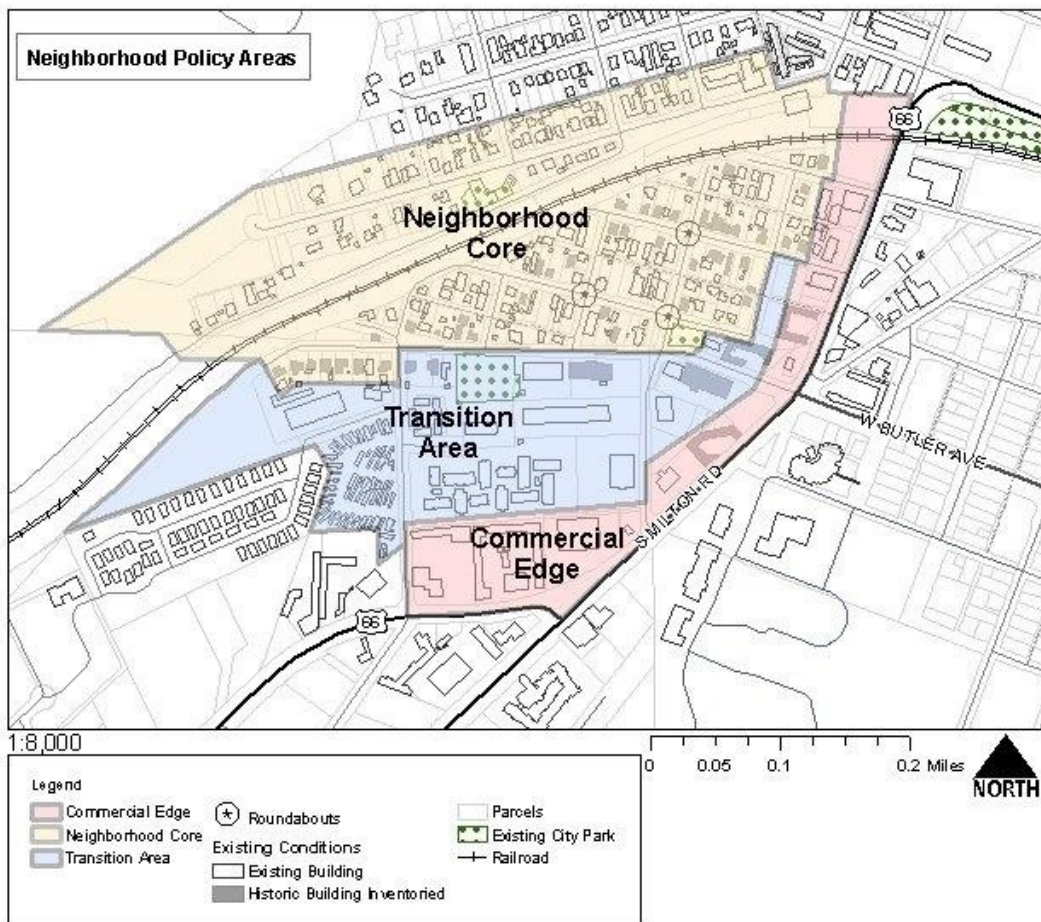


## WHAT ARE NEIGHBORHOOD POLICY AREAS?

La Plaza Vieja is a historically mixed-use neighborhood. In order to set goals and policies for the form and character of the built environment, neighborhood policy areas have been identified to guide the implementation of current zoning, Regional Plan direction, transportation and access, and preservation of neighborhood character. Chapter Three's Goal 6, Preserving Neighborhood Character, is divided into Neighborhood Core (6N), Transition Area (6T), and Commercial Edge (6C). The locations of each illustration in this chapter are primarily in the Transition area and Commercial Edge because the desired form of buildings in these zones is not well illustrated by current examples in the area.

The City cannot change land-use (zoning) entitlements without revising its Zoning Code. If a property owner does not seek a zone change, then the goals, policies and illustrations of the Specific Plan, like those of the Regional Plan, will be aspirational and the Zoning Code will determine what the property owner is allowed to build and what uses are available. The neighborhood policy areas are therefore not "zones", but instead planning areas which encourage compatible development and design of a variety of land uses.

**Map 13: La Plaza Vieja Neighborhood Policy Areas**





The Commercial Edge corresponds to the commercial core and corridor place types from *FRP30*. Corridors are geographically defined as a half block from the road frontage and commercial cores are typically the parcels surrounding the intersection that defines an activity center. Both of these definitions have flexibility depending on the scale of the activity center (regional or neighborhood), location and surroundings (such as topography). The commercial core for La Plaza Vieja melds the urban neighborhood activity center, suburban regional activity center and two commercial corridors into a cohesive automotive-oriented commercial area. All of the parcels in this policy area are zoned Highway Commercial (HC). All of these place types support higher intensity of commercial, services and mixed use development.

The Transition Area corresponds to the pedestrian shed of activity centers as described in the *FRP30*. The description of a pedestrian shed in *FRP30* is primarily residential with small scale commercial. La Plaza Vieja is a unique circumstance because the area that would typically be the pedestrian shed is zoned for commercial and mixed use development. Therefore, the description of a pedestrian shed has been expanded for La Plaza Vieja to include a wider range of commercial, services and mixed use development at a scale and intensity that balances neighborhood preservation and the land uses that support the activity centers and corridors. The largest block in the Transition Area has a great diversity of uses ranging from single family homes, a park and school along Clay Avenue, to apartment complexes and commercial businesses closer to the activity centers and corridors. This demonstrates that this part of the neighborhood already functions as a pedestrian shed. Because the majority of this area is already zoned Highway Commercial, this Plan's description of compatible and incompatible development within the Transition Area cannot limit the exercise of existing entitlements. Even though a 60 foot tall building may be an incompatible mass and scale for this area, it could be built if the parcel is currently zoned for it. All development in the commercial zones must meet the design standards for the City and the policies of this Specific Plan can be used to determine appropriate appearance of streetscapes, landscaping, materials, form, colors, and architecture (Flagstaff Zoning Code 10-30.60.080).

The Neighborhood Core corresponds to an urban neighborhood as described in the *FRP30*. Since this is a historic neighborhood as identified on Map 14 in *FRP30*, some of the direction from the *FRP30*'s description of density and intensity appropriate for urban neighborhoods does not apply in this case. The parcels in the Neighborhood Core are all zoned Single Family Residential Neighborhood (R1N), which allows single family homes, duplexes and Accessory Dwelling Units (ADUs). There is no design review currently for single family homes or ADUs, but duplexes must go through concept review and design review along with their building permit. Non-conforming structures in this area may continue to be used without expansion in accordance with the Flagstaff Zoning Code 10-20.60.030.

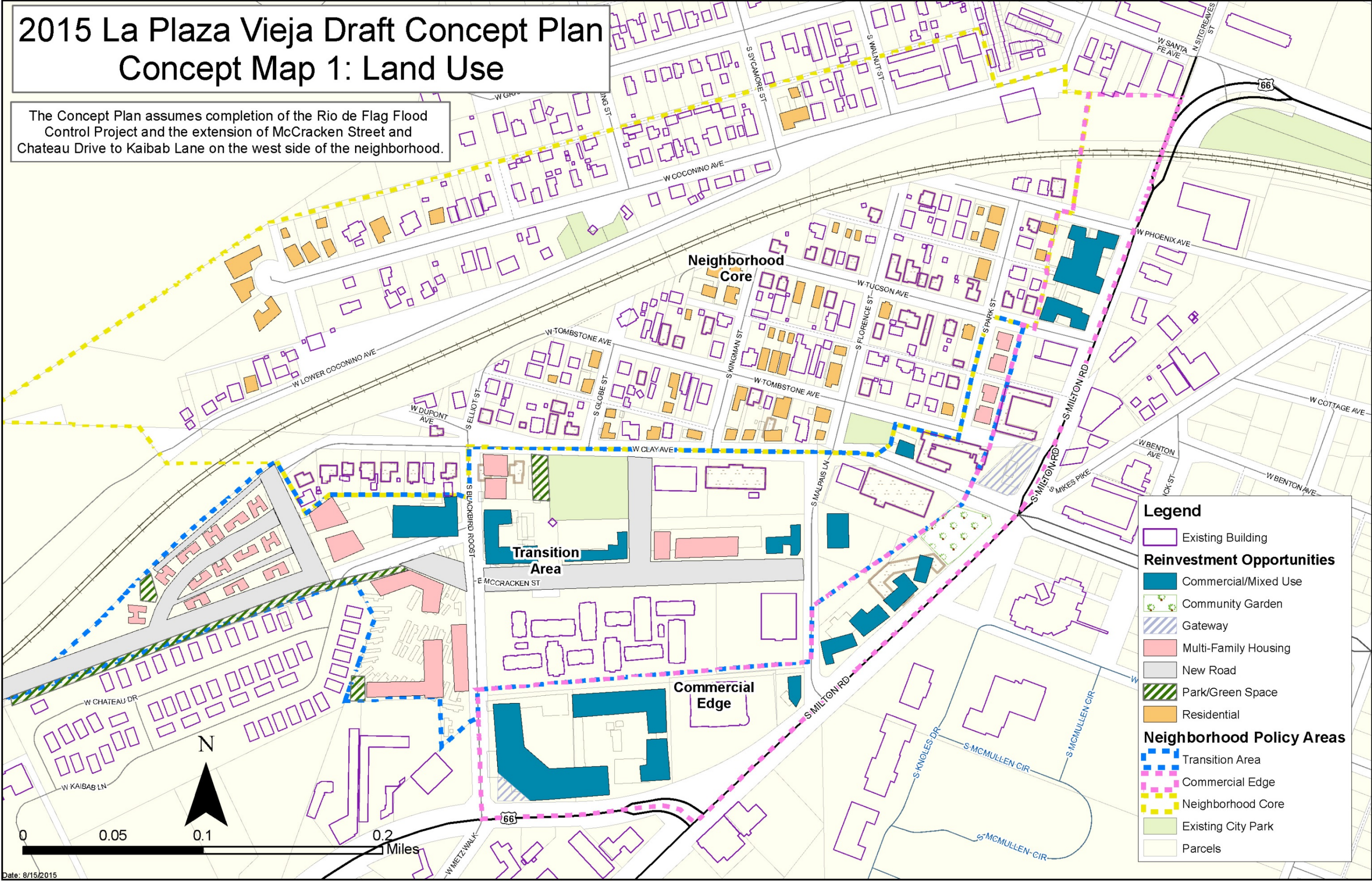
## CONCEPT **MAP 1:** LAND USE

The Concept Plan's land use map depicts structures and conditions that exist in the neighborhood today that are expected to stay in a similar condition into the next 20 years, as well as examples of compatible redevelopment in locations that may be redeveloped in the future. Existing parcels, parks and street configurations make up the base layer of the plan, along with the purple outlines of existing buildings. The concept plan does not target any individual property for redevelopment. The map shows where there are opportunities for infill, redevelopment of non-conforming structures, and reinvestment in commercial properties that are impacted by the Clay Avenue Wash floodplain. If the Rio de Flag Flood Control Project is not carried out, then the buildings proposed on the concept plan's land use map may become infeasible, in which case all new development occurring in the floodplain will be required to have a flood-proof first floor. Flood-proofing measures would create an added expense to new construction in the Clay Avenue Wash floodplain. This additional expense may slow or prevent redevelopment, especially in the Transition Area.

Reinvestment opportunities appear on the Concept Plan Map 1 in three different colors representing potential new building footprints: blue for mixed use/commercial; pink for multi-family housing; and orange for residential. These footprints represent an example of uses, building types, and forms that could meet the goals and policies found in Chapter 3. All new single family residential redevelopment is located within the Neighborhood Core policy area, which is bound by an orange dashed line. The pink and blue multi-family and mixed use/commercial buildings begin to appear in the Transition policy area, bound by the blue dashed line. And lastly the Commercial Edge policy area, bound by the red dashed line, shows many new commercial and mixed use buildings. There are labels on the map to show the locations related to Illustrations 1-6. Those areas have been modeled in greater detail in 3D illustrations on pages 37 – 49.

Permitting multi-family residential uses within commercial zoning districts is permitted by the *Flagstaff Zoning Code*. Historically, Flagstaff's land use patterns show generous amounts of commercial property and are short on residentially zoned land, especially in and around the City's activity centers. Activity centers call for compact mixed use development. Activity centers are a concept that have appeared in City planning documents since the 1990's and are mapped in the *FRP30's* Future Growth Illustration. Given the lack of residentially zoned property and the ongoing shortage of affordable housing in the City, it was determined through the public participation process in the City's Growth Management Guide 2000 that residential uses be allowed in commercial zones to promote self-contained neighborhoods, and to encourage more affordable and multi-family housing developments. This shift in Flagstaff's zoning regulation aligns with national Smart Growth policy movements. The concept of "mixed use" development in an activity center setting supports a long-standing local preference for a sustainable community by combatting urban sprawl. Mixed use activity centers also help address the high cost of living with infill and neighborhood reinvestment that provides affordable housing options with access to nearby services.







## CONCEPT MAP 2: STREETSCAPE SCENARIOS

The Concept Plan contains two scenarios of possible street and trail connections through the neighborhood. Concept Map 2 depicts increased multi-modal connectivity with new FUTS paths (both on street and new dedicated FUTS rights of way) and with several bike and pedestrian crossings at the edges of the neighborhood in both scenarios (Policies 10.1, 11.1 and 11.2). Two crossings were considered in the draft plan that were not carried forward to the final; an at-grade crossing of the railroad near Old Town Springs Park and a fourth crossing at Butler Avenue and Milton Road. Both of these crossings occur in other jurisdictional right-of-way and do not meet the standards of the regulating agency. They were, therefore, removed from the Concept Plan and Implementation Strategies.

Scenario 1 is the preferred scenario of LPVNA and the City's Bicycle and Pedestrian Advisory Committees. It shows the urban street grid north of Clay Avenue being extended approximately a block to the south. The *FRP30* also calls for the portion of La Plaza Vieja that is north of McCracken Street/Chateau Drive and south of Clay Avenue as a "Future Urban" area, including a gridded street system. Urban block forms are generally smaller and the roads more connected than suburban area types. Roads north of Clay Avenue already have a street grid pattern, and extending the gridded street network into the commercial areas of the neighborhood would create a more cohesive neighborhood character between these areas (Policy 6T.2). Additionally, completing the grid on the west end of Clay Ave will allow City crews to plow the road more easily.

Under Scenario 1, Clay Avenue and Blackbird Roost would remain the minor collectors for the neighborhood. Depending on the treatments and improvements applied to Milton Road and Route 66, they may see an increase in traffic and require traffic calming in order to maintain safe pedestrian access between the neighborhood core and the Transition Area (Policy 12.1).

The FUTS trail in Scenario 1 follows the alignment in the *FRP30*'s Map 26 and the 2013 Downtown FUTS Concept Plan. The trail would include an off-street connection to the west of the neighborhood and would follow a portion of the Clay Avenue Wash. This would allow for a high quality bicycle and pedestrian environment similar to the Karen Cooper Trail north of downtown. If the Rio de Flag Flood Control project is not completed then the FUTS trail may require a wider easement or right-of-way in order to accommodate a side-by-side wash and trail. If the project is completed and the road connection to the west is not determined to be beneficial, then the trail may be located over the stormwater pipe.

The "Future Urban" area type, south of Clay Avenue, presents an opportunity to consider an alternative route for creating connectivity in the regional transportation system (Policy 13.1). Scenario 2 shows an extension of McCracken Street to Malpais Lane and connects it to Chateau Drive and on to Kaibab Lane in the West Village subdivision. The Regional Transportation Plan and *FRP30* show the conditional need for a collector that extends from Kaibab Lane to the intersection of Milton Road and Butler Avenue. The McCracken Street/Chateau Drive alignment has been identified as an alternate to the Clay Avenue Extension by the project team. The road alignment is only a concept and would roughly follow the Clay Avenue Wash from Malpais Lane until it connects to Kaibab Lane in the West Village subdivision. A final alignment for the road would not be addressed until design work has been completed. This alignment assumes that the Rio de Flag Flood Control Project has been implemented, and would designate the McCracken Extension and a portion of Malpais Lane as the neighborhood's new minor collector.

The Flagstaff Metropolitan Planning Organization (FMPO) and the City have conducted operational micro-simulations to test the feasibility and benefits of using McCracken Street as the collector route up to Malpais Lane

(see Appendix 2 and 4). The model confirms that this alignment could serve the same function as the Clay Avenue Extension. The benefits of this strategy are the creation of more commercial frontage for property owners, and a mixed-use street that reduces traffic volume on Clay Avenue. The challenges are determining how construction of the route might be timed (it is conditioned on the Rio de Flag Flood Control Project), and how the City could pay for it. The La Plaza Vieja Neighborhood Specific Plan is not the appropriate mechanism for finalizing those details. Corridor Plans that include operational analysis, cost-benefit ratios, and project design work are part of the appropriate mechanism for making decisions about road connectivity because they take into account the balance of local neighborhood and regional transportation needs. If a Corridor Plan for the McCracken Street Extension, Milton Road or Route 66 comes to a different conclusion than this Specific Plan, then that Corridor Plan would take precedence in transportation and infrastructure decisions (Policy 13.2).

The McCracken Street extension would increase the traffic volume on the road and make it more viable for commercial and mixed use development. It would also reduce the amount of cut-through traffic on Clay Avenue, given traffic calming in the neighborhood and the design of a new minor collector (Policy 12.1). Clay Avenue and parts of Blackbird Roost could then be downgraded from minor collectors to local streets. The FUTS trail could then take advantage of lower volume traffic to create on-street connections between the neighborhood, downtown, the school and park.

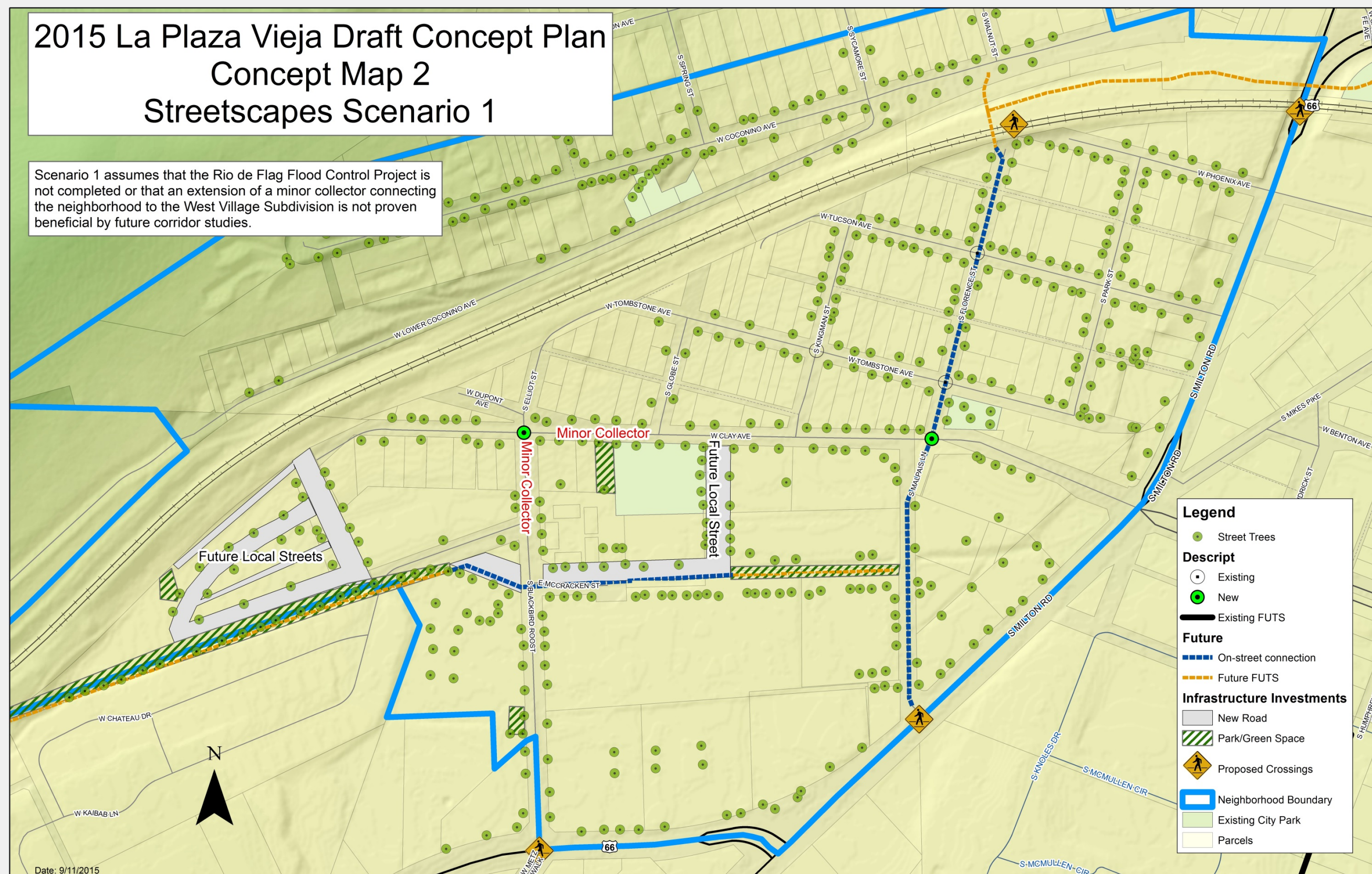
The FUTS trail in Scenario 2 could be accommodated with a small increase in the right of way for Clay Avenue. It would be beneficial to keep the trail on the south side of the road where it can directly connect the park and school to the wider FUTS network. About 5 additional feet of right of way would be needed over the current condition to have a 5 foot sidewalk and planting strip on one side of the road and a FUTS trail on the other. One lane of on-street parking (see Figure 22) would be given up in order to achieve this.

The original street scenario that is represented in *FRP30* is the Clay Avenue Extension connecting West Village subdivision and the west end of Clay Avenue. Modeling showed this would more than double the peak traffic volume, and the road alterations needed for that level of improvement was considered incompatible with the neighborhood character (Policy 13.1). Therefore, the Clay Avenue Extension was not illustrated in the Concept Plan.



2015 La Plaza Vieja Draft Concept Plan  
Concept Map 2  
Streetscapes Scenario 1

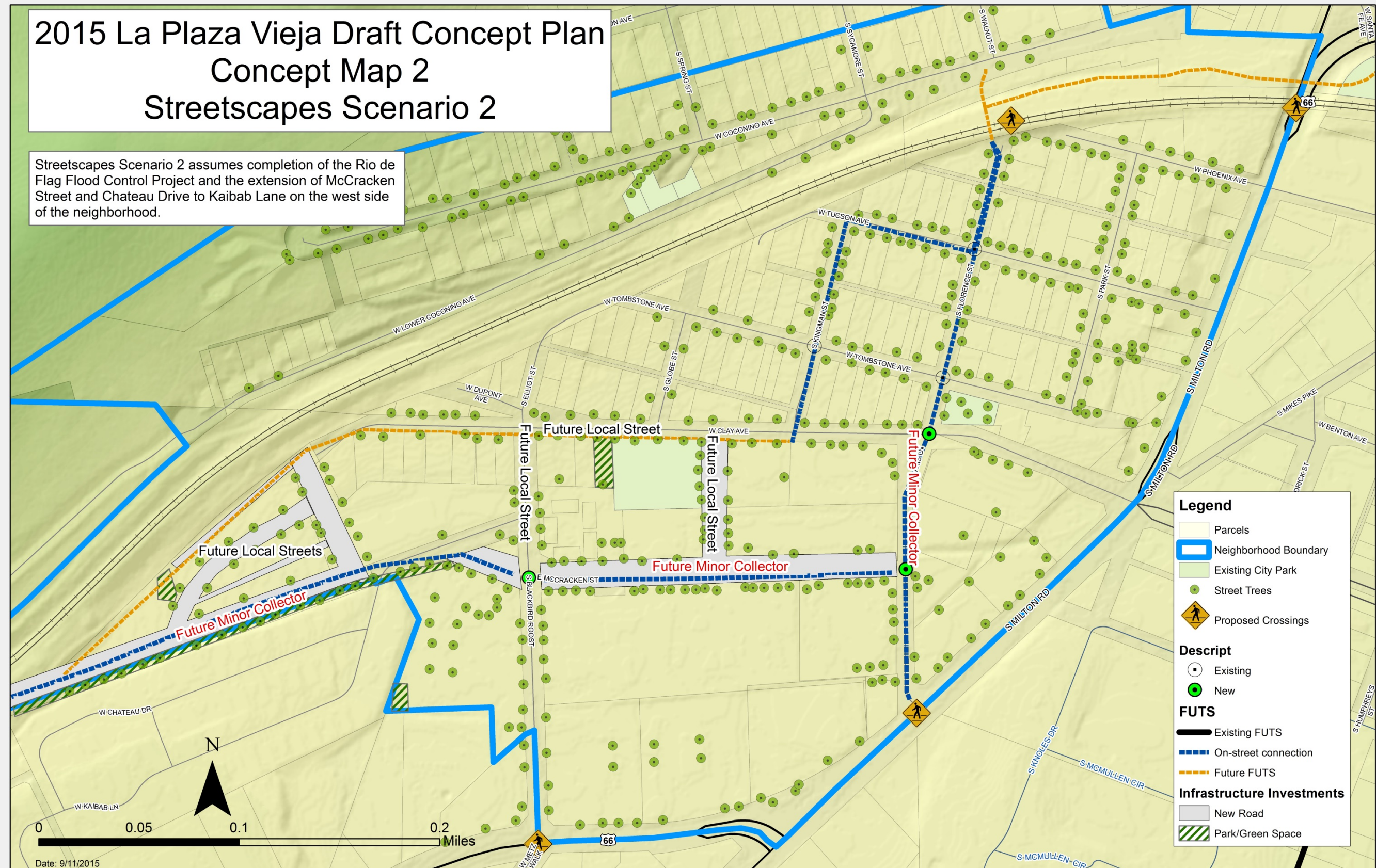
Scenario 1 assumes that the Rio de Flag Flood Control Project is not completed or that an extension of a minor collector connecting the neighborhood to the West Village Subdivision is not proven beneficial by future corridor studies.





2015 La Plaza Vieja Draft Concept Plan  
Concept Map 2  
Streetscapes Scenario 2

Streetscapes Scenario 2 assumes completion of the Rio de Flag Flood Control Project and the extension of McCracken Street and Chateau Drive to Kaibab Lane on the west side of the neighborhood.





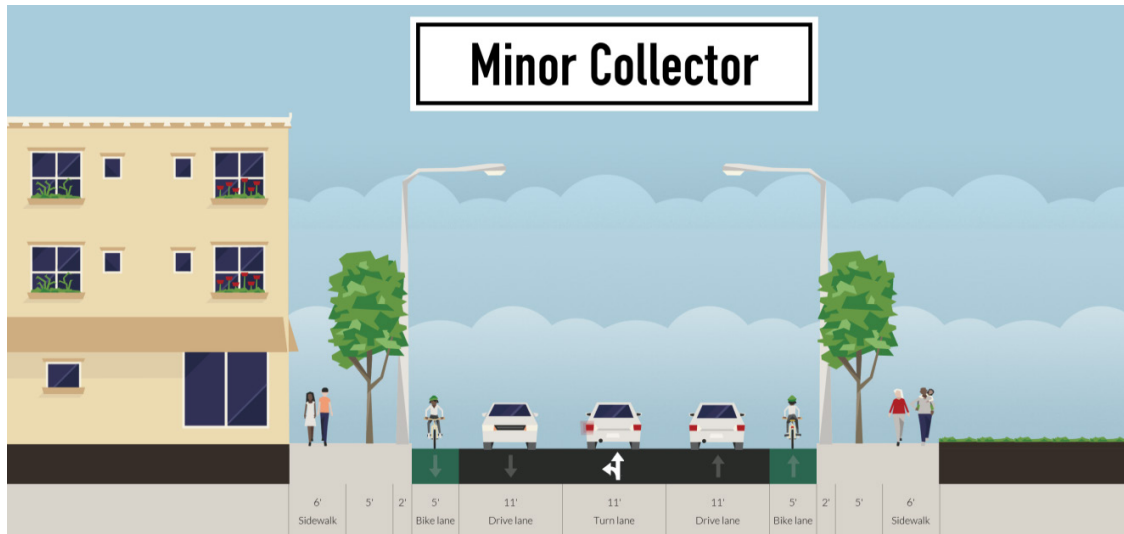
## STREET CROSS-SECTIONS

The right of way for typical for new collector and local streets is depicted in Figures 21 and 22, respectively. These would be applied to new roads constructed in both scenarios for Map 2. On-street parking would be allowed on local streets and bike lanes would be provided on minor collectors. Both scenarios for Concept Map 2 would increase the supply of on-street parking and provide for complete bicycle and pedestrian connections in slightly different ways. Sidewalks and bike lanes depicted in Figures 21 and 22 are wider than the minimum required by the City's Engineering Design Standards and Specifications. The additional six inches to one foot of right of way will make this road more attractive to pedestrians and cyclists and provide higher quality access to the activity centers, corridors, Downtown and NAU.

An important element of all streetscapes in the La Plaza Vieja neighborhood is the presence of trees, the majority of which currently exist on private property. Additional street trees, whether they are planted in expanded right of ways with a parkway or in tree wells along the sidewalk, contribute to the enhanced pedestrian environment of an urban neighborhood. The Concept Map 2 shows new trees along many of the neighborhood's streets as well as along any new rights of way that may result from reinvestment in the area, it is assumed that newly constructed streets will have an adequate parkway to plant trees between the sidewalk and the street. These would primarily occur in commercial and mixed use portions of the Transition Area. Additional trees for improving the pedestrian environment on existing roads would be planted and preserved on the private property just outside of the easement and be encouraged through urban forestry grants and cooperation with the La Plaza Vieja neighborhood Association.

In order to accomplish construction of new roads in the block south of Clay Avenue and to provide street improvements under Scenario 1, the City would need to acquire new rights-of-way from property owners. There is already a need to acquire land to complete the Clay Avenue Wash improvements, associated with the Rio de Flag Flood Control project in the same location. Streets would add to the needed right-of-way but could also add value by increasing the commercial frontage of the properties. The right-of-way could be acquired incrementally as properties redevelop, or could be done as a City project to reinvest in the neighborhood and build capacity for redevelopment. If the City proceeds with an extension of McCracken Street, property owners would have the opportunity to negotiate the value of the property after receiving an appraisal. When Flagstaff acquires property, like other government entities, the offer gives consideration to the impact of the acquisition on the value of the remaining property.





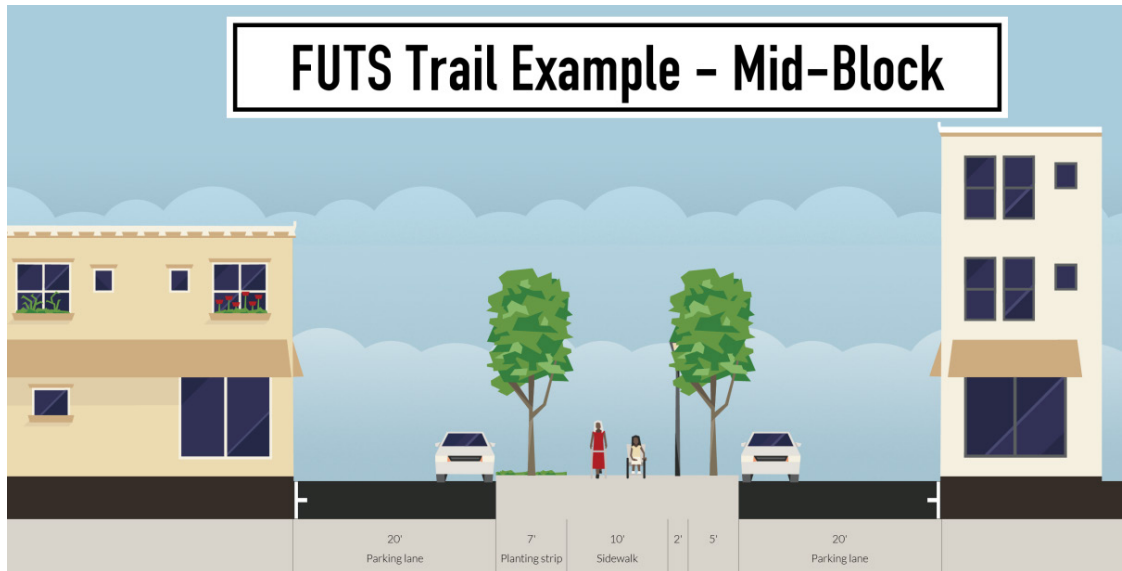
**Figure 19: Cross-Section of a New Minor Collector (69 foot right-of-way)**

The right-of-way for a minor collector is 69 feet in Figure 19. Along Scenario 2's McCracken Street Extension this could be acquired without removing any of the existing buildings. It would displace parking, driveways and fences for the commercial and multi-family properties. It is possible to have a narrower right of way by having an access management plan that limits curb cuts in the mid-block and therefore would eliminate the need for a continuous center turn lane. In Scenario 1, the existing minor collectors are narrower than a new collector would be. This is typical of older roads in the City. It is unlikely that enough right-of-way could be acquired along Clay Avenue to improve the road to this standard without impacting existing buildings.



**Figure 20: Cross-Section of New Local Street (60 foot right-of-way)**

Figure 20 shows the right of way for a new local street. On a local street, traffic volumes are low enough that bicycles can share the travel lane with vehicles. Traffic calming on Clay Avenue may be necessary if a new collector is constructed under Scenario 2. Traffic calming is not depicted in this cross-section.



**Figure 21: Cross-Section of FUTS Trail through the Neighborhood (24 foot right-of-way)**

Figure 21 depicts a mid-block FUTS trail that could be located in the Clay Avenue Wash between McCracken Street and Malpais Lane under Scenario 1. Even next to parking areas, proper landscaping along the FUTS trail creates a high-quality pedestrian and bicycling experience.



**Figure 22: Cross-Section of FUTS Incorporated into a Local Street (55 foot right-of-way)**

Figure 22 shows a modified cross-section for Clay Avenue under Scenario 2. If the McCracken Street Extension proceeds, it would be beneficial to bicyclists and pedestrians to provide a FUTS connection in an alternate location with less traffic than the one shown on Map 26 of FRP30. The current right-of-way along Clay Avenue is 50 feet and the right of way needed for the improvements as shown in Figure 21 is 55 feet. This additional 5 feet of right of way could be acquired without impacting existing buildings between Malpais Lane and the west end of Clay Ave.

Source for Figures 19-22: [www.streetmix.net](http://www.streetmix.net)

## ILLUSTRATION 1: WEST SIDE INFILL REINVESTMENT

The parcel shown in this illustration is currently vacant and used for stormwater retention. It is in the Transition Area (see [Concept Map 1](#)). The south side of the 4-acre property is in the Rio de Flag floodway and floodplain. This illustration shows how single-family attached houses can be made compatible with the neighborhood character (Policy 6T.1). Under the existing CS zoning, this building type could be achieved through the Planned Residential Development process. The building types in the illustration would be customized to the neighborhood character of La Plaza Vieja and would not use the typical “townhome” building type from the Zoning Code. Grouping the single family homes into attached buildings of 2-4 units allows the buildings to have more residential scale in relation to the street, with a higher density than individual single-family lots would allow. They would need to be alley loaded according to Flagstaff’s Zoning Code, which is consistent with the alleys seen throughout the Neighborhood Core (Policy 6T.2).



Figure 24: Overview of Site with Park



Figure 23: Alley Loaded Attached Single Family Homes



Figure 25: Alley Loaded Attached Single Family Homes

Single-family attached homes can be managed as either a rental property or an owner-occupied condo development. They are particularly appropriate in the context of this parcel because of the scale of single-family homes east of the lot on Clay Avenue and the Mill Pond neighborhood to the south. They provide a compatible medium density alternative to apartment-style housing seen along Blackbird Roost. Any development with densities lower than medium density (6-14 units per acre) on a commercial parcel would not be financially feasible because of the cost of acquiring the underlying property.



**Figure 26: Attached Single Family Homes**



**Figure 27: Block-Level View of Attached Single Family Homes**

*These are illustrative examples of desired outcomes from the Plan, and do not impact existing land entitlement or limit the ability of a private land owner to develop other uses in accordance with the City Code and Standards.*



## ILLUSTRATION 2: MOBILE HOME PARK REDEVELOPMENT



**Figure 28: Overview of Mobile Home Park Redevelopment**

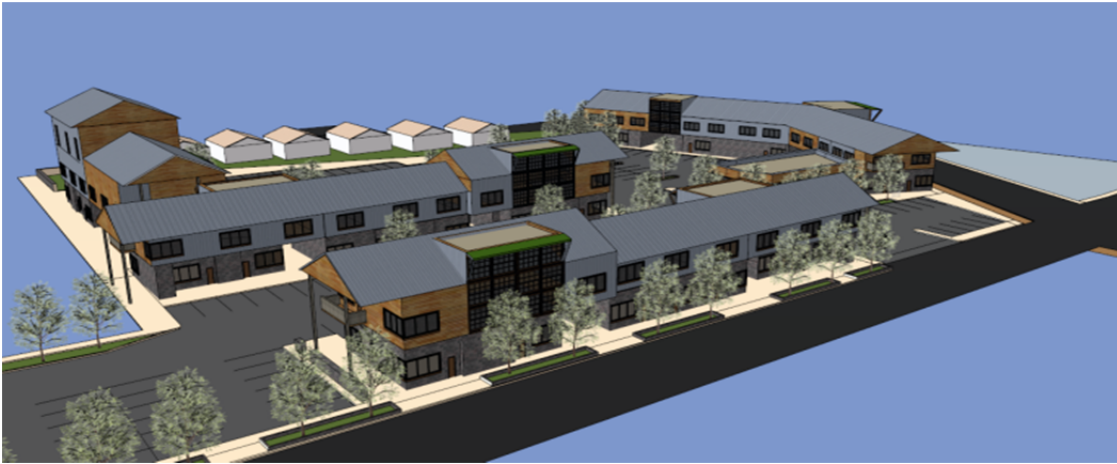
The reinvestment illustrations for the parcel that is currently the Arrowhead Village Mobile Home Park show the scale that would be needed to replace all the units currently on the site with multi-family units that meet City standards. The tallest building is located furthest from the Neighborhood Core and the design is influenced by the lumber company history within La Plaza Vieja (Policy 6T.1). This illustration depicts adequate room for a playground and community room on site (Policy 5.2). This could easily be a design for affordable housing units as well as market-rate units (Policy 7.5). The illustration shows adequate parking for market rate units and so an affordable housing project may be able to have more units if developed in a similar style. The illustration's enhanced streetscape and 2-3 story buildings placed closer to the street provide a more urban streetscape along Blackbird Roost (Goal 12), which fits the context of the apartments and

commercial services along the east side of the street. The illustration shows an overview of improved street connectivity and new FUTS path: a reconfigured Chateau Lane connects with McCracken Street on the east and over to Millpond Village on the west.

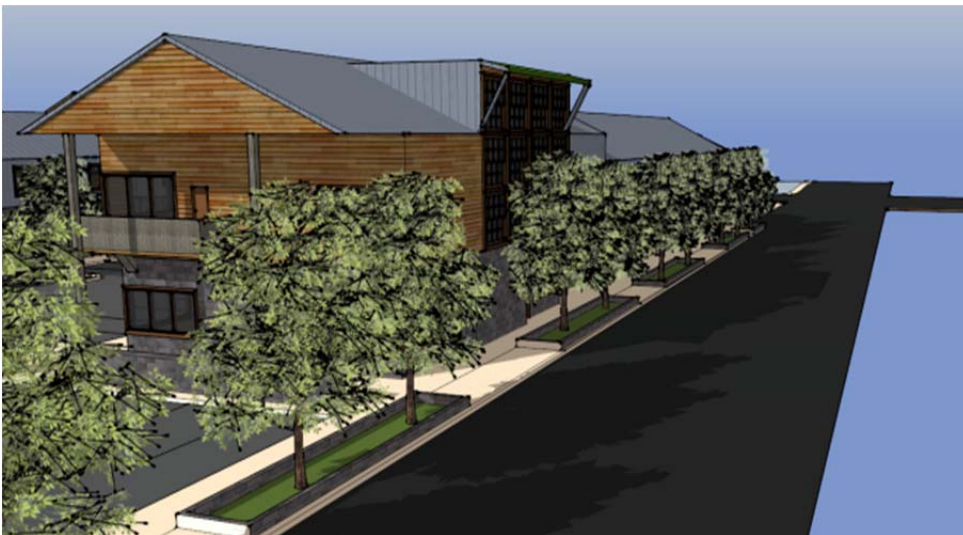


**Figure 29: Interior View of Apartments**

The floodway and floodplain are major constraints to this parcels redevelopment, as is the relocation of current residents. If the Rio de Flag Flood Control project is not implemented, the north building in this illustration would need to be designed to avoid the floodway and the cost of flood proofing would make redevelopment of affordable housing on this parcel more challenging. Relocation of low income residents during construction and in some cases permanently would also add to the project's cost (Policy 6.1). Overcoming these challenges to provide safe and affordable housing to La Plaza Vieja residents requires transparency, and early, and frequent involvement of stakeholders, the neighborhood and City staff (Goals 6 and 7)



**Figure 30: Birdseye View Showing Corner of Blackbird Roost and Realigned Chateau Drive**



**Figure 31: View of Streetscape Heading North on Blackbird Roost**

*These are illustrative examples of desired outcomes from the Plan, and do not impact existing land entitlement or limit the ability of a private land owner to develop other uses in accordance with the City Code and Standards*

### ILLUSTRATION 3: MCCrackEN EXTENSION BLOCK



**Figure 32: Overview of the Block South of Clay Avenue, with McCracken Extension**

McCracken Street currently dead ends about 250 feet east of Blackbird Roost. After the completion of the Rio de Flag floodplain improvements, it may be possible to connect the road with Malpais Lane and create a mid-block connection to Clay Avenue (Policy 6T.2). The midblock connection would



**Figure 33: Commercial Building along Malpais Lane**

displace the current accessible parking and playground equipment associated with the Guadalupe Park. In this case, the City would need to acquire addition property proximate to the ballpark to reestablish the playground area (Policy 3.3). The new roads would create the opportunity to have commercial, mixed-use buildings, and apartments throughout the reconfigured block and not just along Malpais Lane and Blackbird Roost (Policy 6T.1). New local roads would increase the amount of on-street parking for special events at the school, park, or commercial buildings (Policy 6T.3 and Policy 3.1). Shared parking and driveways within this block will also increase the parking capacity for commercial businesses that would typically occupy parking spaces during the day, and apartments and the ballpark that would use the parking at night and on weekends. Proximity to transit and bicycling opportunities will also improve the efficiency of parking within this block (Goals 10, 12, and 14).





**Figure 34: View of Shared Parking, West Side of Block**



**Figure 35: Three-Story Mixed Use along McCracken Extension**



**Figure 36: Multi-Family Facing New Local Street, Mid-Block**

The buildings illustrated in this block along the McCracken Street Extension include (from west to east) an office building, a mixed-use building with commercial and residential uses, facing apartment buildings with stoops on the street, and a corner entry commercial building at the corner of Malpais Lane and the new McCracken Street Extension that enhances the entrance into the neighborhood. Illustration 3 shows an adequate amount of surface parking for all residential, commercial, and mixed use buildings on the block.

Shared parking makes parking requirements more feasible with a parking demand study. Features that make these designs compatible with the character of La Plaza Vieja are their use of locally significant materials, paseos to allow views into interior courtyards from the street, gables and hipped roofs, cupolas, the use of residential features in the design (dormers, stoops, balconies), and landscaping (Policy 6T.1). All buildings are tallest along McCracken Street and step back as they approach Clay Avenue. Buildings in the adjacent Commercial Edge may be taller in the future. The office building at the corner of Blackbird Roost and the McCracken Street Extension has a roofline that mimics the historic school at the opposite corner of the block, including cupolas (Policy 6T.1). Patio spaces, residential porches, courtyards,

balconies, and various civic spaces all appear in Illustration 3 as a way of blending residential and commercial spaces. The commercial buildings along the McCracken Extension feature recessed entries and arched hallways, which, along with street trees and gathering spaces, contribute to a varied and pedestrian oriented streetscape. Residential entryways also face the street throughout the block, and are given elevated and recessed entries and landscape buffers to better distinguish private from public space.



**Figure 37: Office Building at Blackbird Roost and McCracken Street**



**Figure 38: Apartment Houses along Clay Avenue, Looking South East**



**Figure 39: Office Building along Blackbird Roost**

At the southeast corner of Blackbird Roost and Clay Avenue, two four-unit apartment houses are illustrated. The front of the buildings has a single entrance, mimicking the single-family homes across the street (Policy 6T.1). Half of their parking is covered and shielded from view along Clay Avenue. The buildings also face the street instead of the side yard, which makes their exterior more in keeping with single-family homes along the block. The illustration shows some park space being lost to a new local street, but it is appropriately relocated to the west side of the park, near the apartment houses for public use (Policy 3.3).

*These are illustrative examples of desired outcomes from the Plan, and do not impact existing land entitlement or limit the ability of a private land owner to develop other uses in accordance with the City Code and Standards.*

## ILLUSTRATION 4: COMMERCIAL EDGE REINVESTMENT

**Figure 40: Reduced Impact Mixed-Use Development****Figure 41: Pedestrian Level View from Milton Road****Figure 42: Rear Architectural Treatment Facing Malpais Ln****Figure 43: Overview of Site**

Architectural techniques can be used to improve the appearance of large commercial and mixed-use buildings (Policy 6C.1). Large structures with long, unbroken facades and box-like forms have a negative impact on the pedestrian environment. Variation in roof forms and heights, and in planes of walls and facades, improve the aesthetics of large buildings. A sense of entry and pedestrian scale can be enhanced by stoops, awnings, street trees, and landscaping (Goals 6, 6C, Policy 6C.1). Authentic local building materials at street level can further improve the appeal of these buildings (Policy 8.2). The illustrations for Commercial Edge reinvestment within this area show how large sidewalks and minimal building setbacks create an urban neighborhood environment even on a high traffic volume road like Milton. Placing windows and entries along sidewalks better integrates these commercial buildings with the nearby neighborhoods.

*These are illustrative examples of desired outcomes from the Plan, and do not impact existing land entitlement or limit the ability of a private land owner to develop other uses in accordance with the City Code and Standards.*



## ILLUSTRATION 5: TRANSITION AREA ADAPTIVE REUSE



**Figure 44: Adaptive Reuse of Old Fire Station along Malpais Lane**

This illustration shows a potential repurposing of the former firehouse building, playing off the firehouse history but adding architectural features such as patios, low walls, and other features that make it relate better to human scale and the new uses (Goals 6, 6T, 8, Policy 8.4). It also shows the possibility of a second floor that contains four residential units (Policy 6T.1). This space could potentially be offices if adequate parking could be secured (Policy 6T.3).



**Figure 45: Alternate View of Adaptive Reuse from Milton Road**

*These are illustrative examples of desired outcomes from the Plan, and do not impact existing land entitlement or limit the ability of a private land owner to develop other uses in accordance with the City Code and Standards.*

## ILLUSTRATION 6: PARK STREET INFILL



**Figure 46: Birdseye View of Apartments Backing Milton Commercial**



**Figure 47: Overview of Shared Parking with Milton**



**Figure 48: Bungalow 4-Unit Apartment Building**

On the east side of Park Street, a local residential road, there is a block between Tucson Avenue and Tombstone Avenue of Highway Commercial zoning that could alter the neighborhood character significantly, if developed to its maximum potential. This block is important because of the abutting Historic Route 66 Hotel, views of Our Lady of Guadalupe Church and NAU (Policy 6C.2), and the small-scale residences on the opposite side of the street. This block would be an important area to implement Policy 6T.6 by encouraging reduction in entitlements to preserve neighborhood character. The illustration of four multi-family buildings shows how this block could be developed as a compatible mixed-use area (Policy 6T.1). The multi-family buildings are bungalow style similar to the two houses across the street and can contain two to four units. They also have shared parking with the businesses along Milton Road (Policy 6T.3) and landscaping that is appropriate for the single-family character of the street. If they were built in this manner along with reinvestment of the smaller building along Milton Road, this would be an example of horizontal mixed-use. They could be developed independently with a conditional use permit or rezoning.

*These are illustrative examples of desired outcomes from the Plan, and do not impact existing land entitlement or limit the ability of a private land owner to develop other uses in accordance with the City Code and Standards*



## SINGLE FAMILY COTTAGES



**Figure 49: Single Family “L” home at 1105 W. Lower Coconino Avenue**

La Plaza Vieja’s historic integrity is largely defined by its historic single family cottages. The homes are primarily wood, one to one and a half stories tall and have simple architectural styles. Several families in the neighborhood have receipts from the AL&T lumber mill store for the wood used in building their homes (Figure 46). Corbels under the eaves of homes are a common architectural detail. Floor plans are simple “L,” double-“L,” or square patterns but additions are common. Most homes have a front porch that is included in the front or extends

across the entire frontage or a covered stoop. Front yards are usually used as gardens or have steep slopes and decks that allow for views of Flagstaff. Low malpais walls and fences often separate the front yard from the public sidewalk. Garages are set back behind the home and backyards are often used for parking, sheds and accessory dwelling units. Below are some examples of historic homes in the neighborhood that illustrate these elements of single family cottage design.



**Figure 50: Historic home converted to triplex at 907 W. Clay Avenue (front and back yard views)**

Triplexes are not allowed under the current zoning but this property is an example of how rental units can be managed compatibly with the neighborhood character. The exterior of this home is the same, scale, materials and style of other houses on the block. The additional unit was added to the rear. The front yard is fenced and landscaped and the rear yard provides parking. The landlord even provides garden beds and a bike rack for tenants.





**Figure 51: Single Family Cottages at 829 and 831 W. Coconino Avenue**

The home on the right is a historic single family cottage and on the left, is an infill cottage that was designed to be compatible with the neighboring house.



**Figure 52: Single Family Cottage with covered stoop at 510 W. Tombstone Avenue**

This home was recently remodeled on the exterior to remove aging stucco. The owner returned to the wood exterior materials and replaced old eaves and corbels to improve the homes appearance.





Figure 53: Single Family double "L" home at 923 W. Clay Avenue



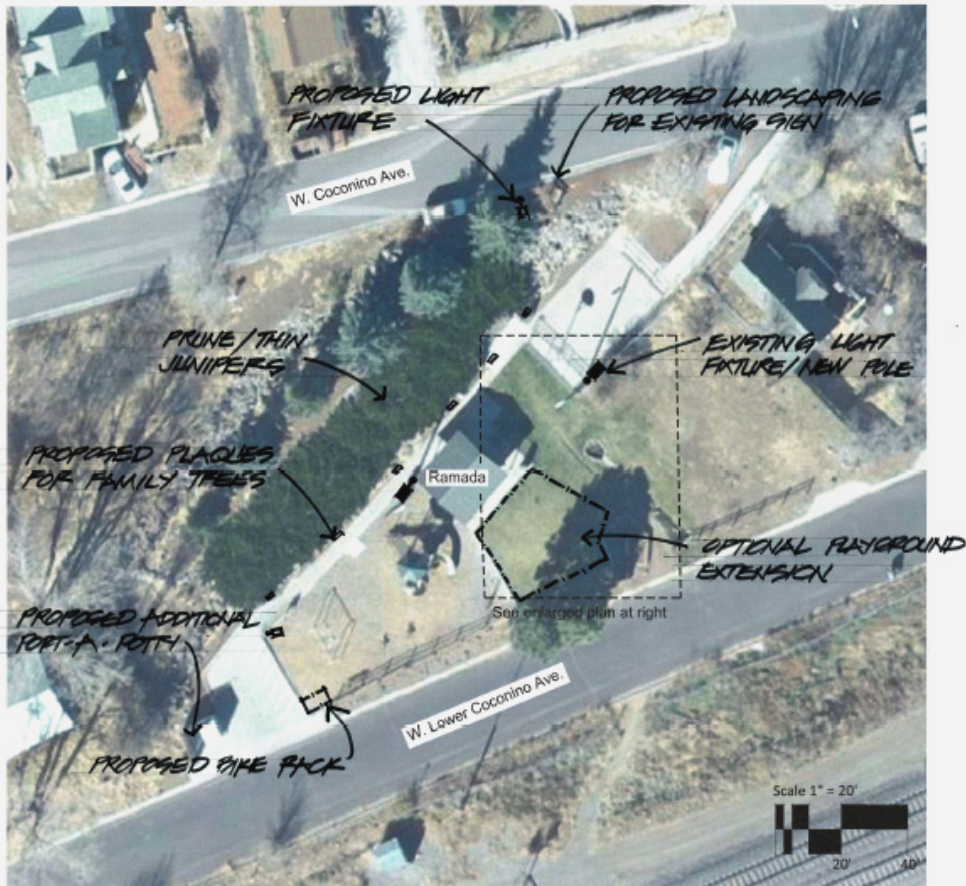
Figure 54: Single Family Cottage on steep slope at 208 W. Dupont Avenue



# OLD TOWN SPRINGS PARK

## Master Plan for Old Town Springs Park Improvements

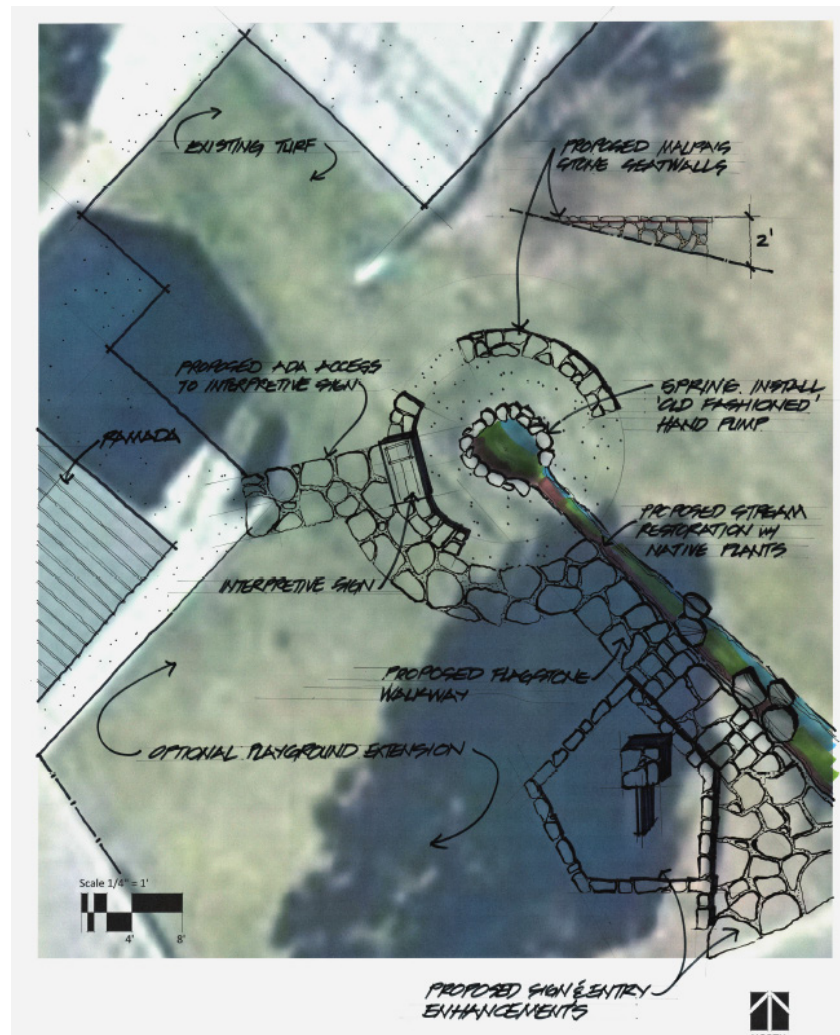
Figure 55: Existing Conditions and Conceptual Representation of Improvements



W. LOWER COCONINO AVENUE SIGN & ENTRY ENHANCEMENTS



W. COCONINO AVENUE SIGN & LANDSCAPING



**Figure 56: Illustration of Improvements to Enhance Old Town Springs Park**

*duriuscula*). The low wall around the spring would mimic the low rock walls seen in front of residences on the adjacent streets.

The sign on the north side of the park would be maintained as it matches the sign at the neighborhood entrance at Florence Avenue and Clay Avenue. These signs were designed and installed by neighborhood residents.

New lighting in the park would be similar to what has been installed at Bushmaster Park for ease of maintenance and appearance. A small LED light would be added to the top of the new flag pole so that the American flag can be flown at all times. This is the practice at Frances Short Pond and in front of the Chamber of Commerce, which are also considered possible sites of the original “Flagstaff flag pole.”

This illustration also shows the addition of interpretive signs to provide details of the natural and cultural history of the park and surrounding area. A plaque along the sidewalk would also identify that each of the spruces along the north side of the park was planted by a family from the neighborhood as a part of Flagstaff’s centennial celebrations.

Old Town Springs Park is of particular significance to the neighborhood. The Park was developed through organizing efforts of the local residents and is one of three possible locations of the original “flag of Flagstaff.” During its renovation in the 1980’s, the City also unearthed numerous archeological resources tied to the original business district that was located along the railroad.

These illustrations demonstrate how the improvements under Implementation Strategy 3.1 could be achieved in the Old Town Springs Park. The overall desire of this plan is to improve the entrances and appearance of the park by making the spring a focal point. The spring is currently invaded by the adjacent bluegrass and this proposal would include removing the current vegetation and replacing with native sedges similar to those found in hillslope springs in Thorpe Park (i.e. *Carex geophila*, *C. occidentalis* or *C.*



## CHAPTER 3: NEIGHBORHOOD GOALS AND RECOMMENDED POLICIES

Goals and policies in the La Plaza Vieja Neighborhood Specific Plan are area-specific ways of advancing the goals and policies of the ***Flagstaff Regional Plan 2030 (FRP30)***. They are written broadly because they are intended to be viable for a 10- to 20-year planning horizon. During the next 20 years, physical, financial, political, and social environments may change, but the goals and policies should provide consistency in the path forward for reinvestment and revitalization in the La Plaza Vieja neighborhood.

All City capital projects, or rezoning, annexation, and plan amendment applications will be reviewed by City staff to determine consistency with the *FRP30*, but must also take into account any applicable Specific Plans when projects fall within a Plan boundary. Specific Plans do not change existing entitlements, and development applications that use their existing rights and comply with City standards are not subject to review for consistency with *FRP30*. If an *FRP30* goal or policy is tied to a goal in the Specific Plan, then it should be weighted more heavily in future decision-making than a goal that is not listed in this chapter. The exception to this is if a Corridor Plan for South Milton Road or Route 66 comes to a different conclusion than the Specific Plan, then that Corridor Plan would take precedence in transportation and infrastructure decisions.

The Specific Plan is used in the regulatory decision-making process by the City Planning and Zoning Commission, City Council, and City staff, such as plan amendments and requests for rezoning. The Commission and the Council are responsible for making development decisions such as zoning map amendments or annexations, approval of rezoning requests which depends, in part, on whether the proposed changes or projects are consistent with the Specific Plan's goals and policies. When reviewing development proposals, City staff, the Planning and Zoning Commission, and the City Council will review applicable goals and policies to determine whether a proposed development is consistent with the Specific Plan. The Concept or Illustrative Plan and the text of the Specific Plan will provide supplemental information for the interpretation of goals and policies. In case of any conflict between the Concept or Illustrative Plan and the Specific Plan's goals and policies, the goals and policies will prevail. The Specific Plan is also used to guide decisions related to the expansion of public infrastructure, for example, the building or improvement of new roads and trails, investment in parks or public buildings, and other facilities. Many initiatives to improve the community start at the grassroots level. Thus, the Specific Plan may be used by all citizens in order to advocate for new development that conforms to the Specific Plan and for assistance in implementing actions that will further the Specific Plan's vision and direction.

The headings and names of the goals are for reference purposes only and should be disregarded in interpreting the language of the goals.

*The Flagstaff Regional Plan 2030 supports the neighborhood Vision Statement through Policy LU.10.3: 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.*

## NEIGHBORHOOD EMPOWERMENT

### GOAL #1: BUILD UPON “NEIGHBORHOOD”

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LPVNA and the community support the goals of the Plan by education, forming partnerships, recruiting volunteers, and seeking out funding for projects.

*Related FRP30 Goals: Policy NH.1.1: Preserve and enhance existing neighborhoods.*

**POLICY 1.1:** Maintain an active partnership between the City staff and LPVNA in order to facilitate grant writing, communication with residents about city programs, public involvement of residents in Commission and Council hearings, and beautification and preservation of La Plaza Vieja.

**POLICY 1.2:** LPVNA acknowledges outstanding contributions to restoration and enhancement of neighborhood yards, houses, and commercial buildings, such as an annual award.

**POLICY 1.3:** LPVNA media outreach highlights outstanding contributions of La Plaza Vieja to the wider Flagstaff community.

### GOAL #2: BOOST ENVIRONMENTAL SERVICES AND NEIGHBORHOOD SAFETY

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La Plaza Vieja Neighborhood Association and City staff cooperate to provide a safe neighborhood and to prevent and address violations of City Code. An awareness of community services and resources is widespread.

*Related FRP30 Goals: Policy NH.1.1: Preserve and enhance existing neighborhoods. Goal NH.4: All housing is safe and sanitary.*

**POLICY 2.1:** LPVNA works closely with City Code Compliance staff to assist with neighborhood clean-up, including vegetation overhanging public rights-of-way and abandoned trash.

**POLICY 2.2:** LPVNA works with property owners and residents to address deferred exterior maintenance to support an attractive and safe neighborhood for all residents.

**POLICY 2.3:** LPVNA and the City support remediation of overgrown vegetation and enforcement of City camping restrictions to improve the appearance of La Plaza Vieja and promote a safe Wildland-Urban Interface.

## PARKS AND COMMUNITY SPACES

### GOAL #3: ENHANCE PARKS MAINTENANCE, DESIGN, AND CONNECTION

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Ensure City parks in La Plaza Vieja provide safe, user-friendly, and interactive neighborhood spaces for gatherings and family activities.

*Related FRP30 Goals: Goal REC.1: Maintain and grow the region's healthy system of convenient and accessible parks, recreation facilities, and trails.*

**POLICY 3.1:** Provide well-designed, attractive, safe, and accessible amenities and entrances at all neighborhood parks.

**POLICY 3.2:** Create opportunities for parks, especially Old Town Springs Park, to showcase La Plaza Vieja's identity and natural and cultural history through the use of native landscaping, and the installation of public art and interpretive signs.

**Policy 3.3:** If any public space or park amenity is displaced for future parcel reconfiguration, infrastructure or transportation need, relocate the amenity to an appropriate area within the neighborhood.

### GOAL #4: COMMUNITY GARDENS

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The neighborhood desires a community garden with irrigation and composting that allows residents to participate as an affordable venue for education about health and local food systems.

*Related FRP30 Goals: Policy NH.1.4: Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods. Policy NH 6.2: Use urban conservation tools to revitalize existing underutilized activity centers to their potential.*

### GOAL #5: COMMUNITY CENTERS AND SPACES

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Provide publicly accessible meeting spaces throughout La Plaza Vieja for education and social events; and provide resources for local children, seniors, and local small businesses.

*Related FRP30 Goals: Goal REC.1: Maintain and grow the region's healthy system of convenient and accessible parks, recreation facilities, and trails.*

**POLICY 5.1:** Create a community bulletin board in a park or other public space for advertising meetings and outreach efforts.

**POLICY 5.2:** LPVNA and the City support development of gathering spaces, such as a community center, meeting rooms, or plaza, that is available to the public in La Plaza Vieja.

## PRESERVING NEIGHBORHOOD CHARACTER

### GOAL #6: REINVESTMENT CONSISTENT WITH NEIGHBORHOOD CHARACTER

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In each area – the Neighborhood Core, Transition Area, and Commercial Edge (see Map 13) - revitalization, redevelopment and infill development occurs in a manner compatible with the character of the built environment as defined by the scale, pattern, materials, and colors of historic residences and landmarks.

*Related FRP30 Goals: Policy LU.1.2: Develop reinvestment plans with neighborhood input, identifying the center, mix of uses, connectivity patterns, public spaces, and appropriate spaces for people to live, work, and play. Policy LU.1.3: Promote reinvestment at the neighborhood scale to include infill of vacant parcels, redevelopment of underutilized properties, aesthetic improvements to public spaces, remodeling of existing buildings and streetscapes, maintaining selected appropriate open space, and programs for the benefit and improvement of the local residents. Policy LU.1.12. Seek fair and proper relocation of existing residents and businesses in areas affected by redevelopment and reinvestment, where necessary.*

**POLICY 6.1:** Redevelopment and reinvestment opportunities that do not require the relocation of existing residents and businesses are preferred to those that displace them.

### GOAL #6N: PRESERVE THE **NEIGHBORHOOD CORE** AS A PREDOMINANTLY SINGLE-FAMILY NEIGHBORHOOD

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Single-family residential cottages with yards are the primary building type in the Neighborhood Core with compatibly-designed accessory dwelling units and duplexes that do not dominate the block or street as an element of the urban neighborhood.

*Related FRP30 Goals: FRP30 identifies the Neighborhood Core (see Map 13) as an Urban neighborhood within the pedestrian shed of three Activity Centers. Policy NH.1.2: Respect traditions, identifiable styles, proportions, streetscapes, relationships between buildings, yards, and roadways; and use historically appropriate and compatible building and structural materials when making changes to existing neighborhoods, especially in historic neighborhoods.*

**POLICY 6N.1:** Small lot and block sizes are retained north of Clay Avenue to preserve the small cottage feel and open space within La Plaza Vieja.

**POLICY 6N.2:** Combination of residential lots to create a larger lot is compatible with the La Plaza Vieja character when it does not allow for increasing height, proportions, and building massing of permitted development above what is typical for the block or street.

**POLICY 6N.3:** Single family cottages facing the street with landscaped front and back yards and an optional smaller “carriage house” in back are the preferred building types in the Neighborhood Core.

**POLICY 6N.4:** Development within the Neighborhood Core is compatible with the single-family residential character. Compatible development includes:

- Buildings with mass bulk and scale at the pedestrian (street) level consistent to adjacent blocks.
- Larger buildings with upper floors stepped back for consistent frontage with adjacent residences.
- Front entrances facing the street as the primary entrance.
- Front porches, landscaped yards and facades that are consistent with surrounding context.



- Maintained landscaping in the front yard for rental and owner-occupied houses.
- Locally-appropriate building materials.
- Gabled and hipped roofs.
- Low malpais walls to separate front and side yards from the street.
- Garages designed as a secondary structure or entrance, set back from the house frontage.
- Setbacks consistent with other houses along the street.
- Windows and doors along the building frontage with similar scale, design, and proportions to historic residences.

Examples of incompatible development within the Neighborhood Core include but are not limited to: A-Frame houses, houses with two-car garages that are not set back from the main house, and new mobile homes.

**POLICY 6N.5:** Provide adequate parking on-site for residential units in the Neighborhood Core. It is preferred that on-site parking be located along the alley or behind the main residence.

**POLICY 6N.6:** Have development applicants improve alleyways from the property to the road, when used as the primary access for infill residences (per Zoning Code 10-30.50.070).

**POLICY 6N.7:** Preserve, enhance and restore historic single family homes; whenever possible.

**POLICY 6N.8:** Encourage property owners to plant and maintain deciduous trees that shade the sidewalk in the summer where there is no parkway strip for street trees.

#### GOAL #6T: ENCOURAGE CONTEXT-APPROPRIATE DEVELOPMENT IN THE **TRANSITION AREA** BETWEEN NEIGHBORHOOD AND COMMERCIAL CORRIDORS

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The mass and scale of new development in the Transition Area are in context with the historic commercial buildings and residential structures in the La Plaza Vieja interior with larger mass and scale occurring close to Route 66 and Milton Road.

*Related FRP30 Goals: FRP30 identifies the Transition Area (see Map 13) as an existing Suburban/Future Urban area within the pedestrian shed of two Activity Centers. Policy NH.1.3: Interconnect existing and new neighborhoods through patterns of development, with complete streets, sidewalks, and trails. Policy NH.1.4: Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods. Policy NH.1.6: New development, especially on the periphery, will contribute to completing neighborhoods, including interconnecting with other neighborhoods; providing parks, civic spaces, and a variety of housing types; and protecting sensitive natural and cultural features. Policy NH.1.7: Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale. Policy NH.1.8: Prioritize the stabilization of a neighborhood's identity and maintain cultural diversity as new development occurs. Policy LU.18.8: Increase residential densities, live-work units, and home occupations within the activity center's pedestrian shed.*

**POLICY 6T.1:** Development within the Transition Area is compatible with La Plaza Vieja character. Compatible development includes:

- Gabled roofs are strongly preferred to flat roofs consistent with historic buildings (i.e. residences, the school and armory).
- Medium- scale multi-family housing, or commercial and mixed-use development that faces the neighborhood and street.

- Buildings that mimic architectural features of established residences, the school, or the armory, or incorporates elements of the significant historic periods of the railroad and timber industry.
- Buildings that incorporate paseos or walkable courtyards through buildings or a landscaped plaza.
- Civic and gathering spaces and uses, such as community centers, parks, and schools.

Examples of incompatible developments within the Transition Area include but are not limited to: commercial and mixed-use buildings with multiple-level structured parking garages<sup>4</sup>; buildings over three stories in height that are taller than buildings in the Commercial Edge; metal buildings; buildings without compatible or historically appropriate architectural details; and buildings without doors and windows that face the neighborhood and sidewalks.

**POLICY 6T.2:** Extend the urban street grid from Clay Avenue south and west to McCracken Place in order to provide a smaller block atmosphere in the Transition Area. Public streets and alleys are preferred to culs-de-sac and private driveways.

**POLICY 6T.3:** Connections between parking areas and shared parking and driveways are encouraged in the Transition Area.

**POLICY 6T.4:** Provide bicycle and pedestrian connectivity from the Neighborhood Core to commercial developments within the Transition Area.

**POLICY 6T.5:** High occupancy housing, such as rooming and boarding, single room occupancy and dormitories, may be permitted provided that the project mitigates the effects on the neighborhood including appropriate architecture, increased parking to account for occupancy, landscaping, traffic calming, and street trees.

**POLICY 6T.6:** Support opportunities for willing property owners to reduce entitlements in the Transition Area to ensure future development is appropriately scaled to the Neighborhood Core regardless of ownership.

**POLICY 6T.7:** Design new buildings to minimize impacts to views of the San Francisco Peaks, Mars Hill, Old Main Historic District, Mt. Elden, or Our Lady of Guadalupe Church from residential streets and public parks.

## GOAL #6C: ENHANCE THE **COMMERCIAL EDGE**

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Plan for and design Milton Road, Route 66, and Malpais Lane as mixed-use and commercial corridors that are compatible with the La Plaza Vieja character and provide services and jobs for Flagstaff residents.

*Related FRP30 Goals: FRP30 identifies the Commercial Edge (see Map 13) roughly north of the intersection of Malpais Lane and Milton Road as the core of an urban activity center and associated corridor. South of Malpais Lane, the Commercial Edge is the core of a Suburban Activity Center and associated corridor. 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.18.9: Plan activity centers and corridors appropriate to their respective regional or neighborhood scale.*

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<sup>4</sup> Multiple level parking garages may be considered compatible where the size of the lot or its width would otherwise limit its ability to develop in a manner that would otherwise be considered compatible with the neighborhood character.

**POLICY 6C.1:** Development within the Commercial Edge is compatible with La Plaza Vieja character.

Compatible development includes:

- Buildings with gabled roofs where they face the Transition Area and Neighborhood Core.
- Commercial and mixed-use buildings with architecture and form that enhances the comfort of the pedestrian environment on South Milton Road and interior neighborhood roads (if applicable).
- Commercial and mixed-use buildings that provide commercial services to tourists and residents on the first floor facing the street.
- Commercial and mixed-use buildings with architecture that faces the neighborhood and the corridor.
- Buildings with outdoor seating, paseos, or walkable courtyards through buildings.
- Office uses and residential units above or behind commercial buildings.

**POLICY 6C.2:** Consider impacts to views of Flagstaff's iconic scenery (i.e., the San Francisco Peaks, Our Lady of Guadalupe Church steeple, and NAU's Old Main) and landscapes from the Neighborhood Core and the roadway, when reviewing development applications in the Commercial Edge.

**POLICY 6C.3:** Recognize the history of Automotive Tourism along Route 66 by preserving and enhancing National Scenic Byway-related landmarks in good condition, such as the L Motel and the Armory (Natural Grocers building).



**Figure 57: Neighborhood Policy Area Photos**

Neighborhood Core (Upper Left)

Transition Area (Upper Right)

Commercial Edge (Lower Left)



## PRESERVING HISTORIC IDENTITY

### GOAL #7: PRESERVE AND ENHANCE EXISTING HOUSING STOCK

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Preserving the existing housing stock in La Plaza Vieja is one of the best ways to maintain the neighborhood character and the affordability of the area for residents.

*Related FRP30 Goals: Policy NH.4.1: Expand the availability of affordable housing throughout the region by preserving existing housing, including housing for very low-income persons. Policy NH.4.2: Reduce substandard housing units by conserving and rehabilitating existing housing stock to minimize impacts on existing residents. Policy NH.4.5: Renovate the existing housing stock to conserve energy and reduce utility and maintenance costs for owners and occupants.*

**POLICY 7.1:** LPVNA will promote the City's Owner-Occupied Housing Rehabilitation Program through education to address health and safety hazards and promote aging in place.

**POLICY 7.2:** LPVNA will promote the rehabilitation and maintenance of rental properties in La Plaza Vieja to ensure that rental homes and multi-family housing in the neighborhood are well maintained and landscaped.

**POLICY 7.3:** LPVNA and the City are especially supportive of property owners who provide affordable housing for low income families and will seek to provide assistance to landlords who are financially struggling to maintain their properties.

**POLICY 7.4:** Promote sustainability of residential buildings through the City's Sustainability Program and LPVNA by providing community education and outreach on grants, rebates, updated building codes, and other programs.

**POLICY 7.5:** Promote the incorporation of sustainable building practices, such as passive solar gain, photovoltaic panels, stormwater collection, grey-water plumbing, insulation standards, Energy Star ratings, etc., into new buildings and remodeling.

**POLICY 7.6:** LPVNA and the City welcome affordable housing development opportunities in La Plaza Vieja by providing supportive services, public improvements, and applying affordable housing incentives.

**POLICY 7.7:** LPVNA will serve as a resource for residents seeking information regarding identifying absent owners of units, and addressing the potential problems from absentee landlords, when appropriate.

### GOAL #8: PRESERVE HISTORIC STRUCTURES AND LANDMARKS

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Increase **heritage** preservation opportunities for property owners who want to receive assistance from City staff to assist in preservation efforts.

*Related FRP30 Goals: Goal CC.2: Preserve, restore, and rehabilitate heritage resources to better appreciate our culture.*

**POLICY 8.1:** Identify, support, and encourage the preservation of eligible historic buildings and landmarks in the Neighborhood Core and along the commercial corridors.



**POLICY 8.2:** Incorporate the historic context of the Hispanic community, Route 66, the railroad, and the lumberyard in the formation and transformations of La Plaza Vieja through the design of future redevelopment projects.

**POLICY 8.3:** Celebrate and preserve the rich history of La Plaza Vieja through partnerships that encourage research and collection, interpretive signs, and programs and education for all ages.

**POLICY 8.4:** Promote adaptive re-use of historic residences, Route 66 hotels, the armory, fire house, and school buildings over demolition. Assist property owners with reinvestment through grants and partnerships.

## GOAL #9: GATEWAYS

Develop two gateways into La Plaza Vieja with landscaping and a “La Plaza Vieja” sign that reflects the culture of the community.<sup>5</sup>

*Related FRP30 Goals: Policy CC.1.4: Identify, protect, and enhance gateways, gateway corridors, and gateway communities.*

**POLICY 9.1:** Gateway projects should incorporate public art that fits the historic context of La Plaza Vieja by working with local non-profits, the Beatification and Public Art Commission, NAU, and Coconino Community College.



**Figure 58: Neighborhood Gateway at Clay Ave and S. Milton Road**

<sup>5</sup> See implementation strategies for possible locations.

## TRANSPORTATION

### GOAL #10: FLAGSTAFF URBAN TRAILS SYSTEM (FUTS)

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La Plaza Vieja is a refuge for bicycle and pedestrian traffic through off-road trails that safely connect to and through neighborhood roads to the larger bicycle and pedestrian system. FUTS trails support safe routes to and from the elementary school on Clay Avenue and neighborhood parks.

*Related FRP30 Direction: Goal T.5: Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community. Policy T.6.2: Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails.*

**POLICY 10.1:** Plan for FUTS extensions by ensuring that trails and adequate right-of-way for complete streetscapes are included in the design of redevelopment projects in the Transition Area and Commercial Core, and as part of City infrastructure projects.

**POLICY 10.2:** Enhance existing and future FUTS trails by constructing well-designed and beautiful crossings, bridges, and underpasses; add landscaping along trails through La Plaza Vieja.

### GOAL #11: BICYCLE AND PEDESTRIAN CROSSINGS

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Pedestrian crossings allow residents of La Plaza Vieja to walk and bike safely to businesses and community facilities on the east side of South Milton Road, south side of Route 66, and north side of the BNSF Railroad.

*Related FRP30 Direction: Policy NH.1.3: Interconnect existing and new neighborhoods through patterns of development, with complete streets, sidewalks, and trails. Policy T.2.3: Provide safety programs and infrastructure to protect the most vulnerable travelers, including the young, elderly, mobility impaired, pedestrians, and bicyclists.*

**POLICY 11.1:** Continue to work closely with BNSF and ADOT to create opportunities for pedestrian underpasses and bridges to connect La Plaza Vieja to NAU, Downtown, Townsite, and Southside neighborhoods.

**POLICY 11.2:** When future corridor studies are developed, include improvement of existing crossings and facilities and provide additional pedestrian crossings and facilities on South Milton Road and Route 66 to reduce barriers to walkability for the La Plaza Vieja and Southside neighborhoods and NAU students.

### GOAL #12: INTERNAL NEIGHBORHOOD STREETS

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La Plaza Vieja has a safe and attractive multi-modal streetscape on local streets and minor collectors that provide for the safe movement of traffic and residential parking. A pedestrian-friendly environment encourages walking and biking, enables attractive views, and supports positive street activity.

*Related FRP30 Direction: Policy CC.4.1: Design streetscapes to be context sensitive and transportation systems to reflect the desired land use while balancing the needs of all modes for traffic safety and construction and maintenance costs. Policy CC.4.4: Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment. Policy LU.10.3: 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 T.1.2: Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation*

*improvement projects. Policy T.1.3: Transportation systems are consistent with the place type and needs of people. Policy T.3.3: Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places. Policy T.3.5: Design transportation infrastructure that implements ecosystem-based design strategies to manage stormwater and minimize adverse environmental impacts. Policy T.3.8: Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emissions and promote walkable community design. Policy T.4.1: Promote context sensitive solutions (CSS) supportive of planned land uses, integration of related infrastructure needs, and desired community character elements in all transportation investments.*

**POLICY 12.1:** In the event that cut-through traffic is increased as a result of City policy or changes to the management of State highways, provide maximum mitigations to reduce safety risk and provide a comfortable environment for residents, bicyclists, and pedestrians.

**POLICY 12.2:** Phase in traffic calming measures such as roundabouts, curb extensions, bulb outs, and tree plantings on internal neighborhood streets to increase pedestrian comfort, manage speed, and reduce the proportion of cut-through traffic.

**POLICY 12.3:** Incorporate street trees and landscaping plants or public art into traffic calming and sidewalk improvements.

**POLICY 12.4:** Use native drought tolerant plants for streetscapes that will not require ongoing irrigation after the plants have established.

**POLICY 12.5:** Enhance lighting by adding sidewalk level lights on minor collectors within La Plaza Vieja to improve the pedestrian environment, consistent with the City's dark skies standards.

**POLICY 12.6:** Design future sidewalks, streets, and alleys to include low-impact development features in order to manage stormwater runoff.

**POLICY 12.7:** Improve the public street connectivity in the area identified as Future Urban on the Future Growth Illustration (FRP30). Private streets are not compatible in this area.

**POLICY 12.8:** Support City efforts to manage on street parking in order to protect neighborhood character.



**Figure 59: Traffic Calming Circles on W. Tombstone Avenue**

## GOAL #13: NEIGHBORING GREAT STREETS

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Balance the needs of the regional transportation system and those of residents for safe, multi-modal streets through access and mobility management, intersections and pedestrian improvements, and future studies of the Route 66 and South Milton Road corridors.

*Related FRP30 Direction: 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.1.3: Transportation systems are consistent with the place type and needs of people. Goal T.2: Improve transportation safety and efficiency for all modes. Policy T.3.3: Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places.*

**POLICY 13.1:** Incorporate into the Regional Transportation Plan update and future corridor studies LPVNA's concerns and comments that the Clay Avenue extension is incompatible with the preservation of La Plaza Vieja's character and consider alternatives.

**POLICY 13.2:** Extension of a collector street, such as Clay Ave or McCracken St., through the neighborhood for connectivity should be considered after the functionality and capacity of arterials have been fully studied and maximized. Backage roads should support but not replace arterial functionality.

**POLICY 13.3:** If there is expansion of lanes, road extensions, and other efforts to ease congestion at the intersections along Route 66 and South Milton Road that influence the quality of life in La Plaza Vieja, use Complete Street principles and identify context sensitive solutions to mitigate impacts to residents.

**POLICY 13.4:** Any widening of travel lanes or major intersection improvements should include improved pedestrian features to allow for safe crossings, bike lanes, transit access, and sidewalks.

## GOAL #14: ACCESS TO TRANSIT

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Transit options along Milton Avenue, Route 66, Clay Avenue, and Blackbird Roost will improve mobility for La Plaza Vieja, especially for low-income and senior residents.

*Related FRP30 Goals: Goal T.7: Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.*

**POLICY 14.1:** Ensure that bus frequencies do not negatively impact walkability and La Plaza Vieja character.

**POLICY 14.2:** Provide lighted transit stops with amenities that are context appropriate. Consider opportunities for public art at transit stops.

**POLICY 14.3:** Partner with LPVNA to provide outreach regarding para-transit services for residents to help seniors age in place and to support residents with disabilities.

**POLICY 14.4:** Assist NAIPTA in conducting neighborhood specific outreach when transit changes are proposed that impact the neighborhood.



## ECONOMIC DEVELOPMENT

### GOAL #15: SMALL BUSINESS AND ENTREPRENEURSHIP

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La Plaza Vieja provides neighborhood-scale spaces for local small businesses, home-based businesses, and entrepreneurship.

*Related FRP30 Goals: Policy ED.3.1: Encourage regional economic development partners to continue proactive programs to foster the retention and expansion of existing enterprises and home-based businesses in the community. Policy ED.3.5: Advocate the economic sustainability and growth of businesses with opportunities for transitional commercial space, leased space, and property ownership. Policy LU.18.8: Increase residential densities, live-work units, and home occupations within the activity center's pedestrian shed.*

**POLICY 15.1:** Provide small business education and services through a neighborhood community center and other economic development entities.

**POLICY 15.2:** Incentivize development of live-work units and workforce housing to support local small business owners south of Clay Avenue and on properties facing South Milton Road.

## INFRASTRUCTURE AND NEIGHBORHOOD SERVICES

### GOAL #16: PROTECT PRIVATE PROPERTY FROM FLOODING

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Support redevelopment by investing in improved stormwater facilities for the Clay Avenue Wash.

*Related FRP30 Goals: Goal WR.5. Manage watersheds and stormwater to address flooding concerns, water quality, environmental protections, and rainwater harvesting.*

## CHAPTER 4: IMPLEMENTATION STRATEGIES

Implementation Strategies are designed help realize the goals of the Plan, but they are not City policy like the content of Chapter 3. The strategies do not represent commitments of City staff or resources. Their purpose is to provide a complete and essential picture of how the City and LPVNA can reasonably achieve the goals and policies of the Plan. Having strategies as part of the Plan allows LPVNA and the City to build partnerships, apply for grant funding, and take advantage of opportunities that arise in the future in a well-coordinated way. Some of these strategies may never come to fruition because of issues such as lack of funding, timing, changed conditions, or lack of willing partners. Nevertheless, articulating these intended strategies clearly will allow for a more complete dialogue as reinvestment takes place. If a strategy listed in this chapter is infeasible at a future date, it does not need to be removed by Plan amendment.

For the prioritization of implementation strategies and potential means of funding them, see Appendix 1. Implementation strategies may be added to the capital improvement 5-year plan based on the recommendations in Appendix 1 or as opportunity allows. Appendix 1 can be updated without amendment to the Specific Plan based on the *Flagstaff Regional Plan 2030 (FRP30)* annual report, or neighborhood input. Implementation strategies noted with a star in this chapter may be CDBG-eligible in whole or part based on current evaluation criteria.

### NEIGHBORHOOD EMPOWERMENT

#### GOAL #1: BUILD UPON “NEIGHBORHOOD”

**Implementation Strategy 1.1:** LPVNA may develop a work program to offer various resource directories (“How do I...”), information packages, a neighborhood newsletter, and community building activities. This work program could also partner with various community groups to market to appropriate businesses and development, as well as retain and grow local businesses.

**Implementation Strategy 1.2:** Form a grant writing team for La Plaza Vieja that is led by LPVNA and comprised of neighborhood residents, City staff, City Commission members, non-profit organizations with specialized knowledge, and small business owners.

**Implementation Strategy 1.3:** Develop a website for outreach efforts for the LPVNA. LPVNA contact information should be kept up to date on the City’s website.

**Implementation Strategy 1.4:** Through the use of Zoning Code regulation and the use of public participation, LPVNA should become the lead organization to which developers contact for neighborhood feedback and discussion on potential projects in and around La Plaza Vieja.

## GOAL #2: BOOST ENVIRONMENTAL SERVICES AND NEIGHBORHOOD SAFETY

**Implementation Strategy 2.1:** Continue to build upon the Block Watch program successes by setting a goal of one person to monitor every street, which can become the “phone-tree,” allowing a quick verbal connection to remind people of meetings, to discuss a situation, or celebrate a moment.

**Implementation Strategy 2.2:** Continue La Plaza Vieja clean-up twice a year with distribution of trash bags and gloves to participants. A dumpster and recycling collection is made available the day of clean-up.

**Implementation Strategy 2.3:** Establish Beautification Days. Focus on one block at a time to, for example, plant trees, flowers, trim shrubs, or help neighbors fix and paint their porches, driveways, and sidewalks. Showcase neighborhood pride by awarding prizes for “best landscaping,” “best front porch,” or similar.

**Implementation Strategy 2.4:** Advertise bulk pickup days to La Plaza Vieja residents to encourage the disposal of large items and yard waste. Encourage apartments to provide bulk pickup containers and advertise them to the apartment residents, especially at the end-of-semester.

## PARKS AND COMMUNITY SPACES

### GOAL #3: ENHANCE PARKS MAINTENANCE, DESIGN, AND CONNECTION

**Implementation Strategy 3.1:** Enhance Old Town Springs Park (Many of these strategies are reflected in the Master Plan for Old Town Springs Park, which is a part of the Concept Plan in Chapter 2)

- Enhance the landscaping and signing on both sides of the park to provide an attractive entrance from either West Coconino Avenue or Lower Coconino Avenue. Maintain the existing sign at the north entrance to the park, which was built by neighborhood families.
- A new flagpole and American flag can be provided to mark the Old Town Spring as a significant historical site in Flagstaff. A small light can be installed at the top of the flagpole so that the flag can be flown permanently.
- Consider historically themed playground equipment when replacing or expanding.
- Add a second porta-potty near the parking area to accommodate large parties that use the park’s ramada, and indicate a limit on available parking spaces in the ramada rental permit (on and off-site).
- ~~Consider having the Old Town Springs Park a first come, first served facility so that it is more available to the local families who advocated to have the park created.~~
- Interpretive signs can be installed to highlight the historic importance of the site and spring in local history.
- The spring in the park could be set apart from the surrounding grass and restored ecologically to some extent by improved drainage features and the introduction of native spring vegetation. Irrigation would be needed for establishment of new plants.
- Incorporate native stone seating areas and low-profile decorative walls to better delineate the spring and extend the gathering space.
- Install commemorative plaques for each of the pine trees planted by neighborhood families along Coconino Avenue.
- Cut back the overgrown juniper trees along the northern slope of the park so that the view of the pine trees above is improved. Add a decorative bicycle rack and new park lights to ensure attractive pedestrian safety and access.

**Implementation Strategy 3.2\*:** Enhance Guadalupe Park

- Install dark-sky friendly lighting for evening games.
- Pave and stripe parking lot to provide accessible and efficient parking.
- Purchase a nearby parcel to allow for relocation and improvement of the playground area and parking if the road network displaces these park features.

**Implementation Strategy 3.3\*:** Enhance Plaza Vieja Park

- Incorporate a low ornamental wall that provides seating and separates the park from the traffic on Clay Avenue.
- Replace some of the blue rug junipers with northern Arizona perennials. Irrigation would be needed for establishment of new plants.
- Coordinate with the Beautification and Public Art Commission to provide public art opportunities that are historically and culturally relevant to La Plaza Vieja.
- Provide picnic tables for gatherings.

**GOAL #4: COMMUNITY GARDENS**

**Implementation Strategy 4.1:** Provide City program support to sustain a community garden on the Natural Grocers property at Clay Avenue and South Milton Road.

**Implementation Strategy 4.2:** LPVNA will help the City recruit and retain gardeners for the community garden and build a partnership with the local school to provide youth education on food systems.

**GOAL #5: COMMUNITY CENTERS AND SPACES**

**Implementation Strategy 5.1\*:** Look for opportunities to provide common areas that are open to all La Plaza Vieja residents such as greenways and plazas.

**Implementation Strategy 5.2:** Actively research development opportunities as a stand-alone project or part of a broader redevelopment project to establish a community center within La Plaza Vieja. LPVNA could assist with efforts by establishing a business plan and exploring options and potential development partnerships.

**PRESERVING THE NEIGHBORHOOD CHARACTER**

**GOAL #6N: PRESERVE THE NEIGHBORHOOD CORE AS A PREDOMINANTLY SINGLE-FAMILY NEIGHBORHOOD**

**Implementation Strategy 6N.1:** Consider a maximum lot size for R1N in the Neighborhood Core through an overlay or other zoning code update.

**Implementation Strategy 6N.2:** Consider requiring an administrative design review for new single-family houses in La Plaza Vieja in order to encourage consistency with the goals of the Plan.

**Implementation Strategy 6N.3:** Incorporate elements of the architectural and landscaping policies and details from La Plaza Vieja's built environment into an overlay zone for the planning area.



## GOAL #6T: ENCOURAGE CONTEXT-APPROPRIATE DEVELOPMENT IN THE TRANSITION AREA BETWEEN NEIGHBORHOOD AND COMMERCIAL CORRIDORS

**Implementation Strategy 6T.1:** For developments over 35 feet tall, step back buildings so they are closer to the neighborhood scale away from Milton Road and Route 66. Incorporate architectural features on the side of the building facing the residential neighborhood.

**Implementation Strategy 6T.2:** For developments over 35 feet tall, buildings should have street-level design features that provide a pedestrian-friendly sidewalk environment next to the building.

**Implementation Strategy 6T.3:** Rezone all City-owned parks in La Plaza Vieja to the Public Facilities zone.

**Implementation Strategy 6T.4:** Incentivize rezoning of Highway Commercial parcels in the Transition Area to zones with lower height mass, scale, density and intensity of redevelopment to meet plan goals and policies. For example, in order to develop housing without a mixed use component, a property in the transition area could be rezoned to Medium Density, or High Density Residential. The Planning Director may submit applications on behalf of property owners to request voluntary downzoning for parcels in the Transition Area, reducing the cost of the application. Also consider buying development rights for key parcels to reduce entitlements, transfer of development rights, financial credits towards building permit fees, or other means of compensating property owners for voluntarily reducing mass, scale, density and intensity.

## GOAL #6C: ENHANCE THE COMMERCIAL EDGE

**Implementation Strategy 6C.1:** Consider development of enhanced design standards for first floors of commercial and mixed-use buildings in the Commercial Edge.

**Implementation Strategy 6C.2:** Encourage LPVNA to participate and build partnerships with local businesses around Route 66 events as a forum for telling La Plaza Vieja’s story in Flagstaff history.

## PRESERVING HISTORIC IDENTITY

### GOAL #7: PRESERVE AND ENHANCE EXISTING HOUSING STOCK

**Implementation Strategy 7.1\*:** LPVNA to support efforts to establish a pilot rehabilitation program for rental housing in La Plaza Vieja.

**Implementation Strategy 7.2:** Empower LPVNA to find non-federal grant funding for projects that can’t meet federal thresholds because of costs or sound mitigation issues.

### GOAL #8: PRESERVE HISTORIC STRUCTURES AND LANDMARKS

**Implementation Strategy 8.1:** Consult with the State Historic Preservation Office (SHPO) for the purpose of repackaging a proposal for smaller targeted historic districts within La Plaza Vieja, such as the relocated AL&T houses on Clay Avenue, Lower and Upper Coconino Ave. and the homes along Tucson Avenue.

**Implementation Strategy 8.2:** The City of Flagstaff Zoning Code has a “Landmark Overlay District” mechanism to protect structures aged 50 years and older. For eligible houses in La Plaza Vieja, the Planning Director may submit applications to add historic buildings into the Landmark Overlay District with property owner’s permission.

**Implementation Strategy 8.3:** Conduct an inventory of eligible historic structures along Lower Coconino Ave., W. Coconino Ave. and Spring St.

**Implementation Strategy 8.4:** Encourage groups of property owners who want to work together to submit an application for a preservation grant to the SHPO or the City with the help of the local Historic Preservation Officer at the City of Flagstaff.

**Implementation Strategy 8.5:** Continue historic research into the origins, ethnography, and migration patterns of La Plaza Vieja in order to support applications for landmark overlays and potential historic district designations by SHPO.

**Implementation Strategy 8.6:** Create a partnership between the City, LPVNA, and NAU that provides students with experience in historic neighborhood research and preservation. LPVNA may use this partnership to find grant funding for a paid intern to work for them as part of a 1-year fellowship.

**Implementation Strategy 8.7:** LPVNA and the City’s Historic Preservation Commission may work together to apply for grant funding to create a network of digital and real world interpretive opportunities to inform residents and visitors about La Plaza Vieja’s rich history and vibrant past. Examples may include: historic plaques on residences and businesses, guided tours, Quick Response Code (QR code) driven self-guided tours, etc. Leverage student volunteers, local non-profits, historic resource professionals, and City resources to support this effort.

## GOAL #9: GATEWAYS

**Implementation Strategy 9.1:** Preserve and enhance La Plaza Vieja gateway signs at South Milton Road and Clay Avenue.

**Implementation Strategy 9.2:** Identify and acquire a location for a gateway sign on West Route 66 at the intersection with Blackbird Roost.



Figure 60: View of Mars Hill from La Plaza Vieja Open Space

## TRANSPORTATION

### GOAL #10: FLAGSTAFF URBAN TRAILS SYSTEM (FUTS)

**Implementation Strategy 10.1\*:** Construct bicycle and pedestrian trails and on-street connections between La Plaza Vieja and the West Village, Townsite, and Southside neighborhoods.

**Implementation Strategy 10.2:** Maintain right-of-way for comfortable bicycle and pedestrian access along the Clay Avenue Wash after implementation of the floodplain improvements as outlined in the Rio de Flag Feasibility Report and Final Environmental Impact Statement. If the McCracken Street extension is pursued, the City may limit curb cuts along the south side of the street. The City may also provide a sidewalk in place of a standard FUTS connection if the right-of-way that can be acquired is limited. an alternate location for a FUTS trail should be included in the design, if it cannot be accommodated along the original alignment.

**Implementation Strategy 10.3:** Acquire pedestrian and bicycle access that connects the Guadalupe Park and nearby elementary school to the future FUTS trail to the south.

### GOAL #11: BICYCLE AND PEDESTRIAN CROSSINGS<sup>6</sup>

**Implementation Strategy 11.1:** Provide a pedestrian crossing at Route 66 and Blackbird Roost to create access to groceries and services. This may be accomplished through a pedestrian-only crossing or as part of a fully signalized intersection.

**Implementation Strategy 11.2:** Construct a railroad-pedestrian underpass between Florence Avenue and Walnut Street to connect the La Plaza Vieja and Townsite neighborhoods. Incorporate public art designed with input from LPVNA into the structure. If possible, allow passage to be used by vehicles in emergency situations, such as flooding.

**Implementation Strategy 11.3:** Construct a pedestrian bridge over Milton Road to connect the La Plaza Vieja and Southside neighborhoods. Work with BNSF to place the bridge in their right-of-way.

**Implementation Strategy 11.4:** Construct an under-grade crossing of Milton Road for pedestrians and bicyclists at or near Malpais Lane that would be a direct access from the Northern Arizona University campus into and out of La Plaza Vieja.

### GOAL #12: INTERNAL NEIGHBORHOOD STREETS

**Implementation Strategy 12.1:** Coordinate with the LPVNA for shared responsibilities in applying for grants and maintenance for streetscape and transportation improvements.

**Implementation Strategy 12.2:** Enhance and maintain streetscapes, dark-sky friendly lighting, and signage through City reinvestment and private property redevelopment. Streetscape improvements include, but are not limited to:

<sup>6</sup> The bicycle and pedestrian crossings in this section are listed in order of priority. Not all desired crossing may be possible to implement but they provide aspirations for consideration in future corridor studies.

curb, gutter, sidewalk repair or installations, crosswalks, street lights, street trees, planting strips, and street furniture.

**Implementation Strategy 12.3:** Regularly assess speed limit compliance and the need for residential traffic calming on Clay Avenue and Blackbird Roost. If speed limits are regularly exceeded, consider school zone speed limit restrictions on Clay Avenue at Haven Montessori Charter School to protect children walking to and from school or other traffic calming measures as outlined in the Concept Plan.

**Implementation Strategy 12.4:** Acquire right-of-way to extend McCracken Street to Malpais Lane and create a connection north to Clay Avenue in order to achieve the Future Urban form of these blocks.

**Implementation Strategy 12.5:** Complete missing sidewalks throughout the neighborhood.

### GOAL #13: NEIGHBORING GREAT STREETS

**Implementation Strategy 13.1:** Ensure any potential extension of a collector road to the west is designed to not increase the number of travel lanes on Clay Avenue, provides appropriate traffic calming, and landscaping, and is designed as a Complete Street in order to preserve the *neighborhood* feel of the street.

**Implementation Strategy 13.2:** Consider the McCracken Street extension as a possible alternative to the Clay Avenue Extension.

**Implementation Strategy 13.3:** Increase right-of-way dedication widths on Milton Road and Route 66 to allow for wider sidewalks and landscaping that support the pedestrian environment.

### GOAL #14: ACCESS TO TRANSIT

**Implementation Strategy 14.1:** Per NAIPTA's Regional Five-Year and Long Range Transit Plan, provide bus service on Clay Avenue and Blackbird Roost with neighborhood input.



Figure 61: Clay Avenue Streetscape



## ECONOMIC DEVELOPMENT

### GOAL #15: SMALL BUSINESS AND ENTREPRENEURSHIP

**Implementation Strategy 15.1:** LPVNA to provide resources for small business and entrepreneurs by working with community economic development partners, including:

- Coconino Community College - Small Business Development Center.
- City of Flagstaff Economic Vitality Team: Enterprise Zone tax credits (non-retail businesses only); workforce education; growth and success of existing businesses.
- City of Flagstaff Community Design & Redevelopment: architectural examples of how to address building improvements, public space, and street engagement; utilize Historic Preservation Façade and Signage Grant, when applicable.
- Chamber of Commerce for existing programs.
- NAU Business School—engage class project to conduct a market analysis to better understand which commercial endeavors are most appropriate for this area.
- Economic Collaborative of Northern Arizona (ECoNA).

## INFRASTRUCTURE AND NEIGHBORHOOD SERVICES

### GOAL #16: PROTECT PRIVATE PROPERTY FROM FLOODING

For a description of implementation strategies for stormwater, see the Rio De Flag Flood Control Project or other City approved master plan.



**Figure 62: An Alleyway in La Plaza Vieja**

## DEFINITIONS

*Definitions in this section are compiled from a number of sources. Definitions that are marked with a Z or R come from the Zoning Code and the **Flagstaff Regional Plan 2030 (FRP30)** respectively. If the definition in either of those documents is changed, it also applies to this document.*

**Absentee landlord:** A property owner who lives outside of the economic region and leases their property without assistance from a local management company.

**Access (Z):** A means of vehicular or non-vehicular approach or entry to or exit from property, a street, or highway.

**Activity Centers (R):** Mixed-use centers that vary by scale and activity mix depending on location. They include commercial, retail, offices, residential, shared parking, and public spaces. This Plan identifies existing and potentially new activity centers throughout the planning area, including urban, suburban, and rural centers.

**Adaptive Re-use (R):** Fixing up and remodeling a building or space, and adapting the building or space to fit a new use.

**Affordable Housing (Z):** Housing that is affordable to those who cannot afford market-priced housing locally to either rent or purchase. It is housing that may be provided with either public and/or private subsidy for people who are unable to resolve their housing requirements in the local housing market because of the relationship between housing costs and local incomes.

**Alley (Z):** A dedicated public right-of-way or passage or way affording a secondary means of vehicular access to abutting property and not intended for general traffic circulation.

**Apartment (Z):** Any real property that has one or more structures and that contains four or more dwelling units for rent or lease including mini-dorms.

**Apartment House (Z):** A building type that is a medium-to-large-sized structure that consists of four to 12 side-by-side and/or stacked dwelling units, typically with one shared entry.

**Area Type (R):** *FRP30* designates three area types: urban, suburban, and rural on the Future Growth Illustration. Area types may also be future or existing and overlap in some places.

**Arterial Streets, Roads (Z):** A road, street, or highway that is intended to provide for high speed travel between or within communities or to and from collectors. Access is controlled so that only regionally significant land uses may take direct access to these streets.

**Bicycle Lane (Z):** A dedicated lane for bicycle use demarcated by striping.

**Block size:** The size of the rectangular area surrounded by streets and usually containing several buildings. Suburban blocks are typically larger than urban blocks.

**Build-out:** A visual or quantities illustration of the extent to which buildings or use may occupy a parcel or area in the future. Maximum build-out refers to how much could be built if every lot was built to the maximum height and floor area ratio (FAR). The Concept Plan demonstrates a desired build-out scenario.

**Bulb outs:** A bulb out or curb extension is a traffic calming measure that shortens the crossing distance for pedestrians by extending the curb into the street at an intersection or mid-block crossing.

**Bus pullouts:** A designated location where the curb of the street is moved closer to the sidewalk to allow for buses to move out of traffic for pick-up and drop-off.

**Business Sector:** A business sector is a category defined by the North American Industry Classification System (NAICS), which is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy (U.S. Census Bureau definition).

**By Right (Z):** Characterizing a proposal or component of a proposal that complies with the Zoning Code, and may thereby be processed administratively, without public hearing.

**Carriage House (Z):** An accessory dwelling unit to a primary dwelling on the same site. A carriage house provides on-the-ground-floor or above-a-garage, permanent provisions for living, sleeping, eating, cooking, and sanitation.

**Civic (Z):** Not-for-profit or governmental activities dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

**Collector Street (Z):** A street that collects traffic from local streets and carries it to the arterial system. Collectors may supplement the arterial system by facilitating some through traffic volumes and may also serve abutting property.

**Commercial (Z):** Term collectively defining workplace, office, retail, and lodging functions for the purpose of describing general land use.

**Commercial Cores (R):** The center of every activity center has a commercial core allowing and encouraging commercial, institutional, high-density residential, and mixed-use development; transit opportunities; and encouraging pedestrian-oriented design.

**Commercial Edge:** A Neighborhood policy area for La Plaza Vieja comprised of properties zoned Highway Commercial with frontage along Milton Road and Route 66. . The area corresponds to the description of the commercial core and corridors in *FRP30* (see Map 13).

**Community Garden (Z):** An area where neighbors and residents have the opportunity to contribute and manage the cultivation of plants, vegetables, and fruits.

**Compatibility (Z):** Capable of existing in harmonious, agreeable, or congenial combination with other buildings, structures, blocks, or streets through the use of similar basic design principles including composition, rhythm, emphasis, transition, simplicity, and balance. Work is compatible if it is designed to complement the physical characteristics of the context and is cohesive and visually unobtrusive in terms of the overall patterns of development, scale, and continuity.

**Complete Streets (R):** Streets, roadways, and highways that are designed to safely and attractively accommodate all transportation users (drivers, bus riders, pedestrians, and bicyclists). Travelers of all ages and abilities can safely move along and across a complete street.

**Concept or Illustrative Plan (R):** A plan or map that depicts (illustrates, but does not regulate), for example, the streets, lots, buildings, and general landscaping of a proposed development.

## Definitions

Conditional Use (Z): A use that would not be appropriate without restriction, but which is permitted provided that all performance standards and other requirements of the zoning code are met.

Conditional Use Permit (CUP): Written government permission allowing a conditional use.

Congestion: A term describing the flow and volume of traffic on a given roadway. Congestion usually refers to a situation where traffic is constrained by a bottleneck occurring further downstream in the system.

Connectivity: Describes how well a transportation network connects destinations for all modes (vehicle, bus, bike and pedestrians). Connectivity is a term that applies to roads, trails, on-street bicycle lanes, and parallel bicycle and pedestrian paths.

Context (or Contextual Development) (R): Refers to the significant development, or resources, of the property itself, the surrounding properties, and the neighborhood. Development is contextual if it is designed to complement the surrounding significant visual and physical characteristics; is cohesive and visually unobtrusive in terms of scale, texture, and continuity; and if it maintains the overall patterns of development. Compatibility utilizes the basic design principles of composition, rhythm, emphasis, transition, simplicity, and balance of the design with the surrounding environment.

Context Sensitive Solution (CSS) (R): A way of designing and building transportation facilities and infrastructure to seamlessly reflect and minimize impacts on adjacent land uses and environmentally sensitive areas. A CSS project complements its physical and natural setting while maintaining safety and mobility.

Corridor: A set of essentially parallel transportation facilities designed for travel between two points.

Corridor study: A study of land use and transportation facilities in a corridor that accounts for future growth over a larger area.

Cottage: (See Single Family Cottage)

Curb ramps: Graduated areas of the curb and gutter that are designed for wheelchair access.

Curb extensions: (See Bulb-out)

Cut-through traffic: Traffic that passes through a residential area as a means of bypassing congestion on larger capacity arterial and collector roads.

Demographics: Statistical data relating to the population and particular groups within it.

Density (Z): The number of dwelling units within a standard measure of land area, usually given as units per acre.

Design Standards (R): Standards and regulations pertaining to the physical development of a site including requirements pertaining to yards, heights, lot area, fences, walls, landscaping area, access, parking, signs, setbacks, and other physical requirements.

Down zoning: The process by which an area of land is rezoned to a use that is less dense and less developed than its previous zoning would have allowed.

Entitlement: (See By Right)



**Flagstaff Regional Plan 2030:** The City of Flagstaff’s General Plan, ratified by voters on May 20, 2014. Abbreviated “*FRP30*”

FUTS (Flagstaff Urban Trails System) (Z): A city-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation.

Floor Area Ratio (FAR) (Z): An intensity measured as a ratio derived by dividing the total floor area of a building or structure by the net buildable site area.

Floodplain (Z): Any areas in a watercourse that have been or may be covered partially or wholly by floodwater from a one hundred-year flood.

Floodway: The area designated by the Federal Emergency Management Agency (FEMA) as the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations.

Future Growth Illustration: Map 22 in *FRP30* which shows land designations for future growth patterns and the areas designated for area types and activity centers.

Gable roof: The generally triangular portion of a wall between the edges of a dual-pitched roof.

Gateways: Gateways are spaces adjacent to intersections that provide entrance into the neighborhood, where landscaping, neighborhood identifying signs, and public art may be installed. They provide the first impression people have as they enter the neighborhood.

Goals (R): A desired result that the community envisions and commits to achieve.

Great Streets (R): Streets designed to take into account their entire three-dimensional visual corridor, including the public realm and adjacent land uses. Great streets are “complete” streets, meaning they service and take into account all users — not just motor vehicles, and serve as interesting, lively, and attractive community spaces.

Hipped Roof: A roof with the ends inclined, as well as the sides.

**Historic District: a group of buildings or properties that have been nominated by the State Historic Preservation Officer for the National Register or that have been protected locally through an overlay zone. Districts are established based on their eligibility, significance, and integrity.**

Historic Building (Property): A building with sufficient age, a relatively high degree of physical integrity, and historical significance and, therefore, may be eligible for listing on the National Register of Historic Places. Historic buildings may occur with or outside of a historic district and may be protected regardless of their relationship to a historic district.

Historic Resource (Z): A type of cultural resource that refers to objects, structures, natural features, sites, places, or areas that are associated with events or persons in the architectural, engineering, archaeological, scientific, technological, economic, agricultural, educational, social, political, military, or cultural annals of the City of Flagstaff, the state of Arizona, or the United States of America.

Home-based businesses: Also called Home Occupation. Businesses that do not have a commercial presence on the street and are general run out of a residence.

## Definitions

**Infill (R):** Occurs when new buildings are built on vacant parcels within city service boundaries and surrounded by existing development.

**Integrity, Historical Resource, or Cultural Resource (Z):** The authenticity of a cultural resource's identity, judged by how evident is the general character of the period of significance, the degree to which the characteristics that define its significance are present, and the degree to which incompatible elements are reversible.

**Intensity:** Intensity is the mass, bulk, and scale of buildings in commercial, industrial, institutional, and mixed-use settings. Typically, intensity is measured by the Floor Area Ratio.

**Landmark (Z):** A property with a specific historic district designation known as the landmark district.

**Landscaping (Z):** Flowers, shrubs, trees or other decorative material of natural origin.

**Land Use (Z):** The purpose or activity for which land or any building or structure thereon is designated, arranged, or intended, or for which it is occupied or maintained; or any activity, occupation, business or operation carried on or intended to be carried on in a building, structure, or on a parcel or lot.

**Live-Work (Z):** A mixed use unit consisting of a commercial and residential function. It typically has a substantial commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental residential accommodations that meet basic habitability requirements.

**Local Streets (R):** Serve immediate access to property and are designed to discourage longer trips through a neighborhood.

**Low Impact Development (LID) (Z):** A stormwater management approach modeled after nature by managing rainfall runoff at the source using decentralized small-scale controls uniformly distributed throughout the development area.

**Major intersection improvement:** Constructed improvements to an intersection that generally exceed \$1 million in costs and significantly increases capacity (reducing congestion).

**Mixed Use (Z):** The development of a single building containing more than one type of land use or a single development of more than one building and use including, but not limited to, residential, office, retail, recreation, public, or entertainment, where the different land use types are in close proximity, planned as a unified complementary whole, and shared pedestrian and vehicular access and parking areas are functionally integrated.

**Multiple-Family Housing (Z):** A residential building comprised of four or more dwelling units.

**National Register Historic District:** A district (as opposed to a single property) that has been included in the National Register of Historic Places.

**National Scenic Byway:** A National Scenic Byway is a road recognized by the United States Department of Transportation for one or more of six "intrinsic qualities": archeological, cultural, historic, natural, recreational, and scenic.

**Neighborhood (R):** Includes both geographic (place-oriented) and social (people-oriented) components, and may be an area with similar housing types and market values, or an area surrounding a local institution patronized by residents, such as a church, school, or social agency.

**Neighborhood Core:** A Neighborhood policy area for La Plaza Vieja comprised of properties zoned Residential Neighborhood (R1N) that is the architectural and cultural center of the Plan. The area corresponds to the Urban Neighborhood description in *FRP30*. The built environment within this policy area is what defines neighborhood character and compatibility. (see Map 13)

**Parkway:** A linear strip of vegetation between the curb and gutter of a street and the sidewalk.

**Pedestrian Shed (R):** The basic building block of walkable neighborhoods. A pedestrian shed is the area encompassed by the walking distance from a town or neighborhood center. Pedestrian sheds are often defined as the area covered by a 5-minute walk (about 0.25 mile or 1,320 feet). They may be drawn as perfect circles, but in practice pedestrian sheds have irregular shapes because they cover the actual distance walked, not the linear (crow flies) distance.

**Plaza (R):** A civic space type designed for civic purposes and commercial activities in the more urban areas, generally paved and spatially defined by building frontages.

**Place Type (R):** Place types include activity centers, neighborhoods, and corridors, and provide the framework around which our community is built. Land uses that occur within the different place types are further designated into categories such as residential, commercial, and institutional, which define the type of use and zoning for those place types.

**Policy (R):** A deliberate course of action, mostly directed at decision makers in government, but also may be for institutional or business leaders – to guide decisions and achieve stated goals.

**Redevelopment(R):** Is when new development replaces outdated and underutilized development.:

**Regulating Plan (Z):** A set of maps that shows the transect zones, special districts, and special requirements for areas subject to, or potentially subject to, regulation by a form-based code for a Traditional Neighborhood Community Plan. It may also show street and public open spaces, and designate where various building form standards (based on intensity of urbanism) for building placement, design and use will apply. The Regulating Plan graphically shows, applies and places the regulations and standards established in a form-based code for a Traditional Neighborhood Community Plan.

**Reinvestment(R):** A community reinvests in an area through revitalization, redevelopment, infill, brownfield redevelopment, and historic preservation, all of which play a vital role in improving the quality of life for those living in and traveling to the City of Flagstaff and the region. Reinvestment promotes the resurgence of existing activity centers and walkable neighborhoods in areas suffering from lack of maintenance, and within activity centers and corridors.

**Residential (Z):** A land use type that is designated to accommodate single-family and multiple-family dwellings. Includes mobile and manufactured homes.

**Revitalization(R):** Is to repair what is already in place, adding new vigor by remodeling and preserving.

**Road Network Illustration:** Map 25 in *FRP30* which shows roads and corridors based on their role in land use and transportation planning.

## Definitions

Scale (Z): Similar or harmonious proportions, especially overall height and width, but also including the visual intensity of the development, the massing, and the shapes and sizes of the various design elements, such as the windows and doors.

Single-Family Cottage (Z): A small house usually located on smaller sized lots in more urbanized areas.

Single-Family Detached Dwelling (Z): A dwelling designed and used for single-family use that does not share a wall with another dwelling.

Specific Plan (Z): Detailed element of the General Plan enacted under the provisions of A.R.S. § 9-461.08, that provides a greater level of detail for a specific geographic area or element of the General Plan, and that provides specific regulations and standards for the systematic implementation of the General Plan.

State Historic Preservation Office (SHPO): A state governmental function created by the United States federal government in 1966 under Section 101 of the National Historic Preservation Act (NHPA); the SHPO administers preservation programs under the NHPA.

Strategies (R): Suggested ideas of how to specifically implement policies.

Streetscape (Z): Those features of either the man-made or natural environment which abut, face, or are a part of a public street right-of-way including but not limited to, landscaping (materials and plants), street furniture, building facades and utilities, and facilities which are visible to the public such as fire hydrants, storm sewer grates, sidewalk and street paving.

Substantial Improvement: Substantial improvement “means any reconstruction, rehabilitation, addition or other improvement of a structure, the cost of which equals or exceeds 50% of the market value of the structure before the “start of construction” of the improvement.

Suburban (R): Describes areas within the City in which a person is mostly dependent on the automobile to travel to work or other destinations (sometimes referred to as Driveable Suburban), and to accomplish most shopping and recreation needs. These environments may have areas where it is possible to walk or ride a bike for recreational purposes, such as on FUTS trails, but due to the lack of connectivity or nearby amenities, are not favorable for walking or biking as a primary mode of transportation on a day-to-day basis. Suburban areas have medium to low densities of people, residences, jobs and activities with some services and goods available to residents, the streets and sidewalks vary in their design, and access to public transportation may be available.

Traffic calming: Features in the physical environment of a roadway intended to discourage speeding and cut-through traffic.

Trail (Z): A bicycle way located separately and independent from a vehicular thoroughfare for the shared use of bicycles and pedestrians.

Transect Zone (Z): One of several areas on the Zoning Map regulated by the standards found within the Zoning Code. Transect zones are ordered from the most natural to the most urban. Transect zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the public frontage (see Map 6).



**Transition Area:** A Neighborhood policy area for La Plaza Vieja comprised of properties between the Commercial Edge and the Neighborhood Core. The area corresponds to the description of pedestrian sheds in *FRP30*. This area is targeted for moderately scaled mixed use development in order to meet the stated Plan goal of preserving neighborhood character. (see Map 13)

**Urban (R):** Areas with a higher density of people, residences, jobs and activities; buildings are taller and close to the street; streets and sidewalks are in a grid pattern of relatively small blocks; the area is walkable and a variety of services and goods are available; served by public transportation.

**Viewshed (R):** An area of land that is visible to the human eye from a vantage point with particular scenic value that may be deemed worthy of preservation against development or other change.

**Walkability Audit:** A walkability audit is a community-based exercise intended to highlight opportunities, identify obstacles, and evaluate how easy it is to get around a neighborhood on foot.

**Wildland-Urban Interface:** The Wildland-Urban Interface for Flagstaff and surrounding communities at-risk encompasses multiple jurisdictions and ownerships within a relatively large geographical area. It is sufficiently large to: (1) Reduce the potential of a high intensity fire from entering the community; (2) Create an area whereby fire suppression efforts will be successful; (3) Limit large amounts of wind-driven embers or “fire brands” from settling on the community; and (4) Protect critical infrastructure (See *Community Wildfire Protection Plan for Flagstaff and Surrounding Communities in the Coconino and Kaibab National Forests of Coconino County, Arizona* for more information).

**Zoning District:** Zoning describes the control of the use of land, and of the appearance and use of buildings by the City of Flagstaff. Areas of land are divided into zones within which various uses are permitted and development standards and guidelines apply. The standards and uses in zones are used to estimate entitlements for private property.

**Zoning Code (R):** A set of legally binding provisions adopted by the City Council consistent with state law regulating the use of land or structures, or both, used to implement the goals and policies of *FRP30*.

## PUBLIC PARTICIPATION

The City and the La Plaza Vieja Neighborhood Association would like to thank the members of the public who participated in workshops and meetings from the beginning of the project in 2008 to its final draft. This plan would not be possible without our community's commitment to the future of the La Plaza Vieja Neighborhood.

Aaron Cirzon	Edward Hernandez	Lupe Anaya
Abel Sedillo	Elaine Valencia	Lynette Anaffe
Adam Langford	Elisa McKnight	M. Buckharlter
Alfonso Reyes	Emily Davalos	Madeleine Sinclair
Anamarie Lopez-Sepulveda	Erica Nowak	Mandy Metzger, <i>County Commissioner</i>
Anna & Jeff Smith	Evan Hawbaker	Marilyn Weissman
Anne Doyle	Evelyn Ramirez	Mark T. Belsanti
Annie Lutes	Father Patrick Mower	Mary Jessie Sepulveda
April Arroyo	Genevieve Garvin	Megan Gavin
Art Babbott, <i>County Commissioner</i>	Georgianne Farness	Michael Leary
Art Gastelo	Gloria Baca-Valencia	Michele Ralston
Art Keith	Gloria Olin	Monica Baker
Autumn Speer	Greg Brooks	Paul D. Bustamante
Becky Daggett	Helen Ferrell	Peter Conteras
Bernadette Barela	Ian Hublitz	Phillip Garcia
Betty Baca	James Gallardo	Rebecca Dawn Hawley
Bob Alexander	Jane Kuhn	Rick Brandel
Bob Reys	Jay Farness	Rick Lopez
Brendon Ward	Jeanne Trupiano	Robert A. Gonzalez
Brianne Lorents	Jeffery Allen Young	Robert and Juanita Hernandez
C. Renee Lorents	Jenia Kimbrough	Rod Wigman
Caleb Alexander	Jennifer Brown	Sam Green
Caleb Waters	Jesse and Irene Dominguez	Sharon Edgar
Carlos Perez	Jessica Gist	Shawn Niece-Pendergast
Carlos Sanchez	Jo Vocanda Baldo	Stephen Lopez
CeAnn Myers	John Aber	Steve Dorsett
Charlie Silver	John Grahame	Theresa Thomas
Cherie McCracken	Johnny Anaya	Tish Bogan-Ozmun
Christine Aldeis	Jon Robinson	Tito Barela
Clare McCracken	Jonathan Robinson	Todd Martinet
Clint Jackson	Josh Robinson	V. Norton
Clover Collard	Juanita Cobasky	Vernon Mayes
Concha Bustamante	Julie Leid	Veronica Barcela
CV Wells	Kathy Milazzo	Vicki Vega
David Carpenter	Kathy Turner	
David Lehman	Kelly Graham	
David Smith	Ken Berkhoff	
Debra Sepulveda	Kent Powell	
Delia Munoz	Kevin Parkes	
Denise Gauthier	Kim Avery	
Denise Wynne	Laura Bustamante-Myers	
Devonna McLaughlin	Lela Beatrice Montfort	
Donna Smith	Lisa Carroll	
Duffie Westheimer	Liz Archuelta, <i>County Commissioner</i>	
Edward Baca	Louis Valencia	

## APPENDIX 1 – PRIORITIZATION OF IMPLEMENTATION STRATEGIES

Chapter 4 contains dozens of implementation strategies that would help achieve the goals and policies of the *La Plaza Vieja Neighborhood Specific Plan*. Not all of these will be achieved over the next **5 to 20 years** and many will be achieved based on funding and opportunities that are not currently foreseeable. This appendix identifies and provides details about the top priorities for LPVNA. Ideally, these are considered potentially achievable within the **first 5 years** after the Plan is adopted. These priorities do not represent a commitment of City resources. They do provide time-specific objectives that help track LPVNA and the City's progress that may be reported in the *FRP30* annual report. Other strategies may be implemented in this timeframe as opportunities allow.

This appendix may be updated along with the annual review of the *Flagstaff Regional Plan 2030* in coordination with LPVNA, without a plan amendment.

### NEIGHBORHOOD EMPOWERMENT

Priority Ranking	Lead Organization	Potential Partnerships
1	LPVNA	Community Development, other Neighborhood Associations, League of Neighborhoods
<b>Implementation Strategy 1.4:</b> Through the use of Zoning Code regulation and the use of public participation, LPVNA should become the lead organization to which developers contact for neighborhood feedback and discussion on potential projects in and around La Plaza Vieja.		
<b>PATH FORWARD</b> <i>Creating a neighborhood forum for civic discussion on a wide variety of issues is a central part of LPVNA's mission. LPVNA will reach out to the City's Community Development staff, ADOT, and other partners to stay up-to-date on planning issues and to disseminate information to La Plaza Vieja residents.</i>		
<b>COSTS AND POTENTIAL FUNDING SOURCES</b> This strategy is primarily accomplished through volunteer time and management of a phone tree, email list and text messages. Community Development staff time is already a part of the City program of work.		

Priority Ranking	Lead Organization	Potential Partnerships
2	LPVNA	City of Flagstaff, other Neighborhood Associations, League of Neighborhoods
<b>Implementation Strategy 1.2:</b> Form a grant writing team for La Plaza Vieja that is led by LPVNA and comprised of neighborhood residents, City staff, City Commission members, non-profit organizations with specialized knowledge, and small business owners.		
<b>PATH FORWARD</b> <i>Forming a grant funding team to help with grant writing and administration is key to the success of the La Plaza Vieja Neighborhood Specific Plan. Without this strategy and receipt of grants, many of the other priorities will not be achievable.</i>		
<b>COSTS AND POTENTIAL FUNDING SOURCES</b> Volunteer and staff time are the main contributions to this implementation strategy. Grant writing for partners is not currently part of the program of work for City staff but could be part of the roles assigned to staff without additional allocation of funds.		

## PRESERVING THE NEIGHBORHOOD CHARACTER

Priority Ranking	Lead Organization	Potential Partnerships
1	City	
<p><b>Implementation Strategy 6N.1:</b> Consider a maximum lot size for R1N in the Neighborhood Core through an overlay or other zoning code update.</p> <p><b>Implementation Strategy 6N.2:</b> Consider requiring an administrative design review for new single-family houses in La Plaza Vieja in order to encourage consistency with the goals of the Plan.</p> <p><b>Implementation Strategy 6N.3:</b> Incorporate elements of the architectural and landscaping policies and details from La Plaza Vieja's built environment into an overlay zone for the planning area.</p> <p><b>Implementation Strategy 6T.1:</b> For developments over 35 feet tall, step back buildings so they are closer to the neighborhood scale away from Milton Road and Route 66. Incorporate architectural features on the sides of the building facing La Plaza Vieja.</p> <p><b>Implementation Strategy 6T.2:</b> For developments over 35 feet tall, buildings should have street-level design features that provide a pedestrian-friendly sidewalk environment next to the building.</p> <p><b>Implementation Strategy 6C.1:</b> Consider development of enhanced design standards for first floors of commercial and mixed-use buildings in the Commercial Edge.</p>		
<p><b>PATH FORWARD</b></p> <p><i>The Zoning Code administrator would develop a proposal for an overlay zone with enhanced public involvement that addresses these strategies.</i></p>		
<p><b>COSTS AND POTENTIAL FUNDING SOURCES</b></p> <p>The Zoning Code administrator can complete this work as part of the regular program of work.</p>		

Priority Ranking	Lead Organization	Potential Partnerships
2	City	LPVNA
<p><b>Implementation Strategy 6T.4:</b> Incentivize rezoning of Highway Commercial parcels in the Transition Area to zones with lower height mass, scale, density and intensity of redevelopment to meet plan goals and policies. For example, in order to develop housing without a mixed use component, a property in the transition area could be rezoned to Medium Density, or High Density Residential. The Planning Director may submit applications on behalf of property owners to request voluntary downzoning for parcels in the Transition Area, reducing the cost of the application. Also consider buying development rights for key parcels to reduce entitlements, transfer of development rights, financial credits towards building permit fees, or other means of compensating property owners for voluntarily reducing mass, scale, density and intensity.</p>		
<p><b>PATH FORWARD</b></p> <p><i>6N.2 will require an amendment to the Zoning Code and may be incorporated into the neighborhood overlay zone. Supporting voluntary down zoning with City sponsored applications may not include review fees and therefore reduces the cost to the property owner. Opportunities to reduce development rights will be largely opportunistic.</i></p>		
<p><b>COSTS AND POTENTIAL FUNDING SOURCES</b></p> <p>Developing policies to implement this strategy would be completed as part of the Community Development staff's program of work. The cost to the City would be foregoing fees that would otherwise be collected. There are only 17 lots in the Transition Area to which this strategy could apply.</p>		



## PARKS AND COMMUNITY SPACES

Priority Ranking	Lead Organization	Potential Partnerships
1	LPVNA	City, Museum of Northern Arizona Spring Restoration Institute, NAU, The Arboretum at Flagstaff, local nurseries
<p><b>Implementation Strategy 3.1:</b> Enhance Old Town Springs Park (Many of these strategies are reflected in the Master Plan for Old Town Springs Park, which is a part of the Concept Plan in Chapter 2)</p> <ul style="list-style-type: none"> <li>Enhance the landscaping and signing on both sides of the park to provide an attractive entrance from either West Coconino Avenue or Lower Coconino Avenue. Maintain the existing sign at the north entrance to the park, which was built by neighborhood families.</li> <li>A new flagpole and American flag can be provided to mark the Old Town Spring as a significant historical site in Flagstaff. A small light can be installed at the top of the flagpole so that the flag can be flown permanently.</li> <li>Consider historically themed playground equipment when replacing or expanding.</li> <li>Add a second porta-potty near the parking area to accommodate large parties that use the park's ramada, and indicate a limit on available parking spaces in the ramada rental permit (on and off-site).</li> <li><del>Consider having the Old Town Springs Park a first come, first served facility so that it is more available to the local families who advocated to have the park created.</del></li> <li>Interpretive signs can be installed to highlight the historic importance of the site and spring in local history.</li> <li>The spring in the park could be set apart from the surrounding grass and restored ecologically to some extent by improved drainage features and the introduction of native spring vegetation. Irrigation would be needed for establishment of new plants.</li> <li>Incorporate native stone seating areas and low-profile decorative walls to better delineate the spring and extend the gathering space.</li> <li>Install commemorative plaques for each of the pine trees planted by neighborhood families along Coconino Avenue.</li> <li>Cut back the overgrown juniper trees along the northern slope of the park so that the view of the pine trees above is improved. Add a decorative bicycle rack and new park lights to ensure attractive pedestrian safety and access.</li> </ul>		
<p><b>PATH FORWARD</b></p> <p><i>LPVNA will take the lead on finding grant opportunities and volunteers. City Parks Department will approve site plans and provide support for grant applications. Restoration and recognition of the historic importance of the spring is a high value for La Plaza Vieja. With improved integrity it could be eligible for recognition in the National Register of Historic Places. Improving appearance on the north side is also a priority. Trees planted by Hispanic families for Flagstaff centennial would be retained and culturally interpreted. La Plaza Vieja will provide for irrigation of new plants until established.</i></p>		
<p><b>COSTS AND POTENTIAL FUNDING SOURCES</b></p> <p>The rough estimate cost of the improvements proposed at Old Town Springs Park could be \$50,000-\$75000. These improvements could be added to the Capital Improvement Plan list of unfunded projects next year in order to allow it to be funded in a future year. The La Plaza Vieja Neighborhood Association would set a year 2 goal to find a 10-30% match to City funds for spring restoration, interpretive panel research and design and landscaping improvements. The projects in this park are not eligible for CDBG funding because the park is not in the targeted Census tract. Federal grants from the National Park Service may be a possible source of funding for municipal projects such as interpretive signs and restoration of the historic Old Town Springs.</p>		

Priority Ranking	Lead Organization	Potential Partnerships
2	LPVNA	City, local nurseries, local businesses
<b>Implementation Strategy 3.3:</b> Enhance Plaza Vieja Park <ul style="list-style-type: none"> <li>• Incorporate a low ornamental wall that provides seating and separates the park from the traffic on Clay Avenue.</li> <li>• Replace some of the blue rug junipers with northern Arizona perennials. Irrigation would be needed for establishment of new plants.</li> <li>• Coordinate with the Beautification and Public Art Commission to provide public art opportunities that are historically and culturally relevant to the La Plaza Vieja.</li> <li>• Provide picnic tables for gatherings.</li> </ul>		
<b>PATH FORWARD</b> <i>LPVNA will look for grant opportunities and coordinate volunteers for these efforts. City Parks Department will approve site plans and provide support for grant applications. Highest priority will be to replace junipers with native vegetation. La Plaza Vieja will provide irrigation of new plants until established.</i>		
<b>COSTS AND POTENTIAL FUNDING SOURCES</b> Total estimated cost of the proposed improvements at Plaza Vieja Park could be \$5,000-\$10,000 plus the amount of a City grant for public art that would be determined along with design work. Some of these improvements would be CDBG eligible and therefore it is likely that all or most of these costs could be grant funded. The City can provide technical assistance to LPVNA in preparation of their application and design work for the park. Some of these improvements would be CDBG eligible.		

## PRESERVING HISTORIC IDENTITY

Priority Ranking	Lead Organization	Potential Partnerships
1	LPVNA	City Historic Preservation Officer, The Pioneer Museum, NAU Department of History, Cline Library Special Collections, Museum of Northern Arizona, local independent historians
<b>Implementation Strategy 8.4:</b> Continue historic research into the origins, ethnography, and migration patterns of the La Plaza Vieja in order to support applications for landmark overlays and potential historic district designations by SHPO.		
<b>PATH FORWARD</b> <i>Historic preservation professionals can help identify grant opportunities. LPVNA will write grants and help introduce researchers to local residents. Ultimately the products from this project could be used for applications and interpretive signs throughout La Plaza Vieja.</i>		
<b>COSTS AND POTENTIAL FUNDING SOURCES</b> Estimated cost of the proposed project is approximately \$3,500 to \$5,000 per subject. The City staff has already built the foundation for this work with an initial investment of \$5,000 for an historic Context Report for the neighborhood prepared by SWCA this year. Federal grants may be a possible source of funding for municipal projects such as research and interpretive signs and the restoration of the historic Old Town Springs, and some private projects.		

Priority Ranking	Lead Organization	Potential Partnerships
2	LPVNA	City
<p><b>Implementation Strategy 8.2:</b> The City of Flagstaff Zoning Code has a “Landmark Overlay District” mechanism to protect structures aged 50 years and older. For eligible houses in La Plaza Vieja, the Planning Director may submit applications to add historic buildings into the Landmark Overlay District with property owner’s permission.</p> <p><b>Implementation Strategy 8.3:</b> Encourage groups of historic property owners who want to work together to submit an application for a preservation grant to the SHPO or the City with the help of the local Historic Preservation Officer at the City of Flagstaff.</p>		
<p><b>PATH FORWARD</b></p> <p><i>The landmark overlay is available now. LPVNA will take the lead on educating property owners and using the research to support the landmark application. Grant opportunities to improve integrity of historic structures can be supported by the team from Implementation Strategy 8.4.</i></p>		
<p><b>COSTS AND POTENTIAL FUNDING SOURCES</b></p> <p>Estimated cost of the proposed work is \$3,500 to \$5,000 per property for the background work needed for a Landmark Overlay designation. Local grants are available for preservation work with approval by the historic Preservation commission for \$10,000 with a \$10,000 match. The State Heritage Fund is not offering grants at this time but may resume doing so in the future.</p>		

Priority Ranking	Lead Organization	Potential Partnerships
3	City	LPVNA, The Pioneer Museum, NAU Department of History, Cline Library Special Collections, Museum of Northern Arizona, local independent historians
<p><b>Implementation Strategy 8.3:</b> Conduct an inventory of eligible historic structures along Lower Coconino Ave., W. Coconino Ave. and Spring St.</p>		
<p><b>PATH FORWARD</b></p> <p><i>Upper and Lower Coconino Ave. are two of the longest habituated places in Flagstaff and have never been inventoried for their historic or archeological significance and integrity. An inventory of this area is needed in order to consider if portions of the area would be eligible for the National Register of Historic Places.</i></p>		
<p><b>COSTS AND POTENTIAL FUNDING SOURCES</b></p> <p>The estimated cost of an inventory of this nature is \$30,000.</p>		

## TRANSPORTATION

Priority Ranking	Lead Organization	Potential Partnerships
1	ADOT	LPVNA, City
<p><b>Implementation Strategy 11.1:</b> Provide a pedestrian crossing at Route 66 and Blackbird Roost to create access to groceries and services. This may be accomplished through a pedestrian-only crossing or as part of a fully signalized intersection.</p>		
<p><b>PATH FORWARD</b></p> <p><i>Develop a capital project in coordination with ADOT. This plan cannot commit ADOT to this project, but it can state the City and LPVNA’s desire to see it implemented. The project has already been identified as warranted.</i></p>		
<p><b>COSTS AND POTENTIAL FUNDING SOURCES</b></p> <p><i>The estimated cost for a pedestrian-hybrid beacon (PHB) is \$150,000 to \$180,000 and a full signal would cost approximately \$400,000. The cost of this improvement could be shared between the City, ADOT and potentially private developers could provide a fair and roughly proportionally share. There are several potential sites along Milton Road for these kinds of improvements and so a final decision on the location would be made by the managing agency based on an assessment of future and current need along the entire corridor.</i></p>		

Priority Ranking	Lead Organization	Potential Partnerships
2	City	LPVNA
<b>Implementation Strategy 12.3:</b> Regularly assess speed limit compliance and the need for residential traffic calming on Clay Avenue and Blackbird Roost. If speed limits are regularly exceeded, consider school zone speed limit restrictions on Clay Avenue at Haven Montessori Charter School to protect children walking to and from school or other traffic calming measures as outlined in the Concept Plan.		
<b>PATH FORWARD</b> <i>Monitor traffic calming needs and effectiveness including before and after transportation projects. The City will accomplish this by using existing standards and measurements such as the traffic calming worksheet utilized by the City's traffic engineers.</i>		
<b>COSTS AND POTENTIAL FUNDING SOURCES</b> This is already a part of the Residential Traffic Management Program administered by the City's Traffic Engineering department. Traffic calming measures along Clay Avenue that were considered as part of The Standard's 2014 application for rezoning were estimated to cost \$250,000 at that time.		

Priority Ranking	Lead Organization	Potential Partnerships
3	City	LPVNA, BNSF
<b>Implementation Strategy 11.2:</b> Construct a railroad-pedestrian underpass between Florence Avenue and Walnut Street to connect the La Plaza Vieja and Townsite neighborhoods. Incorporate public art designed with input from LPVNA into the structure. If possible, allow passage to be used by vehicles in emergency situations, such as flooding.		
<b>PATH FORWARD</b> <i>Develop a City project that is planned and programmed in coordination with BNSF.</i>		
<b>COSTS AND POTENTIAL FUNDING SOURCES</b> This is a funded project under development. The cost of implementation is \$2.8 million and is being funded by FUTS funding, grant money for enhancements and the 2014 road repair and street safety tax.		

Priority Ranking	Lead Organization	Potential Partnerships
4	City	LPVNA
<b>Implementation Strategy 12.5:</b> Complete missing sidewalks throughout the neighborhood.		
<b>PATH FORWARD</b> <i>Missing sidewalks are the "low-hanging fruit" of pedestrian safety and there are less than a quarter mile of them missing from the neighborhood. The City can look for opportunities to do this work in the next 3 years as part of the Capital Improvement Program.</i>		
<b>COSTS AND POTENTIAL FUNDING SOURCES</b> The estimated cost of completing sidewalks along Malpais Lane and Blackbird Roost is approximately \$60,000. The bike and pedestrian safety improvements money from the 2000 Transportation tax could be a source of funding for this project, or the sidewalk replacement money if willing property owners participate. This project would be evaluated against other needs for pedestrian improvements city-wide but would be competitive because the missing segments are between a public bus stop and the Haven Montessori Elementary School.		



## APPENDIX 2 – METHODOLOGY

### Demographics and Housing

The Census Analysis prepared for La Plaza Vieja was compiled from three main sources. For broader information concerning tracts, block groups, and overall population, we consulted information from the U.S. Census Bureau. Our second source was information from The Environmental Systems Research Institute (ESRI), a geographic information systems (GIS) and land-use consulting firm. Based on the ACS (American Community Survey) information provided, we were able to analyze data from the housing summary, population summary, community profile, household income profile, market profile, and business summary. Our third source was taken from the City's GIS information which includes GIS data from the Coconino County Assessor's Office (County Assessor).

To calculate total area population and number of housing units, we used County Assessor's GIS data to determine the total number of housing units in the three census blocks that overlap La Plaza Vieja. We then calculated the estimated population for La Plaza Vieja calculated by the total number of units (County Assessor's data) multiplied by the average family size (average of three census tracts).

For demographic data on race, ethnicity, age, housing vacancy, and household income, we only included the information related to 2010 Census data for tract 53452 (Central La Plaza Vieja). The area north of the tracks is in the same census tract as the Townsite neighborhood and Arrowhead Village Mobile Home Park is in the West Village census tract. Both of these areas have more socioeconomic similarities to the Central La Plaza Vieja tract than they do to the other areas that are included in their respective census tract based on local knowledge and feedback from residents. Therefore, we assumed that percentages from Census Tract 53452 would be the best representation of these areas.

An important anomaly in the 2010 Census data relates to the vacancy rate for La Plaza Vieja 2010 was the year after the Great Recession ended and a 14% vacancy rate was captured at that time. It is highly unlikely, based on staff and LPVNA's observations, that the vacancy rate is still that high. Approximately 5-6 units currently appear vacant and new housing units have been created as part of infill projects in the last five years.

### Heritage Preservation

In order to update our understanding of La Plaza Vieja's historic context, Annie Lutes from SWCA Environmental Consultants prepared an updated report of La Plaza Vieja's history and architectural styles. This report documented major historical events, migration of Hispanic families into and out of La Plaza Vieja, and the movement of buildings into La Plaza Vieja after the closure of the Arizona Lumber and Timber Mill and the redevelopment of Los Chantes.

A 1996 inventory of historic buildings, County Assessor's data, a National Park Service survey of Route 66 landmark hotels, historic photos, and information on individual commercial properties were used to determine the buildings inventoried for eligibility on [Map 3](#). County Assessor's data is a reliable source for determining what buildings have been demolished or replaced, but not for determining the age of buildings built prior to the 1980s. We therefore were not able to determine what structures in the area north of the railroad tracks would be eligible. We know that several of them are over 100 years old based on family records and the materials used in their exterior and construction. This is an area that will require further research in order to be determined.

### Market Analysis

The market analysis for La Plaza Vieja covers two areas: (1) a count of businesses in the area, and (2) the types of businesses in the area. For this portion, we have consulted three main sources to gather our information for the market analysis. We looked over the ESRI data for topics concerning the count and types of businesses in the area. For owner and tax information regarding the parcels, we used the parcel viewer provided by the County Assessor. Lastly, we used the online Flagstaff Prospector economic development directory to gather information regarding the names of the businesses, estimated sales, market history, and a description of the business.

### Land Use

Maximum build-out refers to how much could be built if every lot was built to the maximum extent allowed by right. Maximum build-out is ascertained by the maximum building height and **floor area ratio (FAR)** allowed by the Zoning Code and accounting for design criteria for commercial and mixed use buildings.

### Transportation and Infrastructure

Infrastructure, road and sidewalk condition data is maintained by the City's Utilities, Engineering, and GIS divisions. The data shown for this report is up-to-date as of August 2014 and includes recent construction including replacement of water and sewer infrastructure and street surfaces. This was supplemented by a review of the walkability audit and survey results.

The City of Flagstaff conducted an online biking and walking survey that was supplemented by in-person surveys in health facilities for low-income residents and community events throughout the summer of 2014. The questions posed were administered City-wide but requested information about specific locations from the respondents. For the purpose of this analysis, responses for locations within the boundaries of the Plan were compiled.

The City of Flagstaff conducted a walkability audit in 2008 with residents and community leaders. A walkability audit uses a standard form created by the National Center for Safe Routes to School and the Pedestrian and Bicycle Information Center to assess the pedestrian environment for barriers and conditions that decrease the comfort of the pedestrian. This allows the City to compare different neighborhoods and corridors in a consistent way. In fall 2014, Andrew Hagglund and Tyler Shute, City interns, went out to La Plaza Vieja to check for changed conditions from the original survey. This was primarily to incorporate the changes after the construction work in the summer of 2014.

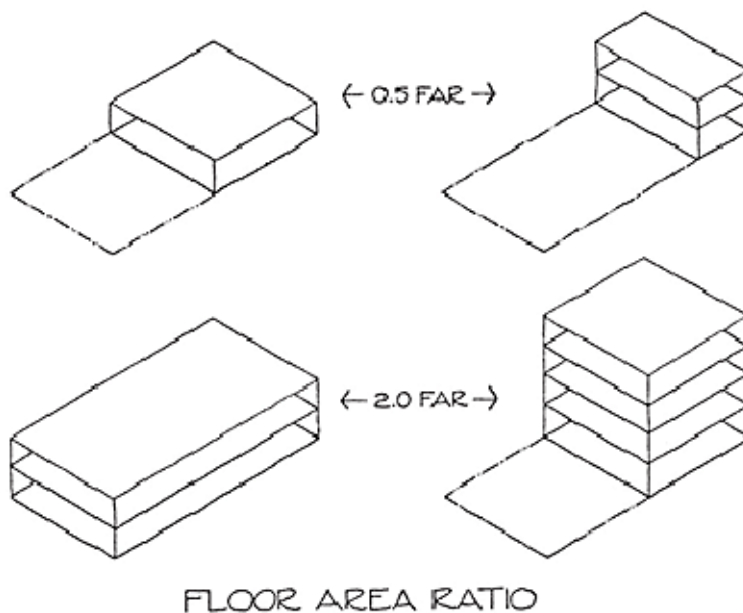
Crash data and reports were examined for every accident in the area boundary between 2001 and 2012 in order to better understand the pattern of crashes, most of which occur along Milton Road and Route 66. The vehicle movement, condition of the pedestrian or cyclist, and the level of injury were examined in this analysis.

## APPENDIX 3 – ZONING BACKGROUND

### DENSITY AND INTENSITY

**Density** refers to the intensity of development within a residential zoning district. In residential districts, density is generally measured by the maximum number of dwelling units permitted on a zoning lot. The maximum number of units is calculated by dividing the maximum residential area permitted on a zoning lot by the applicable factor for each zoning district. (Fractions equal to at least three-fourths are considered one unit.) The factors for each district are approximations of average unit size plus allowances for any common areas. Special density regulations apply to mixed use buildings that contain both residential and community facility uses.

**Intensity** is the mass, bulk and scale of buildings in commercial, industrial, institutional and mixed-use settings. Typically, intensity is measured by the Floor Area Ratio. Below is a graphic describing how buildings with the same FAR requirement can take different forms on the same site.



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## SUMMARY OF ZONING RELEVANT TO LA PLAZA VIEJA

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### RESIDENTIAL ZONES IN NEIGHBORHOOD

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#### **Single-Family Residential Neighborhood (R1N)**

The Single-Family Residential Neighborhood (R1N) Zone applies to those neighborhoods that are located between the Downtown Flagstaff Historic District and outlying areas of more recent suburban development. The R1N zone, therefore, helps to maintain and enhance the historic character, scale, and architectural integrity of the downtown and surrounding area. Single-family residential development is the primary use type. This Zone is intended to preserve and build upon the existing development patterns inherent to Flagstaff's oldest neighborhoods. New development, renovations, and additions should, therefore, be in character and scale with the existing architectural characteristics of this Zone.

#### **USES PERMITTED**

Public and private schools, home day care, most institutional residential uses (with CUP), most residential uses, minor public services, hospitals (with CUP), neighborhood meeting facilities

#### **USES NOT PERMITTED**

Multi-family residential, live-work, trade schools, manufactured homes, retail trades, room and board facility

Density Range = 2 – 14 du/ac

Maximum Building Height = 35'

#### **High Density Residential (HR)**

The High Density Residential (HR) Zone applies to areas of the City appropriate for medium to high density multiple-family residential development. This Zone is intended to provide an environment having maximum living amenities on-site while providing affordable housing, residential design flexibility, more efficient use of open space, and better separation of pedestrian and vehicular traffic. This Zone allows affordable and planned residential development that allow for higher densities.

#### **USES PERMITTED**

Public and private schools, neighborhood meeting facilities, most residential uses, institutional residential uses (with CUP), live-work (with CUP), offices (with CUP), room and board facility (with CUP), minor public services, neighborhood markets (with CUP)

#### **USES NOT PERMITTED**

Manufactured homes, retail trades, trade schools

Density Range = 13 – 29 du/ac

Maximum Building Height = 60'

#### **Manufactured Housing (MH)**

The Manufactured Housing (MH) Zone is applied to areas of the City appropriate for orderly planned development of manufactured housing parks and subdivisions to accommodate manufactured houses. This Zone also accommodates conventionally framed or constructed single-family residences secondarily and accessory uses as are related or incidental to the primary use and not detrimental to the residential environment.

#### **USES PERMITTED**

Public and private schools, neighborhood meeting facilities, day care, institutional residential (with CUP), minor public services, room and board facility (with CUP)



#### USES NOT PERMITTED

Multi-family buildings, two-family dwellings, retail trades, live-work, trade schools

Maximum Density = 11 du/ac

Maximum Building Height = 30'

### COMMERCIAL ZONES IN NEIGHBORHOOD

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#### Commercial Service (CS)

The Commercial Service (CS) Zone applies to areas of the City appropriate for those service industries and support activities necessary to maintain viable commercial retail trade centers. The development of residential uses in addition to commercial uses is encouraged in this Zone, provided that residential uses are located above or behind the primary commercial service use.

#### USES PERMITTED

Mini-storage, truck yards, incidental manufacturing, regional meeting facility, public/private/trade schools, most residential uses, institutional residential, live-work, room and board facility (with CUP), bars, all retail trades, general service, office, hospital (with CUP), minor public services, parking lots and garages, most auto services and sales

#### USES NOT PERMITTED

Warehousing, research and development, impound yard, commercial recreation facility, single-family homes, retail/service drive-thru, lodging, major public services, car washes

Gross Density = 13 du/ac

Maximum Building Height = 60'

Setbacks = 15' minimum side/rear setback when adjacent to residential

#### Highway Commercial (HC)

The Highway Commercial (HC) Zone applies to areas of the City appropriate for a full range of automobile-oriented services. The development of commercial uses in addition to residential uses is encouraged in the HC Zone to provide diversity in housing choices, provided that residential uses are located above or behind commercial buildings so that they are buffered from adjoining highway corridors. The provisions of this Zone are also intended to provide for convenient, controlled access and parking, without increasing traffic burdens upon the adjacent streets and highways. This Zone is designated primarily at the commercial corridors of the City, with the intention of making the City more attractive as a tourist destination while providing needed commercial activity.

#### USES PERMITTED

Research and development (with CUP), impound yard, warehousing, mini-storage (with CUP), incidental manufacturing, all recreation, all education, all assembly, all residential and institutional residential, all retail trade and services, garages and parking lots, all auto vehicle sales and services

#### USES NOT PERMITTED

Single-family residential, major public services, passenger transportation facility, various industrial uses

Gross Density = 13 du/ac

Maximum Building Height = 60'

Setbacks = 15' minimum side/rear setback when adjacent to residential

## APPENDIX 4 – MILTON ROAD MICROSIMULATIONS

The Flagstaff Metropolitan Planning Organization (FMPO) has been working on operational microsimulations of alternatives for improving access and reducing congestion on the Milton Road and Route 66 corridors adjacent to the La Plaza Vieja neighborhood as part of the effort to update the Regional Transportation Plan. The recommendations of the evaluation are still pending. The results of the study will inform a future corridor study that aligns operational treatments with preferred land uses and urban design. The final study can be referenced at a later date for a full performance evaluation of the scenarios discussed in this appendix.

The microsimulations bundled together improvements along Milton Road, Route 66 and related cross streets and backage roads into varied packages of treatments. Treatments included intersection improvements, pedestrian crossings, and new network connections. The treatments were tested against today's conditions and future conditions represented by a 20% growth rate in the corridor. Improvements included widening of Milton Road, extensions of either Clay Avenue or the potential McCracken Street Extension and a traffic signal at Blackbird Roost among others. Clay Avenue extension was looked at in early iterations for its potential outcomes but was dropped from future bundles after a consensus was reached that the McCracken Street extension could carry the same volume and would better meet the goals and policies developed for the neighborhood Specific Plan.

Three final bundles will be constructed of the most effective treatments and add alternative transit services as well. The operational performance including traffic delay, queue lengths, transit frequency, distance between pedestrian crossings and more will be reported on. A general assessment of land use policy alignment and relative cost will also be provided.

One bundle will be more urban in nature. It will include the McCracken Street Extension, a fully signalized intersection connecting Blackbird Roost and Metz Walk, a full system of backage roads on the east and west side of Milton Road, and increased connectivity across Milton Road. Preliminary results for this bundle showed higher traffic through the La Plaza Vieja neighborhood than other alternatives and more congestion on Milton Road as a result of increased delay at the intersection of Clay Avenue, Butler Avenue and Milton Road.

Another bundle will be more suburban and include six lanes for vehicle travel on Milton Road and major improvements to Humphreys and Route 66 intersection. Widening Milton underneath the BNSF bridge was not modeled at this time, because it is difficult to predict when bridge replacement that would allow for six lanes will be possible. The third lane on the northbound side of the road instead makes a right turn into the Southside neighborhood on Phoenix Avenue. Preliminary results for this model show that these changes allow for all traffic increases to be handles through the arterial network and congestion would improve.

The final hybrid bundle will include partially widening Milton Road to allow for six lanes between Riordan Road and the BNSF bridge, bus rapid transit improvements, increased connectivity and backage roads. Like the more suburban bundle, the third lane on the northbound side of the road makes a right turn into the Southside neighborhood on Phoenix Avenue. Preliminary results for this model are not yet available. See the final study for more information.

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Or visit our website at: <http://www.flagstaffaz.gov/comprehensiveplanning>.

## CHAPTER 2: CONCEPT PLAN

The Concept Plan is an illustration of the land use and transportation concepts in the document with accompanying descriptive text. The Concept Plan does not encumber private land or limit the ability of a private land owner to develop in accordance with their current zoning or City standards. It does provide an illustration of compatible reinvestment within the Plan boundary, intended to help with the interpretation of the Plan’s goals and policies. The Concept Plan takes into account feedback from public meetings as well as comments for this Plan and The Standard development rezoning case held between 2011 and 2015. The feedback and comments were used to develop the Concept Plan and related goals and policies in Chapter 3. The Future Growth Illustration in the *Flagstaff Regional Plan 2030 (FRP30)* and some development standards from the Zoning Code were also considered in developing the Concept Plan.

The Concept Plan includes a map of potential land uses, two scenarios for streetscapes, 3D illustrations for compatible reinvestment on private property, and a park improvements illustration for Old Town Springs Park. The illustrations are indicative of a **desirable** “build-out” condition<sup>4</sup> based on the goals and policies in Chapter 3. Some **illustrations could** require a rezoning or conditional use permit in order to be built in the location they are shown. The illustrations meet the parking ratio and general site-design requirements in the Zoning Code and the Plan’s policy for compatible development in each Neighborhood policy area (Map 13). These build-out illustrations have not been taken through the review process that an actual development application would be subject to and therefore do not represent “pre-approved” projects. Staff has not done a financial feasibility of these illustrations as the market and property values may change independent of the actions of the City.

Concept Map 1 shows a desirable build-out scenario for the area. Land uses and building forms assume the floodplain issues associated with the Rio de Flag Flood Control Project have been resolved (Streetscapes Scenario 2). Streetscapes Scenario 1 accounts for the Rio de Flag Flood Control Project not going through. Reinvestment that takes place in the interim may be laid out differently because of the Clay Avenue Wash floodway and floodplain issues. Due to regulatory limitations on the substantial improvement of properties in the floodplain, it is anticipated that most large-scale redevelopment in that area will occur after the Rio de Flag Flood Control Project is completed or would require flood proofing similar to the redevelopment of Barnes and Noble and College America in the Commercial Edge. The Concept Plan does not take into account utility easements and other deed restrictions.

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Concept Plan Illustrations were created in SketchUp Pro by:

*Illustration 1: Clay Donaldson*

*Illustration 2: Clay Donaldson*

*Illustration 3: Tyler Shute*

*Illustration 4: Karl Eberhard, AIA*

*Illustration 5: Karl Eberhard, AIA*

*Illustration 6: Clay Donaldson*

*Old Town Springs Concept: Mark DiLucido, RLA*

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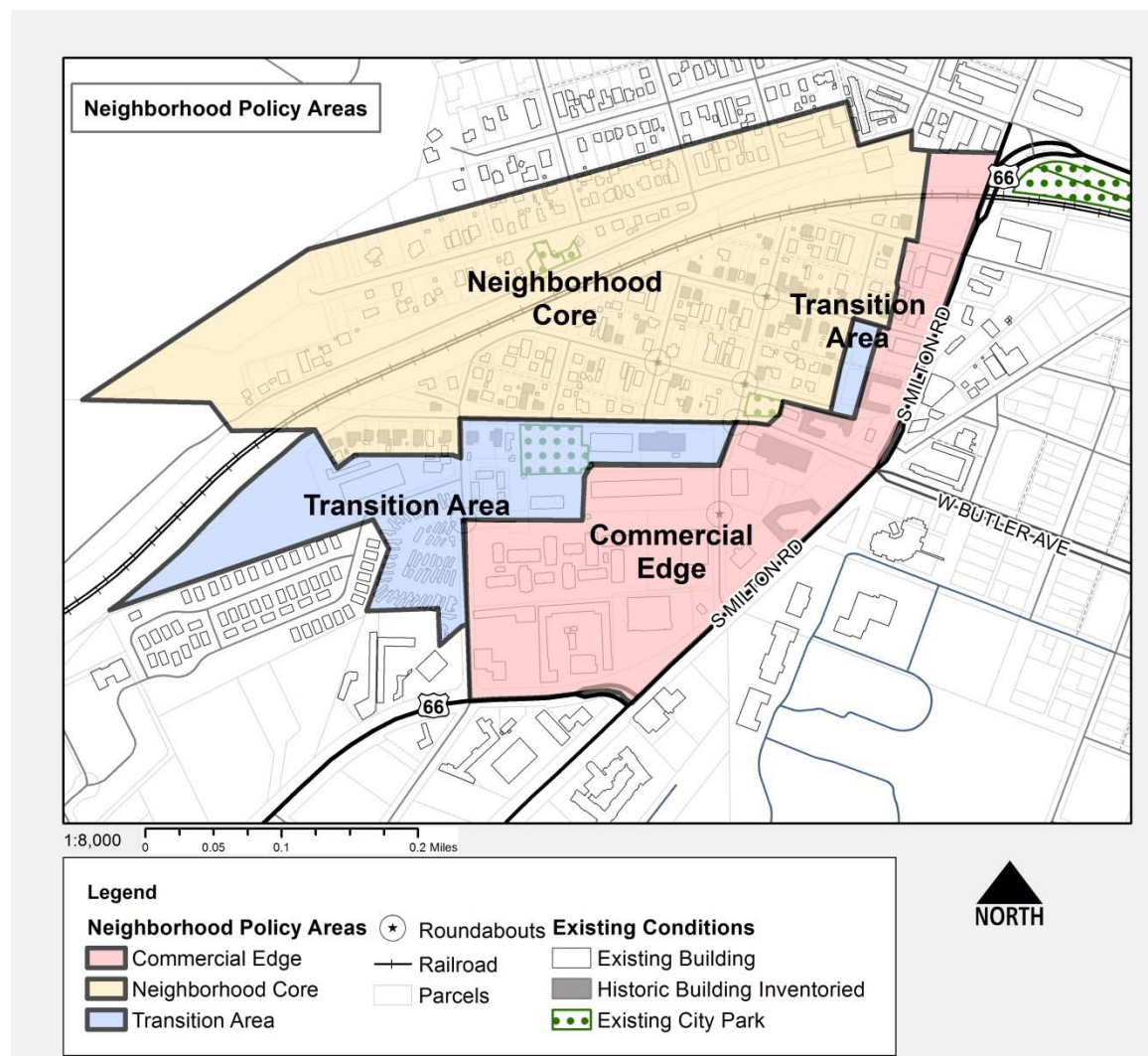
<sup>4</sup> Desirable build out illustrations cannot be required. Existing entitlements cannot be changed by the Specific Plan.

## WHAT ARE NEIGHBORHOOD POLICY AREAS?

La Plaza Vieja is a historically mixed-use neighborhood. In order to set goals and policies for the form and character of the built environment, neighborhood policy areas have been identified to guide the implementation of current zoning, Regional Plan direction, transportation and access, and preservation of neighborhood character. In Chapter 3, under Preserving Neighborhood Character, Goal 6 is divided into Neighborhood Core (6N), Transition Area (6T), and Commercial Edge (6C). The locations of each illustration in this chapter are primarily in the Transition Area and Commercial Edge because the desired form of buildings in these zones is not well illustrated by current examples in the area.

The City cannot change land-use (zoning) entitlements without revising its Zoning Code. If a property owner does not seek a zone change, then the goals, policies, and illustrations of the Specific Plan, like those of the Regional Plan, will be aspirational and the Zoning Code will determine what the property owner is allowed to build and what uses are available. The neighborhood policy areas are therefore not “zones,” but instead planning areas which encourage compatible development and design of a variety of land uses.

**Map 13: La Plaza Vieja Neighborhood Policy Areas**



The Commercial Edge corresponds to the commercial core and corridor place types from *FRP30*. Corridors are geographically defined as a half block from the road frontage and commercial cores are typically the parcels surrounding the intersection that defines an activity center. Both of these definitions have flexibility depending on the scale of the activity center (regional or neighborhood), location, and surroundings (such as topography). The commercial core for La Plaza Vieja melds the urban neighborhood-scale activity center, suburban regional-scale activity center, and two commercial corridors into a cohesive automotive-oriented commercial area. All of the parcels in this policy area are zoned Highway Commercial (HC). **The scale of the activity center primarily determined the depth of the commercial core from the main street.** All of these place types support higher intensity of commercial, services, and mixed-use development.

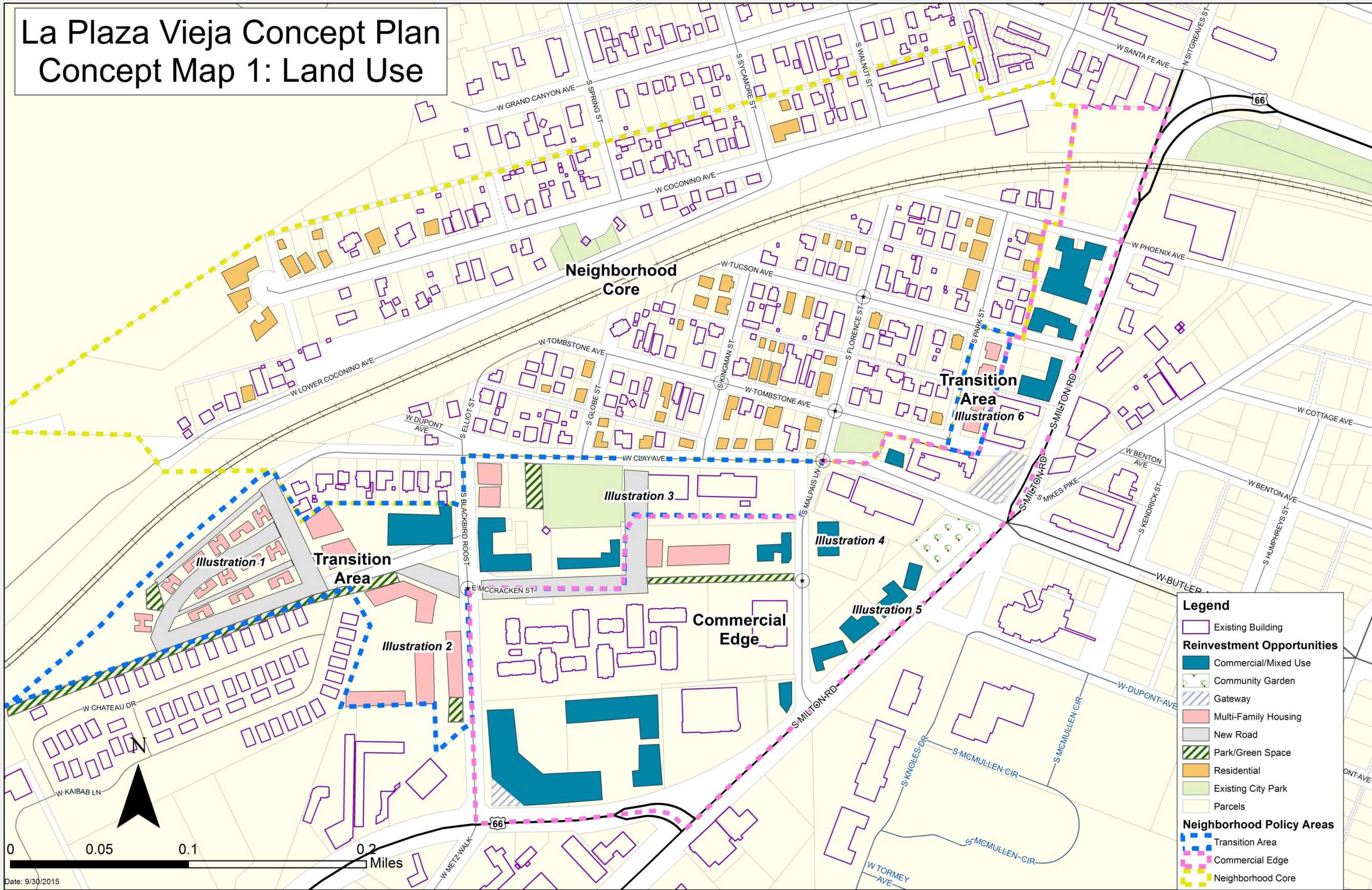
The Transition Area corresponds to the pedestrian shed of activity centers as described in the *FRP30*. The description of a pedestrian shed in *FRP30* is primarily **medium to high density** residential with smaller scale commercial. La Plaza Vieja is a unique circumstance because the area that would typically be the pedestrian shed is zoned for commercial and mixed-use development. Therefore, the description of a pedestrian shed has been expanded for La Plaza Vieja to include a wider range of commercial, services, and mixed-use development at a scale and intensity that balances neighborhood preservation and the land uses that support the activity centers and corridors. The largest block in the Transition Area has a great diversity of uses ranging from single-family homes **to high density** apartment complexes closer to the activity centers and corridors. This demonstrates that this part of the neighborhood already functions as a pedestrian shed. **The smaller piece of the Transition Area is located between Park Avenue and South Milton Road and is made up of 2 vacant parcels. The potential future development of these parcels could have a major impact on the residential character of Park Avenue and would diminish important views of the Our Lady of Guadalupe steeple, from the neighborhood.** The majority of this area is already zoned **commercial, and therefore** this Plan's description of compatible and incompatible development within the Transition Area cannot limit the exercise of existing entitlements. Even though a 60-foot tall building may be an incompatible mass and scale for this area, it could be built if the parcel is currently zoned for it. All development in the commercial zones must meet the design standards for the City, and the policies of this Specific Plan can be used to determine appropriate appearance of streetscapes, landscaping, materials, form, colors, and architecture (Flagstaff Zoning Code 10-30.60.080).

The Neighborhood Core corresponds to an urban neighborhood as described in the *FRP30*. Since this is a historic neighborhood as identified on Map 14 in *FRP30*, some of the direction from the *FRP30*'s description of density and intensity appropriate for urban neighborhoods does not apply in this case. The parcels in the Neighborhood Core are all zoned Single Family Residential Neighborhood (R1N), which allows single-family homes, duplexes, and Accessory Dwelling Units (ADUs). There is no design review currently for single-family homes or ADUs, but duplexes must go through concept review and design review along with their building permit. Non-conforming structures in this area may continue to be used without expansion in accordance with the Flagstaff Zoning Code 10-20.60.030.

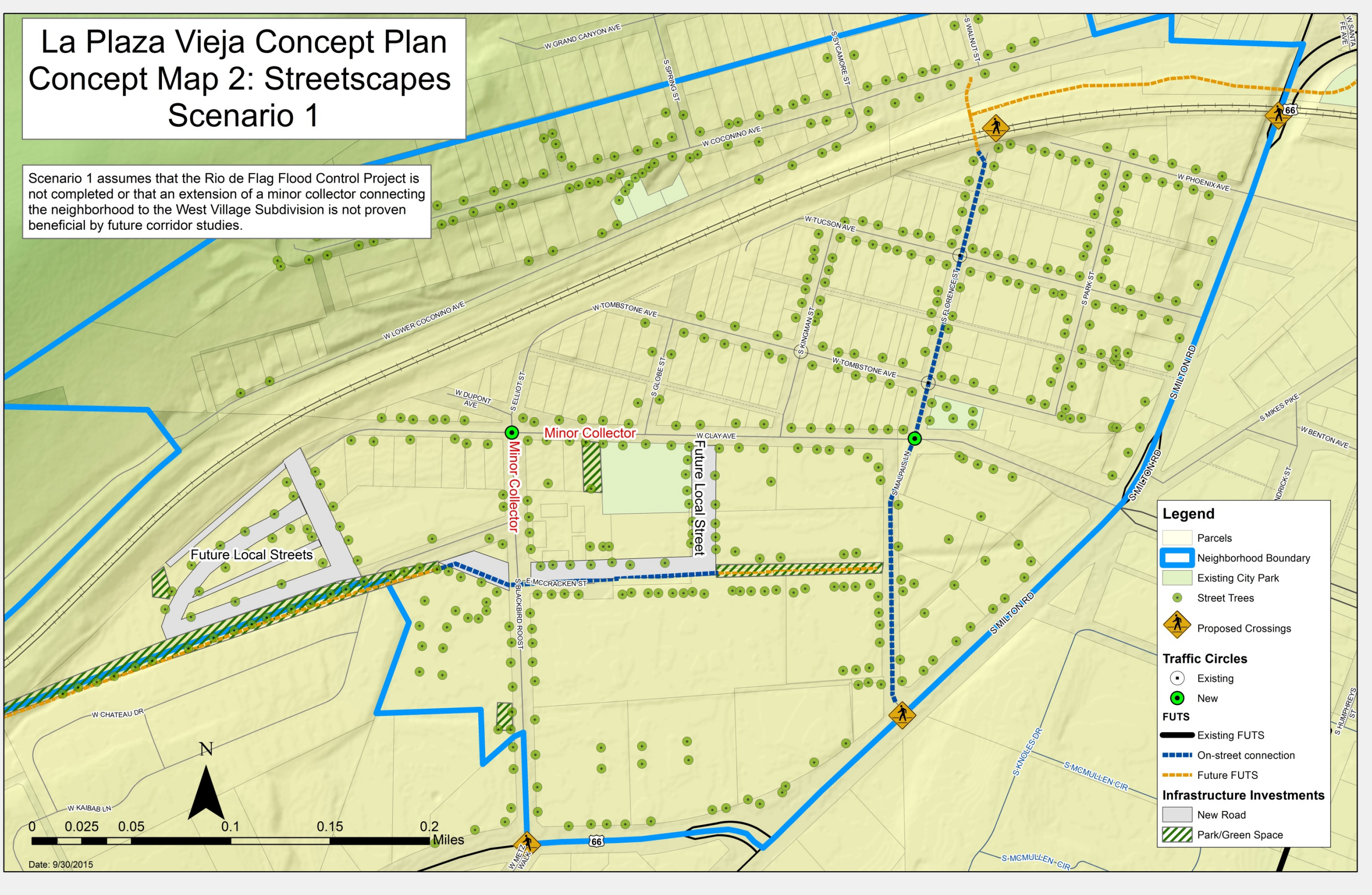


# La Plaza Vieja Concept Plan

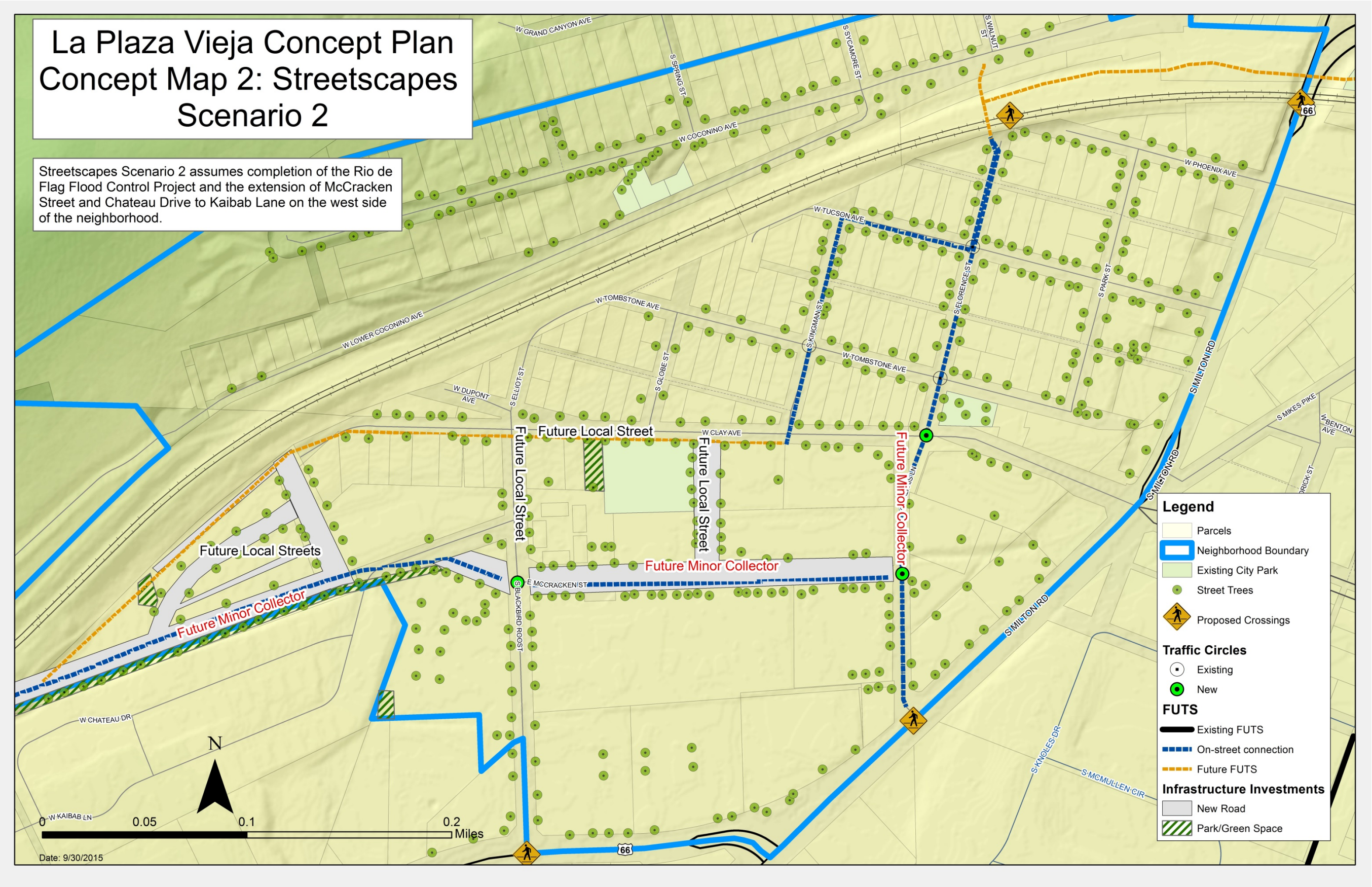
## Concept Map 1: Land Use













## ILLUSTRATION 3: MCCrackEN EXTENSION BLOCK



Figure 32: Overview of the Block South of Clay Avenue with McCracken Extension

McCracken Street currently dead ends about 250 feet east of Blackbird Roost. After the completion of the Rio de Flag floodplain improvements, it may be possible to connect the road with Malpais Lane and create a mid-block connection to Clay Avenue (Policy 6T.2). The midblock connection would



Figure 33: Commercial Building along Malpais Lane

displace the current accessible parking and playground equipment associated with the Guadalupe Park. In this case, the City would need to acquire additional property proximate to the ballpark to reestablish the playground area (Policy 3.3). The new roads would create the opportunity to have commercial, mixed-use buildings, and apartments throughout the reconfigured block and not just along Malpais Lane and Blackbird Roost (Policy 6T.1 and 6C.1). New local roads would increase the amount of on-street parking for special events at the school, park, or commercial buildings (Policy 6T.3, 6C.4, and Policy 3.1). Shared parking and driveways within this block will also increase the parking capacity for commercial businesses that would typically occupy parking spaces during the day, and apartments and the ballpark that would use the parking at night and on weekends. Proximity to transit and bicycling opportunities will also improve the efficiency of parking within this block (Goals 10, 12, and 14).





**Figure 34: View of Shared Parking, West Side of Block**



**Figure 35: Three-Story Mixed Use along McCracken Extension**



**Figure 36: Multi-Family Facing New Local Street, Mid-Block**

The buildings illustrated in this block along the McCracken Street Extension include (from west to east) an office building, a mixed-use building with commercial and residential uses, facing apartment buildings with stoops on the street, and a corner-entry commercial building at the corner of Malpais Lane and the new McCracken Street Extension that enhances the entrance into the neighborhood. Illustration 3 shows an adequate amount of surface parking for all residential, commercial, and mixed-use buildings on the block.

Shared parking makes parking requirements more feasible with a parking demand study. Features that make these designs compatible with the character of La Plaza Vieja are their use of locally significant materials, paseos to allow views into interior courtyards from the street, gables and hipped roofs, cupolas, the use of residential features in the design (dormers, stoops, balconies), and landscaping (Policy 6T.1 and 6C.1). All buildings are tallest along McCracken Street and step back as they approach Clay Avenue. Buildings in the adjacent Commercial Edge may be taller in the future. The office building at the corner of Blackbird Roost and the McCracken Street Extension has a roofline that mimics the historic school at the opposite corner of the block, including cupolas (Policy 6T.1). Patio spaces, residential porches, courtyards,

balconies, and various civic spaces all appear in Illustration 3 as a way of blending residential and commercial spaces. The commercial buildings along the McCracken Extension feature recessed entries and arched hallways, which, along with street trees and gathering spaces, contribute to a varied and pedestrian-oriented streetscape. Residential entryways also face the street throughout the block, and are given elevated and recessed entries and landscape buffers to better distinguish private from public space.

## ILLUSTRATION 5: TRANSITION AREA ADAPTIVE REUSE



**Figure 44: Adaptive Reuse of Old Fire Station along Malpais Lane**

This illustration shows a potential repurposing of the former firehouse building, playing off the firehouse history but adding architectural features such as patios, low walls, and other features that make it relate better to human scale and the new uses (Goals 6, 6C, 8, Policy 8.4). It also shows the possibility of a second floor that contains four residential units (Policy 6C.1). This space could potentially be offices if adequate parking could be secured (Policy 6C.4).



**Figure 45: Alternate View of Adaptive Reuse from Milton Road**

*These are illustrative examples of desired outcomes from the Plan, and do not impact existing land entitlement or limit the ability of a private land owner to develop other uses in accordance with the City Code and Standards.*

- Buildings that mimic architectural features of established residences, the school, or the armory, or incorporates elements of the significant historic periods of the railroad and timber industry.
- Buildings that incorporate paseos or walkable courtyards through buildings or a landscaped plaza.
- Civic and gathering spaces and uses, such as community centers, parks, and schools.

Examples of incompatible developments within the Transition Area include but are not limited to: commercial and mixed-use buildings with multiple-level structured parking garages;<sup>5</sup> buildings over three stories in height that are taller than buildings in the Commercial Edge; metal buildings; buildings without compatible or historically appropriate architectural details; and buildings without doors and windows that face the neighborhood and sidewalks.

**POLICY 6T.2:** Extend the urban street grid from Clay Avenue south and west to McCracken Place in order to provide a smaller block atmosphere in the Transition Area. Public streets and alleys are preferred to culs-de-sac and private driveways.

**POLICY 6T.3:** Connections between parking areas and shared parking and driveways are encouraged in the Transition Area.

**POLICY 6T.4:** Provide bicycle and pedestrian connectivity from the Neighborhood Core to commercial developments within the Transition Area.

**POLICY 6T.5:** Medium density housing in the Transition Area is preferred when using building types that protect the neighborhood character of La Plaza Vieja.

**POLICY 6T.6:** Support opportunities for willing property owners to reduce entitlements in the Transition Area to ensure future development is appropriately scaled to the Neighborhood Core regardless of ownership.

**POLICY 6T.7:** Design new buildings to minimize impacts to views of the San Francisco Peaks, Mars Hill, Old Main Historic District, Mt. Elden, or Our Lady of Guadalupe Church from residential streets and public parks.

## GOAL #6C: ENHANCE THE **COMMERCIAL EDGE**

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Plan for and design Milton Road, Route 66, and Malpais Lane as mixed use and commercial corridors that are compatible with the La Plaza Vieja character and provide services and jobs for Flagstaff residents.

*Related FRP30 Goals: FRP30 identifies the Commercial Edge (see Map 13) roughly north of the intersection of Malpais Lane and Milton Road as the core of an urban activity center and associated corridor. South of Malpais Lane, the Commercial Edge is the core of a Suburban Activity Center and associated corridor. 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.18.9: Plan activity centers and corridors appropriate to their respective regional or neighborhood scale.*

**POLICY 6C.1:** Development within the Commercial Edge is compatible with La Plaza Vieja character. Compatible development includes:

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<sup>5</sup> Multiple-level parking garages may be considered compatible where the size of the lot or its width would otherwise limit its ability to develop in a manner that would otherwise be considered compatible with the neighborhood character.

- Buildings with gabled roofs where they face the Transition Area and Neighborhood Core.
- Commercial and mixed-use buildings with architecture and form that enhances the comfort of the pedestrian environment on South Milton Road and interior neighborhood roads (if applicable).
- Commercial and mixed-use buildings that provide commercial services to tourists and residents on the first floor facing the street.
- Commercial and mixed-use buildings with architecture that faces the neighborhood and the corridor.
- Buildings that mimic architectural features of established residences, the school, or the armory, or incorporates elements of the significant historic periods of the railroad and timber industry.
- Buildings with outdoor seating, paseos, or walkable courtyards through buildings.
- Office uses and residential units above or behind commercial buildings.

**POLICY 6C.2:** Consider impacts to views of Flagstaff's iconic scenery (i.e., the San Francisco Peaks, Our Lady of Guadalupe Church steeple, and NAU's Old Main) and landscapes from the Neighborhood Core and the roadway, when reviewing development applications in the Commercial Edge.

**POLICY 6C.3:** Recognize the history of automotive tourism along Route 66 by preserving and enhancing National Scenic Byway-related landmarks in good condition, such as the L Motel and the Armory (Natural Grocers building).

**POLICY 6C.4:** Connections between parking areas and shared parking and driveways are encouraged in the Transition Area.

**POLICY 6C.5:** High occupancy housing, such as rooming and boarding, single room occupancy, and dormitories, may be permitted provided that the project mitigates the effects on the neighborhood including appropriate architecture, increased parking to account for occupancy, landscaping, traffic calming, and street trees.



**Figure 57: Neighborhood Policy Area Photos**

Neighborhood Core (Upper Left)    Commercial Edge (Lower Left)



## GOAL #6T: ENCOURAGE CONTEXT-APPROPRIATE DEVELOPMENT IN THE TRANSITION AREA BETWEEN NEIGHBORHOOD AND COMMERCIAL CORRIDORS

**Implementation Strategy 6T.1:** For developments over 35 feet tall, step back buildings so they are closer to the neighborhood scale away from Milton Road and Route 66. Incorporate residential scale details, such as windows, doors and porches, on the building elevation facing the residential neighborhood.

**Implementation Strategy 6T.2:** For developments over 35 feet tall, buildings should have street-level design features that provide a pedestrian-friendly sidewalk environment next to the building.

**Implementation Strategy 6T.3:** Rezone all City-owned parks in La Plaza Vieja to the Public Facilities zone.

**Implementation Strategy 6T.4:** Incentivize rezoning of Highway Commercial parcels in the Transition Area to zones with lower height, mass, scale, density, and intensity of redevelopment to meet plan goals and policies. For example, in order to develop housing without a mixed-use component, a property in the transition area could be rezoned to Medium Density or High Density Residential. The Planning Director may submit applications on behalf of property owners to request voluntary downzoning for parcels in the Transition Area, reducing the cost of the application. Also consider buying development rights for key parcels to reduce entitlements, transfer of development rights, financial credits towards building permit fees, or other means of compensating property owners for voluntarily reducing mass, scale, density, and intensity.

## GOAL #6C: ENHANCE THE COMMERCIAL EDGE

**Implementation Strategy 6C.1:** Consider development of enhanced design standards for first floors of commercial and mixed-use buildings in the Commercial Edge.

**Implementation Strategy 6C.2:** Encourage LPVNA to participate and build partnerships with local businesses around Route 66 events as a forum for telling La Plaza Vieja’s story in Flagstaff history.

**Implementation Strategy 6C.3:** Incorporate residential scale details, such as windows, doors and porches, on the building elevation facing the Neighborhood Core or residences in the Transition Area.

## PRESERVING HISTORIC IDENTITY

### GOAL #7: PRESERVE AND ENHANCE EXISTING HOUSING STOCK

**Implementation Strategy 7.1\*:** LPVNA to support efforts to establish a pilot rehabilitation program for rental housing in La Plaza Vieja.

**Implementation Strategy 7.2:** Empower LPVNA to find non-federal grant funding for projects that can’t meet federal thresholds because of costs or sound mitigation issues.



# La Plaza Vieja Neighborhood Specific Plan

## General Plan Amendment Narrative

Updated October 2, 2015

### Description of the Amendment

La Plaza Vieja Neighborhood Association requested by petition that the City adopt a specific plan for their neighborhood. In July 2014, the City Council accepted their petition and requested that City staff begin work on the updating the 2012 draft of the plan.

Specific Plans incorporated by reference will be added to a list following Page XV-6 of the Flagstaff Regional Plan 2030. The goals and policies of the Specific Plan may also be placed in Appendix E for ease of reference.

The need for this amendment to the Flagstaff Regional Plan 2030 is to adopt by reference a Specific Plan for the La Plaza Vieja Neighborhood that promotes the neighborhoods vision and improves the implementation of the Regional Plan in this area.

### Community Benefits and Considerations:

The intent of the La Plaza Vieja Neighborhood Specific Plan is to provide a clear and comprehensive guide for compatible reinvestment that preserves and enhances the neighborhood character through encouraging:

- Preservation and restoration of historic buildings;
- Quality urban design;
- Enhanced connections between the corridors, activity centers, and the neighborhood; and
- Improved access to services and jobs.

Neighborhood residents, property owners and all of Flagstaff would benefit from the improved housing, connectivity, and the historic and cultural preservation of the neighborhood. The challenges to implementing the Specific Plan are:

- Transition Area and Commercial Edge's impact to neighborhood character
- Existing entitlements in Highway Commercial zoning
- Extension of a minor collector through the neighborhood- Regional v. neighborhood traffic needs
- Arrowhead Village Mobile Home Park - floodplain, relocation, and affordable housing issues
- Housing occupancy (owner v. renter)
- Nonconforming uses

## Regional Plan Conformance Narrative

One way the Specific Plan improves the ability of the City and partners to implement the General Plan goals and policies is by identifying the ones most relevant to the area. These goals and policies should be more heavily weighted in this the planning boundary than other direction in the Regional Plan. On Page 49, the Specific Plan states, "If an FRP30 goal or policy is tied to a goal in the Specific Plan, then it should be weighted more heavily in future decision-making than a goal that is not listed in this chapter. The exception to this is if a corridor plan for South Milton Road or Route 66 comes to a different conclusion than the Specific Plan, then that Corridor Plan would take precedence in transportation and infrastructure decisions." Not all of the Goals and Policies included in this analysis of Plan conformance are listed in the Specific Plan as one that should be more heavily weighted.

### NATURAL ENVIRONMENT

#### Environmental Planning and Conservation

Map 7 shows the Old Town Springs as a significant natural resource

#### Analysis

The Old Town Springs Park Master Plan and Implementation Strategy 3.1 preserve and enhance the Old Town Spring which is a significant cultural and natural resource. Under the Specific Plan, the function of the spring and its prominence in the park would be improved, and natural history interpretation would be provided for educating the public on the role of the spring in Flagstaff's history.

#### Water Resources

The Clay Avenue Wash is part of the Rio de Flag Flood Control Project as shown on Map 11.

Policy WR.5.6. Implement stormwater harvesting techniques to support water conservation strategies by collecting and using local precipitation in the vicinity where it falls to support both human and overall watershed health needs.

Policy WR.5.7. Support healthy watershed characteristics through implementation of practices, consistent with the City of Flagstaff Low Impact Design Manual, that improve flood control and flood attenuation, stormwater quality, and water sustainability; increase groundwater recharge; enhance open space quality; increase biodiversity; and reduce land disturbance and soil compaction.

#### Analysis

Most needs for stormwater issues in the neighborhood are addressed by the implementation of Rio de Flag Flood Control Project. If the project is not funded or becomes infeasible, than the need to reduce the impact of the floodplain on the planning area would remain and need to be addressed by the City in an alternate manner. Goal 15 addresses this point.

Policy 12.4 and 12.6 further refine the use of stormwater harvesting and efficiently managing water demand for street improvements.

BUILT ENVIRONMENT
Community Character
<p>Policy CC.1.1. Preserve the natural character of the region through planning and design to maintain views of significant landmarks, sloping landforms, rock outcroppings, water courses, floodplains, and meadows, and conserve stands of ponderosa pine.</p> <p>Policy CC.1.4: Identify, protect, and enhance gateways, gateway corridors, and gateway communities.</p>
Goal CC.2: Preserve, restore, and rehabilitate heritage resources to better appreciate our culture.
Goal CC.3. Preserve, restore, enhance, and reflect the design traditions of Flagstaff in all public and private development efforts.
<p>Policy CC.4.1: Design streetscapes to be context sensitive and transportation systems to reflect the desired land use while balancing the needs of all modes for traffic safety and construction and maintenance costs.</p> <p>Policy CC.4.4: Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment.</p> <p>Policy CC.4.7. Develop an urban forestry program to catalog, preserve old growth pines, and plant new urban trees.</p>
Policy CC.5.4. Complete sidewalks and Flagstaff Urban Trails System connections for all schools, community colleges, and university campuses.
<p>Analysis: The Specific Plan protects view sheds and natural features in the neighborhood through Goal 9, Policies 6T.7 and 6C.3, and Implementation Strategy 3.1. Heritage Resources and their context are supported by Goals 6N, 7 and 8.</p> <p>Goal 6 supports the preservation and enhancement of Flagstaff’s design traditions by illustrating and defining neighborhood-specific design features that can be incorporated into redevelopment projects.</p> <p>Concept Plan Map 2, Goal 10, Goal 12 and Policy 13.4 support improved streetscapes, street trees, and safety for all modes in the neighborhood. Implementation Strategy 12.5 would provide complete sidewalk connections for Haven Montessori and for residents’ access to bus stops.</p>

## BUILT ENVIRONMENT (Continued)

### Growth Areas & Land Use

FRP30 identifies the Neighborhood Core (see Map 13) as an Urban Neighborhood within the pedestrian shed of three Activity Center.

FRP30 identifies the Transition Area (see Map 13) as an existing Suburban/Future Urban area within the pedestrian shed of two Activity Centers. Policy LU.18.8: Increase residential densities, live-work units, and home occupations within the activity center's pedestrian shed.

FRP30 identifies the Commercial Edge (see Map 13) roughly north of the intersection of Malpais Lane and Milton Road as the core of an urban activity center and associated corridor. South of Malpais Lane, the Commercial Edge is the core of a Suburban Activity Center and associated corridor. 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.18.9: Plan activity centers and corridors appropriate to their respective regional or neighborhood scale.

Policy LU.1.2: Develop reinvestment plans with neighborhood input, identifying the center, mix of uses, connectivity patterns, public spaces, and appropriate spaces for people to live, work, and play.

Policy LU.1.3: Promote reinvestment at the neighborhood scale to include infill of vacant parcels, redevelopment of underutilized properties, aesthetic improvements to public spaces, remodeling of existing buildings and streetscapes, maintaining selected appropriate open space, and programs for the benefit and improvement of the local residents.

Policy LU.3.1. Within the urban, suburban, and rural context, use neighborhoods, activity centers, corridors, public spaces, and connectivity as the structural framework for development.

Policy LU.3.4. Promote transitions between urban, suburban, and rural areas with an appropriate change in development intensity, connectivity, and open space.

Policy LU..5. Encourage the distribution of density within neighborhoods in relationship to associated activity centers and corridors, infrastructure, transportation, and natural constraints such as slopes and drainages.

Policy LU.10.5. 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.

Analysis: The Area and Place Types of FRP30 are addressed in the Specific Plan by the identification of Neighborhood Policy Areas. Chapter Three's Goal 6, Preserving Neighborhood Character, is divided into Neighborhood Core (6N), Transition Area (6T), and Commercial Edge (6C). The areas are displayed on Map 13. The neighborhood policy areas are not "zones", but instead planning areas which encourage compatible development and design of a variety of land uses

The Plan description of an Urban Neighborhood, excludes Historic Districts from the density and intensity standards of other urban areas in the City. Even though La Plaza Vieja is not an Historic District established by the State, it was identified as one for the purposes of the Regional Plan. Because it is a historic neighborhood, the plan does not encourage increased density in this area. However, the other features of the area type are encouraged in the Specific Plan, including high bicycle and pedestrian

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connectivity.

The General Plan description of an activity center and pedestrian shed is slightly different for Urban and Suburban area types and neighborhood and regional scales. The activity centers on the periphery of La Plaza Vieja are an Urban neighborhood-scale activity center and a Suburban regional-scale activity center. These two types of activity centers have similar density, intensity, mass, scale and forms of buildings but emphasize different road features. A Suburban activity center is more auto-oriented and an urban activity center provides more pedestrian opportunities. Because of the scale and level of congestion on Milton Road, these differences are unlikely to be measureable along the Commercial Edge and have a stronger influence on the pedestrian shed. For instance, the pedestrian shed of the Urban activity center should have a stronger road connectivity, ideally a gridded system, and a Suburban pedestrian shed should have strong bicycle and pedestrian connections with a less connected road system. The Specific Plan addresses these distinctions by identifying parcels that fit the description of the commercial core and corridor description as part of the Commercial Edge and parcels that are within the pedestrian shed as the Transition Area. The description of pedestrian sheds in both contexts is primarily residential and smaller businesses but most of the Transition Area in La Plaza Vieja is zoned Highway Commercial and because of the central location, could likely sustain a mixed of uses that supports residential densities and a higher percentage of commercial than other activity centers. Therefore, the Specific Plan expands the definition of uses compatible with the pedestrian shed to include commercial services that support residents, civic uses and offices. The expansion of the urban street grid within the Future Urban area and improvement of road crossing and bicycle and pedestrian connections also support the urban pedestrian shed and the FUTS trail extension in the alternative transportation scenario create greater pedestrian connections in the Suburban area.

The Concept Plan shows how this could be accomplished through building forms and uses that put higher residential densities in the interior of the Transition Zone and commercial and office buildings in locations with greater access to the Commercial Edge and arterials streets (See Illustrations 1, 2, 3 and 6).

Policy LU.1.12. Seek fair and proper relocation of existing residents and businesses in areas affected by redevelopment and reinvestment, where necessary.

Analysis: Policy 6.1 states a preference that reinvestment that does not require relocation of existing residents and businesses is preferred and incorporates the related Regional Plan policy as a high priority for the neighborhood.

Policy LU.10.6. In mixed use developments, encourage residential uses located above and behind commercial uses within urban areas as well as a variety of housing types where appropriate.

Analysis: The Concept Plan demonstrated how a variety of housing types can be incorporated into the neighborhood in a compatible manner. Illustration 1 even suggests that building types specific to the neighborhood can be developed to better implement townhouses and attached residences without sacrificing the architectural form and details of the historic single family homes.

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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.10.9. Civic spaces must be well designed, accessible, and central to the urban fabric.

Analysis: Goals 3, 4 and 5 promote a variety of civic spaces without identifying their location. Most of the spaces discussed would be in the Transition Area which is central to the neighborhood. Also Policy 6T.1 promotes paseos and public spaces in building design to increase connections between the neighborhood and the commercial areas.

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

Policy LU.10.7. Invest in infrastructure and right-of-way enhancements as an incentive for private investment in urban neighborhoods and activity centers.

Policy LU.13.1. Prioritize connectivity for walking, biking, and driving within and between surrounding neighborhoods.

Analysis: The Specific Plan proposes many implementation strategies that would improve the connectivity throughout the neighborhood and to the activity centers. The major right-of-way enhancements proposed are street trees, low impact design, landscaping, new local and minor collectors and bicycle and pedestrian crossings on arterials and across the railroad. Reconnecting La Plaza Vieja with adjacent neighborhoods and services could be a major contribution to quality of life in the neighborhood.

Policy LU.10.2. Support on-street parking, shared lots, and parking structures.

Analysis: The Specific Plan supports the expansion of available on-street parking and incorporates shared parking lots and driveways in the Transition Area (6T.3). In the proposed replacement pages, shared parking lots and driveways are also incorporated into the Commercial Edge (6C.4). However, parking structures would play a limited role in the vision of Transition Area Neighborhood Policy Area because they are out of character with the nearby Neighborhood Core. Exceptions would be when the lot size or width would limit the ability to construct a building that would otherwise be compatible. The Commercial Edge is the most appropriate area for structured parking in the planning area.

Goal LU.19. Develop a manageable evolution of the main corridors into contextual place makers.

Policy LU.19.2. Establish the context and regional or neighborhood scale of each corridor prior to design with special consideration for those intended to remain residential or natural in character.

Policy LU.19.4. Balance automobile use, parking, bicycle access, while prioritizing pedestrian safety along all corridors.

Analysis: The scale of corridors next to the La Plaza Vieja Neighborhood is determined by the scale of the overlapping activity centers U8 and S7. Therefore, the Commercial Edge incorporates all parcels along Route 66 and Milton as part of the commercial core and in the proposed replacement pages could incorporate properties along South Malpais Lane and Blackbird Roost. The wider commercial edge near activity center S7 is consistent with other regional-scale centers, such as Woodlands Village and the Flagstaff Mall.

Goal 13 addresses the mix of uses and safety concerns along corridors and addresses the concerns about creation of a new corridor in the neighborhood's Transition Area. Goal 11 addresses the need for safe bicycle and pedestrian crossings across the corridors.

## BUILT ENVIRONMENT (Continued)

### Transportation

Map 25 in the Flagstaff Regional Transportation Plan and FRP30 proposes a road extension that connects the intersection of Butler Avenue and South Milton Road to Kaibab Lane and Woodlands Village Boulevard. The Flagstaff Metropolitan Planning Organization's Regional Transportation Plan identifies this as a conditional future road, which means that it needs further analysis before the City decides to pursue it or not.

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

Policy T.1.1. Integrate a balanced, multimodal, regional transportation system.

Policy T.1.3. Transportation systems are consistent with the place type and needs of people.

Policy T.1.5. Manage the operation and interaction of all modal systems for efficiency, effectiveness, safety, and to best mitigate traffic congestion.

Analysis: The Clay Avenue extension was envisioned as a possible solution to the congestion at Route 66 and Milton Road in the Regional Plan. Without a full corridor study, the City staff has been unable to determine, if the route could improve the efficiency of transportation without further impacting Milton Road. As part of the public process for the Plan, the core team identified a concept for making the same connection further south to avoid impacting the single family homes along Clay Avenue. The Concept Plan includes the McCracken Street Extension which could serve the same regional transportation needs if it is determined that the road would function as intended. The McCracken Street alignment would be an improvement over the Clay alignment, because it would better meet the Regional Plan goals for neighborhood preservation (NH), it would allow Clay Avenue to be downgraded to a local road between the school and park and the Neighborhood Core, and it would provide better ingress and egress to commercial properties that have the narrow side of the parcel facing the existing streets. A new street could also be a better route for transit.

The Concept Plan also includes a street scenario to improve local access and circulation, if the extension of a minor collector is not pursued as a regional transportation solution. The neighborhood residents have stated a strong preference for this scenario. Another reason the local street scenario might be pursued is if the Rio de Flag Flood Control project does not improve the stormwater drainage in the neighborhood, and extension along McCracken Street is not feasible.

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

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

Goal T.2. Improve transportation safety and efficiency for all modes.

Policy T.2.3: Provide safety programs and infrastructure to protect the most vulnerable travelers, including the young, elderly, mobility impaired, pedestrians, and bicyclists.

Policy T.3.3: Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places.

Policy T.3.5: Design transportation infrastructure that implements ecosystem-based design

strategies to manage stormwater and minimize adverse environmental impacts.

Policy T.3.8: Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emissions and promote walkable community design.

Policy T.4.1: Promote context sensitive solutions (CSS) supportive of planned land uses, integration of related infrastructure needs, and desired community character elements in all transportation investments.

Goal T.5: Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.

Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.

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

Analysis: Goals 10, 11, 12 and 13 support a complete and connected system of roads, sidewalks, and trails with pedestrian infrastructure that supports a livable and safe community. Policy 12.7 specifically states a preference for public streets and 12.4 and 12.6 support low impact design features for management of stormwater in streetscape design.

The McCracken Street Extension improves the ability of the City to meet some elements of the Transportation goals and policies from FRP30 but interferes with others. While moving the extension south from Clay Avenue allows better preservation of the neighborhood character and preservation of the Neighborhood Core, it impedes the ability to make FUTS connections along the Clay Avenue Wash that takes advantage of the natural setting. Achieving both of these goals along the same alignment would be difficult. Therefore, Scenario 2 which includes the extension shows the FUTS trail along a different alignment to the north. This alignment takes advantage of traffic calming in the Neighborhood Core and the downgrade of Clay Avenue to a local street. The final decision on which scenario is implemented is contingent on a future corridor study and the Rio de Flag Flood Control project.

Goal T.7: Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.

Analysis: Goal 14 supports improved transit and paratransit services for the planning area.

Cost of Development

Policy CD.1.5. Require that new development pay for a fair and rough proportional share of public facilities, services, and infrastructure.

Analysis: Providing further clarity on the corridors within the planning area, their relationship to area and place types and to Engineering Standards will assist the City staff in negotiating development agreements and prioritize land acquisition for new roads. Ultimately this ensures that new development is able to determine their fair and rough proportional share of public facilities, services and infrastructure.

## HUMAN ENVIRONMENT

### Neighborhoods, Housing & Urban Conservation

Policy NH.1.1: Preserve and enhance existing neighborhoods.

Policy NH.1.3: Interconnect existing and new neighborhoods through patterns of development, with complete streets, sidewalks, and trails.

Policy NH.1.4: Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.

Policy NH.1.6: New development, especially on the periphery, will contribute to completing neighborhoods, including interconnecting with other neighborhoods; providing parks, civic spaces, and a variety of housing types; and protecting sensitive natural and cultural features.

Policy NH.1.7: Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale.

Policy NH.1.8: Prioritize the stabilization of a neighborhood's identity and maintain cultural diversity as new development occurs.

Policy NH 6.2: Use urban conservation tools to revitalize existing underutilized activity centers to their potential.

Analysis: Goal 6 is intended to provide guidance so that new development is tied to the existing neighborhood in the character of buildings, streets, and cultural features. The protection of viewsheds and compatible design of new buildings and streets will not entirely overcome the effects of buildings that may be a much larger mass and scale than the surrounding neighborhood but may soften the transition between the neighborhood and the frontage of Milton Road and Route 66.

Student housing is not directly addressed in the plan but it was considered as part of the discussion surrounding rental properties and the mass, scale and form of buildings in the Transition Area. Traffic and on-street parking were also addressed with student housing in mind.

### Goal NH.4: All housing is safe and sanitary.

Policy NH.4.1: Expand the availability of affordable housing throughout the region by preserving existing housing, including housing for very low-income persons.

Policy NH.4.2: Reduce substandard housing units by conserving and rehabilitating existing housing stock to minimize impacts on existing residents.

Policy NH.4.5: Renovate the existing housing stock to conserve energy and reduce utility and maintenance costs for owners and occupants.

Analysis: Goals 7 and 8 promote preservation of the existing housing in the neighborhood both for the purpose of providing affordable housing and for protection of the neighborhood's historic and cultural character. This is achieved through provision of incentives to property owners and addressing the needs of landlords, renters and owners who occupy their homes.

## Economic Development

Policy ED.3.1: Encourage regional economic development partners to continue proactive programs to foster the retention and expansion of existing enterprises and home-based businesses in the community.

Policy ED.3.5: Advocate the economic sustainability and growth of businesses with opportunities for transitional commercial space, leased space, and property ownership.

Analysis: The La Plaza Vieja Specific Plan seeks to provide space for small neighborhood-based business to start and grow with supportive services from the LPVNA under Goal 15.

## Recreation

Goal REC.1: Maintain and grow the region's healthy system of convenient and accessible parks, recreation facilities, and trails.

Analysis: Goal 3 and the associated policies and implement strategies provide a means for implementing this within the La Plaza Vieja Neighborhood boundary and Appendix 1 helps identify how the improvements could be paid for.



## Impacts

The La Plaza Vieja Specific Plan is designed to implement the Flagstaff Regional Plan 2030, and therefore, has population, economic, natural resources, and transportation impacts that fall within the range predicted by that document. FRP30 was built on land use assumptions that showed how the City might build out to a population of approximately 150,000 residents and 70,000 jobs. Even though this assumption means a doubling of the population, it still did not represent a maximum build out of all zoning entitlements. In fact, Highway Commercial is so flexible that using all the entitlements associated with it would be difficult for most property owners because of restrictions that come from building codes, fire codes and the cost of their proportional share of public improvements. Therefore, the fact that the Specific Plan does not illustrate maximum build out of the entitlements in La Plaza Vieja does not constitute an impact on the regional level or at the property level.

## La Plaza Vieja Neighborhood Plan Boundary Description

The Specific Plan boundary is roughly beginning at Milton Road and Route 66; North to West Coconino Avenue; West on West Coconino Avenue—including the properties on the north side of West Coconino Avenue; South across the railroad tracks and along property boundaries; East along West Chateau Drive to Blackbird Roost; South down Blackbird Roost—including the mobile home park on Blackbird Roost—to Route 66; and then West on West Route 66 to South Milton Road. This boundary was established through public involvement held between 2008 and 2012 and, based on feedback from residents at the November 2014 kick-off meeting, was not reconsidered as part of the scope of the update effort.

FRP30 promotes the development and adoption of specific plans that take into account both neighborhoods and activity centers along with their desired scale, form, design and character (LU.4.1, LU.10.4, and LU.19.2). The Specific Plan boundary includes portions of two activity centers, their pedestrian sheds and the adjacent neighborhood, which complies with the intent of FRP30 to integrate the planning for place types through specific plans.



# La Plaza Vieja Neighborhood Specific Plan - Public Participation Report

Last updated: August 2015

## Overall Public Involvement Strategy

From 2008 to 2011, there was extensive public involvement carried out in the development of the La Plaza Vieja Neighborhood Specific Plan. However, the final draft was never adopted by the City Council and there has been a considerable change in physical and social circumstances. The Comprehensive Planning staff proposes to update the draft that was completed in June 2011 through a public involvement process that includes businesses, residents, property owners and the community.



The neighborhood and community were involved in the update of the neighborhood plan in five ways:

- 1) The La Plaza Vieja Neighborhood Association (LPVNA) had representatives who were involved in the core team for all phases of the project. The project manager also gave monthly updates at the LPVNA meetings on the 1<sup>st</sup> Wednesday of every month.
- 2) A November Kick-off Public Meeting informed the public about the process and involve the public in identifying the needed updates to the document and gathering input to inform the concept plan, goals and policies. These meetings were not be intended to reinvent the document entirely but to build on past collaborative efforts.
- 3) In January, the City held workshops and open houses to discuss major policy issues and to review an updated concept plan.

4) The Planning and Zoning Commission reviewed a pre-public review draft of the plan in April 2015.

4) A draft of the updated Neighborhood Plan was made available in May 2015 for approximately 60 days prior to the first Planning and Zoning Commission Hearing to allow adequate time for public review and comment to be incorporated. During these 60 days, the neighborhood association convened another neighborhood meeting in addition to a public meeting at the old Town Springs Park and a working session with the City Council.

5) In order to adopt the Specific Plan for the La Plaza Vieja Neighborhood as an amendment to the Regional Plan, the Planning and Zoning Commission will have two public hearings, one at City Hall and one at the flagstaff Aquaplex in September 2015. The public will have the ability to address the Commission about whether or not the plan should be adopted or revised. The City Council will then decide whether or not to adopt the final plan by resolution.

## Stakeholders and Outreach

Neighborhood meetings were advertised to all property owners in and within 500 ft. of the neighborhood by first class mail. Staff and the neighborhood association distributed flyers to reach residents in the neighborhood who are renting and commercial tenants. In this mailing, people were offered the option to be added to the project email list. Staff also solicited contact information at the neighborhood cleanup day, neighborhood association meetings, by soliciting the Regional Plan contact list and through flyers in October and November.

Staff posted to the "Flagstaff Matters" Facebook page and the City website. Press releases were prepared and distributed to local media outlets to advertise the neighborhood meetings, and public hearings. Documents and presentations from the neighborhood meetings were posted on the City's website. Staff maintained a website and the Facebook page to keep the public informed about the content and comments shared in these settings.

## Meeting Logistics and Advertising

The November and January public meetings were held at the High Country Conference Center and Our Lady of Guadalupe Church. July meetings were held at McCracken Plaza and Old Town Springs Park. Hearings were held at City Hall and the Flagstaff Aquaplex. A sign that meets the requirements of the Zoning Code for public notice was placed on Clay Ave two weeks prior to November and January Neighborhood Meetings and public hearings. A smaller sign was posted at the Old Town Springs Park. Typical advertising for a meeting included:

- Reserve a diversity of meeting locations throughout the process
- Sending a postcard to the mailing list
- Make and Distribute flyers
- Post signs with meeting dates and times
- Email project notification list and update website
- Facebook page update
- Press Release and media outreach with newspaper and radio

## November Neighborhood Meeting

The purpose of this meeting was to inform the public about the project timeline and educate them on changed conditions in the area. City Staff and the Neighborhood Association convened the meeting together. The purpose of the meeting was to assess and receive feedback on the need for change from the last draft.

Staff provided:

- A summary of past public involvement
- A project timeline
- A concept plan updated for changed baseline conditions
- A review of the goals and policies from the 2011 draft with noted requests for changes from the neighborhood association
- A list of City identified work to update the plan

The project manager produced a report that summarizes the comments received through the neighborhood meeting process December 5<sup>th</sup> and presented the findings of this report at the following La Plaza Vieja Neighborhood Association meeting and project core team meetings. The report was also be transmitted to the Planning and Zoning commission and City Council by memo.

## January Neighborhood Meetings

The January public meetings were divided into two topical workshops and an open house that allowed for free-flowing discussion among participants.

Tentative Meeting Date	Time	Topic
Wednesday, January 21, 2014	6 pm to 8 pm	Land Use workshop
Monday, January 26, 2014	6 pm to 8 pm	Transportation and Traffic workshop
Thursday, January 29, 2014	6 pm to 8 pm	Open House

The workshop format gave the public the opportunity to respond to issues they see in the updated draft plan and related regulations (zoning, historic preservation, etc.) that can be influenced by the specific plan. This input was used to set the direction for the final concept plan, goals and policies. This was accomplished through marking up maps, filling out and returning comment cards and question and answer sessions.

The project manager produced a report that summarized the comments received through the neighborhood meeting process and presented the findings of this report at the following La Plaza Vieja Neighborhood Association meeting and project core team meetings. The report was also transmitted to the Planning and Zoning commission and City Council through work sessions held in April and June.

Agendas for the January meetings can be found in Appendix A.



## Summer 2015 Public Outreach

On May 26, 2015, the Public Review Draft of the Plan was released for a 60 day comment period. It was also be transmitted to members of the public on the mailing and email list and the following entities (based on Title 11):

1. Any person or entity that requests in writing to receive a review copy of the proposal.
2. Coconino County;
3. Flagstaff Metropolitan Planning Organization;
4. The Arizona Department of Commerce or any other state agency that is subsequently designated as the general planning agency for the state;
5. The Arizona Department of Water Resources for review and comment on the water resources element, if a water resources element is required; and
6. Flagstaff Unified School District;
7. Coconino County Superintendent of Schools;
8. Northern Arizona Council of Governments;
9. Public land management agencies, such as the United States Forest Service, United States Park Service, Arizona State Land Department, and Arizona State Parks;
10. Other appropriate government jurisdictions;
11. Public utility companies;
12. Civic, educational, professional, and other organizations; and
13. Affected property owners, citizens and businesses

La Plaza Vieja Neighborhood Association hosted a meeting on July 8, 2015 from 6pm to 8pm. Ten members of the public attended. The intent of these meetings was to let the neighborhood residents hold their own forum to discuss the consequences of the goals and policies outlined in the plan and to understand and consider public concerns. City Staff presented information and poster materials on transportation and land use elements of the plan.

This City also held an open house on July 11, 2015 from 10am to noon at the Old Town Springs Park to encourage participation by residents who live along Coconino Ave. and Lower Coconino Ave. 13 residents from Upper and Lower Coconino Avenues attended the meeting. The park location allowed families to bring their children and still participate in the discussion. Residents provided extensive feedback on the park improvements and concerns about on-street parking in the area.

The City received 10 written comments, and dozens of comments at meetings from the public, the Neighborhood Association and the City Council. Consideration of these comments is documented in Appendix B.

## Adoption Process

The process for considering and adopting the specific plan will follow the procedures in the City Code pertaining to Major Plan amendments. Even though the adoption of a specific plan is typically a minor amendment, following the major amendment process will allow for more extensive outreach and citizen engagement. The steps outlined in the City Code are:

1. Public notices - 15 to 30 days before hearings
  - a. In the Arizona Daily Sun
  - b. Placement of signs announcing public hearings
2. Planning and Zoning Commission Hearing #1 – City Hall, September 9, 2015
3. Planning and Zoning Commission Hearing #2 – Aquaplex, September 23, 2015
4. City Council Meeting –Presentation of Resolution to adopt the Specific Plan, October 20, 2015

## Appendix A: Meeting Agendas and Records of Proceedings

### Kick-off Meeting Agenda

November 12 2014, 6pm to 7pm at High Country Conference Center

	Topic
6:00-6:10 pm	Introductions
6:10-6:25 pm	Presentation <ul style="list-style-type: none"><li>• Summary of past public involvement</li><li>• Overview of Neighborhood Plan Content</li><li>• Proposed Path forward for the Neighborhood Plan</li></ul>
6:25-6:40 pm	Q&A
6:40- 7:00 pm	Poster session

### Kickoff Meeting Summary

Project Team members in attendance: Sara Dechter, Jennifer Mikelson, Tyler Shute, Andrew Hagglund, Dan Folke, David Wessel, Rick Barrett, Karl Eberhard, Jesse Dominguez, and Laura Bustamante-Myers

Approximate public attendance: 57 (a few individuals came but did not sign in)

#### Introductions

Sara Dechter, Comprehensive Planning Manager and the project manager, welcomed everyone to the meeting and introduced the City staff present.

Jesse Dominguez, La Plaza Vieja Neighborhood Association President, presented his board members.

Sara Dechter reviewed meeting objectives, agenda and ground rules for the meeting.

#### Presentation

Sara Dechter provided 15 minute presentation on the process for updating the plan, the content of the plan, what needs to be updated and requesting feedback from the public about how to move forward.

#### Question and Answer

Q: Explain how plan is used once adopted and give an example.

A: A small area plan can be used in a number of ways.

- 1) Every rezoning case will need to have a finding about how the proposal conforms to the general plan and any applicable specific plans.
- 2) The Plan can recommend changes to City programs and policies that drive development and redevelopment, such as the zoning code, housing policies, etc.

- 3) The plan can be an educational source for developers and property owners that are looking to redevelop their property. Even if the property owner is not obligated to follow the plan's direction, the information is available and hopefully will attract individuals that are interested in the types of development that would be compatible.
- 4) The plan can be used in the City and County's budgeting process by identifying priorities.
- 5) The Plan can be used by the Neighborhood Association and other non-profits to apply for grant funding that assists with implementation of the plan.

Q: What do the orange circles represent?

A: There are orange circles on the Concept Plan slide that was presented at the public meeting on November 12, 2014. These circles represent areas of the neighborhood that have already experienced infill and redevelopment in the last three and half years.

Q: Who is responsible for deciding what is a historic building? How to deal with demolition of historic properties?

A: Typically, consultants hired by the property owner assess and evaluate properties as to whether or not they are historic through the preparation of a Cultural Resource Study. Any property can be demolished – property owners have the right to demolish their buildings. Whether or not it is historic, only affects the level of documentation required. If it is significant and if it has integrity, a Phase II Cultural Resource Study is required which entails complete documentation of the building prior to demolition. There is a one-year demolition delay provision if the City Council wishes to save a building from demolition.

Q: Will the plan include Coconino Ave?

A: Yes. The Neighborhood Plan has always included the Houses along Upper and Lower Coconino Ave. For some reason, the 2011 concept plan did not include a concept for the part of the neighborhood that is north of the railroad tracks. That will be a part of updating this document as we move forward

Q: How much involvement does the Council have in developing and approving this plan?

A: Throughout the process, the Council will receive reports on the progress and strategies for the project and we can hold working sessions for them at any time. There will be a working session with the Planning and Zoning Commission during the 90 day comment period and we can have an earlier one at any time in the process. For the plan to be adopted there will be two Planning and Zoning Commission Hearings and then they will make a recommendation to the City Council. The City Council will have a hearing on the plan and will adopt it by resolution, which only needs one reading.

Q: What are the streets/boundaries of this plan?



A: The northern boundary of the plan area is the alley north of Coconino Ave. The western boundary runs along the northern edge of the Mill Pond Apartments property and the western side of Arrowhead Village. South of Arrowhead Village, the western boundary follows Blackbird Roost. The southern boundary is Route 66 between Blackbird Roost and Milton. The eastern boundary is S Milton Road.

Q: Where is the floodplain in the area?

A: The floodplain is defined by the Clay Ave Wash, which enters the neighborhood at the SW corner of Clay Ave and Milton Rd and passes through the neighborhood on the south side of the McCracken Building, along McCracken Road and through the Arrowhead Village Mobile Home Park. The one hundred year floodplain impacts the neighborhood very broadly south of Clay Ave, but if the larger Rio de Flag process moves forward it would be significantly reduced. Maps of floodplain conditions can be provided at the January workshops.

Q: How was the boundary drawn, particularly the jog around Arrowhead Village?

A: Jesse Dominguez explained the neighborhood had determined the boundary through public involvement. Arrowhead Village was considered part of the neighborhood by participants but there was less concern about including the Saga Inn or the adjacent auto parts store.

Q: Can someone talk about/explain the proposed crossing under the railroad that would connect Florence and Walnut?

A: The Florence-Walnut bicycle and pedestrian tunnel has funding but the estimate from the railroad on the cost of the work means there is a \$900k shortfall for the project. The City is working with BNSF to reduce the funding gap and there is some FUTS funding that just passed with the sales tax election (Prop 406) that can be used to fund this project.

Q: Based on what you said before, the plan doesn't have a legal basis; it's more an advertisement for what is desired?

A: It is both. There is a legal requirement for rezoning cases, annexations and conditional use permits to have a finding about conformance with the specific plan, but in other cases it would just be advisory and would not obligate the City or a property owner to follow it. At the same time, having a clear statement on desired conditions and compatibility will help to get attention from developers and property owners to promote good outcomes for the community.

Q: How/when does this plan have teeth?

A: Neighborhood or specific plans can be used in a number of ways. The plan is used to assist in land use decisions. For example in order to approve a rezoning request a finding that the request is consistent with both the general plan and any applicable specific plans is required. Neighborhood plans can also lead to development regulations. As shown in the "planning pyramid", development regulations found in the Zoning Code can implement goals and policies found in the general plan and a specific plan. As you move down the pyramid the goal, policy or regulation should be more specific. This can be tricky in

Arizona with potential Proposition 207 issues. Specific plans can be used to set budget priorities based on goals and policies. Finally, adopted specific plans can assist with grants. Often applications will score higher if they are implementing an adopted plan.

Q: When did they change the height limit from 2-3 stories?

A: Staff present was not certain about when the current entitlements related to building height were put into place. Since 2006, it has become more difficult in Arizona to reduce private property entitlements that come from the Zoning Code without a willing property owner. The current maximum building height in the Highway Commercial (HC) zone is 60 feet, and in R1N - which is the primary zoning north of Clay Ave. - it is 35 feet.

#### Poster Session

Members of the public and staff broke out around the room to comment on goal and policy recommendations and the concept plan from the 2011 plan. They provided handwritten comments as well as red and green dots to indicate their questions, concerns and preferences about how the City should update the plan.

#### Comments about Goals & Policies

#### GP1 posters - Preserve, Redevelop, & Infill with Appropriate Architecture + Create Housing Milestones & Standards

1. How can commercial development address desired services?
2. No "net loss" of affordable housing units as a result of multi-family development
3. Any infill incentives must be accompanied by permanently deeded affordable units
4. Limit size of boarding house student development in keeping with goal of increasing percentage of home ownership.
5. Incentivize single family owner-occupied homes (preference for historic).
6. Land Trust
7. Overlay District: ok as long as it doesn't squeeze longtime residents out or create gentrification. Encourage home ownership.

#### GP2 posters – Integrate Appropriate Urban Design + Increase Pedestrian Safety

1. Ped crossing at Clay Ave and Malpais.
2. Grade crossing = less costly than tunnel
3. Skybridge from Butler/Clay across Milton
4. Ped/bike tunnel would greatly improve transportation. Agree!
5. School zone speed limit restrictions on Clay Ave at Haven Montessori School (I know it's a private school, but...)
6. Minimize cut-through traffic
7. Consider impacts of new/changing bus lines.
8. We do need ped crossings over Milton for older people and children. Crossing Milton right now is taking a high risk on your life.

### GP3 posters – Build Upon Neighborhood Safety + Build Upon Neighborhood

1. SBDC no longer exists. Identify other partners.
2. Pedestrian friendly: Need to make certain neighborhood residents can safely cross old Rt. 66. That is needed in order for the area to be pedestrian friendly. Also, need to address traffic cutting through neighborhood to avoid Milton.
3. Hard curbs would make walking easier.
4. Discourage auto cut-thrus but encourage bikes and peds. Agreed!
5. Design and/or disallow “alley” only access to residents.
6. Money spent on roundabouts could have been better directed. They are silly in such a small neighborhood with low traffic flow.
7. There are no yield signs! (at roundabouts)
8. Community center: Fire station by Natural Grocers?

### GP4 posters – Encourage Economic Development + Enhance Parks Maintenance, Design, & Connection

1. Keep Clay Ave as collector not main arterial.
2. Make it safe for children to cross Clay Ave to get to the park. Excessive vehicular speed and traffic due to vehicles cutting through neighborhood.
3. Important to get safe railroad crossing for pedestrians at Tombstone to Lower Coconino.
4. How dense? What do the residents believe will be “commercial” that is appropriate? Small cottage industry ok.
5. I don't like it. I feel that older residents are being squeezed out. Me too.

### GP5 posters – Encourage Sustainability Projects + Boost Environmental Services with Local Projects

1. Can developers support pedestrian access and improvements (such as bridge funding with impact funds)?
2. Possible community garden at Milton & W Phoenix.
3. Can we include such sites (community gardens) on concept map?
4. Update drainage across Clay Ave at Malpais. Culvert is needed.
5. Work with NAU student orgs to help in clean up.

### Comments about Concept Map

1. Commercial/Mixed Use: concerned about the height of what would be allowed. Some commercial could “dwarf” the neighborhood and increase traffic.
2. Need traffic controls and landscaping
3. People are not obeying the arrow signs (at roundabouts)
4. The roundabouts' lack of stop signs = conflicts with people and playing children
5. Overlay ownership, (private, BNSF, city) existing zoning rights, flood plain, and regional plan designation.
6. Can property owners downzone in the area between Clay and 66 and Malpais and Blackbird Roost to lessen the density of the wish? Is that an acceptable goal – Highway Commercial on Clay? Doesn't sound like a good idea.
7. Need a traffic study to see how many folks are entering neighborhood to avoid traffic backup at Milton and 66.

## Parking Lot Comments

1. What are services residents want to see in redeveloped lots?

If someone comes to the city wanting to demo 2 historic single family properties, facilitate finding owners who want what exists.



## Land Use Workshop Agenda

Wednesday January 21, 6 – 8 pm at Our Lady of Guadalupe Chapel, 224 S. Kendrick St.

	Topic
6:00-6:15	Introduction, explanation of workshop format, terminology review
6:15-7:15	Breakout groups*: Residential Core and Transition Area/Commercial Edge
7:15-8:00	Report out from groups

Break out groups each have a facilitator and 2-3 discussion questions to guide the conversation. The group selects a reporter from the participants to speak out on the values associated with the area they discussed and the areas of agreement or disagreement from their discussion.

## Land Use Workshop: Summary of Report out

Group 1: Neighborhood Core

What makes this neighborhood a great place to live? What are the landmarks that make it unique within Flagstaff?

- Historic Value of the Neighborhood
  - Hispanic culture and families - Very rich historic value and flavor. Important.
  - Nostalgia runs deep - Many great stories about the people and vibrancy of the neighborhood could be incorporated into Historical Signage to provide a sense of nostalgia
- Social center is missing - The Armory - a place for dancing and community events. Rich musical history. Also a roller rink at one time. Also the Canyon Explorations building was once a community center. More people living there then - pre-1950's but there are fewer areas for social interaction.
- Old growth trees - One or two of the old pine trees still left
- Streets named after cities in AZ
- Small scale walkable neighborhood
- easy access to everything - central location
- Friendly and Safe atmosphere - know neighbors, people wave, people watch out for each other
- NAU students live during school and come back to stay - Not so much friction with students - easy going
- Keeping the railroad - Original residents were railroad workers - built homes from railroad ties. This aspect of history should be incorporated into new development.
- Character - shorter homes with character - "approachable"

Improvements needed:

- Some student issues though - 4 duplexes on Park Street: Don't know how to manage garbage. Many issues with beer cans, parties, etc. Only 2 story building on the block. Cheap townhomes - out of scale.
- Too many students in one unit (8 non related adults) as a result, there is not enough on-site parking
- Students going to class on north campus, park in LPV and go to NAU
- Alley not plowed behind duplexes
- Need to protect the architectural and historic integrity of the neighborhood - this will dictate size of houses and how many live within them

- Height restriction for the neighborhood
- Establish design and architectural standards appropriate for the neighborhood - smaller, modest homes most desirable.
- Protect view sheds - too many have been compromised. Drury Inn not inviting - a monstrosity. Lost viewshed of historic bldgs. on campus
- Railroad is part of LPV history - use it as a design influence. Use of historic colors, textures, and materials as a design standard. Use colors and materials in the church as an influence.
- Design review process for LPV? Historical signage standards and signs explaining the history.
- Clarify historic district
- Pedestrian crossing of the railroad needed – Florence – Walnut project may move forward soon.
- Community garden needed - Natural Grocers has a plan to put one on their property for residents

What is the relationship between residential core and activity centers?

- Residents may use the activity centers but not the other way around. This neighborhood is already used to the idea of Activity Centers
- Safety with road crossings - esp. Rt. 66
- Zoning processes will safe guard the neighborhood. from development
- College America could be out of scale in some places but is OK because it's on the edge
- Need to deal with the back of structures: plain graffiti, shadows, unsightly
- RT 66 a lost opportunity in Flagstaff - should be celebrated and embraced a lot more. e.g. at Route 66 and Milton

Group 2: Commercial Edge and Transition

Commercial Edge

- Difficult access for current residents because of congestion on Milton and 66.
- Most current commercial uses serve students and tourists
- It would be nice to have more that serve residents such as café's, restaurants, bike shops
- Blending commercial and residential uses
- Neighborhood scaled commercial could work set back from Route 66 and Milton if it is not tall and scales appropriately from the arterial to the residential area.
- Interior neighborhood businesses are not going to get enough traffic for some services because of visibility and access issues.
- Compatibility is the key to commercial edge fitting the community needs – What are we inviting into the neighborhood?
- Concern on the urban feeling of redevelopment - "urban and ugly"
- Taller buildings take away the viewshed
- The Corner of Milton and 66 is the "entrance of the city" or the gateway of downtown.
- Maintaining the character of Flagstaff and Creation of a corridor that brings people into the downtown are reasons architecture of the edge is important.
- Make the backs of buildings look as good as the front.
  - The Route 66 should be celebrated in the commercial edge instead of hidden
  - Don't hide the neighborhood

- Building heights can hide the neighborhood from the community and vice versa.
- Community space is needed such as a commercial center

#### Transition

- Mixed use is the key to a vibrant and safe transition area
- No big ugly box buildings close to the residential area.
- Keep high traffic volumes on Milton and 66- less traffic will keep the scale human.
- The feel of buildings should connect to the origins of the community
- Connect Townsite to La Plaza Vieja – bike/ped access will enhance the market for neighborhood services.
- Bars and alcohol providers should be limited because of the school and transient issues.
- Design Review
  - Gabled roof forms as opposed to flat roof on commercial buildings – will make a difference for residents who look down from hills/slopes on the neighborhood.
  - Color and material (texture) i.e. the Armory and the infamous "mustard house"
  - Architecture should also face the neighborhood, not just Milton and 66

#### Take home points

- Participants at the meeting discussed many possible solutions and found several reasons to feel that La Plaza Vieja is valued by Flagstaff, adjacent neighborhoods and business.
- The mix of uses in the area conforms to the concept of an activity center, but poor design, deterioration of renter-occupied housing and the potential for buildings that are out of scale with residential uses, threaten to erode the character of the La Plaza Vieja Community.
- The residents want a vibrant and safe commercial area and a residential area that respects the origins of the neighborhood and Flagstaff. Some of this can be achieved through better design for redevelopment projects, but the limited ability to reduce zoned building heights because of existing entitlements is a major impediment to maintaining neighborhood character.
- The relationship between traffic and the neighborhood is one of the key issues to resolve in preserving the community character.
- Enhancing and preserving the historic relevance of La Plaza Vieja should be woven into whatever solutions are developed for land use issues. It's the fabric that holds the area together.

## Transportation Workshop Agenda

Monday January 26, 6 – 8 pm at Our Lady of Guadalupe Chapel, 224 S. Kendrick St.

	Topic
6:00-6:10	Welcome and Introductions
6:10-6:20	Presentation on Transportation Planning context for the LPV plan
6:40- 7:25	Rotate between stations: Traffic Micro-simulations, Clay Extension, Pedestrian Safety and Underpass
7:25-7:45	Spend your transportation budget?
7:45-8:00	Close out and Thank you

Info Stations: Three stations were set up in the room with exhibits and handouts available. Each station was staffed by 2-3 city employees to answer questions. Stations covered the following topics: Clay Ave, Traffic micro-simulations, and Pedestrian Crossings.

## Transportation Workshop: Summary of Report Out

Some general themes from the workshop:

- There is generally strong support for pedestrian, bicycle and transit improvements
- There is general support for better access into and out of the neighborhood indicated by support for the intersection improvements and pedestrian connections
- There is high concern about cut-through traffic, especially with the speed of vehicles

### Clay Ave. Extension

- When the Standard was going to be on Blackbird Roost there was discussion of traffic calming measures on Clay Ave. – bump outs at the cross streets and medians where appropriate.
- If the Clay Ave extension were constructed, then cut-through traffic would just move north to Tombstone and Tucson. Better to see what can be done to slow traffic on Clay and keep the volume there.
- The most important thing is that any projects that impact Clay Ave protect the pedestrian environment and do not add more traffic lanes.
- Private property owners on Clay have given up their front yards to eminent domain in the past; so right of way expansion needs to be approached very conservatively. 5 feet is more likely than 12 feet to be considered reasonable.

### Traffic Micro-simulations

- 2 participants supported the combined choice of Milton/Butler 6 lanes and Humphreys/66. Meanwhile, 4 participants supported the Humphreys/66 improvements by themselves.
- Four people supported widening Milton and using the new outside lanes for buses, bikes and right-turning vehicles only.
- 10 people supported a full intersection at Blackbird Roost and Route 66 (all vehicles and modes and all turn movements permitted). Only 3 supported a pedestrian only crossing. During meetings about the “Standard” most people expressed interest in the pedestrian only crossing
- There is broad support for pedestrian connections and improvements. What are the advantages these bring to the neighborhood (safety? Connectivity to the services needed/desired by neighborhood residents)?

- In spite of the broad support for the pedestrian improvements, there was very little support for a tunnel under Milton at Malpais

Some general comments/observations from the Milton corridor study to date that seem relevant to the LPV process:

- Growth in traffic on Milton will increase cut-through traffic on Clay. Only the largest improvement (Milton at 6 lanes) reduces the amount of growth in cut-through traffic.
- If nothing is done, growth in traffic on Milton will degrade peak hour performance per vehicle. Several of the bundles return these to near today's levels and the 6-lane option improves on today's conditions.
- Widening Milton to 6 lanes for general traffic purposes attracts a lot more traffic to the corridor

#### Pedestrian Crossings

Q: Overpasses vs. Underpasses? Where would they go?

- Pedestrians are more likely to use underpasses than overpasses (easier to use)
- Underpass at Malpais- several more proposals for underpasses on Milton extending down to University Ave.

Q: Intersection at Malpais and Milton?

- Restrict left turns- one of the leading cause of accidents

Q: Businesses on the Southside of W Rt 66? How would pedestrians cross?

- Medians on W Rt 66 b/c it is traffic calming and safer for pedestrians to cross
- Also prohibits left turns onto a busy street

Q: Issue w/ Clay Ave. Extension:

- "If I lived there, I wouldn't want it b/c there would be more cars going through, and also more cars speeding through neighborhood"
- "Maybe just limit to emergency vehicles or public transit?"

#### Funding Exercise & Further Transportation Questions

Q: If an idea shows up that isn't in the program plan, how would you address it?

- Bring it up within the transportation commission or council
- When priorities are established, we tend to stick to them
- Opportunities for ideas in places such as public meetings

Q: A major problem with the neighborhood is the overflow from Milton, are there any plans to fix that?

We want to "slow people down"- that is what we're looking for.

-Apart of the dialogue during this process, there are plans for a future more comprehensive study of the Milton corridor. We need to apply for and receive a grant from ADOT in order to address this.

-Appreciate the concern, Plaza Vieja is not the only neighborhood with this problem. Plaza Vieja is the "epicenter" of the congestion due to the proximity with Milton

-The reason for the Clay extension with the FMPO is to provide a partial solution Milton (which is an ADOT road) and so we can't take it off the table without having a solution that will deal with congestion issues on Milton or allow for Lone Tree to proceed.



-The cost of the Clay Ave. extension will be around the same if you try to fix some elements of Milton, such as the Humphrey's intersection It is not a solution by itself that would be effective.

Parking Lot: various comments from the public:

- Six-lane Milton under the rail road to calm congestion at curve? Possible but VERY expensive, discussed in the funding exercise
- What about a pedestrian overpass across Milton down by Riordan?
- Have studies been done that indicate how close a bus stop needs be before people are willing to use it? 1/4mile
- Superstructure at Florence and Walnut is a waste of money b/c it doesn't do anything to alleviate traffic.
- How to keep children safe on Clay / Speed
- How to manage bottleneck at railroad overpass
- What is staff's recommendation?
- What about the right of way for 6 lanes on Milton (Granny's Closet)
- Removing left turns at Butler hurts access to businesses, so does medians
- How many cars can transit remove?
- What are (traffic) cycles downtown?
- Worried that connecting Clay to Kaibab would move cut-through traffic to Tombstone (unintended consequence).

## Open House Agenda

Thursday January 29, 6 – 8 pm at Our Lady of Guadalupe Chapel, 224 S. Kendrick St.

There were stations at the open house for Transportation, Land Use, Infrastructure, Housing, Parks and Parking. There were few attendees and no formal presentations. An email was sent by the project manager to staff for any notes or significant conversations that were had between staff and the public. No email responses were collected.

## July LPVNA Public Meeting: Record of Proceeding

July 8, 2015 6 pm to 8 pm, 397 S. Malpais Lane

The La Plaza Vieja Neighborhood Association held a public meeting and invited City staff to present on the Transportation and Land Use items in the Draft Plan. David Wessel presented updated information on the findings of the microsimulation for Milton and Route 66 relevant to the neighborhood. Sara Dechter presented on the different policy and concepts for the Neighborhood Core, Transition Area and Commercial Edge. 7 community members were present for the meeting, including one who was not a member of LPVNA.

Topics discussed:

- 1) Reducing traffic volume on Clay Ave. was an important objective we heard at meetings in January. Only 2 options from the microsimulations were able to achieve that outcome: expanding S. Milton Rd. to 6 general purpose lanes and routing traffic to the McCracken Extension. Tentative support was expressed for both options. Staff stated that rationale for the McCracken Extension is stronger if it connects to Kaibab at the western end of the neighborhood. The key to successful meeting the neighborhood objectives is making the new road attractive to traffic and pedestrians and placing appropriate diversion mechanisms to discourage cutting through on Clay Ave. after other streets are added.
- 2) Blackbird Roost traffic signal- There was concern about adding the light without traffic calming leading to additional cut-through traffic which is supported by the microsimulation findings. Staff pointed the attendees to the policies already in the draft plan for these topics. Another concern was additional back up on southbound Milton from the additional signal. David Wessel stated that the microsimulations showed that the lights could be timed to avoid that outcome and that it is an assumption that will be further tested later this summer.
- 3) Appropriate architecture and building sizes were another major concern in the neighborhood in January. The response of the attendees was that the townhomes and duplexes at the end of Clay Ave. (Illustration 1) seemed too large and blocky and need further refinement. The other illustrations were given neutral or positive responses. Staff encouraged the attendees to submit comments on what they think during the public review.
- 4) Park improvements – The new road that would connect Clay Ave. and the McCracken Extension on the Concept Plan was a concern for the neighborhood because it would displace playground equipment and handicapped parking for the ball field. The Concept Plan shows the playground equipment moved to the other side of the park on what is currently private land. The Plan may need a policy that these features should be replaced elsewhere within the block if they are removed for the purpose of connecting the street grid.

## July Old Town Springs Park Open House: Record of Proceeding

July 11, 2015 10am to 12 pm, Old Town Springs Park

City staff: Sara Dechter, Jennifer Mikelson, Mike O'Connor, Steve Zimmerman

City Staff held a neighborhood meeting in the Old Town Springs Park to provide easy access to residents of Upper and Lower Coconino Ave. 10 residents of the neighborhood came to the meeting including several who were able to bring their young children because of the location.

Topics discussed:

1) Conditions of the spring in the park: Residents wanted to see the springs recognized for their historic importance as a water source for residents, commercial businesses, and the railroad. The spring was developed in the park. Pictures or a historic replica of the development would be appreciated assets in the park. One resident believed the Cline library has such photos. One older resident stated a preference for having a replica or the original installed at the park because she missed seeing it there. Restoring native spring vegetation to the spring is a concept that received support from participants. It would be valuable to visually separate the spring from the surrounding grass and discourage dogs from urinating close to the water. Also residents wanted to know if removing silt from the bottom of the spring would increase the quantity and reliability of the flow.

2) Flagpole in the park: The flagpole is a very important feature in the park because it is one of the possible sites of the first flagpole that Flagstaff was named for. The other 2 possible sites in town have a flag up full time and the residents feel that when the City stopped supporting their flagpole that it was unfair and very upsetting. The residents would help the children in the neighborhood put the flag up and down historically in order to teach them pride and respect. Everyone present had a memory of why it was important to them individual or their children and grandchildren that this part of their neighborhood culture is maintained. Staff promised to explore ways of creating a volunteer relationship with residents who want to maintain this asset. Steve Zimmerman is also going to look into the condition of the flagpole because the top is bent. This should be prioritized as an implementation strategy and may be achievable in the short term.

3) Vegetation in and around the park: The juniper trees in the park are overgrown and need trimming. Some residents would also like to see a path through the juniper for easier park access. Residents also asked if the City could clear the elms that are in the ROW of Lower Coconino between the road and the fence because they obstruct views for some residents.

4) Basketball court: Some residents asked that the basketball court be widened so that they could make wider shots. Steve stated that would require bringing in dirt and might risk disturbing archeological resources in that portion of the park and so that may not be feasible.

5) Ramada rental issues: The park is very popular for ramada rentals on weekends, which keeps some residents from being able to use the park with their families and causes parking issues on the adjacent

roads. Residents prefer that the ramada go back to first come first served so that it can serve local residents that fought to have it created.

6) Railroad crossing for pedestrians and bicycles: The residents expressed a desire to see a railroad crossing near the park. Staff explained that a Florence-Walnut crossing was in the works but that an at-grade second crossing was not an acceptable option for BNSF and a overpass is cost prohibitive.

7) History and Interpretive Panels: There was unanimous support for providing interpretive panels in the park about the history of the spring and surrounding area.

8) Historic District inventory: Residents present stated that they would support an application for a portion of the area north of the tracks to be considered as a historic district and would be able to provide some paperwork to assist in an inventory. This should be prioritized as an implementation strategy.

9) Road conditions: Upper and Lower Coconino are both narrow for a local street. Residents asked if there is a possibility to widen the upper portions of the road in order to facilitate parking and snow removal. They would also like to see "Children at Play" signs to the east of the park to make drivers aware to look out for children.

10) Clay Ave. Extension: Staff answered questions about how this was treated in the concept plan and if it is imminent.



## Appendix B: Consideration of Public Comments

Commenter	Topic	Comment	Staff Response
CC Work Session -6/9	Funding	Provide more information about how CBDG funding can be spent in the neighborhood.	CBDG funding is currently distributed throughout the City using an application process. Staff has identified the implementation strategies that could be funded in whole or in part by CBDG funding so that LPVNA can prioritize and apply for those funds.
Property owner in La Plaza Vieja	207 concern	Our property, McCracken Place, has been placed in the "Transitional Zone" although it has been commercial for over 40 years. Goals and implementations for this zone are serious downzoning and will devalue our property.	The City cannot change land-use (zoning) entitlements without revising its Zoning Code. The Transitional Area is not a zone, but instead is a planning area which encourages commercial and mixed uses, just as the current zoning allows.
Property owner in La Plaza Vieja	207 concern	The plan states clearly (p.35) that approval of property projects depends on whether they are consistent with its "Specific" goals and policies. Goals and policies of the "Transitional Area" (p.380 shown as incompatible uses (p.40) "Included but not limited to" are commercial buildings with parking garages, buildings over 3 stories, metal buildings. This eliminates portions of the park and Canyon Explorations.	-Additional explanation was added to page 35. - Metal buildings are not permitted in commercial zones under current design standards. Existing metal buildings -are non-conforming developments. -Examples of incompatible developments (not uses) listed under Policy 6T.1 only apply in the case of discretionary decisions and do not change existing entitlements.
Property owner in La Plaza Vieja	207 concern	On (p.61) Implementation 6T4 will certainly be downzoning for all commercial uses in the Transitional area, and have a devastating effect on their future value.	If a property owner does not seek a zone change, then the goals of the Specific Plan, like those of the Regional Plan, will be aspirational and the Zoning Code will determine what the owner is allowed to build and how what uses are available.

Commenter	Topic	Comment	Staff Response
Property owner in La Plaza Vieja	207 concerns	although the plan recites it "does not impact existing entitlements," it appears to contradict the premise on its face,	If a property owner does not seek a zone change, then the goals of the Specific Plan, like those of the Regional Plan, will be aspirational and the Zoning Code will determine what the owner is allowed to build and how what uses are available.
Meeting with Council member	207 concerns	Earlier entitlement permitted 4-plexes in this neighborhood, but they are now disallowed under the new zoning code. Is this a taking?	The timeframe for requesting compensation or a waiver under Prop 207 is 3 years and so the deadline has passed if these changes originated from the 2011 Zoning Code update.
Meeting with Council member	207 concerns	Be sure to include more reminders about existing entitlement near each illustration so they are easily found.	Completed in Chapter 2 and 3.
Meeting with Council member	Alleys	Review alley access for residences in the plan and when they need to be improved with new construction.	The Zoning Code (10-30.50.070) currently states, "G. Alley/Lane Improvements When property access is necessary or proposed via an alley/lane, full width alley/lane improvements along the full property frontage in accordance with the Engineering Standards. Alley/lane improvements shall also be extended to the nearest public street if no improved alley or lane connection presently exists." Some problem alleyways were developed prior to the adoption of the current Zoning Code.
CC Work Session -6/9	Arrowhead Village	Arrowhead Trailer Park and a true revitalization of the park	Language about affordable housing incentives has been added under Goal 7
Meeting with Council member	Arrowhead Village	Plan should be very clear about Arrowhead redevelopment. Relocation plan for all residents should be explicit in this plan, regardless of the final redevelopment project.	Created policy 6.1 and added Regional Plan policy LU.1.12 to the list of related policies

Commenter	Topic	Comment	Staff Response
Property owner in La Plaza Vieja	Bicycling	Many of our tenants ride bikes along the street to work at the hospital or university. (We welcome any plan that incorporates bike paths.)	Bike paths are incorporated into the Map 2 of the Concept Plan and the Transportation Goals and policies.
Property owner in La Plaza Vieja	Crossings	It is hard to cross route 66 to get to some restaurants/businesses there if you are on foot.	The Plan proposes a signalized intersection which includes crosswalks at Blackbird Roost/Metz Walk and Route 66.
CC Work Session -6/9	Crossings	Any plans for residents to access the neighborhood across the tracks	An underground pedestrian/bike crossing is planned to connect Florence (in LPV south of tracks) and Walnut (north of tracks), dependent on BNSF coordination
P&Z Work Session -4/22	Crossings	Pedestrian crossings on Milton and their impacts	The microsimulations conducted by the Flagstaff Metropolitan Planning organization are looking at impacts of proposed crossings on the periphery of La Plaza Vieja. They show that the timing could be achieved that would allow for crossing without impacting traffic level of service. Part of the comprehensive planning work program is to develop a comprehensive land use and transportation plan for the Milton corridor. This project is currently unfunded.
Old Town Park PM- 7/11	Crossings	The residents expressed a desire to see a railroad crossing near the park.	Staff explained that a Florence-Walnut crossing was in the works but that an at-grade second crossing was not an acceptable option for BNSF and an overpass is cost prohibitive.

Commenter	Topic	Comment	Staff Response
Property owner in La Plaza Vieja	Crossings/Streets	Implementation strategies (p.51) #10.2 and 11.5 show no definite locations.	Definite locations are determined at the design phase of a project. The specific plan is a precursor to that work. In the case of the Clay Ave. Wash FUTS connections, the specific location will be determined by the Rio de Flag design work. The updated draft looks at a narrower ROW for the McCracken Extension, will clean up language about the FUTS trail and McCracken Extension and will discuss fair market value compensation of ROW
LPVNA	Gateways	supports installation of two permanent gateway structures on Blackbird Roost and Clay Avenue. These "first impression" entrance structures into our community gateway neighborhood should reflect our sense of identity and pride.	These gateways are included in the plan goals and policies and concept plan.
Resident of Townsite	Historic Preservation	"Encourage putting qualifying homes on the National Register, and/or in our local Landmark District."	Policy 8.1 and Implementation Strategy 8.2 address this issue
LPVNA	Historic Preservation	Support: "While the neighborhood does not qualify for historic designation, the City has recommended applying for historic designation of small areas or individual structures, based upon owner request."	Implementation Strategy 8.1 and 8.3 address this issue
Property owner in La Plaza Vieja	Historic Preservation	And also to preserve the historic building stock and keep a neighborhood feel. "We intend to place a plaque on the house that explains its historic significance in the hope of creating some community pride."	Implementation Strategy 8.7 addresses creating interpretive opportunities that are coordinated throughout the area.

Commenter	Topic	Comment	Staff Response
Old Town Park PM- 7/11	Historic Preservation	Residents present stated that they would support an application for a portion of the area north of the tracks to be considered as a historic district and would be able to provide some paperwork to assist in an inventory. This should be prioritized as an implementation strategy.	Staff added "Implementation Strategy 8.3: Conduct an inventory of eligible historic structures along Lower Coconino Ave., W. Coconino Ave. and Spring St."
Old Town Park PM- 7/11	Historic Preservation /Park	Residents wanted to see the springs recognized for their historic importance as a water source for residents, commercial businesses, and the railroad.	Policy 3.2 addresses this desire generally and the Master Plan for the Park addresses it more specifically.
Old Town Park PM- 7/11	Historic Preservation /Park	...support for providing interpretive panels in the park about the history of the spring and surrounding area.	Policy 3.2 addresses this desire generally and the Master Plan for the Park addresses it more specifically.
Resident of Townsite	Housing occupancy	"... the neighborhood would benefit from is a lot more owner occupied existing housing and that is not what "reinvestment" provides." "Odds are extremely good that with the proposed and likely increased density the area will transition to an even higher proportion of rentals and be even less of a real neighborhood."	There are few financial incentives that the City can provide to encourage owner occupancy directly. The La Plaza Vieja Plan tries to influence this indirectly by stating clear preferences that single family cottages with yards and ADUs as the preferred building type (Policy 6N.3) and by focusing on the preservation of the existing housing (Goal 7). In the Commercial Edge and Transition Area, the compatibility language strongly encourages that the neighborhood scale back from the frontage along Milton and 66 to the Neighborhood Core (Goal 6T) but the existing entitlements cannot be removed without voluntary action by the property owner or a fair market purchase or trade of those rights.



Commenter	Topic	Comment	Staff Response
Resident of Townsite	Housing occupancy	"Intensely developed student housing will ruin our city and specifically the areas where they are built. They are mono-cultures."	This topic is outside the scope of the La Plaza Vieja Plan but may be addressed as part of the action plan for Student Housing adopted by Council in January 2015.
Resident of Townsite	Housing occupancy	"Once a neighborhood hits something like 45% rentals have a tax deduction for owner-occupied homes."	This is not a strategy that can be pursued under the current laws in Arizona per discussion with the County Assessor's office.
Meeting with Council member	Housing occupancy	Is it a City rule or a Federal rule that City Housing Rehab Program can't work with homes in a family trust?	Staff got clarification that a trust can apply for owner occupied housing assistance but that the income qualification would include all members of the trust not just the resident. This has been a source of rejected application for trust owned properties in the program.
Meeting with Council member	Housing occupancy	Include a provision about the rental rehab program helping landlords who truly need the help; prove financial need.	Though the plan supports a pilot program, the details would need to be applicable City-wide and therefore are outside the scope of an area-specific plan. This threshold would be determined as part of developing the authority for the housing staff to execute this program.
CC Work Session -6/9	Implementation strategies	How to kick start a lot of these improvement projects in the neighborhood. How to coordinate our City timeframes and funding available to the neighborhood.	Appendix 1 has been updated in response to this information.
Property owner in La Plaza Vieja	Landscaping	We do not believe in cementing over yards for lower maintenance. We have not only planted trees, front back and side, but installed a bird bath and plants that attract butterflies and bees. Tenants are permitted to have raised beds for growing vegetables in some units.	Emphasized the importance of landscaped yards in policies 6N.3 and 6N.4

Commenter	Topic	Comment	Staff Response
Property owner in La Plaza Vieja	Landscaping	We are particularly interested in ways the community can be encouraged to plant trees and improve landscaping. "We have noticed that the Montessori School on Clay has planted trees and also Grand Canyon Explorations. The ball park is well-maintained and we welcome Natural Grocers into the neighborhood. (We welcome the tenants across the street who have installed a raised vegetable bed and a flock of back yard chickens.)"	Staff added POLICY 6N.8: Encourage property owners to plant and maintain deciduous trees that shade the sidewalk in the summer where there is no parkway strip for street trees.
LPVNA	Neighborhood Boundary	La Vieja Neighborhood Association supports no boundary change to the La Plaza Vieja Neighborhood.	No response required
CC Work Session 6/9	Neighborhood Boundary	How was the neighborhood boundary established?	Continued same boundary from last draft. Based on historic familial/cultural ties between the tracks that the boundary is intended to preserve. Staff added information to the Site and Area Analysis of the document to reflect the intent of the boundary line.

Commenter	Topic	Comment	Staff Response
Resident of Townsite	Neighborhood character	"Ultimately everything (in the plan) is done piecemeal as properties become available or an owner decides to do something and so the area may never again have a cohesive character."	La Plaza Vieja has over 200 individual property owners, most of who own small lots. The Parts of the proposal that would be spearheaded by the City, such as the McCracken Extension have the potential for the largest impact. The City's options for changing this scenario are limited unless there was an effort to acquire property in the neighborhood or an opportunity for public-private partnership is available. The LPV plan is designed to provide consistent area-specific information about compatibility to all levels of development from duplexes to large scale mixed use projects.
Resident of Townsite	Neighborhood character	"...plenty of people who work at NAU, City, County, have or work at small businesses who want to live in the historic core...these people do not want to live in apartments or town homes...they want to live in the smaller--theoretically more affordable--historic houses with yards."	The La Plaza Vieja Plan has policies intended to encourage the renovation and preservation of single family homes. However, developing single family homes in areas zoned Highway Commercial is not economically feasible for a for-profit development because of the underlying cost of the land.
Resident of Townsite	Neighborhood character	"All the illustrations are for apartments and multifamily housing and a few single family "bungalows," I think the term used was, and none are in scale with the historic--everything is larger, at least another story taller, if not multiple stories taller."	All of the illustrations in the draft are in the Transition Area or Commercial Edge, which is predominantly zoned Highway Commercial. The illustrations represent a balance between the maximum scale building allowed and the historic residential scale. Illustrations in the final will include a examples few single family redevelopment of non-conforming apartment buildings in the R1N zone.

Commenter	Topic	Comment	Staff Response
Resident of Townsite	Neighborhood character	If redevelopment occurs next to smaller established homes require trees to buffer the difference in size.	Requiring this may block views from the neighborhood homes based on feedback at public meetings during July. Street trees were preferred to requiring trees for screening between properties.
Resident of Townsite	Neighborhood character	The code (should) say new construction can be only X number of feet taller than adjacent properties and certainly not block natural light or views.	The specific plan cannot remove existing entitlements but the document does discuss mass and scale as a compatibility issue in the policies under Goal 6.
Property owner in La Plaza Vieja	Neighborhood character	Hope that the infill development will be in character with Old Town and sensitive to environmental and community needs	The goals and policies take into account the character of the oldest buildings in the neighborhood and call for even buildings in the Commercial Edge and Transition Area to incorporate architectural elements of historic buildings.
CC Work Session -6/9	Neighborhood character	Does the plan include design review of new buildings?	The plan cannot change the current design standards without further action by Council. Changes could be brought forward in an overlay district or other appropriate ordinance (Implementation Strategies 6N.1, 6N.2 and 6N.3 support this).
P&Z Work Session -4/22	Neighborhood Character	What about all of the 4 unit apartment buildings in the neighborhood core?	Non-conforming developments are treated consistently across the City under the Zoning Code (10.20-60).
LPVNA-hosted PM- 7/8	Neighborhood character	The townhomes and duplexes at the end of Clay Ave. (Illustration 1) seemed too large and blocky and need further refinement.	Staff developed a modified concept for this illustration to address this comment.
Old Town Park PM- 7/11	Park	It would be valuable to visually separate the spring from the surrounding grass.	Incorporate into Park Master Plan.

Commenter	Topic	Comment	Staff Response
Old Town Park PM- 7/11	Park	Also residents wanted to know if removing silt from the bottom of the spring would increase the quantity and reliability of the flow.	Silt could be flushed from the springs using a high pressure hose from a fire hydrant or other City water source. The overall flow of the spring has always been relatively low and the only way to increase the flow significantly would be to supplement with water from another source on a regular basis, which is cost prohibitive.
Old Town Park PM- 7/11	Park	The flagpole is a very important feature in the park because it is one of the possible sites of the first flagpole that Flagstaff was named for. The other 2 possible sites in town have a flag up full time and the residents feel that when the City stopped supporting their flagpole that it was unfair and very upsetting.	Steve Zimmerman, Parks Manager, is working on costs and logistics about how to put the flag back up most efficiently and permanently.
Old Town Park PM- 7/11	Park	The juniper trees in the park are overgrown and need trimming.	Incorporate into Park Master Plan.
Old Town Park PM- 7/11	Park	Some residents would also like to see a path through the juniper for easier park access.	This may pose a liability issue and increase traffic through the park. Staff did not include this concept in the Master Plan.
Old Town Park PM- 7/11	Park	Some residents asked that the basketball court be widened so that they could make wider shots.	May not be feasible. This might require bringing in dirt and might risk disturbing archeological resources in that portion of the park.



Commenter	Topic	Comment	Staff Response
Old Town Park PM- 7/11	Park	Residents prefer that the ramada go back to first come first served so that it can serve local residents that fought to have it created.	Staff took this request to discuss the Parks and Recreation Commission in August and it was not accepted. The Commission felt that if they allowed a deviation from the City-wide policy in one area that others would pursue the same remedy. Staff recommended that notes and information in the reservation system could better inform citizens about the size of the park and limited parking, prior to finalizing their reservation.
LPVNA-hosted PM- 7/8	Park	The new road that would connect Clay Ave. and the McCracken Extension on the Concept Plan was a concern for the neighborhood because it would displace playground equipment and handicapped parking for the ball field.	Added policy that if the playground is displaced it should be replaced by another space near the current location.
Meeting with Council member	Parking	Considering the upcoming neighborhood parking plan through Community Investment; cost of parking shouldn't be put on residents. This plan should address the parking situation in the neighborhood and mention any upcoming changes in the ZC about parking requirements.	The plan emphasizes on shared parking lots with reinvestment, as well as additional on-street street parking with either road extension option. On-site parking for residences is being addressed through Zoning Code updates and management of on-street parking by a separate City policy initiative.
LPVNA	Parking	street parking continues to be a significant neighborhood concern and requires further review.	On-site parking for residences is being addressed through Zoning Code updates and management of on-street parking by a separate City policy initiative.
LPVNA	Parking	Duplex Issues: Number of occupants and parking continue to be of significant concern to the Association and the neighborhood.	On-site parking for residences is being addressed through Zoning Code updates and management of on-street parking by a separate City policy initiative.

Commenter	Topic	Comment	Staff Response
La Plaza Vieja Property Owner	Parking	"Shared parking" (p.30) between apartments and commercial, increasing parking capacity for commercial buildings. This is prime parking next to an university. Students will use it.	Students use parking throughout the City in commercial lots, regardless of whether or not it is shared with adjacent businesses. Many larger lots have security guards and towing contracts. The solution to this issue is a comprehensive parking policy that is currently under development by City staff.
Old Town Park PM- 7/11	Parking	The park is very popular for ramada rentals on weekends, which keeps some residents from being able to use the park with their families and causes parking issues on the adjacent roads.	Lower Coconino Ave. has sufficient space for parking on one side of the road because it only has houses on one side of the road. From the park to the road junction there is a red curb on the south side and no parking signs. There is more than the minimum travel lane width if everyone parks legally. The red curb could be extended to the west if the problem persists beyond a compliance issue.
La Plaza Vieja Property Owner	Policy Areas	It would be best to omit the Transitional Zone which includes 3 single family residences on our block which are used as rentals and a group home on Clay Ave.	Staff will add a more comprehensive description of each policy area to clarify the intent of the Transition Area. Name changes were considered but none carried forward. Removal of the transition area is not in compliance with the Flagstaff Regional Plan2030, which distinguishes between the commercial core, corridors and pedestrian sheds.

Commenter	Topic	Comment	Staff Response
CC Work Session -6/9	Policy Areas	Were the businesses included in the commercial edge contacted?	Our recent update outreach included several post card notifications of public meetings and public review drafts to all property owners and flyers were hand delivered to all businesses in the Commercial Edge and Transition Area last November. Phone calls to property owners in the Transition area were made early in the public involvement process and all received postcards announcing the public review period. Only one property owner came forward to speak with staff.
Property owner in La Plaza Vieja	Property Maintenance	Also, the side of the street with the hillside to the back where there is currently a lot for sale is used by the entire community and beyond as a dumping site.	The City has Environmental Codes that address dumping on private property. Code compliance staff regularly remediates dumping on private land.
Resident of Townsite	Property maintenance	"Promote home maintenance with public dollars for qualifying low income owners."	Owner Occupied Rehabilitation Program and Implementation Strategy to pilot a rental rehab program
Resident of Townsite	Property maintenance	Require a set minimum percentage of rental income be reinvested into the property.	No legal mechanism by which to require this.
Resident of Townsite	Property maintenance	Have a property maintenance ordinance!	Building and Code Compliance staff conducted a review of the current City codes as part of this project. They determined that the only area where the current code does not allow for management of a health and safety issues is overgrown vegetation on private land (Policy 2.3).
CC Work Session -6/9	Property Maintenance	Was there any discussion about the property maintenance ordinance since there were some buildings in the area that are uninhabitable last time the plan was presented to Council?	The building official enforces subject to the standards in that code. Many of the buildings have been boarded up and others renovated.

Commenter	Topic	Comment	Staff Response
Resident of Townsite	Reinvestment	"I see a focus on 'redevelopment' and 'reinvestment' as encouraging neighborhood decline. A value judgment is being placed on someone else's property"	These terms do not mean that in the context of this document. Add definitions to the glossary and clarifying language or explanation where needed.
P&Z Work Session -4/22	Reinvestment	Better explain why some properties are reinvestment and others are not	Opportunity to add ADU or currently vacant lots. Also looked at buildings that had age or condition issues that might make them possible reinvestment opportunities. The concept plan does not show any single family residences as opportunities for reinvestment, except those in commercial zoning districts. However, the staff recognizes the reality that not all buildings in the neighborhood will be restored.
Resident of La Plaza Vieja	Single property issue	990 W. Coconino Ave has had addressing problems because the City abandoned a right of way on Wilson Ave. This has impacted their emergency services response time. (synopsis)	City Staff confirmed that this ROW was abandoned on Oct 13, 1987 by Ordinance No. 1513. City's addressing team is working to resolve this and several other addressing issues nearby.
Resident of La Plaza Vieja	Single property issue	Alleyway next to 113 S. Kingman Street is full of trash and not maintained properly by the City.	Following up with individual property owner and public works on this issue
Property owner in La Plaza Vieja	Snow removal	One concern of the families on our end of Clay Avenue is that the City does not clear snow there. (One of the home owners currently does the snow clearance).	Clay Avenue is a local street in front of the houses in question and is therefore at the bottom of the priority list for snow removal. In addition, there is no turn around and so a loader must be used for clearing snow. The concept plan for creating a loop back to Chateau Drive would improve the ability of street crews to remove snow from this road.

Commenter	Topic	Comment	Staff Response
LPVNA-hosted PM- 7/8	Streets	Another concern was additional back up on southbound Milton from the additional signal.	David Wessel stated that the micro-simulations showed that the lights could be timed to avoid that outcome and that it is an assumption that will be further tested later this summer.
LPVNA	Streets	Safe street access for all users into and within the neighborhood is essential to preserve and improve the neighborhood's walkable character.	Policies 12.1, 12.2, 12.3 and 12.5 all support safe and comfortable neighborhood streetscapes.
LPVNA	Streets	La Plaza Vieja Neighborhood Association does not support the Clay Avenue Extension, as it would divide the neighborhood into three sections. The City is proposing the McCracken Street Extension, an alternate route through Malpais Lane, which would better preserve our neighborhood character.	The Plan cannot remove the possibility of a Clay Avenue extension being pursued. The document does have policies concerning mitigations for traffic, a possible alternative route and a statement that the neighborhood considers the development of a Clay Ave. extension incompatible with the neighborhood character.
Property owner in La Plaza Vieja	Streets	We like the neighborhood feel of the street on Clay Ave, children played there not so long ago, and people walk up the street looking for the trail.	Policies 12.1, 12.2, 12.3 and 12.5 all support safe and comfortable neighborhood streetscapes.



Commenter	Topic	Comment	Staff Response
La Plaza Vieja Property Owner	Streets	The Published plan to extend McCracken Street, shown as 81 feet wide (p.27) as an alternative to the regional plan and add a street on the north side of our property (p.17), would leave a sliver of land with a limited use. The new streets will leave very little building property and certainly will not leave room for town-homes, commercial space, and shared parking as envisioned. The concept plan (p.25) and map (p.26) will not be understood by most people as future dreams.	<p>The alignment for a possible extension of McCracken Street is meant to provide an alternative to the Clay Avenue alignment that would be considered in future studies of transportation solutions for Milton Road and Route 66. The 81 foot ROW cross section in the draft plan was only intended to show a maximum ROW because no design work is completed as part of neighborhood planning for infrastructure. At a conceptual level, a portion of the ROW would be dedicated to stormwater if the Rio de Flag project comes to fruition and the road would be over the stormwater pipe. Also the ROW would likely not come from just one side of a property line.</p> <p>If the City proceeds with a project for McCracken Street, property owners would have the opportunity to negotiate the value of the property after receiving an appraisal. When Flagstaff acquires property, like other government entities, we determine our offer giving consideration to the impact of the acquisition on the value of the remaining property.</p>

Commenter	Topic	Comment	Staff Response
La Plaza Vieja Property Owner	Streets	We object strenuously to (p.52) Strategy 12.4 as it would require demolition of our 17,000 square foot office building.	<p>There is more than 81 feet between buildings in the area conceptually proposed for a McCracken Street extension and therefore no buildings would need to be demolished for its construction. Ideally, land would be acquired or dedicated to the City as property owners redevelop their properties in order to provide the greatest flexibility.</p> <p>If the City proceeds with a project for McCracken Street, property owners would have the opportunity to negotiate the value of the property after receiving an appraisal. When Flagstaff acquires property, like other government entities, we determine our offer giving consideration to the impact of the acquisition on the value of the remaining property.</p>
La Plaza Vieja Property Owner	Streets	The extension of McCracken Street and the new street provide no greater access to the highway.	The McCracken Street extension if connected through to Kaibab Lane would provide access similar to that proposed by the Clay Avenue Extension. The main difference would be that the proposed route would pass through a commercial and multifamily portion of the neighborhood and would not degrade pedestrian access between the neighborhood and the park and the school on the south side of Clay Ave.
Old Town Park PM- 7/11	Streets	Residents also asked if the City could clear the elms that are in the ROW of Lower Coconino between the road and the fence because they obstruct views for some residents.	Elms on the north side of the fence could be cleared but those rooting up on the south side need to be cleared by BNSF. Stump treatments could be done on either side of the property line

Commenter	Topic	Comment	Staff Response
Old Town Park PM- 7/11	Streets	Upper and Lower Coconino are both narrow for a local street. Residents asked if there is a possibility to widen the upper portions of the road in order to facilitate parking and snow removal. They would also like to see "Children at Play" signs to the east of the park to make drivers aware to look out for children.	Both Upper and Lower Coconino are local roads whose width and construction meets the current Engineering Safety and Design Standards. There are signs with a child on a seesaw on either side of the park along both roads.
LPVNA	Streets	LPVNA prefers Streetscape Scenario 1 – No extension of collectors into the neighborhood but a more gridded local street network.	
LPVNA-hosted PM- 7/8	Streets	Reducing traffic volume on Clay Ave. was an important objective we heard at meetings from the public in January. Only 2 options from the micro-simulations were able to achieve that outcome: expanding S. Milton Rd. to 6 general purpose lanes and routing traffic to the McCracken Extension. Tentative support was expressed for both options by those in attendance.	No response
LPVNA-hosted PM- 7/8	Streets	Blackbird Roost traffic signal- There was concern about adding the light without traffic calming leading to additional cut-through traffic which is supported by the micro-simulation findings.	This is a possibility and a clear trade-off between better access to the larger community for residents and the percentage of cut-through traffic. Policies 12.1, 12.2, 12.3 and 12.5 all support safe and comfortable neighborhood streetscapes.
Meeting with Council member	Streets	Consider alternatives outside neighborhood and exhaust those before pursuing Clay Ave Extension.	Policy 13.2 was written to address this concern.

Commenter	Topic	Comment	Staff Response
Meeting with Council member	Streets	Why the dirt roads in the neighborhood? Explain why they aren't paved.	All City roads in the neighborhood are paved. Some "dirt roads" are alleys and private driveways. The dirt road at the end of Clay Avenue is a BNSF maintenance road that is technically outside of the City limits. Dupont was once a dirt road but was paved in 2014.
Meeting with Council member	Traffic	LPV and 5 Points area are the ones experiencing impact of NAU closing off access through campus. Plan should speak to NAU's role	This is outside the scope of a neighborhood plan, as it affects a broad area beyond the boundaries of the neighborhood including the Southside neighborhood. I can be addressed by ongoing engagement with NAU but the City cannot make NAU open it's campus to through traffic unilaterally.
LPVNA	Transit	More discussion needed	Policy 14.3 was added to address continued engagement between the City, NAIPTA and the neighborhood.
LPVNA	View Sheds	Vistas and View Sheds: ...further discussion ... is needed.	Staff discussed vistas and viewsheds with LPVNA and their desired outcome was to include a list of what views should be preserved from the neighborhood in the relevant policies. POLICY 6T.7 and Policy 6C.4
Parks and Recreation Commission	Parks	Ramada should not be first come first serve. This is a city-wide policy and the commission is not willing to see this be an exception	Language was removed from the implementation strategy.

Commenter	Topic	Comment	Staff Response
Bicycle Advisory Committee	Bicycling	Having a FUTS trail on the south side of the minor collector will make it more difficult for the neighborhood to access the system. And on-street sidewalks are less desirable than trails for long distance bicycle travel.	Staff put the FUTS alignment along an alternate route in the scenario with the McCracken Extension.
Transportation Commission, LPVNA, Bicycle and Pedestrian Advisory Committee	Streets	Map 14 in the original public hearing draft should be incorporated into Chapter 2 and treated as an equal option to the McCracken Street Extension.	Staff revised Concept Map 2 to illustrate 2 streetscape scenarios and discussed how future decision-making may incorporate these elements.
Transportation Commission	Transit	If the McCracken Extension proceeds it should be considered for bus routes to provide better transit access to disabled riders. Having good pedestrian connections to support transit will be important if the route stays along Route 66 and Milton Road	No change. The plan allows for further public involvement on transit going forward.
Transportation Commission	Streets	Minor collector access into commercial zones is important and is part of the reason McCracken Street Extension is preferred to the Clay Avenue alignment. Downgrading Clay Avenue and part of Blackbird Roost to local streets is a good idea.	
Transportation Commission	Streets	Cut through traffic - recognized and continue traffic calming measures regardless of what streetscape scenario is pursued.	
Transportation Commission	FUTS	Bike and pedestrian access should be important for long range connections. this neighborhood should be part of the FUTS	
Bicycle Advisory Committee	Bicycling	Clay Ave would be a good place for bikes as long as it is a local road with reduced traffic.	



Commenter	Topic	Comment	Staff Response
Bicycle Advisory Committee	FUTS	On-street FUTS connections are necessary to accomplish the Santa Fe Trail as proposed but should be minimized	
Pedestrian Advisory Committee	FUTS	take out language about replacing FUTS with sidewalks in Implementation Strategy 10.2	
Historic Preservation Commission	Heritage Preservation	Make sure to specify how to assess the historic significance of the ALT houses	
Historic Preservation Commission	Heritage Preservation	Make residents aware of HPC grants available	

# Summary of Recommendations from Flagstaff Commissions

## La Plaza Vieja Neighborhood Specific Plan

### Overall Process

The La Plaza Vieja Neighborhood Specific Plan completed a 60 day public review on July 27, 2015. After the review, it is required that the plan be reviewed by the Planning and Zoning Commission through two public hearings at different locations in the City and that the Commission make a recommendation to the City Council on the Approval of the Plan. In addition the required meetings, the project team elected to review the Draft Plan with three other commissions and two subcommittees as well as hold an extra work session for the Planning and Zoning Commission. These meetings created numerous opportunities to integrate consider and refine the documents goals, policies and concepts.

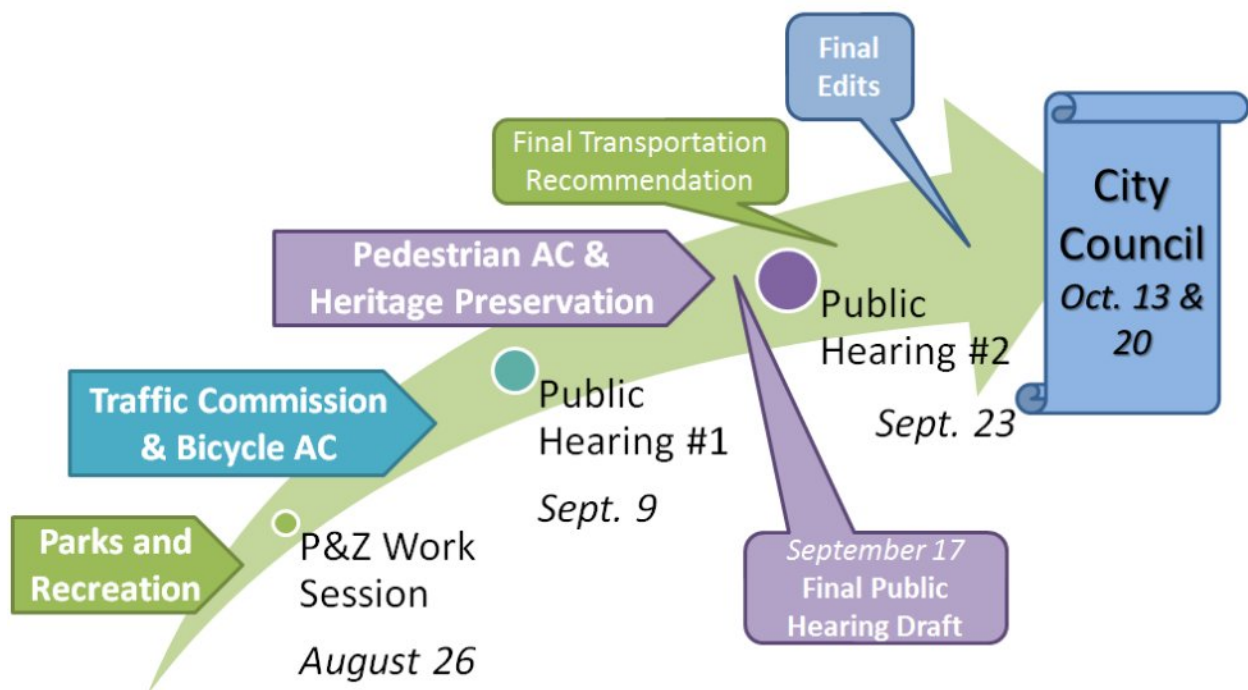


Figure 1: Commission Review Process Outline

The result of this process is the recommendation of the La Plaza Vieja Neighborhood Specific Plan for approval by City Council from the Transportation Commission, the Bicycle and Pedestrian Advisory Committees, the Heritage Preservation Commission and the Planning and Zoning Commission. Conditions of approval from the Bicycle and pedestrian Advisory Committees have been incorporated in the September 17<sup>th</sup> final draft of the Plan. The Condition of Approval from the Planning and Zoning Commission is presented in the packet for the City Council Work Session on October 13<sup>th</sup> as proposed replacement pages. The transportation Commission and Heritage Preservation Commissions recommended no conditions of approval.

## Parks and Recreation Commission

August 19, 2015

No motion was made on the Plan. The Commission requested removal of one part of the Old Town Springs Park implementation strategies and were generally supportive of the Plan.

## Bicycle Advisory Committee

September 3, 2015

Mr. Stevenson made, and Ms. Norris seconded, a motion to recommend approval of the La Plaza Vieja Neighborhood Plan to the Transportation Commission, subject to the following conditions:

1. Map 14 should be moved from the appendix to the main body of the plan
2. Preference should be given to the Neighborhood Association's preferred scenario for future streets
3. Implementation of the FUTS through the neighborhood as shown on the Regional Plan is encouraged

The motion was approved by a vote of 3-1.

## Pedestrian Advisory Committee

September 10, 2015

The motion was to recommend approval of the La Plaza Vieja Neighborhood Plan to the Transportation Commission, subject to the following conditions:

1. Map 14 should be moved from the appendix to the main body of the plan
2. Preference should be given to the Neighborhood Association's preferred scenario for future streets
3. Implementation of the FUTS through the neighborhood as shown on the Regional Plan is encouraged
4. Implementation strategy 10.2 should be reworded to remove the sentence that allows a sidewalk in place of a standard FUTS connection if the right-of-way that can be acquired is limited

Motion was approved 4-0 with one abstention

## Heritage Preservation Commission

September 16, 2015

Commissioner Dunn motioned to recommend the La Plaza Vieja Neighborhood Specific Plan to City Council for adoption. Commissioner Edwards seconded; the motion passed by unanimous consent.

## Planning and Zoning Commission

August 26, September 9, and September 23, 2015

Motion to recommend to City Council for approval with the modification of a new boundary line for the Transition Area and Commercial Core to be drawn by Sara Dechter with input from the interested parties and other City staff along with that any modifications to policies that are necessary to support a new boundary

Moved by Commissioner Jackson. Seconded by Commissioner Stigmon. Motion carried 4 to 1 with Commissioner Dorsett dissenting.

## Transportation Commission

September 2 and 30, 2015

**From:** [Garrett Schniewind](#)  
**To:** [Sara Dechter](#)  
**Cc:** [Cameron Staveley](#); [Laurielee Staveley](#)  
**Subject:** Re: La Plaza Vieja Neighborhood Specific Plan  
**Date:** Tuesday, October 06, 2015 11:28:36 AM

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Sara,

Thank you for taking the time to speak with me yesterday. I appreciate your input and explanations of the conditions surrounding the Plaza Vieja neighborhood specific plan. I understand your explanation regarding why we are not located inside the commercial zone. We are not visible from either South Milton or Route 66. I understand that our zoning does not change because of this plan. I understand that the acquisition of our existing property for potential new roads is only a possibility and would be accomplished through the normal channels, if at all. I understand the construction of a metal building is already a nonconforming use in this neighborhood and that a new one could not be built at this point in time. I understand if a new neighborhood plan were not up for approval we would still be subject to planning and zoning approval if a new owner wanted to rezone the property. However, the existence of the new plan indicates that this is a transition zone. I.e. something other than what exists would be preferable. This concerns us. It would be very regrettable if after many years of being good members of this community Canyon Explorations/Expeditions was to be disadvantaged economically as a result of this new plan. I heard your comment saying that it was not your intention that this be the case. That you tried not to create this condition. I hope the future does not lead us to a different conclusion. It would be regrettable if we were to choose to sell our property and the city of Flagstaff did not cooperate with new occupants being able to take advantage of the existing structure. Surely it is unlikely that a new owner would want to incur the expense of tearing down a sound existing building only to put up something new that is in sync with the neighborhood plan. Obviously this is not going to be economically viable.

Thank you again for speaking with me and for the opportunity to submit this comments to the city Council for consideration.

Sincerely,

Garrett B Schniewind

On behalf of Canyon Explorations/Expeditions

On Oct 5, 2015, at 1:39 PM, Sara Dechter <[SDechter@flagstaffaz.gov](mailto:SDechter@flagstaffaz.gov)> wrote:

Hi Garrett,

Thank you for taking the time to call me back today. The message below is what I forwarded to the Mayor and City Council this week. We met with Carrie, Clare and the neighborhood association last week to come up with the highlighted changes in the



proposed replacement pages. I hope you have a great river trip and I look forward to receiving your comments.

Sincerely,  
Sara Dechter

**Sara Dechter, AICP**  
Comprehensive Planning Manager  
Community Development  
City of Flagstaff, Arizona  
<image001.gif>  
Phone: (928)213-2631  
Fax: (928)213-2609  
[sdechter@flagstaffaz.gov](mailto:sdechter@flagstaffaz.gov)

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**From:** Sara Dechter  
**Sent:** Thursday, October 01, 2015 10:16 AM  
**To:** Mayor and Council  
**Cc:** Meg Roederer; Josh Copley; Jerene Watson; Barbara Goodrich; Mark Landsiedel; Daniel Folke; Rick Barrett; [flagplazavieja@aol.com](mailto:flagplazavieja@aol.com); [jid49@hotmail.com](mailto:jid49@hotmail.com); Jennifer Mikelson; David Wessel; David Carpenter; John Stigmon; Paul Turner; Stephen Dorsett; Steven Jackson; Tina Pfeiffer  
**Subject:** La Plaza Vieja Neighborhood Specific Plan

Good morning Mayor and Councilmembers,

I am pleased to inform you that the La Plaza Vieja Neighborhood Specific Plan has been recommended for approval by the Planning and Zoning Commission and will be on the City Council agenda's for the October 13<sup>th</sup> work session and on October 20<sup>th</sup> for a public hearing. In addition to the Planning and Zoning Commission, the Plan has also been recommended for approval by the Historic Preservation Commission, the Transportation Commission and the Bicycle and Pedestrian Advisory Committees. The Parks and Recreation Commission reviewed and supported the plan but did not make a formal motion. We are making the document available for you now to allow extra time for your review. It can be downloaded from the City website here: <http://www.flagstaffaz.gov/DocumentCenter/View/47738>.

The Planning and Zoning Commission placed one condition on the approval of the Specific Plan, based on feedback from a commercial property owner about the division of the planning area into Neighborhood Policy Areas. These policy areas are based on the Regional Plan framework of Commercial Core-Pedestrian shed-Neighborhood place types (p. 26-27). The Commission recommended modification of the boundary line between the Transition Area and Commercial Edge policy areas, and any modifications to policies necessary to support a new boundary. Planning and Development Services

staff met with the property owner and the La Plaza Vieja Neighborhood Association yesterday, and agreed on changes shown in the attached replacement pages with changes highlighted.

I would be happy to answer any questions you have over the next few weeks. Please, let me know if there is any particular topic you would like me to cover in my presentation or staff summary.

Sincerely,  
Sara Dechter

*Sara Dechter, AICP*

Comprehensive Planning Manager

City of Flagstaff

Phone: (928)213-2631

[sdechter@flagstaffaz.gov](mailto:sdechter@flagstaffaz.gov)

<Replacement pages for 917LPV.pdf>

# Memorandum

4.

## CITY OF FLAGSTAFF

**To:** The Honorable Mayor and Council  
**From:** Mark Gaillard, Fire Chief  
**Date:** 09/23/2015  
**Meeting Date:** 10/13/2015



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### TITLE:

**Discussion regarding a proposed Intergovernmental Agreement between the City of Flagstaff and the Summit Fire District for shared services.**

### DESIRED OUTCOME:

Discussion only

### EXECUTIVE SUMMARY:

In an effort to seek efficiency and respond to increasing demands for fire/medical/rescue services within Flagstaff, an opportunity to collaborate with a neighboring partner for shared services has presented itself. City Council will receive an overview of a proposed IGA for shared services between the City of Flagstaff Fire Department and the Summit Fire District.

### INFORMATION:

#### **COUNCIL GOALS:**

- 1) Invest in our employees and implement retention and attraction strategies
- 3) Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics

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**Attachments:** Draft COF/SFD IGA

# **DRAFT**

## **INTERGOVERNMENTAL AGREEMENT FOR MANAGEMENT SERVICES**

**between  
City of Flagstaff  
and  
Summit Fire District**

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This Intergovernmental Agreement for Management Services (“Agreement”) is entered into this \_\_\_\_ day of \_\_\_\_\_, 2015, between the City of Flagstaff (“CITY”), an Arizona municipal corporation, with offices at 211 W. Aspen Avenue, Flagstaff, Arizona, and the Summit Fire District, a political subdivision of the State of Arizona, with offices at 8905 Koch Field Road, Flagstaff, Arizona (“DISTRICT”).

### **RECITALS**

- A. WHEREAS, CITY and DISTRICT (which may be referred to herein as a “PARTY” or the “PARTIES”) desire to enter into this Agreement for Management Services; and
- B. WHEREAS, CITY and DISTRICT are authorized pursuant to A.R.S. §11-952 et seq. and A.R.S. §48-805 et seq. to enter into agreements to cooperate in the provision of fire suppression, emergency medical services (“EMS”) and related services otherwise authorized by law; and
- C. WHEREAS, CITY and DISTRICT desire to share management services, including Fire Chief services, (“Management Services”) to each operate in a more efficient and cost effective manner; and
- D. WHEREAS, CITY employs, on a full-time basis, a Fire Chief with the required professional qualifications, expertise, and experience in leading, managing, and administering a professional, full-service Fire District; and
- E. WHEREAS, CITY is willing to provide Management Services to DISTRICT in exchange for the consideration as set forth herein; and
- F. WHEREAS, the PARTIES desire to continue to improve the nature and coordination of emergency response to incidents that threaten loss of life or property within the geographic boundaries of their respective jurisdictions to include regional operations, procedures, and practices governing command and control hazard zone operations; and
- G. WHEREAS, CITY and DISTRICT agree to participate in a pilot program for the purpose of enabling the CITY Fire Chief or his designee to also function as the DISTRICT Fire Chief.

## **1. PURPOSE**

The purpose of this IGA is to authorize the City of Flagstaff Fire Chief to also function as the Summit Fire District Fire Chief under the terms of this Intergovernmental Agreement for Management Services.

## **2. SCOPE**

The scope of this Agreement shall include the following:

### **2.1 CITY's Responsibilities and Obligations**

The CITY shall:

- 2.1.1 Permit its Fire Chief or his designee to serve as Fire Chief for both CITY and DISTRICT on an appropriate shared services basis, subject to the conditions, limitations, and guidelines set forth in this Agreement.
- 2.1.2 Formally communicate with the DISTRICT any challenges or concerns regarding this Agreement, with the intent of resolving such issues and to preserve the intent and purpose of the Agreement for the benefit of both PARTIES.

### **2.2 DISTRICT's Responsibilities and Obligations**

The DISTRICT shall:

- 2.2.1 Permit the CITY's Fire Chief or his designee to serve as Fire Chief for the DISTRICT on an appropriate shared services basis, subject to the conditions, limitations, and guidelines set forth in this Agreement.
- 2.2.2 Cooperate with the CITY in the allocation of equipment, personnel, and resources as needed to allow for efficient and effective operations and administration of both PARTIES' needs under this Agreement.
- 2.2.3 Formally communicate with the CITY any challenges or concerns regarding this Agreement, with the intent of resolving such issues and to preserve the intent and purpose of the Agreement for the benefit of both PARTIES.
- 2.2.4 Provide a Code 3 equipped chief's vehicle for the CITY's Fire Chief or his designee to use daily for all professional purposes, whether for the District or the City. The DISTRICT shall maintain and fuel the vehicle. The DISTRICT shall maintain insurance on the vehicle at all times and name the Fire Chief and his designee as permitted drivers. The insurance shall cover the Fire Chief and his designee whether they are operating the vehicle for District or City purposes. The CITY shall, to the fullest extent permitted by law, indemnify, defend and hold harmless the DISTRICT, its members, directors, officers, employees, agents, attorneys and assigns from and against any and all claims, losses, liability, costs or expenses resulting from the negligent, alleged negligent, reckless, or intentional conduct of the Fire Chief or his



designee while operating the vehicle for City purposes.

### **3. CONSIDERATION**

In exchange for providing Management Services to the DISTRICT as outlined herein, DISTRICT agrees to compensate CITY in the sum of \$67,500.00 annually. CITY will issue a monthly invoice. Payment will be made to City of Flagstaff, 211 W. Aspen Avenue, Flagstaff, Arizona 86001 within thirty (30) days of receipt of the invoice.

### **4. EFFECTIVE DATE; TERM; REVIEW; RENEWAL**

- 4.1 Effective Date. This Agreement will become effective for each PARTY upon approval by the second governing body (the “Effective Date”).
- 4.2 Term. The initial term of this Agreement will be for two (2) years, unless sooner terminated as provided herein.
- 4.3 Review. After the Agreement has been in effect for one (1) year, the PARTIES shall perform a detailed review of its effectiveness.

### **5. GENERAL PROVISIONS**

- 5.1 The PARTIES shall establish appropriate written policies, procedures, and protocol for using the Joint Management Services and related equipment provided for under this Agreement.
- 5.2 The Fire Chief or his designee may provide management services to the DISTRICT in the following areas:

- Community/Customer Relations
- City Council/Fire District Board Relations
- Labor Relations
- Policy Development and Maintenance
- Risk Management
- Mutual Aid
- Regional, State, and Federal Relations
- Strategic and Operational Planning
- Contracts and Intergovernmental Agreements
- Records Management
- Budgeting
- Grant Funding
- Human Resources

- 5.3 The CITY shall treat the Fire Chief and his designee as its employees for all matters except for liability for actions taken or not taken on behalf of the District, including but not limited to, compensation, workers’ compensation, benefits, retirement, employment policies, and discipline.
- 5.4 The Fire Chief, his designee, and DISTRICT shall treat DISTRICT employees as

employees of the DISTRICT for all matters including, but not limited to, compensation, workers' compensation, benefits, retirement, employment policies, and discipline.

5.4.1 The DISTRICT shall be responsible for payment of all costs and expenses associated with its employees, including but not limited to, compensation, benefits, workers' compensation, and retirement.

5.4.2 The Fire Chief or his designee shall have the authority to hire, fire, and discipline PERSONNEL employed by the DISTRICT, subject to the DISTRICT's employee policies.

5.5 The DISTRICT shall provide the Fire Chief or his designee an office at an appropriate DISTRICT location suitable for completing the functions of the position under this Agreement. The costs associated with providing the office, computer, and office supplies related to performing work for the DISTRICT pursuant to this Agreement shall be borne by the DISTRICT.

5.6 Except as otherwise provided for under this Agreement, each PARTY shall be responsible for the acquisition and maintenance of its own equipment.

5.7 The Fire Chief or his designee shall serve as the chief executive officer of the DISTRICT during the term of this Agreement, subject to the DISTRICT Board's role as a policy group.

5.8 The Fire Chief or his designee shall have the authority to commit the DISTRICT to expenditures consistent with the budget and procurement policies approved by the governing body of the DISTRICT and in so doing shall allocate and account for such expenditure.

5.9 The Fire Chief or his designee shall be responsible for reporting to the governing bodies of the PARTIES concerning any issues related to this Agreement, as needed.

5.10 The CITY shall under no circumstances assume any responsibility or liability for claims or litigation that are pending against the DISTRICT as of the effective date of this Agreement or that arise after the effective date of this Agreement.

5.11 The CITY shall not assume responsibility for payment of any debts or outstanding amounts owed by the DISTRICT as of the effective date of this Agreement or any amounts owed by the DISTRICT during the term of this Agreement.

5.12 Participation in this Agreement shall create no ownership for DISTRICT relative to any equipment and/or real or personal property existing at the effective date of this Agreement or subsequently purchased with CITY funds pursuant to this Agreement.

## **6. TERMINATION**

This Agreement may be terminated by either PARTY, for any reason, effective thirty (30) days from the giving of written notice to the other party at the following addresses:

City of Flagstaff  
Flagstaff Fire Department  
Attn: Fire Chief  
211 West Aspen Avenue  
Flagstaff, AZ 86001

Summit Fire District  
Attn: Fire Board Chair  
8905 Koch Field Road  
Flagstaff, AZ 86004

## **7. LIABILITY INSURANCE**

DISTRICT shall maintain, during the life of this Agreement, a policy of liability insurance naming the CITY as an additionally named insured, in the minimum amount of \$1,000,000.00 per occurrence with aggregate liability coverage of not less than \$3,000,000.00. Such insurance shall provide coverage for the conduct and acts of the Fire Chief or his designee acting within the scope of his authority.

## **8. INDEMNIFICATION**

To the fullest extent permitted by law, DISTRICT shall indemnify, defend and hold harmless the CITY, its members, directors, officers, employees, agents, attorneys and assigns from and against any and all claims, losses, liability, costs or expenses resulting from the negligent, alleged negligent, reckless, or intentional conduct of the DISTRICT. CITY shall indemnify DISTRICT only under the limited circumstances set forth in Section 2.2.4 of this Agreement. Any indemnification shall survive termination of this Agreement or the termination of the participation of any of its PARTIES. The amount and type of insurance coverage requirements set forth in this Agreement shall in no way be construed as limiting the scope of the indemnity in this paragraph.

## **9. WORKERS' COMPENSATION COVERAGE**

- 9.1 CITY shall be considered the primary employer of the Fire Chief and his designee, and agrees to provide Workers' Compensation Insurance for the Fire Chief and his designee in accordance with all applicable Federal and State laws.
- 9.2 DISTRICT shall be considered the primary employer of all DISTRICT employees, and agrees to provide Workers' Compensation Insurance for its employees in accordance with all applicable Federal and State laws.
- 9.3 Each PARTY shall comply with the provisions of A.R.S. §23-1022(E) by posting the required employee notice of Workers Compensation Insurance.

## **10. SEVERABILITY**

If any provision of this Agreement shall be held to be unconstitutional, invalid, or unenforceable, it shall be deemed severable; however, the remainder of the Agreement shall not be affected and shall remain in full force and effect.

## **11. NON-DISCRIMINATION**

Each PARTY warrants that it complies with any state and federal laws, rules and regulations which mandate that all persons, regardless of race, color, creed, religion, sex, genetic information, age, national origin, disability, familial status or political affiliation, shall have equal access to employment opportunities, including but not limited to the Americans with Disabilities Act. Each PARTY shall take affirmative action to ensure that it will not participate either directly or indirectly in the discrimination prohibited by or pursuant to Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Section 109 of the Housing and Community Development Act of 1974, the Age Discrimination Act of 1975, and the Genetic Information Nondiscrimination Act of 2008.

## **12. CANCELLATION FOR CONFLICT OF INTEREST**

This Agreement is subject to cancellation for conflict of interest pursuant to A.R.S. § 38-511.

## **13. COMPLIANCE WITH ALL LAWS**

Each PARTY shall comply with all federal, state and local laws, rules and regulations.

## **14. EXECUTION PROCEDURE**

This Agreement will be executed in counterparts by the governing body of each PARTY.

## **15. LEGAL ARIZONA WORKERS ACT COMPLIANCE**

PARTIES are required to comply with A.R.S. §41-4401, and hereby warrants that they will, at all times during the term of this Agreement, comply with all federal immigration laws applicable to the employment of their respective employees, the requirements of A.R.S. §41-4401, and with the e-verification requirements of A.R.S. §23-214(A) (together the “state and federal immigration laws”). PARTIES further agree to ensure that each subcontractor that performs any work under this Agreement likewise complies with the state and federal immigration laws.

A breach of a warranty regarding compliance with the state and federal immigration laws shall be deemed a material breach of the Agreement and the PARTY who breaches may be subject to penalties up to and including termination of the Agreement.

Each PARTY retains the legal right to inspect the papers of any contractor or subcontract employee working under the terms of the Agreement to ensure that the other PARTY is complying with the warranties regarding compliance with the state and federal immigration laws.

## **16. NON-APPROPRIATION**

This Agreement shall be subject to available funding for each PARTY, and nothing in this Agreement shall bind any PARTY to expenditures in excess of funds appropriated and allotted for the purposes outlined in this Agreement.

## **17. NO THIRD PARTY BENEFICIARIES**

The PARTIES acknowledge and agree that the terms, provisions, conditions, and obligations of this Agreement are for the sole benefit of, and may be enforceable solely by, the PARTIES, and none of the terms, provisions, conditions, and obligations of this Agreement are for the benefit of, or may be enforced by, any person or entity not a party to this Agreement.

## **18. AUDIT OF RECORDS**

Each PARTY, upon written request and at reasonable times, shall have the right to review, inspect, audit, and copy all books, accounts, reports, files, and all other records relating to the performance and/or costs associated with this Agreement.

## **19. PUBLIC RECORDS**

All records created or kept in connection with this Agreement shall be subject to Arizona Public Records Laws, A.R.S. § 39-101 *et seq.* The DISTRICT shall comply with the CITY's Records Retention Policy regarding all records associated with the performance of this Agreement.

## **20. GOVERNING LAW**

This Agreement shall be governed by the laws of the State of Arizona.

## **21. COMPLIANCE WITH ALL LAWS**

Each PARTY shall comply with all federal, state, and local laws, rules, and regulations.

## **22. SIGNATURES**

Each PARTY represents and warrants that all necessary approvals for this agreement have been obtained, and the persons whose signatures appear below have the authority necessary to execute this agreement on behalf of the PARTIES indicated.

**City of Flagstaff**

**Summit Fire District**

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Mayor

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Board Chair

Attest:

---

City Clerk



Approved as to form:

\_\_\_\_\_  
City Attorney

\_\_\_\_\_

## CITY OF FLAGSTAFF

### STAFF SUMMARY REPORT

**To:** The Honorable Mayor and Council  
**From:** Ryan Roberts, Utilities Engineering Manager  
**Co-Submitter:** Brad Hill, Utilities Director  
**Date:** 10/08/2015  
**Meeting Date:** 10/13/2015



#### TITLE:

**Public Hearing:** Providing staff and consultants rate study presentation prior to modifying water, wastewater, reclaimed water and stormwater rates and fees. *(Staff/consultant presentation and public comment regarding rate adjustment)*

#### RECOMMENDED ACTION:

Continue the public hearing

#### Executive Summary:

This is continuation of the Public Hearing first opened on October 6, 2015, for utility rate adjustment discussions on amending existing rates and fees for water, wastewater, reclaimed water and stormwater. In these meetings staff will introduce the proposed rate adjustments and the recommended options. The Council will be able to identify any policy issues or options that warrant a more in-depth discussion, either at the current meeting, or in a future meeting. Most of the questions raised at the October 6, 2015, will be answered at this October 13 Special Meeting.

This action complies with Arizona Revised Statute 9-511.01 Water and Wastewater business; rates; procedures. The City Council adopted a notice of intention to increase water, wastewater, reclaimed water and stormwater fees at its regular meeting of August 25, 2015. This public hearing was advertised in the Arizona Daily Sun on August 1, 2015 and August 8, 2015. All State requirements for modifying the water, wastewater, reclaimed water and stormwater rates and fees have been met.

#### Financial Impact:

#### Connection to Council Goal and/or Regional Plan:

##### Council Goals:

- 2) Ensure Flagstaff has a long-term water supply for current and future needs.
- 3) Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.
- 7) Address key issues and processes related to the implementation of the Regional Plan.

The **Flagstaff Regional Plan 2030** supports the update and adjustment to City utility rates with the following goals; Policies are only included where needed to clarify a goal.

Goal WR.2 Manage a coordinated system of water, wastewater and reclaimed water utility service facilities and resources at the City level and identify funding to pay for new resources.

Goal WR.4 logically enhance and extend the City's public water, wastewater and reclaimed water utility

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.

Goal E.1 increase energy efficiency.

E1.4 promote cost effective energy efficient terminologies and design.

Goal U.7 Provide for public services and infrastructure.

Goal LU.8 balance future growth with available water resources.

Goal CD.1 Improve the City and County financial systems to provide for needed infrastructure development and rehabilitation, including maintenance and enhancement of existing infrastructure.

Goal PF.2 Provide sustainable and equitable public facilities services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.

### **Previous Council Decision on This:**

The City Council adopted a Resolution of Intent to modify water, wastewater, reclaimed water and stormwater at the August 25, 2015 meeting.

### **Options and Alternatives:**

Council has the option to choose not to implement any rate modifications.

### **Background/History:**

The City desires rates and fees that fully fund operations, maintenance, present and future capital costs for plant improvements as well as distribution and collection systems capacity, infrastructure rehabilitation, replacements and expansion. The City is facing several challenges to continuing its high-quality operations. Utility revenues are not keeping pace with increasing operational and capital costs. Growth and approved development has necessitated the need to procure additional water supply through the drilling of new wells. Utility infrastructure is aging and requires replacement and rehabilitation. The rate and fee study considers many factors that impact the cost of providing water, wastewater, reclaimed water and stormwater services. Among these factors are; requirement to maintain sufficient revenue to cover the City's debt service costs, the cost of operations, including employee and energy costs, the cost of future projects to maintain service reliability, the cost of planned infrastructure maintenance and expansion. The rate and fee financial study guides the rate evaluation and provide recommendations on changes to the current utility rate and fee structures to meet these challenges.

Willdan Financial Services was retained by the City to conduct a Utilities Rate Study for the City's water, wastewater, reclaimed water and stormwater utilities. Willdan gathered the background budget information, financial records, billing data and other relevant information prior to their analysis. A fair and equitable cost based system of rates and charges were then developed which are projected to provide sufficient revenue for each utility evaluated. The results of their analysis and final report will be presented.

The City Water Commission has met on six occasions over the past nine months reviewing the proposed rates. The water commission made recommendations for council to adopt rate options as identified in the July 16, 2015 Water Commission meeting. The final rate study analysis have been available online and on file with the City Clerk effective August 1, 2015. They will have been available for review and comment for more than 30 days prior to the October 6th public hearing and ordinance consideration

**Key Considerations:**

Several objectives were identified during the rate study to guide decisions regarding the proposed financial plans and rate structures. The major objectives of the study were;

- Utility rates and fees should generate sufficient revenues to meet operating costs, capital program requirements, debt service obligations and maintain adequate reserves consistent with sound financial management practices with a continued commitment to water conservation.
- Utility rates should be set proportionate to the cost of providing utility service to each customer class to promote fairness and equity.
- A financial plan that minimizes future rate and fee impacts on existing and new customers.
- Rate increases are necessary to keep City Utility financially sustainable.

Capacity fees are being updated on the basis of "growth pays for itself" as proposed by the City's rate consultant, Willdan Financial Services. The City of Flagstaff has been implementing utility buy-in capacity fees since the 1970's.

Utilities is one division, with four separate financial funds. Services provided by the City are funded by money collected from rate payers for those services. The City of Flagstaff Utilities Department receives no funding from property taxes. Money collected from the wastewater rate payers may be used only to fund wastewater services and money collected from water ratepayers may be used only to fund water services. Transfer of money between these funds is prohibited except as payment for services provided.

Comparison of Flagstaff rates with other Arizona cities will be provided in the staff presentation.

**Expanded Financial Considerations:**

The City is recognizing the need to establish an on-going capital improvement program to replace and rehabilitate water and sewer pipelines that have reached the end of their useful life. The proposed rates will establish a capital improvement program that is financially capable of replacing 2 miles of waterline and 1 mile of sewer line during each fiscal year.

The increased water and sewer capacity fees reflect the value of extra capacity in the systems and the anticipated cost of new facilities that will be attributed to growth for the next ten years. The increased capacity fees will add to the cost of development.

Water, Wastewater, Reclaimed Water and Stormwater user fees will be phased in over a 5 year period. The new rates would take effect on January 1 of each year beginning in the year 2016.

The new capacity fees would go into effect in January 1, 2016.

**Community Benefits and Considerations:**

Regular rate reviews and modifications are necessary to maintain stable financial position for the water, wastewater, reclaimed water and stormwater funds. The goal of the proposed rate increase is to provide for a financially sound and sustainable utility system.

**Community Involvement:**

Inform  
Consult  
Involve  
Collaborate

The Water Commission held meetings to discuss the rates, capacity and service fees on 1/15/2015, 2/19/15, 4/16/15, 5/21/15, 6/18/15 and 7/16/15. The Water Commission held an informational Public

Hearing meeting on 6/15/15. This meeting was videotaped and is available for review on the City website.

The Water Commission has considered numerous options during the spring prior to making their final recommendation to Council in July 16 2015.

Meetings have been held with numerous outside public stakeholder groups including Chamber of Commerce, Northern Arizona University, largest 15 customers of the Utility, Northern Arizona Home Builders Association, Northern Arizona Realtors, Lions Club, and many other neighborhood civic groups.

A public hearing notice was advertised in the 8/1/15 and 8/7/15 Arizona Daily Sun notifying customers of the proposed rate adjustment. being considered by the City.

**Expanded Options and Alternatives:**

An alternative would be to choose not to implement any rate modifications. The ramifications of such action would be to reduce and eliminate capital improvements projects and upgrades for the utility system. This option would be to further delay Capital improvement such as pipe and treatment plant replacement projects. Consequently the Utilities Division would require larger increases in the future to catch up.

Another option would be to phase in rate increases over a longer period of time. This may be done in many different ways (length of time between rate increases). This is another option that is open to the City Council.

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**Attachments:**     [Willdan Rate Study Presentation](#)





# *City of* **FLAGSTAFF**

## UTILITIES RATE STUDY CITY COUNCIL PRESENTATION



October 6, 2015



# Purpose/Objective

Purpose: develop rates that are sufficient to fund the Operation, Maintenance and Replacement of essential utility infrastructure while maintaining a commitment to affordability, transparency and water conservation.

Objective: Ensure the City can responsibly invest in the infrastructure needed to provide round-the-clock, safe and reliable utility services to ensure the public's health and economic vitality of our community today and into the future.

# Outreach

- ✓ 1-15-15 to 7-16-15      *Water Commission*
- ✓ 6-30-15   *City Council:    Introduction, Timeline Stakeholder & Outreach*
- ✓ 7-14-15   *City Council:    Assessment of the Need*
- ✓ 8-25-15   *City Council :    Notice of Intent to consider rate adjustments*
- ✓ Stakeholder Outreach:
  - 7-30-15   *Noon Lions Club*
  - 7-30-15   *Open House – City Hall*
  - 8-18-15   *Arizona Hydrological Society*
  - 8-20-15   *Liberty Alliance*
  - 8-25-15   *Large Reclaimed Irrigators*
  - 9-09-15   *Northern Az Homebuilders Association*
  - 9-09-15   *Northern Az Realtors*
  - 9-16-15   *Chamber of Commerce*
  - 9-17-15   *Southside Community Association*
  - 9-29-15   *Morning Lions Club*
  - 10-07-15   *Arizona Society of Civil Engineers*
  - 10-08-15   *Sierra Club*



# BACKGROUND

- Willdan retained by the City to conduct a Utilities Rate Study
- Development of a financial plan / rates / fees for:
  - Water,
  - Sewer,
  - Reclaimed Water, and
  - Stormwater
- Final Draft analysis complete after many review sessions with Staff and the Water Commission
- Final Draft Report of the Utilities Rate Study presented for City Council consideration





# BACKGROUND





# BACKGROUND

- Willdan retained by the City to conduct a Utilities Rate Study
- Development of a financial plan / rates / fees for:
  - Water,
  - Sewer,
  - Reclaimed Water, and
  - Stormwater
- Final Draft analysis complete after many review sessions with Staff and the Water Commission
- Final Draft Report of the Utilities Rate Study presented for City Council consideration

# KEY ITEMS OF NOTE

- Financial Plan scenarios presented in Utilities Rates and Charges Report are related to Financial Policy A1.1 which states:

*“The annual payment of debt service should not exceed 20% of total annual Operating Revenues.”*

- Option 1

- assumes the phrase “should not exceed” is a guideline, and not a strict mandate that the 20% is never to be exceeded – even at the cost of higher rates.

- Option 2

- assumes the 20% threshold is never exceeded. Result of Option 2 is that rates will need to be marginally higher than those in Option 1.



# KEY ITEMS OF NOTE

- Rate Design Scenarios for Water include the following options for consideration:
  - Continue with existing water rate structure and apply the same level of % increase in rates to all rates
    - % increase would vary by financial plan scenario
  - Adjust residential water rate tiers
  - Add a tiered water rate structure for non-residential customers and keep existing residential water tiers





# RATE STUDY PROCESS





# OVERVIEW OF THE RATE STUDY PROCESS

- Scope of the Rate Study:
  - Water, Wastewater, Reclaimed Water and Stormwater
- Key goals of the Rate Study:
  - Stable revenue stream to fund:
    - Operations & Maintenance
    - Transfers
    - Capital Projects (Debt Service and Cash Funded Capital)
  - Cost of Service-based rates (fair and equitable)
  - Rates designed to meet the requirements set forth in the City's Water Policies
    - Policy A1.1 Debt service < 20% of Operating Revenue
    - Policy A1.2 Reserve >25% of Operating Revenue
    - Policy A3.1 Minimum of 25% of Revenues from Fixed Cost



# OVERVIEW OF RATE STUDY PROCESS

The Approach to all Utility Rate Studies is Remarkably Similar – Regardless of the Service

The 3 Common Phases to All Utility Rate Studies are:

## Revenue Sufficiency Analysis

- Water
- Sewer
- Reclaimed water
- Stormwater

### Purpose of the Analysis:

Development of financial plan which ensures adequate revenue to fund operating / capital expenses, maintain debt service coverage, maintain sufficient fund balances

## Cost of Service Analysis

- Water
- Sewer
- Reclaimed water
- Stormwater

### Purpose of the Analysis:

Development of analysis which assigns net costs to functional / customer cost components to ensure equity among customer classes

## Rate Design Analysis

- Water
- Sewer
- Reclaimed water
- Stormwater

### Purpose of the Analysis:

Development of analysis which assigns rates and charges to customers based on their usage / benefit characteristics





# REVENUE SUFFICIENCY ANALYSIS / FINANCIAL PLAN RESULTS





# REVENUE SUFFICIENCY ANALYSIS RESULTS

## Key Assumptions

- Annual Growth in New Customers
  - ~1% per year
- Annual Cost Escalation Factors
  - 3% for electricity
  - 2% for other applicable costs
- New Debt
  - 30 year term
  - 5.5% interest rate
- Unrestricted Reserve Target
  - $\geq 25\%$  of Operating Revenue for Water, Sewer, Reclaimed
  - $\geq 10\%$  of Operating Revenue for Stormwater
- Debt Service Coverage Target
  - $\geq 1.40x$
  - Policy is  $1.20x$
- Debt Service Threshold (Debt Service / Operating Revenue)
  - Option 1 - Allow to exceed policy of 20%
  - Option 2 - Does not exceed policy of 20%

# WATER, SEWER AND RECLAIMED WATER OPTIONS

## Option 1

- 3% Annual Revenue Increases
- Fund all projected expenses
- Meets all financial policies, EXCEPT:

- Debt Service Policy which states:

*“The annual payment of debt service should not exceed 20% of total annual Operating Revenues.”*

- Exceeds 20%, to a high of 28%, during 3 of 5 years of the forecast period

## Option 2

- 7% Annual Revenue Increases
- Fund all projected expenses
- Meets all financial policies, including:

- Debt Service Policy which states:

*“The annual payment of debt service should not exceed 20% of total annual Operating Revenues.”*

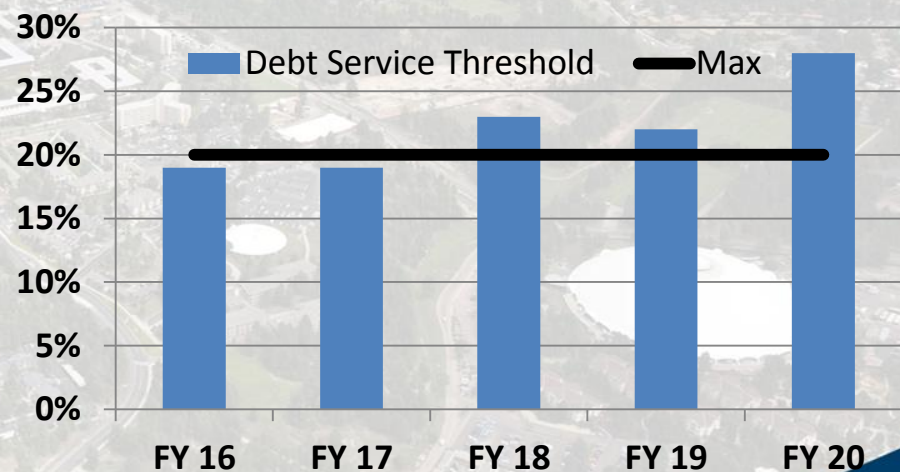
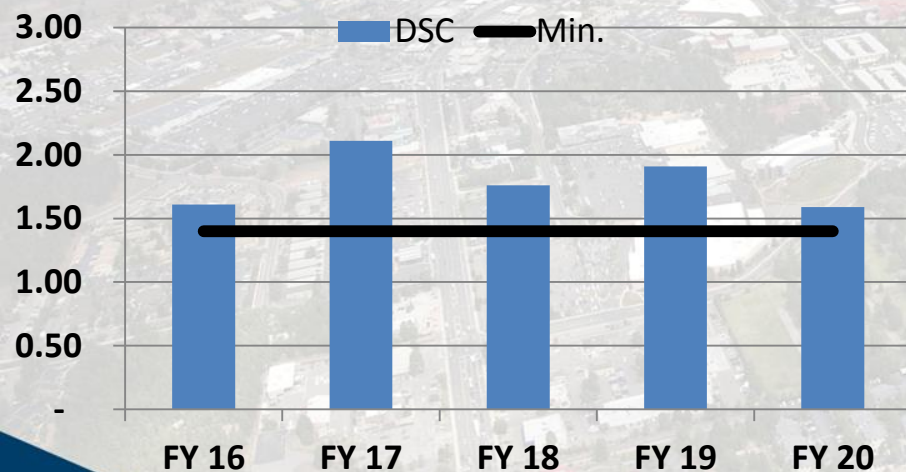
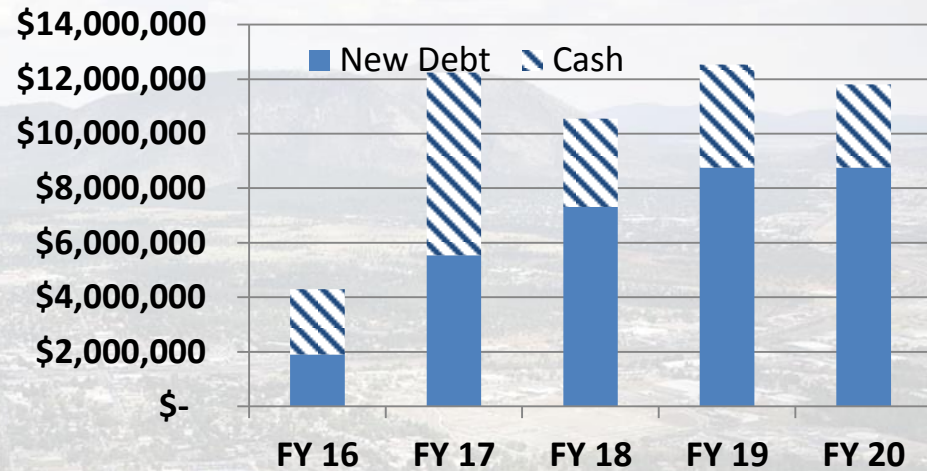
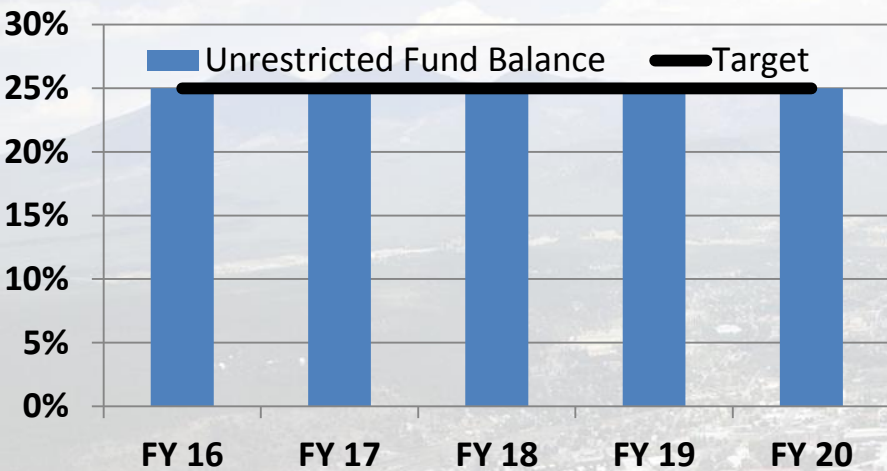
- Debt service threshold at, or slightly lower than, 20% for forecast period.



# WATER REVENUE SUFFICIENCY ANALYSIS

## OPTION 1

### 3% ANNUAL REVENUE INCREASES

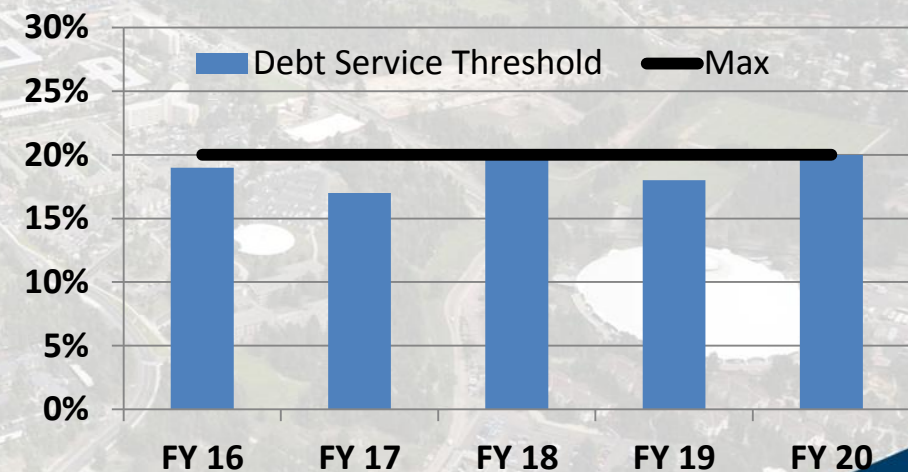
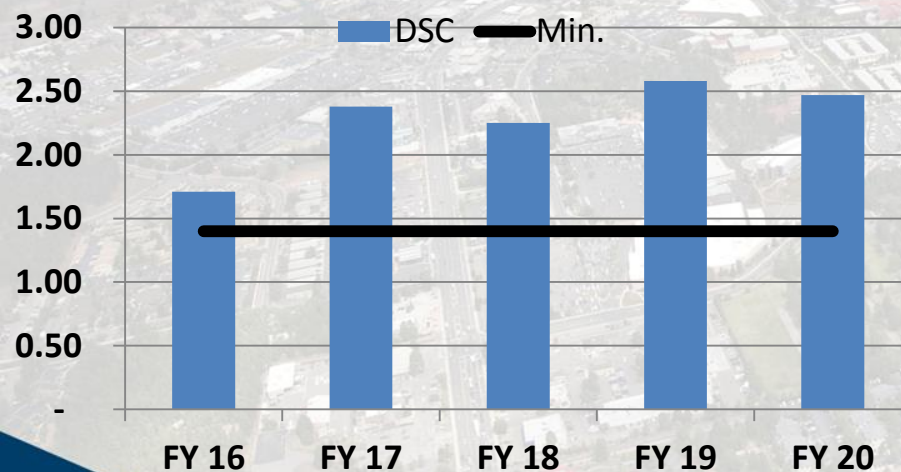
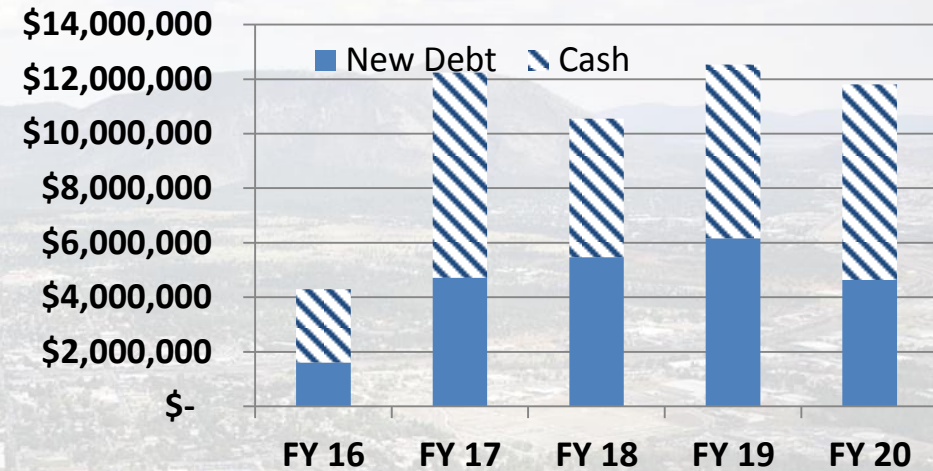
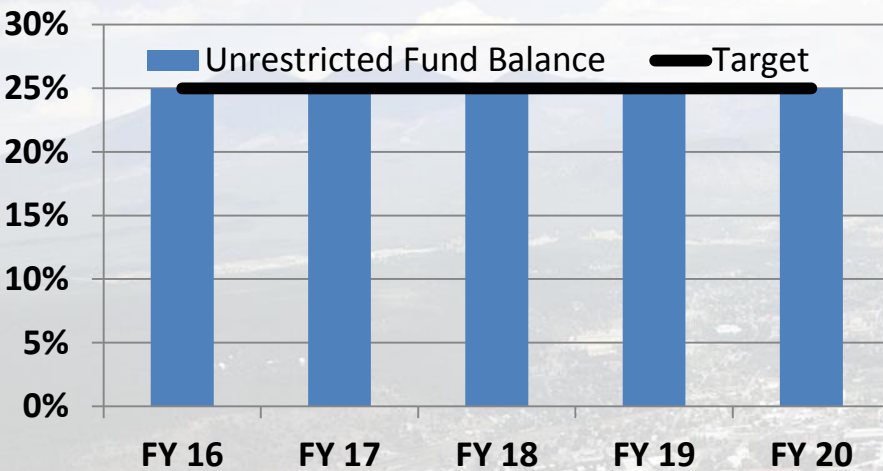




# WATER REVENUE SUFFICIENCY ANALYSIS

## OPTION 2

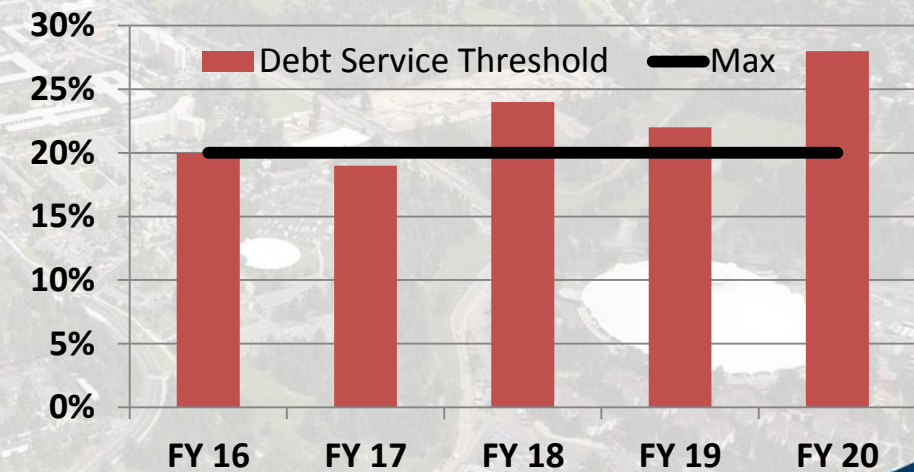
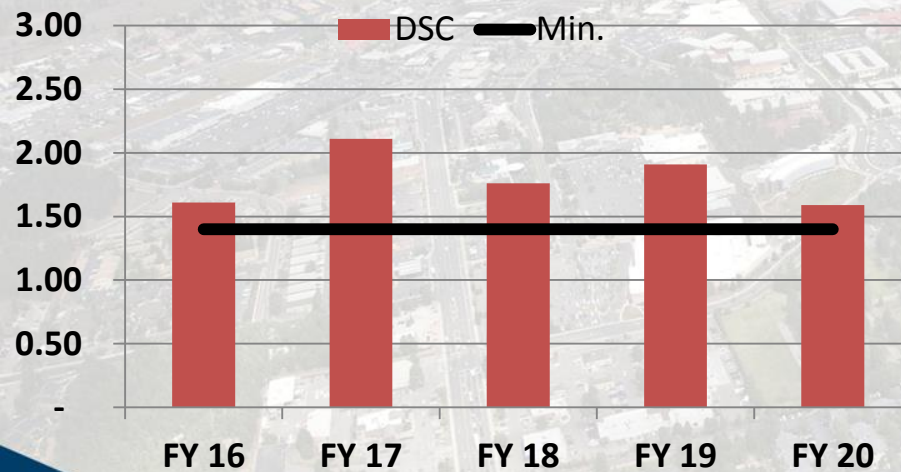
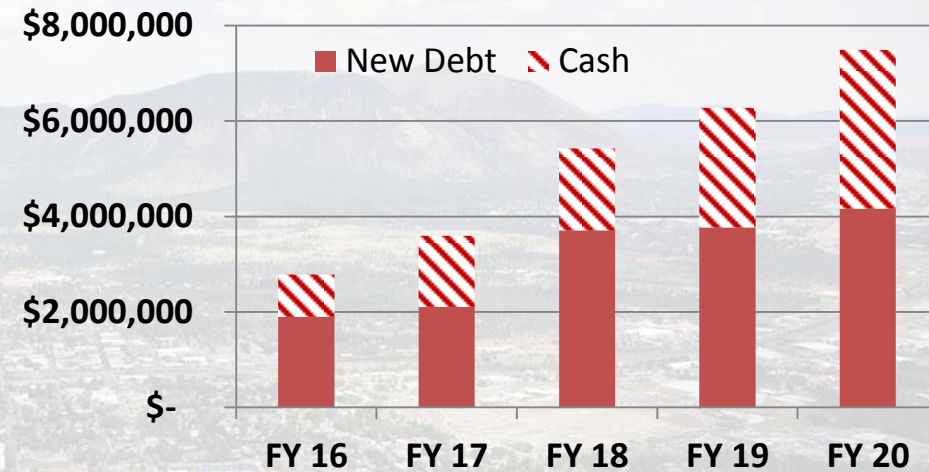
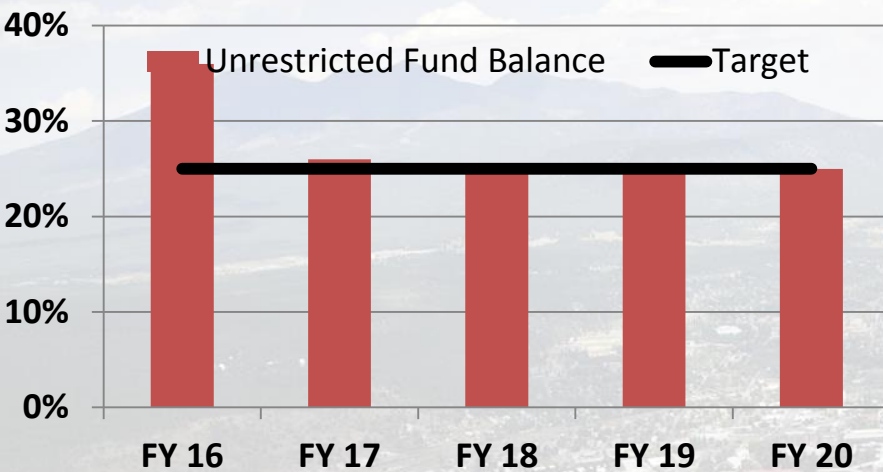
### 7% ANNUAL REVENUE INCREASES



# SEWER REVENUE SUFFICIENCY ANALYSIS

## OPTION 1

### 5.5% ANNUAL REVENUE INCREASES

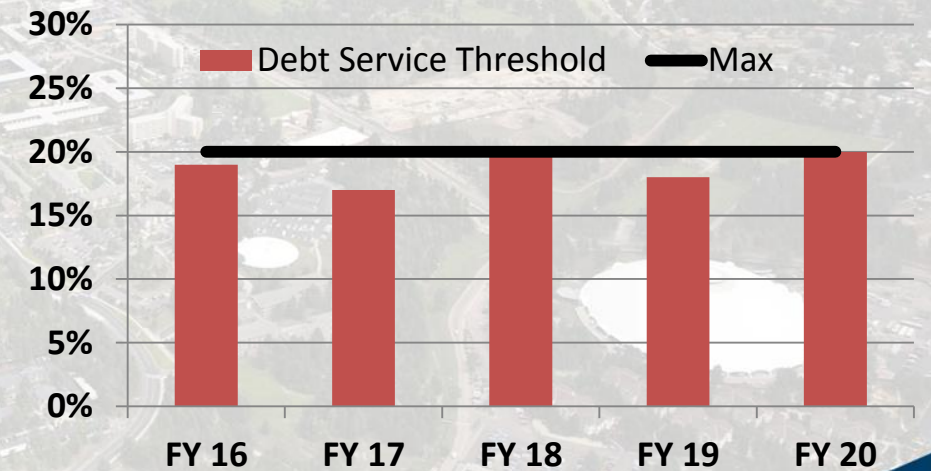
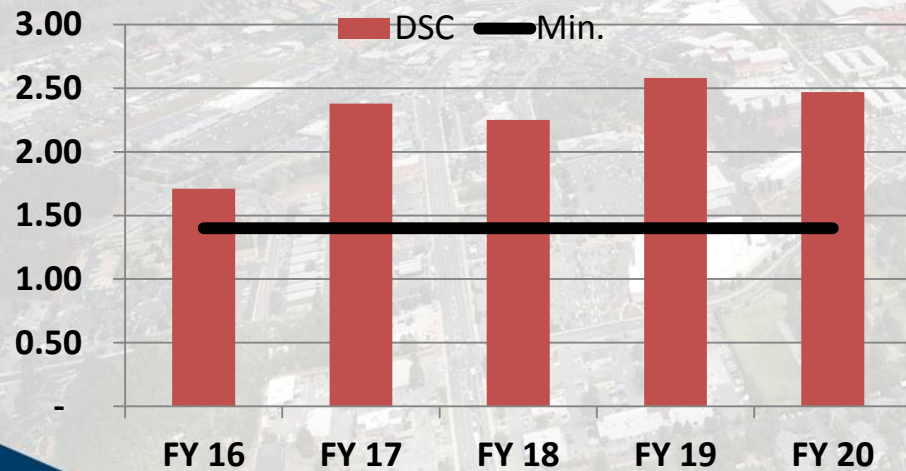
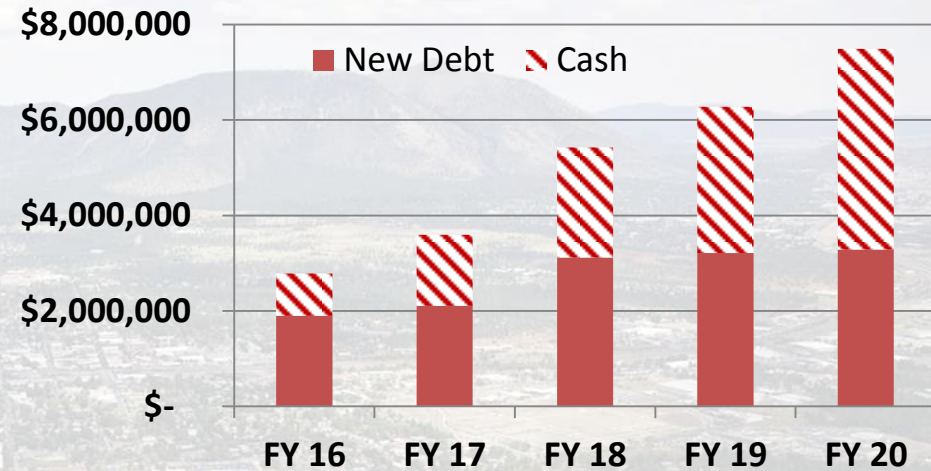
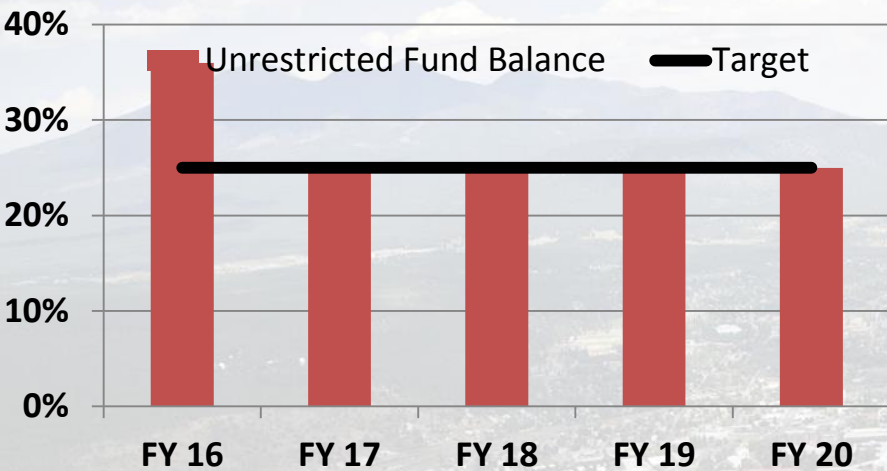




# SEWER REVENUE SUFFICIENCY ANALYSIS

## OPTION 2

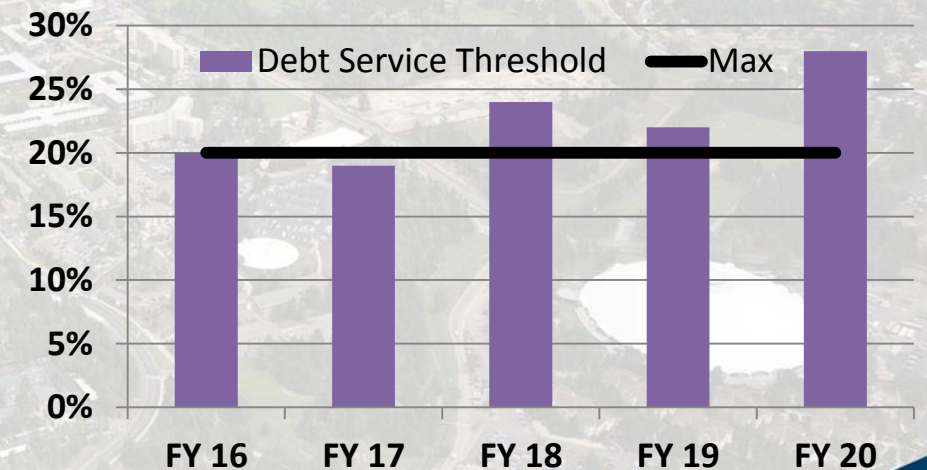
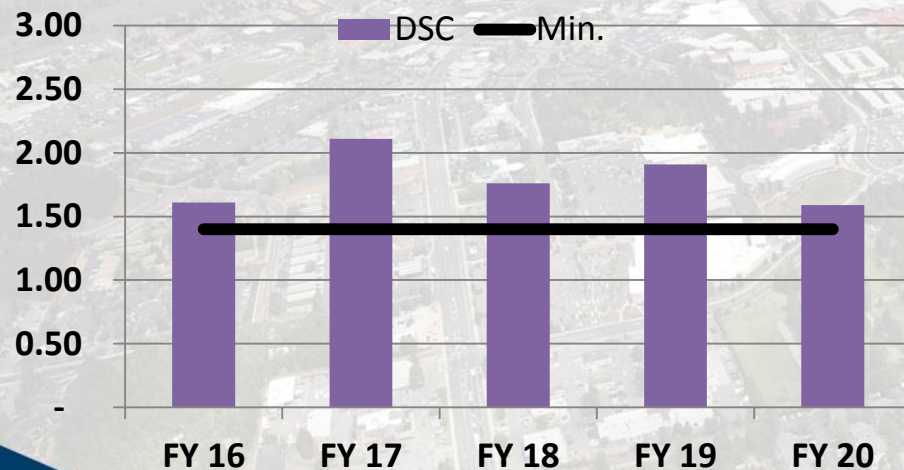
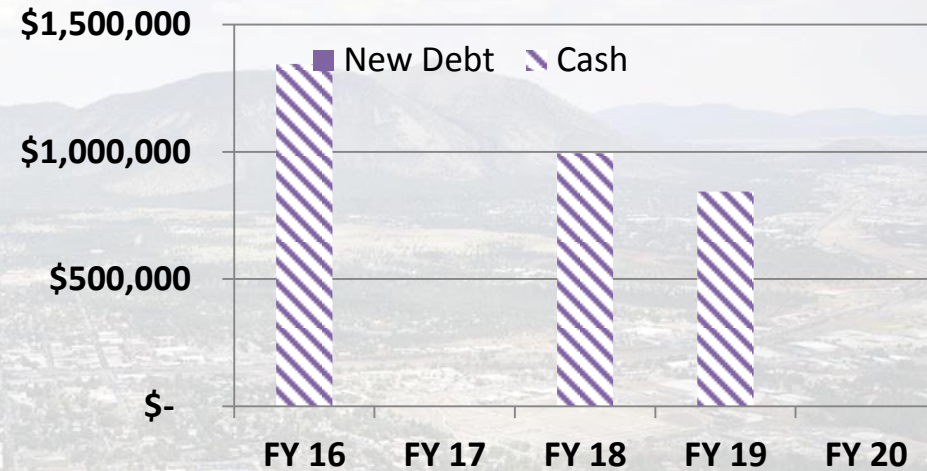
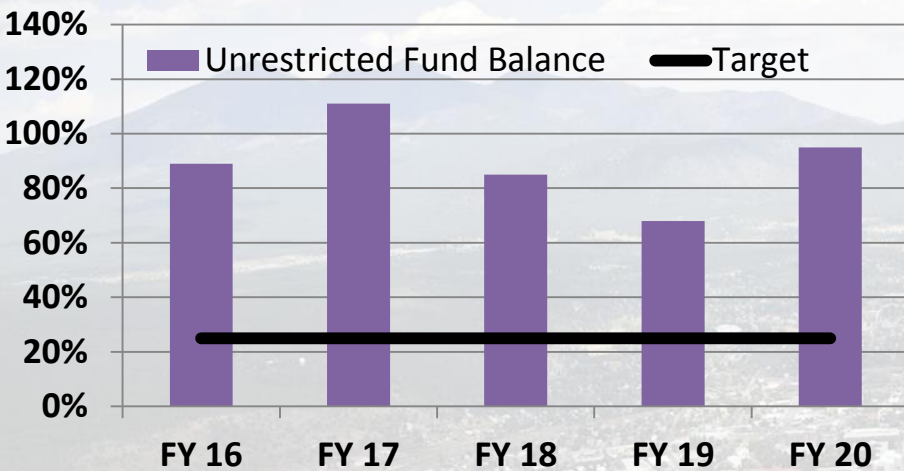
### 7% ANNUAL REVENUE INCREASES



# RECLAIMED WATER REVENUE SUFFICIENCY ANALYSIS

## OPTION 1

### 3% ANNUAL REVENUE INCREASES

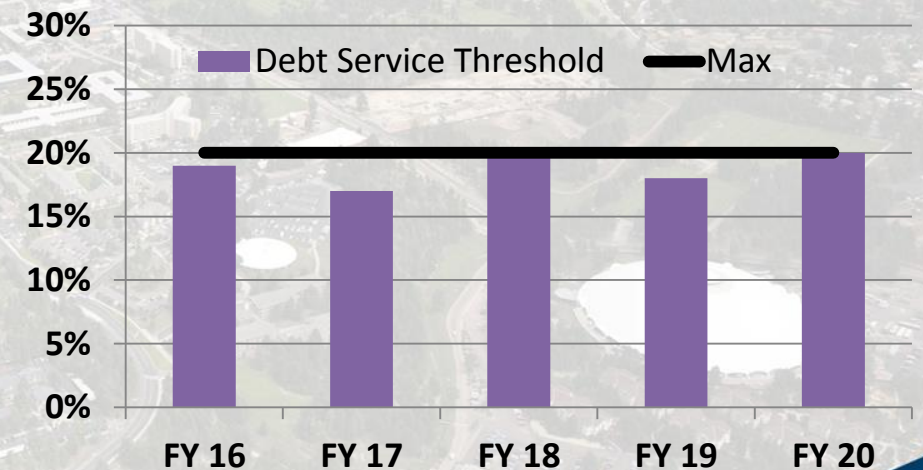
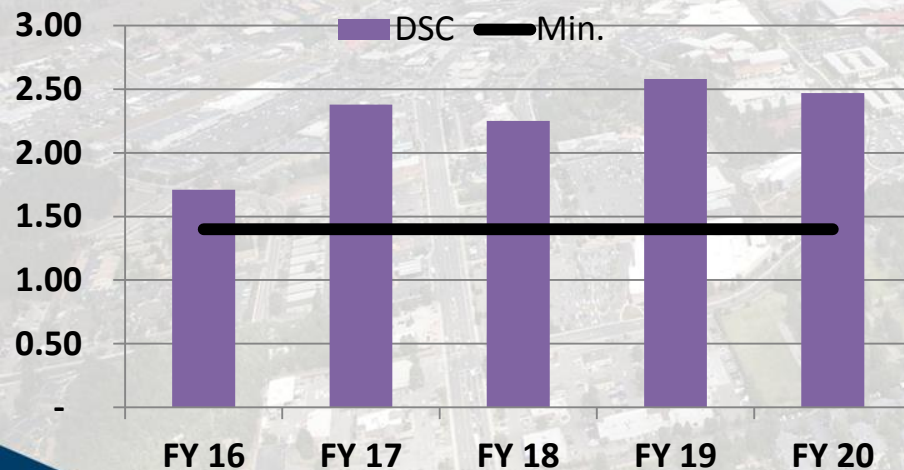
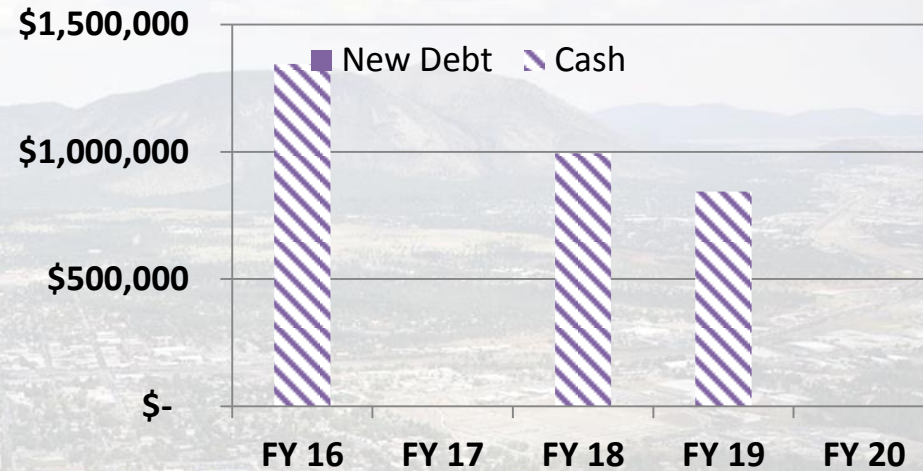
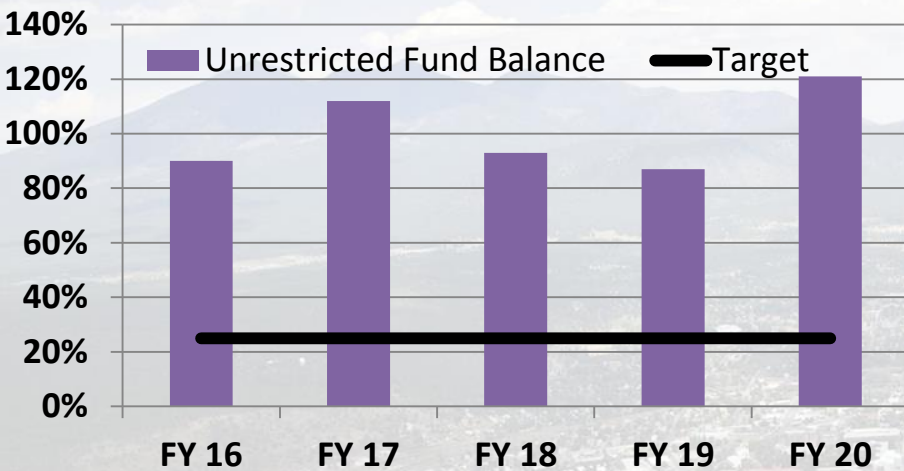




# RECLAIMED WATER REVENUE SUFFICIENCY ANALYSIS

## OPTION 2

### 7% ANNUAL REVENUE INCREASES







# RATE DESIGN RESULTS







# WATER RATE DESIGN RESULTS





# WATER RATES

## Options 1A, 1B and 1C

### Water Rates – Option 1A – 3% Annual Revenue Increase – No Structure Change

	Fixed Monthly Charges					
Meter Size	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>0.75</b>	\$13.42	\$13.83	\$14.25	\$14.68	\$15.13	\$15.59
<b>1</b>	15.80	16.28	16.77	17.28	17.80	18.34
<b>1.5</b>	21.75	22.41	23.09	23.79	24.51	25.25
<b>2</b>	28.90	29.77	30.67	31.60	32.55	33.53
<b>3</b>	45.57	46.94	48.35	49.81	51.31	52.85
<b>4</b>	69.38	71.47	73.62	75.83	78.11	80.46
<b>6</b>	128.91	132.78	136.77	140.88	145.11	149.47
<b>8</b>	200.34	206.36	212.56	218.94	225.51	232.28
<b>10</b>	283.68	292.20	300.97	310.00	319.30	328.88

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.

# WATER RATES

## Option 1A

Water Rates – Option 1A – 3% Annual Revenue Increase – No Structure Change							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Single Family</b> (R1/R4)							
Tier 1	0-3,700 Gal/Mo	\$ 2.77	\$ 2.92	\$3.03	\$3.14	\$3.25	\$3.36
Tier 2	3,701 – 6,400 Gal/Mo	3.59	3.76	3.90	4.04	4.17	4.31
Tier 3	6,401 – 11,700 Gal/Mo	5.53	5.76	5.96	6.16	6.36	6.56
Tier 4	11,701 + Gal/Mo	11.06	11.46	11.83	12.21	12.59	12.98
<b>Multi-Family</b> (R2/R3)	All Flow	3.56	3.73	3.86	4.00	4.13	4.27
<b>Comm/Schools</b> (C)	All Flow	3.78	3.96	4.10	4.25	4.39	4.54
<b>NAU</b> (NA)	All Flow	3.47	3.64	3.77	3.91	4.04	4.18
<b>Manufacturing</b> (MN)	All Flow	3.73	3.91	4.05	4.19	4.33	4.47
<b>Lawn Meters</b> (LM)	All Flow	3.78	3.96	4.10	4.25	4.39	4.54
<b>Hydrant Meter</b> (HM)	All Flow	5.78	6.02	6.22	6.43	6.64	6.85
<b>Standpipe</b> (SP)	All Flow	5.78	6.02	6.22	6.43	6.64	6.85
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>** Estimate – subject to revision</b>					
		<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.

# WATER RATES

## Option 1B

Water Rates – Option 1B – 3% Annual Revenue Increase – Adjust Residential Tiers							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Single Family</b> (R1/R4)							
Tier 1	0 - 4,000 Gal/Mo	\$ 2.77	\$ 2.95	\$3.06	\$3.17	\$3.28	\$3.39
Tier 2	4,001 – 7,000 Gal/Mo	3.59	3.80	3.94	4.08	4.22	4.36
Tier 3	7,001 – 12,000 Gal/Mo	5.53	5.82	6.02	6.22	6.42	6.63
Tier 4	12,001 + Gal/Mo	11.06	11.57	11.94	12.32	12.70	13.10
<b>Multi-Family</b> (R2/R3)	All Flow	3.56	3.71	3.85	3.99	4.12	4.26
<b>Comm/Schools</b> (C)	All Flow	3.78	3.93	4.07	4.22	4.36	4.50
<b>NAU</b> (NA)	All Flow	3.47	3.59	3.72	3.85	3.98	4.11
<b>Manufacturing</b> (MN)	All Flow	3.73	3.86	4.00	4.14	4.28	4.42
<b>Lawn Meters</b> (LM)	All Flow	3.78	3.92	4.06	4.20	4.34	4.48
<b>Hydrant Meter</b> (HM)	All Flow	5.78	6.05	6.26	6.47	6.68	6.89
<b>Standpipe</b> (SP)	All Flow	5.78	6.05	6.26	6.47	6.68	6.89
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.



# WATER RATES

## Option 1C

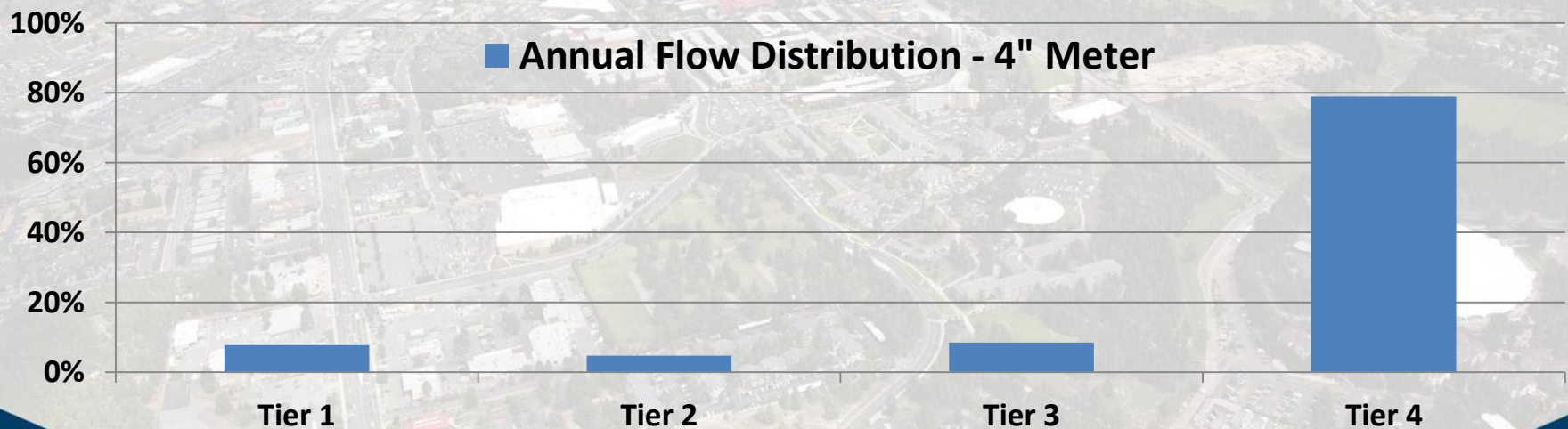
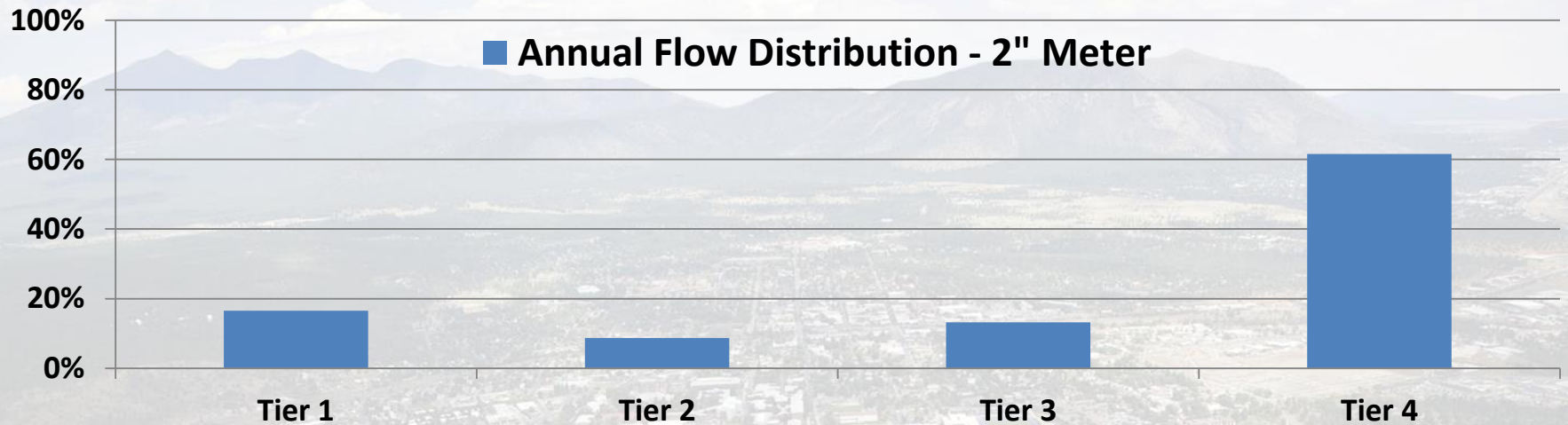
Water Rates – Option 1C – 3% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Single Family</b> (R1/R4)							
Tier 1	0-3,700 Gal/Mo	\$ 2.77	\$ 2.92	\$3.03	\$3.14	\$3.25	\$3.36
Tier 2	3,701 – 6,400 Gal/Mo	3.59	3.76	3.90	4.04	4.17	4.31
Tier 3	6,401 – 11,700 Gal/Mo	5.53	5.76	5.96	6.16	6.36	6.56
Tier 4	11,701 + Gal/Mo	11.06	11.46	11.83	12.21	12.59	12.98
<b>Multi-Family</b> (R2/R3)	All Flow	3.56	3.73	3.86	4.00	4.13	4.27
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.

# FLOW DISTRIBUTION – BY WATER TIER

## LARGER NON RESIDENTIAL METER SIZES



# WATER RATES

## Option 1C

Water Rates – Option 1C – 3% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Comm/Schools (C)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.78	\$ 1.10	\$ 1.14	\$ 1.18	\$ 1.22	\$ 1.26
Tier 2	3,701 – 6,400 Gal/Mo	3.78	1.55	1.60	1.65	1.70	1.76
Tier 3	6,401 – 11,700 Gal/Mo	3.78	2.60	2.68	2.77	2.86	2.95
Tier 4	11,701 + Gal/Mo	3.78	5.61	5.78	5.96	6.14	6.33
<b>NAU (NA)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.47	\$ 0.66	\$ 0.69	\$ 0.97	\$ 0.75	\$ 0.78
Tier 2	3,701 – 6,400 Gal/Mo	3.47	1.01	1.05	1.41	1.13	1.17
Tier 3	6,401 – 11,700 Gal/Mo	3.47	1.84	1.90	2.42	2.02	2.09
Tier 4	11,701 + Gal/Mo	3.47	4.20	4.33	5.31	4.60	4.74
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

# WATER RATES

## Option 1C

Water Rates – Option 1C – 3% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Manufacturing (MN)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.73	\$ 0.71	\$ 0.74	\$ 0.77	\$ 0.80	\$ 0.83
Tier 2	3,701 – 6,400 Gal/Mo	3.73	1.07	1.11	1.15	1.19	1.23
Tier 3	6,401 – 11,700 Gal/Mo	3.73	1.93	1.99	2.05	2.12	2.19
Tier 4	11,701 + Gal/Mo	3.73	4.36	4.50	4.64	4.78	4.93
<b>Lawn Meters (LM)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.78	\$ 0.91	\$ 0.94	\$ 0.97	\$ 1.00	\$ 1.03
Tier 2	3,701 – 6,400 Gal/Mo	3.78	1.31	1.36	1.41	1.46	1.51
Tier 3	6,401 – 11,700 Gal/Mo	3.78	2.27	2.34	2.42	2.50	2.58
Tier 4	11,701 + Gal/Mo	3.78	5.00	5.15	5.31	5.47	5.64
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

# WATER RATES

## Option 1C

Water Rates – Option 1C – 3% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Hydrant Meter (HM)	All Flow	\$ 5.78	\$ 6.01	\$ 6.20	\$ 6.39	\$ 6.59	\$ 6.79
Standpipe (SP)	All Flow	5.78	6.01	6.20	6.39	6.59	6.79
Energy Charge per 1,000 Gal	All Flow	0.96	0.93	0.94	0.95	0.97	0.99

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.



# WATER RATES

## Option 2A, 2B and 2C

### Water Rates – Option 2A – 7% Annual Revenue Increase – No Structure Change

	Fixed Monthly Charges					
Meter Size	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>0.75</b>	\$13.42	\$ 14.36	\$ 15.37	\$ 16.45	\$ 17.61	\$ 18.85
<b>1</b>	15.80	16.91	18.10	19.37	20.73	22.19
<b>1.5</b>	21.75	23.28	24.91	26.66	28.53	30.53
<b>2</b>	28.90	30.93	33.10	35.42	37.90	40.56
<b>3</b>	45.57	48.76	52.18	55.84	59.75	63.94
<b>4</b>	69.38	74.24	79.44	85.01	90.97	97.34
<b>6</b>	128.91	137.94	147.60	157.94	169.00	180.83
<b>8</b>	200.34	214.37	229.38	245.44	262.63	281.02
<b>10</b>	283.68	303.54	324.79	347.53	371.86	397.90

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.

# WATER RATES

## Option 2A

Water Rates – Option 2A – 7% Annual Revenue Increase – No Structure Change							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Single Family</b> (R1/R4)							
Tier 1	0-3,700 Gal/Mo	\$ 2.77	\$ 3.07	\$ 3.34	\$ 3.63	\$ 3.94	\$ 4.27
Tier 2	3,701 – 6,400 Gal/Mo	3.59	3.94	4.28	4.64	5.02	5.42
Tier 3	6,401 – 11,700 Gal/Mo	5.53	6.02	6.50	7.02	7.56	8.14
Tier 4	11,701 + Gal/Mo	11.06	11.94	12.84	13.80	14.82	15.91
<b>Multi-Family</b> (R2/R3)	All Flow	3.56	3.91	4.24	4.60	4.97	5.37
<b>Comm/Schools</b> (C)	All Flow	3.78	4.15	4.50	4.88	5.27	5.69
<b>NAU</b> (NA)	All Flow	3.47	3.82	4.15	4.50	4.87	5.26
<b>Manufacturing</b> (MN)	All Flow	3.73	4.09	4.44	4.81	5.20	5.62
<b>Lawn Meters</b> (LM)	All Flow	3.78	4.15	4.50	4.88	5.27	5.69
<b>Hydrant Meter</b> (HM)	All Flow	5.78	6.29	6.79	7.33	7.89	8.50
<b>Standpipe</b> (SP)	All Flow	5.78	6.29	6.79	7.33	7.89	8.50
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.

# WATER RATES

## Option 2B

Water Rates – Option 2B – 7% Annual Revenue Increase – Adjust Residential Tiered Rates							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Single Family</b> (R1/R4)							
Tier 1	0 - 4,000 Gal/Mo	\$ 2.77	\$ 3.10	\$ 3.38	\$ 3.68	\$ 3.99	\$ 4.32
Tier 2	4,001 – 7,000 Gal/Mo	3.59	3.99	4.33	4.69	5.07	5.48
Tier 3	7,001 – 12,000 Gal/Mo	5.53	6.08	6.57	7.09	7.64	8.23
Tier 4	12,001 + Gal/Mo	11.06	12.05	12.95	13.92	14.95	16.05
<b>Multi-Family</b> (R2/R3)	All Flow	3.56	3.89	4.22	4.58	4.95	5.35
<b>Comm/Schools</b> (C)	All Flow	3.78	4.12	4.47	4.84	5.23	5.65
<b>NAU</b> (NA)	All Flow	3.47	3.77	4.09	4.44	4.80	5.19
<b>Manufacturing</b> (MN)	All Flow	3.73	4.05	4.39	4.76	5.14	5.55
<b>Lawn Meters</b> (LM)	All Flow	3.78	4.11	4.46	4.83	5.22	5.64
<b>Hydrant Meter</b> (HM)	All Flow	5.78	6.32	6.82	7.36	7.93	8.54
<b>Standpipe</b> (SP)	All Flow	5.78	6.32	6.82	7.36	7.93	8.54
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.

# WATER RATES

## Option 2C

Water Rates – Option 2C – 7% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Single Family</b> (R1/R4)							
Tier 1	0-3,700 Gal/Mo	\$ 2.77	\$ 3.07	\$ 3.34	\$ 3.63	\$ 3.94	\$ 4.27
Tier 2	3,701 – 6,400 Gal/Mo	3.59	3.94	4.28	4.64	5.02	5.42
Tier 3	6,401 – 11,700 Gal/Mo	5.53	6.02	6.50	7.02	7.56	8.14
Tier 4	11,701 + Gal/Mo	11.06	11.94	12.84	13.80	14.82	15.91
<b>Multi-Family</b> (R2/R3)	All Flow	3.56	3.91	4.24	4.60	4.97	5.37
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.



# WATER RATES

## Option 2C

Water Rates – Option 2C – 7% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Comm/Schools (C)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.78	\$ 1.18	\$1.32	\$ 1.47	\$ 1.62	\$ 1.79
Tier 2	3,701 – 6,400 Gal/Mo	3.78	1.65	1.83	2.02	2.21	2.42
Tier 3	6,401 – 11,700 Gal/Mo	3.78	2.74	2.99	3.26	3.54	3.84
Tier 4	11,701 + Gal/Mo	3.78	5.87	6.34	6.84	7.37	7.94
<b>NAU (NA)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.47	\$ 0.73	\$ 0.84	\$ 0.96	\$ 1.08	\$ 1.21
Tier 2	3,701 – 6,400 Gal/Mo	3.47	1.09	1.23	1.38	1.53	1.69
Tier 3	6,401 – 11,700 Gal/Mo	3.47	1.95	2.15	2.36	2.58	2.81
Tier 4	11,701 + Gal/Mo	3.47	4.40	4.77	5.16	5.57	6.01
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

# WATER RATES

## Option 2C

Water Rates – Option 2C – 7% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Manufacturing (MN)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.73	\$ 0.78	\$ 0.89	\$ 1.01	\$ 1.13	\$ 1.26
Tier 2	3,701 – 6,400 Gal/Mo	3.73	1.16	1.30	1.45	1.60	1.76
Tier 3	6,401 – 11,700 Gal/Mo	3.73	2.04	2.24	2.46	2.68	2.92
Tier 4	11,701 + Gal/Mo	3.73	4.57	4.95	5.36	5.79	6.25
<b>Lawn Meters (LM)</b>	Tier Ranges Adjusted by AWWA Meter Equivalency Factors						
Tier 1	0-3,700 Gal/Mo	\$ 3.78	\$ 0.99	\$1.12	\$ 1.26	\$ 1.40	\$ 1.55
Tier 2	3,701 – 6,400 Gal/Mo	3.78	1.41	1.57	1.74	1.91	2.10
Tier 3	6,401 – 11,700 Gal/Mo	3.78	2.40	2.63	2.87	3.12	3.39
Tier 4	11,701 + Gal/Mo	3.78	5.23	5.66	6.12	6.60	7.11
<b>Energy Charge per 1,000 Gal</b>	All Flow	<b>0.96</b>	<b>0.93</b>	<b>0.94</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>

# WATER RATES

## Option 2C

Water Rates – Option 2C – 7% Annual Revenue Increase – Add Tiered Rates for Non Residential							
		Flow Charges per 1,000 Gallons					
Customer Class		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Hydrant Meter (HM)	All Flow	\$ 5.78	\$ 6.28	\$ 6.78	\$ 7.32	\$ 7.88	\$ 8.48
Standpipe (SP)	All Flow	5.78	6.28	6.78	7.32	7.88	8.48
Energy Charge per 1,000 Gal	All Flow	0.96	0.93	0.94	0.95	0.97	0.99

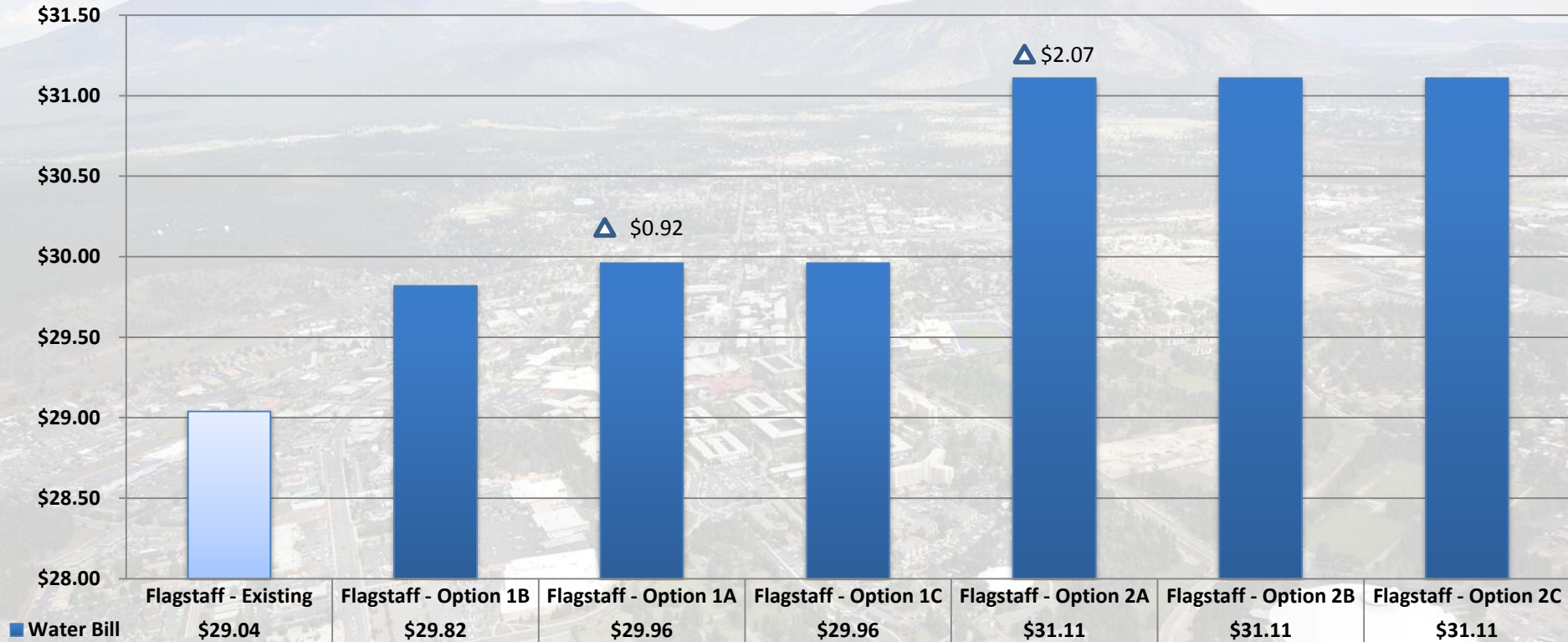
\*Outside City rates 1.10x higher

\*\* Slight percentage differences in rates above from year to year due to rounding.

# SUMMARY OF WATER RATE OPTIONS

## AVERAGE SINGLE FAMILY RESIDENTIAL WATER BILL

Survey of Monthly Water Bills @ 4,100 Gal/Mo  
Single Family Residential







# SEWER RATE DESIGN RESULTS



# SEWER RATES

## Option 1

### Sewer Rates – Option 1 – 5.5% Annual Revenue Increase

	Fixed Monthly Charges					
Meter Size	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
0.75	No Fixed Charges for Sewer					
1						
1.5						
2						
3						
4						
6						
8						
10						



# SEWER RATES

## Option 1

### Sewer Rates – Option 1 – 5.5% Annual Revenue Increase

	Flow Charges per 1,000 Gallons					
Customer Class	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Residential</b> (R1 - R4)	\$3.80	\$4.01	\$4.24	\$4.48	\$4.73	\$5.00
<b>Car Washes</b> (CW)	3.82	4.04	4.27	4.51	4.76	5.03
<b>Laundromats</b> (L)	3.92	4.14	4.37	4.62	4.88	5.15
<b>Commercial</b> (C)	4.02	4.25	4.49	4.74	5.01	5.29
<b>Hotels &amp; Motels</b> (H)	5.38	5.68	6	6.33	6.68	7.05
<b>Restaurants</b> (RF)	6.46	6.82	7.2	7.6	8.02	8.47
<b>Industrial Laundries</b> (IL)	5.94	6.27	6.62	6.99	7.38	7.79
<b>Manufacturing</b> (MN)	4.32	4.56	4.82	5.09	5.37	5.67
<b>Pet Food Manufacturers</b> (PF)	9.48	10.01	10.57	11.16	11.78	12.43
<b>Soft Drink Bottling</b> (SD)	7.51	7.93	8.37	8.84	9.33	9.85
<b>Ice Cream Cone Man.</b> (IC)	11.73	12.38	13.07	13.79	14.55	15.36
<b>NAU</b> (NA)	3.48	3.68	3.89	4.11	4.34	4.58
<b>Energy Charge per 1,000 Gal</b> (in addition to rates above)	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

# SEWER RATES

## Option 2

### Sewer Rates – Option 2 – 7% Annual Revenue Increase

	Fixed Monthly Charges					
Meter Size	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
0.75	No Fixed Charges for Sewer					
1						
1.5						
2						
3						
4						
6						
8						
10						



# SEWER RATES

## Option 2

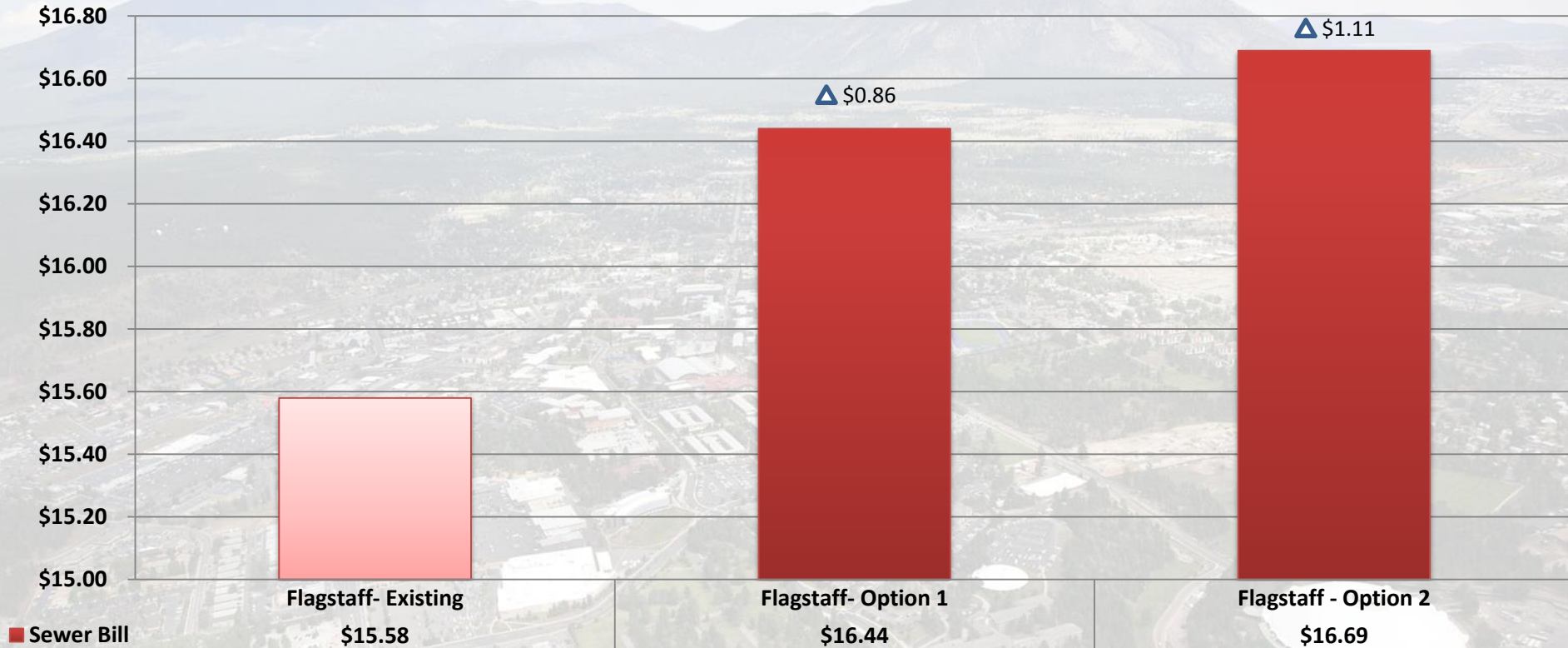
### Sewer Rates – Option 2 – 7% Annual Revenue Increase

	Flow Charges per 1,000 Gallons					
Customer Class	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Residential</b> (R1 - R4)	\$3.80	\$ 4.07	\$ 4.36	\$ 4.67	\$ 5.00	\$ 5.35
<b>Car Washes</b> (CW)	3.82	4.09	4.38	4.69	5.02	5.38
<b>Laundromats</b> (L)	3.92	4.20	4.50	4.82	5.16	5.53
<b>Commercial</b> (C)	4.02	4.31	4.62	4.95	5.30	5.68
<b>Hotels &amp; Motels</b> (H)	5.38	5.76	6.17	6.61	7.08	7.58
<b>Restaurants</b> (RF)	6.46	6.92	7.41	7.93	8.49	9.09
<b>Industrial Laundries</b> (IL)	5.94	6.36	6.81	7.29	7.81	8.36
<b>Manufacturing</b> (MN)	4.32	4.63	4.96	5.31	5.69	6.09
<b>Pet Food Manufacturers</b> (PF)	9.48	10.15	10.87	11.64	12.46	13.34
<b>Soft Drink Bottling</b> (SD)	7.51	8.04	8.61	9.22	9.87	10.57
<b>Ice Cream Cone Man.</b> (IC)	11.73	12.56	13.44	14.39	15.40	16.48
<b>NAU</b> (NA)	3.48	3.73	4.00	4.28	4.58	4.91
<b>Energy Charge per 1,000 Gal</b> (in addition to rates above)	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

# SUMMARY OF WATER RATE OPTIONS

## AVERAGE SINGLE FAMILY RESIDENTIAL WATER BILL

Survey of Monthly Sewer Bills @ 4,100 Gal/Mo  
Single Family Residential







# RECLAIMED WATER RATE RESULTS





# RECLAIMED WATER RATES

## Option 1

### Reclaimed Water Rates – Option 1 – 3% Annual Revenue Increase

	Fixed Monthly Charges					
Meter Size	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>0.75</b>	\$13.42	\$13.83	\$14.25	\$14.68	\$15.13	\$15.59
<b>1</b>	15.80	16.28	16.77	17.28	17.80	18.34
<b>1.5</b>	21.75	22.41	23.09	23.79	24.51	25.25
<b>2</b>	28.90	29.77	30.67	31.60	32.55	33.53
<b>3</b>	45.57	46.94	48.35	49.81	51.31	52.85
<b>4</b>	69.38	71.47	73.62	75.83	78.11	80.46
<b>6</b>	128.91	132.78	136.77	140.88	145.11	149.47
<b>8</b>	200.34	206.36	212.56	218.94	225.51	232.28
<b>10</b>	283.68	292.20	300.97	310.00	319.30	328.88



# RECLAIMED WATER RATES

## Option 1

### Reclaimed Water Rates – Option 1 – 3% Annual Revenue Increase

	Flow Charges per 1,000 Gallons					
Customer Class	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Private Residential (R1)</b>						
0-3,700 Gal/Mo	\$1.23	\$1.27	\$1.31	\$1.35	\$1.40	\$1.45
3,701 – 6,400 Gal/Mo	1.52	1.57	1.62	1.67	1.73	1.79
6,401 – 11,700 Gal/Mo	2.20	2.27	2.34	2.42	2.50	2.58
11,701 + Gal/Mo	4.13	4.26	4.39	4.53	4.67	4.82
<b>Commercial (no main ext) (C)</b>	1.59	1.64	1.69	1.75	1.81	1.87
<b>Commercial (w/ main ext) (C)</b>	3.40	3.51	3.62	3.73	3.85	3.97
<b>Manufacturing (no main ext) (MN)</b>	1.57	1.62	1.67	1.73	1.79	1.85
<b>Manufacturing (no main ext) (MN)</b>	3.17	3.27	3.37	3.48	3.59	3.70
<b>NAU (Sinclair Wash – I/M Fields)</b>	1.48	1.53	1.58	1.63	1.68	1.74
<b>NAU (all other) (NA)</b>	3.17	3.27	3.37	3.48	3.59	3.70
<b>City Departmental (MU)</b>	1.59	1.64	1.69	1.75	1.81	1.87
<b>Hydrant Meter (HM)</b>	3.55	3.66	3.77	3.89	4.01	4.14
<b>Standpipe (SP)</b>	3.87	3.99	4.11	4.24	4.37	4.51
<b>Off Peak / Golf Course (WR)</b>						
0-150 Million Gal	1.38	1.43	1.48	1.53	1.58	1.63
150 Million + Gal	1.07	1.11	1.15	1.19	1.23	1.27
<b>Untreated Surface Water</b>	1.32	1.36	1.41	1.46	1.51	1.56

# RECLAIMED WATER RATES

## Option 2

### Reclaimed Water Rates – Option 2 – 7% Annual Revenue Increase

	Fixed Monthly Charges					
Meter Size	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>0.75</b>	\$13.42	\$ 14.36	\$ 15.37	\$ 16.45	\$ 17.61	\$ 18.85
<b>1</b>	15.80	16.91	18.10	19.37	20.73	22.19
<b>1.5</b>	21.75	23.28	24.91	26.66	28.53	30.53
<b>2</b>	28.90	30.93	33.10	35.42	37.90	40.56
<b>3</b>	45.57	48.76	52.18	55.84	59.75	63.94
<b>4</b>	69.38	74.24	79.44	85.01	90.97	97.34
<b>6</b>	128.91	137.94	147.60	157.94	169.00	180.83
<b>8</b>	200.34	214.37	229.38	245.44	262.63	281.02
<b>10</b>	283.68	303.54	324.79	347.53	371.86	397.90

# RECLAIMED WATER RATES

## Option 2

### Reclaimed Water Rates – Option 2 – 7% Annual Revenue Increase

	Flow Charges per 1,000 Gallons					
Customer Class	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Private Residential (R1)</b>						
0-3,700 Gal/Mo	\$1.23	\$ 1.32	\$ 1.42	\$ 1.52	\$ 1.63	\$ 1.75
3,701 – 6,400 Gal/Mo	1.52	1.63	1.75	1.88	2.02	2.17
6,401 – 11,700 Gal/Mo	2.20	2.36	2.53	2.71	2.90	3.11
11,701 + Gal/Mo	4.13	4.42	4.73	5.07	5.43	5.82
<b>Commercial (no main ext) (C)</b>	1.59	1.71	1.83	1.96	2.10	2.25
<b>Commercial (w/ main ext) (C)</b>	3.40	3.64	3.90	4.18	4.48	4.80
<b>Manufacturing (no main ext) (MN)</b>	1.57	1.68	1.80	1.93	2.07	2.22
<b>Manufacturing (no main ext) (MN)</b>	3.17	3.40	3.64	3.90	4.18	4.48
<b>NAU (Sinclair Wash – I/M Fields)</b>	1.48	1.59	1.71	1.83	1.96	2.10
<b>NAU (all other) (NA)</b>	3.17	3.40	3.64	3.90	4.18	4.48
<b>City Departmental (MU)</b>	1.59	1.71	1.83	1.96	2.10	2.25
<b>Hydrant Meter (HM)</b>	3.55	3.80	4.07	4.36	4.67	5.00
<b>Standpipe (SP)</b>	3.87	4.15	4.45	4.77	5.11	5.47
<b>Off Peak / Golf Course (WR)</b>						
0-150 Million Gal	1.38	1.48	1.59	1.71	1.83	1.96
150 Million + Gal	1.07	1.15	1.24	1.33	1.43	1.54
<b>Untreated Surface Water</b>	1.32	1.42	1.52	1.63	1.75	1.88





# STORMWATER RATE RESULTS





# STORMWATER RATES

## Options 1 and 2

### Stormwater Rates – Comparison of Options

	Stormwater Rates					
	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Option 1 – Baseline CIP @ \$400k / Year</b>						
Annual Rate Increase	0%	3%	3%	3%	3%	3%
<b>Avg. Res Bill (3 ERUs)</b>	<b>\$ 3.90</b>	<b>\$ 4.02</b>	<b>\$ 4.17</b>	<b>\$ 4.32</b>	<b>\$ 4.47</b>	<b>\$ 4.62</b>
Total New Debt	\$0	\$0	\$0	\$0	\$0	\$0
<b>Option 2 – Baseline CIP @ \$600k / Year</b>						
Annual Rate Increase	0%	6%	6%	6%	6%	6%
<b>Avg. Res Bill (3 ERUs)</b>	<b>\$ 3.90</b>	<b>\$ 4.14</b>	<b>\$ 4.41</b>	<b>\$ 4.68</b>	<b>\$ 4.98</b>	<b>\$ 5.28</b>
Total New Debt	\$0	\$0	\$0	\$0	\$0	\$0

# STORMWATER RATES

## Options 3 and 4

### Stormwater Rates – Comparison of Options

	Stormwater Rates					
	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
<b>Option 3 – Baseline CIP @ \$1 Million / Year</b>						
Annual Rate Increase	0%	6%	6%	6%	6%	3%
<b>Avg. Res Bill (3 ERUs)</b>	<b>\$ 3.90</b>	<b>\$ 4.14</b>	<b>\$ 4.41</b>	<b>\$ 4.68</b>	<b>\$ 4.98</b>	<b>\$ 5.13</b>
Total New Debt	\$ -	\$ 380,000	\$ 630,000	\$ 620,000	\$ 590,000	\$ 590,000
<b>Option 4 – Rio de Flag Projects and Baseline CIP @ \$400k / Year</b>						
Annual Rate Increase	0%	15%	15%	15%	15%	3%
<b>Avg. Res Bill (3 ERUs)</b>	<b>\$3.90</b>	<b>\$ 4.50</b>	<b>\$ 5.19</b>	<b>\$ 5.97</b>	<b>\$ 6.87</b>	<b>\$ 7.08</b>
Total New Debt	\$ -	\$ -	\$2,780,000	\$3,190,000	\$3,220,000	\$3,360,000





# RATE SURVEY

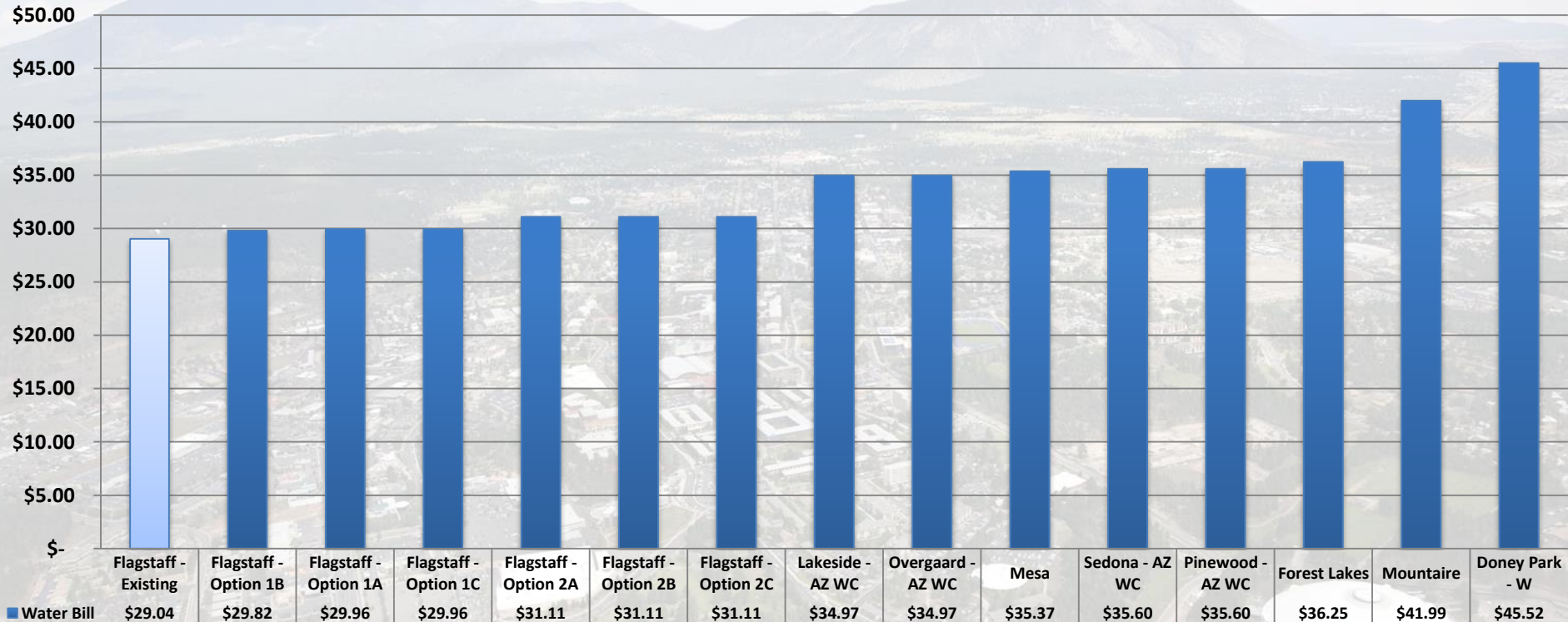




# RATE SURVEY

## AVERAGE SINGLE FAMILY RESIDENTIAL WATER BILL

Survey of Monthly Water Bills @ 4,100 Gal/Mo  
Single Family Residential

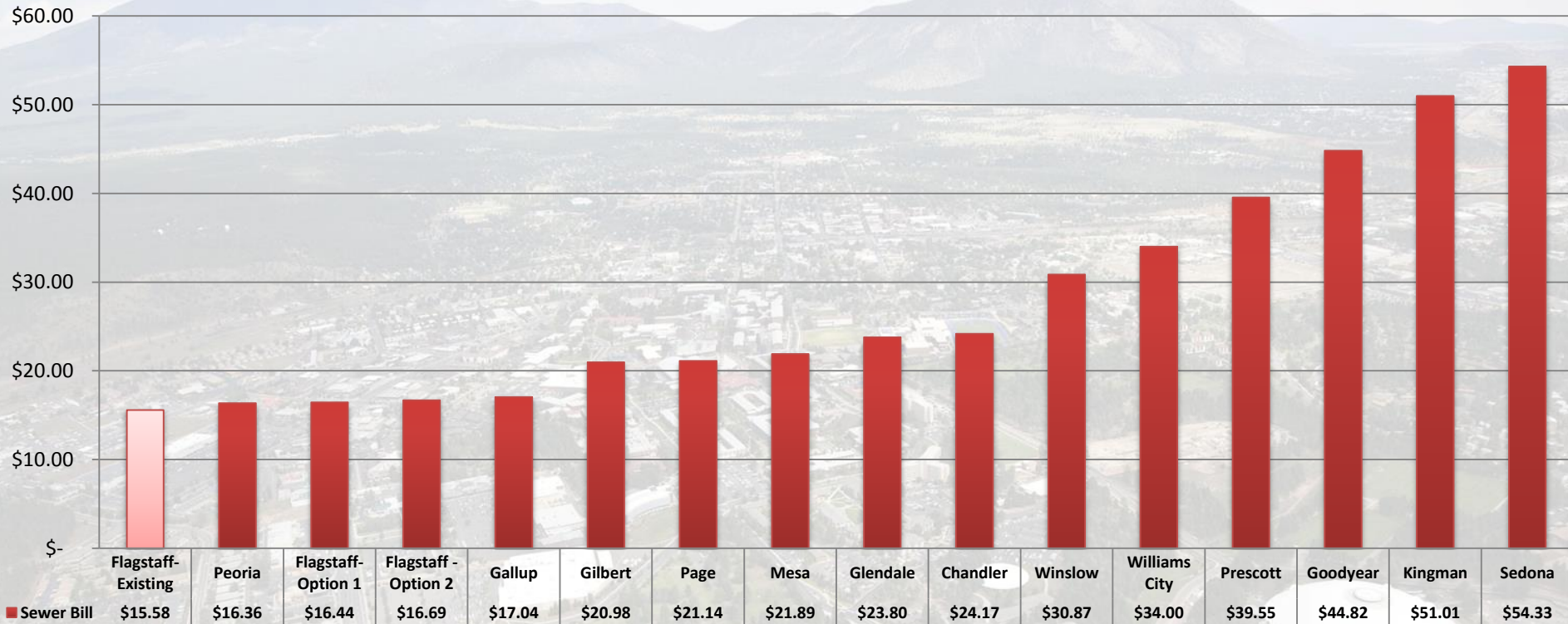




# RATE SURVEY

## AVERAGE SINGLE FAMILY RESIDENTIAL SEWER BILL

Survey of Monthly Sewer Bills @ 4,100 Gal/Mo  
Single Family Residential







# CAPACITY FEE ANALYSIS





# Capacity Fees

- One-time payments
- Reflect the demands and costs created by new development for additional utility capacity
- Will be used to fund infrastructure capacity that will benefit new development
- Must be a rational nexus between the amount of the fee and the cost to serve new development
- City has had capacity fees since the 1970's

# Assumptions about Future Development

Each component of each utility system is evaluated

What is the best measure of the demand created by new development for additional infrastructure capacity? 3 methodologies considered:

## Buy-in

- Existing infrastructure which has capacity available for new development

## Plan based

- Planned projects which add capacity to serve new development

## Hybrid

- Combination of buy-in and plan based methodologies

*Planned projects which are for routine maintenance and replacement or are to serve only existing development are not eligible for capacity fee funding and are included in the rates.*

## Capacity (gallons)

Buy-in: Capacity of completed project

Plan-based: Planned capacity or years of capacity to be provided

## Cost

Buy-in: Original cost

Plan-based: Planned costs

Minus credit for "double payment"

Cost/capacity (gallons) = cost per gallon

•Gallons consumed per residential connection multiplied by

•Total cost per gallon for capacity multiplied by

•Capacity ratio for different size and type of water meter equals

•Capacity fee by size and type of water meter



# Water Capacity Fee Components

## FY2016-FY2025

- Water Resources - \$23,150,000\*
- Production - \$16,640,000
- Storage - \$2,200,000
- Distribution - \$7,223,000
- Studies and Planning Efforts - \$306,000
- Reclaimed Water - \$1,620,000

\* Includes \$10,450,00 for Red Gap pipeline/pump station **design**

# Water Capacity Fee Cost Summary

Function	Base (cost per gallon)	Option 2 <sup>(1)</sup> (cost per gallon)
Water Resources	\$1.19	\$2.17
Water Production	7.70	7.70
Water Storage	0.96	0.96
Water Distribution	4.70	4.70
Study and Planning Efforts	0.39	0.39
Reclaimed Water	<u>5.06</u>	<u>5.06</u>
Total Cost	<b>\$20.00</b>	<b>\$20.98</b>
(1) Includes <b>design</b> costs for Red Gap Ranch		

# Water Capacity Fee Demand Summary

	Capacity
Gallons per Day per Residential Connection	179
Residential Peaking Factor	<u>1.60</u>
Gallons per Peak Day per Residential Connection	286



# Water Capacity Fee Summary

Meter Size (inches)	Base Fee	Option 2 Fee	Current Fee
¾	\$5,728	\$6,007	\$5,891
1	9,566	10,032	9,819
1 ½	19,074	20,004	19,638
2	30,530	32,019	31,420
3	57,279	60,073	58,913
4	95,484	100,141	98,188
6	190,910	200,222	196,376
8	305,468	320,367	314,201
10	439,157	460,576	451,664



# Sewer Capacity Fee Components

## FY2016-FY2025

- Planned Treatment Upgrades - \$3,736,000
- Interceptors - \$2,460,000
- Collection - \$3,100,182
- Studies and Planning Efforts- \$234,000

# Sewer Capacity Fee Cost Summary

Function		Cost per Gallon
Treatment Upgrades		
	Buy-in for Treatment Plants <sup>(1)</sup>	\$5.80
	Planned Treatment Plant Upgrades	7.51
	Less Credit for Future Debt Service Payments	<u>(2.46)</u>
Treatment Subtotal		10.85
Interceptors		1.48
Collection		1.72
Studies		<u>0.39</u>
Total Cost		\$14.44

(1) Existing plant is valued at \$61,725,574

# Sewer Capacity Fee Demand Summary

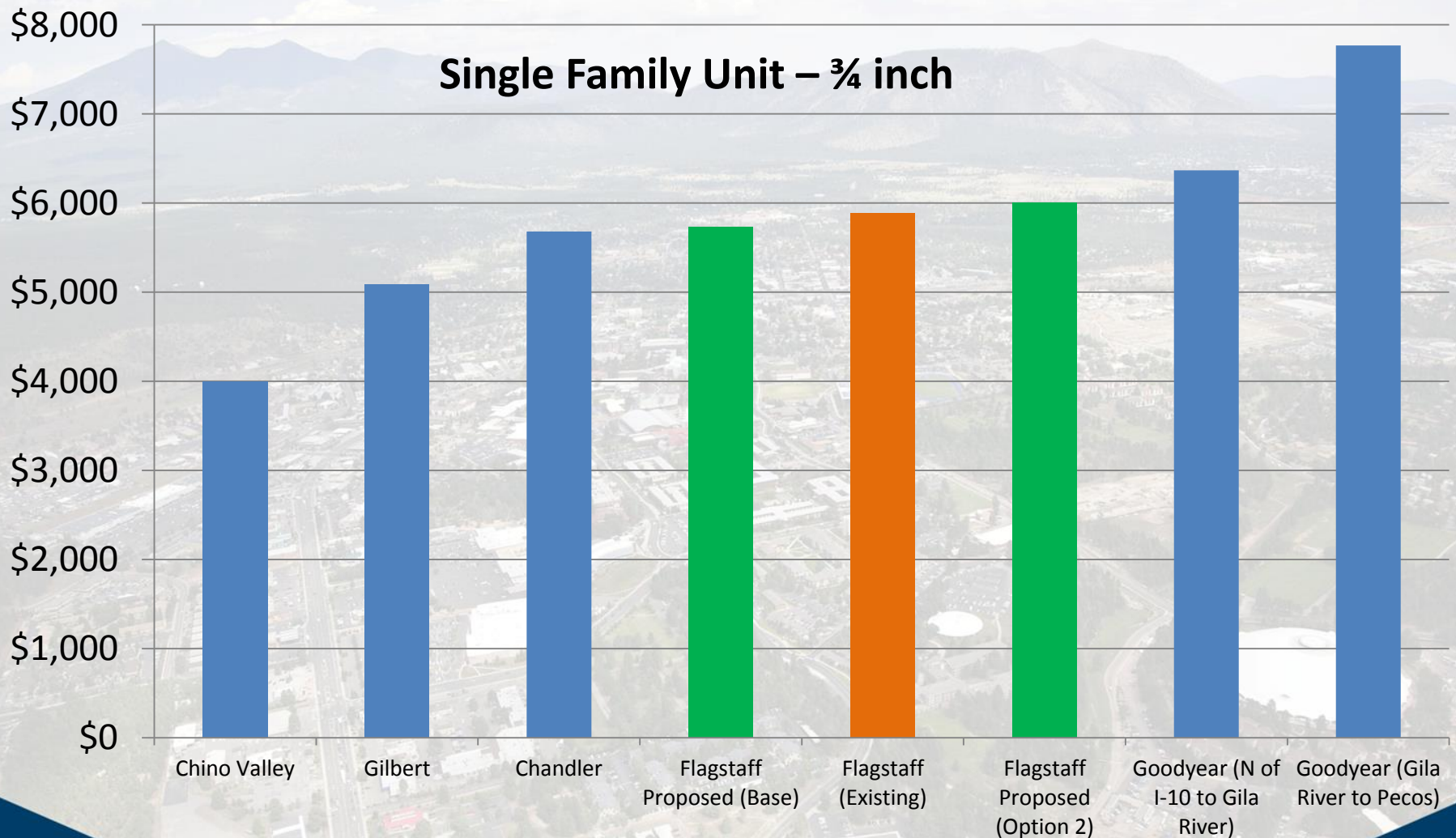
	Capacity
Gallons of Peak Day Water per Residential Connection	286
Percentage of Water Returned to Wastewater System	<u>90%</u>
Gallons per Peak Day per Residential Connection	258

# Sewer Capacity Fees

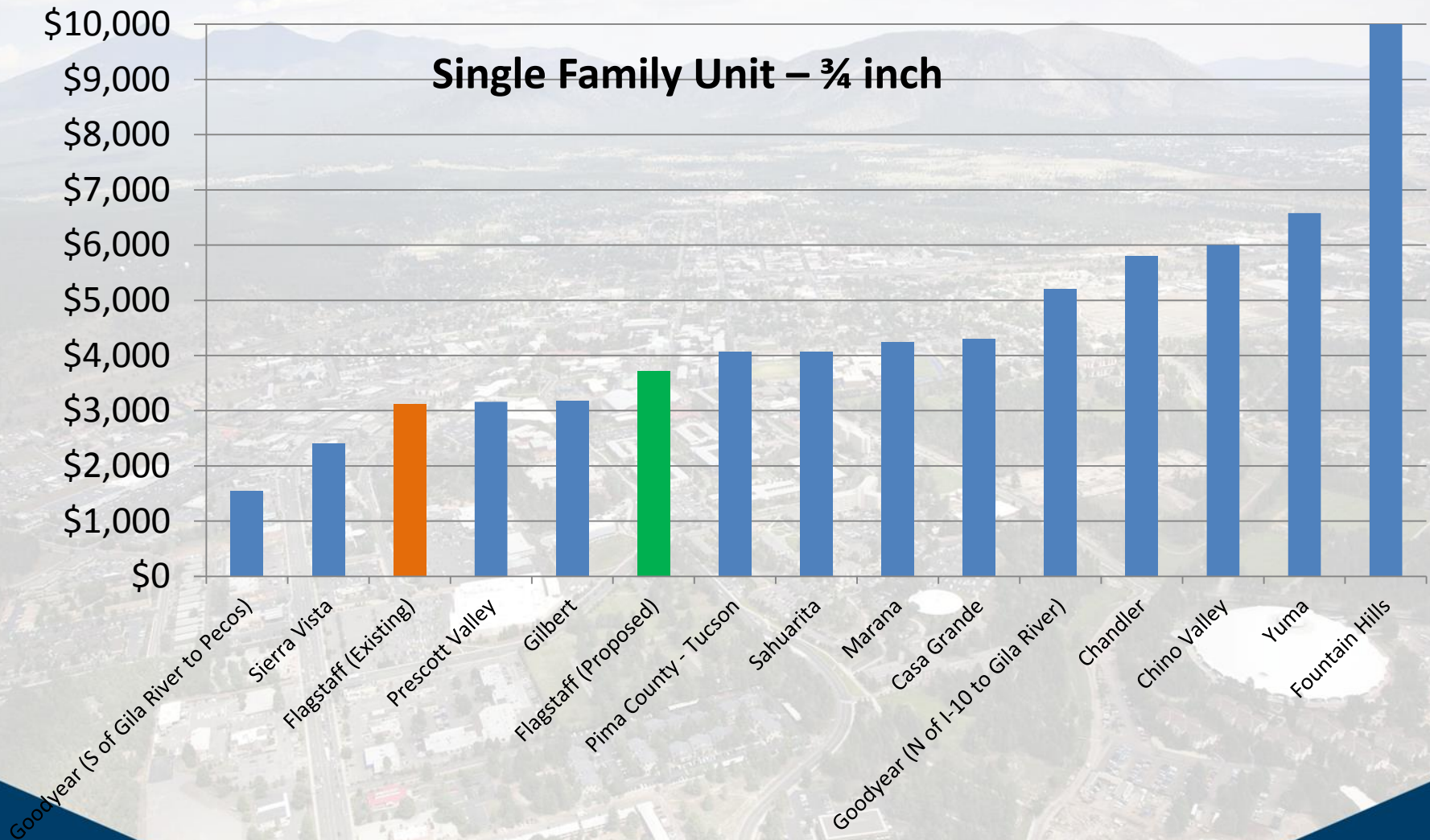
Meter Size (inches)	Proposed Fee	Current Fee
¾	\$3,723	\$3,126
1	6,218	5,210
1 ½	12,399	10,419
2	19,845	16,671
3	37,233	31,257
4	62,068	52,095
6	124,099	104,191
8	198,566	166,705
10	285,468	239,639



# Comparison of Water Development Fees - AZ



# Comparison of Sewer Development Fees - AZ





# POSSIBLE REASONS FOR DIFFERENCES IN DEVELOPMENT FEES

- Persons per household and water use
- Lot size
- Age of system
- Changes in elevation
- Surface water versus ground water
- Depth of wells
- Treatment standards/methods
- Area (acres) covered by the system
- Subsidization through rates or other revenue sources





# NEXT STEPS





# NEXT STEPS

- *10-6-2015 – City Council Public Hearing*
  - 10-13-2015 – additional meeting*
  - 10-20-2015 – additional meeting*
  - 11-03-2015 – 1<sup>st</sup> Read of Ordinance, upon Council direction*
- *Early 2016 - Proposed Rates Effective*





# QUESTIONS

