

## **ATTENTION**

### **IN-PERSON AUDIENCES AT PLANNING & ZONING COMMISSION MEETINGS HAVE BEEN SUSPENDED UNTIL FURTHER NOTICE**

The meetings will continue to be live streamed on the city's website  
(<https://www.flagstaff.az.gov/1461/Streaming-City-Council-Meetings>)

To participate in the meeting click the following link:

[Join Microsoft Teams Meeting](#)

The public can submit comments that will be read at the dais by a staff member  
to [CDFrontCounter@flagstaffaz.gov](mailto:CDFrontCounter@flagstaffaz.gov)

### **NOTICE AND AGENDA**

**PLANNING & ZONING COMMISSION  
WEDNESDAY  
October 28, 2020**

**COUNCIL CHAMBERS  
211 WEST ASPEN AVENUE  
4:00 P.M.**

**1. Call to Order**

**2. Roll Call**

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

DAVID ZIMMERMAN, CHAIR  
MARIE JONES, VICE CHAIR  
GAYLENE SOPER  
CAROLE MANDINO

LLOYD PAUL  
DR. ALEX MARTINEZ  
ERIC NOLAN

**3. Public Comment**

*At this time, any member of the public may address the Commission on any subject within their jurisdiction that is not scheduled before the Commission on that day. Due to Open Meeting Laws, the Commission cannot discuss or act on items presented during this portion of the agenda. To address the Commission on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.*

**4. APPROVAL OF MINUTES**

**Approval of the minutes from the meeting on October 14, 2020.**

**5. PUBLIC HEARING**

**A. PZ-19-00125 Updates to Zoning Code 2020 – High Occupancy Housing Land Use**

This is a request by the City to amend the Zoning Code to implement the High Occupancy Housing Plan by adopting the High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD) land uses and related standards. The amendment includes modifications to the land use and property development tables, specific to use standards, parking standards, definitions, and the appendixes.

**STAFF RECOMMENDED ACTION:**

Staff recommends the Planning and Zoning Commission, in accordance with the findings presented in this report, find that the required findings of the Zoning Code have been met, and make a recommendation to the City Council for approval of the Zoning Code Text Amendment.

**6. MISCELLANEOUS ITEMS TO/FROM COMMISSION MEMBERS**

**7. 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 10/23/20, at 2:00 p.m. This notice has been posted on the City's website and can be downloaded at [www.flagstaff.az.gov](http://www.flagstaff.az.gov).

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Tammy Bishop, Administrative Specialist



## **Planning & Zoning Commission**

**5. A.**

**Meeting Date:** 10/28/2020

**From:** Dan Symer, Zoning Code Manager

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### **Information**

**TITLE:**

**PZ-19-00125 Updates to Zoning Code 2020 – High Occupancy Housing Land Use**

This is a request by the City to amend the Zoning Code to implement the High Occupancy Housing Plan by adopting the High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD) land uses and related standards. The amendment includes modifications to the land use and property development tables, specific to use standards, parking standards, definitions, and the appendixes.

**STAFF RECOMMENDED ACTION:**

Staff recommends the Planning and Zoning Commission, in accordance with the findings presented in this report, find that the required findings of the Zoning Code have been met, and make a recommendation to the City Council for approval of the Zoning Code Text Amendment.

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### **Attachments**

Staff Report

1. Proposed Code Amendments
  2. Narrative and Regional and Specific Plan Conformance Analysis
  3. Public Comment
-

## **PLANNING AND DEVELOPMENT SERVICES REPORT**

### **Zoning Code Text Amendment**

#### **PUBLIC HEARING**

**PZ-19-00125**

**DATE:** **October 4, 2020**

**MEETING DATE:** **October 28, 2020**

**REPORT BY:** **Dan Symer, AICP**

#### **REQUEST:**

This is a request by the City to amend the Zoning Code to implement the High Occupancy Housing Plan by adopting the High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD) land uses and related standards. The amendment includes modifications to the land use and property development tables, specific to use standards, parking standards, definitions, and the appendixes.

#### **STAFF RECOMMENDATION:**

Staff recommends the Planning and Zoning Commission, in accordance with the findings presented in this report, find that the required findings of the Zoning Code have been met, and make a recommendation to the City Council for approval of the Zoning Code Text Amendment.

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## **I. Project Introduction**

### **A. Background**

In February 2018, the City Council adopted the citywide High Occupancy Housing Specific Plan (HOH Plan), a specific plan to the Regional Plan. The HOH Plan was developed in response to the community's dialogue about previously proposed high-intensity mid-rise developments near historic neighborhoods that primarily catered to college students. The HOH Plan is intended to provide direction in the form of goals and policies to accommodate a variety of housing options in areas of the city that can support infill, redevelopment, and mixed-use activities. These goals and policies are intended to enhance and maintain the city's character and guide future developments that would be considered High Occupancy Housing (HOH). The HOH Plan identified dozens of strategies that could be implemented to address the unintended impacts of these buildings on neighborhood character, affordability and transportation. It should be noted that the HOH Plan's listed implementation strategies about the Zoning Code amendments (Pages 102, 103, 105, and 106 of the HOH Plan) "...may be accomplished through another method..." to achieve "...the goals and policies of the HOH Specific Plan and the Regional Plan" (Page 99 of the HOH Plan).

After the adoption of the HOH Plan, staff received direction and affirmation from City Council on October 8, 2019, to address smaller developments that may also be considered as HOH. The smaller HOH developments that staff was directed to consider are single-family, two-unit (duplex), three-unit (triplex), and multiple-family developments that were not addressed in the HOH Plan.

It should be noted that the HOH Plan did not scrutinize addressing smaller HOH developments. For context, the HOH Plan defines an HOH development as any development that has at least 30 units or 75 bedrooms per acre (Page 2 and 110 of the HOH Plan). When the HOH Plan was developed, the Plan primarily focused on large-scale developments. Developments that were included in the HOH Plan analysis were The HUB, The Standard, Village at Aspen Place, Fremont Station, etc.

### **B. Proposed Amendment**

To implement the adopted HOH Plan for various parcel sizes and types of buildings, the proposed amendment (Attachment 1) includes multiple changes to the Zoning Code. New provisions are being added, and several existing

regulations are being modified. The most significant of the modifications include the:

- Removal of the Rooming and Boarding Land Use;
- Incorporation of the proposed High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD) related land uses;
- Incorporation of the maximum bedrooms per acre allowed for developments in the Non-Transect Zones, and additional allowances in the pedestrian shed of an activity center;
- Incorporation of the maximum dwelling units per acre allowed for mixed-use developments in Commercial Zones without a Conditional Use Permit, and additional allowances in the pedestrian shed of an activity center;
- Incorporation of a Conditional Use Permit requirement for a HOHD and MHOHD in the Transect Zones;
- Incorporation of the HOHD and MHOHD use specific standards;
- Incorporation of the Transit Pass Parking Reduction Pilot Program;
- Incorporation and modifications to the parking requirements;
- Incorporation of bicycle space requirements for a HOHD and MHOHD; and
- Incorporation of design requirements for bicycle racks, bins, and storage facilities.

*Summary of the Staff Revisions to the Zoning Code:*

The proposed amendment includes:

**1. Residential Zones (Section 10-40.30.030):**

- The following land uses have been added to Table 10-40.30.030.B.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.
- The Rooming and Boarding Facilities land use has been deleted from Table 10-40.30.030.B.
- The gross density provisions of Table 10-40.30.030.C. have been updated to include provisions for the properties zoned with the Resource Protection Overlay in and outside of a pedestrian shed of an activity center.
- Bedrooms per acre provisions have been added to Table 10-40.30.030.C. for multiple-family developments that have more than four dwelling units.

**2. Commercial Zones (Section 10-40.30.040):**

- The following land uses have been added to Table 10-40.30.040.B.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; and Mixed-Use High Occupancy Housing Development.
- The Rooming and Boarding Facilities land use has been deleted from Table 10-40.30.040.B.
- The gross density provisions of Table 10-40.30.040.C. have been updated to include provisions for a HOHD and MHOHD in and outside of a pedestrian shed of an activity center.
- Bedrooms per acre provisions have been added to Table 10-40.30.040.C. for multiple-family developments that have more than four dwelling units.

**3. T3 Neighborhood I (T3N.1) Standards (10-40.40.050):**

- The following land use has been added to Table H.: High Occupancy Housing Development, Single-Family.
- The Rooming and Boarding Facilities land use has been deleted from Table H.

**4. T3 Neighborhood 2 (T3N.2) Standards (10-40.40.060):**

- The following land uses have been added to Table H.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.
- The Rooming and Boarding Facilities land use has been deleted from Table H.

**5. T4 Neighborhood 1 (T4N.1) Standards (10-40.40.070):**

- The following land uses have been added to Table I.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.
- The Rooming and Boarding Facilities land use has been deleted from Table I.

**6. T4 Neighborhood 2 (T4N.2) Standards (10-40.40.080):**

- The following land uses have been added to Table I.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.
- The Rooming and Boarding Facilities land use has been deleted from Table I.

**7. T5 Main Street (T5) Standards (10-40.40.090):**

- The following land uses have been added to Table I.: High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; and Mixed-Use High Occupancy Housing Development.
- The Rooming and Boarding Facilities land use has been deleted from Table I.

**8. T6 Downtown (T6) Standards (Section 10-40.40.100):**

- The following land uses have been added to Table H.: High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; and Mixed-Use High Occupancy Housing Development.
- The Rooming and Boarding Facilities land use has been deleted from Table H.

**9. Specific to Uses (Division 10-40.60):** Added Section 10-40.60.175, High Occupancy Housing Developments, and Mixed-Use High Occupancy Housing Developments. This section includes the use of specific standards and regulations related to:

- General Requirements;
- Building Footprint Sizes and Separation Requirements;
- Waste Management Plan;
- Crime Free Multi-Housing Program; and
- Additional Conditional Use Permit Criteria.

**10. Mixed Use (10-40.60.260):** Subsection D has been updated to remove the regulations that conflict with the proposed HOHD and MHOHD provisions.

**11. Parking Standards (Division 10-50.80):** Added Section 10-50.80.061, Transit Pass Parking Reduction Pilot Program, and related regulations.

**12. Number of Motor Vehicle Parking Spaces Required (Section 10-50.80.040):** Modified the existing parking requirements for single-family dwellings, added clarifications, and incorporated parking requirements for the HOHD

and MHOHD.

- 13. Bicycle Parking (Section 10-50.80.050):** Updated the existing requirements and added requirements for the HOHD and MHOHD, including design requirements.
- 14. Parking Adjustments (Section 10-50.80.060):** Updated the existing requirements to include provisions for HOHDs and MHOHDs. Also, the parking study requirements have been updated to include requirement clarifications and when a request for a parking reduction requires the City Council approval.
- 15. Parking Standards (Division 10-50.80):** Incorporated a provision for a Transit Pass Parking Reduction Pilot Program for HOHDs and MHOHDs.
- 16. Parking Spaces, Parking Lot Design and Layout (Section 10-50.80.080):** Updated the existing requirements to limit the use of tandem parking spaces to single-family attached and detached dwelling units and duplex developments in the Non-Transect Residential Zones.
- 17. Specific to Building Types (Division 10-50.110):** The following sections have been modified to remove the allowance for tandem parking: 10-50.110.080, 10-50.110.090, 10-50.110.100, 10-50.110.110, and 10-50.110.120.
- 18. Definition of Specialized Terms, Phrases, and Building Functions (Division 10-80.20):**
  - The following definitions have been added: High Occupancy Housing Development (HOHD); High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; Mixed-Use High Occupancy Housing Development (MHOHD); and Ratio, Bedroom-to-Dwelling Unit.
- 19. Flagstaff Zoning Code, Appendices (Title 10):** Added Appendix 1.4 Bicycle Parking Space Design Requirements. This appendix includes regulations and design requirements for bicycle parking spaces.

## **II. Zoning Code Text Amendment**

An application for a Zoning Text Amendment shall be submitted to the Planning Director and shall be reviewed and a recommendation prepared. The Planning Director's recommendation shall be transmitted to the Planning and Zoning Commission in the form of a staff report prior to a scheduled public hearing. The recommendation shall include: an evaluation of the consistency and conformance of the proposed amendment with the goals and policies of the General Plan and any applicable specific plans; the grounds for the recommendation based on the standards and purposes of the zones set forth in Section 10-40.20 (Establishment of Zones) of the Zoning Code; and, whether the amendment should be granted or denied.

A Zoning Code Text Amendment shall be evaluated based on the following findings:

### **A. Finding #1:**

**The proposed amendment is consistent with and conforms to the objectives and policies of the General Plan and any applicable specific plan;**

The primary propose of the amendment is to implement and maintain consistency and conformance with the goals and policies of the HOH Plan and the City's Regional Plan (General Plan) as they relate to the HOHD and MHOHD land uses. In order to achieve this purpose, the proposed amendment incorporates several provisions. The proposed provisions include definitions, land uses, property development and use specific standards, and parking standards.

To provide for variety and flexibility in the land uses that are allowed within the City, the proposed amendment includes the following land uses: Single-family, Two-unit, Three-unit, and Four-units and Greater HOHDs, and MHOHD. In addition to replacing the existing Rooming and Boarding land use, the proposed property development and use specific standards (PDUSS) address multiple goals and policies of the Regional Plan and HOH Plan. These include:

- Assisting in the mitigation and impacts that HOHDs and MHOHDs may have on new and existing neighborhoods as they pertain to the overall consistency and compatibility of the community image of neighborhoods through the Conditional Use Permit process (RP CC 2.8. CC 3.1, RP CC 3.2, RP NH 1.2, RP NH.6., RP ED.7. RP ED.7.1. and LPV 6C.5.);

- Locating more intensive HOHDs and MHOHD in activity centers where it is more appropriate for larger multi-story HOHD and multi-use MHOHD buildings (RP NH 2.3., RP LU 7.1., and HOH 2.6.);
- Locating more intensive HOHDs and MHOHD in activity centers to utilize existing infrastructure resources, promote energy efficiency, and allow for the integration of employment uses and a variety of housing options (RP E 1.6., RP LU 7.1., RP LU 18.14., HOH Goal 2, HOH 2.6. and HOH 8.3.);
- Locating more intensive HOHDs and MHOHDs in activity centers to contribute to achieving a mix of land uses that are near corridors, transit, and promote a walkable environment (RP LU 5.5., RP LU 7.1., RP LU 10.3., RP Goal LU.18., RP LU 18.2., RP LU 18.7. and HOH.2.5.);
- Parking requirements based on the number of bedrooms provided and actual parking utilization rates for the City of Flagstaff (Southside (SS) 10.1., SS 11.1, and La Plaza Viejas (LPV) 6N.5.);
- Requiring secure bicycle parking spaces for residents to assist in promoting bicycle usage and multi-modal options (RP E 1.5. and HOH.3.1.);
- Setting a maximum number of bedrooms for Two-unit and Three-unit HOHDs and MHOHDs assisting compatible development and minimize the encroachment by land uses that could compromise neighborhoods (RP CC 2.7.);
- The allowance for an increase in the allowed density and bedrooms-per-acre in activity centers, including the greatest density (more than 50 dwelling units per acre) and bedrooms-per-acre (more than 125 bedrooms-per-acre) in the pedestrian shed of a Regional Activity Center through the Conditional Use Permit process (RP LU 18.6., RP LU 18.8., RP LU 18.9. and RP LU 18.17.);
- Requiring MHOHD to comply with the mixed use specific to use standards to encourage pedestrian-oriented design adjacent to streets (HOH 2.2. and HOH 2.4.);
- The incorporation of building footprint sizes and separations requirements based on the activity centers (Regional, Historic, and all other) to promote compatible building sizes and proportions that are appropriate within each area (RP CC3.1., RP LU 18.1., RP LU 18.2., RP LU 18.9., HOH.2.1. and HOH.2.3.);
- Requiring MHOHDs to abut commercial corridors, and HOHDs on commercial zoned to properties to be behind commercial uses and to be setback a minimum of 300 feet from a commercial corridor (RP LU 18.12.);
- Requiring HOHDs and MHOHDs subject to Heritage Preservation of the Zoning Code to obtain a determination that the development has no adverse effect or has appropriately mitigated its effects on the historic cultural resource (RP CC 2.3., RP CC 3.1., RP ED.7., RP ED.7.1., HOH.1.1., HOH.1.2., and HOH.2.1.);
- Requiring HOHDs and MHOHDs to comply with the City of Flagstaff's Crime Free Multi-housing program (HOH.7.7.);
- Requiring HOHDs and MHOHDs with four dwelling units or more to obtain approval of a Waste Management Plan (HOH Goal 6., and HOH.6.1.); and
- Provisions for HOHDs and MHOHDs to reduce parking requirements by providing free transit passes to achieve an increase in multi-modal and transit trips (RP E 1.5., HOH.3.1., and HOH.3.5.).

#### **Non-Conformance to Regional Plan Goals and Policies**

- Policy ED.4.2. Promote variety and flexibility in land use and development options within the urban growth boundary.
- Policy LU.1.6. Establish greater flexibility in development standards and processes to assist developers in overcoming challenges posed by redevelopment and infill sites.

The ZCTA incorporates provisions for HOHDs and MHOHDs that are currently regulated under broader land uses, definitions and standards. The provisions include definitions, land uses, and property development and use specific standards and parking standards for HOHDs and MHOHDs. As part of the proposed regulations, a development that is



considered to be an HOHD or MHOHD with four dwelling units or more will be required to be located in the pedestrian shed of an activity center. The proposed locational requirements reduce the areas of the city in which an HOHD or MHOHD with four dwelling units or more may be developed. At the same time, this change provides more predictability because ACAPS are more appropriate locations from the standpoint of available infrastructure and multimodal transportation options (bicycle, transit, path/trails, etc.) accessibility.

The proposed amendment includes a new variety of land uses, although the associated provisions minimize options and flexibility for development types considered as an HOHD or MHOHD. The provisions do not include regulations to assist developers in overcoming challenges posed by redevelopment and infill sites. Also, the requirement to obtain a Conditional Use Permit for an HOHD or MHOHD may be perceived as limiting to developmental flexibility. Furthermore, the amendment provisions, such as the parking requirements, may be an additional challenge for some redevelopment or infill sites.

**B. Finding #2**

**The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City;**

The primary purpose of the amendment is to implement the HOH Plan, a specific plan to the City's Regional Plan. To achieve the public interest, health, safety, convenience, or welfare of the City, the amendment includes provisions that address specific land use, parking, waste management, crime free multiple-family housing, and transit objectives of the goals and policies of the Regional Plan and the HOH Plan related to an HOHD and MHOHD. The amendment provisions are not anticipated to be detrimental to the public interest, health, safety, convenience, or welfare of the City.

**C. Finding #3**

**The proposed amendment is internally consistent with other applicable provisions of this Zoning Code.**

The amendments do not substantively modify the existing provisions of the Zoning Code, and is internally consistent with the Zoning Code. Furthermore, the proposed amendment utilizes the existing format and does not conflict with other provisions of the code. The amendment maintains the Zoning Code's purpose as a comprehensive contemporary set of land uses and requirements that are straightforward, usable, and easily understood.

**III. CITIZEN PARTICIPATION**

Public input was received at the public meetings held on August 19, 2019, February 13 and 14, 2020, and through the City's online Community Forum ([https://www.opentownhall.com/portals/227/Issue\\_7685](https://www.opentownhall.com/portals/227/Issue_7685)) (Attachment 3). Also, work sessions with the Planning and Zoning Commission were held on August 14, 2019, May 27, 2020, and on August 26, 2020. In addition, work sessions with the City Council were held on October 8, 2019, June 11, 2020, August 25, 2020, and October 6, 2020. In addition, staff received several comments regarding HOH developments from the Southside stakeholders' group that was formed to assist in developing the proposed Southside specific plan. These meetings were held over the past year.

Persons of interest on file with the Planning and Development Services section of the Community Development department were notified of the Planning and Zoning Commission work sessions via first class mail. Also, notification of the work sessions were published on the City's Facebook web page and in the Arizona Daily Sun.

At the October 6, 2020 City Council meeting, public comments were received pertaining to the potential effects that the proposed amendment may have on the ability to provide affordable housing within the city. If the amendment is approved, all HOHDs and MHOHDs will require the approval of a Conditional Use Permit application. It should be noted that the current application cost for a Conditional Use Permit is \$3,000. It is anticipated that any associated Conditional Use Permit applicant costs will be incorporated into a dwelling unit's sale or rental rate.

**Attachments:**

1. Draft of Case No. PZ-19-00125 Updates to Zoning Code 2020 – High Occupancy Housing Specific Plan

2. Application Narrative and Regional Plan and Specific Plan Analysis
3. Public Comments

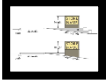
**Case No. PZ-19-00125 Updates to Zoning Code 2020 - High Occupancy Housing Land Use**  
 Amendment for Adoption in Flagstaff Zoning Code

**HOW TO READ THIS DOCUMENT**


Unless otherwise stated, existing provisions that are being deleted are shown in bold red strikethrough text, like this: ~~Provisions that are being deleted are shown with a bold red strikethrough text.~~

Provisions that are being added are shown in bold blue text, like this: **Provisions that are being added are shown in bold blue text.**

Graphics/Figures that are being deleted are indicated with an “X” over the graphic/figure.

Graphics/Figures that are being added are indicated with a border  around the graphic/figure.

Tables that are being deleted are indicated with an “X” over the Tables.

Tables that are being added are indicated with a thick border  around the Tables.

Section 1. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.30 Non-Transect Zones, Section 10-40.30.030 Residential Zones, Subsection B. Residential Zones – Allowed Uses, as follows:

**Section 10-40.30.030 Residential Zones**

B. Residential Zones – Allowed Uses. The allowed land uses of each of the Residential Zones are shown in Table 10-40.30.030.B.

Table 10-40.30.030.B. Residential Zones – Allowed Uses.								
Primary Land Use <sup>1</sup>	Specific Use Regulations	Residential Zones						
		RR	ER	R1	R1N	MR	HR	MH
Ranching, Forestry and Animal Keeping								
Animal Keeping	10-40.60.070	p <sup>6</sup>	p <sup>6</sup>	--	--	--	--	--
Recreation, Education and Assembly								
Commercial Campgrounds	10-40.60.130	UP	--	--	--	--	--	--
Equestrian Recreational Facilities		UP	UP	UP	--	--	--	--
Golf Courses and Facilities		UP	UP	UP	--	--	--	--

Libraries, Museums		UP	UP	UP	UP	UP	UP	UP
Meeting Facilities, Public and Private	10-40.60.230							
Regional		--	--	--	--	--	--	--
Neighborhood		P/UP <sup>2</sup>	P/UP <sup>2</sup>	P/UP <sup>2</sup>	P/UP <sup>2</sup>	P/UP <sup>2</sup>	P/UP <sup>2</sup>	P/UP <sup>2</sup>
Outdoor Public Uses, General		P	P	P	--	P	P	P
Places of Worship		P/UP <sup>5</sup>	P/UP <sup>5</sup>	P/UP <sup>5</sup>	P/UP <sup>5</sup>	P/UP <sup>5</sup>	P/UP <sup>5</sup>	P/UP <sup>5</sup>
Schools – Private		P	P	P	P	P	P	P
Schools – Public and Charter		p <sup>3</sup>	p <sup>3</sup>	p <sup>3</sup>	p <sup>3</sup>	P	P	p <sup>3</sup>
Trade Schools		--	--	--	--	--	--	--
<b>Residential</b>								
Co-housing	10-40.60.120	P	P	PRD	--	P	P	--
Congregate Care Facilities		UP	UP	UP	UP	P	P	UP
Day Care, Centers	10-40.60.150.B	UP	UP	UP	UP	UP	UP	UP
Day Care, Home	10-40.60.150.A	P	P	P	P	P	P	P
Development, Duplex		PRD	PRD	PRD	P	P	P	--
Development - Cluster, Single-Family	10-40.60.170	P	P	-- PRD	--	--	--	--
Development, Multiple- Family		PRD	PRD	PRD	--	P	P	--
Development, Single- Family		P	P	P	P	PRD <sup>4</sup>	PRD <sup>4</sup>	P
Dormitories		--	--	--	--	UP	UP	--
Group Home		P	P	P	P	P	P	P
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	UP	UP	UP	UP/PRD	UP/PRD	UP
High Occupancy Housing Development, Two-units	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	UP	UP	UP	--
High Occupancy Housing Development, Three-units	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	--	UP	UP	--

<b>High Occupancy Housing Development, Four-units and Greater</b>	<b>10-40.60.175</b>	<b>UP/PRD</b>	<b>UP/PRD</b>	<b>UP/PRD</b>	<b>--</b>	<b>UP</b>	<b>UP</b>	<b>--</b>
Home Occupation	10-40.60.180	P	P	P	P	P	P	P
<b>Institutional Residential</b>								
Custodial Care Facilities		UP	UP	UP	UP	UP	UP	UP
Homeless Shelters	10-40.60.190							
Emergency Shelters		UP	UP	UP	UP	UP	UP	UP
Short Term Housing		UP	UP	UP	UP	UP	UP	UP
Transitional Housing		UP	UP	UP	UP	UP	UP	UP
Sheltered Care Homes		UP	UP	UP	UP	UP	UP	UP
Nursing Homes		--	UP	UP	UP	UP	UP	UP
Live/Work	10-40.60.200	--	--	--	--	UP/PRD	UP/PRD	--
Manufactured Home	10-40.60.210	--	--	--	--	--	--	P
Manufactured Home Park	10-40.60.210.D	--	--	--	--	--	--	P
Manufactured Home Subdivision	10-40.60.210.C	--	--	--	--	--	--	P
Mobile Home		--	--	--	--	--	--	P
Planned Residential Development	10-40.60.280	P	P	P	P	P	P	--
<b>Rooming and Boarding Facilities</b>		<b>--</b>	<b>UP</b>	<b>--</b>	<b>--</b>	<b>UP</b>	<b>UP</b>	<b>UP</b>
Single Room Occupancy, Fraternities and Sororities		--	--	--	--	UP	UP	--
<b>Retail Trade</b>								
Neighborhood Market								
≤ 1,500 sf		--	--	UP	--	--	--	UP
≤ 2,500 sf		--	--	--	--	UP	--	--
≤ 5,000 sf		--	--	--	--	--	UP	--
Offices		--	--	--	--	--	UP	--

<b>Services</b>								
Bed and Breakfast Establishments	10-40.60.110	P	P	P	P	P	P	P
Cemeteries		UP	UP	UP	--	UP	UP	UP
Hospitals		UP	UP	UP	UP	UP	UP	UP
<b>Public Services</b>								
Emergency Services		UP	UP	UP	UP	UP	UP	UP
Public Services Minor		P	P	P	P	P	P	P
Public Services Major		--	--	--	--	--	--	--
<b>Telecommunications Facilities</b>								
AM Broadcasting Facilities	10-40.60.310	UP	UP	UP	UP	UP	UP	UP
Antenna-supporting Structure	10-40.60.310	UP	UP	UP	UP	UP	UP	UP
Attached Telecommunication Facilities	10-40.60.310	P	P	P	P	P	P	P
Colocation Facility	10-40.60.310	P	P	P	UP	P	P	P
FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.310	UP	UP	UP	UP	UP	UP	UP
Stealth Telecommunication Facilities	10-40.60.310	P	P	P	P	P	P	P
<b>Transportation and Infrastructure</b>								
Accessory Wind Energy Systems	10-40.60.040	P	P	P	--	P	P	P
<b>Urban Agriculture</b>								
Community Garden	10-40.60.140	P	P	P	P	P	P	P
Nurseries		UP	--	--	--	--	--	--
<b>End Notes</b>								
1. A definition of each listed use type is in Chapter 10-80, Definitions.								
2. A conditional use permit is required if liquor is sold or if facilities exceed 250 seats.								
3. Charter schools proposed in existing single-family residences shall be located on residential lots one acre or greater. Charter schools shall be subject to the review processes established in A.R.S. §15-189.01., as amended.								

4.	Existing single-family uses and lots recorded in MR and HR, prior to the effective date of this Zoning Code, are considered legal, conforming uses.
5.	A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.
6.	Use is allowed only on a lot or parcel with a net lot area of five acres, or greater.
<b>Key</b>	
P	= Permitted Use
UP	= Conditional Use – Requires the Approval of a Conditional Use Permit
PRD	= Allowed Use only when part of a Planned Residential Development (see Section 10-40.60.280)
UP/PRD	= Conditional Use – Requires the Approval of a Conditional Use Permit, and the use shall be part of a Planned Residential Development (see Section 10-40.60.280)
--	= Use Not Allowed

Section 2. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.30 Non-Transect Zones, Section 10-40.30.030 Residential Zones, Subsection C. Residential Zones – Building Form Standards and Property Development Standards, as follows:

#### **10-40.30.030 Residential Zones**

- C. Residential Zones – Building Form Standards and Property Development Standards. The building form and property development standards shown in Table 10-40.30.030.C. shall apply to all property within the corresponding residential zone.

<b>Table 10-40.30.030.C. Residential Zones – Building Form and Property Development Standards.</b>							
	<b>Residential Zones</b>						
	<b>RR</b>	<b>ER</b>	<b>R1</b>	<b>R1N</b>	<b>MR</b>	<b>HR</b>	<b>MH</b>
<b>Residential development subdivided by a plat that was recorded before December 5, 2011</b>							
Lot sizes	(1) Lot sizes and setbacks shall be provided in accordance with the requirements delineated on the final plat approved by the City Council and recorded. When a recorded plat does not have setbacks delineated, the Building Placement Requirements of this table shall govern. (2) Any lot(s) created or reconfigured in accordance with the subdivision code shall conform with the current requirements of						
Setbacks							

	the property’s zone, unless alternate lot sizes and setbacks are approved by the City Council on a final plat that is recorded.							
Building Placement Requirements								
Setbacks								
Front (min.)								
2nd Floor and Below	75'	50'	15'	15'	10'	10'	15'	
Above 2nd Floor	75'	50'	15'	15'	15'	15'	15'	
For Parking	--	--	25' <sup>11</sup>	--	--	--	--	
Side (min.)								
Side Yard	10'	20'min./ 45'total	8'	6'	5'	5'	8'	
Street Side Yard	25'	20'	15'	6'	5'	5'	12'	
Rear (min.)	10'	60'	25' <sup>12</sup>	15'	15' <sup>13</sup>	15' <sup>13</sup>	10'	
Building Form Requirements								
Building Height (max.) <sup>12,13, and 14</sup>	35'	35'	35'	35'	35'	60' <sup>14</sup>	30'	
Coverage (max.)	20%	17%	35%	35%	40%	50%	43%	
Density Requirements (See Division 10-30.20, Affordable Housing Incentives)								
Gross Density (units/acre)								
Min.	--	--	2	2	6	10	--	
<del>Max. Outside the RPO</del>	<del>1</del>	<del>1</del>	<del>6</del>	<del>14</del>	<del>14</del>	<del>29<sup>5</sup></del>	<del>11</del>	
Maximum without the Resource Protection Overlay (RPO)	1	1	6	14	14	29 <sup>5</sup>	11	
Maximum with the RPO, inside of a pedestrian shed of an activity center <sup>(18)</sup>	1	1	6	14	14	29 <sup>5</sup>	11	
<del>Max. Within the RPO</del> Maximum with the RPO, outside of a pedestrian shed of an activity center <sup>(18)</sup>	1	1	5	--	9	22	4	
Multiple-Family Developments with four dwelling units or more, Bedrooms per Acre								
Maximum without the RPO	---End note 15---		15	--	35	72.5	--	
Maximum without the RPO with a Conditional Use Permit for a High Occupancy Housing Development inside of a	---End note 16---		21	--	49 <sup>17</sup>	101.5 <sup>17</sup>	--	



pedestrian shed of an activity center <sup>(18)</sup>								
	Maximum with the RPO	---End note 15---	12.5	--	22.5	55	--	
	Maximum with the RPO and a Conditional Use Permit for a High Occupancy Housing Development inside of a pedestrian shed of an activity center <sup>(18)</sup>	---End note 16---	17.5	--	31.5 <sup>17</sup>	77 <sup>17</sup>	--	
Lot Requirements								
Area								
	Gross (min.)	1 ac <sup>6</sup>	1 ac	6,000 sf	6,000 sf	6,000 sf	6,000 sf	5 ac
	Per Unit (min.)	1 ac <sup>6</sup>	1 ac	6,000 sf	3,000 sf	End note 5	End note 5	4,000 sf
Width								
	Interior Lots (min.)	100 <sup>17</sup>	149 <sup>18</sup>	60 <sup>18,9</sup>	50'	50 <sup>18,9</sup>	50 <sup>18,10</sup>	--
	Corner Lots (min.)	100 <sup>17</sup>	149 <sup>18</sup>	60 <sup>18,9</sup>	50'	50 <sup>18,9</sup>	50 <sup>18,10</sup>	--
	Depth (min.)	200 <sup>17</sup>	--	100 <sup>18</sup>	100'	100 <sup>18</sup>	75 <sup>18,10</sup>	--
Other Requirements								
Open Space (% of Development Site Area) <sup>11</sup>	--	--	--	--	See Table 10-40.30.030.A			
Fences and Screening	See Division 10-50.50							
Landscaping	See Division 10-50.60							
Lighting	See Division 10-50.70							
Parking	See Division 10-50.80							
Signs	See Division 10-50.100							
End Notes								
1.	15' for side entrance garages, where the garage is designed as an integral element of the primary dwelling (i.e., doors and windows are consistent with the overall architectural character).							
2.	One or two story residential buildings and decks attached to those buildings may be built to 15' from the rear property line; provided, that any portion of the structure located closer than 25' to the rear property line does not exceed 50% of the lot width.							
3.	May be reduced for zones not subject to the Resource Protection Overlay when a minimum of 350 sf of open yard area per unit is provided, see Section 10-40.30.030(H).							
4.	Building height can be exceeded with approval of a Conditional Use Permit.							
5.	The maximum number of units for each lot is based on the following:							

		Area of Lot	Required Lot Area Per Dwelling Units
		5,000 to 14,000 square feet	2,500 square feet
		14,001 to 24,000 square feet	2,000 square feet
		24,001 square feet and over	1,500 square feet
6.	Five-acre minimum where public water supply and public streets are not available to serve the property.		
7.	Where public water supply and public streets are not available to serve the property a minimum lot width of 200' and lot depth of 250' are required.		
8.	Within a Planned Residential <del>Development</del> <b>Development</b> , the minimum width and depth of a lot may vary based on the minimum lot standards applicable to the building types selected for application within a Planned Residential Development (See Section 10-40.60.280, Planned Residential Development).		
9.	Lot width measured at the setback line.		
10.	On lots greater than 9,000 sf: 70' minimum width on interior lots, 75' minimum width on corner lots and 100' minimum depth on all lots.		
11.	<del>Any required common</del> <b>Common</b> open space as required in Division 10-50.110, Specific to Building Types, and areas set aside for resource preservation such as floodplains, slopes and forests (Division 10-50.90, Resource Protection Standards) may be used to satisfy this standard. In this context, "open space" includes active and passive recreation uses, landscape areas, and community gardens.		
12.	Primary structures, excluding accessory structures, with a roof pitch greater than, or equal to, 6:12 shall be allowed an additional five feet above the maximum building height.		
13.	The elevator and stairwell bulkheads shall be architecturally integrated with the building. Elevator and stairwells bulkheads are allowed an additional 15 feet above the maximum building height. The Director may approve a height greater than 15 feet when the additional height is necessary to accommodate an elevator or stairwell bulkhead, related equipment, or the requirements of the Building or Fire Code.		
14.	Steeple, solar collectors, towers and other unoccupied architectural features are allowed an additional height above the maximum building height equal to 20 percent multiplied by the maximum building height allowed for property's zone. The total area of the referenced allowances above the building height shall not exceed 20 percent of the total roof area.		
15.	<b>Multiple-Family Developments are allowed 3 bedrooms for the first acre of a Development Site and 2.5 bedrooms per acre for each additional acre of a Development Site.</b>		
16.	<b>Multiple-Family Developments are allowed 4 bedrooms for the first acre of a Development Site and 3.5 bedrooms per acre for each additional acre of a Development Site.</b>		
17.	<b>Additional bedrooms per acre may be approved on a lot or parcel inside of a pedestrian shed of a Regional Activity Center delineated on the General Plan or applicable Specific Plan with an HOHD Conditional Use Permit.</b>		
18.	<b>Activity centers are delineated on the General Plan or applicable Specific Plan.</b>		

Key
- - Not Applicable

Section 3. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.30 Non-Transect Zones, Section 10-40.30.040 Commercial Zones, Subsection B. Commercial Zones – Allowed Uses., as follows:

### 10-40.30.040 Commercial Zones

B. **Commercial Zones – Allowed Uses.** The allowed land uses of each of the Commercial zones are shown in Table 10-40.30.040.B.

Table 10-40.30.040.B. Commercial Zones – Allowed Uses						
Primary Land Use <sup>1</sup>	Specific Use Regulations	Commercial Zones				
		SC	CC	HC	CS	CB
Industrial, Manufacturing, Processing and Wholesaling						
Carpenter or Cabinet Shops		--	--	--	P	-
Flammable Liquid, Gas, and Bulk Fuel – Storage and Sale		--	--	UP	--	
Machine or Metal Working Shops		--	--	--	P	--
Manufacturing and Processing – Incidental		--	P	P	P	P
Micro-brewery or Micro-distillery	10-40.60.240	--	P	P	P	P
Mini-storage Warehousing	10-40.60.250	--	--	UP <sup>2</sup>	P	--
Research and Development Uses	10-40.60.300	--	--	UP	--	--
Transportation or Trucking Yards		--	--	--	P	--
Vehicle Towing/Impound Yard		--	--	p <sup>4</sup>	--	--
Warehousing	10-40.60.330	--	p <sup>3</sup>	p <sup>3</sup>	--	p <sup>3</sup>

Wholesaling and Distribution		--	--	--	P	p <sup>3</sup>
<b>Recreation, Education and Assembly</b>						
Automobile, Go-kart, Miniature Automobile Racing	10-40.60.080	--	UP	UP	--	--
Commercial Campgrounds	10-40.60.130	--	--	P	--	--
Commercial Recreation Facilities, Indoor		P	P	P	--	P
Commercial Recreation Facilities, Outdoor	10-40.60.270	--	UP	UP	--	--
Libraries, Museums		P	P	P	P	P
Meeting Facilities, Public or Private	10-40.60.230					
Regional		--	P/UP <sup>5</sup>	P/UP <sup>5</sup>	P/UP <sup>5</sup>	P/UP <sup>5</sup>
Neighborhood		P <sup>5</sup>	P/UP <sup>5</sup>	--	--	--
Outdoor Public Uses, General		P	P	P	--	--
Places of Worship		P/UP <sup>10</sup>	P/UP <sup>10</sup>	P/UP <sup>10</sup>	P/UP <sup>10</sup>	P/UP <sup>10</sup>
Schools – Public and Charter		P	P	P	P	P
Schools – Private		P	P	P	P	P
Theaters		P	P	P	--	P
Trade Schools		--	UP	UP	UP	UP
<b>Residential<sup>7</sup></b>						
Co-housing	10-40.60.120	p <sup>6</sup>	p <sup>6</sup>	p <sup>6</sup>	p <sup>6</sup>	p <sup>6</sup>
Congregate Care Facilities		UP	P	P	P	UP
Day Care, Centers	10-40.60.150.B	P	P	P	UP	UP
Day Care, Home	10-40.60.150.A	P	P	P	P	P
Development, Duplex		p <sup>6</sup>	p <sup>6,9</sup>	p <sup>6</sup>	p <sup>6</sup>	p <sup>6</sup>
Development, Multiple-Family		p <sup>6</sup>	p <sup>6</sup>	p <sup>6</sup>	p <sup>6</sup>	p <sup>6</sup>
Development, Single-Family		--	p <sup>9</sup>	--	--	--

Dormitories		UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>
Fraternities and Sororities		UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>
Group Homes		P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>
High Occupancy Housing Development, Single-Family	10-40.60.175	--	UP	--	--	--
High Occupancy Housing Development, Two-units	10-40.60.175	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>
High Occupancy Housing Development, Three-units	10-40.60.175	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>	UP <sup>6</sup>
Home Occupation	10-40.60.180	P	P	P	P	P
Institutional Residential						
Custodial Care Facilities		P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>
Homeless Shelters	10-40.60.190					
Emergency Shelters		P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>
Short Term Housing		P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>
Transitional Housing		P	P	P	P	P
Nursing Homes		UP	UP	UP	UP	UP
Sheltered Care Homes		P	P	P	P	P
Live/Work	10-40.60.200	P	P	P	P	P
Planned Residential Development	10-40.60.280	P/UP	P/UP <sup>9</sup>	UP	UP	UP
Residence for Owner, Caretaker or Manager		P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>
<del>Rooming and Boarding Facilities</del>		<del>UP<sup>6</sup></del>	<del>UP<sup>6</sup></del>	<del>UP<sup>6</sup></del>	<del>UP<sup>6</sup></del>	<del>UP<sup>6</sup></del>

Single Room Occupancy		UP	--	P	--	P
<b>Retail Trade</b>						
Bars/Taverns		P	P	P	P	P
Crematorium		P	P	P	P	--
Drive-through Retail	10-40.60.160	P	P	P	--	--
Drive-through Service		P	P	P	--	--
Farmers Markets and Flea Markets		--	P	P	P	P
General Retail Business		P	P	P	P	P
Mixed Use	10-40.60.260	P	P	P	P	P
Mixed-Use High Occupancy Housing Development	10-40.60.175 and 10-40.60.260	UP	UP	UP	UP	UP
Restaurant or Cafe		P	P	P	P	P
<b>Services</b>						
Bed and Breakfast Establishments	10-40.60.110	P	P	P	P	P
Cemeteries		UP	UP	UP	UP	--
Dry-cleaning, Processing		P	P	P	--	--
Equipment Rental Yard		--	UP	P	P	--
Funeral Homes, Chapels and Mortuaries		--	P	P	--	UP
General Services		P	P	P	P	P
Hospital		UP	UP	UP	UP	UP
Kennel, Animal Boarding	10-40.50.195			UP <sup>11</sup>		
Medical Marijuana Dispensary	10-40.60.220	--	--	P	--	--
Office		P	P	P	P	P
Public Services						
Public Services Major		--	--	--	--	--

	Public Services Minor		P	P	P	P	P
	Emergency Services		UP	UP	UP	UP	UP
Travel Accommodations			UP	--	P	--	P
Veterinary Clinics			P	P	P	P	--
Veterinary Hospitals			--	--	UP	UP	--
<b>Telecommunication Facilities</b>							
AM Broadcasting Facilities		10-40.60.320	UP	UP	UP	UP	UP
Antenna-Supporting Structure		10-40.60.320	UP	UP	UP	UP	UP
Attached Telecommunication Facilities		10-40.60.320	P	P	P	P	P
Collocation Facility		10-40.60.320	P	P	P	P	P
FM/DTV/Low Wattage AM Broadcasting Facilities		10-40.60.320	P	P	P	P	P
Stealth Telecommunication Facilities		10-40.60.320	P	P	P	P	P
<b>Transportation and Infrastructure</b>							
Accessory Wind Energy Systems		10-40.60.040	P	P	P	P	P
Garages, Off-Street			P	P	P	P	P
Parking Lots, Off-Street		10-50.80	P	P	P	P	P
Passenger Transportation Facilities			--	--	UP	UP	UP
<b>Urban Agriculture</b>							
Community Gardens		10-40.60.140	P	P	P	P	P
Food Production			--	--	UP <sup>2</sup>	UP <sup>2</sup>	--
<b>Vehicle Sales and Services</b>							
Automobile Service Station and Convenience Store		10-40.60.090	P	P	P	P	--

Automobile and Trailer Rental		--	--	P	P	--
Automobile/Vehicle Sales and Service, New and Used		--	UP	P	P	UP
Automobile/Vehicle Repair Garages – Minor	10-40.60.100	--	UP	P	P	--
Automobile/Vehicle Repair Garages – Major	10-40.60.100	--	--	P	P	--
Car Washes		P	P	P	--	--
Mobile Homes and Recreational Vehicles, Sales, and Service		--	--	P	--	--
<b>End Notes</b>						
1. A definition of each listed use type is in Chapter 10-80, Definitions.						
2. Only allowed on lots that do not have highway frontage or behind existing/new commercial uses.						
3. Only permitted when incidental to permitted use.						
4. This use shall be screened. See Division 10-50.50, Fences and Screening, for fencing and screening requirements.						
5. A conditional use permit is required if liquor is sold or if facilities exceed 250 seats.						
6. Residential uses with more than two units are allowed as part of a mixed-use development located above or behind the commercial uses, or as a planned residential development ( <del>Section 10-40.60.280</del> ).						
7. Residential uses in the CC, HC, CS and CB zones, and residential uses and properties listed on the National Historic Registry or within the Landmarks overlay zone existing prior to the effective date of this Zoning Code are considered legal, nonconforming uses. Residential uses in the CC, HC, CS and CB zones shall be subject to the development standards established in the HR zone.						
8. Conditional use permit is required if proximity between shelter facilities is less than one-quarter mile.						
9. Single-family and duplex land uses are permitted by right on lots ≤9,000 sf and existing prior to November 1, 2011, subject to the building placement and building form requirements of the MR zone.						
10. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.						
11. Outdoor kenneling of animals is prohibited.						
<b>Key</b>						
P = Permitted Use UP = Conditional Use Permit Required -- = Use Not Allowed						



Section 4. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.30 Non-Transect Zones, Section 10-40.30.040 Commercial Zones, Subsection C. Commercial Zones – Building Form Standards., as follows:

#### Section 10-40.30.040 Commercial Zones

- C. Commercial Zones – Building Form and Property Development Standards. The building form and property development standards shown in Table 10-40.30.040.C. shall apply to all property with the corresponding commercial zones.

Table 10-40.30.040.C. Commercial Zones – Building Form and Property Development Standards					
	Commercial Zones				
	SC	CC	HC	CS	CB
Building Placement Requirements					
Setback from property line					
Front (Also see Section 10-50.60.040.B)	15' <sup>1</sup>	0'	0' <sup>2</sup>	0'	0'
Side	----- 15' min. <sup>6</sup> -----				
Adjacent to Residential Use	----- 15' min. <sup>6</sup> -----				
Street Side (min.)	10' <sup>3</sup>	10' <sup>3</sup>	10' <sup>3</sup>	10' <sup>3</sup>	0'
All Other sides	----- 0' -----				
Rear	----- 15' min. -----				
Adjacent to Residential	----- 15' min. -----				
All Other rears	----- 0' -----				
Building Form Requirements					
Building Height (max.) <sup>8, 9, 10</sup>	35'	60' <sup>14, 7</sup>	60' <sup>14</sup>	60' <sup>14</sup>	60' <sup>14</sup>
Gross FAR (max.)	0.8	2.5	3.0	2.0	No max.
Density Requirements					
Gross Density (units/acre) <del>(max.) (Not Applicable to Mixed Use)</del>					
<del>Areas of the City without the Resource Protection Overlay (RPO) Maximum without the Resource Protection Overlay (RPO)</del>	<del>13</del> 13 <sup>11</sup>	----- <del>29</del> 29 <sup>11</sup> -----			
<del>Areas of the City inside of a pedestrian shed of an activity center delineated on the General Plan, with or without the RPO Maximum with the RPO, inside of a pedestrian shed of an activity center<sup>(13)</sup></del>	<del>13</del> 13 <sup>11</sup>	----- <del>29</del> 29 <sup>11</sup> -----			
<del>Areas of the City with RPO, excluding areas of the City inside of a pedestrian shed of an activity center delineated on the General Plan</del>	<del>13</del> 13 <sup>11</sup>	----- <del>22</del> 22 <sup>11</sup> -----			

	Maximum with the RPO, outside of a pedestrian shed of an activity center <sup>(13))</sup>				
Maximum Bedroom Requirements					
Bedrooms per Acre on a Development Site with Four Dwelling Units or More					
	Maximum without the RPO for a development	35 <sup>12</sup>	----- 72.5 <sup>12</sup> -----		
	Maximum with the RPO inside of a pedestrian shed of an activity center <sup>(13)</sup>	35 <sup>12</sup>	----- 72.5 <sup>12</sup> -----		
	Maximum with the RPO inside of a pedestrian shed of an activity center <sup>(13)</sup>	35 <sup>12</sup>	----- 55 <sup>12</sup> -----		
Lot Requirements					
Area (Gross sf) (min.) <sup>5</sup>	6,000	9,000	9,000	9,000	7,000
Width (min.) <sup>5</sup>	50'	60'	60'	60'	50'
Depth (min.) <sup>5</sup>	100'	100'	100'	100'	--
Open Space					
Developments with Two or More Dwelling Units	----- 15 percent of the net lot area -----				
Other Requirements					
Fences and Screening	See Division 10-50.50				
Landscaping	See Division 10-50.60				
Outdoor Lighting	See Division 10-50.70				
Parking	See Division 10-50.80				
Signs	See Division 10-50.100				
End Notes					
1.	Front setbacks shall be equal to 15' or match adjacent residential development, whichever is less.				
2.	No front setback required, except when required by the adoption of building setback lines along specified streets.				
3.	Setback may be reduced to 5' min., if the landscape street buffer is reduced in accordance with Section 10-50.60.040(B), Nonresidential Zone Buffers.				
4.	Conditional use permit required for structures over 60' in height.				
5.	Within a planned residential development, the minimum area, width, and depth of a lot may vary based on the minimum lot standards applicable to the building types selected for application within a planned residential development (see Section 10-40.60.280, Planned Residential Development).				
6.	Except that the setback from a proposed residential use in a commercial zone to other residential uses shall be 5' min.				
7.	Single-family dwellings and duplexes in the CC zone shall be limited to a maximum height of 35 feet consistent with the height standard for the MR zone.				
8.	Primary structures, excluding accessory structures, with a roof pitch greater than, or equal to, 6:12 shall be allowed an additional five feet above the maximum building height.				
9.	The elevator and stairwell bulkheads shall be architecturally integrated with the building. Elevator and stairwells bulkheads are allowed an additional 15 feet above the maximum building height. The Director may approve a height greater than 15 feet when the additional				

height is necessary to accommodate an elevator or stairwell bulkhead, related equipment, or the requirements of the Building or Fire Code.
10. Steeples, solar collectors, towers and other unoccupied architectural features are allowed an additional height above the maximum building height equal to 20 percent multiplied by the maximum building height allowed for property's zone. The total area of the referenced allowances above the building height shall not exceed 20 percent of the total roof area.
<b>11. Additional density may be approved with an HOHD or MHOHD Conditional Use Permit.</b>
<b>12. Additional bedrooms per acre may be approved with an HOHD or MHOHD Conditional Use Permit.</b>
<b>13. Activity centers are delineated on the General Plan or applicable Specific Plan.</b>

Section 5. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.050 T3 Neighborhood I (T3N.1) Standards, H. Allowed Uses, as follows:

#### 10-40.40.050 T3 Neighborhood I (T3N.1) Standards

H. Allowed Uses					
Land Use <sup>1</sup>	Specific Use Regulations	T3N.1	Land Use <sup>1</sup>	Specific Use Regulations	T3N.1
Residential			Places of Worship		P/UP <sup>6</sup>
Accessory Buildings and Structures	10-40.60.020	P	Schools – Private		P
Accessory Dwelling Unit	10-40.60.040	P	Schools – Public and Charter		P <sup>5</sup>
Co-Housing	10-40.60.120	P	Retail Trade		
Congregate Care Facilities		UP	Neighborhood Market ≤ 1,500 sf		UP
Dormitories and Fraternities/Sororities		UP	Services		
Dwelling: Multiple-Family		P <sup>2</sup>	Bed and Breakfast	10-40.60.110	P
Dwelling: Single-Family		P	Cemeteries		UP
Duplex		P <sup>2</sup>	Daycare	10-40.60.150	
Group Home		P	Home		P
Home Occupation	10-40.60.180	P	Centers		UP
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	Public Services		

H. Allowed Uses					
Land Use <sup>1</sup>	Specific Use Regulations	T3N.1	Land Use <sup>1</sup>	Specific Use Regulations	T3N.1
Institutional Residential	10-40.60.190	UP	Public Services Minor		P
<b>Rooming and Boarding Facilities</b>		<b>UP</b>	Emergency Services		UP
Recreation, Education and Public Assembly			Telecommunication Facilities		
Dance or Music Studio ≤ 650 sf		P <sup>3</sup>	Stealth Telecommunication Facilities	10-40.60.310	P
Libraries, Museums			Transportation and Infrastructure		
≤ 2,500 sf		P	Accessory Wind Energy Systems	10-40.60.040	P
> 2,500 sf		UP	Urban Agriculture		
Meeting Facilities, Public and Private	10-40.60.230	P/UP <sup>4</sup>	Community Gardens	10-40.60.140	P
Outdoor Public Use, General		P			
<b>End Notes</b>					
1. See Chapter 10-80, Definitions, for use type definitions. 2. Permitted only if the use exists at the effective date of this code. 3. Not allowed on the ground floor unless behind an allowed ground-floor use. 4. UP required if liquor is sold or if facilities exceed 250 seats. 5. Charter schools proposed in existing single-family residences shall be located on residential lots 1 acre or greater. 6. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.					
<b>Key</b>					
P	Permitted Use				
UP	Permitted Use				

Section 6. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.060 T3 Neighborhood 2 (T3N.2) Standards, H. Allowed Uses, as follows:

**10-40.40.060 T3 Neighborhood 2 (T3N.2) Standards**

H. Allowed Uses					
Land Use <sup>1</sup>	Specific Use Regulations	T3N.2	Land Use <sup>1</sup>	Specific Use Regulations	T3N.2
Residential			Services		
Accessory Buildings and Structures	10-40.60.020	P	Bed and Breakfast	10-40.60.110	P
Accessory Dwelling Unit	10-40.60.030	P	Cemeteries		UP
Co-Housing	10-40.60.120	P	Crematoriums		UP
Congregate Care Facilities		UP	Daycare	10-40.60.150	
Dormitories and Fraternities/Sororities		UP	Home		P
Dwelling: Multiple-Family		P	Centers		UP
Dwelling: Single-Family		P	Public Services		
Duplex		P	Public Services Minor		P
Group Home		P	Emergency Services		UP
Home Occupation	10-40.60.180	P	Telecommunication Facilities		
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	Stealth Telecommunication Facilities	10-40.60.310	P
High Occupancy Housing Development, Two-units	10-40.60.175	UP			
High Occupancy Housing Development, Three-units	10-40.60.175	UP			
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP			
Institutional Residential	10-40.60.190	UP			
Live/Work		P	Transportation and Infrastructure		
<del>Rooming and Boarding Facilities</del>		<del>UP</del>	Accessory Wind Energy Systems	10-40.60.040	P

H. Allowed Uses					
Land Use <sup>1</sup>		Specific Use Regulations	T3N.2		
Recreation, Education and Public Assembly Uses					
Dance or Music Studio ≤ 650 sf			P <sup>2</sup>		
Libraries, Museums					
≤ 2,500 sf			P		
> 2,500 sf			UP		
Meeting Facilities, Public and Private	10-40.60.230		P/UP <sup>3</sup>		
Outdoor Public Use, General			P		
Places of Worship			P/UP <sup>5</sup>		
Schools – Private			P		
Schools – Public and Charter			P <sup>4</sup>		
Retail Trade					
Neighborhood Market ≤ 1,500 sf			P		
Key					
P	Permitted Use				
UP	Permitted Use				

Land Use <sup>1</sup>		Specific Use Regulations	T3N.2
Urban Agriculture			
Community Gardens		10-40.60.140	P
End Notes			
1. See Chapter 10-80, Definitions, for use type definitions.			
2. Not allowed on the ground floor unless behind an allowed ground-floor use.			
3. UP required if liquor is sold or if facilities exceed 250 seats.			
4. Charter schools proposed in existing single-family residences shall be located on residential lots 1 acre or greater.			
5. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.			

Section 7. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.070 T4 Neighborhood 1 (T4N.1) Standards, I. Allowed Uses, as follows:

**10-40.40.070 T4 Neighborhood 1 (T4N.1) Standards**

I. Allowed Uses							
Residential				Services			
Land Use <sup>1</sup>	Specific Use Regulations	T4N.1	T4N.1-O	Land Use <sup>1</sup>	Specific Use Regulations	T4N.1	T4N.1-O
Accessory Buildings and Structures	10-40.60.020	P <sup>2</sup>	P <sup>2</sup>	ATM		-	P
Accessory Dwelling Unit	10-40.60.030	P	P	Bed and Breakfast	10-40.60.110	P	p
Co-Housing	10-40.60.120	P	P	Cemeteries		UP	UP
Congregate Care Facilities		P	P	Crematorium		-	UP
Dormitories, Fraternities/Sororities and SRO (≤15 rooms)		UP	UP	Daycare	10-40.60.150		
Dwelling: Multiple-Family		P	P	Home		P	P
Dwelling: Single-Family		P	P	Centers		UP	UP
Duplex		P	P	Funeral Homes, Chapels, Mortuaries		-	P
Group Home		P	P	General Services		-	P
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	UP	Lodging			
High Occupancy Housing Development, Two-units	10-40.60.175	UP	UP	≤ 15 rooms		-	P
High Occupancy Housing Development, Three-units	10-40.60.175	UP	UP	Offices		-	P
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP	UP	Public Services			
				Public Services Minor		P	P
				Emergency Services		UP	UP

I. Allowed Uses										
Land Use <sup>1</sup>		Specific Use Regulations	T4N.1	T4N.1-O	Land Use <sup>1</sup>		Specific Use Regulations	T4N.1	T4N.1-O	
Home Occupation		10-40.60.180	P	P						
Institutional Residential		10-40.60.190	UP	UP	Veterinary Clinic			-	P	
Live/Work			-	P						
Rooming and Boarding Facilities		-	UP	UP						
Recreation, Education and Public Assembly				Telecommunication Facilities						
Libraries, Museums					Stealth Telecommunication Facilities		10-40.60.310	P	P	
≤ 2,500 sf			P	P	Transportation and Infrastructure					
> 2,500 sf			UP	UP	Accessory Wind Energy Systems		10-40.60.040	P	P	
Meeting Facilities, Public and Private		10-40.60.230	p <sup>3</sup>	p <sup>3</sup>	Urban Agriculture					
Places of Worship			P/UP <sup>4</sup>	P/UP <sup>4</sup>	Community Gardens		10-40.60.140	P	P	
Schools – Private			P	P	End Notes					
Schools – Public and Charter			P	P	<div>1. See Chapter 10-80, Definitions, for use type definitions.</div> <div>2. Not allowed on the ground floor unless behind an allowed ground-floor use.</div> <div>3. UP required if liquor is sold or if facilities exceed 250 seats.</div> <div>4. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.</div>					
Retail Trade										
Bars/Taverns			-	P						
General Retail Businesses, except with any of the following features			-	P						
Drive-Through			-	-	Key					
Floor Area ≥ 3,500 sf			-	UP	P Permitted Use					
Markets					UP Conditional Use Permit Required					
Neighborhood Market ≤ 2,500 sf			-	P	- Use Not Allowed					



I. Allowed Uses							
Land Use <sup>1</sup>	Specific Use Regulations	T4N.1	T4N.1-O	Land Use <sup>1</sup>	Specific Use Regulations	T4N.1	T4N.1-O
Micro-brewery/Micro-distillery	10-40.60.240	-	P				
Restaurant, or Cafes		-	P				

Section 8. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.070 T4 Neighborhood 2 (T4N.2) Standards, I. Allowed Uses, as follows:

**10-40.40.080 T4 Neighborhood 2 (T4N.2) Standards**

I. Allowed Uses							
Land Use <sup>1</sup>	Specific Use Regulations	T4N.2	T4N.2-O	Land Use <sup>1</sup>	Specific Use Regulations	T4N.2	T4N.2-O
Residential				Services			
Accessory Buildings and Structures	10-40.60.020	P <sup>2</sup>	P <sup>2</sup>	ATM		-	P
Accessory Dwelling Unit	10-40.60.030	P	P	Bed and Breakfast	10-40.60.110	P	p
Co-Housing	10-40.60.120	P	P	Cemeteries		UP	UP
Congregate Care Facilities		P	P	Crematorium		-	UP
Dormitories, Fraternities/Sororities and SRO (≤15 rooms)		UP	UP	Daycare	10-40.60.150		
Dwelling: Multiple-Family		P	P	Home		P	P
Dwelling: Single-Family		P	P	Centers		UP	UP
Duplex		P	P	Funeral Homes, Chapels, Mortuaries		-	P
Group Home		P	P	General Services		-	P
				Lodging		UP	UP

I. Allowed Uses									
Land Use <sup>1</sup>		Specific Use Regulations	T4N.2	T4N.2-O	Land Use <sup>1</sup>		Specific Use Regulations	T4N.2	T4N.2-O
High Occupancy Housing Development, Single-Family		10-40.60.175	UP	UP	Offices			-	P
High Occupancy Housing Development, Two-units		10-40.60.175	UP	UP	Public Services				
High Occupancy Housing Development, Three-units		10-40.60.175	UP	UP	Public Services Minor			P	P
High Occupancy Housing Development, Four-units and Greater		10-40.60.175	UP	UP	Emergency Services			UP	UP
Home Occupation		10-40.60.180	P	P	Veterinary Clinic			-	P
Institutional Residential		10-40.60.190	UP	UP					
Live/Work			-	P					
Rooming and Boarding Facilities		-	UP	UP					
Recreation, Education and Public Assembly					Telecommunication Facilities				
Libraries, Museums					Stealth Telecommunication Facilities		10-40.60.310	P	P
≤ 2,500 sf			P	P	Transportation and Infrastructure				
> 2,500 sf			UP	UP	Accessory Wind Energy Systems		10-40.60.040	P	P
Meeting Facilities, Public and Private		10-40.60.230	p <sup>3</sup>	p <sup>3</sup>	Urban Agriculture				
Places of Worship			P/UP <sup>4</sup>	P/UP <sup>4</sup>	Community Gardens		10-40.60.140	P	P
Schools – Private			P	P	End Notes				
Schools – Public and Charter			P	P	1. See Chapter 10-80, Definitions, for use type definitions.				
Retail Trade					2. Not allowed on the ground floor unless behind an allowed ground-floor use.				
Bars/Taverns			-	P					

I. Allowed Uses							
Land Use <sup>1</sup>	Specific Use Regulations	T4N.2	T4N.2-O	Land Use <sup>1</sup>	Specific Use Regulations	T4N.2	T4N.2-O
General Retail Businesses, except with any of the following features		-	P	3. UP required if liquor is sold or if facilities exceed 250 seats. 4. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.			
Drive-Through		-	-				
Floor Area ≥ 3,500 sf		-	UP				
Markets							
Neighborhood Market ≤ 2,500 sf		-	P				
Micro-brewery/Micro-distillery	10-40.60.240	-	P	<b>Key</b> P Permitted Use UP Conditional Use Permit Required - Use Not Allowed			
Restaurant, or Cafes		-	P				

Section 9. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.090 T5 Main Street (T5) Standards, I. Allowed Uses, as follows:

#### 10-40.40.090 T5 Main Street (T5) Standards

I. Allowed Uses							
Land Use <sup>1</sup>	Specific Use Regulations	T5	T5-O	Land Use <sup>1</sup>	Specific Use Regulations	T5	T5-O
Industrial, Manufacturing				Retail Trade			
Manufacturing and Processing, Incidental		P	P	Bars/Taverns		P	P
Residential				General Retail Businesses, except with any of the following features		P	P
Accessory Buildings and Structures	10-40.60.020	P <sup>2</sup>	P	Drive-Through		-	-
Accessory Dwelling Unit	10-40.60.030	P <sup>2</sup>	P	Floor Area ≥ 5,000 sf		UP	UP
				Mixed Use		P	P

I. Allowed Uses							
Land Use <sup>1</sup>	Specific Use Regulations	T5	T5-O	Land Use <sup>1</sup>	Specific Use Regulations	T5	T5-O
Co-Housing	10-40.60.120	P <sup>2</sup>	P	<b>Mixed-Use High Occupancy Housing Development</b>	<b>10-40.60.175</b>	<b>UP</b>	<b>UP</b>
Congregate Care Facilities		UP <sup>2</sup>	UP				
Dormitories, Fraternities/Sororities and SROs		UP <sup>2</sup>	UP	Micro-brewery/Micro-distillery	10-40.60.240	P	P
Dwelling: Multiple-Family		P <sup>2</sup>	P	Restaurants or Cafes		P	P
<b>High Occupancy Housing Development, Three-units</b>	<b>10-40.60.175</b>	<b>UP<sup>2</sup></b>	<b>UP</b>	Services			
<b>High Occupancy Housing Development, Four-units and Greater</b>	<b>10-40.60.175</b>	<b>UP<sup>2</sup></b>	<b>UP</b>				
Group Home		P <sup>2</sup>	P	ATM		-	P
Home Occupation	10-40.60.180	P	P	Bed and Breakfast	10-40.60.110	P	p
Institutional Residential				Cemeteries		UP	UP
Custodial Care Facilities		UP <sup>2, 3</sup>	UP	Crematoriums		UP	UP
Nursing Homes		UP <sup>2, 3</sup>	UP	Daycare	10-40.60.150		
Homeless Shelter	10-40.60.190	UP <sup>2, 3</sup>	UP	Home		P	P
Sheltered Care Home		UP <sup>2, 3</sup>	UP	Centers		UP	UP
Live/Work		P	P	Funeral Homes, Chapels, Mortuaries		P	P
<del>Rooming and Boarding Facilities</del>		<del>UP</del>	<del>UP</del>	General Services		P	P
Recreation, Education and Public Assembly Uses				Lodging		P	P
Commercial Recreation Facility, Indoor				Office		P <sup>2</sup>	P
≤ 5,000 sf		P	P	Public Services			
> 5,000 sf		UP	UP	Public Services Minor		P	P
				Emergency Services		UP	UP
				Veterinary Clinic		P <sup>2</sup>	P

I. Allowed Uses							
Land Use <sup>1</sup>	Specific Use Regulations	T5	T5-O	Land Use <sup>1</sup>	Specific Use Regulations	T5	T5-O
Libraries, Museums		P	P	Transportation and Infrastructure			
Meeting Facilities, Public and Private	10-40.60.230	P <sup>3</sup>	P <sup>3</sup>	Accessory Wind Energy Systems	10-40.60.040	P	P
Places of Worship		P/UP <sup>6</sup>	P/UP <sup>6</sup>	Garages, Off Street		P <sup>2</sup>	P <sup>2</sup>
Schools – Private		P	P	Parking Lots, Off Street		P <sup>2</sup>	P <sup>2</sup>
Schools – Public and Charter		P	P	Urban Agriculture			
Theaters, Walk-in		P	P	Community Gardens	10-40.60.140	P	P
Telecommunication Facilities				Vehicle Sales and Services			
AM Broadcasting Facilities	10-40.60.310	UP	UP	Automobile/Vehicle Sales, New and Used		P	P
Antenna-Supporting Structure	10-40.60.310	UP	UP	Automobile/Vehicle Repair Garage	10-40.60.100		
Attached Telecommunication Facilities	10-40.60.310	P	P	Minor		P <sup>2</sup>	P <sup>2</sup>
Collocation Facility	10-40.60.310	P	P	Major		UP <sup>2</sup>	UP <sup>2</sup>
FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.310	P	P				
Stealth Telecommunication Facilities	10-40.60.310	P	P				
End Notes							

1. See Chapter 10-80, Definitions, for use type definitions.
2. Not allowed on the ground floor unless behind an allowed ground-floor use.
3. Conditional use permit is required if proximity between shelter facilities is less than 1/4 mile.
4. UP required if liquor is sold or if facilities exceed 250 seats.
5. Residential uses, and residential properties listed on the National Historic Registry or within the Landmarks overlay zone, in T5 and T5-O zones existing prior to the effective date of this Zoning Code are considered legal, conforming uses.
6. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.

#### Key

P Permitted Use

UP Conditional Use Permit Required

- Use Not Allowed

Section 10. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.100 T6 Downtown (T6) Standards, H. Allowed Uses, as follows:

#### 10-40.40.100 T6 Downtown (T6) Standards

H. Allowed Uses					
Land Use <sup>1</sup>	Specific Use Regulations	T6	Land Use <sup>1</sup>	Specific Use Regulations	T6
Residential <sup>5</sup>			Services		
Accessory Buildings and Structures	10-40.60.020	P <sup>2</sup>	ATM		P
Accessory Dwelling Unit	10-40.60.030	P <sup>2</sup>	Bed and Breakfast	10-40.60.110	P
Co-Housing	10-40.60.120	P <sup>2</sup>	Cemeteries		UP
Congregate Care Facilities		UP <sup>2</sup>	Crematorium		UP
Dormitories, Fraternities/Sororities and SROs		UP <sup>2</sup>	Daycare	10-40.60.150	
Dwelling: Multiple-Family		P <sup>2</sup>	Home		P
			Centers		UP
<b>High Occupancy Housing Development, Three-units</b>	<b>10-40.60.175</b>	<b>UP<sup>2</sup></b>	Dry-cleaning, Pick-up Only		P

H. Allowed Uses					
Land Use <sup>1</sup>	Specific Use Regulations	T6	Land Use <sup>1</sup>	Specific Use Regulations	T6
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP <sup>2</sup>			
Group Home		P <sup>2</sup>	Funeral Homes, Mortuaries		UP
Home Occupation	10-40.60.180	P	General Services		P
Homeless Shelter	10-40.60.190	UP	Hospitals		UP
Institutional Residential			Lodging		P
Custodial Care Facilities		UP <sup>2, 3</sup>	Office		P
Nursing Homes		UP <sup>2</sup>	Public Services		
Homeless Shelter		UP <sup>2, 3</sup>	Public Services Minor		P
Sheltered Care Home		UP <sup>2, 3</sup>	Emergency Services		UP
Live/Work		P	Transportation and Infrastructure		
Mixed Use		P	Accessory Wind Energy Systems	10-40.60.040	P
Mixed-Use High Occupancy Housing Development	10-40.60.175	UP	Garages, Off Street		P <sup>2</sup>
Rooming and Boarding Facilities		UP	Parking Lots, Off Street		P <sup>2</sup>
Recreation, Education and Public Assembly Uses			Passenger Transportation Facilities		P6
Commercial Recreation Facility, Indoor			Industrial, Manufacturing, Processing and Wholesaling		
≤ 5,000 sf		P	Manufacturing/Processing – Incidental		P
> 5,000 sf		UP	Manufacturing/Processing – Incidental		P
Libraries, Museums		P	Telecommunication Facilities		
Meeting Facilities, Public and Private	10-40.60.230	P <sup>3, 4</sup>	AM Broadcasting Facilities	10-40.60.310	UP
Places of Worship		P/UP <sup>7</sup>	Antenna-Supporting Structure	10-40.60.310	UP
Schools – Private		P			

H. Allowed Uses					
Land Use <sup>1</sup>	Specific Use Regulations	T6	Land Use <sup>1</sup>	Specific Use Regulations	T6
Schools – Public and Charter		P	Attached Telecommunication Facilities	10-40.60.310	P
Theaters, Walk-in		P	Collocation Facility	10-40.60.310	P
Retail Trade			FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.310	P
Bars/Taverns		P	Stealth Telecommunication Facilities	10-40.60.310	P
General Retail Businesses, except with any of the following features		P	Vehicle Sales and Services		
Drive-Through		-	Automobile/Vehicles Sales, new and used		UP
Floor Area ≥ 5,000 sf		UP	Urban Agriculture		
Micro-brewery/Micro-distillery	10-40.60.240	P	Community Gardens	10-40.60.140	P
Restaurants or Cafes		P			
End Notes					
<ol style="list-style-type: none"> <li>See Chapter 10-80, Definitions, for use type definitions.</li> <li>Not allowed on the ground floor unless behind an allowed ground-floor use.</li> <li>Conditional use permit is required if proximity between shelter facilities is less than 1/4 mile.</li> <li>UP required if liquor is sold or if facilities exceed 250 seats.</li> <li>Residential uses, and residential properties listed on the National Historic Registry or within the Landmarks overlay zone, in the T6 zone existing prior to the effective date of this Zoning Code are considered legal, conforming uses.</li> <li>Passenger facilities shall be on the ground floor with access to a public street or a public space.</li> <li>A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.</li> </ol>					
Key					
P	Permitted Use				
UP	Conditional Use Permit Required				
–	Use Not Allowed				



Section 11. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.60: Specific to Uses, to add Section 10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments, to list of sections of the Division, in numerical order, as follows:

**Division 10-40.60: Specific to Uses**

**10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments**

Section 12. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.60: Specific to Uses, to add Section 10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments, in numerical order, as follows:

**Division 10-40.60: Specific to Uses**

**10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments**

**A. General Requirements.**

1. The applicant of an HOHD or MHOHD with four dwelling units or more shall submit typical floor plans or a typical residential unit study that illustrates how the residential units of an HOHD or MHOHD could be converted to a residential unit that is no longer an HOHD or MHOHD with minimal structural or minimal plumbing modifications. The required study shall be designed and sealed by an Arizona Registrant.
2. An HOHD or MHOHD with four or more dwelling units shall be located inside of a pedestrian shed of an activity center delineated in the General Plan or applicable Specific Plan.
3. An HOHD or MHOHD with four dwelling units or more, and that has more than 29 dwelling units per acre or more than 72.5 bedrooms per acre shall have:
  - a. A minimum of 20% of the bedrooms contained in studio and/or one-bedroom dwelling units; and
  - b. A maximum of 30% of bedrooms contained in dwelling units with four bedrooms or more.
4. An HOHD or MHOHD with four dwelling units or more, and that has 29 dwelling units per acre or less or 72.5 bedrooms per acre or less shall not exceed a Bedroom-to-Dwelling Unit Ratio greater than 3.5.
5. The maximum number of bedrooms in a two-unit HOHD or MHOHD: 10.
6. The maximum number of bedrooms in a three-unit HOHD or MHOHD: 12.
7. Inside of a pedestrian shed of a Regional Activity Center, an HOHD or MHOHD in a commercial zone may contain more than 50 dwelling units per acre and/or 125 bedrooms per acre.
8. An HOHD in a Commercial Zone shall be:

- a. On a lot or parcel that is setback at least 300 feet from the centerline of a street classified as a Commercial Corridor identified on the General Plan; and
  - b. There shall be an existing primary mixed-use development or commercial use(s), excluding primary transportation and infrastructure uses, on the lot(s) or parcel(s) between the HOHD and the Commercial Corridor street.
- 9. An MHOHD shall comply with the mixed-use development standards of Section 10-40.60.260.
- 10. Prior to the final approval of a land division that creates one or more lots or parcels with a development that conforms to the definition of an HOHD or MHOHD, the property owner shall obtain approval of a Conditional Use Permit for the Development Site that will contain the HOHD or MHOHD.
- 11. An MHOHD shall be on a lot or parcel that:
  - a. Abuts a street classified as a commercial corridor shown on the General Plan; and
  - b. Is located inside of a pedestrian shed of an activity center delineated on the General Plan or applicable Specific Plan.
- B. Building Footprint<sup>(1)</sup> Sizes and Separation Requirements.
  - 1. Maximum building footprint<sup>(1)</sup> inside a pedestrian shed of a Historic Activity Center delineated in the General Plan or applicable Specific Plan, excluding properties zoned Commercial Business (CB): Equal to, or less than, 5,000 square feet.
  - 2. Maximum building footprint<sup>(1)</sup> inside a pedestrian shed of a Historic Activity Center delineated in the General Plan or applicable Specific Plan, and on a property zoned Commercial Business (CB): Equal to, or less than, 22,000 square feet.
  - 3. Maximum building footprint<sup>(1)</sup> inside a pedestrian shed of a Regional Activity Center delineated in the General Plan or applicable Specific Plan: No Maximum.
  - 4. Maximum building footprint<sup>(1)</sup> inside a pedestrian shed of an activity center in all other areas not described in subsection B.1., B.2., and B.3. of this section: Equal to, or less than, 22,000 square feet.
  - 5. Excluding the Commercial Business (CB) zone, the minimum separation between the building footprints of structures on the same lot or parcel, and structures on an abutting lot or parcel, shall be separated by a distance that is the greater of 10 feet, or 1/3 the height of the taller structure.
  - 6. Where the area of a pedestrian shed of an activity center intersects with the area of a pedestrian shed of another activity center, the pedestrian shed with the more restrictive maximum building footprint requirement shall govern the intersecting area. The locations of the pedestrian sheds of the activity centers are identified in the General Plan, including any applicable Specific Plans.
- Note 1. For the purpose of the requirements of subsection B of this section, the maximum allowable building footprint is equal to the largest floor plate of a structure, including interior courtyards, abutting and interior, or partial interior, podium and above ground parking structure(s), and structures connected with a continuous roof.

**C. Waste Management Plan.**

1. The property owner of an HOHD or MHOHD with four dwelling units or more shall obtain approval of a waste management plan from the City's Public Works Director, or designee, prior to the approval of the site plan.
2. Prior to the issuance of any building permit, the property owner shall incorporate into the construction documents the improvements required to comply with the approved waste management plan.
3. If a Certificate of Occupancy is not required, the property owner shall provide all necessary apparatus, equipment, and improvements within 182 days from the date of the approval of the CUP, or another date specified in the Conditions of Approval for the CUP.
  - a. The Director may approve a one-time 91-day extension, for no-more than 273 days from the date of the CUP approval, to allow the property owner to complete the improvements. The property owner shall request an extension at least 14 days prior to the date indicated in subsection C.3. of this section.
4. The HOHD or MHOHD shall be maintained in compliance with the approved Waste Management Plan.

**D. Crime Free Multi-Housing Program.**

1. The property owner of an HOHD or MHOHD shall maintain compliance with the Flagstaff Police Department's Crime Free Multi-Housing Program, unless exempted by the Police Department's Crime Free Multi-Housing Program representative.
2. Prior to the issuance of the Conditional Certificate of Occupancy, or Certificate of Occupancy, whichever is first, or within 63 days of the approval of the Conditional Use Permit if a Certificate of Occupancy is not required, the property owner of a HOHD or MHOHD shall enter into an agreement with the City to comply with the Flagstaff Police Department's Crime Free Multi-Housing Program.
3. The property owner, or agent, shall:
  - a. Utilize a Crime Free Lease Addendum, or an alternative approved by the Flagstaff Police Department's representative, as part of each tenant lease;
  - b. Obtain written verification as part of a tenant lease that each tenant has received and agreed to the Crime Free Lease Addendum or the approved alternative; and
  - c. Have completed the Flagstaff Police Department's Crime Free Multi-Housing Program required training within the Program's required time frames.
4. Within 182 days from the date of the agreement, the property owner, or managing agent, shall have completed the first phase requirements of the Flagstaff Police Department's Crime Free Multi-Housing Program.

5. A new Flagstaff Police Department's Crime Free Multi-Housing Program first phase training and related requirements shall be completed within 182 days from the date of a change of ownership, management company, or a site manager of an existing HOHD or MHOHD.
  6. Every two years from the date of the agreement, the property owner, or managing agent, shall complete the required training that complies with the Flagstaff Police Department's Crime Free Multi-Housing Program.
- E. Additional Conditional Use Permit Criteria. In addition to the criteria of Section 10-20.40.050.E., the Planning and Zoning Commission shall not approve a Conditional Use Permit unless:
1. For the properties subject to Division 10-30.30 Heritage Preservation, the City's Historic Preservation Officer or the Heritage Preservation Commission has made a determination that the proposed HOHD or MHOHD has no adverse effect or has appropriately mitigated its effects on the historic cultural resource .
  2. Adequate transit service is available to the Development Site containing four dwelling units or more. Adequate transit service from a Development Site to a permanent transit stop is:
    - a. Less than or equal to 1,320 feet; or
    - b. A distance greater than 1,320 feet when the Planning and Zoning Commission finds that the route to the permanent transit stop has adequate nighttime lighting and does not have a significant grade change, and the distance does not impede reasonable access to transit.

The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail.

Section 13. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.60: Specific to Uses, 10-40.60.260 Mixed Use, subsection D. Site Layout and Development Design Standards., to delete paragraph 2, as follows:

#### **10-40.60.260 Mixed Use**

##### **D. Site Layout and Development Design Standards.**

- ~~2. There is no density limitation established for residential uses in mixed-use developments. Instead, applicable floor area ratio, building height, parking, landscaping, etc., standards will apply to provide a control on the bulk and mass of the development and the number of residential units permitted.~~

Section 14. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, to add 10-50.80.061 Transit Pass Parking Reduction Pilot Program, to the list of sections in numerical order, as follows:

**Division 10-50.80:**  
**Parking Standards**

Sections:

- 10-50.80.010 Purpose
- 10-50.80.020 Applicability
- 10-50.80.030 General Parking Standards
- 10-50.80.040 Number of Motor Vehicle Parking Spaces Required
- 10-50.80.050 Bicycle Parking
- 10-50.80.060 Parking Adjustments
- 10-50.80.061 Transit Pass Parking Reduction Pilot Program**
- 10-50.80.070 Parking Alternatives
- 10-50.80.080 Parking Spaces, Parking Lot Design and Layout
- 10-50.80.090 Development and Maintenance

Section 15. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, Section 10-50.80.040 Number of Motor Vehicle Parking Spaces Required, subsection C. General to All Zones., Table 10-50.80.040.A: Number of Motor Vehicle Parking Spaces Required, as follows:

**Section 10-50.80.040 Number of Motor Vehicle Parking Spaces Required**

**C. General to All Zones.**

**Table 10-50.80.040.A: Number of Motor Vehicle Parking Spaces Required**

Use	Number of Required Spaces
Residential	
<del>Market Rate (all dwelling classifications)</del>	
Single-Family Dwelling <del>(Attached and Detached)</del> <sup>1</sup> (Attached and Detached) <sup>1</sup>	2.0 spaces, plus 1 space for each additional bedroom above four bedrooms. The maximum number of required parking spaces shall not exceed 8 spaces.

~~Multifamily, Dwelling Duplex<sup>1</sup> and Triplex~~  
**Multiple-Family Development and Duplex<sup>1</sup>**  
**Developments**

**Unit Type**

Studio <b>per unit</b>	1.25
1 Bedroom <b>per unit</b>	1.5
2 – 3 Bedrooms <b>per unit</b>	2.0
4 Bedrooms <b>per unit</b>	2.5
5+ Bedrooms <b>per unit</b>	<del>2.5</del> <b>3.0</b> spaces for the first <del>4</del> <b>5</b> bedrooms plus 0.5 space for each additional bedroom

Guest Spaces <del>for Multifamily Dwelling Duplex and Triplex</del> (Includes spaces for boats and RVs)	0.25 <del>per</del> <b>spaces for</b> each <del>2+ bedroom</del> unit <b>with two bedrooms and greater</b>
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**Affordable (All Dwelling Classifications)**

Studio	1.0
1 Bedroom	1.0
2 – 3 Bedrooms	1.5
4+ Bedrooms	2.0
Guest Spaces for Multifamily Dwelling (Includes Boats and RVs)	0.25 per each 2+ bedroom unit

**High Occupancy Housing Development**

- |  |   |
|--|---|
| a. Single-Family - Attached and Detached, Duplex, and Development Sites with three units or less | <b>1 space per bedroom</b>  |
| b. Developments Sites with four units or more  | The sum of:<br><b>1 to 75 bedrooms = 1 space per bedroom, plus</b><br><b>76 to 325 bedrooms = 0.90 spaces per bedroom, plus</b><br><b>326 to 650 bedrooms = 0.80 spaces per bedroom, plus</b><br><b>Greater than 650 bedrooms = 0.70 spaces per bedroom</b> |

~~**Rooming and Boarding Facilities**~~

<del><b>Private Rooms</b></del>	<del><b>1 per bedroom or sleeping room plus 1 for owner or manager</b></del>
<del><b>No Private Rooms</b></del>	<del><b>1 per 100 gsf plus 1 for owner or manager</b></del>

**Mixed-Use Developments**

<b>Mixed-Use</b>	<b>1. 1 per 300 gsf of non-residential floor area, plus</b> <b>2. One dwelling unit: 2 spaces</b> <b>3. Two or more dwelling units: The spaces required for a Multiple-Family Development</b>
<b>Mixed-Use High Occupancy Housing Development</b>	<b>1. 1 per 300 gsf of non-residential floor area, plus</b> <b>2. The spaces required for a High Occupancy Housing Development</b>

**End Notes**

- <sup>1</sup> Parking reductions allowed in Section 10-50.80.060, Parking Adjustments, shall not apply to single-family dwellings and duplexes.

Section 16. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, Section 10-50.80.050 Bicycle Parking., subsection B. Required Spaces., and add subsection C. Bicycle Parking Space Design., as follows:

#### 10-50.80.050 Bicycle Parking

##### B. Required **Bicycle Parking** Spaces.

- ~~1. Two bicycle parking spaces, or five percent of required off-street parking spaces, whichever is greater, are required for all uses other than single-family uses.~~
- ~~2. Bicycle spaces shall be provided in accordance with the following requirements:~~
  - ~~a. Bicycle parking shall consist of either a lockable enclosure (locker) in which the bicycle is stored or a rack to which the bicycle can be locked;~~
  - ~~b. Lockers and racks shall be securely anchored to the pavement or a structure;~~
  - ~~c. Racks shall be designed and installed to support the bicycle upright by its frame in two places in a manner that will not cause damage to the wheels and to permit the frame and one or both wheels to be secure;~~

**Figure 10-50.80.050A**

**Correctly Designed Bicycle Rack**

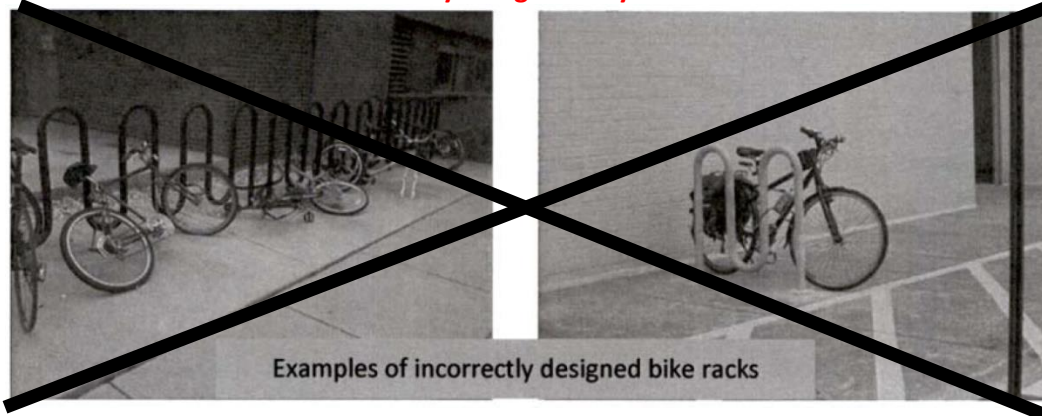


- ~~d. Areas containing bicycle spaces shall be surfaced with impervious surfaces such as concrete or pavers. Pervious pavements or gravel may be used where appropriate as determined by the Director;~~
- ~~e. When located within a parking area: curbs, fences, planter areas, bumpers, or similar barriers shall be installed and maintained for the mutual protection of bikes, motor vehicles, and pedestrians, unless determined by the Director to be unnecessary; and~~

- ~~f. Bicycle parking shall be placed in a convenient, highly visible, active, and well-lit location not more than 100 feet walking distance from the main entrance, but shall not interfere with pedestrian movements.~~

~~Figure 10-50.80.050B~~

~~Incorrectly Designed Bicycle Racks~~



~~C. Motor Vehicle Reduction. The Director may allow a reduction of motor vehicle parking spaces as established in Section 10-50.80.060(F).~~

~~D. Bicycle Parking Space Dimensions. All bicycle parking shall meet the following minimum dimensions:~~

- ~~1. Each bicycle parking space shall include a minimum area of 72 inches in length and 24 inches in width that is clear of obstructions;~~
- ~~2. No part of the rack shall be located closer than 30 inches to a wall or other obstruction;~~
- ~~3. The front or back of the rack shall be located no less than 48 inches from a sidewalk or pedestrian way; and~~
- ~~4. A minimum of 30 inches shall be provided between adjoining racks.~~

1. All uses, excluding a High Occupancy Housing Development and a Mixed-Use High Occupancy Housing Development.
  - a. Minimum standard bicycle parking spaces required: The greater of two bicycle spaces, or 5% of the required vehicle parking.
  - b. Maximum standard bicycle parking spaces required: 100 bicycle spaces.
  - c. Location: Within 50 feet of the primary pedestrian entrance to the development and in accordance with the provisions of Appendix 1.4. The bicycle parking spaces shall be distributed throughout a Development Site that has multiple primary pedestrian entrances.
  - d. Exceptions. Attached and Detached Single-Family and Duplex Developments are not required to provide standard bicycle parking spaces .
2. High Occupancy Housing Developments.
  - a. Standard bicycle parking spaces.
    - i. Minimum spaces required: Two bicycle spaces, or equal to 5% of the total number of bedrooms, whichever is greater.



- ii. Maximum spaces required: 40 bicycle spaces.
    - iii. Location: Within 50 feet of the primary resident pedestrian entrance to the development and in accordance with the provisions of Appendix 1.4.
  - b. Secure bicycle parking spaces.
    - i. Minimum spaces required: Equal to 15% of the total number of bedrooms.
    - ii. Location: A maximum of 20 secure bicycle parking spaces may be provided outside in secure bicycle lockers. The remainder of the required secure bicycle parking spaces shall be provided in a bicycle storage room or cage within a building or parking structure.
  - c. Exceptions. Single-Family and duplex High Occupancy Housing Developments are not required to provide standard or secure bicycle parking spaces .
3. Mixed-Use High Occupancy Housing Developments.
- a. Minimum outdoor non-residential standard bicycle parking spaces required: Two bicycle spaces, or 5% of the required non-residential vehicle parking spaces, whichever is greater.
  - b. Location of non-residential standard bicycle parking spaces: Within 50 feet of the primary pedestrian entrance to the non-residential development and in accordance with the provisions of Appendix 1.4. The bicycle parking spaces shall be distributed throughout a Development Site that has multiple primary pedestrian entrances.
  - c. Minimum residential bicycle parking spaces required: Compliance with the High Occupancy Housing Developments requirements, subsection B.2. of this section.
- C. Bicycle Parking Space Design.
1. Secure Bicycle Parking Spaces.
- a. All indoor required secure bicycle parking spaces provided in a building or parking structure shall be designed in accordance with the provisions of Appendix 1.4., except as allowed in subsections C.1.b. of this section.
  - b. Bicycle lockers shall be designed in accordance with the provisions of Appendix 1.4.
2. Standard Bicycle Rack Design.
- a. All required bicycle racks shall be designed in accordance with the provisions of Appendix 1.4.

Section 17. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, Section 10-50.80.060 Parking Adjustments, as follows:

#### **10-50.80.060 Parking Adjustments**

- A. **Transit.** In all zones, a parking reduction of up to 10 percent may be approved by the Director for any use within ~~one-quarter of a mile~~ 1,320 feet of a ~~bus-stop~~ permanent transit stop, except for a High Occupancy Housing Development (HOHD) or a Mixed-Use High Occupancy Housing Development (MHOHD). The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail.
- B. **Shared On-Site Parking.** Where two or more uses on the same site or adjacent parcels have distinct and differing peak parking usage periods (e.g., a theater and a bank), a reduction in the required number of parking spaces as determined by the Director may be allowed in the following manner:

1. The reduction in number of required parking spaces shall be based on a parking demand study. The parking demand study shall be in accordance with established professional practices.
  2. Approval shall also require a recorded covenant running with the land, recorded by the owner of the parking lot, guaranteeing that the required parking will be maintained exclusively for the uses served and remain for the duration of the use.
- C. **Parking Demand Study – Reduced Parking.** ~~Based on the completion and submittal of a parking demand study, the Director may approve a reduction in the amount of parking from that otherwise required by this division. The parking demand study shall be in accordance with established professional practices.~~
1. ~~The property owner shall submit a study/plan prepared in accordance with the established professional traffic and parking practices by a registrant licensed to practice in the State of Arizona. The study/plan shall document how any reductions are calculated and the assumptions utilized in the calculations.~~
  2. ~~The Director may approve a reduction equal to, or less than, 30 percent of the total parking spaces required by this Division, except as required in subsection C.3. of this section. Any request greater than 30 percent requires the approval of the City Council.~~
  3. ~~Any request to use a Parking Demand Study to reduce the required parking for an HOHD or MHOHD shall be approved by the City Council.~~
- D. **Traffic Management Plan Parking Reduction.** The Director shall have the ability to reduce the parking requirements for office and other uses in Section 10-50.80.040, Number of Motor Vehicle Parking Spaces Required, **except for an HOHD or MHOHD**. A traffic management plan shall be submitted with an application for site plan review. A reduction may be granted if the following standards are met:
1. The amount of the reduction shall be no more than 90 percent of the proposed reduction in employee motor vehicle trips.
  2. The buildings shall have a single user/owner who can effectively exercise control over compliance with the plan.
  3. The traffic management plan shall be submitted by a registered traffic engineer and shall include data on the effectiveness of similar plans elsewhere.
  4. The traffic management plan shall contain information on the strategies, designated parking, incentives, company vehicles, staggered work hours, and information indicating the owner's ability to provide and enforce these elements over time.
  5. The Director may impose conditions that are needed to ensure the long-term compliance to the plan, including but not limited to a reserve parking area, phasing, or contributions to transit or other alternative means of transportation.
- E. **Parking Reduction for Forest Resources.** The number of parking spaces required for a new development may be reduced by no more than five percent if existing native trees such as ponderosa pine trees are located within parking areas (but not circulation areas) and these trees are required to be preserved to satisfy the requirements for forest resource protection as defined in Division 10-50.90, Resource Protection Standards, **except for an HOHD or MHOHD**. An applicant shall demonstrate to the satisfaction of the Director that by incorporating these existing native trees

within the parking area, adequate measures are taken during construction to ensure that the trees are protected from construction activity.

- F. Bicycle Parking Reduction. The Director may allow a reduction of one required motor vehicle parking space for each four bicycle parking spaces provided to a maximum of five percent of the required motor vehicle parking ~~spaces.~~ **spaces, except for an HOHD or MHOHD.**
- G. Motorcycle Parking Reduction. A reduction of one parking space for multifamily residential and nonresidential uses may be allowed by the Director if one motorcycle parking space for every 25 required motor vehicle spaces is provided, subject to the following standards:
  - 1. Each motorcycle space shall be easily accessible and have adequate space for a standard-size motorcycle, i.e., a minimum dimension of four feet by nine feet.
  - 2. Motorcycle parking areas shall be clearly identified with appropriate striping.

Section 18. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, to add Section 10-50.80.061 Transit Pass Parking Reduction Pilot Program, as follows:

#### **Division 10-50.80: Parking Standards**

##### **10-50.80.061 Transit Pass Parking Reduction Pilot Program**

- A. The purpose of the Transit Pass Parking Reduction Pilot Program (TPPR) is to allow:**
  - 1. Property owners the option to reduce a development's vehicle parking requirements by providing annual transit passes to tenants and employees; and**
  - 2. The City to determine the effectiveness of the program to reduce a development's parking demand, and to determine if the tenants and employees are utilizing transit.**
- B. Program Term. Unless otherwise extended by a separate ordinance approved by the City Council, the TPPR shall terminate at 11:59 p.m. on December 31, 2026.**
- C. Maximum Parking Reduction. The Director may approve up to a 20 percent reduction in the parking requirements of Section 10-50.80.040 in accordance with the minimum requirements of subsection D of this section, and the approval of a transit pass agreement specified in subsection E of this section.**
  - 1. This reduction shall not be approved on a site that utilizes any reduction specified in 10-50.80.060.**
- D. Minimum Requirements.**
  - 1. The TPPR is only available to HOHD and MHOHD developments.**
  - 2. This reduction may only be approved for an HOHD or MHOHD that has a vehicle parking requirement equal to, or greater than, 100 spaces.**
  - 3. The total residential parking requirement shall not be reduced to an amount less than 0.65 spaces per bedroom. The required parking for a development shall be calculated in accordance with Table 10-50.80.040.A. before any reduction is applied.**

4. The TPPR is only available to a Development Site within 1,320 feet of a permanent transit stop. The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail..
5. The property owner shall make available annual transit passes to all tenants and employees of the HOHD or MHOHD. The transit pass(es) shall be provided at no cost to the tenants and employees. No tenant and employee shall be refused a transit pass.
6. The requirement to provide the transit passes shall be perpetual, unless the property owner provides the minimum number of parking spaces required (without any TPPR parking reduction) by the Zoning Code for the Development Site, and the Transit Pass Agreement of subsection E of this section is terminated.
7. The termination of the TPPR does not alleviate a property owner from providing the transit passes that are required for participation in the TPPR until the Transit Pass Agreement is terminated and the minimum parking spaces are provided as set forth herein.

**E. Transit Pass Agreement.**

1. The Director may enter into a Transit Pass Agreement with the property owner to allow a reduction in the required number of residential parking spaces in accordance with the provisions of this section. The agreement shall be in a form satisfactory to the City Attorney, or designee.
2. The agreement shall be perpetual unless terminated in accordance with the provisions of this section and the agreement.
3. The agreement shall include, but is not limited to:
  - a. The type of transit passes to be provided;
  - b. Notification requirements to tenants and employees of the availability of transit passes to them at no cost;
  - c. A requirement to obtain, maintain, and provide the City with the following information:
    - i. The number and types of transit passes requested and provided;
    - ii. Utilization frequency reports from the transit provider;
    - iii. Documentation of the annual transit pass proof of purchase;
    - iv. Bedroom occupancy rates; and
    - v. The number of tenant vehicles stored onsite and offsite within the city of Flagstaff.
  - d. An agreement to assist the City of Flagstaff employee(s) and/or City contractor(s) in the collection of vehicle and/or transit usage data, and other City studies to determine the effectiveness of the TPPR;
  - e. Reasonable access for City of Flagstaff employee(s) and/or City contractor(s) to study and count onsite parking utilization rates upon delivery of a written notice;
  - f. Annual reporting requirements;
  - g. Violations and remedies; and
  - h. Any other provision necessary as determined by the City Attorney, Director, or designee to document the requirements and enforcement of this section and the agreement.

4. The agreement shall be approved by the Director and property owner prior to the issuance of any building permit for the Development Site.
5. The City shall record the approved Transit Pass Agreement against the real property of the Development Site. Recordation fees shall be paid by the property owner prior to the issuance of any building permit for the Development Site.

Section 19. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, 10-50.80.080 Parking Spaces, Parking Lot Design and Layout, subsection K, as follows:

#### **10-50.80.080 Parking Spaces, Parking Lot Design and Layout**

K. **Tandem Parking.** ~~Tandem parking is permitted in all zones for single family residences, accessory dwelling units, and duplexes as follows:~~

1. Tandem parking is allowed in all:
  - a. Zones for single-family attached and detached dwelling units, and accessory dwelling units; and
  - b. Non-Transect Residential Zones for duplex developments.
- ~~1.~~ 2. Both tandem parking spaces satisfy the parking requirement of ~~one~~ one-dwelling unit. ~~residential unit; and~~
- ~~2.~~ 3. Neither of the tandem parking spaces shall be for required accessible parking spaces.

Section 20. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.080 Bungalow Court, subsection F, as follows:

#### **10-50.110.080 Bungalow Court**

##### **F. Vehicle Access and Parking**

Parking spaces may be enclosed, covered or open.

Spaces may be individually accessible by the units and/or via a common parking area located at the rear or side of the lot.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 21. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.090 Duplex, Side-by-Side, subsection F, as follows:

**10-50.110.090 Duplex, Side-by-Side**

**F. Vehicle Access and Parking**

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 22. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.100 Duplex Stacked, subsection F, as follows:

**10-50.110.100 Duplex, Stacked**

**F. Vehicle Access and Parking**

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 23. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.110 Duplex, Front-and-Back, subsection F, as follows:

**10-50.110.110 Duplex, Front-and-Back**

**F. Vehicle Access and Parking**

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 24. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.120 Stacked Triplex, subsection F, as follows:

**10-50.110.120 Stacked Triplex**

**F. Vehicle Access and Parking**

Where an alley is present, parking and services shall be accessed from the alley.

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 25. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-80.20: Definition of Specialized Terms, Phrases, and Building Functions, Section 10-80.20.080 Definitions, “H”, to add the term “High Occupancy Housing Development (HOHD)” and related terms, as follows:

**Section 10-80.20.080 Definitions, “H”**

**High Occupancy Housing Development (HOHD): Means any of following: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater (see definitions below).**

**High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with:**

- a. Seven or more bedrooms; or**
- b. Five or more sanitation facilities.**

**High Occupancy Housing Development, Two-units: A lot or parcel containing two dwelling units, excluding an Accessory Dwelling Unit, with:**

- a. More than a total of seven bedrooms; or**
- b. One or more dwelling unit(s) containing four or more sanitation facilities.**

**High Occupancy Housing Development, Three-units: A lot or parcel containing three dwelling units with:**

- a. More than a total of nine bedrooms; or**
- b. One or more dwelling unit(s) containing four or more sanitation facilities.**

**High Occupancy Housing Development, Four-units and Greater:** A Development Site containing four or more dwelling units where:

- a. More than 20 percent of the total dwelling units have four bedrooms or more;
- b. One or more of the dwelling unit(s) containing four or more sanitation facilities; or
- c. The total number of dwelling units per acre, or bedrooms per acre, requires a Conditional Use Permit for an HOHD in accordance with the building form and property development standards of the property's designated Non-Transect Zone; or, if the property owner has elected a Transect Zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre.

Section 26. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-80.20: Definition of Specialized Terms, Phrases, and Building Functions, Section 10-80.20.130 Definitions, "M", to add the term "Mixed-Use High Occupancy Housing Development (MHOHD)", as follows:

**10-80.20.130 Definitions, "M"**

**Mixed-Use High Occupancy Housing Development (MHOHD):**

**1. A mixed-use development with:**

- a. More than 20 percent of the total dwelling units have four bedrooms or more;
- b. One or more dwelling unit(s) containing four or more sanitation facilities; or
- c. The total number of dwelling units per acre, or bedrooms per acre, requires a Conditional Use Permit for an MHOHD in accordance with the building form and property development standards of the property's designated Non-Transect Zone; or, if the property owner has elected a Transect Zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre.

Section 27. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-80.20: Definition of Specialized Terms, Phrases, and Building Functions, Section 10-80.20.180 Definitions, "R", to add the terms "Ratio, Bedroom-to-Dwelling Unit," and "Ratio, Bedroom-to-Sanitation Facility" as follows:

**Section 10-80.20.180 Definitions, "R"**

**Ratio, Bedroom-to-Dwelling Unit:** The total number of bedrooms divided by the total number of dwelling units.

**Examples:** An HOHD has a total number of 1160 bedrooms and 350 dwelling units. The Bedroom-to-Dwelling Unit Ratio is:

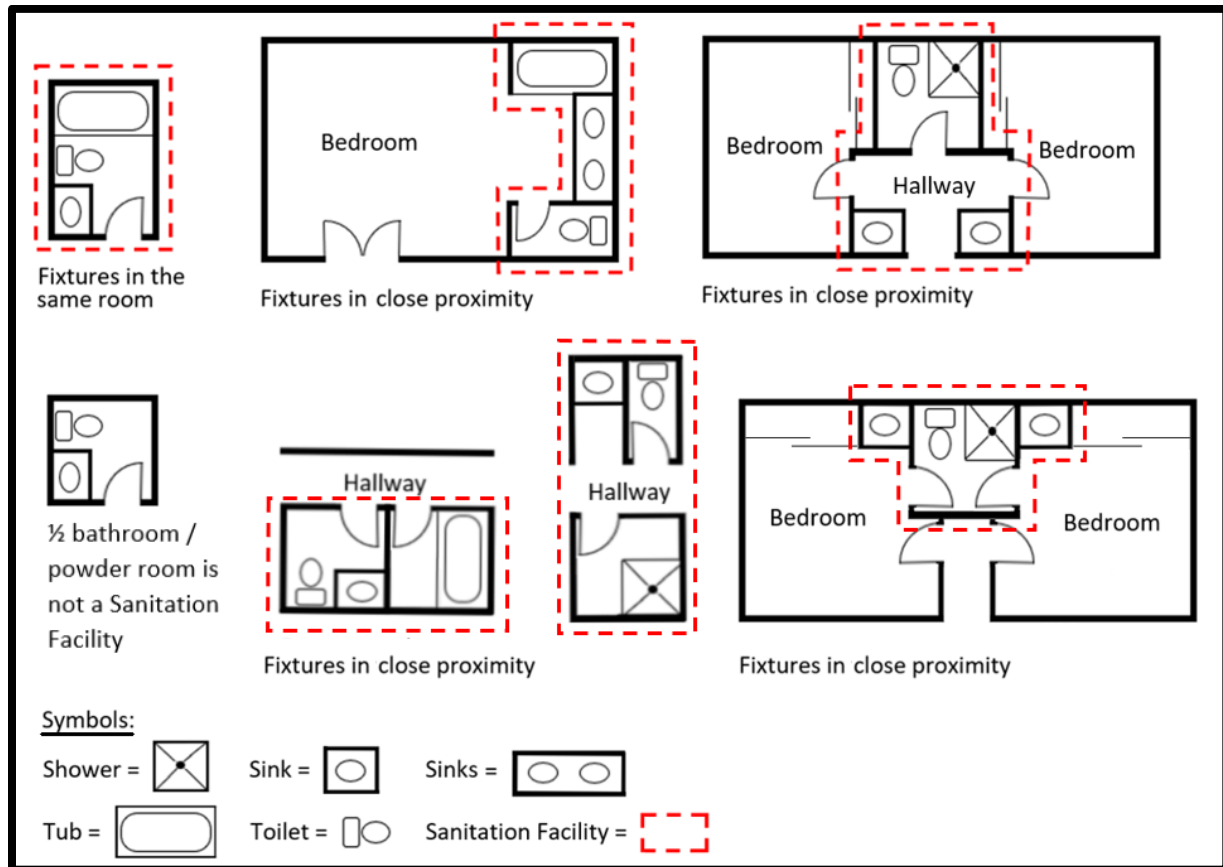
$$\frac{1160 \text{ bedrooms}}{350 \text{ dwelling units}} = 3.31$$



Section 28. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-80.20: Definition of Specialized Terms, Phrases, and Building Functions, Section 10-80.20.190 Definitions, “S”, to modify the term “Sanitation Facilities,” as follows:

**Section 10-80.20.190 Definitions, “S”**

Sanitation ~~Facilities~~ **Facility**: A **delineated area for bathing bathroom** that contains ~~any combination of, or individually,~~ a toilet, ~~shower,~~ sink, and a shower or, tub ~~or related bathing and sanitation fixtures.~~ **The fixtures (toilet, sink, and a shower or tub) may be located in a room or in close proximity that functions as a Sanitation Facility as determined by the Zoning Administrator.**



**Figure 10-80.20.190 Sanitation Facility Examples**

Section 29. Amend Title 10 FLAGSTAFF ZONING CODE, APPENDICES to add Appendix 1.4 Bicycle Parking Space Design Requirements, to the list, as follows:

**APPENDICES**

- Appendix 1.1 Design Guidelines
- Appendix 1.2 Additional Information on Smart Growth and Traditional Neighborhood Developments

Appendix 1.3	Sustainability Guidelines
<b>Appendix 1.4</b>	<b>Bicycle Parking Space Design Requirements</b>
Appendix 2	Planning Fee Schedule
Appendix 3	City of Flagstaff Landscape Plant List
Appendix 4	Outdoor Lighting Reference Material
Appendix 5	Additional Information Applicable to Division 10-50.90, Resource Protection Standards
Appendix 6	Additional Information on Affordable Housing
Appendix 7	List of Major Arterial Streets

Section 30. Amend Title 10 FLAGSTAFF ZONING CODE, APPENDICES, to add Appendix 1.4 Bicycle Space Design Requirements, as follows:

## **APPENDICES**

### **Appendix 1.4 Bicycle Space Design Requirements**

#### **1.4.010 Purpose**

- A. It is the purpose of this Appendix to establish the minimum acceptable standards for bicycle parking spaces that are required by the Zoning Code.**

#### **1.4.020 Applicability**

- A. Requirements of this Appendix shall apply to all bicycle parking spaces provided on a Development Site within the Flagstaff city limits.**

#### **1.4.030 Standard Bicycle Rack Design Requirements**

##### **A. Rack Design.**

- Each rack shall be provided in accordance with one of the designs indicated in Figure 1.4.030.A., unless an alternative design is allowed in accordance with subsection C of this section.**

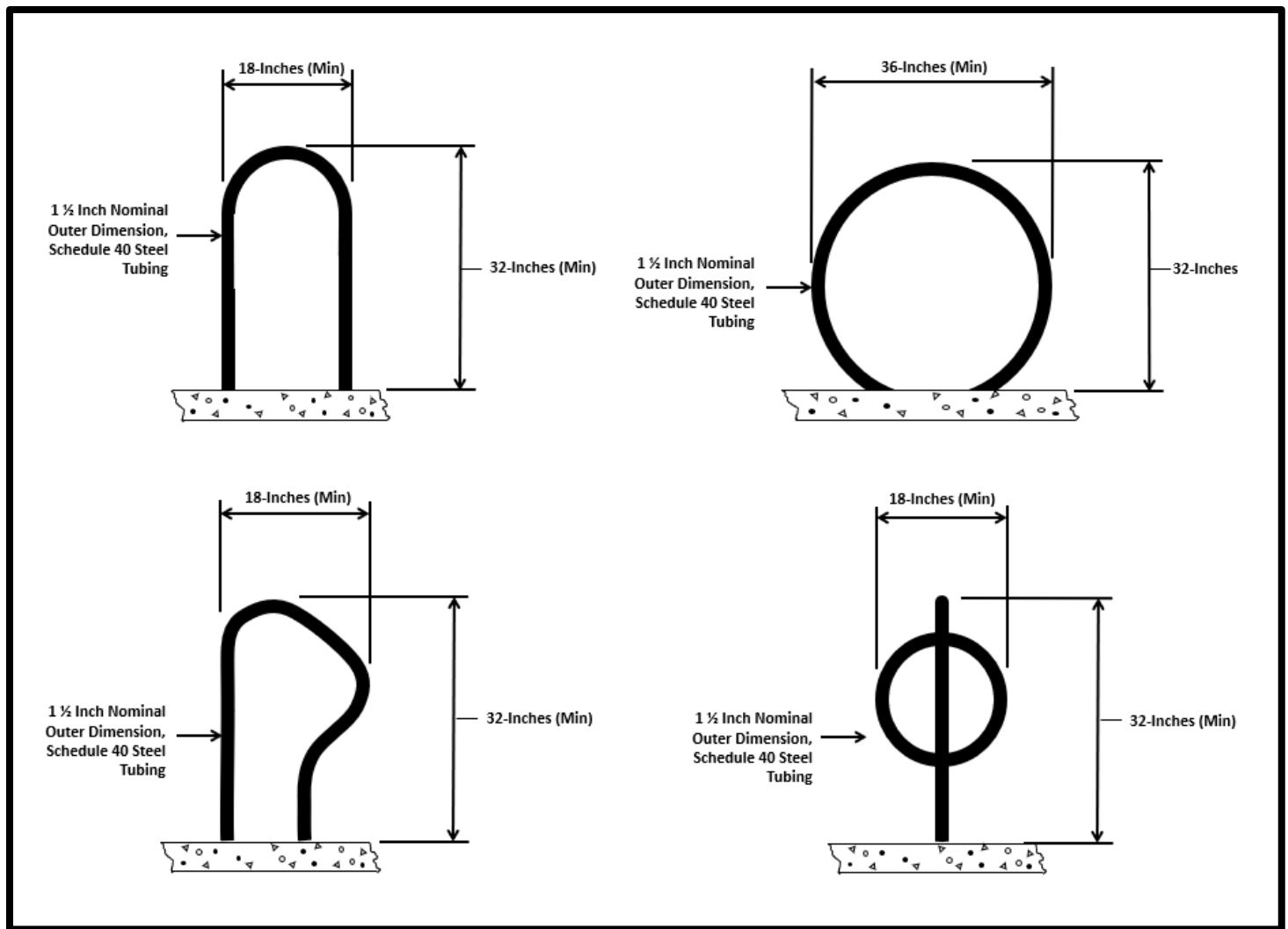


Figure 1.4.030.A. Rack Designs

## B. Rack Placement.

### 1. The bicycle rack(s) shall be:

- Placed in an area that complies with the location provisions of Section 10-50.80.050.B., is highly visible, well-illuminated, has frequent pedestrian activity, and is in accordance with Figure 1.4.030.B.1.;and
- Securely mounted with a tamper-proof mounting technique to an impervious concrete, paver, or asphalt surface, unless an alternative surface is approved by the Director.

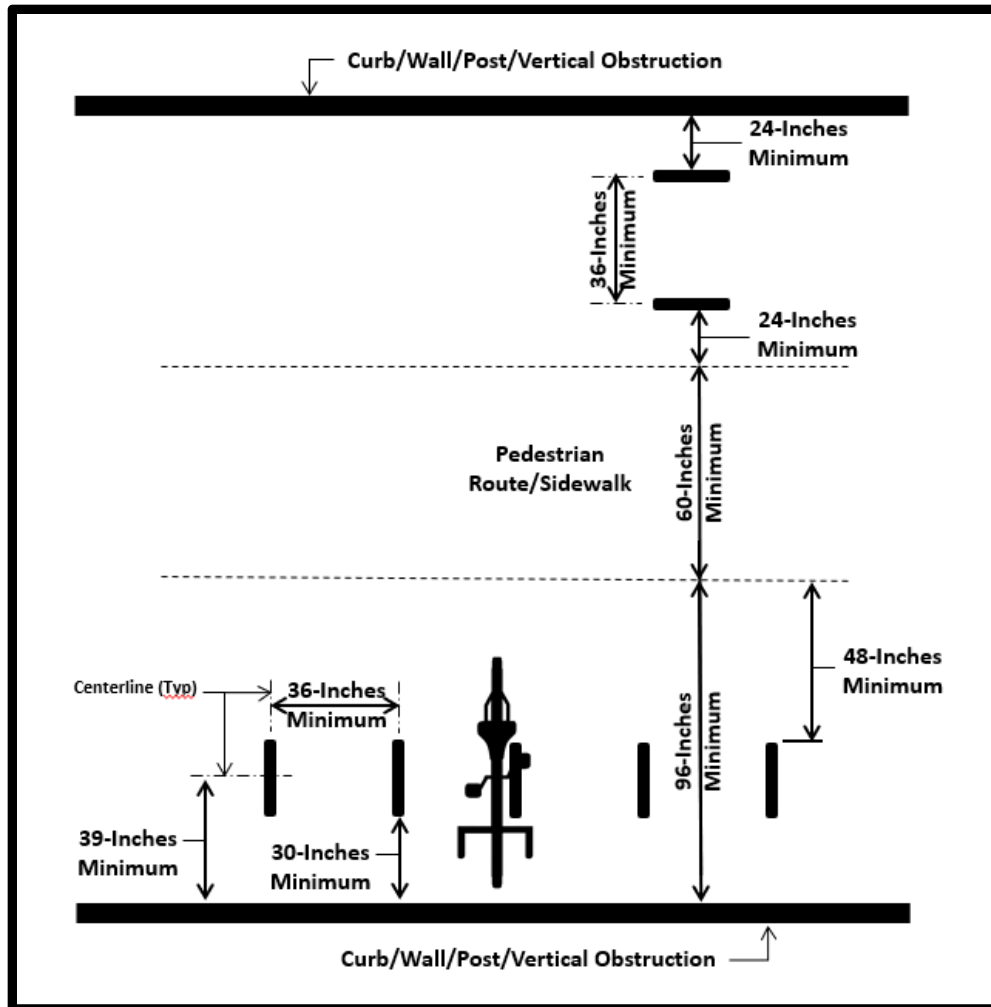


Figure 1.4.030.B.1. Bicycle Rack Placement

2. The placement of a bicycle rack shall not interfere with pedestrian movements.
  3. Any bicycle rack(s) located within a parking area shall be within a barrier consisting of bollards, curbs, curb-bumpers, fences, planting areas, or a similar barrier approved by the Director.
- C. Alternative Bicycle Rack Designs. The Director may approve an alternative rack design that complies with the following requirements:
1. The rack shall allow the bicycle frame and one or both wheels to be secured with a standard U-lock;
  2. The rack shall be designed to support a bicycle frame in two places in a manner that does not cause damage to the wheels or allow the bicycle to tip over;
  3. The rack shall be constructed of a material of sufficient strength that resists cutting, rust, bending, and deformation (Schedule 40 metal pipe is the minimum standard); and
  4. The rack is not a design similar to types indicated in Figure 1.4.030.C.4.

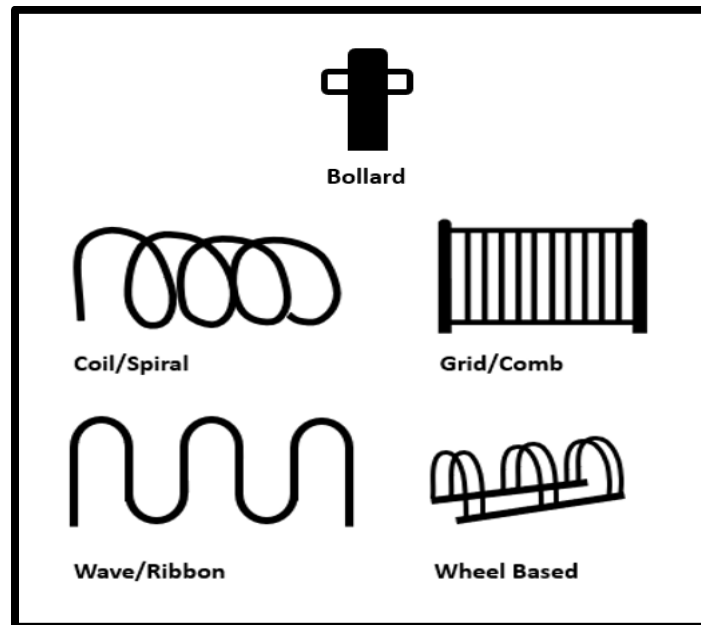


Figure 1.4.030.C.4. Unacceptable Bicycle Rack Designs

#### 1.4.040 Standards for Indoor Secure Bicycle Parking Spaces

##### A. Secure Bicycle Parking Space Design.

1. The required secure bicycle parking spaces shall be in separate room(s) or cage(s) (the "Facilities") designed for bicycle storage within a building or parking structure.
2. The Facilities shall be:
  - a. On the ground level, or another level that has elevator access, provided that the elevator has an interior width or depth of at least six feet;
  - b. Accessed through a door or gate that utilizes an electronic keypad and code, security pass card, or a similar electronic system approved by the Director;
  - c. In a location that is illuminated in accordance with the Illuminating Engineering Society (IES) of North America (IESNA) standards for security;
  - d. Limited to the storage of bicycles; and
  - e. Include bicycle racks or lockers.
3. The bicycle rack(s) shall:
  - a. Conform with Section 1.4.030.A., unless an alternative design is allowed in accordance with Section 1.4.030.C.;
  - b. Be securely mounted with a tamper-proof mounting technique to an impervious concrete, paver, or asphalt surface; and
  - c. Be placed in accordance with Figure 1.4.040.A.3.c., unless an alternative configuration is approved by the Director.

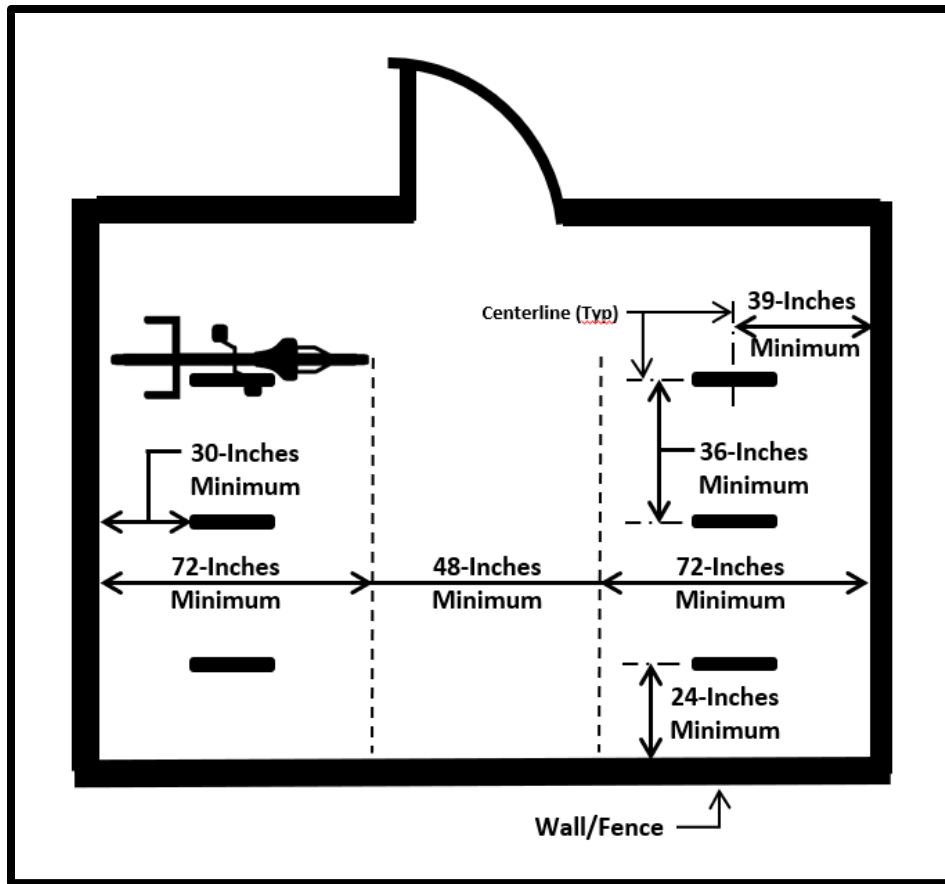


Figure 1.4.040.A.3.c. Bicycle Storage Room/Cage

#### 1.4.050 Standards for Bicycle Lockers

##### A. Bicycle Locker Design and Location Requirements.

1. The lockers shall be constructed of metal. If windows are provided in the locker, the windows shall be constructed with unbreakable material. Plastic lockers are prohibited.
2. The lockers shall utilize an integral mechanical or digital ("smart") locking mechanism. Lockers that use hasp or mechanisms that allow the use of user locks is prohibited.
3. Stacked lockers shall have a wheel track to guide the bicycle into the locker.
4. Lockers located within a parking area shall be within a barrier consisting of bollards, curbs, curb-bumpers, fences, planting areas, or similar barriers approved by the Director.
5. Lockers placed outdoors shall be within 50 feet of a primary resident entry to a building. The locker(s) shall not be placed between a building and a street.
6. The lockers shall be in a location that is illuminated in accordance with the Illuminating Engineering Society (IES) of North America (IESNA) standards for security.
7. Lockers placed in a building or parking structure shall be on the ground level, or another level that has elevator access, provided that the elevator has an interior width or depth of at least six feet.
8. The placement of a locker shall not interfere with pedestrian movements.

9. The size and placement of the lockers shall conform with Figure 1.4.050.A.9., unless an alternative configuration is approved by the Director.

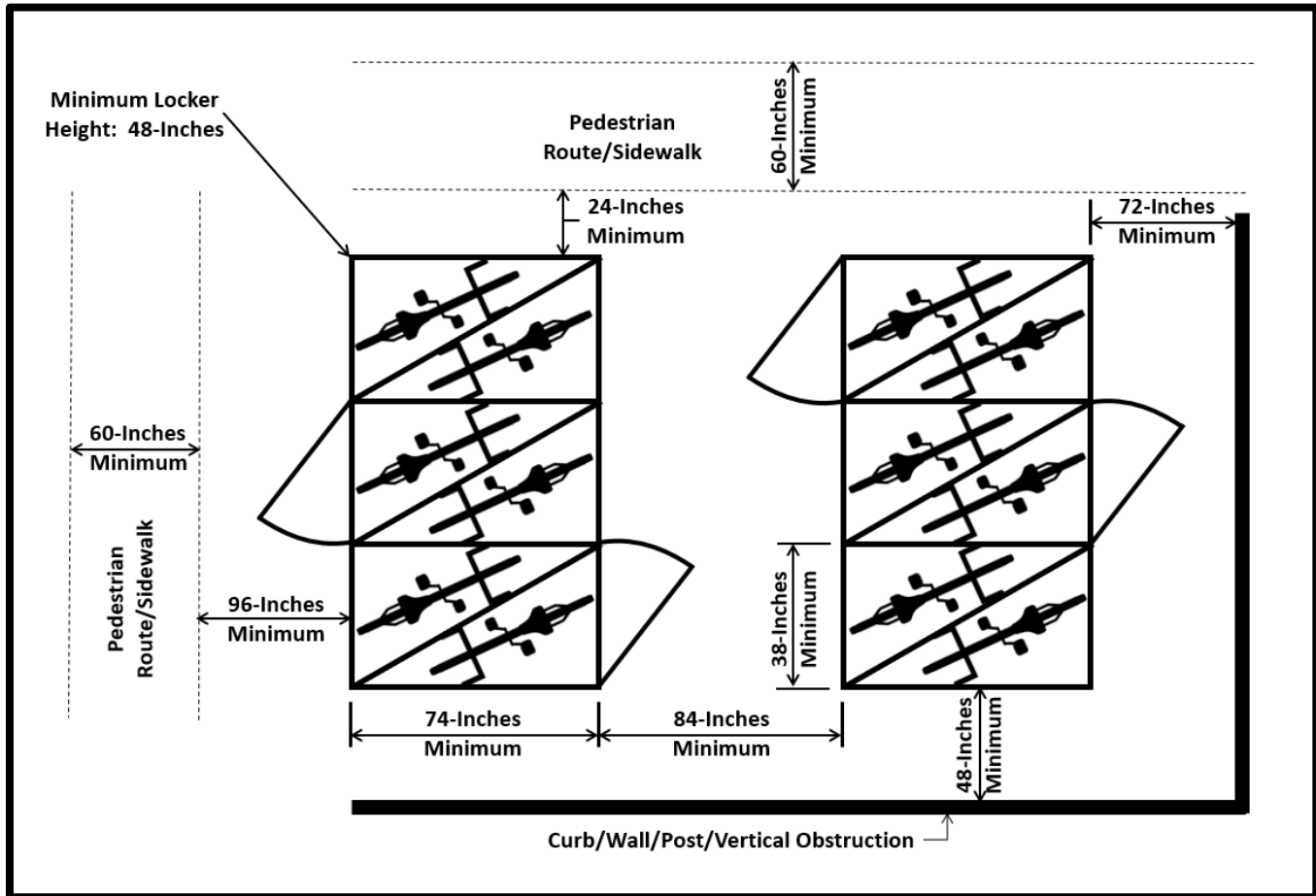


Figure 1.4.050.A.9. Bicycle Locker Size and Placement

**High Occupancy Housing Zoning Code Text Amendment**  
**Narrative and Regional and Specific Plan Conformance Analysis**

**Narrative**

In February 2018, the Regional Plan was amended, and the High Occupancy Housing Plan (HOH Plan) was adopted to address the community's dialogue on the previously proposed high-intensity mid-rise developments near historic neighborhoods that primarily catered to college students. As outlined in the Regional Plan and High Occupancy Housing Plan (HOH Plan), the adopted goals and policies of these plans intend to enhance and maintain Flagstaff's character and guide future development, which would be considered as High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD). In addition, the HOH Plan contains a list of implementation strategies intended to assist in achieving these goals and policies, several of which include modifications to the Zoning Code.

The proposed Zoning Code Text Amendment (ZCTA) (Attachment 1 to the Planning and Development Services Report) is the first and most significant of the Zoning Code amendments to implement the Regional Plan and High Occupancy Housing Plan (HOH Plan). In addition, the proposed amendment addresses smaller HOHDs that the City Council directed staff to include on October 8, 2019. Therefore, the amendment includes single-family, two-unit (duplex), three-unit (triplex), and multiple-family developments that were not addressed in the HOH Plan.

To implement the goals, policies, and implementation strategies of the HOH Plan, the proposed amendment includes multiple changes to the Zoning Code. New provisions are being added, and several existing regulations are being modified. The most significant of the modifications include the following:

- Removal of the Rooming and Boarding Land Use;
- Incorporation of the proposed High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD) related land uses;
- Incorporation of the maximum bedrooms per acre allowed for developments in the Non-Transect Zones, and additional allowances in the pedestrian shed of an activity center;
- Incorporation of the maximum dwelling units per acre allowed for mixed-use developments in Commercial Zones without a Conditional Use Permit, and additional allowances in the pedestrian shed of an activity center;
- Incorporation of a Conditional Use Permit requirement for an HOHD and MHOHD in the Transect Zones;
- Incorporation of the HOHD and MHOHD use specific standards;
- Incorporation of the Transit Pass Parking Reduction Pilot Program;
- Incorporation and modifications to the parking requirements;
- Incorporation of bicycle space requirements for an HOHD and MHOHD; and
- Incorporation of design requirements for bicycle racks, bins, and storage facilities.



## **Regional Plan Conformance**

### **Regional Plan Chapter VII – Energy**

- Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation:
  - a. Public transportation
  - b. Bicycles
  - c. Pedestrians
- Policy E.1.6. Develop land use regulations promoting land use patterns that increase energy efficiency.

To achieve the above-referenced policies, the ZCTA requires HOHDs and MHOHDs with four or more dwelling units to be located in the pedestrian shed of an activity center. One of the HOH Plan's primary objectives is to promote and provide for the HOHD and MHOHD locations throughout Flagstaff that take advantage of a variety of existing and planned infrastructure improvements. The HOH Plan identifies the Regional Plan activity centers and associated pedestrian sheds (ACAPS) as the most appropriate areas in Flagstaff to locate HOHDs and MHOHDs.

ACAPS are typically served with existing or planned infrastructure improvements that provide alternative modes of transportation (bicycle routes, pedestrian facilities, paths/trails, streets, and/or transit routes) nearby. These areas generally have utility infrastructure that is sized to accommodate an increased development intensity in a mixed-use land use pattern. The referenced land use pattern and existing and planned infrastructure minimizes waste and increases energy efficiency to provide for the immediate and ongoing resource needs. Furthermore, the ACAPS's intended land use pattern and proximity to alternative transportation modes allow for opportunities to minimize vehicle trips through alternate transportation methods.

The proposed vehicle parking requirements are based on Flagstaff's actual parking utilization rates for the HOHD and MHOHD development types. These provisions account for the use of bicycles and transit by residents and employees. To achieve the proposed parking rates and to promote the use of multimodal transportation options, the ZCTA also includes new provisions for secure bicycle parking in HOHDs and MHOHDs. In addition, the ZCTA includes a parking reduction program for property owners, which provides free public transit passes to residents and employees. These two provisions intend to promote and encourage the use of bicycles and public transit, which lowers energy consumption and vehicle miles traveled in conformance with the Regional Plan and the Climate Change Action and Adaptation Plan.

### **Chapter VIII - Community Character**

- Policy CC.2.3. Mitigate development impacts on heritage resources.
- Policy CC.2.7. Protect existing historic districts from encroachment by land uses that compromise the historic characteristics of the district.
- Policy CC.2.8. In "Historic" activity centers (Downtown and Five Points), prioritize Community Character (CC) and Downtown (LU.11 and LU.12) goals and policies over the Activity Center goals and policies found in LU.18, when considering cases for rezoning.
- Policy CC.3.1. Encourage neighborhood design to be respectful of traditional development patterns and enhance the overall community image.

- Policy CC.3.2. Maintain and enhance existing buildings and blend well-designed new buildings into existing neighborhoods.

Flagstaff's community character is based on a combination of development patterns that create a unique sense of place. To assist in enhancing, maintaining, and mitigating their effects on the community character, HOHDs and MHOHDs are required to demonstrate compliance with the compatibility provisions that are outlined in the Zoning Code as part of the Conditional Use Permit process. Additionally, any HOHD or MHOHD that is subject to the Zoning Code's heritage preservation provisions is required to obtain a determination from the Heritage Preservation Commission that the development's design has no adverse effects or has appropriately mitigated its effects on the relevant historic cultural resource. An affirmative determination by the Heritage Preservation Commission is necessary for it to be found in compliance with the proposed additional criteria for an HOHD or MHOHD Conditional Use Permit.

In conjunction with the provisions above, building footprint-size and separation requirements have been incorporated. Based on the ACAPS type (Regional, Historic, and all other) in which the HOHD or MHOHD is located, the requirements intend to promote compatible building sizes and proportions that are appropriate to each area. The building separation requirements intend to provide compatible space between buildings based on the development's height. Also, the building footprint-size and separation requirements assist in maintaining the traditional development patterns of existing buildings.

To help mitigate the encroachment of HOHD and MHOHD land use and development patterns that are inconsistent with historic districts and neighborhoods, the ZCTA includes provisions that limit the number of bedrooms that a two-unit and three-unit HOHD or MHOHD are allowed. In addition, some zones contain a maximum number of bedrooms per acre, which HOHDs or MHOHDs may obtain with a Conditional Use Permit.

## **Chapter IX - Growth Areas & Land Use**

- Policy LU.5.5. Plan for and promote compact commercial development as activity centers with mixed uses, allowing for efficient multimodal transit options and infrastructure.
- Policy LU.7.1. Concentrate urban development in locations that use land efficiently, and are served by roads, water, sewer, and other public facilities and services, and that support transit, reduced vehicle trips, and conservation of energy and water.
- 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.
- Goal LU.18. Develop well-designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.
- Policy LU.18.1. Design activity centers and corridors appropriate to and within the context of each area type: urban, suburban, or rural.
- 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.18.7. Concentrate commercial, retail, services, and mixed use within the activity center's commercial core.

- Policy LU.18.8. Increase residential densities, live-work units, and home occupations within the activity center's pedestrian shed.
- Policy LU.18.9. Plan activity centers and corridors appropriate to their respective regional or neighborhood scale.
- Policy LU.18.12. Corridors should focus commercial development to the corridor frontage and residential to the back.
- Policy U.18.14. Endorse efficiency of infrastructure with compact development within targeted activity centers.

One of the primary purposes of the proposed ZCTA is to implement the Regional Plan and HOH Plan as it pertains to the development of activity centers, compact development, and appropriate densities that are compatible with surrounding neighborhoods. The ZCTA includes several provisions to address the above-referenced goal and policies, including new land uses. The land uses include the following:

- High Occupancy Housing Development, Single-Family,
- High Occupancy Housing Development, Two-units,
- High Occupancy Housing Development, Three-units,
- High Occupancy Housing Development, Four-units and Greater, and
- Mixed-Use High Occupancy Housing Development.

These new uses and their associated provisions are intended to provide regulations for development types that are currently regulated under broader land uses, definitions, and standards.

One of the HOH Plan's primary objectives being implemented with the ZCTA is the locational criteria for HOHDs and MHOHDs. The HOH Plan identifies the Regional Plan activity centers and associated pedestrian sheds as the most appropriate areas in Flagstaff to locate HOHDs and MHOHDs. Accordingly, the ZCTA includes provisions that require an HOHD or MHOHD with four dwelling units or greater to be located in the ACAPS. The provisions also require any HOHD or MHOHD with more than 50 dwelling units or 125 bedrooms to be located in the pedestrian shed of a Regional Activity Center. It should be noted that the single-family, two-unit, and three-unit HOHDs and MHOHDs are proposed to be allowed in almost all zones that allow the single-family, duplex, multiple-family, and mixed-use land use.

One of the primary purposes of requiring HOHDs or MHOHDs with four dwelling units or greater to be located in the ACAPS is that the areas are typically served with existing or have planned infrastructure improvements that provide alternative modes of transportation (bicycle routes, pedestrian facilities, paths/trails, streets, and/or transit routes) nearby. The availability of alternative modes of transportation may assist with reducing vehicle trips.

It should be noted that the ZCTA provisions also require HOHDs and MHOHDs to be located within 1,320 feet of a permanent transit route unless an alternative distance is approved by the Planning and Zoning Commission. The provisions also require that the distance between the permanent transit stop and the Development Site of the HOHD or MHOHD is measured following a continuously improved sidewalk and/or public paved trail. This provision is intended to ensure that the HOHDs and MHOHDs are provided in a traditional walkable environment.

The ACAPS areas generally also have utility infrastructure sized to accommodate an increased development intensity in a mixed-use land-use pattern. The referenced land-use pattern and existing and planned infrastructure increase the infrastructure efficiencies in the area. Furthermore, the mixed-

use land-use patterns of ACAPS encourage land-use efficiencies by allowing complementary residential and non-residential uses to be near or within the same development. Also, HOHDs and MHOHDs in the ACAPS provide opportunities to incorporate a variety of residential housing choices.

The variety of housing choices, transit location requirements, and the pedestrian-oriented design provisions of the Zoning Code's site design and architectural design standards are intended to provide a community character based on traditional mixed neighborhoods that are walkable and are found within and around Downtown.

To maintain the commercial focus of development adjacent to the commercial corridor streets within the ACAPS, the ZCTA incorporates provisions that require MHOHDs to be adjacent to the referenced streets. In addition, the provisions require HOHDs to be setback at least 300 feet from a commercial corridor street and to have a new or existing commercial development between the street and the HOHD.

To ensure that new HOHDs and MHOHDs contribute to and assist in maintaining traditional and historic building forms, the ZCTA incorporates provisions that are intended to mitigate the building design and be responsive to the contextual area. Most notable is the Conditional Use Permit requirement to demonstrate compatibility with existing developments, which requires compliance with the site plan design standards. The provisions also include building footprint-size maximums based on the ACAPS the development is located in and compliance with the heritage preservation applicable design standards if required by the property's zone designation. In conjunction with the referenced building footprint-sizes and site plan design standards, HOHDs and MHOHDs with two or more units are required to demonstrate compliance with the architectural design standards outlined in the Zoning Code.

### **Chapter XIII - Neighborhoods, Housing, & Urban Conservation**

- 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 NH.2.3. Continue the tradition of multi-story, multi-use buildings to maintain and increase a stable, mixed-income residential population when planning new structures in the downtown and Southside neighborhoods.
- Goal NH.6. Neighborhood conservation efforts of revitalization, redevelopment, and infill are compatible with and enhance our overall community character

The provisions of the proposed ZCTA include a requirement that an HOHD or MHOHD that is subject to the Zoning Code's heritage preservation provisions is required to obtain a determination from the Heritage Preservation Commission that the development's design has no adverse effects or has appropriately mitigated its effects on the relevant historic cultural resource. These provisions are in conjunction with the Conditional Use Permit compatibility requirements when applicable. In addition, the provisions are intended to assist with achieving building and streetscape designs that are compatible with and enhance our overall community character. Furthermore, the provisions do not include limitations in building height or the number of stories that a development may have. This exclusion may assist in providing additional housing options for a mix of incomes.

## **Chapter XIV - Economic Development**

Goal ED.7. Continue to promote and enhance Flagstaff's unique sense of place as an economic development driver.

Policy ED.7.1. Support planning, design, and development that positively, creatively, and flexibly contribute to the community image.

Flagstaff's unique sense of place and community character contributes to many of its economic industries, including tourism and business opportunities. To ensure Flagstaff's unique sense of place is maintained, the ZCTA includes provisions that enhance, maintain, and mitigate the effects that the design of an HOHD or MHOHD may have on the community's character. These provisions include the following:

- Demonstrating compliance with the compatibility provisions that are outlined in the Zoning Code as part of the Conditional Use Permit process; and
- Obtaining an affirmative determination, if required by the property's zone, from the Heritage Preservation Commission that the design of the development has no adverse effects or has appropriately mitigated its effects on the relevant historic cultural resource.

### **I. High Occupancy Housing Plan**

**Goal 1: Promote HOH buildings that connect and enhance existing urban patterns and historic activity centers**

- Policy HOH.1.1. Repeat the patterns of streets, alleys, buildings, and civic spaces from within nearby historic districts or neighborhoods in the site planning of HOH developments.
- Policy HOH.1.2. Remove policy barriers to new development replicating the patterns of compatible historic districts and historic neighborhoods in order to promote historic context, parking, street patterns, and pedestrian connectivity, through small and medium-scale buildings.

The ZCTA incorporates a building footprint-size for HOHDs and MHOHDs in the pedestrian shed of a Historic Activity Center. Developed as part of the HOH Plan, the maximum building footprint-size of 5,000 square feet for HOHDs and MHOHDs in the Historic Activity Center's pedestrian shed is intended to provide building sizes and proportions that are compatible with nearby historic districts and neighborhoods.

Except for the HOHDs or MHOHDs in a pedestrian shed of a Historic Activity Center on property zoned Commercial Business (CB), building separation requirements have been incorporated into the ZCTA. These requirements are intended to provide adequate space between buildings compatible with the development patterns in adjacent and nearby historic neighborhoods. As it pertains to an HOHD or MHOHD in the pedestrian shed of a Historic Activity Center on property zoned Commercial Business (CB), no building separation is required. The historical urban pattern of these properties comprises structures that are typically constructed up to the property line and abut a structure on an adjacent lot.

In addition, any HOHD or MHOHD that is subject to the Zoning Code's heritage preservation provisions is required to obtain a determination from the Heritage Preservation Commission that the development's design has no adverse effects or has appropriately mitigated its effects on the relevant historic cultural resource. An affirmative determination by the Heritage Preservation Commission is necessary to be found in compliance with the proposed additional criteria for an HOHD or MHOHD Conditional Use Permit.

## **Goal 2: Promote HOH primarily as a part of complete activity centers**

- Policy HOH.2.1. Ensure that the proportions and design of HOH projects in terms of architecture, connectivity, and public spaces are tied to the activity centers type (urban, suburban), scale (regional, neighborhood, historic), and proximity of historic districts and neighborhoods.
  1. Rezoning properties to allow for large-scale HOH development is appropriate in the commercial core of regional-scale activity centers, when the properties are not located in historic districts and neighborhoods.
  2. Rezoning properties to allow medium- and small-scale HOH buildings can be appropriate in neighborhood-scale activity centers when they are centrally located, and can be located in the pedestrian shed of regional centers when they address the transition between larger HOH development and the surrounding neighborhoods.
  3. Small-scale HOH is preferred in historic activity centers. Medium scale HOH may be appropriate in the commercial core of Downtown when designed with consideration to the historic context.
- Policy HOH.2.2. HOH buildings are designed to be pedestrian oriented at the street level, and to create vibrant and active civic spaces for both residents and neighbors.
- Policy HOH.2.3. Break up building footprints as well as their bulk and mass in order to ensure transportation connectivity and a comfortable pedestrian environment across HOH project sites in accordance with the characteristics of urban and suburban areas in the Regional Plan. Allow for modifications that take into consideration site constraints outside the control of the property owner, such as topography, natural and cultural resource protection, etc.
- Policy HOH.2.4. The design of HOH buildings creates opportunities for interactive spaces with surrounding neighborhoods and businesses through the location and style of doors and windows facing the street, or the design of other pedestrian environments, such as a courtyard or plaza. These features benefit the HOH and are an enhancement for existing business and cultural opportunities nearby.
- Policy HOH.2.5. Discourage HOH locations that are not served by NAIPTA's permanent transit network, and that do not have multimodal access to Downtown or another major employment or activity center (Milton Rd, NAU, FMC, etc.).
- Policy HOH.2.6. HOH buildings in activity centers should add to the diversity of housing choices for the entire community, and provide for the housing needs for multiple facets of the Flagstaff population.

To achieve the intent of the above-referenced goal and policies, the ZCTA incorporates provisions that are intended to mitigate the design of HOHDs and MHOHDs while being responsive to the contextual area. Most notable is the Conditional Use Permit requirement to demonstrate compatibility with

existing developments, which requires compliance with the site plan design standards. The provisions also include building footprint-size maximums based on which ACAPS the development is located in and compliance with the heritage preservation applicable design standards if required by the property's zone designation. In addition to building footprint-size maximums, HOHDs and MHOHDs containing two units and more are required to comply with the Zoning Code's architectural design standards. In conjunction with the referenced building footprint sizes, the architectural design standards help break up the footprint, bulk, and mass of a building. Furthermore, the standards help ensure that the building and site designs incorporate and provide pedestrian-oriented environments and allow for interactive spaces.

To assist in ensuring that an HOHD or MHOHD has access to transit, HOHDs and MHOHDs containing four units or greater are required to be located within 1,320 feet of a permanent transit route. The Planning and Zoning Commission is allowed to approve an HOHD or MHOHD at a distance that is greater than 1,320 feet of a transit route when the route to the transit stop has adequate nighttime lighting and does not have a significant grade change and the distance does not impede reasonable access to the transit. It should be noted that the distance between the permanent transit stop and the Development Site of the HOHD or MHOHD is measured following a continuously improved sidewalk and/or public paved trail.

In addition to the above-referenced provisions, the ZCTA includes requirements for HOHDs and MHOHDs that contain four units or more to provide diversity in unit types. These provisions assist in providing multiple housing choices. The proposed bedroom-to-dwelling unit ratio and the minimum number of one-bedroom units and the maximum number of dwelling units containing four bedrooms or more intend to achieve unit diversity.

### **Goal 3: Leverage HOH to create more efficient and equitable transportation**

- Policy HOH.3.1. Increase multimodal performance and options with the development of HOH projects, and continue to tie performance to parking and traffic requirements.
- Policy HOH.3.5. Encourage property management companies of HOH to offer tenants reduced or free bus passes as part of their rental fees.

To achieve the intent of the above-referenced goal and policies, the ZCTA incorporates provisions to promote multimodal transportation options. The provisions include requirements for HOHDs and MHOHDs to provide secure bicycle parking and to be located within 1,320 feet of a permanent transit route, unless an alternative distance is approved by the Planning and Zoning Commission. It should be noted that the distance between the permanent transit stop and the Development Site of the HOHD or MHOHD is to be measured following a continuously improved sidewalk and/or public paved trail. Also, the proposed parking requirements are based on Flagstaff's actual parking utilization rates for HOHD and MHOHD types, which account for typical bicycle and transit transportation usage.

In addition to the above provisions, the ZCTA includes provisions that allow a property owner to reduce a development's parking requirement by providing free transit passes to tenants and employees. It should be noted that the proposed Transit Pass Parking Reduction Pilot Program is a temporary program that will expire on December 31, 2026, unless extended by the City Council. The intent of the expiration timeframe is to allow time for the staff to evaluate the program's effectiveness and return to the City

Council with a recommendation as to whether or not to keep the program . Also, the transit pass requirement is perpetual. A property owner may be released from the transit pass requirement if the owner provides additional parking that is equal to or greater than the amount that was reduced.

#### **Goal 6: Reduce waste and increase energy efficiency of HOH developments**

- Policy HOH.6.1. Promote materials management strategies in HOH buildings that increase recycling rates and extend the life of the Flagstaff landfill.

To achieve the intent of the above-referenced goal and policy, the ZCTA incorporates provisions that require the property owner of an HOHD or MHOHD with four dwelling units or more to obtain approval of a waste management plan from the City's Public Works Director, or designee, prior to the approval of the site plan that is required for the Conditional Use Permit. Also, the ZCTA incorporates provisions that require the property owner to provide all necessary improvements to the property to implement the approved waste management plan.

#### **Goal 7: Improve NAU and City programs and tools for managing off-campus student housing**

- Policy HOH.7.7. Require every HOH development to have a safety plan and review on file with the Flagstaff Police Department Crime Free Multihousing program.

To achieve the intent of the above-referenced goal and policy, the ZCTA incorporates provisions that require the property owner of an HOHD or MHOHD with four dwelling units or more to participate in the City's Crime Free Multi-Housing Program. In addition, the ZCTA incorporates related provisions to assist in the implementation of the program. It should be noted that the Crime Free Multi-Housing Program is a rental housing program, and the ZCTA incorporates provisions to allow the Police Department's Crime Free Multi-Housing Program representative to exempt properties, such as owner-occupied developments, from the requirement.

#### **Goal 8: Promote economic resiliency through building design in HOH developments**

- Policy HOH.8.3. Integrate HOH developments with employment uses in order to attract appropriate talent and support workforce housing.

The proposed HOHD and MHOHD land uses are permitted in various zones that would allow for the integration of employment uses in a horizontal or vertical format. In addition, ZCTA provisions require HOHDs and MHOHDs that contain four dwelling units or more to be located in ACAPS. The ACAPS are intended to be comprised of a mix of land uses that are nearby and contain a variety of infrastructural resources (bicycle routes, pedestrian facilities, paths/trails, streets, transit, and utilities). With the integration of HOHDs and MHOHDs into the ACAPS, it is anticipated that these areas may be attractive to lower-impact employment uses (office, banks, services, etc.) and the integration of a variety of housing choices.



## **La Plaza Vieja**

### **GOAL #6N: Preserve the neighborhood core as a predominantly single-family neighborhood.<sup>1</sup>**

- 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 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.

To address the above-referenced goal and policies, the ZCTA incorporates various parking requirements based on a development's total number of bedrooms. To minimize the impact of single-family, two-unit, and three-unit HOHDs and MHOHDs, the provisions require one parking space for each bedroom. This provision ensures adequate parking is provided on-site for HOHDs and MHOHDs that are allowed in the neighborhood core areas. Larger HOHDs and MHOHDs are required to provide one space for each bedroom for the first 75 bedrooms of a development and a reduced rate for each bedroom above 75. The larger an HOHD or MHOHD is, the more parking efficiencies are realized per bedroom. The proposed parking requirements are consistent with Flagstaff's actual parking utilization rates and the City's objectives for HOHDs and MHOHDs.

## **Southside**

### **GOAL S 10. Make parking management more effective through partnerships and design.**

- Policy S 10.1. Continue to coordinate efforts between student-centric housing developers, the City, and NAU to mitigate parking impact on Southside residents.

### **GOAL S 11. Develop the supply of public parking in the Southside to balance the needs of businesses and residents.**

- Policy S 11.1. Increase off-street parking availability for new residences on small lots through shared parking plans, and increase private parking lot development to address the increasing number of bedrooms and higher occupancy, especially south of Butler Avenue.

The ZCTA incorporates varying parking requirements based on a development's size to address the above-referenced goals and policies. In addition, the parking requirements are based on the number of bedrooms that an HOHD or MHOHD contains. Consistent with Flagstaff's actual parking utilization rates for the HOHD and MHOHD types, the proposed regulations are intended to ensure adequate parking is provided.

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<sup>1</sup> The Neighborhood Core in the La Plaza Vieja Neighborhood Plan is mostly zoned R1N which allows single-family homes, duplexes, and accessory dwelling units. Therefore, the regulations for one- and two-dwelling unit HOHDs were considered in this analysis.

### **Conflicting Regional Plan Goals and Policies**

- Policy ED.4.2. Promote variety and flexibility in land use and development options within the urban growth boundary.
- Policy LU.1.6. Establish greater flexibility in development standards and processes to assist developers in overcoming challenges posed by redevelopment and infill sites.

The ZCTA incorporates provisions for HOHDs and MHOHDs that are currently regulated under broader land uses, definitions, and standards. The provisions include definitions, land uses, and property development, and use specific standards and parking standards for HOHDs and MHOHDs. As part of the proposed regulations, a development that is considered to be an HOHD or MHOHD with four dwelling units or more will be required to be located in the pedestrian shed of an activity center. The proposed locational requirements reduce the areas of the city in which an HOHD or MHOHD with four dwelling units or more may be developed. At the same time, this change provides more predictability because ACAPS are more appropriate locations from the standpoint of available infrastructure and multimodal transportation options (bicycle, transit, path/trails, etc.) accessibility.

The proposed amendment includes a new variety of land uses, although the associated provisions minimize options and flexibility for development types considered as an HOHD or MHOHD. The provisions do not include regulations to assist developers in overcoming challenges posed by redevelopment and infill sites. Also, the requirement to obtain a Conditional Use Permit for an HOHD or MHOHD may be perceived as limiting to developmental flexibility. Furthermore, the amendment provisions, such as the parking requirements, may be an additional challenge for some redevelopment or infill sites.

Note: Due to the low number of responses to some of the concepts, some percentage results in the “Support” and “Do not support” columns may not be an accurate statistical representation of the community’s desires.

Summary of HOH Open House (08/18/2020) and Flagstaff Community Forum Comments (07/26/2019 – 09/03/2019)					
	Concept	Total Respondents:	Support:	Do not support:	Written Comments Received
1.	A. High Occupancy Housing Development (HOHD): Is any of the following: 1. A mixed-use or multiple-family development, with three or more dwelling(s) units, and: a. has a density greater than 29 dwelling units per gross acre; b. has a bedroom to gross acre ratio greater than 72.5; c. has a bedroom-to-dwelling unit ratio greater than 2.5; d. has a dwelling unit has bedroom-to- bathroom ratio less than 1.3, excluding 1- and 2-bedroom units; or e. more than 10 percent of the dwelling units have four bedrooms or more.	Total Respondents: 5	Support: 100%	Do not support: 0%	1. There must be something written into the Code for some High and Medium density that would trigger the discussion of affordable housing 2. Lower the density to 25 3. Balance between affordable housing and greed as well as "what the market will bear" philosophy. 4. Yes, but the definition should include "rent-by-the-room" 5. Yes, but the definition should include height, square footage, and mass (volume) 6. Definition should be based on long-term residents/professionals who are looking for a single occupancy for either an individual or a couple as a family unit 7. Yes, but there should be an upper limit to how many 4+ bedrooms. 8. Yes, but clarify whether or not this would include housing targeted to college students 9. Yes, but consider using workforce or student housing in the definition instead of multiple-family 10. I support the definition, regardless of the number of four bedrooms
	B. A single-family attached or detached dwelling, duplex, or triplex that contains four bedrooms or more, and a bedroom to bathroom ratio of less than 1.3, (Excludes developments in the Rural Residential (RR) and Estate Residential (ER) zones, and accessory dwelling units.)	14	79%	21%	
2.	Mixed-use High Occupancy Housing Development (MHOHD) shall conform with the definitions of High Occupancy Housing Development and Mixed-use.	6	67%	33%	1. Activity Areas S13, S14, and S15 are overcrowded with High Occupancy Housing developments.
3.	Should a Mixed-use High Occupancy Housing Development in a Regional Activity Center Pedestrian Shed be allowed up to 50 dwelling units per acre before requiring a Conditional Use Permit?	15	33%	67%	1. The reason is all regional activity centers are created equally. The other side, it depends on who interpretation and who is interpreting. 2. Density should not exceed 29 dwelling units (75 beds) or 50 dwelling units (125) in the Regional Activity Centers 3. Density should be less. 4. The Regional Activity Center should have a lower density 5. The greatest density should only be located in Downtown and Southside only 6. Density should not exceed 29 dwelling units (75 beds). 7. Greater densities should not be allowed in the Regional Activity Centers.
4.	Proposed Additional Conditional Use Permit Criteria: A. The property owner has submitted plans that shows how a development can be converted to a traditional multiple-family development consisting of studio, 1 bedroom, 2 bedroom, and 3 bedroom units.	10	80%	20%	1. Additional Criteria is needed to ensure infrastructure, and on street parking is not overburdened. 2. I agree with the additional proposed Conditional Use Permit criteria, specifically neighbor character. 3. I agree with the additional proposed Conditional Use Permit criteria. 4. I agree with the additional proposed Conditional Use Permit criteria. 5. Is appropriate. Not a hard rule. 6. Depends. 7. Can the Builder pay for the transit stop? 8. Setback is important. 9. I am concerned that the building heights may eventually affect tax payers through the purchase of more advanced fire equipment, like ladder trucks and other insurances drivers needs in public safety.
	A. A High Occupancy Housing Development is located in an activity center delineated in the Regional Plan.	10	80%	20%	
	B. The High Occupancy Housing Development that contains more than 50 dwelling unit per acre or 125 bedrooms per acre, is located in a Regional Activity Center Pedestrian Shed	11	73%	27%	
	C. The lot or parcel that contains the High Occupancy Housing Development shall be within 1200 feet of permanent transit stop.	10	90%	10%	
	D. A High Occupancy Housing Development is designed with a character, including mass, scale, height, colors and other elements, that is compatible with the existing structures of the neighborhood were the High Occupancy Housing Development is located.	10	80%	20%	
	E. Property owner, and owner's management company or representative(s) shall operate the High Occupancy Housing Development in accordance with an approved safety plan and, a “good neighbor” plan approved by the Flagstaff Police Department.	10	90%	10%	

Note: Due to the low number of responses to some of the concepts, some percentage results in the “Support” and “Do not support” columns may not be an accurate statistical representation of the community’s desires.

5.	High Occupancy Housing Development with three dwelling units, or less (single-family, duplex, and triplex): <ul style="list-style-type: none"><li>1 parking space per bedroom.</li></ul> (This is the current Room and Boarding parking requirement.)	18	72%	28%	<div>1. For this size development there definitely need to be adequate parking so I would support there being one space per bed. Because we have no street parking overnight in the winter monthes this must be a requirement especially in the neighborhoods where students live close to campus.</div> <div>2. Sure, it's good to have enough parking so that residents don't park in other areas, exacerbating the city's already limited parking. But, more important than the ratio of parking spots to beds is the TOTAL number of people (and therefore cars) that a development will bring to a neighborhood. So sure, 942 spots for 942 beds sounds good, but that is 942 MORE VEHICLES REGULARLY ON THE ROAD IN THAT NEIGHBORHOOD. Large numbers like that are causing rapidly deteriorating traffic situations in Flagstaff. This could be avoided by limiting the sheer number of bed permitted in these developments.</div> <div>3. With density comes the need for improved walking routes and public transportation for commuting to/from work and for leisure. Fewer parking spaces combined with intentional development of interconnected sidewalks, promotion of public transportation and even incentivizing ride share/taxi services will help to lower the need for a 1 person 1 car infrastructure that becomes unnecessary with thoughtful density.</div> <div>4. All buildings should provide enough parking. We have so many vacation rentals in our neighborhood that don't have adequate parking and they raise the cost of housing so there is no affordable housing. Make sure that HOH in CC are not NAU student housing or investors putting in short term rentals. The condos on Beaver and Dale already have short term rentals which are changing the character and sense of community in our neighborhood.</div> <div>5. "In reading this, my understanding is this is for smaller developments like the one recently built on N. Beaver near Nativity church. Based on that assumption, I would hope those smaller developments would be targeted to Flagstaff residents &amp; families VS NAU students. Perhaps for these smaller developments one of the other ratios would be appropriate like the .77?</div> <div>6. Rents in Flagstaff are so very high already making housing for residents nearly unattainable &amp; I don't know if a 1:1 parking: bedroom ratio for places, hopefully targeted for residents, would make them out of reach for the intended target &amp; then simply filled with even more NAU students?"</div> <div>7. In my opinion this is a critical requirement. Developers try to provide less parking. This always leads to an increase in "on street" parking which is already at a premium.</div> <div>8. the existing parking code of one parking space per bedroom is to extreme, a 3 bedroom unit would require 3 spaces assuming that all 3 bedroom s are of driving age. most households have only 2 cars. a one parking space per unit should be fine per dwelling</div> <div>9. If anywhere near an established neighborhood, there should be one space for each bedroom. That is the modern reality. Anything less makes life bad for existing residents.</div>
6.	High Occupancy Housing Development with Four Dwelling Units and Above: Option 1 1 parking space per bedroom  Example, The Standards has 942 bedrooms: 942 bedrooms x 1 space per bedroom = 942 spaces  (This is the current Room and Boarding parking requirement.)	Total Respondents: 23	Support: 52%	Do not support: 48%	<div>1. I find this to be one of the most difficult problems with the HOHD. A large part of these developments are huge parking garages or parking lots. The whole point of allowing these types of density was to get people out of their cars and walking or using public transit. The idea of 1 space per bed shows the complete failure of our ability to have this density work in the way it was intended in the Regional Plan. There should be studies of whether with the existing student housing developments all of the parking spaces are occupied. This should impact the amount of spaces required. Any incentives to stop out of town students from bringing cars to Flagstaff should be tried. Unfortunately, the lure of these developments is the reason many prefer them to on campus housing where there is no parking. There should be efforts made between NAU and these building management firms to provide inexpensive transit to Phoenix on the weekends, where I imagine most of these students are going. Carpooling should be encouraged in whatever way possible to dinners out, bar hopping or weekend hiking. If these HOHD are primarily student housing they have to work creatively to lessen the needs for their occupants to bring cars to Flagstaff.</div>
	Option 2 First 100 bedrooms: 0.90 parking spaces per bedroom Remaining bedrooms greater than 100: 0.80 parking space per bedroom.  (Not eligible for transit and bike reductions)	15	20%	80%	

Note: Due to the low number of responses to some of the concepts, some percentage results in the “Support” and “Do not support” columns may not be an accurate statistical representation of the community’s desires.

	<p>Example, The Standards has 942 bedrooms: 942 bedrooms → (100 x 0.90 space per bedroom) + (842 x 0.80 space per bedroom) = 764 spaces</p> <p>(This is option is alternative requirement that would require more parking for smaller development, and less for larger developments.)</p>				<p>2. I like option 3. Flagstaff is at a fantastic juncture to either embrace a lifestyle that provides more high-quality public transportation options... or go the way of Phoenix and remain shackled to our cars.</p> <p>3. 1 parking space/bedroom, plus secure indoor bike storage of 1 bike spot/bedroom</p> <p>4. One space per bedroom with NO allowances for proximity to mass transit or secure bicycle storage. It is way too optimistic to think that one can live in Flagstaff easily without a car.</p> <p>5. For these monolithic supposedly 'mixed use' HOH developments 1:1 - Option 1 is appropriate. However, I am wary about the allowances that could be granted for transit &amp; bike parking. Are the numbers spelled out somewhere?</p> <p>6. Option 3 seems reasonable</p> <p>7. Option 3, make people dependent on alternative modes of transportation.</p> <p>8. Option 1.</p>
	<p>Option 3 0.77 parking space per bedroom</p> <p>(Not eligible for transit and bike reductions)</p> <p>Example, The Standards has 942 bedrooms: 942 bedrooms x 0.77 space per bedroom = 726 spaces</p> <p>(This is option is based on an actual City of Flagstaff Transportation Engineering Study of several High Occupancy Housing type developments.)</p>	14	36%	64%	
	<p>Please provide your thoughts as to whether or not the parking requirements in Option 2 and 3 should be allowed to be reduced for providing transit pass to residents and/or additional high-security bike parking.</p>	Total Respondents: 5	Support: 60%	Do not support: 40%	<p>1. I support the reductions</p> <p>2. Yes, but the total parking provided should not exceed the reduction.</p> <p>3. I do not support the reductions</p> <p>4. I support the reductions</p> <p>5. I do not support the reductions</p>
7.	<p>Proposed Parking Reduction Requirements</p> <p>A. Transit:</p> <p>Should a High Occupancy Housing Development that provides free transit passes for residents be allowed up to a maximum 20% reduction in the required parking spaces?</p>	14	88%	22%	<p>1. The free transit pass requirement stay with the same development perpetually, regardless of change of ownership.</p> <p>2. The actual car usage reductions created by providing the transit passes is needed to determine the allowable reduction percentage.</p> <p>3. All Depends. Could be ok if the goals are met</p> <p>4. Great idea, but let's be realistic. The tenant will pay the cost of the transit pass in their monthly rent. I think this should be available and optional if the tenant chooses as they might desire other forms of transportation based on their needs - walking, Lyft/Uber, bicycle, etc. However, I do think that there should be a cost/fee to utilize a parking space. If we make driving a car more expensive, that will change behavior that this rule may be trying to achieve.</p> <p>5. "Before this is put into anything official, the verbiage needs to be corrected since it currently states ""free PARKING"" passes and not 'free TRANSIT' passes 2x.</p> <p>6. Besides that, maybe a 10% reduction not 20%."</p> <p>7. Great idea.</p> <p>8. Too high. 5% max.</p>
	<p>B. Bike Parking:</p> <p>Should a High Occupancy Housing Development that provides at least 50 parking space be eligible for a reduction of one parking space per 4 high security bike parking spaces (e.g. bike lockers, monitored bike rooms or enclosures, or similar), up to maximum 10% of the required parking spaces.</p>	10	60%	40%	<p>1. I believe there is a place for reducing parking, but 4:1 is not acceptable.</p> <p>2. All Depends. Could be ok if the goals are met.</p> <p>3. Yes, but increase the bike ratio and lower the cap</p> <p>4. I support the reductions</p> <p>5. This is a great idea and along with bus passes should be encourage and incentivized.</p> <p>6. I like this idea and believe it is this type of innovative thinking that we need for a multi-solution approach the a multi-faceted problem. I believe this should remain on the table as another option.</p> <p>7. I don't think that there should be any reduction in the parking requirements of HOHD under any circumstances.</p> <p>8. "No reduction in parking should be made for access to carshare programs especially in the 50+ HOH category. I believe the majority of the HOHD occupants are people who come from outside of Flagstaff. The primary purpose of carshare programs is to provide a vehicle for a short period of time for a particular 'task' that requires a motor vehicle.</p>

Note: Due to the low number of responses to some of the concepts, some percentage results in the “Support” and “Do not support” columns may not be an accurate statistical representation of the community’s desires.

					<div>9. Carshare programs do not address one of the main reasons the HOHD residents Bring a car with them...to get from Flagstaff to wherever they came from be it points south in state or out of state. A carshare program isn't going to make any difference in the number of cars brought to town so they can go home for winter break."</div> <div>10. we own a duplex at 2315 n. center and are considering adding a 3rd. unit to our property , parking for the 3rd unit would have to be from the rear ONE WAY alley which runs from 6Th ave to colanthe ave . Would the city owned alley be a allowable entrance to our proposed #3rd.unit &amp; allow parking to the parcel from the alley ??? also with the "High Occupancy housing plan" will the city be maintaining the alley in a better manor than they currently have in effect.???</div> <div>11. Carshare seems like a nice idea, but is not proven. We should not base parking space requirements on anything less than fully proven means of discouraging the one person/one car paradigm.</div>
	Please add your thoughts pertaining to the proposed high-security bike parking reduction provisions for a High Occupancy Housing Development. Also, is the reduction amount sufficient, or too high? If the reduction is too high, or too low, what should the reduction be? Should there be additional criteria? If so, what additional criteria do you recommend?	Total Respondents: 4	Support: 50%	Do not support: 50%	<div>1. I support the requirement</div> <div>2. I support the requirement</div>
	C. Car Share:  Should the parking requirements of a High Occupancy Housing Development be allowed to be reduced for carshare facilities and vehicles?	13	31%	69%	<div>1. Change the "Should" to may.</div> <div>2. Not every development will work as a requirement.</div> <div>3. All Depends.</div> <div>4. Could be ok if the goals are meet</div>
	Please provide your thoughts on the maximum amount that the parking requirements for a High Occupancy Housing Development should be allowed to be reduced. e.g. 5%, 10% 20%, etc. Please provide an explanation for your answer.	2	50%	50%	<div>1. I support the reductions. We need to find ways to reduce students from bring cars</div> <div>2. Maximum reduction of 10%</div>
8.	A. Proposed Bedroom Allowances: 1. Medium Density Residential (MR):  Maximum bedrooms per acre outside of the Resource Protection Overlay: 35 (2.5 bedrooms per dwelling unit x 14 dwelling units per acre = 35 bedrooms per acre)	4		6	<div>1. I don't entirely understand what this proposal means - how it translates to a real thing? However, I would like to not have high density housing that allows for lots of people to share the space. I am in favor of anything that makes it hard for many college students to room together (to save on the rent) in the same unit.</div> <div>2. However, we can combat the city being overwhelmed by gargantuan multi-bedroom student housing projects is a good thing. Flagstaff is slowly being overrun by NAU's growth and the projects being erected throughout the city by outside developers are not in any way beneficial to the city's affordable housing crisis.</div> <div>3. Any increase in restrictions to reduce the maximum bedroom density is a good thing. High maximum bedroom density leads to a ghetto like atmosphere. We certainly do not want to turn into Chicago. However, we do need to address our affordable housing shortage in Flagstaff, but high-density housing is not the way to do it.</div> <div>4. The MR should not be increased and the HR should not be increased.</div>
	2. Maximum bedrooms per acre in the Resource Protection Overlay: 22.5  (2.5 bedrooms per dwelling unit x 9 dwelling units per acre = 22.5 bedrooms per acre)	7	71%	29%	
	B. High Density Residential (HR) maximum bedrooms per acre: 72.5 1. Maximum bedrooms per acre outside of the Resource Protection Overlay: 72.5  (2.5 bedrooms per dwelling unit x 29 dwelling units per acre = 72.5 bedrooms per acre)	7	86%	14%	
	2. Maximum bedrooms per acre in the Resource Protection Overlay: 55  (2.5 bedrooms per dwelling unit x 22 dwelling units per acre = 55 bedrooms per acre)	6	84%	16%	
9.	Should High Occupancy Housing Development in the commercial zones have a different density and bedrooms per acre in the Resource Protection Overlay ( (2.5 bedrooms per dwelling unit x 22 dwelling units per acre = 55 bedrooms per acre).	4	25%	75%	<div>1. I support densities. The Resource Protection Overlay is to save our trees and slopes.</div> <div>2. Greater densities should not be allowed anywhere.</div> <div>3. The greater density should be allowed</div> <div>4. The greater density should not be allowed.</div>

Note: Due to the low number of responses to some of the concepts, some percentage results in the “Support” and “Do not support” columns may not be an accurate statistical representation of the community’s desires.

10.	Replace Rooming and Boarding in the following Zones with High Occupancy Housing Development land use in the following zones: Manufactured Housing (MH)	5	40%	60%	<ol style="list-style-type: none"><li>1. So does this mean that HOH is rent by room housing? If that is not the case then there should still be an additional hoop a developer has to jump through if they want to exclude families and only have students. Our goal should be to have housing that serves all and doesn't discriminate against families or anyone who cannot afford the expensive rent by room costs. If all of these changes are happening to regulate student housing or rent by room housing than you should call it what it is. It seems with this change you are just making it easier for developers to have this type of rental property. Rent by room should be approved with careful consideration of the neighborhood and the needs of the whole community not just NAU.</li><li>2. I don't think there should be any housing with multiple tenants each having separate rental agreements. This just promotes developers targeting their units to college students - we have enough of that already.</li><li>3. I am not sure I understand this. So, my comment may not apply. However, Flagstaff needs to somehow increase regulation of AIRBNB / VRBO, etc units as much as our restrictive Arizona state regulations allow. AIRBNB / VRBO and other short term rentals are out of control.</li><li>4. What new requirements will be imposed on landlords who have been renting their property under this classification in prior years? The structures that have been utilized under the Rooming and Boarding land use may not meet the new requirements for HOHD. How will this be addressed?</li><li>5. What about the Transect Zones? High Occupancy Housing should not be in allowed in these areas since they are mainly existing neighborhoods and are not consistent with existing developments. (Verbal comment at morning open house meeting at the Murdock Center)</li><li>6. The High Occupancy Housing allowed in the Transect zones should not be allowed. (Verbal comment at morning meeting at the Murdock Center)</li><li>7. How are you going to stop High Occupancy Housing in Transect Zones? They sould not be allowed (Verbal comment at morning open house meeting at the Murdock Center).</li><li>8. Projects like the HUB, and multi bedroom triplexes and duplexs (four bedrooms and greater) High Occupancy Housing types that are allowed in transect zones and are out of scale with existing developments, impact parking, and neighborhood. These types of HOH development should not be allowed. (Verbal comments on southside meeting on Zoning).</li></ol>
	Estate Residential (ER)	7	29%	71%	
	Medium Density Residential (MR)	6	67%	33%	
	High Density Residential (HR)	6	83%	17%	
	Suburban Commercial (SC)	5	40%	60%	
	Community Commercial (CC)	7	57%	43%	
	Highway Commercial (HC)	5	80%	20%	
	Commercial Service (CS)	4	50%	50%	
	Central Business (CB)	6	50%	50%	
11.	Please provide your thoughts pertaining to whether a high occupancy housing development should be allowed as a Conditional Use Permit without including commercial as a mixed use development.	Total Respondents: 1	Support: 100%	Do not support: 0%	<ol style="list-style-type: none"><li>1. I support HOH without Mixed Use</li></ol>
12.	Proposed Zoning Code Specific to Use Requirements for a High Occupancy Housing Development: <ol style="list-style-type: none"><li>1. A mixed-use High Occupancy Housing Development shall comply with the mixed-use development standards of the Zoning Code.</li><li>2. Prior to the issuance of a building permit for the HOHD, the property owner shall obtain approval of a safety plan from the Flagstaff Police Department’s Crime Free Multihousing program.</li><li>3. Prior to the issuance of a building permit for the HOHD, the property owner shall obtain approval of a “good neighbor” plan from the Flagstaff Police Department’s Crime Free Multihousing program that all tenants are required to sign and comply with as part of the tenant’s lease.</li><li>4. Prior to the issuance of a building permit for the HOHD, the property owner shall obtain approval of a waste management plan from the City’s Public Works Director that shall be implemented to the reduce waste generated by the development.;</li></ol>	4	50%	50%	<ol style="list-style-type: none"><li>1. These are all good but why isn't recycling included with the waste management section. If we are to have this kind of density producing so much more waste in our community, why isn't there requirement for some of this waste to not go in the landfill. Why are these types of developments exempted?</li><li>2. Agreed.</li></ol>

Note: Due to the low number of responses to some of the concepts, some percentage results in the “Support” and “Do not support” columns may not be an accurate statistical representation of the community’s desires.

	<div>5. Prior to the final approval of a subdivision that creates one or more lots or parcels that would contain a development conforming to the definition of a HOHD, the property owner shall obtain approval of a Conditional Use Permit for the property that would contain the HOHD.</div> <div>Please share your thoughts about the proposed use requirements for a High Occupancy Housing Development. Does the propose requirements capture your thoughts as it pertains to this use?</div>				
Total Comments Received		271	Total Written Comments Received		90
Total Participates (40 - Open House Attendees) + (260 - Online Community Forum Views)		300			



**Summary of Public Comments and Questions Received**  
**from the February 13 and 14, 2020 Open House Meeting on the Zoning Code.**

1. Does the proposed Zoning Code or High Occupancy Housing Plan allow for additional building height?

*Staff Response: Neither the proposed zoning code and the High Occupancy Housing Plan allow for additional building height*

2. Is the High Occupancy Housing Plan specific to any one area?

*Staff Response: The High Occupancy Housing Plan address all areas of the City.*

3. Where is High Occupancy Housing allowed?

*Staff Response: There are large and small High Occupancy Housing developments. As defined, the proposed Zoning Code allows High Occupancy Housing all residential and commercial zones, and all transect zones (excluding the T1 Natural (T1) and T2 Rural (T2)).*

4. Are there ways to getting around the High Occupancy Housing requirements? For example, a dwelling unit having 8 bedrooms

*Staff Response: Only the single-family dwelling unit has a bedroom cap in any one dwelling unit. There is no bedroom cap in the two-unit/duplex or a multifamily development.*

5. Is a request for a Conditional Use Permit subject to the surrounding neighborhood comment?

*Staff Response: All Conditional Use Permits require a public meeting, at least, before the Planning and Zoning Commission. The Planning and Zoning Commission, or the City Council when applicable, may consider public comments in rendering their decision in the approval or denial of the Conditional Use Permit. The Planning and Zoning Commission's and the City Council's decision is limited to the Conditional Use Permit Criteria.*

6. In a single-family neighborhood, is an accessory dwelling unit allowed.

*Staff Response: An accessory dwelling unit is allowed in a lot with a single-family dwelling unit.*

7. Is it correct that Northern Arizona University (NAU) attendance going down?

*Staff Response: Staff has been informed that the attendance had decreased this past semester.*

8. Does the development have to be compatible with the style of existing surrounding developments?

*Staff Response: The Conditional Use Permit criteria requires a finding that the compatibility criteria have met.*

9. The Standard is not 100% full, 90% full per the leasing manager. It has open parking on the ground floor that is set aside for the commercial areas. Currently the residents are using the spaces since the commercial is vacant. There is available parking on the upper floors.

10. Why are they building more rooms for students? The attendance is down as NAU.

*Staff Response: Arizona is a free market state. Therefore, the property owners and developer can build what they want if it is allowed by the properties zone.*

11. So, we will have just a bunch of slum housing in and next to downtown.

12. Arizona laws prohibit requiring affordable housing

13. Could the proposed standards require a minimum number of studio and one-bedroom units? For example, a minimum of 20 percent of the total dwelling units. Also, could the proposed

standards have a maximum number of 4 bedrooms or greater? For example, a maximum of 20 percent of the total dwelling units. Therefore, this would not allow 50 to 80 percent, or more, of the dwelling to be 4 bedrooms or greater

*Staff Response: Yes, the proposed standards could.*

14. Are there developer pushing to get their approval before the adoption of these proposed development standard.

*Staff Response: We have been told that some developer desire to get their approvals before the proposed standard become effective.*

15. The market demand is 1 and 2 bedrooms. We want the three, four, and five-bedroom unit apartment near NAU, where the student can walk.

16. What is there to protect the low-density developments?

*Staff Response: Each zone has a list of allowed land uses and densities. The Zoning Code provided for protections within the zone, although almost all zones allow for multi-family developments at different densities. Also, single-family is allowed in almost all of the zones.*

17. What regulates the Zoning Code?

*Staff Response: All new zoning code amendment must be in conformance with the Regional Plan, and applicable specific plans.*

18. The proposed parking standards are to high for small developments. They should be like the transect zones.

19. Allow smaller HOH developments by-right, without the requirements for a Conditional Use Permit.

20. Provide incentives for infill developments with a lower parking requirement.