

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

NOTICE AND AGENDA

**PLANNING & ZONING COMMISSION
WEDNESDAY
December 9, 2020**

**STAFF CONFERENCE ROOM
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
CAROLE MANDINO
LLOYD PAUL

ERIC NOLAN
GAYLENE SOPER
DR. ALEX MARTINEZ

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 November 12, 2020.

5. PUBLIC HEARING

A. PZ-20-00008-01 Aura Flagstaff:

Direct to Ordinance Zoning Map Amendment, by Trinsic Acquisition Company LLC, of approximately 11 acres located at 151 West High Country Trail from the Estate Residential (ER) zone to the Medium Density Residential (MR) zone. The development site is already located within the Resource Protection Overlay (RPO).

STAFF RECOMMENDED ACTION:

Staff recommends the Planning and Zoning Commission, in accordance with the findings presented in this report, forward the Direct to Ordinance Zoning Map Amendment request to the City Council with a recommendation for approval of case PZ-20-00008-01, subject to the following six conditions which will be included into the zoning map amendment ordinance:

1. The subject property must be developed in accordance with the approved site plan and the conditions of approval dated August 10, 2020. Modifications (other than minor modifications) to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.
2. The two parcels must be combined and the approximately 2-acre portion of parcel 112-05-011 located north of High Country Trail shall remain a part of the parcel to the south.
3. The State archeological database must be updated to reflect the removal of archeological resources on the subject property.
4. All other requirements of the Zoning Code and other City codes, ordinances and regulations, shall be met by the proposed development.
5. All terms, conditions, and restrictions detailed within the "Aura Development Agreement" must be fully satisfied.
6. In the event the property is rezoned and the Developer fails to obtain final Civil Plan approval within two (2) years of the effective date of the rezoning ordinance, then the City may schedule a public hearing before the City Council for the purpose of causing the zoning on the Property to revert to the former classifications of Rural Residential (RR) and Estate Residential (ER) in accordance with A.R.S. § 9-462.01.

6. GENERAL BUSINESS

- A.** A Development Master Plan application from Reich Brothers, LLC, to redevelop approximately 12.70 acres located at 1600 East Butler Avenue for a master-planned commercial shopping center on the south approximate 7.71 acres, and future industrial/business park on the north 4.99 acres.

STAFF RECOMMENDED ACTION:

Development Master Plans are only required to be approved by the Planning & Zoning Commission when they are preceded by a subdivision plat or a zoning map amendment. At this time neither is proposed for this location. Staff and the applicant are looking for comments or concerns from the Planning and Zoning Commission prior to the submittal of a site plan and conditional use permit application for the proposed development.

7. MISCELLANEOUS ITEMS TO/FROM COMMISSION MEMBERS**8. ADJOURNMENT****CERTIFICATE OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on 12/4/2020, at 2:00 p.m. This notice has been posted on the City's website and can be downloaded at www.flagstaff.az.gov.

Dated this 4 day of December, 2020.



Planning & Zoning Commission

5. A.

Meeting Date: 12/09/2020

From: Alaxandra Pucciarelli, Current Planning Manager

Information

TITLE:

PZ-20-00008-01 Aura Flagstaff:

Direct to Ordinance Zoning Map Amendment, by Trinsic Acquisition Company LLC, of approximately 11 acres located at 151 West High Country Trail from the Estate Residential (ER) zone to the Medium Density Residential (MR) zone. The development site is already located within the Resource Protection Overlay (RPO).

STAFF RECOMMENDED ACTION:

Staff recommends the Planning and Zoning Commission, in accordance with the findings presented in this report, forward the Direct to Ordinance Zoning Map Amendment request to the City Council with a recommendation for approval of case PZ-20-00008-01, subject to the following six conditions which will be included into the zoning map amendment ordinance:

1. The subject property must be developed in accordance with the approved site plan and the conditions of approval dated August 10, 2020. Modifications (other than minor modifications) to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.
2. The two parcels must be combined and the approximately 2-acre portion of parcel 112-05-011 located north of High Country Trail shall remain a part of the parcel to the south.
3. The State archeological database must be updated to reflect the removal of archeological resources on the subject property.
4. All other requirements of the Zoning Code and other City codes, ordinances and regulations, shall be met by the proposed development.
5. All terms, conditions, and restrictions detailed within the "Aura Development Agreement" must be fully satisfied.
6. In the event the property is rezoned and the Developer fails to obtain final Civil Plan approval within two (2) years of the effective date of the rezoning ordinance, then the City may schedule a public hearing before the City Council for the purpose of causing the zoning on the Property to revert to the former classifications of Rural Residential (RR) and Estate Residential (ER) in accordance with A.R.S. § 9-462.01.

Attachments

Staff Report

Applications
Area Context Map
Legal Notice
Project Narrative and Regional Plan Analysis
Citizen Participation Plan and Reports
Emails/Letters from Public
01_Site Plans
02_Site Plans and Resource Protection
03_Apartment Bldg Floor Plans
04_Common Bldg Floor Plans
05_Building Elevations
06_Sign and Landscape Plans

PLANNING AND DEVELOPMENT SERVICES REPORT
DIRECT TO ORDINANCE ZONING MAP AMENDMENT

PUBLIC HEARING
PZ-20-00008-01

DATE: November 24, 2020
MEETING DATE: December 9, 2020
REPORT BY: Alexandra Pucciarelli

REQUEST:

Direct to Ordinance Zoning Map Amendment, by Trinsic Acquisition Company LLC, of approximately 11 acres located at 151 West High Country Trail from the Estate Residential (ER) zone to the Medium Density Residential (MR) zone. The development site is already located within the Resource Protection Overlay (RPO).

STAFF RECOMMENDATION:

Staff recommends the Planning and Zoning Commission, in accordance with the findings presented in this report, forward the Direct to Ordinance Zoning Map Amendment request to the City Council with a recommendation for approval.

PRESENT LAND USE:

The subject property is approximately 11 acres comprised of two contiguous parcels, one of which is bisected by West High Country Trail. The parcels are currently owned by Auza Flagstaff, LLC. The Zoning Code defines a Development Site as “any lot or parcel of land, whether under common ownership or multiple ownership, which constitutes a site on which development is proposed, or exists.” The property is a portion of the Auza Family Ranch; however, it is no longer used for ranching activities. The portion of the site north of West High Country Trail currently has a single-family house which encroaches slightly on to the parcel and a number of large existing Ponderosa Pine Trees. It is fenced and is connected to the Auza family’s large outdoor seating and cooking area with ramadas, storage facilities, and restroom facilities. The portion of the property south of West High Country Trail is crossed by high voltage electrical transmission lines. South of this, the property is vacant.

PROPOSED LAND USE:

The developer proposes the construction of a multi-family residential development, concentrated on the portion of the site south of High Country Trail and the electrical transmission lines, consisting primarily of market rate apartments. The proposed development consists of four three-story apartment buildings, three two-story apartment buildings, a clubhouse with apartments above, a fitness center, outdoor amenities, and on-site surface parking. The portion of the site north of High Country Trail is proposed to remain as is described under present land use.

NEIGHBORHOOD DEVELOPMENT:

See the attached area context map.

North:	Interstate 17; Auza Homestead zoned Rural Residential (RR)
East:	Vacant parcel zoned Highway Commercial (HC); The Lodge Apartments zoned High Density Residential (HR)
South:	Single Family Homes zoned Single Family Residential (R1)
West:	Timber Trails Apartments zoned Medium Density Residential (MR); Single Family Homes zoned Single Family Residential (R1)

I. Project Introduction

A. Background

The development site to be rezoned is approximately 11 acres comprised of two contiguous parcels located just west of the intersection of High Country Trail and Lake Mary Road. The property is a portion of the Auza Family Ranch, historically used for livestock herding between Arizona, Colorado, and California, since before Flagstaff was incorporated. The Auza property has been impacted by the construction of Interstate 17 at the north end of the property, the bisection of the property by High Country Trail, and an electrical utility easement for the high voltage electrical transmission lines along the south side of High Country Trail.

The Auzas would like to maintain the existing single-family house constructed in the 1980's and located on the north side of High Country Trail. This Direct to Ordinance Zoning Map amendment proposes to rezone 11 acres, primarily located south of High Country Trail, from Estate Residential (ER) to Medium Density Residential (MR). The electrical utility easement running along the south side of High Country Trail prohibits any structures from being constructed near the street. This pushes the proposed development to the far southern portion of the property, adjacent to the existing single-family residential neighborhood.

This project was originally submitted as PZ-17-00218-02 for a 173-unit multifamily residential development with a 16.11 acre project area that included parcels both north and south of High Country Trail. Concerns were raised by staff regarding the proposed concentration of density, proximity to adjacent single-family homes, and the amount of grading on the site. After much consideration, Staff arrived at a recommendation of denial. The Planning and Zoning Commission heard the case on May 22, 2019 and made a recommendation to City Council of denial. A recording of this meeting may be reviewed on the City's website: <https://flagstaffaz.new.swagit.com/videos/55447>

Following the Planning and Zoning Commission hearing, the applicant decided to withdraw the rezoning request. Council did not hear the case.

Since then the applicant has made significant changes to the project including a change in the parcels requested to be rezoned. The current application is a request to rezone only two parcels. One parcel includes some property north of High Country Trail, but the majority of the area (9 out of 11 acres) is located south of the road. The current proposal has decreased density from 173 to 160 units. The applicant has increased the setbacks from the adjacent homes. This has resulted in a significant number of existing trees being saved and dramatically reducing the amount of grading along the south property line. The current proposal will retain all stormwater on site in underground vaults, eliminating the need for a deep retention basin in the area set aside as civic space. This improves the quality of the required public civic space.

B. Proposed Rezoning and Development Plan

The developer, Trinsic Acquisition Company LLC, is requesting rezoning approval to permit the development of an apartment complex consisting of 160 units. The four three-story buildings, three two-story buildings, and the two-story clubhouse will include 160 units. The unit mix includes the following:

<u>UNIT DESCRIPTION</u>	<u>NO. OF UNITS</u>	<u>PERCENTAGE</u>
1 Bed/1 Bath	112	70%
2 Bed/2 Bath	48	30%

The minimum density requirement in the MR zone is 6 units per acre and the maximum density allowed is 9 units per acre (within the RPO). Based on the entire project area (11 acres) 99 units are allowed. With the inclusion of 20% affordable units, Zoning Code Division 10-30.20 allows for a 45% density bonus (refer to Table 10-30.20.050.A). Because the site plan includes 20 units (20%) that qualify as Category 1 of the city's affordable housing program, an additional 45 units are allowed for a total of 144 units. Zoning Code Division 10-30.70 also allows for a 25% density bonus through the utilization of sustainable building practices, allowing for another 25 additional units, for a total of 169 allowed units (refer to Table 10-30.70.030.A). The proposal is for 160 units.

The project will also include a 5,545 square foot leasing office/clubhouse with 4 apartments on the second floor, a 1,615 square foot fitness center, and a 400 square foot ramada. Site access will be provided from two driveways on West High Country Trail. There are 242 surface parking spaces, including 8 ADA accessible parking spaces. The project will also be required to provide a minimum of 14 exterior bicycle parking spaces. The site plan indicates 3 bike racks (with 5 spaces each) located on the site, for a total of 15 bicycle parking spaces.

The MR zone permits a maximum building height of 35 feet, or 40 feet for buildings with roofs with a pitch of 6:12 and greater. The highest roofline of the proposed buildings will be 40 feet from finished grade with an increased roof pitch.

II. Staff Site Plan Review

On August 10, 2020, the Inter-Department Staff (IDS) approved a new application for Site Plan Review of the proposed development subject to successfully obtaining a Direct to Ordinance Zoning Map Amendment (rezoning). A copy of the application is attached to this report. Should the rezoning be denied, the Site Plan as submitted will no longer be approved.

A. Zoning – City of Flagstaff Zoning Code

If this Direct to Ordinance Zoning Map Amendment request is approved, approximately 11 acres will be rezoned to the Medium Density Residential (MR) zone. Development of the site will be conditioned to the approved site plan and a final development agreement. Any substantial change to the approved site plan would require a new rezoning request and further review and approvals by the Planning and Zoning Commission and City Council. The Site Plan provided includes the overall site layout, open space and civic space areas, resource protection plan, preliminary landscaping, building floor plans and elevations, and site sections.

i. Site Planning Standards

In accordance with Section 10-30.60.030 of the Zoning Code a site analysis was completed in conjunction with the concept plan for this project that examines the topography of the site, solar orientation, existing/native vegetation types, view corridors, climate, subsurface conditions, drainage swales and stream corridor, and the built environment and land use context. Unfortunately, the existing electric utility easement along the south side of High Country Trail does not allow for “building forward” design on the southern portion of the site, a zoning code requirement. Typically, the buildings would be located 10-15 feet from the property line, and parking would be located to the side or behind a building. As the utility easement does not allow buildings to be constructed within it, the easement is utilized as surface parking and the required civic and common open space. The parking, at its closest location to the street, is set back at least 50 feet. The developer proposes to locate the taller buildings towards the center of the site while the lower, two-story buildings are placed closer to the existing single-family homes. The developer has also provided an increased setback along the southern and southwestern edges of the site to help buffer the existing homes from the development and protect the existing trees. The portion of the site north of High Country Trail contains the majority of the required tree resources, approximately 70 of the 130 protected trees and 60% of the tree points.

ii. Resource Protection

There is a Resource Protection Overlay zone on the subject site. The Zoning Code requires 50% of the tree resources to be saved, but the Affordable Housing incentive allows that protection rate to be reduced to 25%. The developer proposes to save 28.28% of the existing tree resources. The developer is locating the majority of the required tree resources on the northern portion of the site (approximately 70 trees, including 9 trees with a DBH over 25 inches for 60% of the total tree points). This area will not allow any public or resident access, and staff is requiring a tree resource easement to be placed over this portion of the property. The southern portion of the development is designed to save 60 existing trees including 2 trees with a DBH over 25 inches.

iii. Open Space & Civic Space

The MR zone requires 15% of the gross lot area to be Common Open Space (Table 10-40-30.030.G). A minimum of 71,943 square feet of open space is required for the proposed residential project. The developer’s provided Open Space Plan Preliminary (Sheet A1.12) identifies 79,983 square feet (1.84 acres) of common open space, which is 17% of the site area. Most of the open space (66,160 square feet) is located within the electrical utility easement. The remainder of common open space (13,823 square feet) is located around the leasing office/clubhouse and the play area in the southwest corner of the site. None of the Common Open Space is located to the north of High Country Trail.

Section 10-30.60.060.B.1.b of the Zoning Code requires developments with 50 or more dwelling units to

provide a minimum of 5% of the site as Civic Space. This space must be accessible to the general public. A total of 23,981 square feet of civic space is required for this project. The site plan identifies a total of 29,000 square feet (0.67 acres) of civic space within the residential development. The civic space is located in the electrical utility easement adjacent to the proposed FUTS path and behind the future bus stop. The area is indicated as a meadow landscape/ wildflower garden with a native grass and wildflower seed mix on the landscape plan. There is a stabilized granite trail and two benches. Staff believes that this Civic Space is an amenity and provides a benefit to the community within the constraints of the electrical utility easement.

iv. Pedestrian and Bicycle Circulation Systems

The developer will be removing the existing 5-foot-wide sidewalk along the south side of High Country Trail and replacing it with a 10-foot wide FUTS. While the sidewalk was located directly behind the street curb, the FUTS will be located further from the edge of the street. This 5-foot plus buffer between pedestrians and bicycle riders and the street, will greatly increase pedestrian safety and comfort. The length of FUTS along the developer's frontage does not currently tie into the existing FUTS trails, but rather ties back into the sidewalk. The developer has committed to construct the additional lengths of FUTS (west to South Wild West Trail and east to South Lake Mary Road) if the City is able to obtain the required property rights from the Ponderosa Trails HOA who owns the land. The developer has declined staff's requests to provide sidewalk improvements along their frontage on the north side of High Country Trail.

On the southern portion of the site, the developer has proposed sidewalks connecting the buildings, parking areas, and common amenities.

v. Compatibility and Architectural Design Standards

Compatibility does not mean "the same as" but rather it refers to how well a new development is sensitive to the character of existing development. The Zoning Code breaks down compatibility into three categories: Patterns of Development, Scale, and Continuity.

Patterns of Development include streetscapes, site relationships, signage, and landscape features. Due to the location of the high voltage electrical transmission lines and their easement the buildings are not constructed along the street. Likewise, the street frontage lacks the typically required landscaping since trees are not permitted in the easement.

Scale refers to similar or harmonious proportions, overall height and width, the visual intensity of the development, and the building massing. The development reads as more intense due to the concentration of density. There are three parcels to the northeast which are also zoned MR. The eastern development is two-stories, the center development is one and two-stories, and the development farthest to the west is three-stories. The existing apartment complex to the east (adjacent to the proposed development) is three-stories but is zoned High Density Residential. The proposed development contains buildings visible from the street that are three-stories high and over 100-feet long.

Continuity encompasses patterns of development and scale, but also site development, building forms, texture, materials, details, and colors.

vi. Landscaping

Landscaping plans are not required in conjunction with a Direct to Ordinance Zoning Map Amendment. The developer has provided a conceptual landscaping plan, showing all landscape areas and plant locations. The conceptual plan generally meets the requirements of parking lot landscaping, street buffer landscaping, building foundation, and peripheral buffer landscaping found within Section 10-50.60 of the Zoning Code. Unfortunately, the electrical utility easement does not allow any trees to be planted within it. The required number of trees will be located elsewhere on the site. A final landscape plan will be reviewed at the time of civil plan submittal.

vii. Outdoor Lighting

The subject property is located within Lighting Zone II and is allowed a total of 50,000 lumens per acre. Outdoor lighting plans are not required in conjunction with a Direct to Ordinance Zoning Map Amendment. The developer provided a conceptual outdoor lighting plan. A final lighting plan will be reviewed for compliance at the time of building permit submittal.

viii. Parking

Based on the requirements for market rate units, affordable units, and guest parking, 266 spaces are required. Since the development is located within a quarter mile of a bus stop, the developer has taken a 10% reduction in the number of required spaces resulting in 240 required parking spaces. The proposed development includes 242 surface parking spaces, including 8 ADA accessible parking spaces.

ix. Historic/Cultural Resources

A Cultural Resource Letter Report was completed for the subject property. The report identifies all existing construction on the north side of High Country Trail as modern construction and not historic resources. At least two archeological sites previously identified on the subject properties have been removed. Although the "homestead" may be significant to the Auza family, the property holds limited value to the community since the historically significant sites have been destroyed.

B. Public Systems Impact Analysis

i. Traffic/Right-of-Way Impact

The scope of a Traffic Impact Analysis (TIA) is generally determined by the estimated peak hour trips generated by a development, per the Engineering Standards. The estimated peak hour trips for this development is 42 vehicles/hour in the a.m. and 71 vehicles/hour in the p.m. According to the Standards, a level one analysis was appropriate, requiring the consulting engineer to analyze the intersection of Lake Mary Road and High-Country Trail, as well as the two site access driveways.

CivTech, the engineering consultant for the developer, completed a TIA in June of 2018. Due to the lapse of time, the Analysis was considered no longer valid so a new report was required. CivTech conducted turning movement counts at Lake Mary Rd. and High Country Trail., from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. on January 20, 2020. The data was entered into an engineering software program, Synchro 10, to analyze the Level of Service (LOS) under existing conditions (LOS is a measure of the average delay a driver will experience at an intersection, graded on a scale from A – F). Then, the estimated turning movements generated by the development were added to the program to analyze the post development conditions at full build out. The software output revealed that the intersection is currently operating at an overall LOS of B in the a.m. peak hour and a LOS of B in the p.m. peak hour, while no individual movement operated below LOS C. With the trips from the development added, the a.m. peak hour will continue to operate at a LOS of B and the p.m. peak hour will operate at a LOS of B, again with no movement operating below LOS C. The Engineering Standards allow for an intersection to function at or above a LOS of D. When the LOS drops below D, improvements are required to mitigate the conditions back to an acceptable LOS.

Both access driveways were also analyzed with respect to site distance and turn-lane requirements. The easternmost driveway was originally proposed adjacent to the eastern property line, however, staff required that it be moved to the current location, where it meets standards for site distance. The southernmost driveway also meets standards for site distance.

The cross-section of High Country Trail includes a continuous left-turn lane at each of the two driveways. The volume of peak hour right- turns into each of the driveways was below the threshold for requiring

right- turn deceleration lanes.

Transportation Improvements

No off-site traffic improvements will be required.

The existing frontage conditions along High Country Trail include five-foot wide sidewalks at back of curb along both the north and south sides of the street. Current Engineering standards call for a five-foot parkway and a five-foot sidewalk. The developer has refused staff's request for new parkway and sidewalk along the north side of High Country Trail. The existing northern sidewalk will remain in its current condition. The proposed site plan calls for existing sidewalk along the south side of the street to be removed. In its place the developer will construct a new ten-foot wide concrete FUTS trail. The proposed FUTS trail will not connect to the existing FUTS sections west of Wild West Trail or along Lake Mary Road, but will tie back into the existing sidewalks to the west and east of the property.

ii. Water and Wastewater Impact

A Water and Sewer Impact Analysis (WSIA) was completed by the City on June 1, 2018. The proposed development is located within the City of Flagstaff urban growth boundary and can be served by City water and sewer utilities. Currently there is no infrastructure in the ground on-site to support this development, so all on-site sewer and water systems will have to be designed and built. No off-site water or sewer improvements will be required. It is the developer's responsibility to design and construct all on-site and connecting water infrastructure per the City of Flagstaff Engineering Standards.

Water

All public water infrastructure exists in the High Country Trail right-of-way adjacent to this property. There is a 12-inch water main along the property frontage. All appropriate looping and second source requirements can be met. The property lies within the Zone "B" water pressure system limits and meets the minimum pressure requirements stated in the City of Flagstaff Engineering Standards. The developer will be required to provide a looped water system by extending an 8-inch diameter waterline from the existing 12-inch diameter main located in High Country Trail.

Wastewater

To provide sewer services to the project, the developer proposes to connect to an existing 8-inch stub out connected to a manhole which flows through the adjacent properties to the east before heading northeast to the Rio-de-Flag Wastewater Treatment Plant. The developer will provide new on-site sewer service consisting of an 8-inch line that flows east through the property to the manhole on the adjacent property. This will require the developer to get the necessary utility access. The capacity of the existing collection system downstream of this project is adequate to convey the existing and proposed flow rates and maintain the City's requirements.

iii. Stormwater Analysis

The project's overarching drainage concept is to provide peak flow stormwater discharge mitigation (detention), partial stormwater runoff volume mitigation (LID ROCV), improvement to the water quality of site discharges (LID), and retention of the runoff volume increase for the 100-year 24-hour storm. There are no proposed offsite stormwater improvements required with the inclusion of onsite retention for increase runoff volumes.

As part of the rezoning request a Drainage Impact Analysis (DIA) was performed. The drainage impact analysis extended from the project site downstream to the Sinclair Wash. The impact analysis studied the existing High Country Trail Street section, catch basins and storm drains for capacity. Results of the impact analysis show the street has the capacity to handle the 10-year design storm and 100-year flow being

contained within the Right of Way. As such, no offsite improvements within High Country Trail have been proposed.

Development of the site will meet the peak flow mitigation, LID volume mitigation and water quality requirements using sub-surface water storage systems classified as extended detention basins (EDB), which consist of a detention and a retention storage capacity as well as filtration components. Lower portions of the site will provide the water quality requirements through the use of oil and grit separators.

The project will provide the attenuation required to reduce the post development peak runoff to the pre-development rates for the 10-year and 100-year storms. The Water Quality Improvements consisting of sediment capture components will be incorporated with the use of Low Impact Development (LID) Integrated Management Practices (IMPs) including sediment trapping isolator rows within the sub-surface storage systems, and filtration systems located outside of the EDB's.

The increase in volume of stormwater runoff discharged from the site will be mitigated by additional retention volume provided within aforementioned EDB's.

III. Direct to Ordinance Zoning Map Amendment

An application for a Direct to Ordinance Zoning Map 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, granted with conditions to mitigate anticipated impacts caused by the proposed development, or denied.

Direct to Ordinance Zoning Map Amendments shall be evaluated based on the following findings:

A. Finding #1:

The proposed amendment must be found to be consistent with and in conformance with the goals and policies of the General Plan and any applicable specific plans. If the application is not consistent with the General Plan, and any other applicable specific plan, the applicable plan must be amended in compliance with the procedures established in Chapter 11-10 of the City Code (Title 11: General Plans and Subdivisions) prior to considering the proposed amendment.

i. General Plan/Flagstaff Regional Plan (FRP 2030) Process and Analysis Summary

When staff performs a Regional Plan (the "Plan") analysis, staff reviews all maps, text, and goals and policies to determine which are the most relevant in relation to the proposed application. The Plan's Future Growth Illustration on Maps 21 and 22 (same map; one is regional scale and one city scale) and the text of the Plan provide supplemental information for the interpretation of goals and policies. In the case of any conflict between the Future Growth Illustration and the Plan's goals and policies, the goals and policies will prevail. The Future Growth Illustration has two types of land use designations: "Area Types" describe the place-making context of Urban, Suburban, Rural, or Employment, and "Place Types" such as activity centers, corridors, and neighborhoods which provide the framework for the density, intensities, and mix of uses within the area types.

Staff has identified that the subject property is designated as Existing Suburban and is not located within an activity center on the Plan's Future Growth Illustration. Suburban areas are intended to have medium to low densities of people, residences, jobs, and activities; the streets and sidewalks vary in pattern; the area is drivable to access homes and jobs, yet walkable by special pedestrian facilities such as FUTS trails; some services and goods are available to the residents; the area may have access to public transportation. The City's desired

Suburban Neighborhood Characteristics include a density of 2-13 units per acre, low-rise apartments (generally accepted as three-story maximum), and open spaces used for passive recreation.

The Regional Plan proposes a maximum density of 13 units per acre in Suburban areas. The overall density of the project is 14.5 units per acre (160 units /11 acres). However, the additional “bonus” units are not counted towards the calculated density, resulting in a calculated density of only 9 units per acre. As discussed, the site has several constraints, including the bisection of the property by both the road and the electrical transmission lines. The effect of these constraints is a concentration of density on the southern portion of the development, resulting in a perceived experience of 17.8 units per acre (160 units /9 acres), exacerbated by the bisection of the project by West High Country Trail.

Staff has identified the following Goals and Policies as most relevant to the current application proposal. This portion of the analysis is subjective in nature because some policies are given a higher weight in the analysis than others.

ii. **Applicable General Plan Goals and Policies**

As part of its review, staff identified relevant Regional Plan Goals and Policies that could be applied to support or not support the proposed Zoning Map Amendment. These goals and policies are located within the developer’s narrative. The following is a discussion of how the project generally meets or conflicts with goals and policies in each chapter.

a. **Environmental Planning & Conservation (Air Quality, Climate Change and Adaptation, Dark Skies, Ecosystem Health, Environmentally Sensitive Lands, Natural Quiet, Soils, and Wildlife)**

The Regional Plan encourages development to work with the existing land forms. Developments should step down sloped sites and preserve as much natural topography as possible. Policy E&C.9.2 states that construction projects employ strategies to minimize disturbed area, soil compaction, soil erosion and destruction of vegetation. Policy CC.1.1 identifies the goal of preserving the natural character of the region through planning and design to maintain views of significant landmarks, sloping landforms, rock outcroppings, water courses, floodplains, and meadows, and conserve stands of ponderosa pine. The site has considerable topography and the proposed site plan utilizes significant grading, with retaining walls located along the east property line and south of buildings 6 and 7. The proposed retaining wall to the south is shown to be 8-10 feet high with a guard rail at the top. The retaining wall to the east is shown to be 3-almost 7 feet high with a guard rail at the top.

The revised site plan, with its greater setbacks and less severe grading, saves 60 trees on the southern portion of the site. This is a substantial increase in the number of trees which will serve to buffer the existing homes from the proposed development.

b. **Water Resources (Water Sources, Water Demand, Stormwater and Watershed Management, and Water Quality)**

As shown on Map 21 and referenced in Policy WR.4.3. “Development requiring public utility services will be located within the Urban Growth Boundary,” the Property is located within the Urban Growth Boundary. There is existing water infrastructure in High Country Trail and existing sewer adjacent to the site that can support the proposed project. There are no off-site improvements required for sewer or water service. The proposed development complies with the findings of the Drainage Impact Analysis discussed in the Public Systems Impact Analysis section of this report.

c. **Efficient Use of Energy Goals and Policies**

The Regional Plan Policy E.1.4 promotes cost-effective, energy-efficient technologies and design in all new buildings for residential construction. The project proposes to include several design features that help

increase energy efficiency as listed in the developer's narrative. The majority of these features are required by code and are standard construction practice. Policy E.2.4 encourages small-scale renewable energy production and use on the local level on appropriate residential parcels. The developer states that they will reconsider the inclusion of solar panels after construction if the cost benefit analysis is improved.

The developer has elected to participate in the City's Sustainable Building Program and will meet the requirements for Water Resource Protection, Transportation/Air Quality, Waste Reduction During Construction, and Energy Efficiency. In return, the developer shall receive a 25% density bonus (25 additional dwelling units).

d. Community Character (Scenic Resources and Natural Setting, Heritage Preservation, Community Design, and Arts, Sciences and Education)

Policy CC.1.1 aims to preserve the natural character of the region and includes the preservation of stands of ponderosa pines. The Natural Resource Protection Plan indicates that 28% of the tree resources will be retained. The code requires 50% of the tree resources to be saved, but the Affordable Housing incentive allows that requirement to be reduced to 25%. The majority of the tree resources are located on the portion of the property north of High Country Trail.

Goal CC.3 aims to preserve, restore, enhance, and reflect the design traditions of Flagstaff. Specifically policies CC.3.1 and CC.3.2 discuss the desired design of buildings and their relationship to their context. The developer states that the architectural design was developed to be site specific and complement traditional design characteristics associated with Flagstaff. They feel the design is appropriate for the region and climate, and consistent with surrounding developments. They propose to use materials typical to Flagstaff construction such as cementitious lap siding and stone veneer and a color palette inspired by the surrounding earth and forest.

Policy CC.4.1 states streetscapes are to be context sensitive and transportation systems are to reflect the desired land use while balancing the needs of all modes for traffic safety and construction and maintenance costs. The existing sidewalk along the south side of High Country Trail will be replaced with a FUTS trail. Unlike the existing sidewalks, the FUTS trail is set back from the edge of the street, creating greater safety for pedestrians. The developer has committed to continue the FUTS on either side of their property to tie into the existing FUTS. This offer is dependent on the City acquiring the necessary property rights from the Ponderosa Trails HOA. The developer turned down staff's request to replace the existing sidewalk along the north side of the street for the inclusion of parkways.

The site design is constrained by an existing 80-foot-wide electric utility easement along the south side of High Country Trail. The easement restricts buildings from being located close to the street as required by the Zoning Code. The developer has worked to provide clear pedestrian paths between the buildings and the FUTS trail.

e. Growth Areas & Land Use (Reinvestment, Greenfield, Urban Area, Suburban Area, Rural Area, Employment Area, Special Planning Area, and Activity Centers)

The proposed development is on a vacant infill parcel. The development of the infill parcel includes the required civic space, open space and pedestrian amenities, including the portion of FUTS along the street frontage.

The developer has repeatedly met with residents and property owners. The Citizen Participation Report, required as part of the rezoning application and prepared by the developer, outlines the specific details of these efforts. Policy LU.1.11 calls for collaboration between a developer, residents, and property owners in existing neighborhoods where redevelopment and reinvestment are proposed so that they are included,

engaged, and informed. The developer has modified their proposal in response to concerns of the neighborhood. The developer now proposes to provide a higher quality civic space for the community, and continues to work with city staff and the HOA for Ponderosa Trails to provide a complete connection to the FUTS trail.

Policy LU.1.3 promotes reinvestment at the neighborhood scale to include infill of vacant parcels, redevelopment of underutilized properties, aesthetic improvements to public spaces, remodeling of existing buildings and streetscapes, maintaining selected appropriate open spaces, and programs for the benefit and improvement of the local residents. Staff is supportive of this suburban infill project that proposes multi-family development adjacent to public transit routes and possibly a complete FUTS trail system. The revised design includes additional pedestrian connections on site and natural buffers adjacent to the existing single-family homes. Policy LU.13.9 promotes the use of open space and FUTS trails to provide walking and biking links.

The proposed development will provide the community with 140 additional medium density market rate units (described by the developer as luxury) and 20 affordable housing units limited to individuals who make no more than 80% of the Area Median Income (AMI) of Flagstaff.

f. Transportation (Mobility and Access, Safe and Efficient Multimodal Transportation, Environmental Considerations, Quality Design, Pedestrian Infrastructure, Bicycle Infrastructure, Transit, Automobile, Passenger Rail and Rail Freight, Air Travel, and Public Support for Transportation)

The proposed development will place residents within walking distance of two existing bus routes, will provide for future bus stops on High Country trail, and a FUTS trail. Staff hopes to obtain the necessary property rights necessary for the developer to complete the FUTS. Although the sidewalk on the north side of High Country Trail is not improved to current engineering standards, these pedestrian connections do help promote the use of public transportation and bicycling as stated in Policy T.1.6 "Provide and promote strategies that increase alternate modes of travel and demand for vehicle travel to reduce peak period traffic."

g. Neighborhoods, Housing, and Urban Conservation

Goal NH.3 of the Regional Plan speaks to the desire to make available a variety of housing types at different price points, to provide housing opportunity for all economic sectors. The units proposed for affordable housing will permanently serve residents earning 80% of the area median income or less. For a single individual, that annual income limit is currently \$42,150. Flagstaff Housing staff identified one-bedroom units for the proposed development to help fill a need in the community. The development will have 14 one-bedroom units and 6 two-bedroom units designated as affordable units.

The Regional Plan also aims to have compatible infill projects, specifically in Goal NH.6. The developer states that they choose the Medium Density Residential (MR) zoning district in an effort to blend new and existing buildings. Staff agrees that the allowable building height of 35 feet is appropriate given the existing multi-family structures and allowable heights to the south and to the east.

B. Finding #2

To meet the finding the proposed amendment must be determined not to be detrimental to the public interest, health, safety, convenience, or welfare of the City of Flagstaff (the "City"); and will add to the public good as described in the General Plan. Staff does not believe that the proposed project will be detrimental to the public interest, health, safety, convenience, or welfare. Staff also believes that the proposed amendment will add to the public good.

The developer has identified the following Community Benefits and Public Good:

- i. The developer will provide the FUTS trail across the frontage of the southern portion of the property and has committed to continuing the FUTS to the east and west of the parcel if the necessary property rights are acquired.
- ii. The developer will provide the required civic and open space along the south side of High Country Trail.
- iii. The developer will provide 20 units (20% of the allowed number of units) to individuals making 80% of the AMI and 140 market rate units.
- iv. The proposed project will participate in the Crime Free Multi-Housing Program.
- v. The developer will place a Resource Protection Easement on the acreage north of High Country Trail.

C. Finding #3

To meet the finding the affected site must be determined to be physically suitable in terms of design, location, shape, size, operating characteristics; and the provision of public and emergency vehicle access, public services, and utilities to ensure that the requested zone designation and the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

Staff believes that the proposed application meets this finding. The Inter-Division Staff reviewed the application and concluded that the site was suitable for the proposed development. The IDS team based its conclusion on the review of all applicable codes and requirements as well as impact analysis for the site. Any potential impacts were mitigated by the developer and no off-site improvements are required to serve this development.

IV. DEVELOPMENT AGREEMENT

A draft development agreement has been prepared. The primary purpose of this agreement is to set out roles and responsibilities in regard to the following (not limited to):

- Require the property to be maintained as a single parcel
- Construction and maintenance of the FUTS
- Administration of the Affordable Housing units
- Resource Protection easement for the portion of the parcel north of High Country Trail
- Sustainability density bonus requirements

Staff is requiring an easement over the portion of the property located north of High Country Trail to ensure that the required tree resources located on the property are not removed and to prohibit further development, as any additional development rights/density have been utilized on the southern portion of the parcel.

V. CITIZEN PARTICIPATION

Public hearings before the Planning and Zoning Commission and City Council are conducted in conjunction with requests for Direct to Ordinance Zoning Map Amendments. In accordance with State Statute, notice of the public hearing was provided by placing an ad in the Daily Sun, posting notices on the property, and mailing a notice to all property owners within 1,000 feet (exceeding the minimum of 300 feet) of the site excluding rights-of-way.

The developer held two neighborhood meetings in regards to this case on March 23, 2020 and July 1, 2020. Both meetings were held virtually due to the pandemic. Per the meeting sign-in, approximately thirty-five (35) individuals attended both meetings. Citizen Participation summaries, attached, were prepared in response to the questions, comments and concerns presented. The meetings included a presentation from the developer and a question and answer session where questions could be typed into the chat. Comments on the project included the following topics: the area north of the road, open space requirements, traffic impacts, stormwater, views, and tree resources.

Two emails from the public has been received as of the writing of this report. The emails are from neighbors opposed to the development. Staff also received a letter from the president of the Ponderosa Trails HOA informing staff that a poll of the property owners was conducted and resulted in 88% of respondents opposing the rezoning, 11% in favor, and 1.5% did not have an opinion either way. Copies of the correspondence are attached.

RECOMMENDATION:

Staff recommends the Planning & Zoning Commission forward the request to the City Council with a recommendation approving PZ-20-00008-01, subject to the following six conditions which will be included into the zoning map amendment ordinance:

1. The subject property must be developed in accordance with the approved site plan and the conditions of approval dated August 10, 2020. Modifications (other than minor modifications) to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.
2. The two parcels must be combined and the approximately 2-acre portion of parcel 112-05-011 located north of High Country Trail shall remain a part of the parcel to the south.
3. The State archeological database must be updated to reflect the removal of archeological resources on the subject property.
4. All other requirements of the Zoning Code and other City codes, ordinances and regulations, shall be met by the proposed development.
5. All terms, conditions, and restrictions detailed within the "Aura Development Agreement" must be fully satisfied.
6. In the event the property is rezoned and the Developer fails to obtain final Civil Plan approval within two (2) years of the effective date of the rezoning ordinance, then the City may schedule a public hearing before the City Council for the purpose of causing the zoning on the Property to revert to the former classifications of Rural Residential (RR) and Estate Residential (ER) in accordance with A.R.S. § 9-462.01.

Attachments:

- Applications
- Area Context Map
- Legal Notice
- Project Narrative and Regional Plan Analysis
- Citizen Participation Plan and Reports
- Emails/letters from the Public
- Approved Site Plan Drawings



City of Flagstaff Community Development Division

211 W. Aspen Ave P: (928) 213-2618

Flagstaff, AZ 86001 F: (928) 213-2609

www.flagstaff.az.gov

Date Received (City Use)		Application for Concept/Site Plan Review				File Number (City Use)	
Site Address	151 W. High Country Trail	Project Name		Aura Flagstaff		Parcel Number	112-05-011 & 112-05-001W
Property Owner(s)	Auza Flagstaff LLC	Title		Phone		Email	
Mailing Address	3378 S. 16th Avenue					City, State, Zip	Yuma, AZ 85365
Applicant(s)	Trinsic Acquisition Company LLC Todd Gosselink	Title	Managing Director	Phone	480-448-0985	Email	TGosselink@trinsicres.com
Mailing Address	4040 E. Camelback Road Suite 160					City, State, Zip	Phoenix, AZ 85018
Project Representative	Withey Morris, PLC / Jason Morris	Title		Phone	602-230-0600	Email	Jason@witheymorris.com
Mailing Address	2525 E. Arizona Biltmore Circle Ste. A-212					City, State, Zip	Phoenix, AZ 85016
Requested Review:	<input type="checkbox"/> Concept	<input checked="" type="checkbox"/> Site Plan					
Proposed Use(s)	Medium Density Multi-Family Residential	Existing Use	Vacant	Subdivision, Tract & Lot Number			
Zoning District	Estate Residential (ER)	Regional Plan Land Use Category		Flood Zone	Size of Site (Acres)		
		Suburban Existing			11.0		
Property Information:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Located in an existing Local/National Historic District? (Name: _____) <input type="checkbox"/> Yes <input type="checkbox"/> No Existing structures are over 50 years old at the time of application? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Subject property is undeveloped land?						
Surrounding Land Uses: (i.e. Res, Commercial, Ind.)	North: Single-Family Residential	South: Single-Family Residential	East: Highway Density Residential & Commercial	West: Single-Family & Medium Density Residential			
Proposed Use:	Number of Units	# of Affordable Units	# of acres per use	Building Square Feet			
Duplex:							
Multi-Family:	160	32	11	73,368			
Commercial: Office							
Commercial: Retail							
Commercial: Restaurant							
Commercial: Service							
Commercial: Other							
Industrial:							
Institutional:							
Other:							
Please complete and submit: the "Concept Plan and Site Plan Application"; the "Application and Information Checklist"; required number of plans and information; and fees. Concept Plan fees are \$420. Site Plan fees are \$2,550 for projects less than an acre; \$1,062 plus \$1,553 per acre for sites greater than one acre. New application deadlines are every other Tuesday by 11:00 a.m. (See schedule for dates). Incomplete submittals will not be scheduled.							
Property Owner Signature	Date:	Applicant Signature		Date:		1/9/20	
For City Use							
Staff Assignments	Planner:	Engineer:	Public Works/Utilities:		Fire:	Stormwater	
Action:							



City of Flagstaff

211 W. Aspen Ave
Flagstaff, AZ 86001
www.flagstaff.az.gov

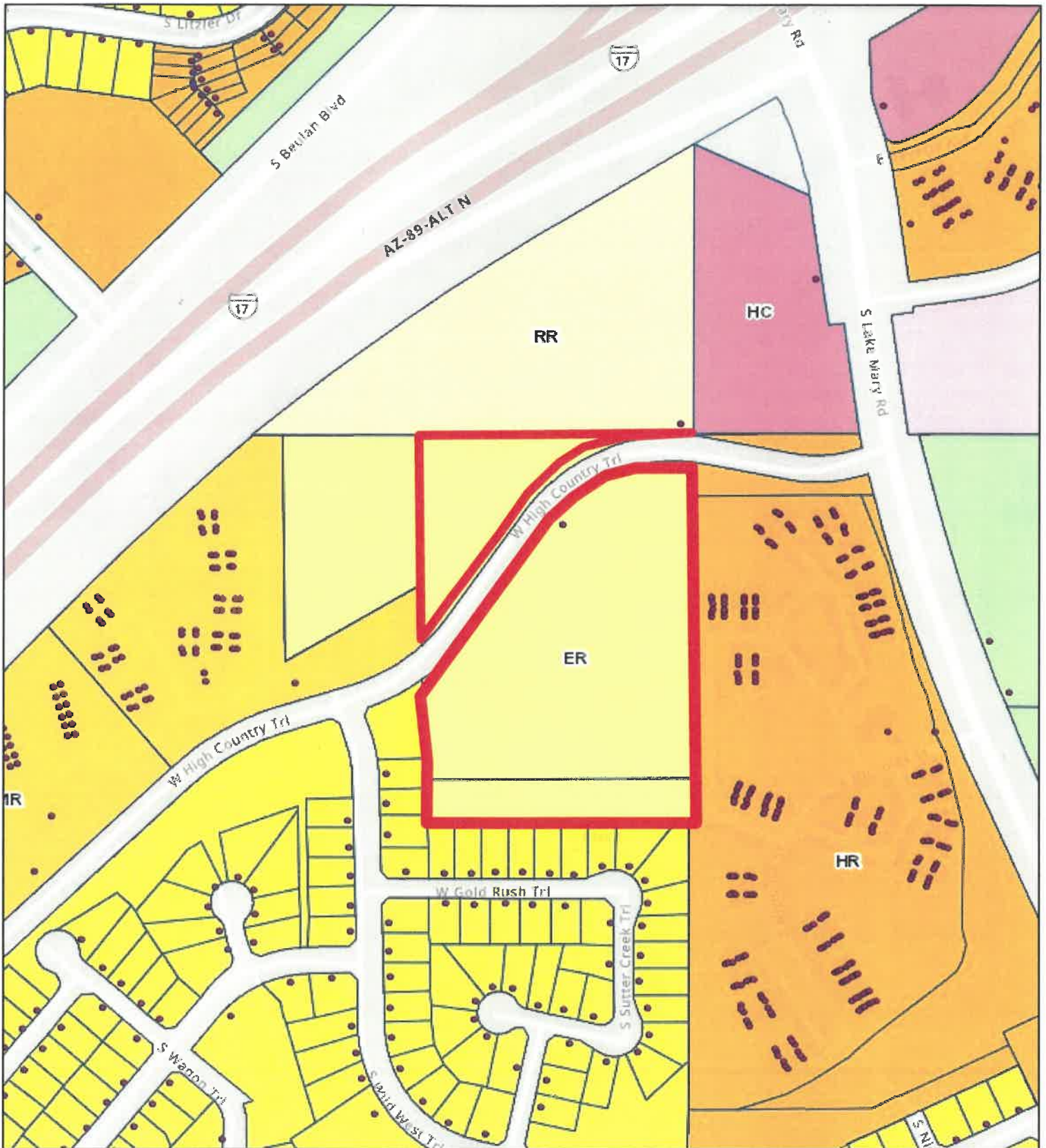
P: (928) 213-2618
F: (928) 213-2609

Community Development Division

PREZ/PGM

Date Received		Application for Zoning Map Amendment and/or Minor Regional Plan Amendment				File Number
Property Owner(s) Auza Flagstaff LLC		Title	Phone	Email		
Mailing Address 3378 S. 16th Avenue				City, State, Zip Yuma, AZ 85365		
Applicant(s) Trinsic Acquisition Company LLC Todd Gosselink		Title Managing Director	Phone 480-448-0985	Email TGosselink@trinsicres.com		
Mailing Address 4040 E. Camelback Road Suite 160				City, State, Zip Phoenix, AZ 85018		
Project Representative Withey Morris, PLC / Jason Morris		Title	Phone 602-230-0600	Email Jason@witheymorris.com		
Mailing Address 2525 E. Arizona Biltmore Circle Ste. A-212				City, State, Zip Phoenix, AZ 85016		
Requested Review		<input checked="" type="checkbox"/> Zoning Map Amendment		<input type="checkbox"/> Minor Regional Plan Amendment		<input type="checkbox"/> Continued
Site Address 151 W. High Country Trail		Parcel Number(s) 112-05-011 & 112-05-001W	Subdivision, Tract & Lot Number			
Existing Zoning District Estate Residential (ER)		Proposed Zoning District: Medium-Density Residential (MR)	Existing Regional Plan Land Use Category Suburban Existing			
Existing Use Vacant		Proposed Use Multi-Family Residential				
Property Information: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Located in an existing Local/National Historic District? (Name: _____) <input type="checkbox"/> Yes <input type="checkbox"/> No Existing structures are over 50 years old at the time of application? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Subject property is undeveloped land?						
Requested Urban Growth Boundary Change (If Applicable)		Proposed Regional Plan Land Use Category				
Property Owner Signature(required)		Date:	Applicant Signature <i>T. Gosselink</i>		Date: <i>1/8/20</i>	
For City Use						
Date Filed:		File Number(s):		Type of Zoning Map Amendment: <input type="checkbox"/> Small scale <input type="checkbox"/> Medium scale <input type="checkbox"/> Large scale <input type="checkbox"/> Multi-phase scale		
P & Z Hearing Date:		Publication and Posting Date:				
Council Hearing Date:		Publication and Posting Date:				
Fee Receipt Number:		Amount:	Date:			
Action by Planning and Zoning Commission:		Action by City Council:				
<input type="checkbox"/> Approved		<input type="checkbox"/> Approved				
<input type="checkbox"/> Denied		<input type="checkbox"/> Denied				
<input type="checkbox"/> Continued		<input type="checkbox"/> Continued				
Staff Assignments	Planning	Engineering	Fire	Public Works/Utilities	Stormwater	

Zoning Map



151 W. High Country Trail – Flagstaff, AZ



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Flagstaff Planning and Zoning Commission will hold a Public Hearing on Wednesday, December 9, 2020, at 4:00 p.m. to consider the following:

A. Explanation of Matters to be considered:

1. A proposed amendment to the official City of Flagstaff zoning map to rezone 11 acres from Estate Residential (ER) to Medium Density Residential (MR) for the purpose of multi-family residential development.

The site currently consists of land owned by Auza Family LLC at 151 West High Country Trail.

B. General Description of the Affected Area:

Approximately 11 acres, Coconino County Assessor's Parcel Number 112-05-001W and 112-05-011 located in a portion the SE ¼ of Section 29, and a portion the NE ¼ of Section 32, Township 21 North, Range 7 East, G&S.R.M. Located at 151 West High Country Trail, City of Flagstaff, Coconino County, Arizona.

Planning and Zoning Commission meetings are currently being held virtually. For instructions on the virtual meetings visit the following link:

<https://www.flagstaff.az.gov/2845/Planning-Zoning-Commission>

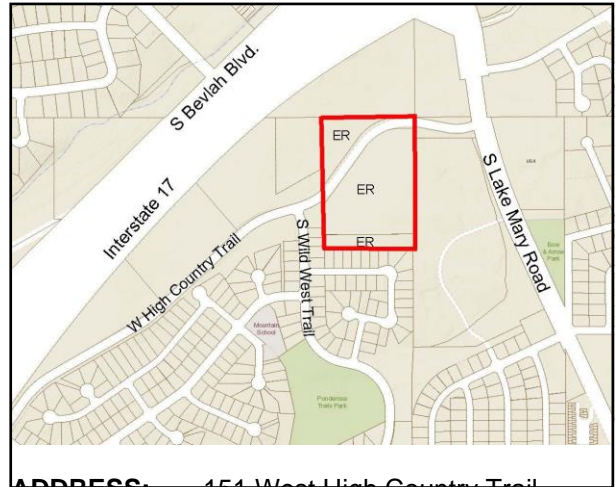
Contact the Planning Development Manager listed for maps and information regarding the proposed amendment. The Council hearing for this item has not been scheduled at this time.

The meeting will also be live streamed on the city's website:

<https://www.flagstaff.az.gov/1461/Streaming-City-Council-Meetings>

PROPOSED ZONING MAP AMENDMENT

From Estate Residential (ER) to Medium Density Residential (MR) for the purpose of multi-family residential development



ADDRESS: 151 West High Country Trail
APN: 112-05-001W and 112-05-011
ACRES: Approximately 11 Acres
City of Flagstaff
Coconino County

FOR FURTHER INFORMATION CONTACT

Alexandra Pucciarelli
Current Planning Manager
Planning & Development Services
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apucciarelli@flagstaffaz.gov



Benjamin L. Tate
Withey Morris PLC
2525 E Arizona Biltmore Circle, Suite A-212
Phoenix, Arizona 85016
(602)230-0600
ben@witheymorris.com

Publish: November 21, 2020



Zoning Map Amendment Application Narrative
Case No. PZ-20-00008-01
PZ-17-00218-02

West of the Southwest Corner of High Country Trail and Lake Mary Road

Approximately 11 acres
Assessor Parcel Nos. 112-05-001W and 112-05-011

1st Submittal: December 26, 2018
2nd Submittal: February 21, 2019
3rd Submittal: March 21, 2019
4th Submittal: May 1, 2019
5th Submittal: May 13, 2019
6th Submittal: January 9, 2020
7th Submittal: May 18, 2020
8th Submittal: July 14, 2020

Prepared By:
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602.230.0600

Architect:
ORB Architecture
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Phoenix, Arizona 85018
602.957.4530

Developer:
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Suite 222
Phoenix, Arizona 85018
480.448.0985

Engineer:
Mogollon Inc.
411 West Santa Fe Avenue
Flagstaff, Arizona 86001
928.214.0214

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Zoning Map Amendment Narrative Report

A request for MR Zoning to allow Multi-family Uses Approximately 11 Acres Located West of the Southwest Corner of High Country Trail and Lake Mary Road

A. Executive Summary

This project narrative and the proposed multifamily residential development it describes are the result of significant input feedback from the surrounding neighborhoods, city staff, and Flagstaff's public hearing bodies. This project was originally submitted as PZ-17-00218-02 for a 173-unit multifamily residential development with a 16.11-acre project area that included parcels both north and south of High Country Trail west of Lake Mary Road. During the process, concerns were raised regarding density, proximity to adjacent single-family homes, the amount of earthmoving needed to execute the project, and drainage.

In response to these concerns, the applicant has made significant changes to the project, including but not limited to:

- Decrease in density from 173 to 160 units.
- 25% decrease in number of bedrooms from 265 to 208 due to change in unit mix.
- Tripled setbacks adjacent to single-family to south and west.
- Reduced site area to 11 acres – no longer rezoning Auza homestead.
- Removed carriage buildings on south side of project and decreased height adjacent to single-family homes to the south.
 - Eliminates need for tiered retaining wall system and dramatically reduces cut and fill on south side of the site.
- Retaining all stormwater on site – won't feed into culvert system.
 - Eliminates the deep retention basin along High Country Trail – now usable, flat civic open space.
 - Eliminates the need to disturb High Country Trail for drainage purposes alleviating traffic disruption during construction.

The project proposal described herein is the product of more than two years of engagement and discourse with neighbors, staff, Planning & Zoning Commission, and City Council. The resulting proposal is a better development for both the surrounding community and the City of Flagstaff as a whole.

B. Property Location & Background

The subject property (the “**Property**”) is approximately 11 acres comprised of two parcels located west of the corner of High Country Trail and Lake Mary Road, Flagstaff, Arizona, as shown in the Aerial Maps at **Tab 1**. The Property includes the parcels identified as APNs 112-05-011 and 112-05-001W. The Property is a portion of the Auza Family Ranch, historically used for livestock herding between Arizona, Colorado, and California, starting in the years before Flagstaff was incorporated. The Auza family has one of the longest standing

independent sheep ranching operations in the western United States. The Auzas purchased the property prior to Arizona's statehood, and although their homestead sits on the property, they no longer use the parcels in this application for ranching activities. Historical aerials at **Tab 2** depict the homestead and how the area has been developed around the Property in 1980 and 1997. It was not until after 1997 that the adjacent neighborhoods began to develop.

The Property is currently zoned ER (Estate Residential) as shown on the Zoning Map at **Tab 3**. The Regional Plan designation for the Property is Suburban – Existing, as shown on the Regional Plan Map at **Tab 4**.

The Auzas maintain the homestead north of High Country Trail as a home for family gatherings to commemorate their legacy as sheepherders in Arizona. The Auza family began sheepherding in Arizona shortly after the turn of the 20th Century. Frank Auza Sr., a second-generation Arizona sheepherder born in Spain, grew up on the Auza family homestead in Flagstaff. He was the founder of Auza Sheep Company, now known as the Martin Auza Sheep Co., and a lifetime member of the Sheriff's Posse in Flagstaff.

The Auzas continue sheepherding operations in Yuma and Williams, Arizona. For the summer months, they move ewes from Yuma to Williams to graze in the mountains on flowers, brush and mountain grasses. In the fall, the ewes are moved back to Yuma to start the cycle over again.

Part of the sheepherding journey between northern and southern Arizona includes the crossing of the Verde River. In 1943, Frank Auza helped construct a suspension bridge, known as the Verde River Sheep Bridge, which was crossed by 12,000 sheep, four times per year over the span of 44 years. The bridge was placed on the National Register of Historic Places in 1978 before it was closed in 1987. In 1989, the U.S. Forest Service constructed a replica bridge for use by hikers; the west suspension tower remains today.

The U.S. Forest Service has continued to document the sheepherding history in Arizona by recording aborglyphs carved in Aspen trees throughout northern Arizona, by members of the Auza family, among others, dating as far back as the 1880s (source: Washington Post. Tree Carvings in Northern Arizona Have Many Stories to Tell. April 22, 2000). Frank Auza's children, grandchildren and great grandchildren continue to operate the family sheepherding business and keep their family legacy alive on their homestead in Flagstaff – the land directly north of the proposed development site.

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Figure 2 – Copyright: Arizona Historical Society/Flagstaff, Frank Auza Collection, 1927-1948. Firebranding sheep at Frank Auza's sheep ranch, 1936.



Figure 1 - Source: wherefoodcomesfrom.com. Sheep grazing on the Auza family homestead



Figure 4 - Source: Library of Congress. Frank Auza at Verde River Suspension Bridge

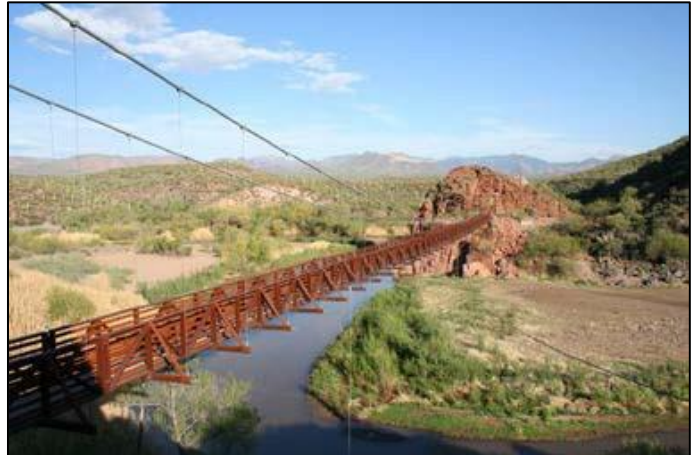


Figure 3 - Source: bridgemeister.com. Replica suspension bridge at Verde River.

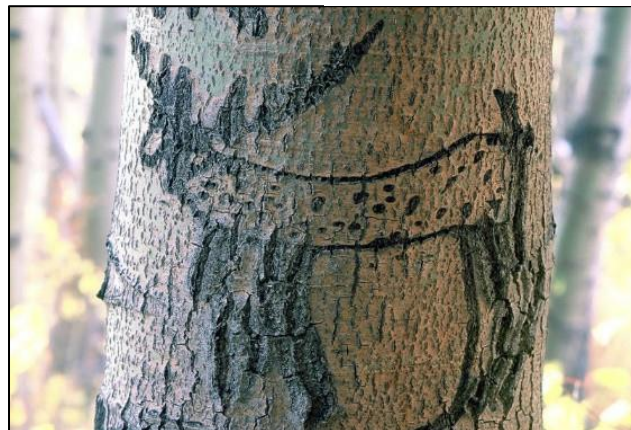


Figure 5 - Source: USDA website. Aspen carving by shepherd.

C. Purpose of Request

The owner of the Property, Auza Flagstaff, LLC, the Auza family (the “**Owner**”), and the developer of the Property, Trinsic Acquisition Company LLC (the “**Applicant**”) request to rezone the Property from Estate Residential (ER) to Medium Density Residential (MR) to permit the development of a high-quality market rate multi-family residential community. The historic taking of the Auza Family Ranch land has limited development options on the Property; those takings include the construction of Interstate 17 at the north end of the Property and, particularly, the bisection of the Property by High Country Trail and an electrical utility easement for the high voltage transmission lines along the south side of High Country Trail. Despite these development limitations, the Applicant and the Owner have worked diligently to create a development plan that meets the Zoning Code requirements for the MR zoning district and Resource Protection overlay and, most importantly, is sensitive to and compatible with adjacent uses. This proposal also includes affordable housing units to help the City of Flagstaff narrow the housing deficit for households that cannot afford market-priced rental or for-sale housing.

Changes imposed on the site through land takings have impacted the Property for many years. These include the following:

1. The construction of Highway 89A, now Interstate 17, in the middle of the 20th Century, across the northern portion of the Auza Homestead.
2. The 80-foot wide electrical easement traversing the entire site from east to west no later than 1962.
3. The construction of High Country Trail, bisecting the Property, between 1997 and 2002 to support the development of Ponderosa Trails community, followed by the Summit community and Timber Trails.

These changes to the Auza Homestead have placed restrictions on the property that have significantly limited development options available to the Auzas on their overall site. The proposed development provides an option that allows the Auzas to maintain their primary homestead, despite the land takings over the years.

D. Description of Proposal

This zoning map amendment application is a proposal to develop multi-family residences on the south side of the High Country Trail, as depicted in the Site Plan included with this application.

Trinsic develops high-quality, amenity-rich multi-family residential properties. Their custom design approach to each residential community is site specific and driven by natural features and local architectural character. Trinsic uses “best in class” planning and construction practices, emphasizing high-end finishes, distinctive design elements and a full complement of amenities. Trinsic’s team, which has well over 50 years of combined experience in the industry, has developed numerous communities in the southwest and northwest areas of the country.

The proposed multi-family community, branded as Aura Flagstaff, will be highly amenitized and offer larger units than most other multi-family communities. The proposed site plan takes into consideration the 7% average slope of the Property south of High Country Trail. There are approximately 5 acres of the Property that are within a utility easement adjacent to High Country Trail that will remain undeveloped but will contain

civic and common open space amenities and landscaping. Due to a reconfiguration of the on-site retention, this area will no longer be a retention basin for the site. Instead, it will be a flat, park-like area to be enjoyed by the greater community.

This application includes a Natural Resources Survey and Protection Plan and the Applicant intends to develop within the limitations of the Plan to meet the City's Zoning Code provisions. A Materials Management Plan is included with this application to clearly outline solid waste and recycling to be provided on site. The Applicant is an industry leader in promoting waste diversion programs at each of its communities, where in most jurisdictions, providing recycling for multi-family uses is not a requirement.

The development proposal includes two and three-story buildings, and a mix of 70% one-bedroom and 30% two-bedroom units. The proposed 160 multi-family units and amenity/office building total 73,368 square feet; 15.30% lot coverage. The open space area for the Property totals approximately 108,983 square feet and 23% of the site. The common open space, available to multi-family residential tenants, is provided exclusively south of High Country Trail and totals 79,983 square feet and 17% of the Property. Additionally, the civic open space provided is 29,000 square feet and 6% of the Property, located adjacent to High Country Trail.

The site plan includes units equal to 20% of the allowable base density that qualify as Category 1 of the City of Flagstaff Affordability Program. The density for the project was calculated using a 45% density bonus based on the inclusion of these units. The site plan also utilizes a 25% density bonus through the utilization of sustainable building practices and materials, allowing for an additional 25 units and an overall total of 169 residential units. Aura Flagstaff is proposing the development of 160 units – 9 units below the maximum allowable density.

The site plan proposes a setback of 116' 3" from the north property line, 47' 8" from the south property line, 66' 4" from the east property line, and approximately 66' 11" from the west property line – all of which exceed the Zoning Code requirements. The site plan utilizes the enhanced setback along south property line in conjunction with the natural slope and grade of the terrain to maximize privacy for the single-family residences to the south and the west.

The site is buffered by mature pine trees and a setback from High Country Trail of 116' 3" to 224' 8". This proposal should not have any detrimental impact on neighboring properties as Zoning Code provisions for setbacks will be met, with buildings lower than permitted adjacent to property lines, and a substantial number of pine trees will be preserved throughout the Property. The tree resources on the approximate 1.9 acres north of High Country Trail will be protected with a Resource Protection Easement. The applicant will utilize the affordable housing incentive to reduce the tree resource protection from 50% to 25%. The applicant will also dedicate an easement for the benefit of the Auza Family to allow the existing minor encroachment of the Auza Family residence across the north property line of the portion of the Property north of High Country Trail.

As noted in the Executive Summary, the proposed site plan was the subject of a substantial redesign and reconfiguration, resulting from input and feedback received from the community, staff, and during the public hearing process. The proposed site plan reduces the project area and residential density (with a greater reduction in the overall number of bedrooms), increases the number of affordable housing units, incorporates sustainable building techniques, triples the setbacks and removes the carriage buildings adjacent to single-family homes, reduces the overall acreage of the application, reduces earthwork

disturbance and lowers retaining requirements, and retains all storm water on site eliminating the need for a steep retention basin in the Common Open Space and Civic space, and eliminates the need to disturb High Country Trail.

DEVELOPMENT STANDARDS – REQUIRED/PROVIDED

Standard	MR Zoning District Standard	Proposed with Development Plan
Setback		
Front (min.)	10' – 2 nd Floor and Below 15' – Above 2 nd Floor	116' 3"
Side Yard (min.)	5'	66' 4" (East) 66' 11" (West)
Rear Yard (min.)	15'	47' 8"
Height (max.)	35 feet 40 feet with a 6:12 pitched roof	40 feet with a 6:12 pitched roof
Coverage (max.)	40%	15.3%
Density: Gross (units/acre)	6 du/ac (Min.) 9 du/ac (Max.)	14.54 du/ac (with affordable housing and sustainability bonus incentives)
Parking Spaces	240 spaces (266 minus 10% reduction for bus service area)	242 spaces
Open Space (% of Gross Lot Area)	Civic (5%): .55 Acres / 23,981 square feet Common (15%): 1.65 Acres / 71,943 square feet	Civic (6%): .67 Acres / 29,000 square feet Common (17%): 1.84 Acres / 79,983 square feet

E Relationship of Property to Surrounding Area

The Property is west of Lake Mary Road, bisected by High Country Trail and just south of Interstate 17. The Property is adjacent to a multi-family use and undeveloped commercial land to the east; single family

residential uses to the south; and multi-family and single-family residential uses to the west. The zoning in the area is shown on the Zoning Context exhibit included with this application.

The adjacent property zoning is as follows:

North: Interstate 17 and Rural Residential (RR)
East: High Density Residential (HR), Highway Commercial (HC), Rural Residential (RR)
South: Single Family Residential (R1)
West: Single Family Residential (R1) and Medium Density Residential (MR)

The Regional Plan map designation for the Property is Suburban – Existing. The proposed development is consistent with the Regional Plan Suburban Neighborhood Characteristics for open space, density range, natural resources and type of residential. As designed, Aura Flagstaff is compatible with the surrounding neighborhoods, which consist of other high-density, medium-density and single-family residential developments, and commercially zoned property.

F. Community Outreach

During the original rezoning case, PZ-17-00218-02 the Applicant conducted extensive outreach to the community over a two-year period, which resulted in the significant changes to the development plan outlined in the Executive Summary above. The following provides an overview of the community engagement and submittal process in the original case.

Type	Date
<u>Original Zoning Case PZ-17-00218-02</u>	
Voluntary letter sent to neighborhood informing them of proposed development	1/16/2018
Individual meetings with homeowners on Goldrush Trail	2/5/2018
Concept Submittal 1 to the City	2/6/2018
Additional meetings with homeowners on Goldrush Trail	2/22/2018
Concept Submittal 2	5/3/2018
Completion of Cultural Resource Report	5/24/2018
Concept Submittal 3 – included reduction from 197 to 173 units to increase open space	6/28/2018
Preparation of Traffic Impact Statement for proposed development for formal site plan submittal	6/29/2018
Formal Site Plan Submittal	8/20/2018

Hold first formal neighborhood meeting for larger surrounding community	10/18/2018
Attend & discuss proposed development at Ponderosa Trails Annual HOA Meeting	10/24/2018
Site Plan Submission 2	12/13/2018
Formal Rezoning Application Submittal	12/26/2018
Attend and present to Ponderosa Trails HOA Board solutions to items previously raised by community including improved line of site from adjacent properties by lowering buildings through site grading, reduction in density, increase in open space, and driveway realignments to improve safety of driveways.	1/17/2019
Site Plan Submission 3	1/24/2019
Site Plan Submission 4	2/21/2019
Hold second neighborhood meeting for larger community with staff's approval	3/4/2019
Site Plan Submission 5	3/14/2019
Planning & Zoning Commission Public Hearing	5/22/2019
Site Plan Submission 6	11/4/2019

New Zoning Case PZ-20-00008-01

Site Plan Submission 7	1/9/2020
Formal Rezoning Application Submittal	1/9/2020
Letters mailed for first formal neighborhood meeting	3/13/2020
Hold first formal virtual neighborhood meeting	3/23/2020
Site Plan Submission 8	5/18/2020
Letters mailed for second formal virtual neighborhood meeting	6/19/2020
Hold second formal virtual neighborhood meeting	7/1/2020

G. Regional Plan Analysis

The Regional Plan map designation for the Property is Suburban – Existing. The proposed development is consistent with the Regional Plan Suburban Neighborhood Characteristics for open space, density range (up to 13 units per acre), natural resources and type of residential. As designed, Aura Flagstaff is compatible with the surrounding neighborhoods, which consist of high-density, medium-density and single-family residential developments and commercially zoned property.

The Regional Plan's existing Land Supply Analysis states that "[o]nly 12 percent of the land in the planning area is privately held. Given this small amount of land, determining how to encourage development patterns that fulfill the community vision (Regional Plan) is a significant task." This proposal for multi-family development is on 11 acres of privately held land and has been designed to support the goals and objectives of the community vision for Flagstaff.

The Land Supply Analysis of the Regional Plan also evaluates vacant land within city limits that is available for development based on current zoning. The Regional Plan then projects demand by land use under the current zoning for 2010-2020 and 2030-2050. Within city limits, the projected demand for multi-family development is a total of 225 acres by 2050, and under this land use, the Plan identifies a deficit of 46 acres of available land to be developed. The proposed project fulfills 11 acres of this deficit.

Growth is limited in Flagstaff not only by geography and land ownership, but by design, through careful City planning over the last 25 years. As such, the City has adopted a policy of promoting "compact development" that is focused on the areas within the City's boundaries to prevent sprawl and encourage smart planning. The proposed development is respectful of Flagstaff's scale, character, and design traditions and achieves many of the tenets of compact development including: connected access for pedestrians, bicyclists, and transit; medium densities in appropriate contexts; provision of a range housing options including multi-family housing options with shared amenities; and support of open space goals. While the city center is often a focus of compact development, the Regional Plan contemplates suburban development as appropriate in areas outside the city center as follows:

Support for the concept of more compact growth does not, and has not, precluded new suburban development from occurring away from the center of the City, such as the Ponderosa Trails subdivision.

Rezoning the Property to permit the development of the proposed multi-family residential development, with affordable units, contributes to the Environmental Planning and Conservation, Water Resources, Energy, Community Character, Land Use, Transportation Neighborhoods, Housing, & Urban Conservation goals and policies of the Regional Plan as discussed below.

Goal E&C.6. Protect, restore and improve ecosystem health and maintain native plant and animal community diversity across all land ownerships in the Flagstaff region.

- ***Policy E&C.6.8. Disturbed areas for improvements and landscaping for new developments shall emphasize the use of native, drought-tolerant or edible species appropriate to the area.***

All plants selected for the proposed palette are native or naturalized based on Section 3.030: City of Flagstaff Landscape Plant List. Additionally, most of the plants have low water needs based on the same section, with none of the plants requiring high water needs.

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

This site plan was developed to minimize the disturbance of trees and natural grades on a site with

significant natural topography. The building layout and orientation are designed to protect the buildings during heavy rain and snowstorms and to provide a balance between the gradation of the site in specific areas and to minimize site cuts.

Most significantly, the current iteration of this site plan removes the carriage buildings previously proposed in close proximity to the south property line. This change allows for significantly enhanced setbacks adjacent to the single-family homes to the south, substantially reduces the need for cuts into the natural terrain and preserves more of the natural topography on site. Preserving more of the natural terrain south of the site also reduces the number of retaining walls – rather than a system of tiered retaining walls requiring substantial disturbance to the natural topography, only a single split-face CMU retaining wall is necessary

Approximately 6.5 acres will remain undisturbed and just over 28% of the tree points existing today will be preserved. This includes a .58-acre area at the southwest corner of the site and 1.93 acres north of High Country Trail.

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

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

A Water and Sewer Impact Analysis has been completed by the City of Flagstaff for this site in response to an application made and paid for by the Applicant. The city concluded that services will be provided to the site. Given that it is within the Urban Growth Area, the water and sewer utilities needed to serve the site meet this policy.

Goal E.1. Increase energy efficiency

- ***Policy E.1.4. Promote cost-effective, energy-efficient technologies and design in all new and retrofit buildings for residential, commercial, and industrial projects.***

The Applicant incorporates sustainability features in all of their projects they develop. This project will include many design features that help increase energy efficiency.

- Low E insulated glass
- High efficiency HVAC – 15 SEER units
- LED lighting throughout
- Low voltage LED landscape lighting
- Recycle program for residents and office/common areas
- Low flow water fixtures
- Energy Star appliances
- Individual unit water meters to track usage

- Energy efficient pool pump and filtration equipment
- Unit separation assemblies with STC 55 or greater for enhanced sound separation and energy retention
- An irrigation design that employs low flow drip irrigation to maximize efficiency, and a smart controller with weather sensing technology
- Applicant will participate in the City of Flagstaff's Sustainable Building Program which will require apartment units to achieve a HERS rating of 50 or better.

Goal CC.1. Reflect and respect the region's natural setting and dramatic views in the built environment.

- ***Policy CC.1.1. Preserve the natural character of the region through planning and design to maintain views of significant landmarks, sloping landforms, rock outcroppings, water courses, floodplains, and meadows, and conserve stands of ponderosa pine.***

The natural resources plan (the "Plan") for the project outlines 28.28% of trees to be retained, exceeding the minimum requirement. A portion of those trees are along the north side of High Country Trail, preserving views from the street., with additional new trees being planted along the south side of High Country Trail and throughout the multi-family project. A significant open space area at the southwest corner of the site will also preserve tree resources, adjacent to single-family residential to the south, in addition to those preserved throughout the site, as depicted on the Plan.

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

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

The architectural design for Aura Flagstaff was developed to be site specific and complement traditional design characteristics associated with Flagstaff. The design is appropriate for the region and climate, and consistent with surrounding developments. Design inspiration for the development was drawn from surrounding existing buildings such as The Lodge Luxury Apartments, Timber Trails Apartments, Sandstone Highlands Apartments, and adjacent single family homes in the Ponderosa Trails subdivision. The use of cementitious lap siding (hardy plank), stone, recessed windows, covered stairways, and limited use of stucco on surrounding buildings helped steer the development's exterior material selections. The earth and forest inspired color palette will blend seamlessly into the preserved Ponderosa Pine trees on the site.

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

- ***Policy CC.4.1. Design streetscapes to be context sensitive and transportation systems to reflect the desired land use while balancing the needs of all modes for traffic safety and construction and maintenance costs.***

The existing sidewalk at back of curb, along the south side of High Country Trail will be replaced with

a FUTS trail that meanders adjacent to the project. The FUTS trail will be setback from 5- to 7-feet from the property line, providing a larger buffer between the street and pedestrians. This setback provides greater safety for pedestrians. Additionally, the applicant will extend the FUTS trail beyond its property lines to connect to the trail's existing termination points east and west of the site with the permission of the Ponderosa Trails HOA. The applicant has requested approval from the Ponderosa Trails HOA to improve the portions of the proposed FUTS trail on the HOA's property at the applicant's sole cost. The request is still under consideration by the HOA.

The north side of High Country Trail will retain on site tree resources and preserve the streetscape as it exists. The setback along the south side of High Country Trail, adjacent to the multi-family development is appropriate for the land use given the existence of an 80-foot electric utility easement and is sensitive to the surrounding uses and topography. Additionally, the design of both driveways city and AASHTO guidelines, accounting for the curvature of High Country Trail to maintaining traffic safety.

- ***Policy CC.4.4. Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment.***

The site design is constrained by an existing 80-foot electric utility easement along the south side of High Country Trail. This condition limits where the buildings can be located and their connectivity with the street. The site design is further complicated by a U.S. Department of Housing and Urban Development Department ("HUD") requirement which restricts buildings from being located within the fall radius of the utility poles erected on site. Absent the utility easement and infrastructure, the Aura Flagstaff setbacks from the street are consistent with the Medium-Density Residential development to the immediate west. The site design provides clear pedestrian paths between each of the buildings and to the FUTS trail along High Country Trail. To help balance the impacts of the large utility easement, the area directly south of the FUTS trail will be civic open space landscaped with native grasses and wildflowers.

Goal LU.1. Invest in existing neighborhoods and activity centers for the purpose of developing complete, and connected places.

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

The proposed development is on a vacant infill parcel that currently provides no public benefit to the established neighborhoods adjacent to the site. The development of this infill parcel with civic open space and pedestrian amenities, including the extension of the FUTS path along the south side of High Country Trail. In addition to completing the FUTS path within the bounds of the Property on the south side of High Country Trail, the applicant will extend and connect the trail to its existing termination points east and west of the Property with the approval and permission of the Ponderosa Trails HOA. Further, the extension of the FUTS path, as a part of the Flagstaff pedestrian and bicycle network, will provide safer connectivity to employment and services accessible from the Mountain Line bus stop at the intersection of High Country Trail and Lake Mary Road and the two new Mountain

Line bus stops on the north and south sides of High Country Trail for which the applicant will provide concrete bus pads.

- ***Policy LU.1.11. Ensure that there is collaboration between a developer, residents, and property owners in existing neighborhoods where redevelopment and reinvestment is proposed so that they are included, engaged, and informed.***

During the zoning map amendment process, the Applicant has and will continue to engage residents and property owners through public notices for hearings and neighborhood meetings. Information will be provided and input received from neighbors and neighborhood groups and incorporated into the project design. A citizen participation plan, prepared as part of the application, outlines the specific details of these efforts.

Goal LU.5. Encourage compact development principles to achieve efficiencies and open space preservation.

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

The proposed project is within the Urban Growth Boundary and serviceable with existing city utilities and road infrastructure.

Goal LU.6. Provide for a mix of land uses.

- ***Policy LU.6.4. Provide appropriate recreational and cultural amenities to meet the needs of residents.***

The proposed development will construct the planned extension of the FUTS along the south side of High Country Trail toward Lake Mary Road. In addition to constructing the portion of the FUTS along the portion of High Country Trail within the bounds of the Property, the applicant will construct and extend the FUTS to connect to its existing termination points west and east of the Property with the permission and approval of the Ponderosa Trails HOA. This extension will construct a portion of the planned pedestrian and bicycle network in Flagstaff.

Goal LU.13. Increase the variety of housing options and expand opportunities for employment and neighborhood shopping within all suburban neighborhoods.

- ***Policy LU.13.4. Plan suburban development to include a variety of housing options.***

The area surrounding the Property has been developed with a variety of housing options including high-density, medium-density and single-family residential. Aura Flagstaff will provide additional medium-density market rate and affordable housing options. The limitations of the Urban Growth Area and the need for compact development support this proposal for additional medium density residential development in this area.

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

The FUTS trail that exists to the west of the proposed development is planned to be extended east to connect the established neighborhoods west of Lake Mary Road to the intersection at High Country Trail, where pedestrians and bicycles are able to access employment and services with public transit. The proposed development includes the construction of the FUTS trail extension for beyond merely the width of the Property, extending to connect to its existing termination points east and west of the site subject to the permission and approval of the Ponderosa Trails HOA.

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

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

The proposed development will place residents within walking distance of two bus routes and a FUTS path. The applicant is coordinating with the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) to improve the Mountain Line bus route along High Country Trail. Per NAIPTA's request, the applicant will pour concrete pads for new bus stops on both the north and south sides of High Country Trail to provide more convenient and efficient access to public transit.

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

- ***Policy T.2.1. Design infrastructure to provide safe and efficient movement of vehicles, pedestrians, bicycles, and pedestrians.***

The site design provides clear pedestrian paths between each of the buildings and to the FUTS trail along High Country Trail. Pedestrian pathways will be striped where there are no sidewalks across parking drive aisles to provide clearly marked and safe crossing areas for pedestrians and to alert vehicles to the potential presence of pedestrians crossing. Many sidewalks are provided between buildings and leading to the clubhouse and leasing area which are isolated from drive aisles and parking areas.

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

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

The existing sidewalks on the south side of High Country Trail, along with the new FUTS path that will constructed to extend beyond the width of the Property and connect to its existing termination points east and west of the site, are accessible from the proposed development and adjacent neighborhoods. This pedestrian infrastructure provides safe, accessible paths from Lake Mary Road into the neighborhood.

Goal T.6. Provide for bicycling as a safe and efficient means of transportation and recreation.

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

As discussed above, the proposed development will extend the FUTS trail as identified by the Flagstaff Urban Trails System map. This extension will bring the “High Country Trail” to full connectivity between the “Bow and Arrow Trail” to the east and the “Ponderosa Trail” to the west. The “Ponderosa Trail” leads to recreational trails at Fort Tuthill. The “Bow and Arrow Trail” connects to other trails that lead to Northern Arizona University.

Goal NH.3. Make available a variety of housing types at different price points, to provide housing opportunity for all economic sectors.

- ***Policy NH.3.1. Provide a variety of housing types throughout the City and region, including purchase and rental options, to expand the choices available to meet the financial and lifestyle needs of our diverse population.***

The units proposed for affordable housing will permanently serve residents earning 80% of the area median income or less. For a single individual, that annual income limit is \$42,800 as of HUD guidance in 2019

Flagstaff Housing staff identified one-bedroom units for the proposed development to help fill a need in the community. There is a great demand for affordable rental housing in Flagstaff. When included in a development with market rate units, affordable housing units become a possibility with the current costs of development and demand for developable land in Flagstaff.

- ***Policy NH.6.1. Promote quality redevelopment and infill projects that are contextual with surrounding neighborhoods. When planning for redevelopment, the needs of existing residents should be addressed as early as possible in the development process.***

The MR zoning district was chosen instead of HR in the effort to blend new and existing buildings. The allowable building height of 35' (40' with a pitched roof) is appropriate given the existing multi-family structures and allowable heights to the south. The Applicant will conduct neighborhood meeting(s) to introduce the approved site plan and architectural renderings of their proposed multi-family project. When both parties arrive at a final design, the developer will present the plan to Council at a public hearing.

The project conflicts with the following Goal and Policy.

Goal E.2. Expand production and use of renewable energy.

- ***Policy E.2.4. Encourage small-scale renewable energy production and use on the local level on appropriate residential, commercial, and industrial parcels.***

The client has incorporated small-scale renewable energy production into prior projects and continues to assess projects on a case by case basis. This project was assessed by the client as an opportunity to include small-scale energy production. There are certain restrictions on this development that make the introduction of solar difficult if not impossible. The required preservation of trees limits the opportunity for ground mounted solar arrays in undisturbed areas. Additionally, the APS easement occupying approximately 2.5 acres on the south end of High Country Trail prohibits vertical improvement in an area that could otherwise be considered for renewable energy production.

The applicant sees great value in meeting the policies and goals outlined by the Regional Plan and has made an effort to incorporate this policy but is unable to provide renewable energy for this project at this time. The Applicant will revisit and consider retrofitting the site to meet this policy after construction if the cost benefit analysis is improved at a later date. The applicant has elected to participate in the City of Flagstaff's Sustainable Building Program and will meet requirements associated with Water Resource Protection, Transportation/Air Quality, Waste Reduction During Construction, and Energy Efficiency.

H. Location, Accessibility & Site Circulation

As noted above, the Property is located west of the southwest corner of Lake Mary Road, a minor arterial, and High Country Trail, a major collector. A northbound Interstate 17 off ramp is located to the northeast of the Property. Access to the Property is solely from High Country Trail, along the north boundary of the proposed multi-family development.

The anticipated traffic pattern would be to the east to access Lake Mary Road and the rest of the Flagstaff roadway network. There would be a limited number of westbound vehicles given the termination of High Country Trail/Pulliam Drive at the airport. Access to the property will be from two 30-foot driveway entrances on High Country Trail, the main entrance approximately 124 feet from the western property line and the secondary entrance approximately 199 feet from the eastern property line. The driveways are approximately 440 feet apart, exceeding the code requirements for driveway spacing. There is no vehicular access to the Property from its west, north or east sides. The main community entrance is aligned with the rental office and community amenity area. The main drive aisle serving the community will circulate around a majority of the residential units with additional individual drive aisles serving each building. Surface parking is provided for residents and guests throughout the site.

The Applicant has worked with CivTech, a registered traffic engineer, to prepare a traffic statement ("TIS") for the proposed project which has been submitted to the city. The TIS concludes the following:

- The trip generations revealed that the proposed development could generate a total of 644 trips per day with 42 trips (19 in/23 out) generated during the AM peak hour and 71 trips (37 in/34 out) generated during the PM peak hour.
- The results of the intersection capacity analysis that all study intersections are expected to operate with acceptable levels of service (LOS C or better). The intersection of Lake Mary Road and High Country Trail should continue to operate at overall LOS B or better; therefore, no mitigation measures are warranted or recommended.
- Since not more than three (3) right turns per hour are expected at either site driveway during either peak hour, per the City of Flagstaff's Engineering Design Standards Section 13-10-010 (Streets), eastbound right-turn lanes are not warranted on High Country Trail approaching either of the two proposed site accesses.
- Two of the existing three turn lanes at the intersection of Lake Mary Road and High Country Trail provide sufficient storage using the AASHTO method. The eastbound left turn movement from High Country Trail onto Lake Mary Road could require additional storage capacity. Drivers could use the existing CTWLTL on the approach as additional storage. If the CTWLTL on High Country Trail is re-

striped to extend the existing left turn lane, CivTech recommends that it not be striped to provide more than 300 feet of storage, a typical maximum turn lane length.

- Sufficient sight distances to and from Access B appear to be available. In the first submittal of this statement, CivTech recommended the relocation of Access A. On the current site plan, not only has the driveway been relocated slightly, CivTech understands that the development will eliminate much of the sloping terrain that was of primary concern, allowing adequate sight visibility to be provided. Thus, CivTech concludes that the final, engineered location of the driveway established by the civil engineer provides the required sight distances.
- CivTech recommends that sight visibility triangles at the site driveway be provided per AASHTO guidelines. In addition, within designated sight visibility triangles, landscaping should be maintained at a maximum of two (2) feet in height. Tree branches lower than seven (7) feet should be trimmed and maintained to meet current acceptable landscape requirements.

The Applicant and its traffic engineer will work with the city to design and implement the recommendations in the TIS and in a manner that meets City Codes and guidelines. To address the traffic engineer's conclusion regarding required sight visibility triangles to meet AASHTO guidelines, the eastern driveway was modified during the site plan review process and reviewed by city staff to ensure it meets standards.

The Property is ideally located for the proposed residential development given the proximity to Northern Arizona University and other Flagstaff employers. Additionally, the eastern driveway is approximately 600 feet from the Mountain Line Route 4 and 14 bus stops at Lake Mary Road and High Country Trail, providing convenient access to public transportation for community residents.

I Analysis of Public Good

As proposed, Aura Flagstaff helps achieve many of the Regional Plan's goals and policies. The proposed development provides additional market rate and affordable rental housing on a long vacant infill parcel that will add civic open space and extend the FUTS network. Aura Flagstaff will also participate in the City of Flagstaff Crime Free Multi-Housing Program which will be implemented at the time of construction, by working with the Police Department to train community management and ensure best practices for crime free housing are standard protocol for the management and operation of the Property. Additionally, the resource protection easement to be placed on the acreage north of High Country Trail, ensures the historical significance of the Auza family homestead and its natural resources are preserved on land that could otherwise be redeveloped and the tree resources and open space diminished along this portion of High Country Trail. The development will participate in both the City of Flagstaff's Affordable Housing Program and Sustainable Building Program. Aura Flagstaff enhances the public good, and does not threaten public health, safety, or convenience in a major way.

J. Public Utilities Analysis

There is no existing infrastructure for water and sewer on-site. The on-site sewer and water will be designed and built for this Project. The Water and Sewer Impact Analysis, completed by the City on June 1, 2018, indicates adequate Fire Hydrant pressure and sewer system capacity for the proposed infrastructure. No off-site infrastructure improvements other than to serve the intent of this Site Plan are required of this development. All proposed infrastructure will be constructed to City of Flagstaff and A.D.E.Q. Standards. Dry utilities will utilize the City Trench Engineering Detail 09-01-032.

K Community Benefit

This proposal includes the extension and completion of the “Ponderosa Trail” FUTS trail along High Country Trail, the addition of civic open space along the south side of High Country Trail and 20 permanent affordable residential units to benefit the Flagstaff area. While a majority of the residential units under this proposal will be market rate, (20% of the maximum base density) will be affordable to those at or below 80% of the area median income (AMI), which the local housing market is not offering currently. The Applicant has worked with City staff to identify the greatest need in the community for the type of affordable units. City staff has identified the following types of units for Aura Flagstaff to help fill a void in the community and serve the public.

Unit Mix		
Unit Size	Designated for Program	Total in Project
One bedroom	14	112
Two bedroom	6	48

The addition of the Aura Flagstaff affordable units will help fulfill the much-needed permanent affordable housing needs of families and individuals in Flagstaff.

Further, this project is a part of the U.S. Department of Housing and Urban Development (“HUD”) 221d4 program which is a loan program for multi-family developments that targets projects with rental units to serve mid-income tenants. A project under this program must be located in an area that is shown to have excess demand for housing to be approved. HUD has completed research on the Flagstaff market and the rental housing demand, which as of 2016, when the latest report was published, had not been met. The developer of this project has been required to produce their own market analysis to clearly demonstrate the need for the proposed development to be qualified for this HUD funding program. This project clearly demonstrates the benefit to the community through new housing options identified by the Federal Government as necessary.

L Bonus Incentives

As noted above, the applicant will be utilizing both affordable housing and sustainable building bonuses as follows:

- Affordable Housing Density Bonus: The applicant is providing 20 affordable housing units in the project (20% of the maximum base density) to utilize the 45% density bonus permitted by Section 10-30.20.040 of the Zoning Code.
- Affordable Housing Parking Reduction: Section 10-50.80.040 of the Zoning Code allows for a reduction in typical parking requirements for affordable housing units. As indicated on the site plan parking table, the applicant is providing 1.0 spaces per one-bedroom unit and 1.5 spaces per two-bedroom unit in conformance with Table 10-50.80.040.A. In total, the applicant is allocating a total of 23 parking spaces for the affordable housing units – 14 spaces for 14 one-bedroom units and 9 spaces for 6 two-bedroom units.
- Affordable Housing Tree Resource Protection Reduction: By providing 20 units with permanent affordability and utilizing sustainable building incentives, the applicant is reducing its required forest resource protection from 50% to 25% per Table 10-30.20.040.B in the Zoning Code.

- Sustainable Building Density Bonus: Pursuant to Section 10-30.70.030 of the Zoning Code, seventy five percent (75%) of the applicant's units will meet a HERS 50 standard to utilize the corresponding 20% density bonus of 20 units. Accordingly, the development will meet the minimum sustainable building standards outlined in Section 10.30.70.040 of the Zoning Code:
 - Water Resource Protection:
 - The landscape design for the development shall not include an oasis zone (hydrozone 1) as otherwise permitted in Section 10-50.60.050(C), Oasis Allowance, and Section 10-50.60.060, Hydrozones.
 - Transportation/Air Quality: All 3 will be implemented
 - The development site is located within at least one-quarter mile of a bus stop; or
 - The development is located within at least one-quarter mile of a FUTS trail or connected to it; or
 - Residential electrical systems are designed for electric vehicle charging.
 - Waste Reduction During Construction
 - A plan for the recycling or reuse of all paper, cardboard, plastics, and metals;
 - A plan for the recycling or reuse of all lumber scraps so that they are diverted from the landfill
 - Energy Efficiency:
 - An applicant applying the HERS rating system to receive the density bonuses allowed under Section 10-30.70.030, Density Bonus, shall obtain independent third-party verification that the minimum HERS rating has been achieved before the density bonus is applied, to the satisfaction of the Director and the Building Official.

M. Conclusion

This proposal brings a quality project to Flagstaff that provides amenities to the public, and most importantly, helps meet the ongoing critical housing needs of the greater community. The application is consistent with the goals and policies of the Regional Plan and addresses the need for additional market rate and affordable rental housing units identified by the city and HUD. The Applicant requests approval of this zoning amendment application. This rezoning will allow a reasonable opportunity to develop the Property for its highest and best use.

TAB 1

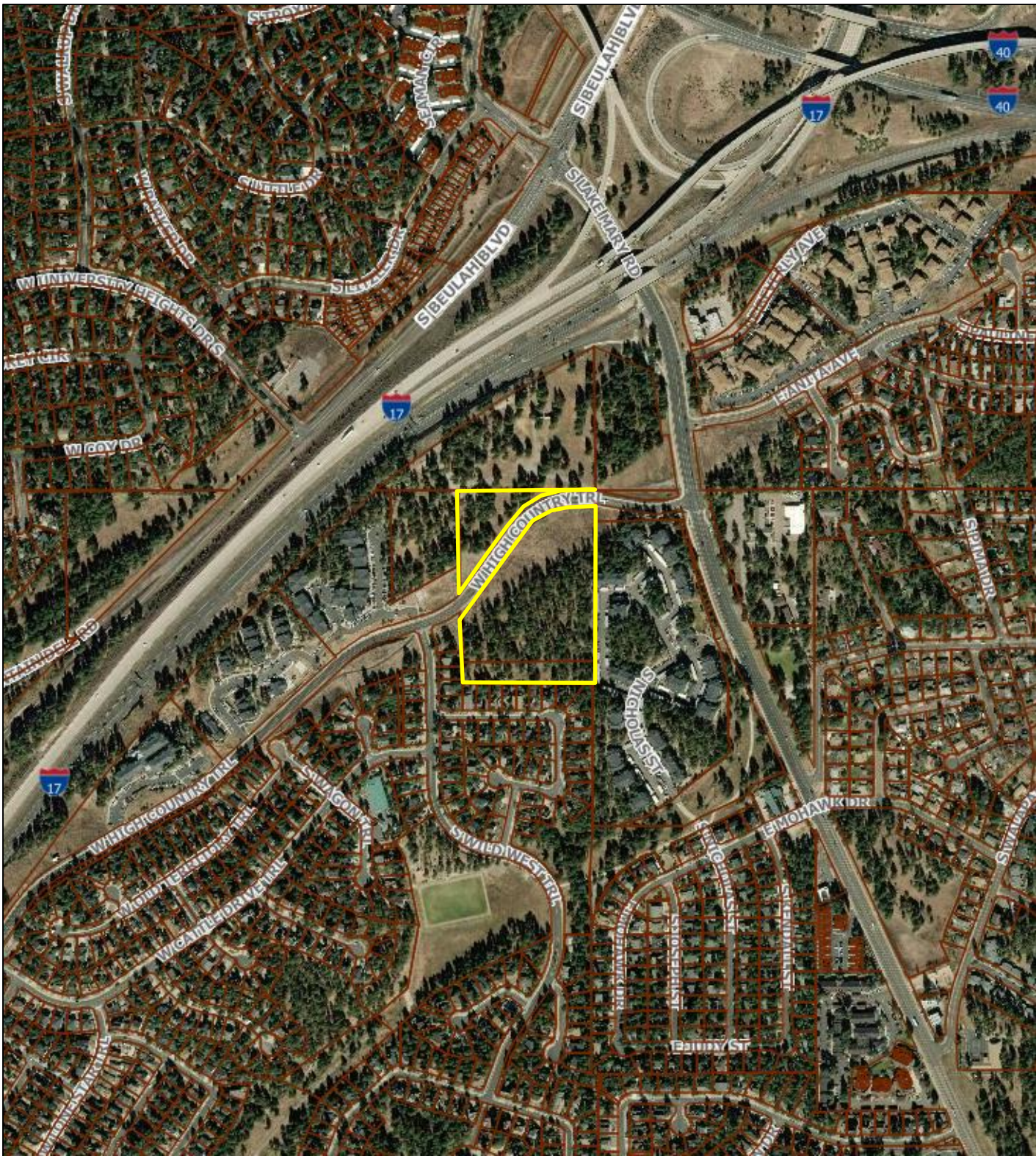
Aerial Map



151 W. High Country Trail – Flagstaff, AZ



Aerial Map



151 W. High Country Trail – Flagstaff, AZ



TAB 2

Historical Aerial 1980



151 W. High Country Trail – Flagstaff, AZ



Historical Aerial
1997

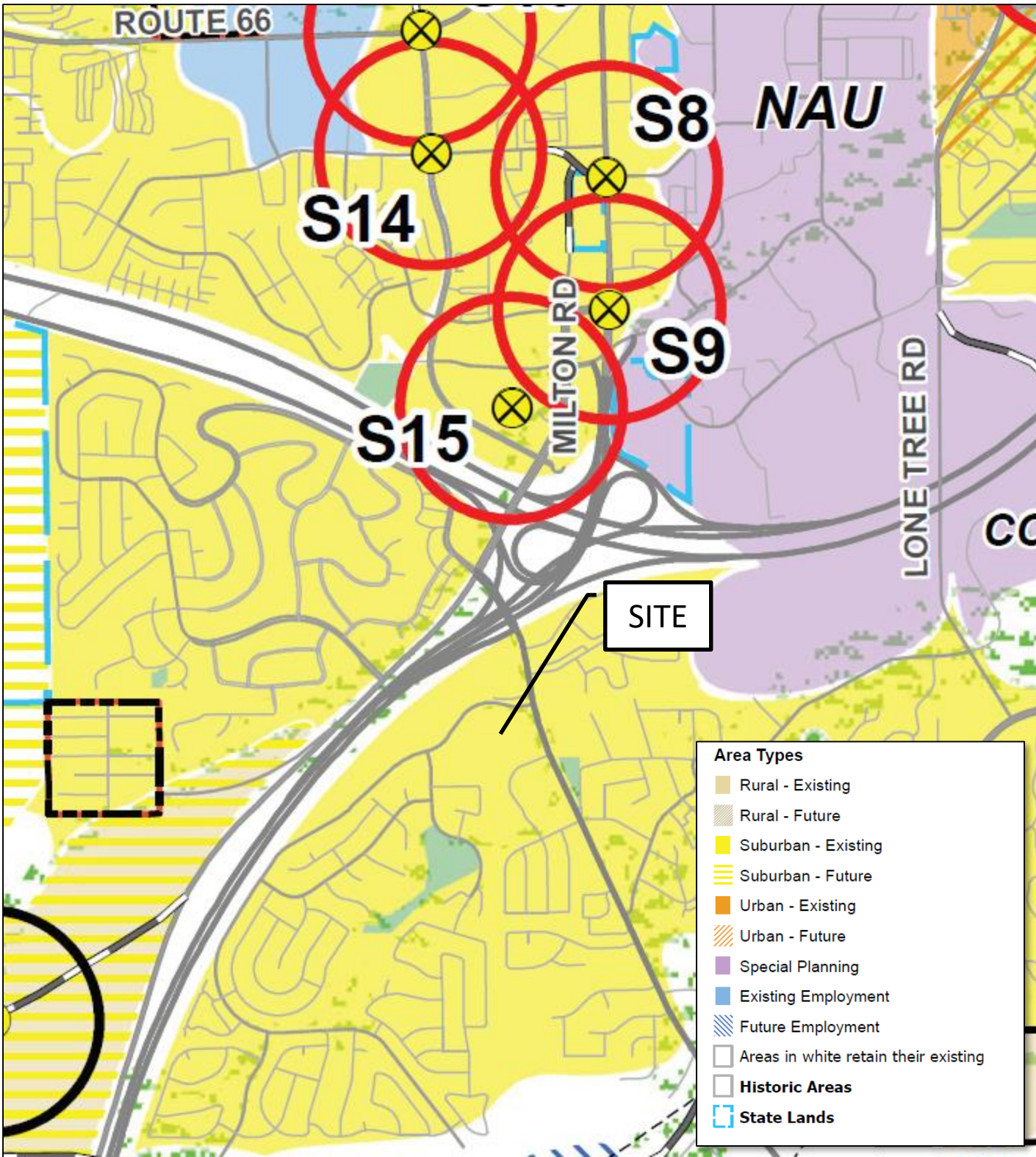


151 W. High Country Trail – Flagstaff, AZ



TAB 3

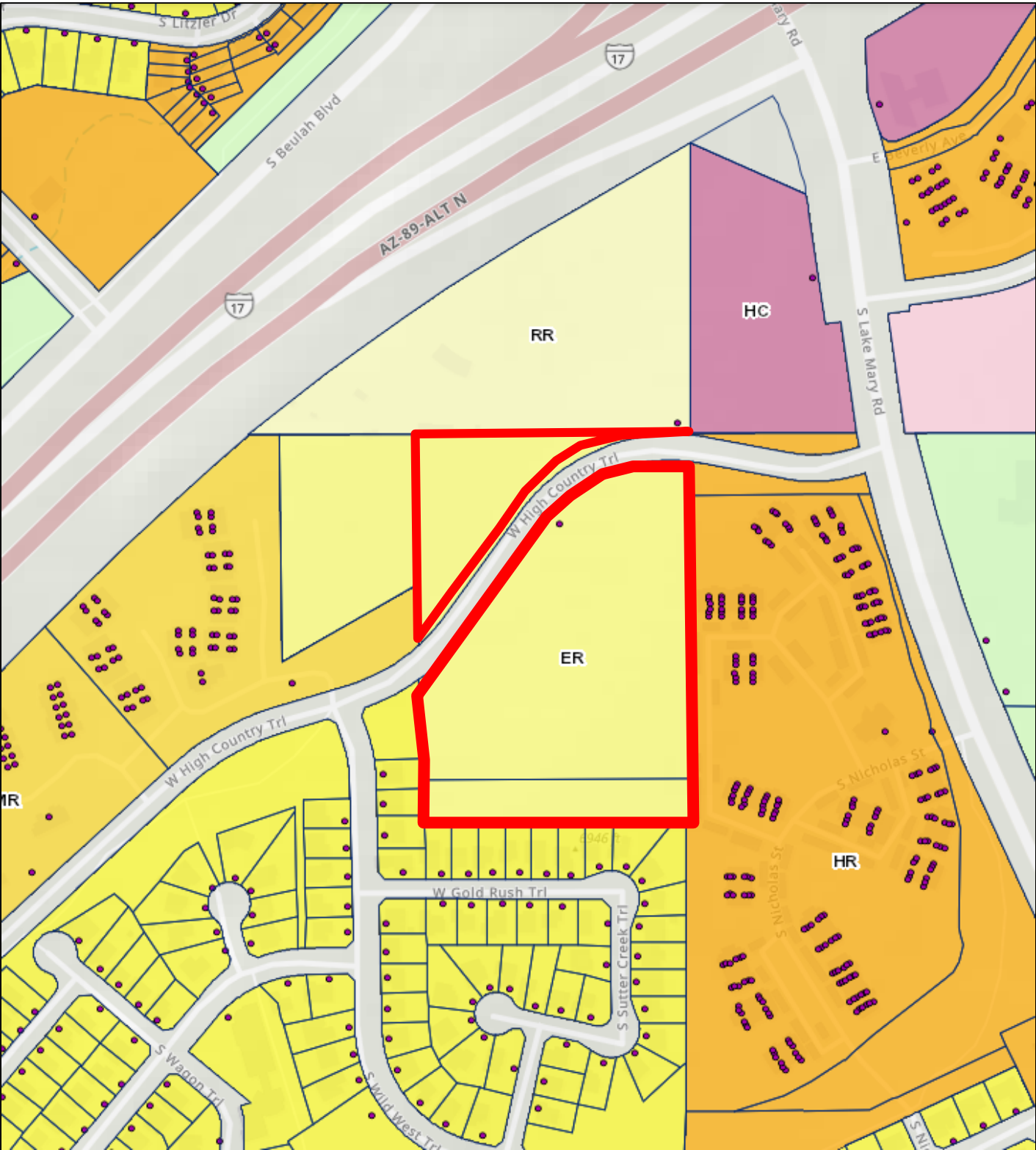
Regional Plan Map



151 W. High Country Trail – Flagstaff, AZ

TAB 4

Zoning Map



151 W. High Country Trail – Flagstaff, AZ





**Citizen Participation Plan
Zoning Map Amendment Application
Case No. PZ-17-00218-02**

West of the Southwest Corner of High Country Trail and Lake Mary Road

Approximately 11 acres

APNs: 112-05-001W and 112-05-011

Resubmittal Date: January 9, 2020

Prepared By:
Withey Morris PLC
2525 E Arizona Biltmore Circle
Suite A-212
Phoenix, Arizona 85016
602.230.0600

Developer:
Trinsic Acquisition Company LLC
4040 East Camelback Road
Suite 160
Phoenix, Arizona 85018
480.448.0985

I. Introduction

This site is approximately 11 acres located at west of the southwest corner of Lake Mary Road and High Country Trail (the "Property"). The Property is zoned ER. The applicant originally filed applications with the City of Flagstaff for Site Plan Review and a Zoning Map Amendment to change the zoning to MR in December 2018. Following the Planning and Zoning Commission public hearing in May 2019 for these applications, the project was subject to a substantial overhaul and redesign that is now basis of this resubmittal.

These applications will allow ownership to develop a new multi-family residential development on the Property. The project is consistent with the City's General Plan designation and compatible with the surrounding uses. The purpose of this Citizen Participation Plan is to continue the substantial public engagement that occurred in the first phase of these applications and demonstrate how citizens, property owners and neighbor associations in the vicinity of the site will be informed of the application and provide feedback regarding the proposal.

This participation plan will ensure ongoing communication between the Applicant, potentially affected citizens and adjacent property owners, City staff and elected officials throughout the application review process. The information received by the Applicant from these communications will be used to make informed decisions throughout the application process with regard to the development proposal.

II. Contact List

A contact list has been prepared for the zoning map amendment application using the following criteria. Additional contacts may be added over the course of the application process as requested by neighbors, the City of Flagstaff or the Applicant.

- Each real property owner (if different from the applicant) as shown on the last assessment of the property, of any land within the areas subject to the application for which the public hearing is required.
- Each real property owner (if different from the applicant) as shown on the last assessment of the property of any land which is located within 1,000 feet of the property subject to the application for which the public hearing is required.
- The situs or actual address of all tenants and residents living on the subject property.
- All local government agencies which have reviewed and commented on the proposed development or Zoning Map amendment or which about the subject property.
- All homeowners associations (HOAs) that govern land within 1,000 feet of the subject property as well as all persons or groups whose names are on the registry of persons and groups described above who are interested in receiving such notice.
- Neighbor attendees at all previous neighborhood meetings that signed in and provided contact information.

III. Notification Technique / Notice of Neighborhood Meeting

Citizens, registered neighborhoods, homeowners associations, and other interested parties affected by the applications as detailed above, will be notified of the requests through an informational mailing, a sign posted on site to be updated with information regarding neighborhood meetings and public hearings, and hold two organized neighborhood meetings.

The Applicant will conduct the following notice procedures:

- a. Create notices that set forth the purpose and substance of the proposed application, and the time, date and place of a neighborhood meeting and public hearings. The notices shall be sent by first class mail to the Contact List established in Section II of this Public Participation Plan.
- b. A notarized copy of the mailing list and affidavit of notification to affected property owners shall be submitted to the City of Flagstaff prior to the fifteenth day prior to the public hearing date and 10 calendar days prior to a neighborhood meeting.
- c. Install a minimum of one sign that is at least four feet by four feet in area on the property in a location or locations clearly visible from a public right-of-way to adjacent residents setting forth the purpose, time, date, and place of the neighborhood meeting and public hearings once they are scheduled, with an attached information tube containing copies of the meeting notice. This sign shall be installed a minimum of 10 days prior to the neighborhood meeting and updated 15 days prior to the public hearing.
- d. The applicant shall submit a notarized affidavit of posting and photographs of the signs posted on the subject property to the Director no less than 15 days prior to the public hearing date and 8 days prior to the public meeting.

The City of Flagstaff shall be responsible for placing the public hearing notices required by the Zoning Code in a newspaper of general circulation within the City.

IV. Neighborhood Meeting Format

The neighborhood meetings will be held for a one hour period, beginning at 5:30 p.m. on the dates established by the applicant. The meeting will be an open house format where residents can come in at any point during the one hour window and receive information from the development team about the proposal. Full size plans will be mounted to presentation boards and available for neighbors to view up close. Development team members will present information about the proposal and request, and answer questions one-on-one that meeting attendees may have. Notes will be taken by development team members during the meeting. Comment cards will be available for attendees to share their thoughts about the proposal. Sign-in sheets will be available at the meeting room entrance for meeting attendees to provide name, address, email and telephone number so they may be added to the mailing list if not already on it, and for the applicant to follow-up on any additional information that may be requested by an attendee. A copy of the sign-in sheet will be provided to the city along with a summary as outlined in this plan to City staff following the meeting. The agenda for these meetings is as follows:

AGENDA:

- Introduce the project team which will wear name tags or other forms of identification so the public knows who to speak with.
- Provide an explanation of the purpose of the neighborhood meeting.
- Adequately describe the proposed project, its location, provide a context map.

- Describe what is allowed under the current zoning and what will be allowed if the rezoning request is granted.
- Explain what happens to the feedback received at the meeting.
- Explain the anticipated timeline for the public hearing process.
- Explain next steps in the project including review and approval of site plan, civil plans and construction drawings.

V. Response Procedures

The Applicant shall respond to citizens that express interest. Individual meetings will be conducted upon specific request. The City of Flagstaff will be available to answer questions regarding the review and public hearing process. Parties affected by the applications may also share their feelings about the project by writing to the City of Flagstaff by contacting the planner assigned to the application at the following address.

Alexandra Pucciarelli
 Planning Development Manager
 Current Planning Program
 211 W. Aspen Avenue
 Flagstaff, AZ 86001

VI. Status Procedures

The Applicant shall keep the City of Flagstaff informed of the status of its citizen participation efforts. To do so, the Applicant will provide the following to the City of Flagstaff:

- a. Details of techniques the applicant used to involve the public, including:
- b. Dates and locations of neighborhood meetings;
 - i. Copies of letters, notices, newsletters and other correspondence, including dates and numbers of mailings or deliveries;
 - ii. A copy of the mailing list, and a summary of where residents, property owners, and potentially affected citizens receiving notices, newsletters, or other written materials were located;
 - iii. The number and names of people that participated in the process based on the sign-in sheet for the meeting; and
 - iv. A dated photograph of the sign installed in compliance with Flagstaff Zoning Code Section 10-20.30.060 (D)(6) as outlined above in Section III of the Citizen Participation Plan.
- c. A summary of concerns, issues and problems expressed during the neighborhood meeting, including:
 - i. The substance of the concerns, issues, and problems; and
 - ii. The applicant's response to the comments received at the public meeting. The applicant's responses shall be included on the site plan, illustrative plan, other planning document(s), and/or in an associated report. If public comments are not included in any of these documents, an explanation why they were not included must be provided;

- d. The applicant shall also send a copy of the written summary to all the people who recorded their names on the sign-in sheet for the meeting.

VII. Inquiries

Inquiries will be documented and made available to City staff in the form of a report/neighborhood meeting summary as outlined above and prior to public hearings.

VIII. Schedule for Implementation

- | | |
|---|--|
| 1. Mail Notice Letters / Invitation to 1 st Neighborhood Open House | February 2020 |
| 2. Hold 1 st Neighborhood Open House | February 2020 |
| 3. Submit a summary of the Neighborhood Meeting to Staff and neighbors that attended the meeting | Within 10 days following the meeting or at the time of zoning map amendment application, whichever comes first |
| 4. Mail Invitation to 2 nd Neighborhood Open House* | Ten days prior to meeting |
| 5. Hold 2 nd Neighborhood Meeting | Within 30 days of formal application and no fewer than 31 days before the first hearing |
| 6. Submit a summary of the Neighborhood Meeting to Staff and neighbors that attended the meeting* | Within 10 days of meeting |
| 7. Mail Notification Letter for Public Hearing* | 15 days prior to 1 st Hearing |
| 8. Site Posting for Public Hearing | 15 days prior to 1 st Hearing |
| 9. Submit affidavit of sign posting and public hearing notice mailing | 15 days prior to the 1 st Hearing |

*The second neighborhood open house meeting and public hearing notice may be mailed together, depending on the hearing schedule. If this occurs, the neighborhood meeting will occur no less than 31 days prior to the first public hearing date and a summary of the meeting will be submitted to the City the day after the meeting. Notice requirements as outlined above will be met.



Aura Flagstaff Virtual Neighborhood Meeting Summary

Meeting Date: 3/23/2020

Time: 5:30 pm to 6:30 pm

Development Team:

- Todd Gosselink, Trinsic Residential Group
- Jason Morris, Withey Morris, PLC
- Benjamin Tate, Withey Morris, PLC
- Richard Alvarez, ORB Architecture

Development Summary:

- 11-acre site west of southwest corner of Lake Mary Road and High Country Trail
- Request to rezone from ER (Estate Residential) to MR (Medium Density Residential)
- 160-unit high-quality multifamily residential development
 - One-bedroom units: 112
 - Two-bedroom units: 48
- Includes 20% affordable housing units
- Open space: 95,943 square feet
 - Civic open space: 24,000 square feet
 - Common open space: 71,943 square feet
- Lot coverage: 15.30%
- Parking:
 - Required: 229 spaces
 - Provided: 242 spaces

Summary of Significant Changes from Previous Site Plan:

- Decrease in density from 174 to 160 units.
 - 25% decrease in number of bedrooms from 265 to 208 due to change in unit mix.
- Tripled setbacks adjacent to single-family to south and west.
- Reduced site area to 11 acres – no longer rezoning Auza homestead.
- Removed carriage buildings on south side of project and decreased height adjacent to single-family homes to the south.
 - Eliminates need for tiered retaining wall system and dramatically reduces cut and fill on south side of the site.
- Retaining all stormwater on site – won't feed into culvert system.
 - Eliminates the deep retention basin along High Country Trail – now usable, flat civic open space.

Frequently Asked Questions:

- Will there be development on the north side of High Country Trail?
 - **No, the portion of the site on the north side of High Country Trail will be a tree resource protection area. All development for this project will be on the south side of High Country Trail**
- Does the project meet the open space requirements prescribed by the City?
 - **Yes, we are providing 24,000 square feet of civic open space (5% of the overall site) and 71,943 square feet of common open space (15% of the overall site) in compliance with the ordinance requirements. Additionally, the unimproved tree resource protection areas are not included in that calculation.**
- What is the parking ratio for the development? How many spaces are you providing per resident?
 - **We are providing a total of 242 spaces, which is a ratio of 1.5 spaces per unit. This is 13 spaces more than the 229 spaces required by ordinance.**
- Will High Country Trail be widened or will any turn lanes be added to the intersection of Lake Mary Road and High Country Trail to accommodate traffic?
 - **With respect to the widening of High Country Trail, our traffic impact analysis does not indicate a need to widen High Country Trail given the relatively low traffic impact of the reduced density development. Ultimately, however, the decision to make any changes to High Country Trail rests with the City of Flagstaff's Public Works Department**
 - **With respect to the intersection of Lake Mary Road and High Country Trail, that intersection is outside of our project boundaries. Any changes to that intersection would be made by the City of Flagstaff.**
- Would it be possible to have one driveway designated as an "entrance only" and the other designated as "exit only"?
 - **We will explore this possibility with the City of Flagstaff. Whether or not it is feasible will depend upon what creates the safest traffic conditions and allows for the most efficient flow of vehicular traffic.**
- Are there any entrances/exits from the site to Wild West Trail?
 - **No, like the previous plan there are only two points of ingress/egress from the site and they are both on High Country Trail.**
- What is the change in total square feet of housing between the old and new proposal?
 - **Old Plan: 220,330 gross square feet (lower + upper floors) with 82,223 SF footprint**
 - **New Plan: 187,269 gross square feet (lower + upper floors) with 73,368 SF footprint**



Aura Flagstaff Virtual Neighborhood Meeting Summary

Meeting Date: 7/1/2020

Time: 5:30 pm to 6:30 pm

Development Team:

- Todd Gosselink, Trinsic Residential Group
- Jason Morris, Withey Morris, PLC
- Benjamin Tate, Withey Morris, PLC
- Richard Alvarez, ORB Architecture

Development Summary:

- 11-acre site west of southwest corner of Lake Mary Road and High Country Trail
- Request to rezone from ER (Estate Residential) to MR (Medium Density Residential)
- 160-unit high-quality multifamily residential development
 - One-bedroom units: 112
 - Two-bedroom units: 48
- Includes 20% affordable housing units
- Open space: 108,983 square feet
 - Civic open space: 29,000 square feet
 - Common open space: 79,983 square feet
- Lot coverage: 15.30%
- Parking:
 - Required: 240 spaces
 - Provided: 242 spaces

Summary of Significant Changes from 2019 Site Plan:

- Decrease in density from 174 to 160 units.
 - 25% decrease in number of bedrooms from 265 to 208 due to change in unit mix.
- Tripled setbacks adjacent to single-family to south and west.
- Reduced site area to 11 acres – no longer rezoning Auza homestead.
- Removed carriage buildings on south side of project and decreased height adjacent to single-family homes to the south.
 - Eliminates need for tiered retaining wall system and dramatically reduces cut and fill on south side of the site.
- Retaining all stormwater on site – won't feed into culvert system.
 - Eliminates the deep retention basin along High Country Trail – now usable, flat civic open space.

Summary of Additional Changes Since 3/23/2020 Virtual Meeting:

- Increases in open space:
 - Civic Open Space: 24,000 SF → **29,000 SF**
 - Common Open Space: 71,943 SF → **79,983 SF**
 - Total Open Space: 95,943 SF → **108,983 SF**
- Coordination with Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) to provide new Mountain Line bus stops on north and south sides of High Country Trail.
- Added 4 Electric Vehicle parking spaces/charging stations.
- Civic space area adjacent to High Country Trail converted from turf to natural grasses and wildflowers.
- Commitment to construct FUTS trail connections east and west of site:
 - Will bring “High Country Trail” to full connectivity between “Bow and Arrow Trail” to the east and “Ponderosa Trail” to the west.

Frequently Asked Questions:

- **If the stormwater isn’t feeding into the culvert system, how will the site drain and where is the water going?**
 - All stormwater will be retained on-site using a series of chambers and dry wells underneath the drive aisles in the parking area. Water will percolate naturally into the ground from the dry well tanks.
- **How will the views from the homes adjacent to the south side of the project be affected by the new site plan vs. the old site plan?**
 - The view corridor for the homes immediately south of the project in the new site plan is a significant improvement over the original plan. In the original plan, the nearest building was a 24-foot-tall carriage building 15 feet from the property line and a 40-foot-tall, three-story building approximately 93 feet from the property line. In the new plan, the nearest building is a 28’ 4”-tall, two-story building approximately 48’ 1”. As the sightlines show (See Site Section Exhibit on Page 9), the new plan is a significant improvement even with the changes in grade elevation. Importantly, the original plan required significant clearcutting of mature 60-foot Ponderosa pine trees between the property line and the nearest building. As the exhibit illustrates, far more of those trees between the homes to the south and the project will be left undisturbed. As a result, Ponderosa pines will remain a dominant feature of the view corridor far more than the previous plan.
- **What type of energy efficient features/sustainable building practices will be used?**
 - Low E insulated glass
 - High efficiency HVAC – 15 SEER units
 - LED lighting throughout
 - Low voltage LED landscape lighting
 - Recycle program for residents and office/common areas
 - Low flow water fixtures
 - Energy Star appliances
 - Individual unit water meters to track usage
 - Energy efficient pool pump and filtration equipment
 - Unit separation assemblies with STC 55 or greater for enhanced sound separation and energy retention
 - An irrigation design that employs low flow drip irrigation to maximize efficiency, and a smart controller with weather sensing technology
 - Applicant will participate in the City of Flagstaff’s Sustainable Building Program which will require apartment units to achieve a HERS rating of 50 or better.

- **At the previous meeting there was a question about designating an exit-only driveway and an entrance-only driveway, any update?**
 - The City of Flagstaff does not recommend exit/entrance-only driveways for this site.
- **How will the new bus stops on the north and south sides of High Country Trail affect traffic?**
 - The request from the Northern Arizona Intergovernmental Public Transit Authority (NAIPTA) to install bus pads was a relatively recent request and we are working with NAIPTA and the City of Flagstaff to mitigate any impact on traffic.
- **Is there demand for new multi-family residential housing in the City of Flagstaff?**
 - Flagstaff has the highest multifamily occupancy rate (over 98%) of any major municipality in the State of Arizona. There is very high demand for new, Class A multi-family residential housing in the City of Flagstaff – both for market rate and affordable housing products.
- **How many trees are you “claiming” on each side of High Country Trail?**
 - The area on the north side of High Country Trail will be left completely undisturbed and all trees will be preserved in a tree resource protection easement dedicated to the City of Flagstaff. Our tree resource survey, which is part of the City of Flagstaff submittal requirements and prepared by a certified third-party arborist, is available from the City of Flagstaff through a public records request.
- **When will we know the traffic analysis and the exact plan?**
 - We recently submitted a revised Traffic Impact Statement to the City of Flagstaff for review. It is available through a public records request to the City of Flagstaff.
- **How many ADA-compliant apartments are available?**
 - Multifamily dwelling units are governed by ANSI not ADA. All ground floor units are designed to ANSI Type B standards (62 units). 2% of all units are designed to ANSI Type A standards (the highest level of accessibility). There will be a total of 4 ANSI Type A units.
- **What is your plan for fencing adjacent homes?**
 - A 42-inch-tall fence/guardrail will be placed on top of an 8’ to 10’ retaining wall set back approximately 35’ from the property line. See the attached North/South Site Section.
- **What will the market/affordable units rent for?**
 - These estimates are ranges that are preliminary in nature and are subject to change due to market conditions and other factors:
 - 1-Bedroom: \$1,500 to \$1,600 (Market Rate)/\$1,000 to \$1,100 (Affordable)
 - 2-Bedroom: \$1,700 to \$2,000 (Market Rate)/\$1,200 to \$1,250 (Affordable)



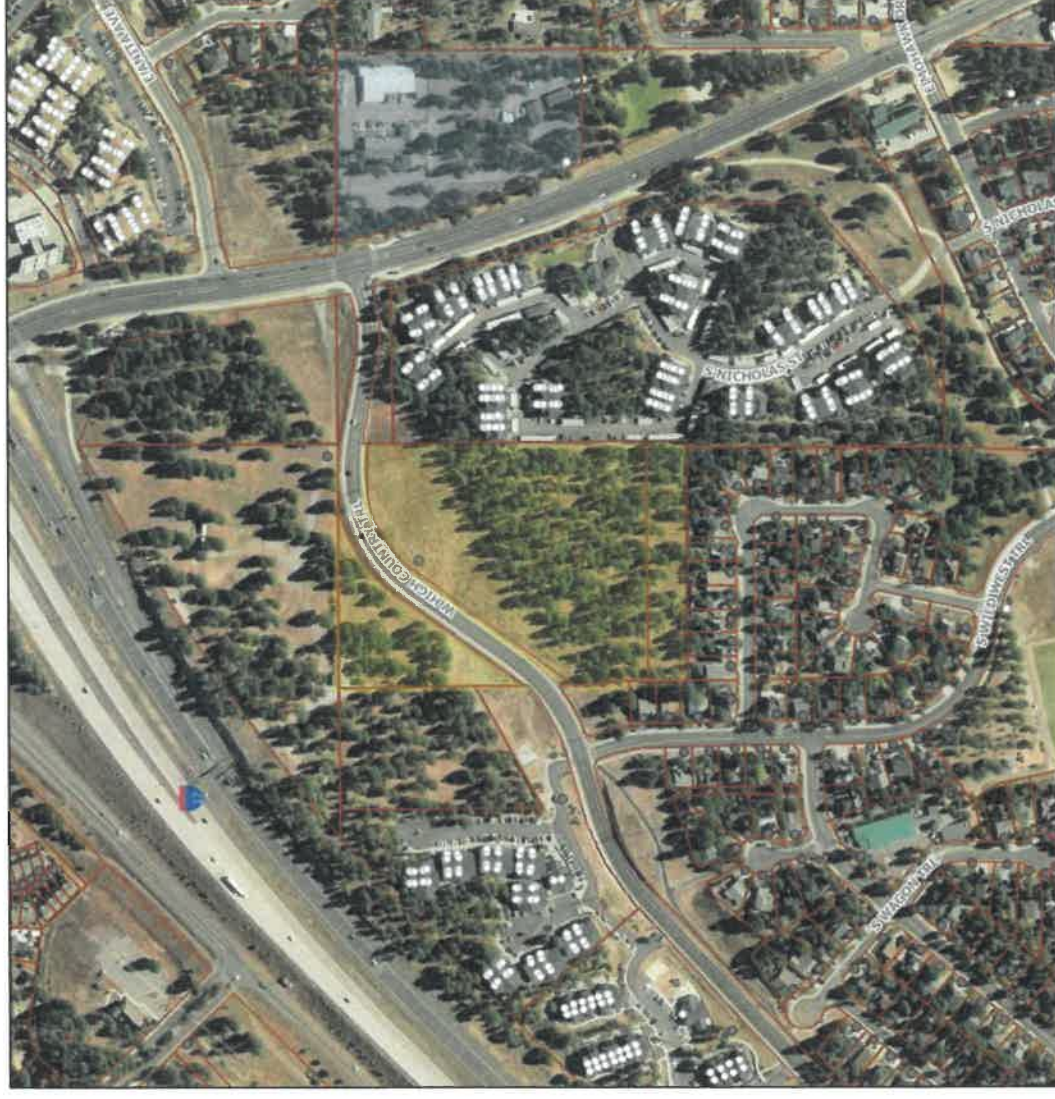
A U R A.

AURA FLAGSTAFF

West of SWC High Country Trail
and Lake Mary Road

OVERVIEW

- Rezoning application originally filed December 2018 for 173-unit, 15-building multifamily residential development plus Auza homestead on north side of High Country Trail.
 - 16.11-acre project area included Auza property north of High Country Trail.
- Multiple neighborhood meetings and public hearings held from January 2019 to November 2019.
- Re-filed new zoning application in February 2020
 - Reduction in project area
 - Reduction in density
 - Reduction in overall number of buildings
 - Increase in setbacks
- First virtual neighborhood meeting for new project held on March 23, 2020



SUMMARY OF CHANGES

March 2020

- Decrease in density from 174 to 160 units.
 - 25% decrease in number of bedrooms from 265 to 208 due to change in unit mix.
 - Reduction in total number of buildings from 15 to 8
- Tripled setbacks adjacent to single-family to south and west.
- Reduced site area to 11 acres – no longer rezoning Auza homestead.
- Removed carriage buildings on south side of project and decreased height adjacent to single-family homes to the south.
 - Eliminates need for tiered retaining wall system and dramatically reduces cut and fill on south side of the site.
- Retaining all stormwater on site – won't feed into culvert system.
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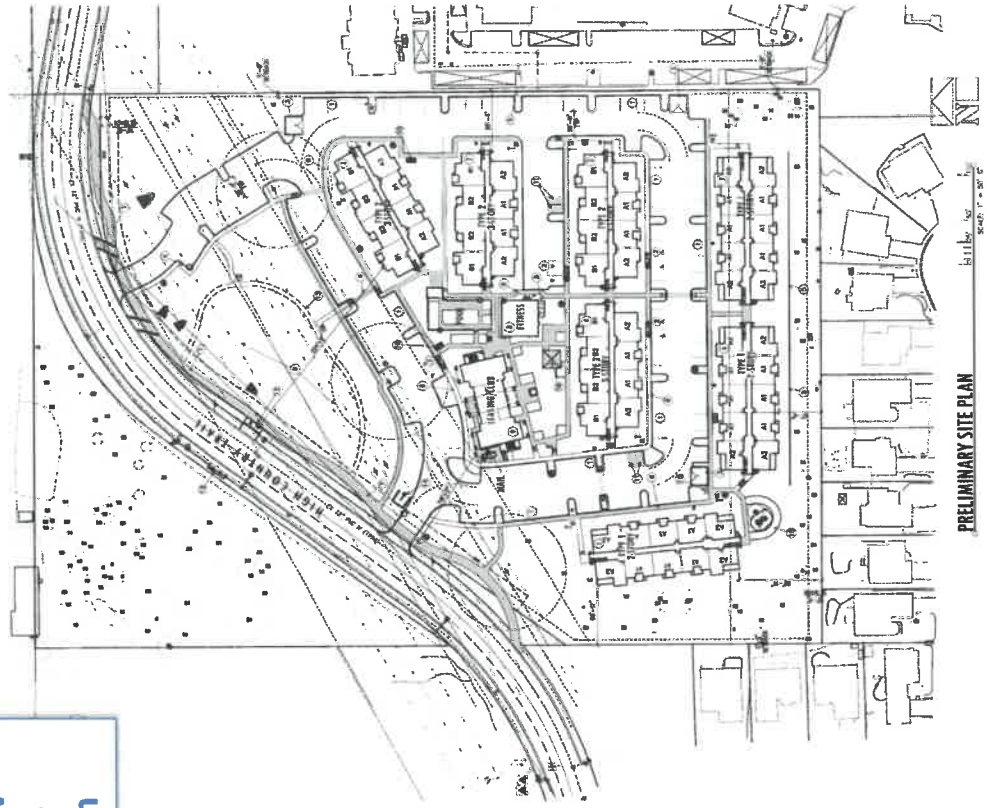
SUMMARY OF CHANGES

Additional Refinements – July 2020

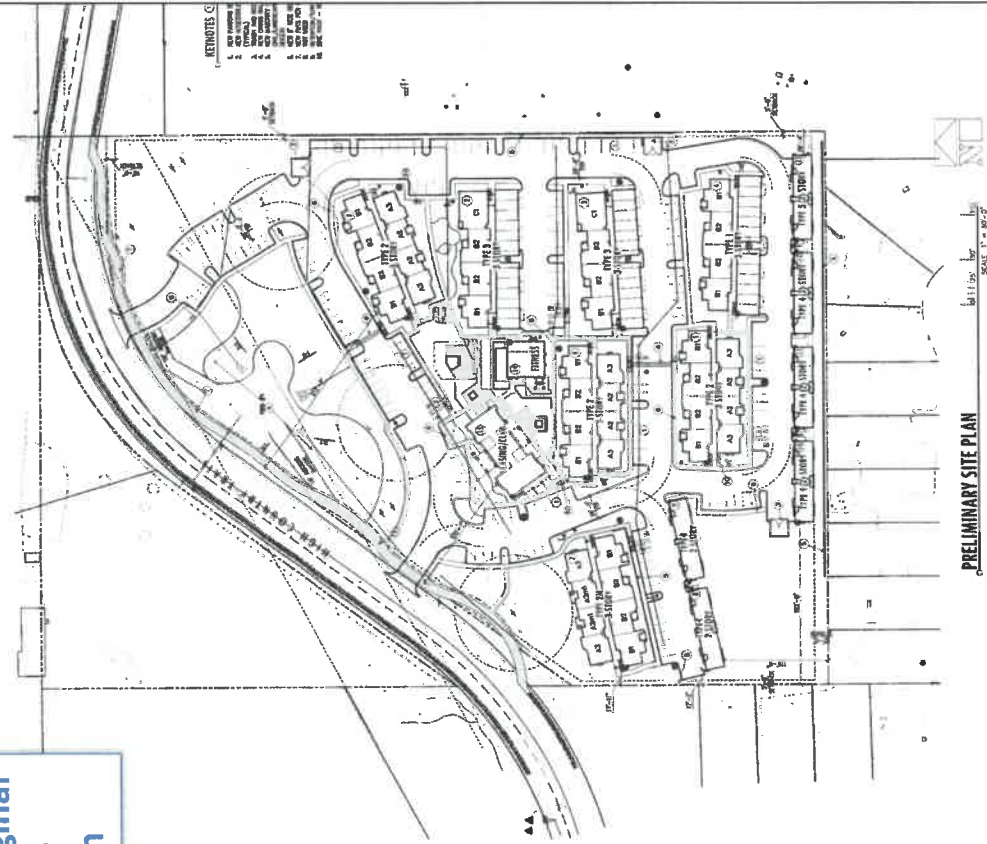
- Increases in open space:
 - Civic Open Space: 24,000 SF → 29,000 SF
 - Common Open Space: 71,943 SF → 79,983 SF
 - Total Open Space: 95,943 SF → 108,983 SF**
- Coordination with Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) to provide new Mountain Line bus stops on north and south sides of High Country Trail.
- Added 4 Electric Vehicle parking spaces/charging stations.
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- Commitment to construct FUTS trail connections east and west of site:
 - Will bring “High Country Trail” to full connectivity between “Bow and Arrow Trail” to the east and “Ponderosa Trail” to the west.



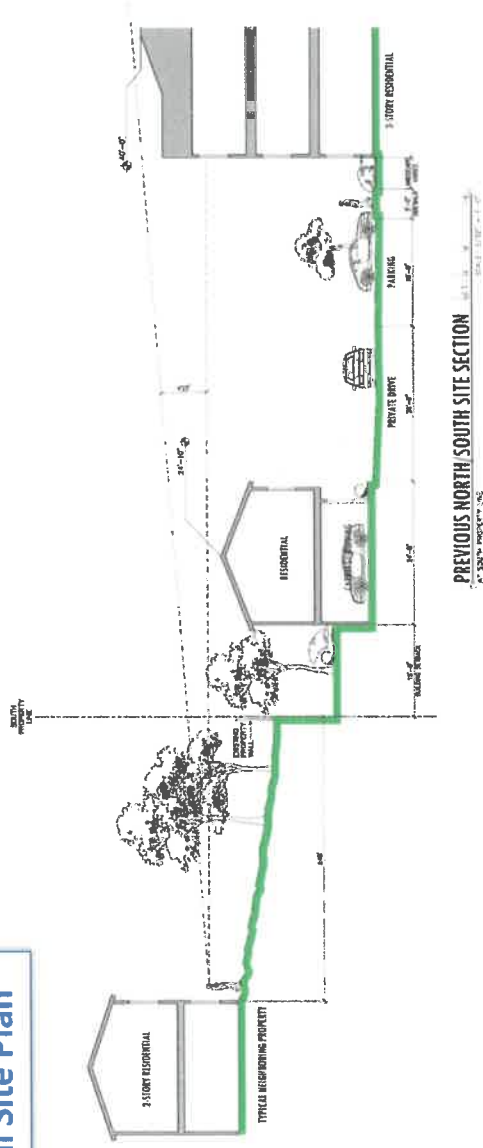
New
Site
Plan



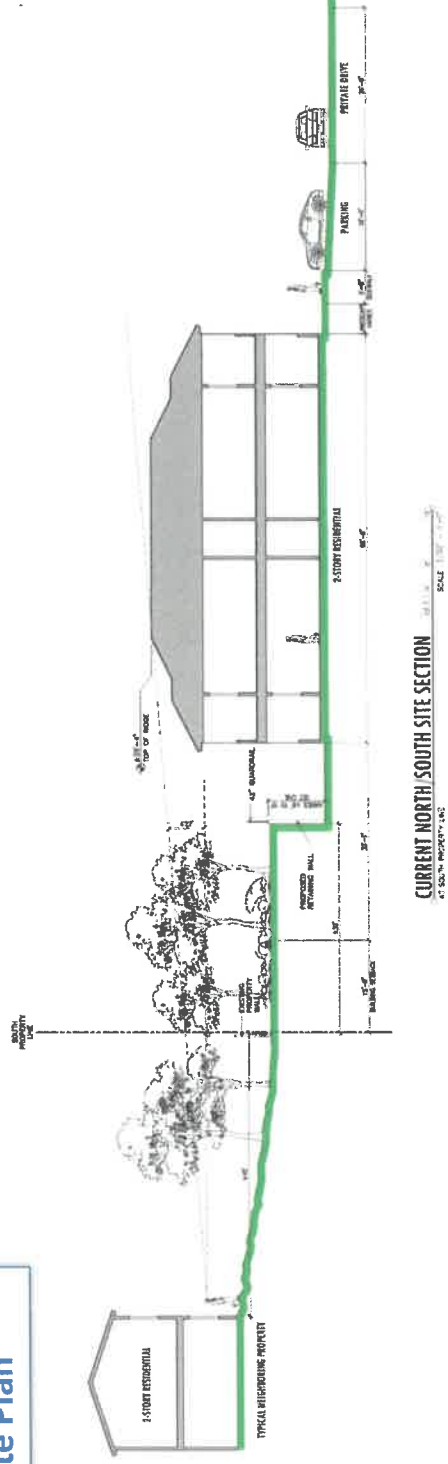
Original
Site
Plan



Original Site Plan



New Site Plan



**AURA FLAGSTAFF
APARTMENTS**
151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001

ORP
Office of Rich Boyce Architects, LLC

WEISS@ORPARCH.COM



OWNER:
AURA FLAGSTAFF
151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001
TEL: 928.779.1111
WWW.AURAFLAGSTAFF.COM

ARCHITECT:
ORP
151 W HIGH COUNTRY TRAIL
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ARCHITECT:
ORP
151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001
TEL: 928.779.1111
WWW.AURAFLAGSTAFF.COM

REVISIONS

NO.	DATE	DESCRIPTION
1	08/12/2019	08/12/2019
2	08/12/2019	08/12/2019
3	08/12/2019	08/12/2019
4	08/12/2019	08/12/2019

A1.11

SITE SECTION
PRELIMINARY

CURRENT PROJECT DATA

- 11-acre site west of southwest corner of Lake Mary Road and High Country Trail
- 160-unit high-quality multifamily residential development
 - One-bedroom units: 112
 - Two-bedroom units: 48
- Includes 20% affordable housing units
- Open space: 108,983 square feet
 - Civic open space: 29,000 square feet
 - Common open space: 79,983 square feet
- Lot coverage: 15.30%
- Parking:
 - Required: 240 spaces
 - Provided: 242 spaces



PONDEROSA TRAILS HOA

Sent via first class mail

September 11, 2020

City of Flagstaff – Zoning Committee
211 W Aspen Avenue
Flagstaff, AZ 86001

RE: Aura Flagstaff

Dear Zoning Committee:

This letter is being written on behalf of the members of the Ponderosa Trails Homeowners Association regarding common concerns of its members, with the updated proposed development "Aura Flagstaff". In August 2020, an informal poll of the members of the Association was taken. A brief summary of the types of City Zoning pertaining to the property was given and the following question was asked: "Are you in favor of the proposed zoning change to rezone the property to Medium Density Residential (MR)?"

There is a total of 639 lots within the Association, most with multiple owners; the poll was sent out to over 850 owners/representatives representing over 621 lots. 338 responses were tallied, resulting in 88% opposed to the zoning change, 11% were in favor, and 1.5% did not have an opinion either way.

Sincerely,



Katy Kuhns, Community Manager
For: Bryan Burton, President
Board of Directors
Ponderosa Trails HOA
www.ponderosatrailshoa.com

Alaxandra Pucciarelli

From: Nathan Jones <ndj1187@gmail.com>
Sent: Wednesday, July 1, 2020 7:39 PM
To: Alaxandra Pucciarelli
Subject: Aura Flagstaff

Hi Alex,

I hope this email finds you well during these challenging times.

I am writing to you today to express my frustration and resounding disapproval of the Aura Flagstaff development. I have attended every neighborhood meeting dating back to the initial meeting in either 2018 or 2019 when this project first started and came to the planning and zoning meeting. I have left every meeting feeling like I am being lied to and made to feel unintelligent.

Before I get into my points, I do want to assure you I support growth and development within Flagstaff, as long as it makes sense. I would fully support single family homes being built in lieu of these apartments, as I have recognized the need for more single family homes.

I have many concerns about this development, but I first want to start with my frustration with the developer. I understand that they are just doing their jobs to the best of their ability, but their inability to actually answer any of the questions is appalling. It is very apparent talking to them that they are lawyers and they think they know what's best for a town they have never, nor will they ever, live in. I feel like they haven't done any research about Flagstaff, but rather they insist on making the residents feel like we don't know what we are talking about. I have asked multiple questions during every meeting and never feel like my question is answered. They have no problem following up one-on-one with someone to answer their question, but I see this as a tactic to dance around the subject rather than face it head on.

Now to my concerns. My biggest issue with this development is the purchase of the entire 11 acres, but with no plan to build on 2 of them so they can "claim" they are saving trees. Are they saving trees? I guess, but not really if the intent is to never build there in the first place. My question to you, is how is this ok? Am I the only one that sees an issue with this? My next issue - Traffic. Traffic on High Country has always been a point of contention with the residents of Ponderosa Trails, and by adding 200-300 people to this neighborhood without adding an additional exit will only make it worse. Now the developer is saying that bus stops will be added along High Country which will only cause bottlenecks and more frustration. Thirdly - Parking. The current apartment complexes along High Country already park along Wild West trail when they run out of spots. What is stopping this from happening with this complex? I get that they are allotting 1.5 spaces per unit, but we both know most, if not all units, will have more than one car.

Some questions I have for you. I hope you are able to answer them, but I understand if you are not.

1. What data are they using to show the (to use the developers words) "overwhelming" need for additional apartments? Flagstaff has multiple complexes already under construction with more getting ready to come.
2. How old is their traffic study data? They never show us the data they have, which never makes sense. If you have the data and it backs up your point, why wouldn't you show it?
3. What are your thoughts on this development?

I know I just threw a lot at you, but I appreciate you taking the time to read through this.

Thank you,
Nathan Jones

Alaxandra Pucciarelli

From: CRAIG ROSE <rose5az@hotmail.com>
Sent: Thursday, September 10, 2020 1:33 PM
To: Alaxandra Pucciarelli
Subject: AURA Flagstaff

Importance: High

My name is Craig Rose, and I live in Ponderosa Trails. We have been here, in this Development since 2002. I am a native of Flagstaff. We are currently troubled in this proposed development on High Country Trail, Lot # 110-50-211. I'm sure your office is aware of the request to rezone this plot for apartments. My position is negative. It will not be a family friendly apartment complex, due to the amount on only 1 bedroom apartments, (which would be destined for students). Only a few 2 bedroom and no 3 bedroom. The plans still show a high density apartment complex, and not a medium density complex. The wording is wrong by the developer who is wanting to build here. There are approximately 750 trees, that they will have to destroy to complete this complex, and I believe there are comprehensive plans/community plans that prohibit the destruction of open areas.

My question is what happened to the comprehensive/community plans that prohibit this type of building in an open area. What percentage of mature trees have to remain to keep this area. When we built our home here, we were told by the city, that we have to keep a certain percentage of trees on our property to keep it in perspective to the city plans. We have been to city hall when this first started and your commission recommended disapproval of this complex. Ponderosa Trails Development does not need extra traffic, on high country trail, this would cause more back up, accidents during snow season, safety to our citizens, who live here already, we have one exit on High Country Trail, and it's backed up every day. During work start times. Plus the area, is on two dangerous curves and during snow season is very icy, and I have personally seen since living here, about 150 accidents or slide offs.

So please take this to heart and not let this go through.

Sincerely
Craig Rose
3739 S Wild West Trl
Flagstaff, AZ 86005

Sent from [Mail](#) for Windows 10

Alaxandra Pucciarelli

From: CRAIG ROSE <rose5az@hotmail.com>
Sent: Tuesday, December 1, 2020 10:54 AM
To: Alaxandra Pucciarelli
Subject: PZ-20-00008-01 Aura of Flagstaff

Commissioner Zimmerman and zoning commission members.

Good morning, My name is Craig Rose and live in the area adjacent to where this complex is proposed.

I'm sure you have seen and received a lot of emails concerning the planned mess. We have lived on Ponderosa Trails for 18 years, and knew that the Apartment complexes across the street at 250 and 300 High Country Trail were coming. Because that was part of the plan discussed when our area went in.

But, adding another apartment complex in this area, will deteriorate the beauty we have come to know in the Aura submission.

Additional reasons we don't need this project. The crime in the area has risen dramatically since the apartment complex's have been built. I canvassed the FPD and the excel sheet is to extensive to send to you. But we have seen the FPD and FFD's there constantly (usually on a daily basis). We witnessed a murder, and 2 suicides', in the past year.

As of now Flagstaff has to many apartment complex's in the works, and do not need to add to that process. I canvassed the apartments at Fremont station (only 47% occupied), The standard (45% occupied). The Lumber Jack (HUB) 47% occupied. NAU admissions in down 12% as of November and continuing to decline. The Developer who purchased the MVD property has pulled out of building for the reasoning of lack of students and would not be lucrative to his company. We really don't need this to develop .

Thank you for your time and consideration to deny this proposal.

Sent from [Mail](#) for Windows 10

Alaxandra Pucciarelli

From: Uri Farkas <Uri.Farkas@nau.edu>
Sent: Tuesday, December 1, 2020 9:21 AM
To: Alaxandra Pucciarelli
Cc: David Zimmerman; Becky Cardiff
Subject: RE: PZ-20-00008-01
Attachments: P and Z Letter.docx

Hi Alaxandra,

Thanks to you, Chairman Zimmerman and Committee for the opportunity to share information. I've attached a brief statement for their review.

Will look forward to speaking with you all on Dec. 9th –

Best,
Uri Farkas
198 West Gold Rush Trail
Flagstaff, Arizona
86005

From: Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Sent: Monday, November 30, 2020 12:01 PM
To: Uri Farkas <Uri.Farkas@nau.edu>
Cc: David Zimmerman <zimmerdg@gmail.com>; Becky Cardiff <bcardiff@flagstaffaz.gov>
Subject: RE: PZ-20-00008-01

Hi Uri-

I have copied the Chairman on this email to make him aware of your request to speak. Did you wish to put anything in writing? I include copies of any written comments in the packets that go out to the commissioners.

Thank you,

Alaxandra Pucciarelli
Current Planning Manager
Community Development
211 W. Aspen Avenue
Flagstaff, AZ 86001
Phone: (928) 213-2640
Email: apucciarelli@flagstaffaz.gov

From: Uri Farkas <Uri.Farkas@nau.edu>
Sent: Monday, November 30, 2020 8:43 AM
To: Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>; Tammy Bishop <tbishop@flagstaffaz.gov>
Subject: PZ-20-00008-01

Hi Alaxandra –

I would like to request to speak at the December 9th Planning and Zoning Meeting regarding the Aura and PZ – 20 – 00008 – 01.

Thanks for your consideration and please let me know if you need additional information prior to the meeting –

Thank you –
Uri Farkas
198 West Gold Rush Trail
Flagstaff, Az
86005

From: Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Sent: Friday, November 6, 2020 7:55 AM
To: Uri Farkas <Uri.Farkas@nau.edu>
Subject: RE: Upcoming Planning and Zoning Meeting

Hi Uri-

We are planning to take Aura before the Planning & Zoning Commission on December 9th. The developer should be updating their sign soon. We have not agreed to a city council meeting yet. It will probably not happen until January.

Thanks,

Alaxandra Pucciarelli
Current Planning Manager
Community Development
211 W. Aspen Avenue
Flagstaff, AZ 86001
Phone: (928) 213-2640
Email: apucciarelli@flagstaffaz.gov

From: Uri Farkas <Uri.Farkas@nau.edu>
Sent: Thursday, November 5, 2020 3:12 PM
To: Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: Upcoming Planning and Zoning Meeting

Hi Alaxandra,

I'm a resident of Ponderosa Trails and wanted to inquire about future Planning and Zoning meetings specifically related to the Aura project by Texas developers, Trinsic.

The sign on High Country Trail still notes a meeting time back in July and I was wondering if their project was slated to go before you and the committee anytime soon.

Thanks for your help and have a great week –
Uri Farkas
198 Gold Rush Trail
Flagstaff, Az
86005

November 30, 2020

Re: Aura Apartments, PZ-20-00008-01

Chairman Zimmerman and Committee,

Thank you all for taking the time to hear input from members of the Flagstaff community regarding the proposed building of the Aura Apartments in the Ponderosa Trails neighborhood. Our family is adamantly opposed to the construction of the apartments and would like to provide some brief context.

- 1) We are not anti-development in any way. Based on the City of Flagstaff Zoning map, the area to be developed is zoned ER (Estate Residential). We welcome any development following the designated zoning which we feel appropriate for our neighborhood.
- 2) Trinsic Development, no matter how many times they commit falsehoods, have never communicated with me or a member of my family regarding the development. They have repeatedly said in documents and in the past Planning and Zoning meeting they have "reached out directly to and offered to meet with all home owners on Gold Rush Trail". We have owned our home since June 2018 and have never been contacted in any way.
- 3) The repeated sales pitch noting a 16 acre development is not accurate. The only land being asked to be developed is 9 acres.
- 4) The continued sales pitch of "medium density" is not accurate. As a zoning committee, please see the number of units and it's clearly "high density". They are using credits to become "medium density".
- 5) The number one goal of the Flagstaff Regional Plan is "Identify, preserve, and build on the positive qualities of different places"
 - a. We are asking you all please help preserve our neighborhood.
- 6) The Trinsic sales pitch of "family apartments" is a falsehood based on their number of one and two bedroom units.
- 7) If approved, the Ponderosa Trails neighborhood near the proposed development will lose home owners and families. It will become rental housing and the demise of a family friendly environment.

Simply put, this is the wrong development at the wrong time in the wrong location. High density housing is critical for thriving communities. The Ponderosa Trails neighborhood is not the right location of this project. Affordable housing is a critical need in Flagstaff. Let's not consider the 20 units of affordable housing in the proposed Aura complex a win for a community when a literal forest will be taken down to accommodate this. Let's all work on a community plan to create affordable housing on a larger scale and not try to jam 20 units into a student housing project. A Texas developer, building a 150 unit eyesore in place of a wooded forest at the entry of a family neighborhood is a mistake. I hope you all take into consideration the information provided and again, thank you for your service to the Flagstaff community.

The Case for Denial

Aura Flagstaff – PZ-20-00008-1

Phil Goldblatt, Resident, Ponderosa Trails HOA

December, 2020



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Summary of this Paper to the Flagstaff P & Z Commissioners

Dear Chairman Zimmerman and P & Z Commissioners:

I realize this paper is quite long and complex. Therefore I sincerely invite any and/or all of you to engage me in discussion if you have questions about anything I have written. And to of course feel free to pass it by the City's or preferably an independent attorney if you wish examination and/or clarification. Additionally, if even after the Public Hearing on "Aura" you wish to evaluate further, please feel free to not tender a vote but to recess if you wish to have more time to investigate and study this and any other issues I have raised re: this rezone.

Probably the first four Sections of this paper are most important to understanding the intent of it. Though I believe all are very relevant to this "Aura Flagstaff" proposal. Here is a short summary of each section for your convenience.

- I. **Purpose/Authority of Code** - Our zoning code is "protective" of community character and therefore of the people who live in those communities. One of the MAIN purposes of our Code is to limit scale and density, not inflate it.
Another main purpose is to encourage aesthetically attractive developments that protect adjacent landowners from property devaluation and other adverse impacts.
- II. **Community Character** - The impact of "Aura" on the neighborhood is "de facto" high density since it is proposed for 160 units on 9 acres or 17.8 units/acre. Those are the "facts on the ground" and no administrative rule or law can alter that. Because these facts would alter the community character, a Major Regional Plan amendment is required that has not been accomplished.
- III. **Improper Designation of Development Site Area** - The two acres claimed by Applicants to be a part of the "development site area" are actually PROHIBITED from development by the conservation easement they would place on them. And they are not a contiguous site upon which any development at all is proposed. Furthermore they are apart from the 9 south side acres (separated by a street and private fence) upon which development is proposed. Therefore they must not be used to calculate the allowable baseline density,

the density bonus's, nor the "on-site" resource protection incentive allowable. Other incentives could have been awarded if the developer wanted to place such an easement on additional property. The developer also abrogates his responsibility regarding how he should use this conservation easement to mitigate impact. And significantly our Code itself provides rules of interpretation that show that the more restrictive provision utilized in this paper must be the one that governs and applies.

- IV. **Arbitrariness of Plan Interpretation** - The Regional Plan "interpretation" used here to allegedly allow Applicants to apply for Medium Density without any cap on the degree of density bonus incentive is legally arbitrary in that it ignores negative consequences and depends on individual discretion rather than a fair application of the law. The "Suburban Characteristic Density Range" found in the Plan should apply instead. Further it elevates one of the sections of the Code above the main purposes for the Code itself and that is unlawful as well. It sweeps over broadly and therefore must apply to the "protection of forest resources" also but then that would disallow that incentive since it impedes (not furthering) the goals and policies of our Plan.
- V. **Aesthetics in Zoning** - This section provides evidence and argument that aesthetics are essential for preserving pleasant residential areas. It also goes on to show that "Aura" lacks several elements contained in our Zoning Code to do just that; preserve and protect the community character from poor aesthetics. It lacks building forward design, location of entrances at the front of the buildings, no screen wall nor trees to screen from High Country Trail, parked cars easily seen from that street, and forward parking lots in front rather than the side and rear of the buildings as recommended by our Code. Lastly, all of the above and the general appearance of high density of this development add to the conclusion that "in a **down** market" it will have a significant negative economic impact on the adjacent single family homes.
- VI. **High Density Nuisance** - This section explains why the factors of non-ownership, nuisance party noise and crime will all be present and constitute a private but permanent nuisance to the adjacent single-family homeowners. Best read

this section for more details. Raising small children is naturally an important consideration here.

- VII. **Stormwater Analysis** - Reasoning is provided that shows why the "underground chamber" method for collecting storm water and two small culverts can not possibly maintain the flooding along High Country Trail in winter not worse than it is today; which is the standard communicated to me by the Water Services Division of Flagstaff. It also, by the way is inconsistent with one of the Goals and Policies of the Regional Plan, #WR 5.5. This policy discourages many dispersed basins rather than regional detention. I know this development is not regional but the principle is valid and the same.
- VIII. **Significance of PTHOA Poll** - The results of the most recent Ponderosa Trails HOA poll on this development are presented and show 89.8% opposed with a margin of error of plus or minus 5.4% at the 99% confidence level. This time these results were corrected for a few homes that sent in more than one vote. But more significant is that no one can say that this development only inconveniences the residents of one or two streets since this whole community is opposed to it and therefore it does not benefit Flagstaff in general.
- IX. **The Findings** - This Section presents my analysis of all three Findings. It also concludes that Aura fails them as well. Many reasons are given with substantiation for each reason. Many goals and policies of the Plan are shown inconsistent. The public interest and "...morals, general welfare" are not well served, and the site itself is too small for the number of units they want to build resulting in noncompliance with certain aspects of our Code as well as deficiencies in the type of storm drainage system proposed. The application should be denied.
-

To: Chairman Zimmerman & Planning & Zoning Commissioners

From: Phil Goldblatt, Resident, Ponderosa Trails HOA

Date: December, 2020

Subject: LEGAL and LEGAL STYLE ARGUMENTS FOR DENIAL OF REZONE FOR AURA FLAGSTAFF – PZ-20-00008-1

My neighbors and I will present arguments utilizing both the facts and the law pertaining to this rezone. Herein however I will primarily present the legal and legal type case supporting denial.

But first please see Note #1 on p. 27 below:

I. Subversion of the Main and Explicitly Stated Authority and Purpose of our Zoning Code by Allowing “de Facto” High Density Apartments in a Maximum Medium Density Zone

As you can see for yourself, the below excerpts from our Zoning Code (Code) make it clear that protection of the citizen residents of Flagstaff from development that adversely impacts the general welfare by PRESERVING the desired character of our neighborhoods including Ponderosa Trails is a major objective and PURPOSE for our Code.

It is also evident that encouraging “attractive” development is a major goal of our Code. I will have more to say about that later. See Section V. Also please see Sect. II below for why this development is “de facto” high density.

10-10.20.010 Legislative Intent

In adopting this Zoning Code, it is the intent of the City to protect and promote the public health, safety, convenience, and general welfare of the citizens of the City by exercising all powers related to the regulation and use of land and structures within the City that are authorized by the City Charter and Arizona Revised Statutes (A.R.S.).

10-10.20.020 Purpose of Zoning Code

B.1. Land Use Patterns.

- f. Limiting the size, scale, and density of new structures and additions to existing structures to preserve the desired character of neighborhoods and the community.
- g. Encouraging quality, attractive, and marketable development.

B. 5. Justifiable Expectations and Taxable Value.

- b. Protecting landowners from adverse impacts of adjoining developments.
- d. Protecting and enhancing real property values.

II. Alteration of the Community Character of our Neighborhood without First Requesting a Major Regional Plan Amendment that would allow Applicants to do so

Please refer to Page III-14 of our Flagstaff Regional Plan and specifically #5. It states in pertinent part as one of the conditions for requiring a Major Regional Plan Amendment:

"In neighborhoods and along commercial corridors more than ¼ mile from an activity center, changes from rural to suburban, or suburban to urban area types."

As you well know in this application and the last one, the Zoning change staff refers to therein would be from ER to HR so the area type would change (in my estimation) from Rural to Urban thus triggering a Major Plan Amendment.

It states in the **Staff Report** dated April 9, 2019 on page 11, under Finding #1, A IIg. that: "Had the developer chosen to rezone the property to the HR zone, this rezoning case would have required a major Regional Plan amendment to proceed." Yes, it IS a separate application but the same principle and technique Applicant used previously is still being applied for this present application. It is self evident in this case that the **IMPACT** of this development is 160 units/9 acres or 17.8 units/acre density that is well into the HR zone. It is "de facto" a high density development. More to say later on this as well.

It is legally impermissible on it's face to create an "administrative alternate reality" by "pretending" that facts on the ground do not matter with regard to density and other breaches of our Code. Even if a formal Major Plan amendment were not required, surely the additional safeguards and requirements must be. Among those that the Applicant/s have not completed are: (*please refer to Sect. 11-10.20.020 of our City Code*)

- 1) An infrastructure and community services impact analysis that includes: (yes, traffic analysis was already completed)
 - a) Water/wastewater analysis
 - b) Police and fire protection analysis
 - c) School impact analysis
 - d) Economic development analysis

Surely an economic development analysis would be prescient here in revealing the obvious that in a "down market" the property values of homes along W. Gold Rush Trl. and lower part of S. Wild West Trl. would be diminished more than property surrounding them. Right now we are in an "up" market so it would not make a significant

difference but in a down market it certainly would. This is obvious. Since the housing market is **cyclical**, no one can reasonably expect that those single-family homes will not be negatively affected. So although understandable in that Applicants would never desire increased expenditure and proof that his development is illegal through creating a "Regulatory Taking", (in violation of ARS 12-1134-1138) (please see Appendix A for why this is likely) that does not make it acceptable. The de facto nature of this development proposal makes it necessary to meet **all** requirements for a Major Plan Amendment.

Additionally, we would agree that no homeowner is assured or can expect that an investment in a home and property will always increase in value, but what he/she should be assured of is that over time, the property values in a down market would not be negatively impacted more than similar homes nearby.

To do otherwise subverts the purpose and authority of our Zoning Code so it **no longer protects the communities of all of Flagstaff** as it is intended to do.

III. Wrongful Designation of the Development Site Area and Calculation of the Baseline Density for "Aura" Leading to Surreptitiously adding a Concealed Density "Bonus" to an Otherwise Unconstrained but Appropriate Pair of Density Bonuses

May I refer you to Section 10-80.20.040 (D) of our Code. The definition of Gross Density. This definition specifies that this term is calculated by using the "Development Site Area" as denominator. In that same section the Development Site Area is defined using the "total area of a development site" excluding all existing dedications for public Rights of Way. Then the "Development Site" definition states in pertinent part "...which constitute **contiguous** lots...on which development is proposed,....." (emphasis mine)

Because the calculation by Applicants of the baseline density INCLUDES 2 acres on the north side of High Country Trail and because those two acres are **NOT part of or a site on which development is proposed** (in fact just the opposite) they therefore can not be included in the "development site area" needed to calculate the allowable gross density.

But equally alarming is that this miscalculated baseline density is then used to further calculate how much density BONUS is awarded for both the Affordability provision and the Sustainability provision. This **artificially inflates the bonus density that is awarded**

because it is in effect adding a multiplier to the calculation that would not otherwise exist.

Furthermore, these same two acres are then also used to supply a significant part of the tree points needed to fulfill the forest resource protection standards even though it is not a part of the Development Site. The reduction of forest resources incentive explicitly specifies at 10-30.20.040 (B1b) and at 10-50.90.030 (B3) & (B4) that the forest resources to be protected are those "on-site". "On-site" can only reasonably refer to the "Development Site" upon which development is proposed according to the definition. Not upon which development is **not** proposed. In fact it is PROHIBITED by the conservation easement.

And lastly here these same two acres are utilized yet again to provide the developer with an incentive that does NOT further the goals and policies of the Regional Plan. (just the opposite; please see CC 1.1, 1.3 and CC 1.5). Please see next Sect. IV for why this is legally invalid and therefore cannot be used.

The mere fact that these two acres ARE used to provide a conservation easement does not mean they can be used "again and again" (or even once) to calculate allowable density or density bonus's that should be already calculated utilizing other standards. Many other jurisdictions award other incentives (such as reduction of development fees, expedited processing, etc.) if a developer provides land elsewhere for a conservation easement, but then our Code needs to authorize the City to award them exactly that incentive. But our Code does not authorize the City to provide that exact incentive. In any case it is legally impermissible for them to award a concealed and extra density bonus or to allow them to use this acreage to meet the forest resource protection standard. The City is not permitted to grant bonuses that are not authorized by our Code.

Furthermore it should be plain to see that the conservation easement Applicants desire to place on the north side two acres **prohibits** development; just the opposite of "site area" upon which development **is** proposed. So it is impermissible to still use those two acres for calculation of baseline density. Again, the mere fact that those two acres are part of the same parcel number does **not nullify** "facts on the ground" that show that this acreage is not contiguous with the acreage that IS proposed for development (i.e. the 9 south side acres) and that a street and fence separate these two acres from the **actual development site**. And that the landowner will continue to treat and use those as he has always done in the past and will continue to keep them private and not open to either the residents of Aura nor to the public. It cannot by any stretch of the imagination be considered as a part of the development site area. The parcel should

be split because it is contiguous with other land that the Auza's own on the north side of High Country Trail. It is really a separate parcel. A parcel number cannot nullify reality.

Incredibly as if this were not enough, the developer violates our Code Sect. 10-30.50.020 (B1) "Responsibilities" (and definition of "public improvements"; i.e. 10-30.50.030 (A)) by placing the "**conservation** easement" (which is surely considered an improvement since such easements would normally add to the public good) onto the north side two acres but then refuses to USE IT as strongly implied by B1 above to "mitigate the impact of new land development" but instead uses it to increase density/intensity that exacerbates the impact of this development. And then because it is not available to the public but only the private use of the Auza family, it is not a "public" improvement at all but really a private one that the Auza's have not compensated the City for. Thus the developer shirks his responsibility regarding this so-called "public" improvement.

Additionally our Zoning Codes' own "Rules of Interpretation" at 10-10.30.040 (B1 & C) state that the Codes' standards are the "**minimum** requirements for.....restrictions, uses,..." and that in essence if there are overlapping or contradictory regulations, the provision that is "MORE RESTRICTIVE" **shall govern**, ..so that in **all** cases the **most** restrictive provision shall apply." Since the calculation of baseline density and the subsequent density bonuses and use of the "conservation easement" acreage thrice (once for calculation of baseline density, once for density bonuses and once for meeting the requirement for tree points for preservation of forest resources) are less restrictive than under this paper's viewpoint expressed here above, I conclude then that this interpretation must be the one that governs and applies according to our Code's own rules.

Furthermore, as you will read in the next Section IV, most localities provide a "CAP" on just how much density developers can add to the existing zone that they are applying for over and above the maximum density for that zone. But even in municipalities where there is no cap as here in Flagstaff **MOST** developers realize that they run into all sorts of issues and opposition regarding **Takings** problems and meeting other Zoning Code standards if they are unreasonable with regard to how much density bonus incentive they avail themselves of. **NOT TRINSIC though!** An actual records search result provided by Larysa Feyti, Records Coordinator for the City shows that over the last 20 years or so there have been NO developers here at all who utilized density bonuses that extended up over 40% into the next higher density range. In other words all of

them have been lower. These Applicants utilize 160 units/99 or 61.6% over and above the otherwise maximum limit for Medium density. And according to what I would consider the correct calculation as explained above it is really 160/81 (9 acres x 9 max units/acre for MR zone) or 97.5% over what should have been maximum medium density.

IV. The Rational' for Permitting no Maximum Cap or Limit to the Degree of Density Bonus Awarded is Legally Arbitrary and Therefore Must be Applied to the Award of Reduction of Forest Resources as well – Or an Alternative Standard Utilized

The interpretation of in particular here page IX-46 of our Regional Plan and the characteristic of "Density Range" stated there was that in essence it was fine to ignore this "Suburban Characteristic Range" in providing density bonuses because the incentives further the goals and policies of the Regional Plan (Plan) since they are given generally for providing affordable housing/sustainability both of which are two (in this case) of the goals/policies of the Plan. So what is the problem?? Here it is.

First off though the legal definition of "arbitrary" is that the decision is based on individual discretion rather than a fair application of the law. This Plan interpretation falls into that category as explained below.

A GENERALLY APPLICABLE PRINCIPLE is being used to **ONLY** apply to a SPECIFIC incentive; namely **Density Bonuses** but **ignores** all the other possible incentives that the City IS authorized to grant and to which such a principle must also be applied if it is applied to the density bonus incentive. Furthermore, it **ignores unintended consequences** that would violate other protections contained in our Code **in the process** of applying this one. Examples will follow a bit later. The City has **no authorization** to "wrangle" and finagle such an interpretation into what they think they want to accomplish. It is **legally arbitrary** on it's face and therefore the City/Applicants would be obstructing protections afforded by our Code to the communities/people in applying such a principle in the manner in which they are attempting to do so here.

One of those other incentives (used here for the Aura proposal), "reduction of forest resources" (used as an incentive since it is relaxing a standard of the Zoning Code) does just the opposite in that it **impedes** the goals and policies of the Regional Plan. In this Aura proposal the applicants are slated to receive an additional allowable reduction of forest resources of 25% or 50% of the remaining

resources after the first 50% is removed. So if this general principle is ok to apply to density bonuses it would not at all be even handed to not also apply it to the other incentives (such as reduction in forest resources) that the City is authorized to grant to incentivize affordable housing. It would not be fair or just and it almost sounds like this "interpretation" was made up "ad hoc" in order to allow something that if completely thought through would never be allowed because of the negative consequences that would surely follow without any codified regulation or means to prevent them. In other words, directly and automatically. The codified regulation must be approved by the people in order for the City to possess the legal authorization and warrant to act. A cap on how much total density bonus is allowable might be one such regulation. Or they could use the Suburban Characteristic Density Range from the Regional Plan. Otherwise they do so outside the rule of law.

But there is even more serious harm to the whole process of evaluating applications for rezone for a specific development. The essence of this Regional Plan "interpretation" as applied to Aura is that it allows and impermissibly "elevates" one or two goals of the Regional Plan above the MAIN intent and legislative purpose and AUTHORITY of the Zoning Code. How can that be??? Here's how. Any PART of a zoning code cannot and must not supersede a main legislative intent and purpose for the entire code itself. Nor can the Plan. That would mean that one part possesses a higher authority than the main purpose for the code or the authority of the Code itself. **Not permissible in any jurisdiction!!** If the people of the City of Flagstaff decide by referendum that the goal of providing more affordable housing units is worthy, then all of us should be willing to have our taxes raised and/or approve bond issues with precisely the goal of building or making land available on which **mostly** more affordable housing is constructed. I.e. 100% or 70% say affordable housing; not 10% or 20%.

And so it does damage to our legislative process because of the "reprioritizing" of objectives without explicit warrant for it by the law and/or the voters. To say it another way, it allows "political" policy to become a part of what should otherwise be sound and even handed application without bias of established ordinances or laws. To do otherwise would be to subvert the intent of our Code to protect the Community Character and to provide justice for the people to which they constantly rely on the City Government. Indeed that is one of the reasons for city governments to exist in the first place. The people expect justice, not privilege.

Additional Clarification – I stated above that I believed the Plan interpretation on density bonuses was “arbitrary” from a legal standpoint. Another reason is that it fails to achieve the purpose for which it was intended. It was intended as stated to “further the goals and policies of the Regional Plan” two of which are affordable housing. However many know that our Plan contains no less than 412 (if I counted correctly) goals and policies. However in this Aura development, in order to allow the additional “density” bonus to exceed the maximum suburban density range as presented in our Plan one also needs to impede at least two other goals and policies of the Plan in order to “make room” for this development by destroying more trees. But that then defeats the purpose for Zoning in the first place and the main goal/s for a **form based** code to preserve “Community Character”. (Please see Sects. 10-10.20.020 (B1f,B1a,1e,1g,2b,3a,4f,5a,5b,5d))

It would no longer do so. So the City possesses no discretion to apply such an “interpretation”. I only say this because the applicable law here is the Zoning Code. But nowhere to be found is a MAIN “purpose” for our Code listed as “encourage, promote, and create affordable or low income housing”. Presumably it could be if the Code were revised to include that purpose. But presently it is allowed but **not** a main purpose for the Code. Yes, that section itself contains the purpose for it but such purpose is not reflected in the main purposes. And the mere fact that such “Affordability Incentives” Section implements the City’s IPAH policy does not mean that that policy has priority over the Code or the Code’s main purposes. Therefore it should not and must not be impermissibly elevated to a higher priority status.

But now I would also add that “Sustainability” and “Natural Resource” protection and preservation ARE MAIN purposes for our Zoning Code. Please see 10-10.20.020 (B3a & B2b) (protecting forests and ensuring new development conserves natural resources such as forests, ..). This just underscores the point above that “affordability” can not be elevated above the main purpose to preserve and protect forest resources. This shows that protecting forest resources is (at least for our Code) of legally higher priority than providing affordable housing.

Additionally what is also true is that the section of the Code on Affordable Housing itself is not well circumscribed and is convoluted. As mentioned in Sections **II.** and **III.** above it results in logical contradictions regarding lack of correspondence between the actual density facts on the ground and the legal ordinance it is trying to allow. Therefore it bears no relationship to either reality or adherence

to what the Code *would* permit. So it should not be used. And according to Constitutional law it is unreasonable. It is an unreasonable means of furthering the purpose for it. But as the Vanderbilt Law Review article (Vol. 34, April, '81) cited below states: “..the regulation *must be a reasonable* means of furthering that (Constitutional) purpose”. (Emphasis & parentheses mine) So the “affordability section” of our Code fails the “reasonableness” standard for adherence to our US Constitution.

Please allow me now to show by example WHY the “affordability section” of our Code is convoluted and unreasonable. Please refer to Table 10-30.20.050A and Section 10-30.70.030 of the Code. Suppose I am a developer and wish to provide 16% of the baseline units of my projects’ apartments as affordable under Category 3 but do NOT want to provide any sustainability and do not wish to lower the “household income range” into the Category 1 status. I would be disallowed by our Code to obtain ANY density bonus at all because the two categories are linked and convoluted compared with Category 1 where the two incentives (for affordability and sustainability) are completely separate. I could do it under cat 1 but not under cat 3. So because of the way the category for income range is codified, the two standards are not independent. AND what is also confusing is what the particular category even means in the following sense. Nowhere in the Code (or even the IPAH document) is it explained how the AMI standard is intended to operate in actual practice. For example, if a developer chooses to have his affordable units fall into the cat 1 standard, does that mean that he can charge a rent that is no higher than but equal to 30% of the 80% of the AMI regardless of what the applicants’ actual income is (as long as it falls at or below 80% AMI)....OR....does it mean that all applicants who apply and who fall at or below the 80% AMI can pay a rent that is exactly 30% of whatever income they earn? It can make a huge difference in revenue for the developer/management company. And is it on a first come first served basis or are there other standards that can place an applicant at a priority for being accepted for such housing? So depending on how this operates in practice, there may be incredibly little differenceor ...a significant difference between cat 1 and cat 3 for the purposes of what rent can be charged. Furthermore if cat 3 INCLUDES all of cat 1 in the sense that the rent charged only depends on the applicants income (but not on the 80% or 120% standard) then if most (if not all) of the applicants who apply to a cat 3 development have income that falls below the 80% AMI anyway, there is then little difference at all between the actual effect of choosing cat 1 or cat 3. Confusing, complex and unreasonable since it may constitute minimal reason for such distinctions in the first place.

That makes the ordinance impracticably complicated and lacks straightforwardness in violation of our Code's Purpose stated at 10-10.20.020 A. (...in a form that is ...straightforward, easily understood..) This portion of our Code is not straightforward nor is it easily understood.

And that is also why other jurisdictions (such as the California State Density Bonus Law (SDBL)) include an "upper bound" or limit to just how much their local governments are allowed to "bust into" the next higher density zone in approving a development. The SDBL uses 35% as reasonable. But even more revealing is that it allows any local municipality in California to, if they want, pass an ordinance allowing a different (could be higher or lower) maximum for total of all bonus densities. The crucial point here is that at least they will **have a standard** that is/was approved by the voters of that municipality. Flagstaff has no such standard at all. So our Code then lacks legislative authority to prevent unreasonable bonus densities that then automatically result in negative consequences elsewhere. But yet there is more. My research has revealed certain things about cities that provide incentives for affordable housing (including Lancaster, PA; Portland, OR; Washington, DC; Cambridge, MA; Denver, CO; Austin, TX; Madison, WI; Dallas, TX; Atlanta, GA; Seattle, WA; Minneapolis, MN; and California as above). Firstly not all use a density incentive bonus; secondly, most of those that do use density bonuses also have an upper limit as to how much it is permissible to exceed the otherwise allowable zoned density maximum; and lastly most of them have other incentives that are even preferred by most developers such as expedited review and fee waivers or reductions. Our IPAH mentions those but they are not codified into our Zoning Code law. A report by the City of Denver for instance (published March, 2020) on "Affordable Housing Zoning Incentive" concluded that: "Density bonuses are not always the most meaningful incentives, the citywide system should explore additional incentives such as expedited review, parking reductions, and other financial incentives. Developers in Denver and many peer cities have expressed that predictability in reviews is a powerful incentive."

I conclude (but not only I) that density bonuses have drawbacks and downsides as well. Another article in "University of Florida Law", 2006 entitled *Incentive Strategies: Density Bonuses, Fee Waivers & Expedited Approvals* states that: "Optional bonuses have drawbacks as well, particularly administrative issues and possible takings problems." So we can surely appreciate that the single-family homes

along W. Gold Rush Trail are appropriately concerned about regulatory takings of their property.

To sum up this section our government is not authorized to allow its decisions to extend outside the rule of law. The upshot of this is that the "PEOPLE" would need to approve what priorities any particular provision of the Code or Plan would have beforehand so that the City could legislatively apply such priorities without them being legally arbitrary and therefore unlawful.

V. Aesthetics are a Valid Consideration in Deciding Whether to Approve or Deny an Application for Rezone

I wish to refer you to Section 10-10.20.020 (1g) of our Code and to the Marquette Law Review article Vol.39, 1955 – "Aesthetics Under the Zoning Power" by Joseph Swietlik and to Vanderbilt Law Review – Vol.34, April 1981 – "Aesthetic Regulation Under the Police Power".

The Marquette article argues strongly in favor of using aesthetics within the scope of the general welfare of the community and therefore within the police power and therefore within the zoning power. It states in pertinent part: "However, if we are to preserve pleasant residential areas today, aesthetic considerations in zoning laws are **essential**." (emphasis mine). It then goes on to address why such considerations are NOT discriminatory. It states that such a situation could only come about with unreasonable administration of the law. And also as stated above regarding the "general welfare". The Vanderbilt article lays out a litmus test to decide whether an aesthetic zoning regulation as an exercise of the police power is valid or not. The standard boils down to whether the regulation serves one of the traditional police power purposes, namely to further the public health, safety, morals, or general welfare. In order to do this the aesthetic regulation should have a significant economic impact. So it must achieve the desired purpose and secondly it must positively have a significant economic impact.

It surely appears to me and neighbors that aesthetics is included in our Code (see 10-10.20.020(1g)) as one of the essential ways to achieve desirable community character and to protect/enhance taxable values and real property values (please see 10-10.20.020(B5a, d). It does this through several provisions. I refer you to Sect. 10-30.60.060 (A, C & D) and 10-30.60.070 (A3 and A4) as well as Sect. 10-50.60.040 (D1a) as particularly applicable to the "Aura" development. The first Section refers to "Building Forward Design" and the primary entrance to the building as well as the need for a "Screen Wall" if the building cannot be located next to the

sidewalk. The second section here refers to the most "in front" parking lots needing to be located on the side and rear of the buildings and the need to "screen" parking areas from view of public ways. The third section refers to Screening requirements using landscaping to screen parking areas i.e. chiefly trees.

We can see if we apply the above Zoning elements to the Aura site plan, the first Sections are failed because the layout of the apartment buildings lack "Building Forward Design" and none of the **entrances for the buildings** (with exception of the "Club House") are located at the front of the buildings; they are all on the side and do not face a plaza or pedestrian way. Nor does "Aura" include a Screen Wall designed to serve to screen the development and especially parking lots from High Country Trail. What a contrast to "The Lodge" adjacent to Lake Mary Rd. that includes many tall Ponderosa Pines completely surrounding the development and effectively screening it from BOTH Lake Mary Rd. as well as High Country Trail.

The second Sections are failed in Aura because the most forward parking lots are not located at the side and rear of the buildings. Nor are they "screened" from view from High Country Trail that is indeed a "public way".

The third Sections are also failed in Aura because it appears to us that the amount of landscaping trees are insufficient to screen for the amount of parking spaces provided especially at the front of the development.

To be fair to our City, yes building of screen walls would probably not be allowed underneath the power lines. And tall trees are not allowed for screening underneath the power lines either. However, because of the parking requirement of our Code above and the screening requirement, we question why the developer has **not concluded** that the parcel on which they desire to construct such a large number of units is really not suitable to do so. It is way too small to accommodate such a high number of units while still maintaining adherence to our Zoning Code. But instead of then concluding that a smaller development and lower number of units would need to be proposed, or to develop on a larger different parcel that could easily be rezoned High Density (HR), he has concluded just the opposite to the detriment and strong opposition of the people. In my opinion this is exactly **not** what Flagstaff desires or needs.

Lastly do all of the above have a significant economic impact on the surrounding single family homes? Aesthetically it surely appears to us that they do because as currently designed this development looks more like dormitories on a student campus closely grouped together

than like luxury apartment houses they are advertised as being. In the long term and as I've stated previously in a down market, they will adversely affect property values in violation of Section 10-10.20.020 (B5b & d). Also please refer to an article by Yuqing Pan (March 2016) in "Realtor.com" entitled *The Neighborhood Features That Drag Down Your Home Value—Ranked* in which he compared various features like cemeteries, shooting ranges, and of interest here "high renter concentration". The analysis that Mr. Pan accomplishes in particular shows that this feature reduced home values 13.8% compared with homes in the surrounding area. Aura would be one of the last such apartment developments to be added to the immediate neighborhood and therefore the standards for acceptability because of incompatibility with our Community Character are very high as they should be. We do not wish our Community Character to be compromised.

VI. Why are High Density Apartment Houses Considered a Private but Permanent Nuisance to Adjacent Single Family Homeowners?

May I refer you to the following website:

www.law.cornell.edu/wex/nuisance, the Legal Information Institute of Cornell Law School. Their definition of a private nuisance is "A private nuisance is when the plaintiff's use and enjoyment of her land is interfered with substantially and unreasonably through a thing or activity."

I believe three indicators can answer this admittedly highly contentious question: "Ownership, party noise and crime".

A very important consideration here is that Aura would not consist of units that are owned nor would they be units that are not high density. They are "de facto" high density. I know my neighbors and I would much rather see condos or town houses or single family homes on this parcel because they are owned and therefore the occupants are more likely to act responsibly on average.

Noise as from students or otherwise would constitute a nuisance in that it would be permanent (intermittent but still a concern as long as the development exists) and many neighbors are trying to raise children in their backyards adjacent to this development. Please also note that our City Code Sect. 6-08-001-0005 (C3) defines a "nuisance party" as including "disturbing the peace" and a party that "...causes a disturbance of the quiet enjoyment of private or public property...". With an admittedly large percentage of the residents of "Aura" being students, it is increasingly likely that student parties will occur that are also "nuisance parties". One would need to be naïve to

not believe such would occur frequently if this development is allowed to go forward.

One of my neighbors will submit and present evidence that “calls to the police” are **significantly higher** (more than 2X for the same one year timeframe) in the surrounding apartments than in Ponderosa Trails HOA. The numbers are normalized for the number of units or houses considered since PTHOA contains more “units” than the two apartment developments we considered. So we are not making this up. This indicator gives us an idea of what is going on since these data were obtained directly from Flagstaff Police reports. And families **raising small children** are concerned and would continue to be concerned since this would not go away in a few months. It may even get worse over time.

VII. The Underground “Chamber” Method of Collecting Storm Water Used here by Aura along with Small Culverts is Insufficient to Prevent Greater Accumulation of Water onto High Country Trail than occurs without this Development

Through direct conversation and email with Mr. Doug Slover, Stormwater Project Manager, Water Services Division for the City, I obtained understanding of what standard is used to determine whether or not a drainage system for stormwater is acceptable. The standard provided by Mr. Slover was that it can not be worse than it is right now without any development at all. I consider that (yes) a reasonable and fair standard.

So how is it right now?? From personal experience both I and all folks in Ponderosa Trails and beyond know that in the winter after snow melt and after rain, High Country Trail (HCT) IN THE VICINITY OF THE **CURVE** in the road freezes over at night and becomes very icy and hazardous especially in the morning hours. Vehicles heading towards Lake Mary Rd. can easily slide on this ice and into oncoming traffic in the opposite lane because of centrifugal force. And this is the situation that exists now with all of the land specified for Aura presently consisting of earth with about 2/3rds of it consisting of forest and earth.

The “chamber” method proposed here for Aura means that drains and other channels should attempt to remove as much water from the development after a storm as the earth and trees are presently accomplishing. However, it should be self evident that with all of the concrete and asphalt covering the ground after construction of Aura would be completed, there will still be at least some runoff from

driveways, sidewalks and ground that will not be contained by drainpipes and culverts that do NOT divert onto High Country Trail. Even a cursory inspection of the new Aura site plan shows that two small culverts (I am unaware of the technical name for these) are intended to divert water from the forward ground of this development ONTO High Country Trail adjacent to the "eastside" driveway into/out of Aura. So the question then is whether or not this additional water would be greater than or less than water that could flow onto HCT right now from the earth and trees that is not absorbed by that earth? And also whether that water along with any water that is not captured by drains (heading into the chambers) but flows from that eastside driveway right onto the curved part of HCT would, taken together, be greater or worse than it is right now?

So this analysis understands the fact that right now the only water that DOES make it onto HCT is excess water that the ground immediately adjacent and all the way up the hill that constitutes this parcel is not able to fully absorb. It flows over the sidewalk and onto HCT. However, with this development, it is quite apparent that most of the water that would otherwise be absorbed by the ground will not be and that *some of that* will flow onto HCT. The chambers will not be able to capture all of it. Furthermore, the existence of the two small *culverts* (for want of a better identifier) adjacent to the east driveway in question would then add additional water from the "meadow" and adjacent ground from "underneath" the level of the sidewalk. That means that the amount of water being added to HCT from the culverts along with water from the driveway itself must be greater than what occurs right now because most of the water is absorbed by the ground presently and therefore unavailable to be able to flow onto HCT. And all this in the worst possible place for it along the curved portion of HCT where the east most driveway is located on the Aura site plan.

So it is my opinion that there must be more water after heavy rain or snow that causes hazardous conditions on HCT after Aura than there is right now. Therefore Aura fails this reasonable test.

VIII. The Real Significance of the Most Recent Ponderosa Trails HOA email Poll on this Rezone Showing Great Majority Opposed

One of my neighbors as well as submittal from our HOA will show that the results of this poll of all of Ponderosa Trails were that 89.8% of those responding were opposed to the rezone for this development. About 8.6% were in favor of it and 1.6% had no opinion either way. These are the CORRECTED results but the effect is the same.

Out of 639 units in Ponderosa Trails, 303 valid votes responded for a Margin of Error of plus or minus 5.4% at the 99% confidence level. (4.1% at the 95% confidence level).

These results were corrected for several homes that had more than one email address AND submitted more than one vote. And if you read the question that was submitted it tended to favor this application for rezone in that no mention at all of any issues or problems were stated and even said that improvements were made. Still the results overwhelmingly favor denial.

But here's the thing. In evaluating applications of this type the City may often use the rational' that even if a few residents on one or two streets are disadvantaged, if the City as a whole benefits then the application can go forward. This poll shows that it is NOT ONLY the residents of one or two streets who believe this application should be denied but the great majority of a whole neighborhood believes it is not in their best interests to approve this development. So the City should not and really cannot say that Aura would be beneficial for us as a whole. This poll says otherwise.

IX. What about the Findings??

Here's what my analysis of the 3 Findings shows:

Finding #1 – Consistency with the Regional Plan (not optional under ARS 9-500.05B)

One of the main inconsistencies with our Regional Plan is that this proposal totally ignores the explicit Plan designation of the area as Suburban Residential and maximum MEDIUM DENSITY. The Community Character and such things as aesthetics from the street in front of this development do not depend on whether the Developer receives density bonuses or not. Reality is reality regardless of the rules of the Zoning Code and/or Regional Plan. Correspondence assures validity, not words on paper. That is why a Major Regional Plan amendment would have been required if the developer had applied for high density rezoning in the first place.

In addition to the above inconsistency also evidenced by CC 1.1 and CC 1.3 and 1.5 above, we also find this development to be inconsistent with the following goals and policies of the Regional Plan.

- E&C 8.1 – Evaluate land usefor their potential noise impacts. We believe this has not been accomplished. Lots more noise

- would emanate from this development; i.e. nuisance parties, etc.
- OS 1.4 – Use open space for non-motorized connectivity and enjoy views and quiet. The opposite of what Aura will do.
 - WR 5.5 – Please see Sect. VII above. Aura uses “numerous small dispersed basins” in essence rather than one larger detention basin as advocated by this policy.
 - E 2.1,2.2,2.4,2.5 – Although the developer purports to comply with the “sustainability” incentives, virtually **NONE** of the energy needed for Aura will be renewable. Check it out; I am not exaggerating.
 - CC 3.1, 3.2 – Aura is not respectful of our overall community image nor does it blend their buildings into our existing neighborhood. Please also see Sects. I, II, and V above.
 - CC 4.6 – Aura does not use landscaping to screen parking and improve aesthetics for this development, just the opposite in fact. Also this reduces the economic benefit inconsistent with this policy. Please see Sect. V above.
 - LU 3.4 – Aura does not utilize appropriate change between neighborhoods or developments in the area. It is “de facto” high density inconsistent with our Plan.
 - LU 4.2 – In a very **ironic** twist, Aura fails to respect the private property rights of the Auza family because they purchase a conservation easement on the north side two acres that PROHIBITS development but then use it to impermissibly increase density/intensity anyway even tho’ the Auza’s have not provided anything of value in exchange for those two acres. This promotes rather than discourages bad morals for the Auza’s in opposition to sound Euclidean doctrine as the foundation for Zoning in the first place. (i.e. promote health, safety, morals, and general welfare)
 - NH 6.1 – Even though Aura is an infill project it is not a quality one in that the concentration and design of the buildings are more dormitory style than the luxury apartments they are advertised as being. So they are NOT contextual with the surrounding neighborhood nor do they enhance community character inconsistent with this policy.

Because of all of the above, Aura fails to meet Finding #1.

Finding #2 – Not detrimental to the public interest and Euclidean doctrine and adds to the Public Good

There are many reasons this project is detrimental to the public interest and not in the general welfare of the City of Flagstaff. Section IV above shows that this development uses methods that deprive the people of the equal protection of the Zoning Code and Regional Plan by providing no protection from applying the plain meaning of the Code but allowing the developer to do so in a distorted way. This violates the equal protection clause of the Fourteenth Amendment to our US Constitution. This is a violation on its face and therefore invalidates any application. It is not in the public interest and damages the public trust the people are supposed to be able to place in our City government.

Furthermore, Sections I and II above show that the Community Character of our neighborhood is compromised by Aura in violation of our Zoning Code and inconsistent with the Regional Plan. This does harm to the general welfare of our community.

In the previous Staff Report dated April 9, 2019 the City called out this same developer for "reading more intense due to the concentration of density" and as having "buildings visible from the street that are 3 stories high and over 100 feet long." (p. 4, sect. v of the previous Staff Report). They also called out the developer for the need to "clear cut and mass grade" the site and to locate open and civic space under the high voltage transmission lines being detrimental to the public interest." (p. 13, under RECOMMENDATIONS of previous Staff Report).

But BOTH of these conditions remain true for this proposal.

Therefore Staff must be even handed in also finding them detrimental to the public interest this time around.

Since many requirements of our Zoning Code are not met as shown in Sects. I, III, IV & V above as well, they do not add to the public good and in fact only add to the benefit of the Auza's who would retain total use of the north side two acres and presumably receive greater compensation for 11 acres than for the 9 acres they could have **properly sold** for a compatible and contextual development that could have been completely acceptable with regard to the Code, the Plan and the people.

Generally speaking if the City approves this development even though it violates certain legal doctrines and protections that the Code/Plan would otherwise afford, it does not serve the general welfare of Flagstaff since it undermines our laws that support general Euclidean doctrine for zoning.

Therefore, we conclude Aura fails to meet Finding #2.

Finding #3 – Site is physically suitable in terms of design,...size,....storm drainage, etc. etc.

Here the site upon which Aura would be constructed is not suitable in terms of size for the number of units developer has proposed. This results in the “de facto” density reaching into the HR range to an unacceptable degree thus resulting in inconsistency with our Regional Plan and also results in violations of our Zoning Code for things like the site plan design standards, size, and screening requirements for vehicles in parking spaces, building entrances and screen wall as shown above in Sect. V.

Furthermore Sect. VII above shows that the storm drainage for this site would be insufficient to maintain the “flooding” onto High Country Trail not worse than it is without this development.

So for these reasons we see that Aura fails to meet Finding #3.

The inescapable result is that this application for rezone should be denied!!

Appendix A – Why the Current Housing Boom is Forecast to Decline

On October 8, 2020 an article in the NY Times entitled “With No Stimulus in Sight, Dire Forecast for Economy” addressed the idea that no second stimulus payments were forthcoming and the consequences that may follow. Of particular concern here though are a few statements from this article. One quote says commenting on how much better it was for 2019 “If we don’t try to protect those gains, it will take a longer time, a really long time to come back.” Another

quote from this article by a George Washington University economist states: "lawmakers should radically expand a tax credit that offsets the costs of retaining employees, along with additional aid for fixed costs like rent." So the pandemic has had major impacts on the economy meaning many more folks can no longer even pay their rent. This does not bode well for developments like Aura that would be 87.5% market rate units. But even more relevant to my discussion where this Appendix is referenced is the idea that a down market is coming and will be significant resulting in losses to adjacent single family homes that will be **greater than the vast majority of surrounding homes.**

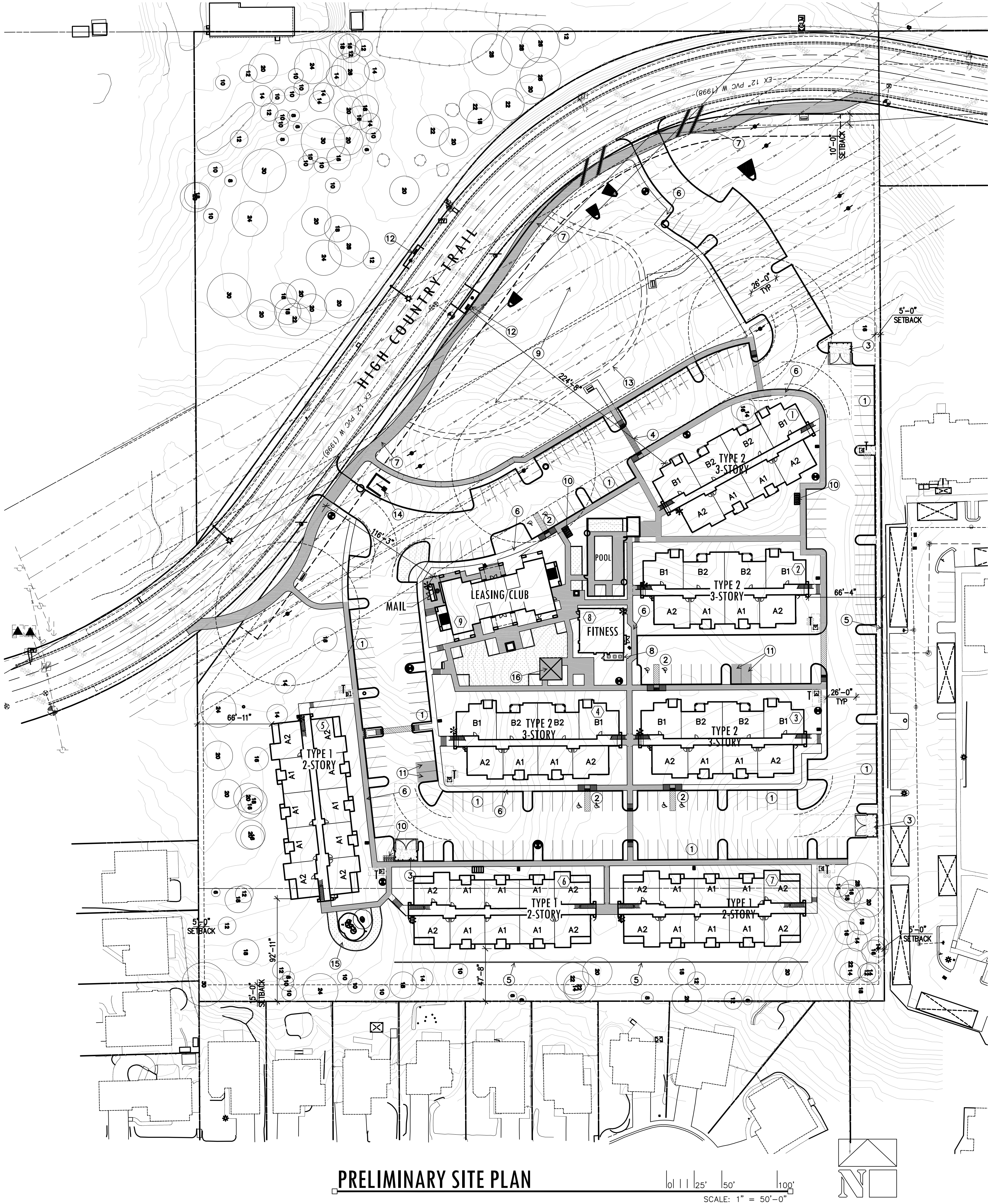
Another article in the NY Times dated September 17, 2020 and entitled "Slowing Growth in US Retail Sales Points to an Economic Recovery in Decline" addresses the effect that the pandemic is having on retail sales and the ripple effect that has on the overall economy. It states in this article that: "Economists say the full impact of these types of closings in the consumer economy may not be felt for months, when the after effects of the stimulus measures wear off." It also states that "...many consumers, who have kept making big purchases and renovating their homes, may not have fully realized the economy's fragility, but they inevitably will". So this does not forecast well for the housing market. With so many losing their jobs, they will not be able to afford increasingly high rents.

Another article from the Dallas Federal Reserve Bank entitled "The Impact of the COVID-19 Pandemic on the Demand for Density: Evidence from the U.S. Housing Market" (August 2020) states that: "We find that the pandemic lowers home sales more in neighborhoods with a greater share of telework-compatible jobs nearby, more consumption amenities, higher pre-pandemic home prices, and lower income levels. After holding these observables constant, we still find that housing demand declines more in locations with higher residual density, which suggests that home buyers may be concerned about density per se owing to the fear of viral transmission in crowded places."

So the demand for density is likely to decline in the coming months/years. This last article suggests that the home market affects the rental market as well. This makes sense because many of the very same factors that affect the demand for single family homes also affects the demand for apartments. More folks are working from home and do not need to live close to "center city" to do their jobs. Furthermore, although it is disappointing to contemplate, a significant number of people of working ages have passed away due to the pandemic and that means an automatic contraction in the economy that will be felt for many years to come and directly affects how many people need dwelling units.

Note #1 – Zoning and the Police Power

As most of you know, the Zoning Code falls under the “Police Power” of the state. But it is well documented and established that the Police Power is not absolute. It is circumscribed and limited by the Preamble to our Constitution (Promotion of the General Welfare) and by Article I Sect. 8 of same (provide for... general Welfare). This is where the Euclidean doctrine that circumscribes the Zoning Code originates so that any Zoning Code must provide for the “public health, safety, morals, and general welfare.” In this present rezone case, it is the **general welfare** that is most relevant. But the Police Power bears a close relationship to the Public Trust doctrine as well. As quoted from the article below: “....zoning ordinances that control housing density and land uses help limit change, particularly if any change is inconsistent with, and therefore disruptive of, a neighborhood’s character.” (see p. 7 from below article) The public needs to be able to trust government to uphold protections contained in the Zoning Code. (from Boston College Environmental Affairs Law Review Vol. 28, #4 (2001) “Police Power and the Public Trust:...” by Donna Patalano.)



PRELIMINARY SITE PLAN

SCALE: 1" = 50'-0"

PROJECT DESCRIPTION

AN EXCEPTIONAL MULTI-FAMILY RESIDENTIAL (FOR RENT) PROPERTY LOCATED ON THE SOUTHEAST CORNER OF HIGH COUNTRY TRAIL AND S. WEST TRAIL.

DEVELOPMENT DATA

LOT AREA :			UNIT DENSITY/COUNT :		UNIT MIX :	
TOTAL SITE:	11.0 ACRES	479,620 SF	PROPOSED:	9 DU PER ACRE		# OF UNITS
APN NUMBER:	112-05-011, 112-05-001W		ALLOWABLE UNITS:	11.0 ACRES x 9 UNITS/ACRE	99 UNITS	112
ZONING :			45% AFFORDABLE HOUSING BONUS	45 UNITS	30%	48
CURRENT ZONING	E.R.		25% SUSTAINABLE BUILDING BONUS	25 UNITS		
PROPOSED ZONING	M.R.		TOTAL ALLOWABLE UNITS	169 UNITS	TOTAL	100% 160 UNITS
			PROPOSED UNITS	160 UNITS	NOTE:	
			* 20% OF UNITS TO BE AFFORDABLE HOUSING UNITS:		AT LEAST 2% OF THE UNITS, BUT NO LESS THAN ONE	
			99 UNITS x 2 = 20 UNITS.		SHALL BE A TYPE 'A' UNIT, THESE UNITS MUST BE	
			DENSITY BONUS FOR 20% AFFORDABLE HOUSING UNITS = 45% INCREASE IN ALLOWABLE UNITS (45 UNITS).		DISPERSED AMONG THE VARIOUS CLASSES OF UNITS.	

LOT COVERAGE :			
BLDG TYPE	FOOTPRINT SF	NO. OF BLDGS	TOTAL FOOTPRINT SF
TYPE 1	9,996	3	29,988
TYPE 2	8,955	4	35,820
LEASING/REC	5,545	1	5,545
FITNESS	1,615	1	1,615
RAMADA	400	1	400
TOTAL SF			73,368
TOTAL LOT AREA			479,620
LOT COVERAGE			15.30%

OPEN SPACE		
SITE:	11.0 ACRES	479,620 SF
REQUIRED:		
CIVIC OPEN SPACE 5%	0.55 ACRES	23,981 SF
COMMON OPEN SPACE 15%	1.65 ACRES	71,943 SF
PROVIDED:		
CIVIC OPEN SPACE 5%	0.55 ACRES	24,000 SF
COMMON OPEN SPACE 15%	1.65 ACRES	71,943 SF

BUILDING SQUARE FOOTAGE					
BUILDING TYPE 1		BUILDING TYPE 2		CLUBHOUSE	
1ST FLOOR	10,154	1ST FLOOR	9,105	1ST FLOOR	5,485
2ND FLOOR	10,137	2ND FLOOR	9,105	2ND FLOOR	4,568
		3RD FLOOR	9,105		
TOTAL	20,291		27,315		10,053
NO OF BLDGS	3		4		1
TOTAL	60,873		109,260		1,665

TOTAL PROJECT SQUARE FOOTAGE: 182,251

UNIT DATA									
	A1	A2	A3	B1	B2				
LIVABLE SF.	770	788	793	973	1013	UNITS			
PATIO/BAL SF.	93	111	117	80	77	PER BLDG.	NO. OF BLDGS	NO. OF UNITS	
TOTAL SF	863	899	910	1053	1090				
BLDG TYPE 1	12	8	0	0	0	20		3	60
BLDG TYPE 2	6	6	0	6	6	24		4	96
LEASING/REC	0	0	4	0	0	4		1	4
TOTAL UNITS	60	48	4	24	24	TOTAL	8	160	
ALL BUILDINGS									

(20) UNITS SHALL BE RESERVED FOR CITY OF FLAGSTAFF AFFORDABLE HOUSING PROGRAM.
70% 1-BEDROOM UNITS (14 UNITS) AND 30% 2-BEDROOM UNITS (6 UNITS).

KEYNOTES ①

- NEW PARKING SPACES - 18'x9' (TYPICAL)
- NEW ACCESSIBLE PARKING SPACE - 18'x11' WITH 5' ISLE (TYPICAL)
- NEW INTEGRAL COLOR SPLIT FACE MASONRY TRASH AND RECYCLE BIN ENCLOSURE (TYPICAL). SEE LANDSCAPE FOR COLOR
- NEW CROSS WALK - SEE CIVIL
- NEW INTEGRAL COLOR SPLIT FACE MASONRY RETAINING WALL - SEE LANDSCAPE FOR COLOR
- NEW 5' WIDE SIDEWALK (TYPICAL) - SEE CIVIL
- NEW PUTS PER REGIONAL PLAN - SEE CIVIL/LANDSCAPE
- NEW SPLIT FACE MASONRY MECHANICAL UNIT SCREEN WALL - SEE LANDSCAPE
- MEADOW LANDSCAPE - SEE LANDSCAPE PLANS
- BIKE RACK - SEE HARDSCAPE
- LOCATION OF PARKING SPACES PLANNED TO SERVE EV READY OUTLET. ONE OUTLET TO SERVE (2) PARKING SPACES.
- NEW BUS STOP PAD
- STABILIZED GRANITE TRAIL - SEE LANDSCAPE
- MONUMENT SIGN - SEE LANDSCAPE
- TOT LOT/PLAY AREA - SEE LANDSCAPE
- COVERED RAMADA

LEGEND	
①	DENOTES BUILDING NUMBER
—	DENOTES ACCESSIBLE ROUTE.
↻	FIRE TRUCK TURNING LANE
- - -	DENOTES PROPERTY LINE
♿	DENOTES ACCESSIBLE PARKING
*	FIRE RISER LOCATION
⦿	PROPOSED FIRE HYDRANT
T	TRANSFORMER LOCATION

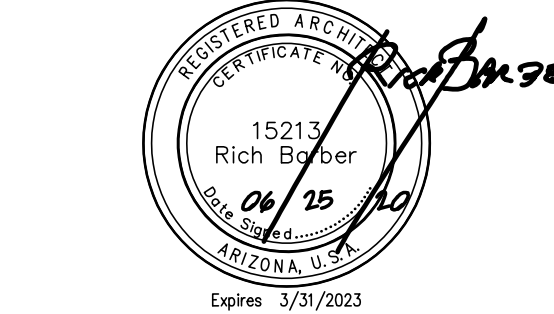


VICINITY MAP
NOT TO SCALE

AURA FLAGSTAFF APARTMENTS

151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001

Office of Rich Barber
ORB Architecture, LLC
WorldHQ@ORBArch.com



DEVELOPER
TRINISC RESIDENTIAL GROUP
4040 E CAMELBACK SUITE 160
PHOENIX AZ 85018
TEL. 602.799.9960
CONTACT: TODD GOSELINK
TGOSSELINK@TRINISCRES.COM

Architect
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2944 N. 44TH STREET #101
PHOENIX, ARIZONA 85018
TEL. 602.957.4530
CONTACT: RICHARD ALVAREZ
RAA@ORBARCH.COM

PARKING : PER TABLE 10-50.80.040.A	
REQUIRED (MARKET RATE):	
1.5 PER 1 BEDROOM	1.5 x 98 = 147
2.0 PER 2 BEDROOM	2.0 x 42 = 84
TOTAL	231 P.S.
REQUIRED (GUEST):	
.25 PER 2 BEDROOM	.25 x 48 = 12
REQUIRED (AFFORDABLE):	
1.0 PER 1 BEDROOM	1.0 x 14 = 14
1.5 PER 2 BEDROOM	1.5 x 06 = 9
TOTAL	23 P.S.
TOTAL REQUIRED PARKING:	
MARKET RATE	231
GUEST	12
AFFORDABLE	23
TOTAL	266 P.S.
10% REDUCTION OF REQUIRED PARKING FOR BUS SERVICE AREA	-26
TOTAL	240 P.S.

PROVIDED:	
OPEN PARKING (9'x18')	242 P.S.
RATIO:	
242 P.S./160 UNITS = 1.51 SPACES PER UNIT	

ACCESSIBILITY:	
INCLUDED IN COUNT ABOVE:	
ACCESSIBLE PARKING REQUIRED :	8
ACCESSIBLE PARKING PROVIDED:	8

BIKE PARKING:	
REQUIRED:	
5% OF REQUIRED OFF-STREET PARKING	
266/.05 = 14 SPACES	
PROVIDED:	15 SPACES

REVISIONS

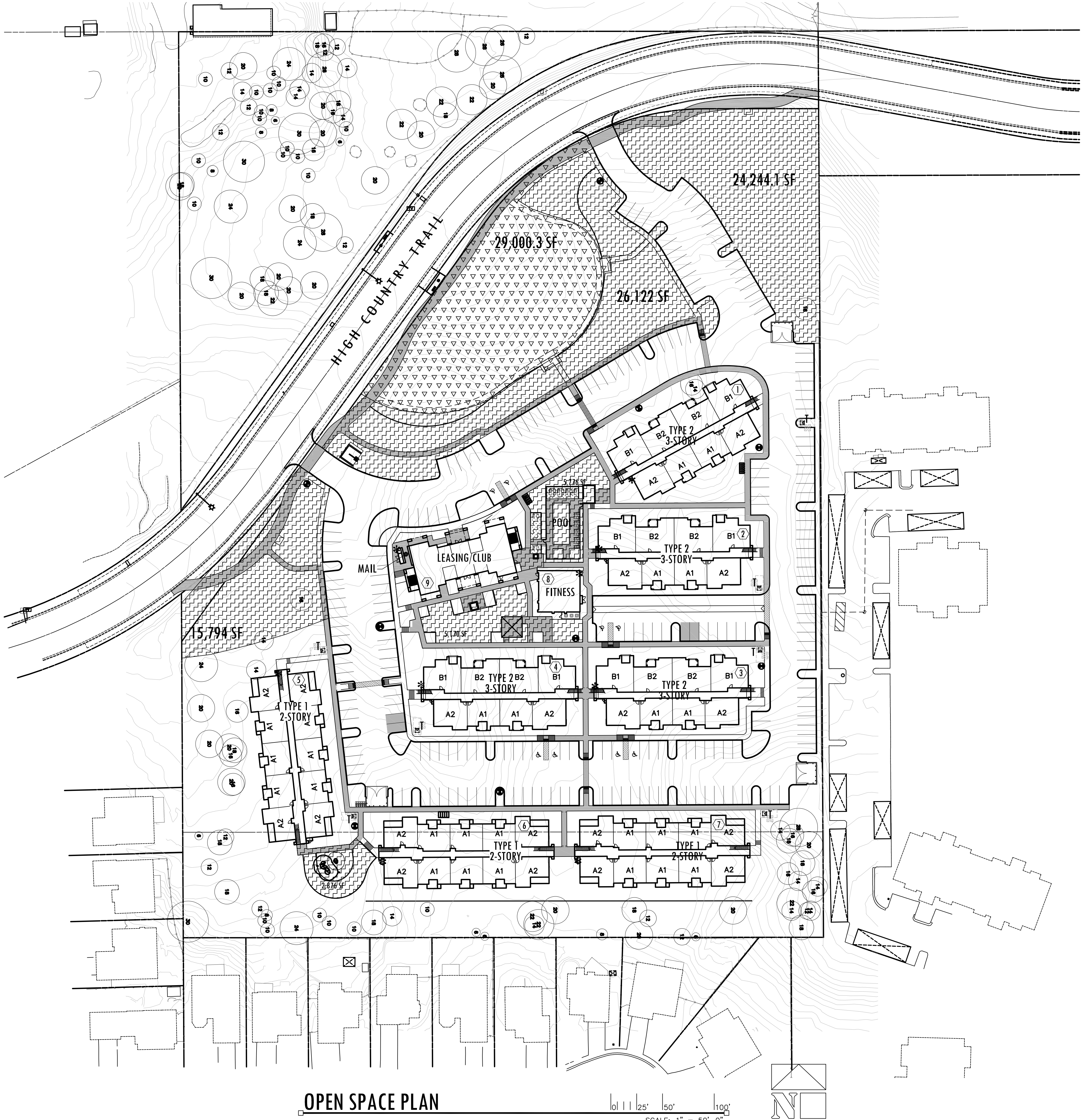
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DATE: JUNE 25, 2020 ORB # 17-227

A1.10

SITE PLAN
PRELIMINARY

FILE: \\Obstar2016-mm-2\\e\\data\\04b\\ORB Job Files\\17-227_1706_Flagstaff Apartments\\17227 A110 Site Plan.dwg USER:raa DATE:Jun, 29 2020 TIME: 05:48 pm



OPEN SPACE PLAN

0' 25' 50' 100'
SCALE: 1" = 50'-0"

OPEN SPACE CALCULATIONS:

OPEN SPACE				
SITE:		11.0 ACRES	479,620 SF	
REQUIRED:				
CIVIC OPEN SPACE	5%	0.55 ACRES	23,981 SF	
COMMON OPEN SPACE	15%	1.65 ACRES	71,943 SF	
PROVIDED:				
CIVIC OPEN SPACE	6%	0.67 ACRES	29,000 SF	
COMMON OPEN SPACE	17%	1.84 ACRES	79,983 SF	

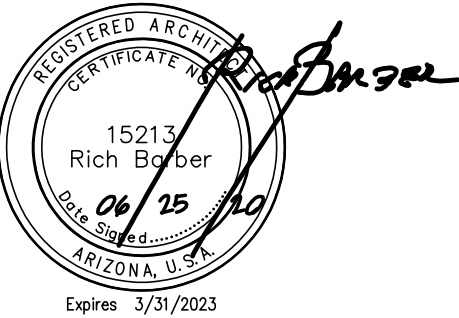
INDICATES COMMON OPEN SPACE

INDICATES CIVIC OPEN SPACE

AURA FLAGSTAFF
APARTMENTS

151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001

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REVISIONS

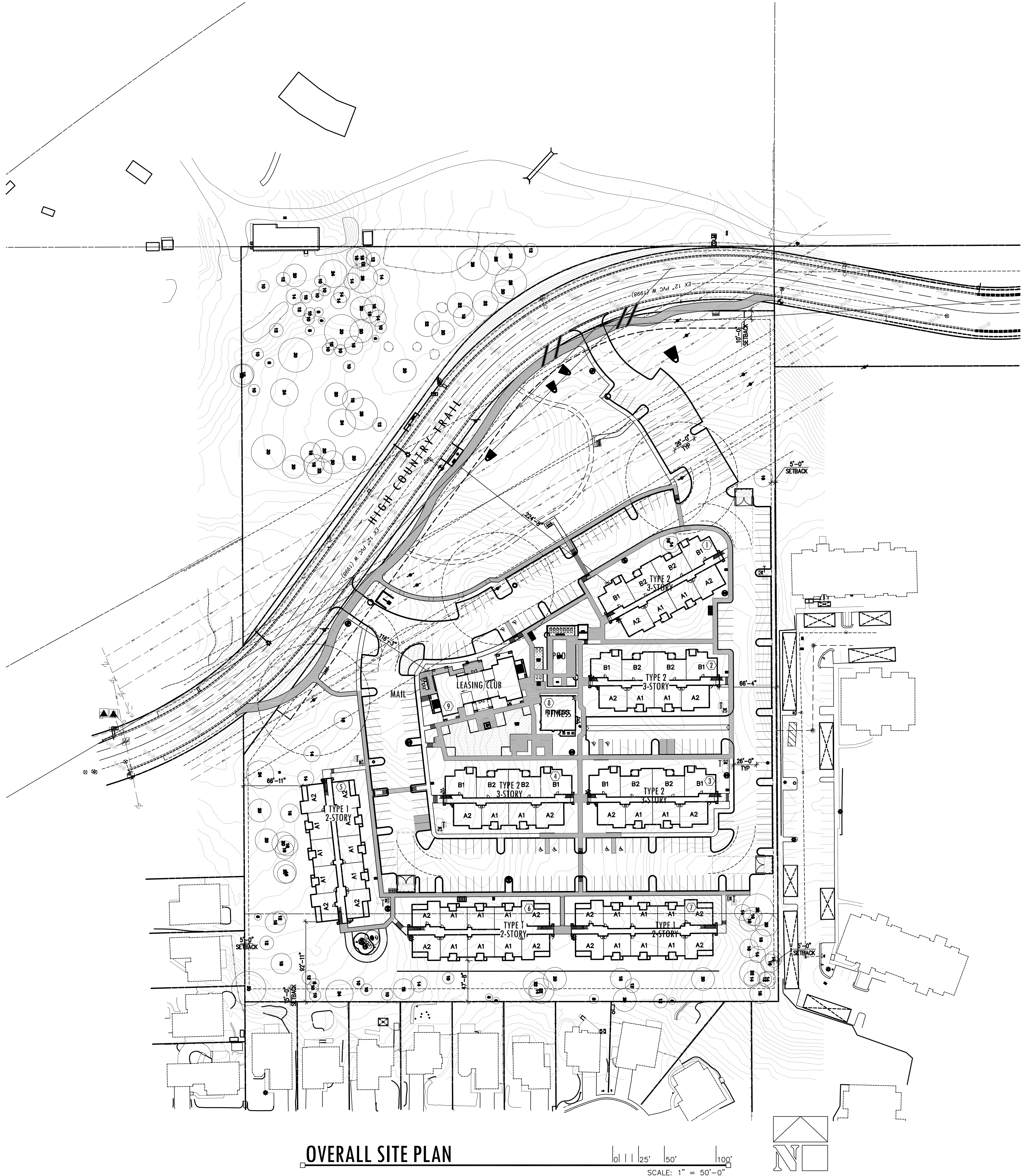
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DATE: JUNE 25, 2020 ORB # 17-227

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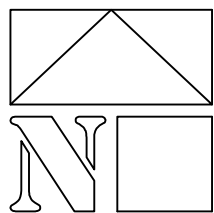
OPEN SPACE PLAN
PRELIMINARY

FILE: F:\06\ORB Job Files\17-227_176_Flagstaff Apartments\CAD Files\Preliminary\17227_A10_Site Plan.dwg USER: raa DATE: May, 14, 2020 TIME: 10:27 am



OVERALL SITE PLAN

0' 25' 50' 100'
SCALE: 1" = 50'-0"



VICINITY MAP
NOT TO SCALE

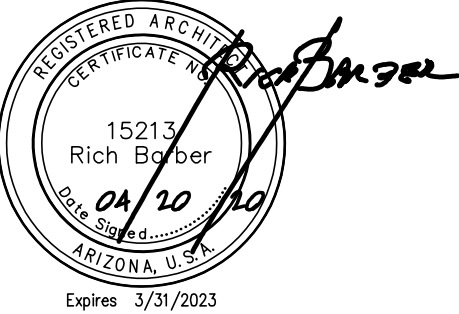


AURA FLAGSTAFF APARTMENTS

151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001



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REVISIONS

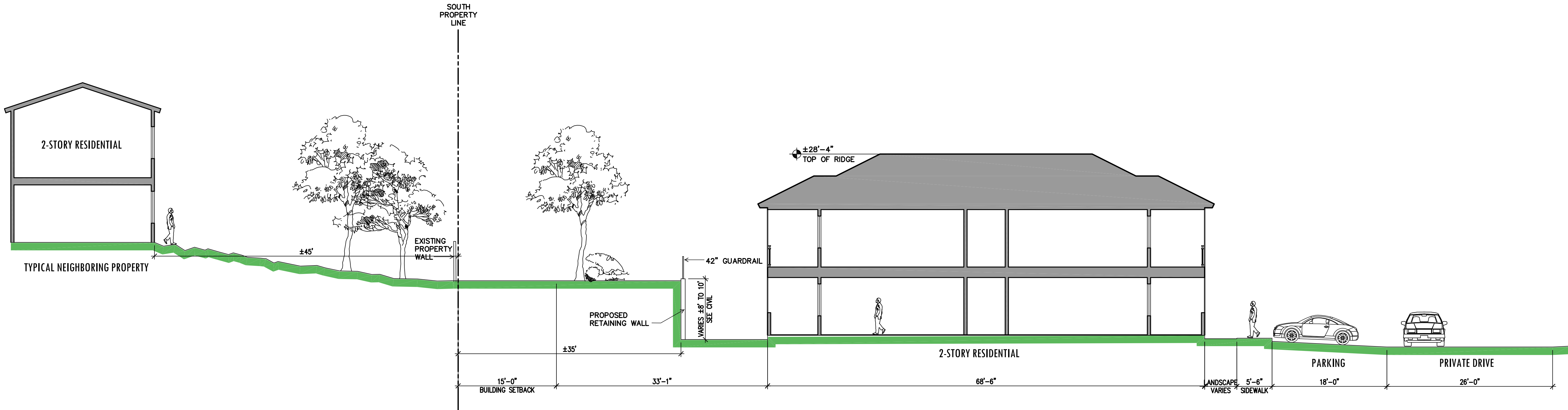
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DATE: APRIL 20, 2020 ORB # 17-227

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PRELIMINARY
OVERALL SITE PLAN

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NORTH/SOUTH SITE SECTION
AT SOUTH PROPERTY LINE
SCALE: 3/32" = 1'-0"



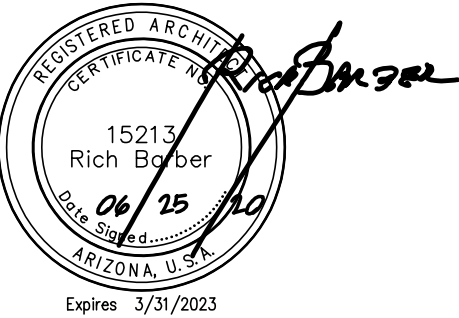
VICINITY MAP
NOT TO SCALE

AURA FLAGSTAFF APARTMENTS

151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001



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REVISIONS

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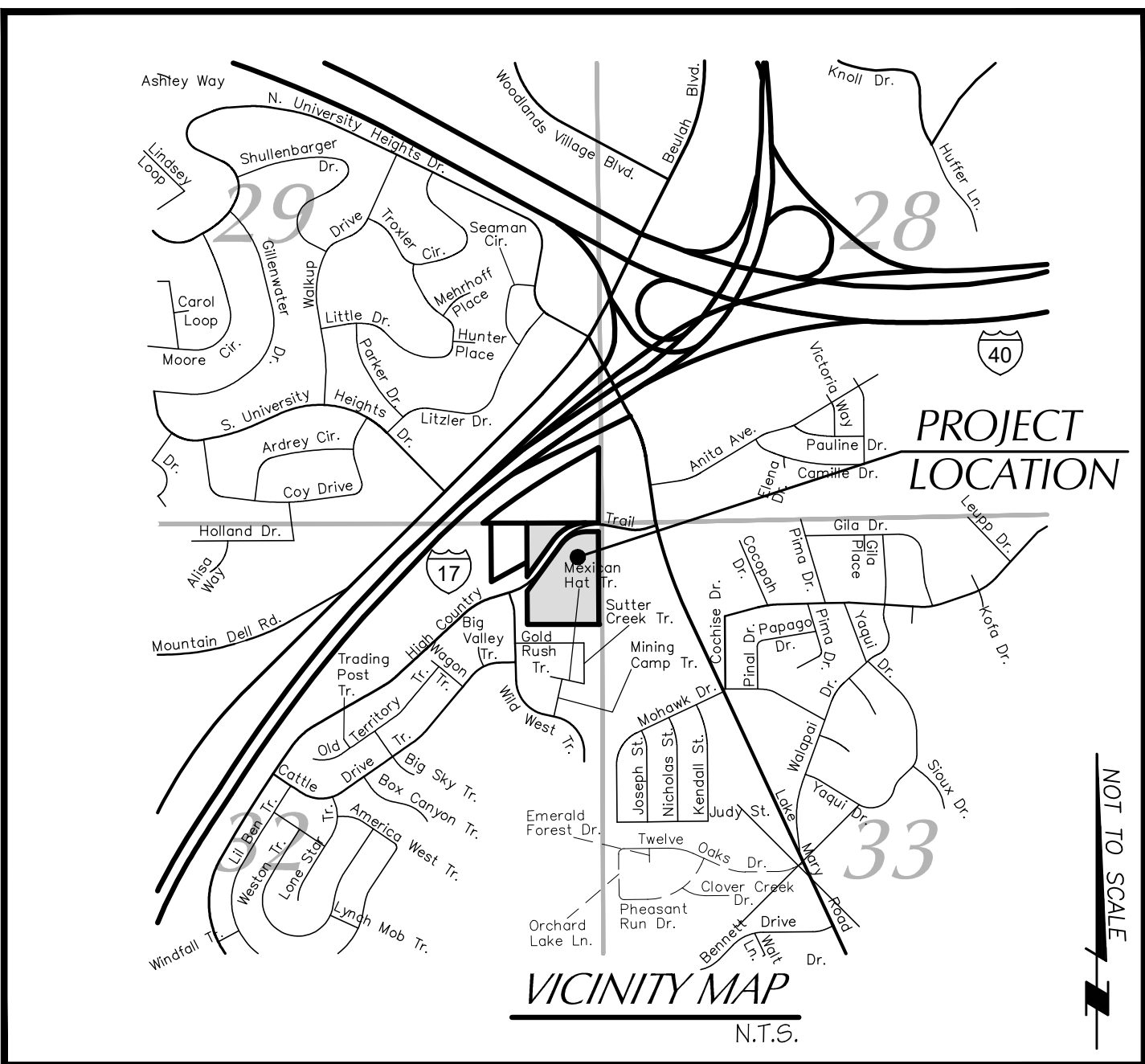
DATE: JUNE 25, 2020 ORB # 17-227

A1.14

**SITE SECTION
PRELIMINARY**

SITE PLAN FOR AURA FLAGSTAFF

LOCATED IN A PORTION THE SE1/4 OF SECTION 29,
AND A PORTION THE NE1/4 OF SECTION 32,
TOWNSHIP 21 NORTH, RANGE 7 EAST, G&S.R.M.
FLAGSTAFF, COCONINO COUNTY, ARIZONA



PROJECT INFORMATION

PROJECT NAME:	AURA FLAGSTAFF
PROJECT LOCATION:	151' W. HIGH COUNTRY TRAIL
APN NUMBER:	112-05-011 & 112-05-001W
TOTAL SQUARE FOOTAGE:	479,621 S.F.
TOTAL ACREAGE:	11.01058±
DEVELOPED AREA SOUTH OF HIGH COUNTRY TR:	397,040 S.F.
REGIONAL PLAN DESIGNATION:	SUBURBAN EXISTING
CURRENT ZONING DISTRICT:	(ER) ESTATE RESIDENTIAL
PROPOSED ZONING DISTRICT:	MR
CURRENT USE:	VACANT
PROPOSED USE:	APARTMENTS
OWNER:	AUZA FLAGSTAFF, LLC. 3378 S. 16TH AVE YUMA, AZ. 85365 (928) 261-6675 SHIRLEY AUZA
DEVELOPER:	TRINISIC RESIDENTIAL GROUP 4040 E. CAMELBACK SUITE 160 PHOENIX, AZ. 85018 (602) 799-9960 TODD GOSSSELINK

OUTDOOR LIGHTING

PROJECT IS LOCATED IN LIGHTING ZONE 2. MAXIMUM LUMEN OUTPUT SHALL
BE IN ACCORDANCE WITH TABLE 10-50.70.050.A OF THE ZONING CODE.

FEMA FLOOD ZONE

THIS PROJECT IS LOCATED IN FEMA ZONE "X"

RAINWATER HARVESTING REQUIREMENTS

USE ALL NATIVE/DROUGHT TOLERANT PLANTS IN COMPLIANCE WITH COF
LANDSCAPING STANDARDS AND UTILIZE PASSIVE RAINWATER HARVESTING.

LID REQUIREMENTS

RUNOFF CONTROL VOLUME=199,943 x 1/12 = 16,662 C.F..
TO BE PROVIDED IN UNDERGROUND RETENTION AND
DETENTION ADS STORMTECH MC-3500 CHAMBERS

ON-SITE IMPERVIOUS SURFACES

NEW BUILDINGS:	72,501 S.F.
CONCRETE SIDEWALKS & FUTS:	32,356 S.F.
A.C. PAVEMENT:	93,806 S.F.
TRASH ENCLOSURES:	1,280 S.F.
TOTAL IMPERVIOUS SURFACES:	199,943 S.F.
ROCY REQUIRED (199,943x1/12):	16,662 C.F.

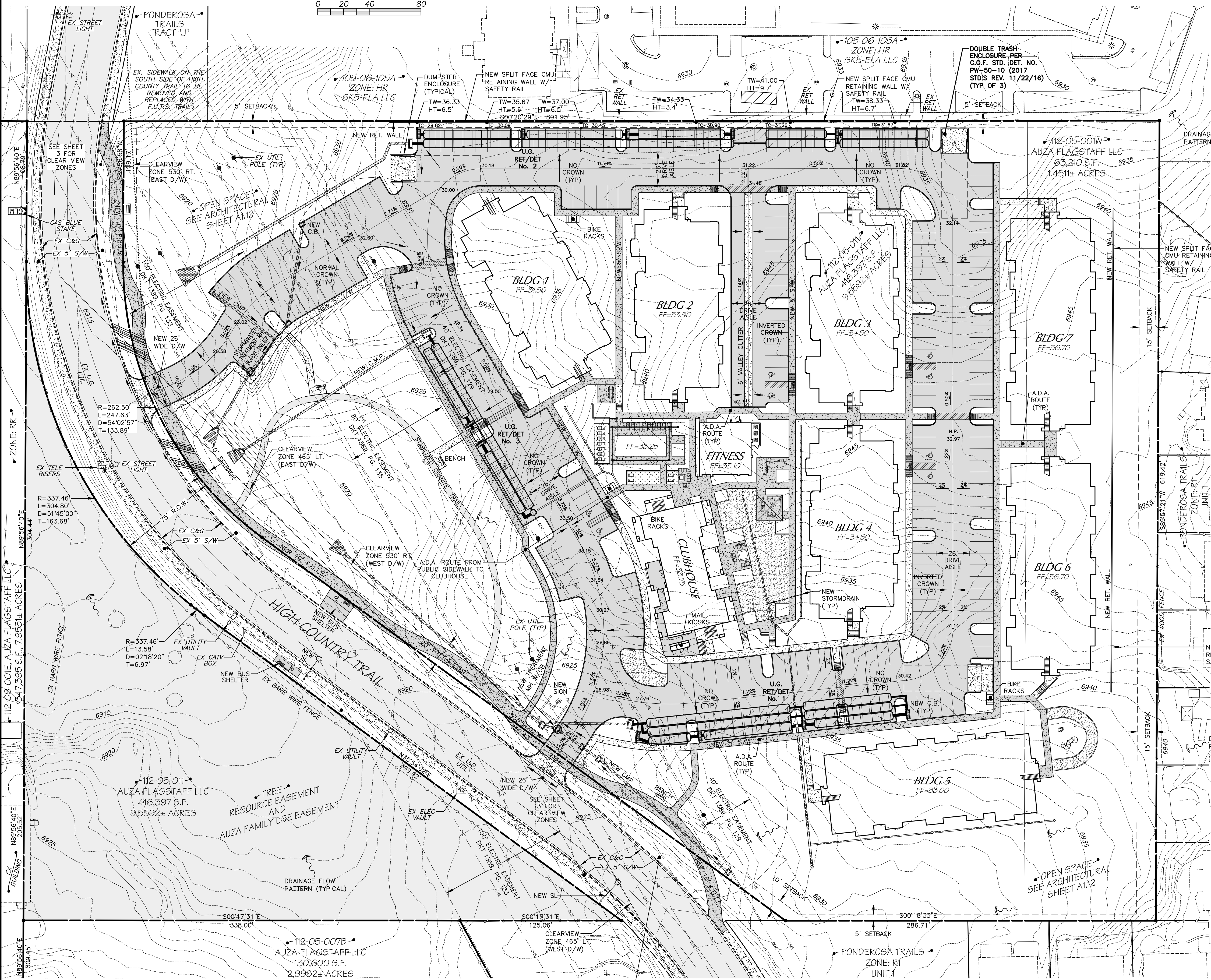
A.D.A. ROUTES

A.D.A. ACCESSIBLE ROUTES FROM THE BUILDINGS TO THE
PUBLIC WAY AND PROJECT AMENITIES ARE SHOWN AS
FOLLOWS.

NOTE: NOT ALL POSSIBLE ROUTES ARE SHOWN.

SCALE: 1"=40'

0 20 40 80



PRIVATE DRIVE AISLES

ALL DRIVE AISLES AND PARKING AREAS AT AURA
FLAGSTAFF ARE PRIVATE AND WILL NOT RECEIVE ANY SNOW
REMOVAL OPERATIONS BY THE CITY OF FLAGSTAFF.

APS DESIGN LOADING STANDARDS

ALL DRAINAGE PIPES LOCATED WITHIN THE APS EASEMENT MUST BE CAPABLE OF
WITHSTANDING A CONCENTRATED LOAD FROM A CRANE OUTRIGGER WITH 625 PSI ON A 22"x22" PAD.
CALCULATIONS MUST BE SUBMITTED TO APS SHOWING THE ANTICIPATED LOADING AND STRENGTH ANALYSIS.

SITE PLAN
FOR
AURA FLAGSTAFF

LOCATED IN A PORTION THE SE1/4 OF SECTION 29,
AND A PORTION THE NE1/4 OF SECTION 32,
TOWNSHIP 21 NORTH, RANGE 7 EAST, G&S.R.M.
FLAGSTAFF, COCONINO COUNTY, ARIZONA

P.U.E.'s FOR WATER & SEWER

EASEMENTS ARE NOT FULLY LABELED FOR CLARITY:
(2) UTILITY LINES = 26' WIDE P.U.E.
(1) UTILITY LINE = 20' WIDE P.U.E.

FIRE HYDRANT LINES = 8' WIDE P.U.E. EXTENDED 4' BEYOND F.H.
WATER METER = 6' WIDE P.U.E. EXTENDED 4' BEYOND W.M.

FIRE PREVENTION

A NFPA 13R FIRE SPRINKLER SYSTEM IS REQUIRED FOR
THIS PROJECT. ADDITIONALLY, A FIRE ALARM SYSTEM
DESIGNED IN ACCORDANCE WITH NFPA 72 NATIONAL FIRE
ALARM AND SIGNALING CODE IS REQUIRED.

FIRE SPRINKLER ROOMS

FIRE RISER ROOMS ARE IDENTIFIED AS "F.S.R."

FIRE DEPARTMENT CONNECTION

FIRE DEPARTMENT CONNECTIONS ARE IDENTIFIED AS
"F.D.C. #": # INDICATES BUILDING NUMBER, "CH"
INDICATES CLUBHOUSE, "F" INDICATES FITNESS
BUILDING.

BACKFLOW PREVENTION

BACKFLOW PREVENTION SHALL BE IN ACCORDANCE WITH
CITY CODE SECTION 7-03-001-0015

PUBLIC WATER & SEWER MAINS

ALL NEW 8" WATER & SEWER MAINS SHALL BE PUBLIC.

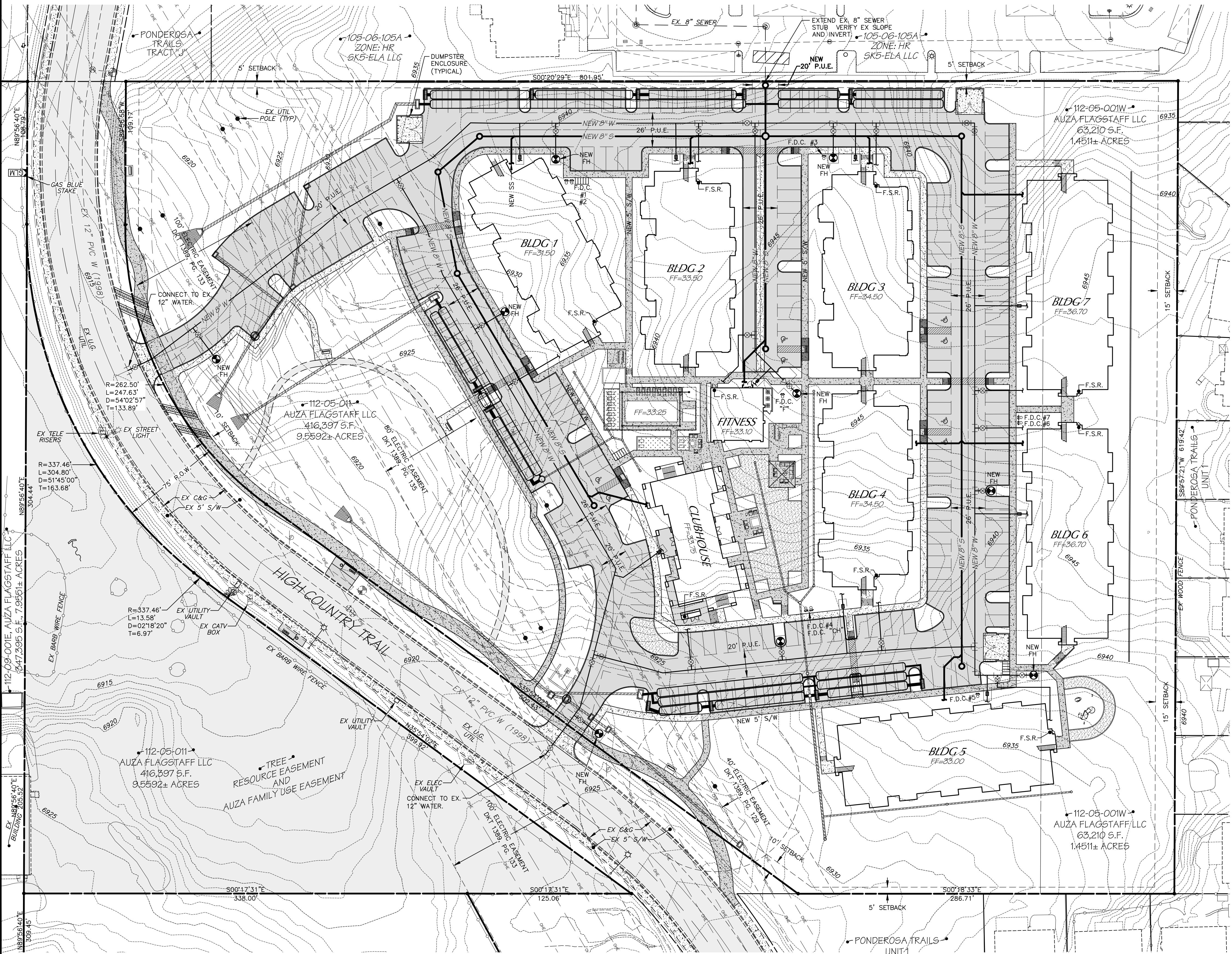
WATER & SEWER SERVICES

ALL NEW SEWER SERVICES SHALL BE 4" MINIMUM AND ALL
NEW WATER SERVICES SHALL BE A 2" TO THE LARGER
BUILDINGS AND 1" WATER SERVICE TO THE CLUBHOUSE. FIRE
SPRINKLER LINE SIZE SHALL BE 4" MINIMUM.

ABBREVIATIONS

SS SEWER SERVICE
WS WATER SERVICE
FS FIRE SERVICE
FH FIRE HYDRANT
W WATER
S SEWER
F.D.C. FIRE DEPT. CONNECTION
F.S.R. FIRE SPRINKLER ROOM

PRELIMINARY
NOT FOR CONSTRUCTION
OR RECORDING



Mogollon ENGINEERING & SURVEYING

PROJECT NO. 17259
DESIGNED BY: MME
DRAWN BY: MME
CHECKED BY: KVH

REVISIONS: 1/9/20 REVISED LAYOUT PER OWNER
PER C.O.F. COMMENT DATED 3/18/20
VERT SCALE: N/A
HOR SCALE: 1"=40'

7/7/20
MES#17259

Mogollon ENGINEERING & SURVEYING



411 W. Santa Fe Avenue
Flagstaff, Arizona 86001
Phone: 928-214-0214

PRELIMINARY
NOT FOR CONSTRUCTION
OR RECORDING

Mogollon ENGINEERING & SURVEYING

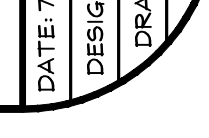
AURA FLAGSTAFF
SITE PLAN
UNDERGROUND UTILITY PLAN

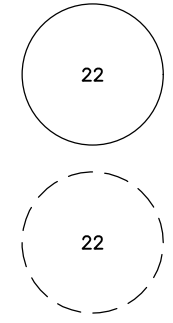
COF PROJECT # PZ-17-00218-01

			
DATE: 7/7/20	PROJECT NO. 17254	REVISIONS: 1/9/20 REVISED LAYOUT PER OWNER	
DESIGNED BY: FWE	FN AREA: HAP-2016	PER C.O.F. COMMENT DATED 3/16/20	
DRAWN BY: MME	VERT SCALE: N/A	PER C.O.F. COMMENT DATED 4/23/20	
CHECKED BY: KYH	HOR SCALE: 1"=40'		

SITE PLAN
AREA MAP

Mogollon
ENGINEERING
& SURVEYING
411 W Santa Fe Avenue



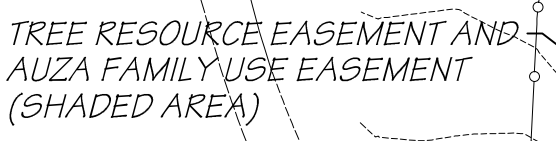


1 POINT TREES	25	x	1	=	25
2 POINT TREES	139	x	2	=	278
4 POINT TREES	167	x	4	=	668
8 POINT TREES	163	x	8	=	1304
20 POINT TREES	25	x	20	=	500

1 POINT TREES	11	x	1	=	11
2 POINT TREES	33	x	2	=	66
4 POINT TREES	28	x	4	=	122
8 POINT TREES	47	x	8	=	376
20 POINT TREES	11	x	20	=	220

AURA FLAGSTAFF

LOCATED IN A PORTION THE SE1/4 OF SECTION 29
AND A PORTION THE NE1/4 OF SECTION 32,
TOWNSHIP 21 NORTH, RANGE 7 EAST, G&S.R.M.
FLAGSTAFF, COCONINO COUNTY, ARIZONA



TREE RESOURCE EASEMENT AND -
AUZA FAMILY USE EASEMENT
(SHADED AREA)

112-05-007B
AUZA FLAGSTAFF LLC
130,600 S.F.
2.9982± ACRES

SCALE: 1"=50'

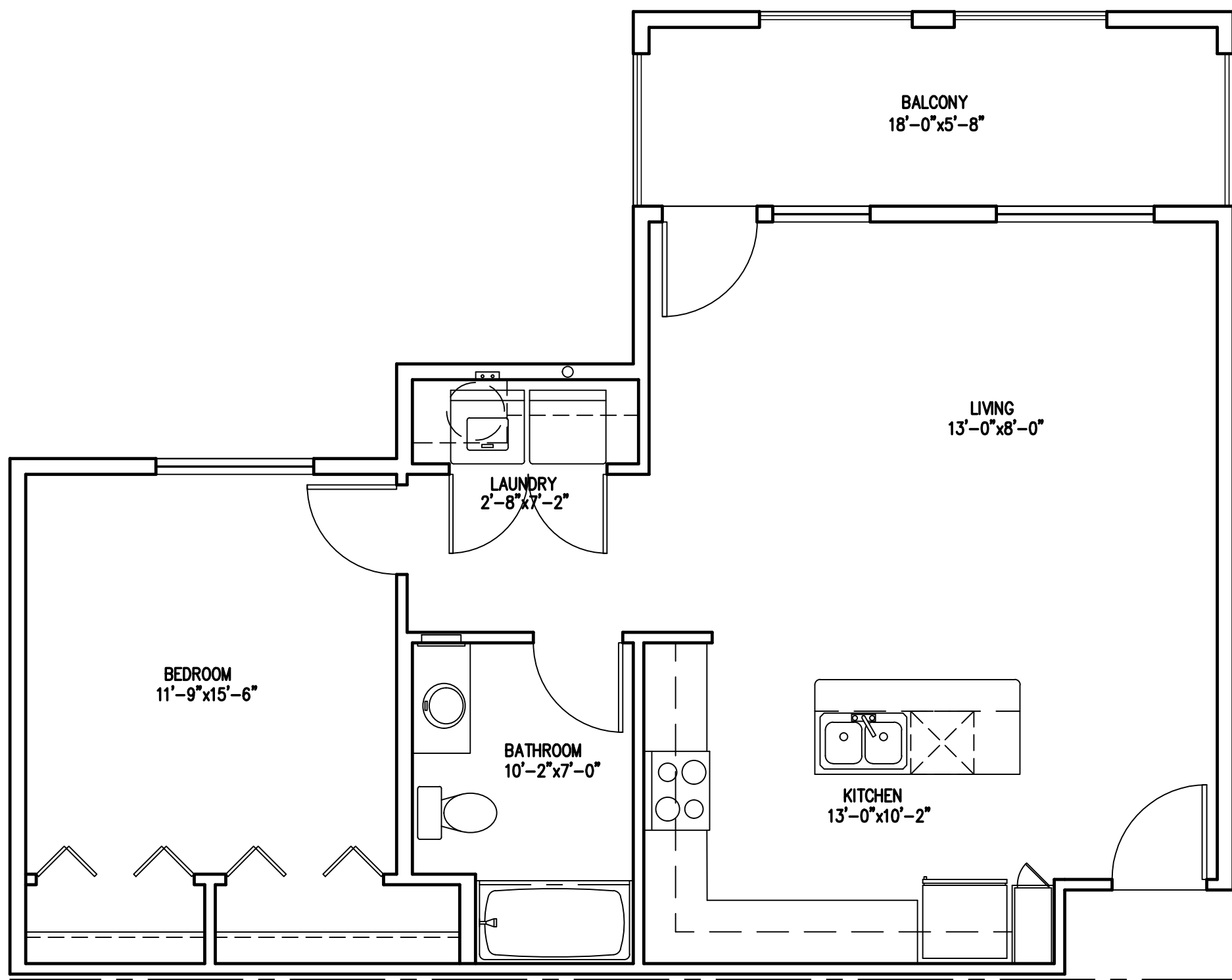
A horizontal scale bar with four segments. The segments are labeled 0, 25, 50, and 100. The bar is divided into four equal parts, each representing 25 feet.

PRELIMINARY
NOT FOR CONSTRUCTION
OR RECORDING

SHEET NO. 5 OF 5

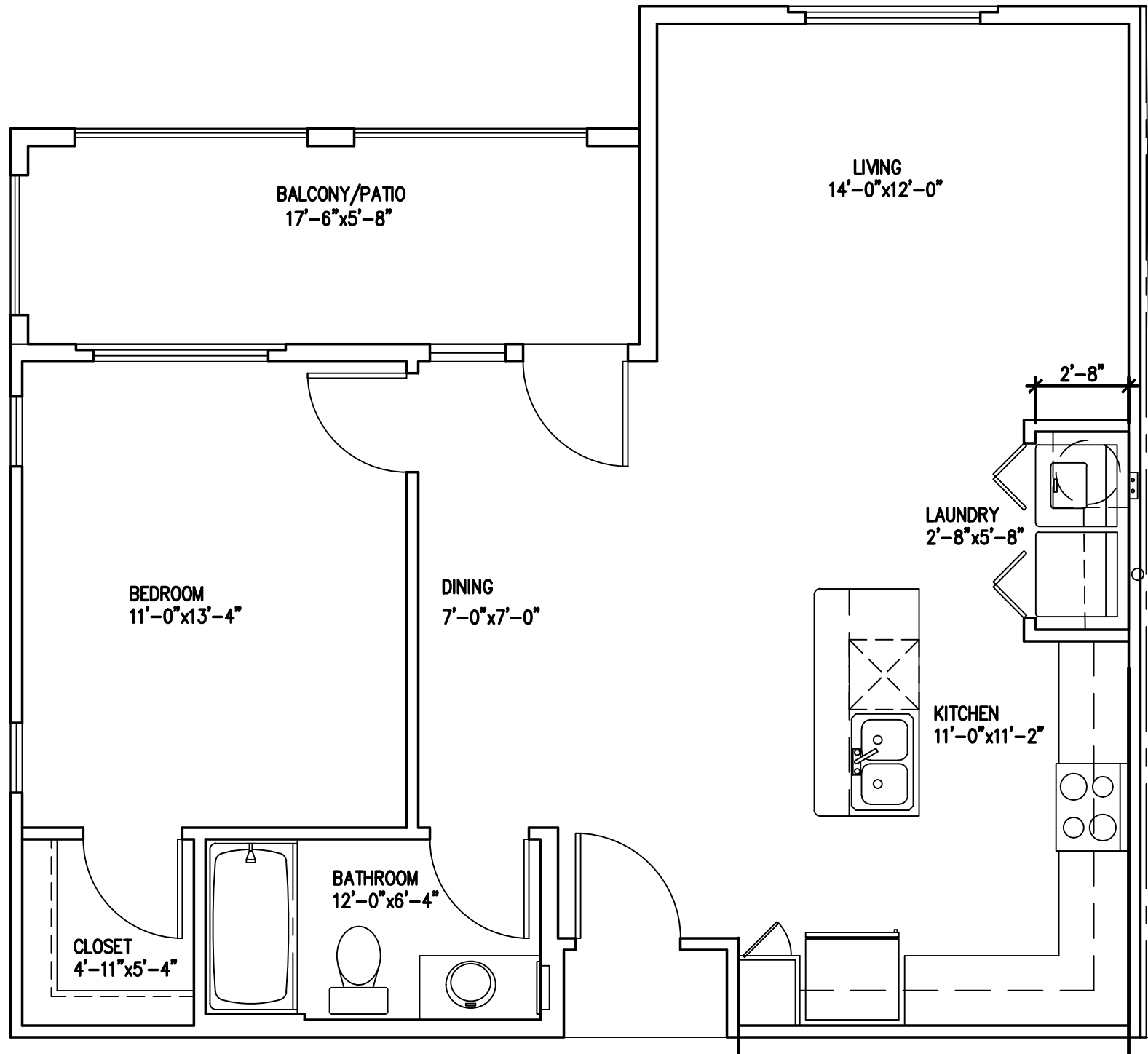
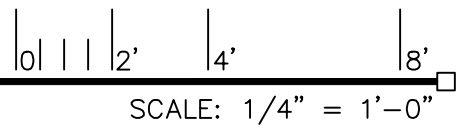
COF PROJECT # PZ-17-00218-01

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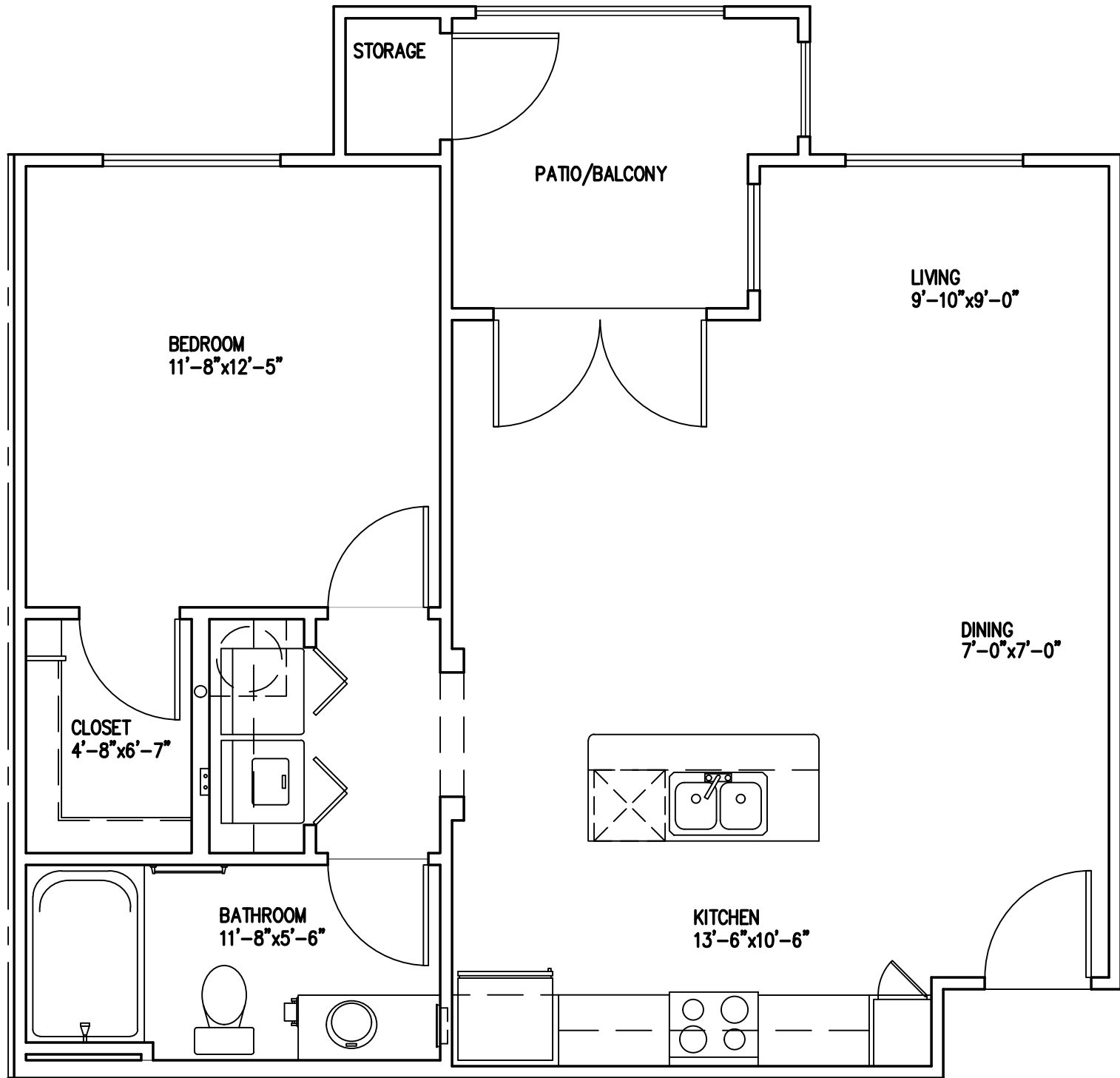
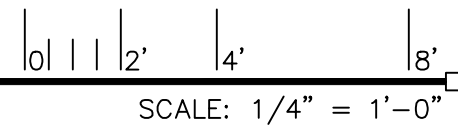
UNIT PLAN A3

793 S.F. LIVABLE
117 S.F. BALCONY
910 S.F. GRAND TOTAL



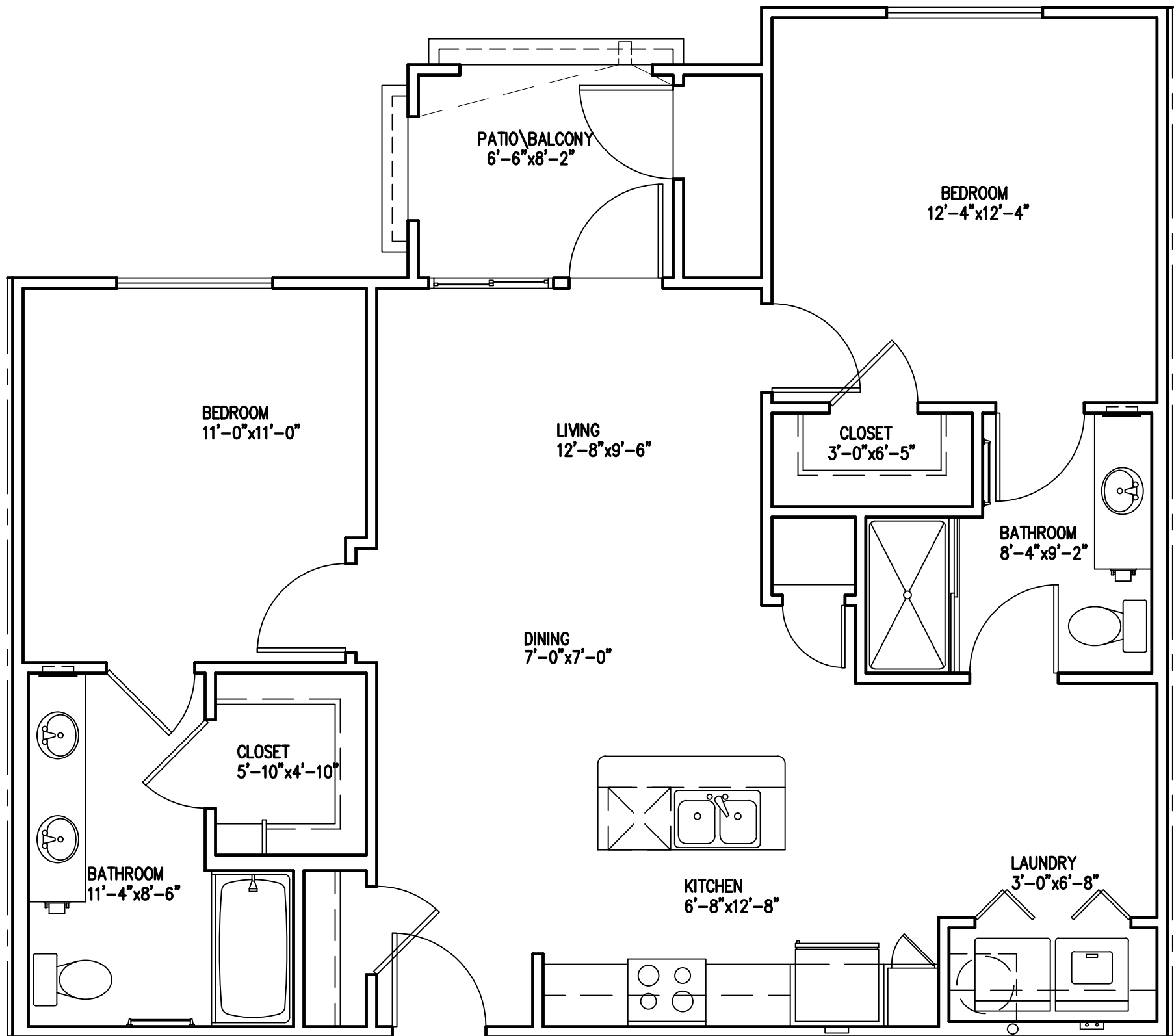
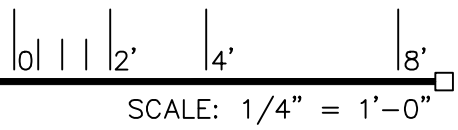
UNIT PLAN A2

788 S.F. LIVABLE
111 S.F. PATIO/BALCONY
899 S.F. GRAND TOTAL



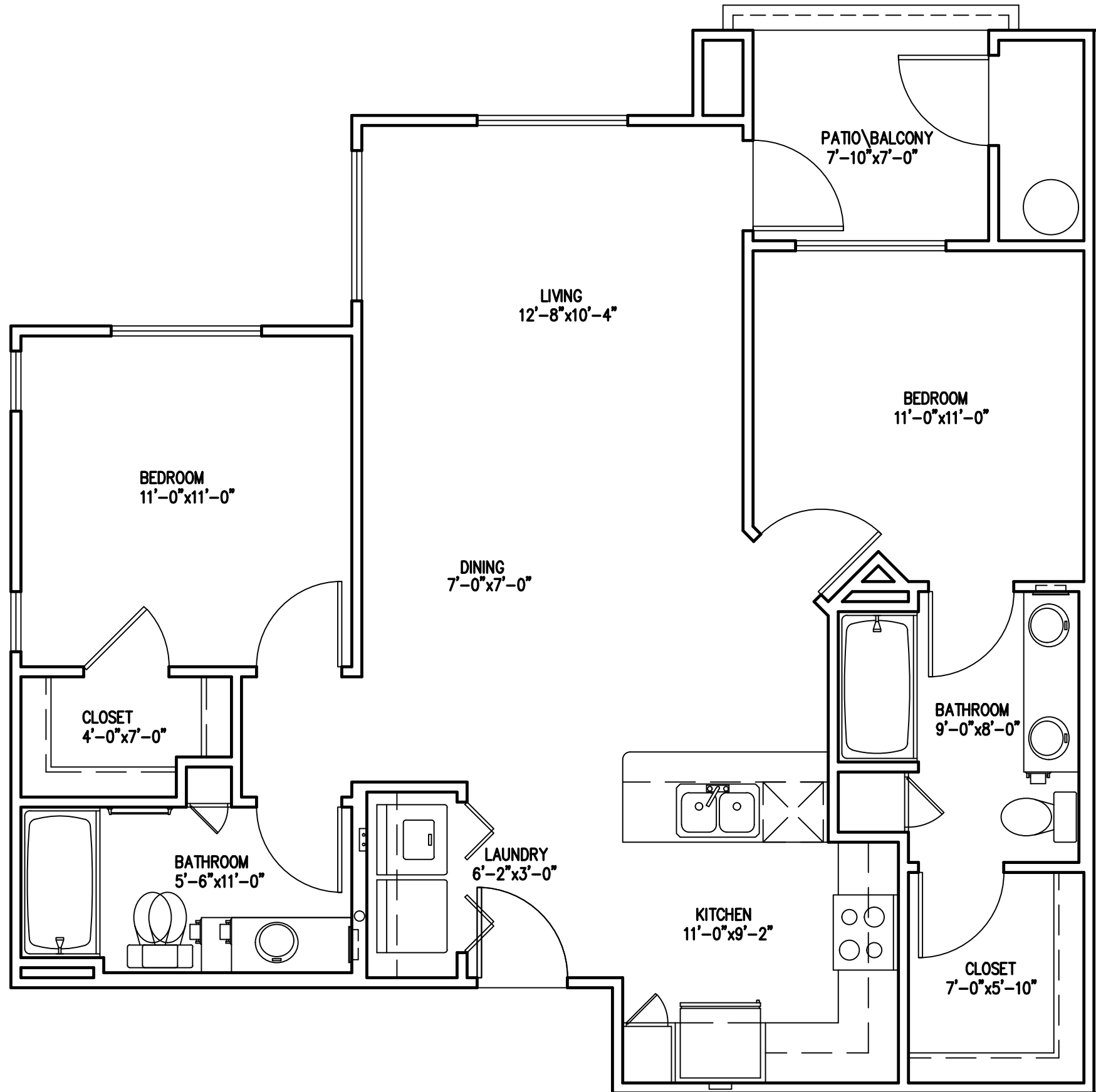
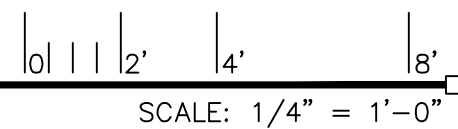
UNIT PLAN A1

770 S.F. LIVABLE
81 S.F. PATIO/BALCONY
12 S.F. STORAGE
863 S.F. GRAND TOTAL



UNIT PLAN B2

1013 S.F. LIVABLE
58 S.F. PATIO/BALCONY
19 S.F. STORAGE
1090 S.F. GRAND TOTAL



UNIT PLAN B1

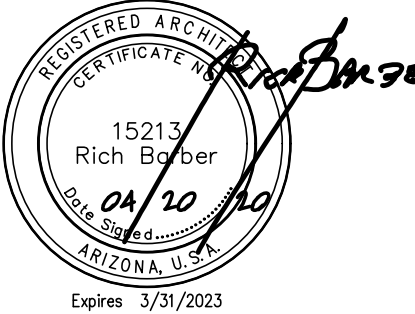
973 S.F. LIVABLE
55 S.F. PATIO/BALCONY
25 S.F. STORAGE
1053 S.F. GRAND TOTAL



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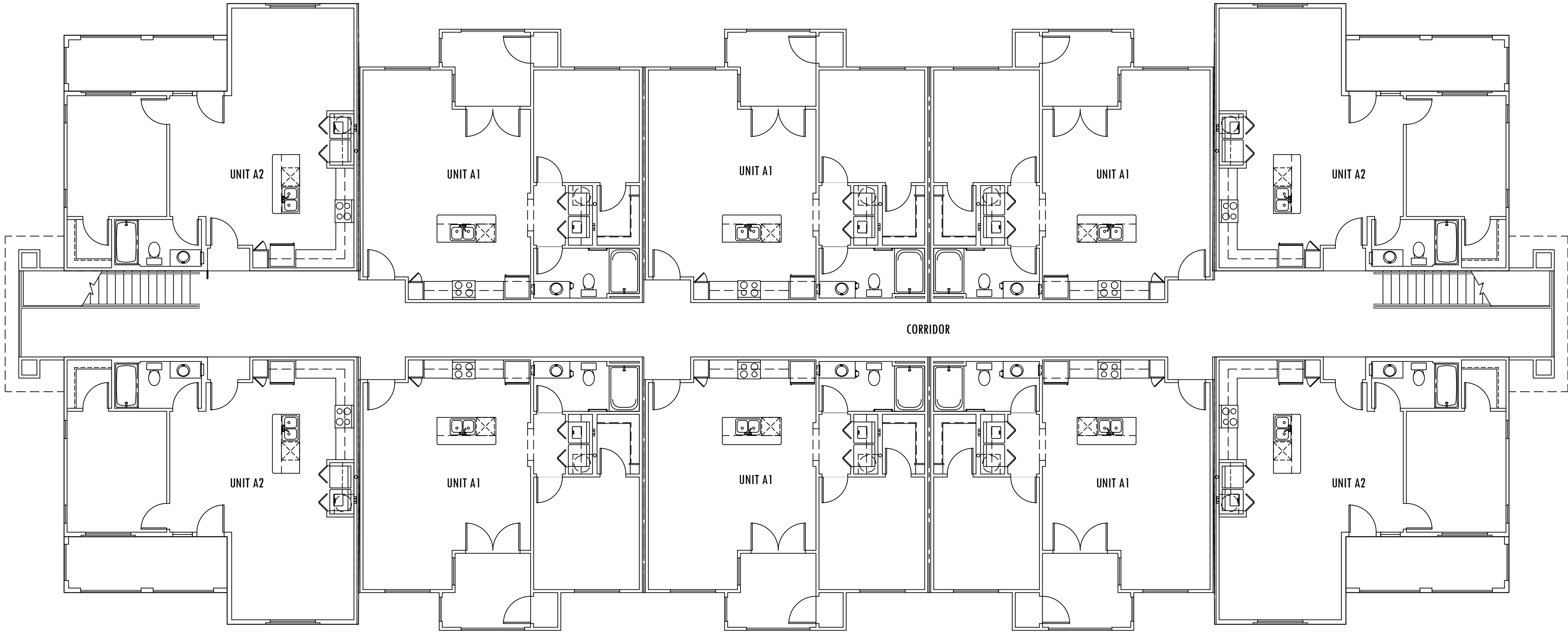
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DATE: APRIL 20, 2020 ORB # 17-227

A2.10

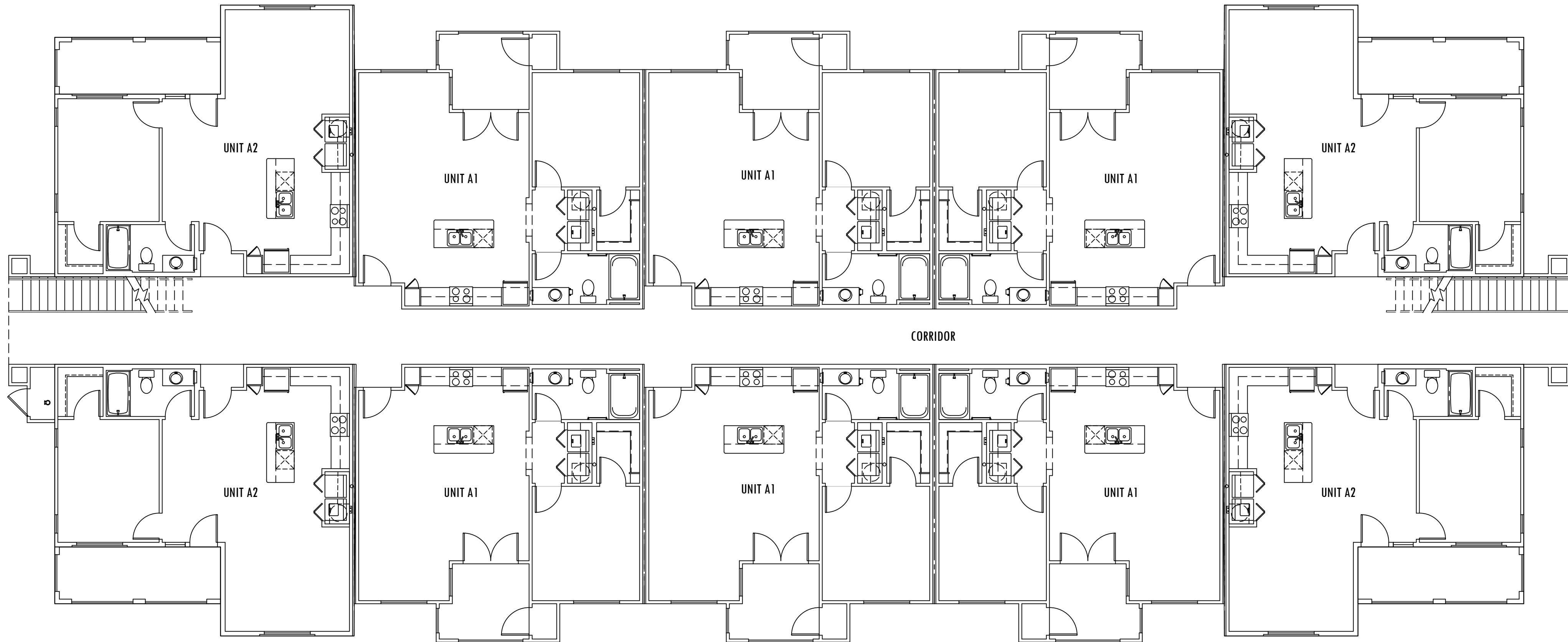
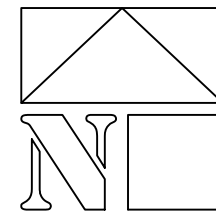
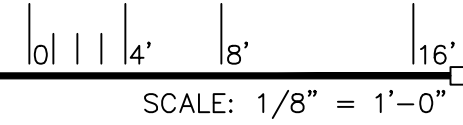
FLOOR PLANS UNITS
A1, A2, A3, B1 & B2

FILE: F:\06\ORB Job Files\17-227_17G_Flagstaff Apartments\CAD Files\Preliminary\17227 A311 Bldg_1 - Level 1 & 2.dwg USER: raa DATE: Apr, 20 2020 TIME: 02:20 pm



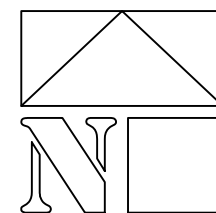
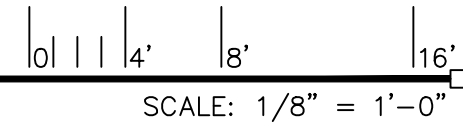
BUILDING TYPE 1 - LEVEL 2

TOTAL AREA: 10,137 S.F.



BUILDING TYPE 1 - LEVEL 1

TOTAL AREA: 10,154 S.F.

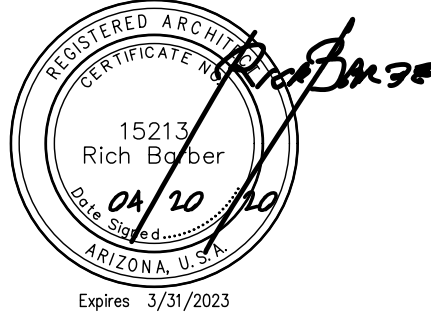


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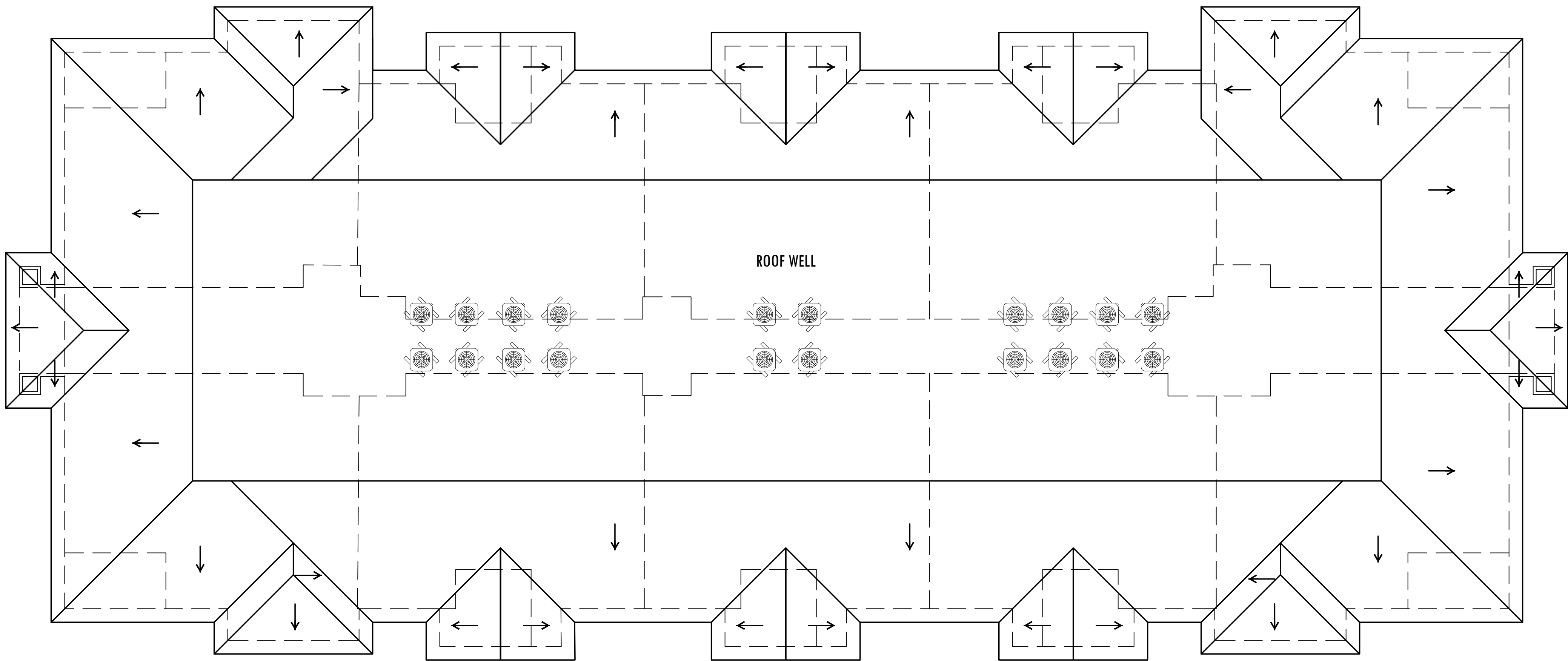
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DATE: APRIL 20, 2020 ORB # 17-227

A3.11

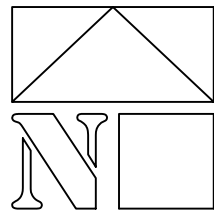
BLDG. TYPE 1 FLOOR PLANS
LEVEL 1 & 2

FILE: \\Pbsw2016-mm-2\\e\\data\\06\\ORB Job Files\\17-227_IRG_Flagstaff Apartments\\CAD Files\\Preliminary\\17227_A312_Bldg_1-Roof.dwg USER:raa DATE:Apr. 20 2020 TIME: 02:20 pm



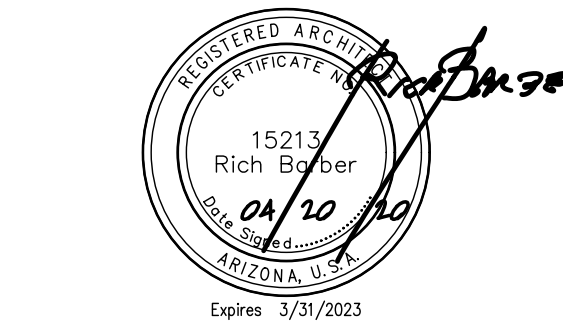
BUILDING TYPE 1 - ROOF PLAN

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"



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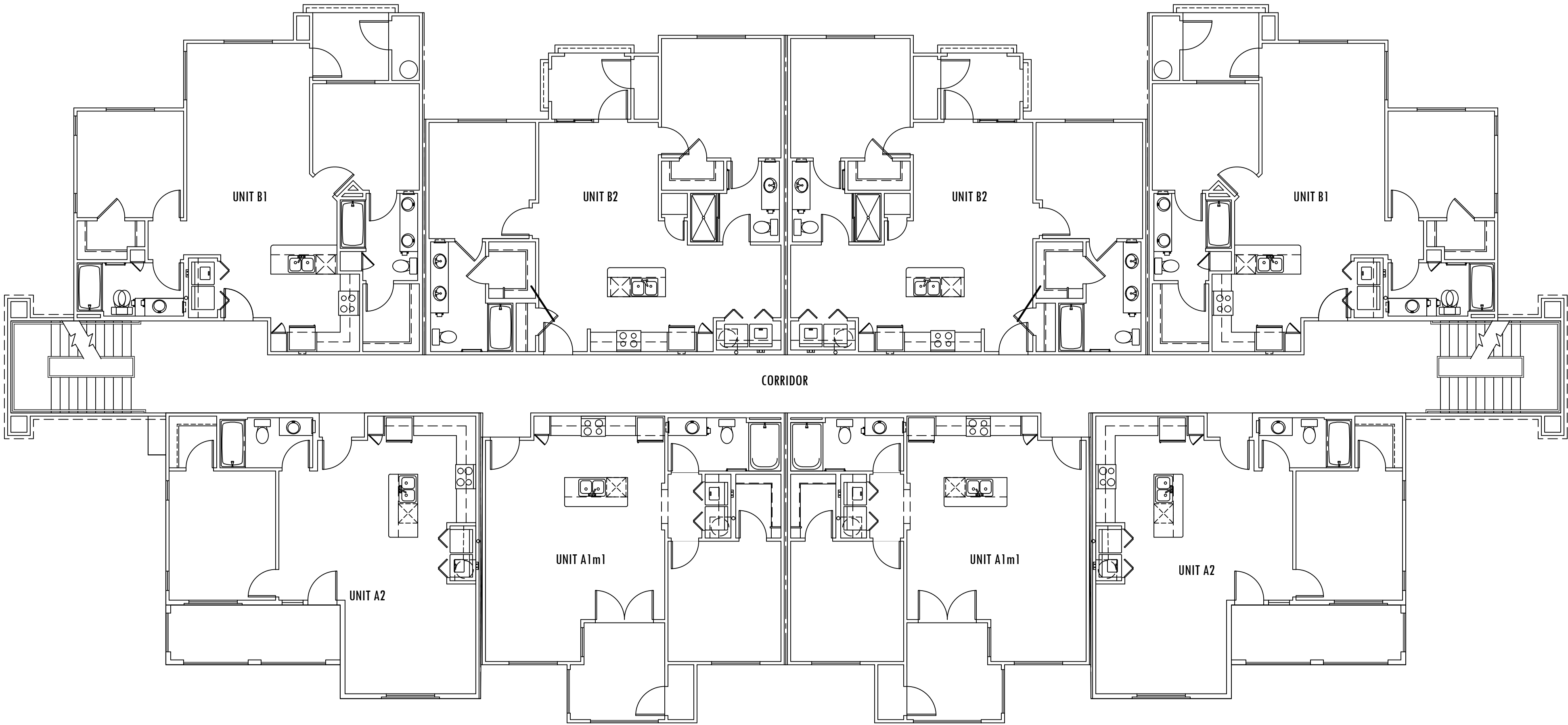
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DATE: APRIL 20, 2020 ORB # 17-227

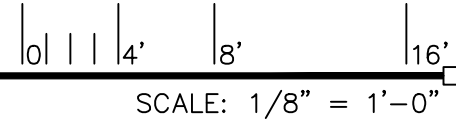
A3.12

BLDG. TYPE 1
ROOF PLAN

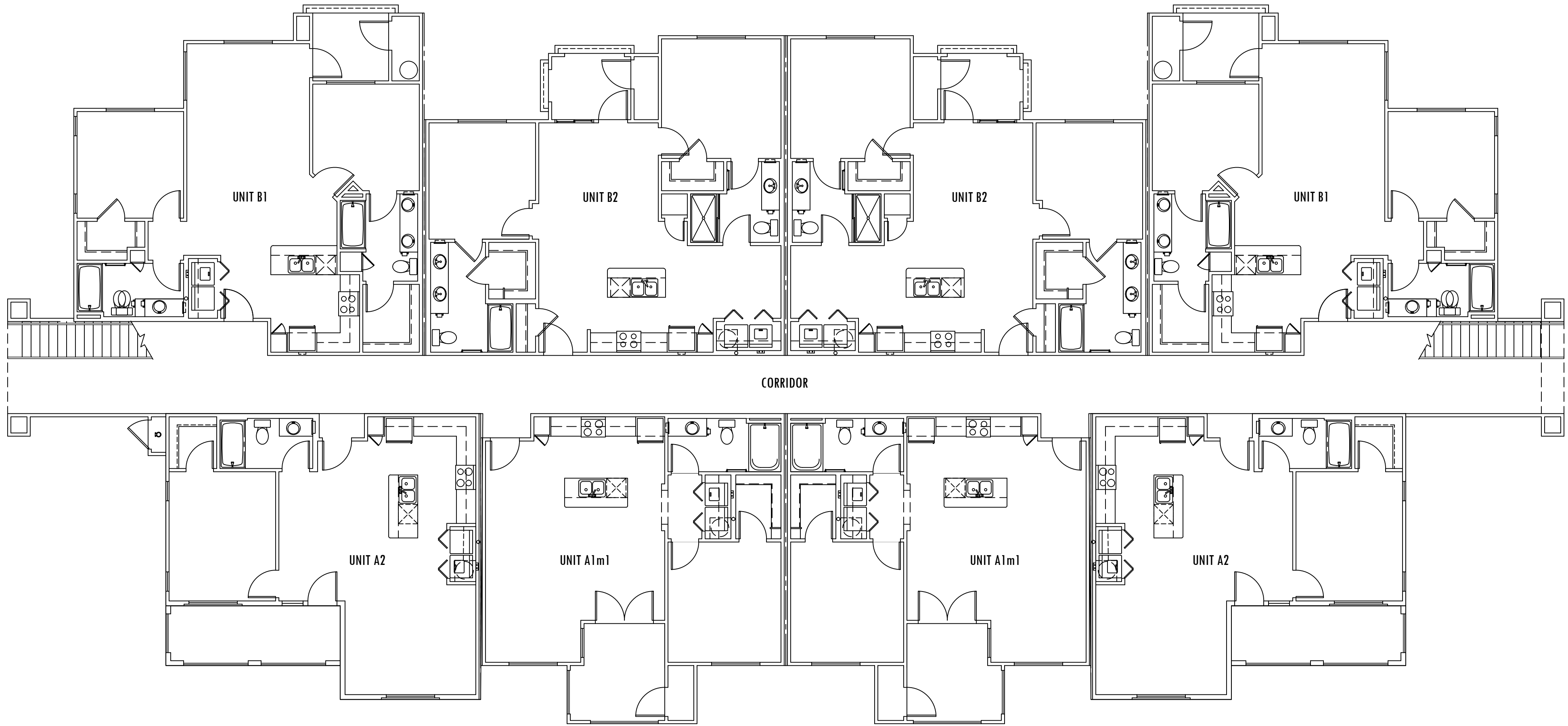
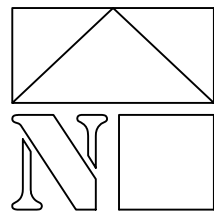


BUILDING TYPE 2 - LEVEL 2

TOTAL AREA: 9,105 S.F.



SCALE: 1/8" = 1'-0"

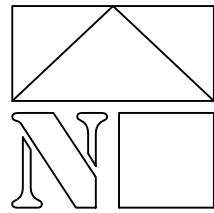


BUILDING TYPE 2 - LEVEL 1

TOTAL AREA: 9,105 S.F.



SCALE: 1/8" = 1'-0"

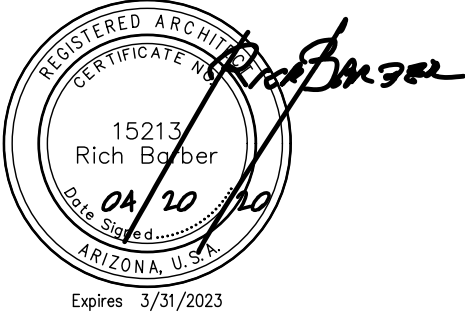


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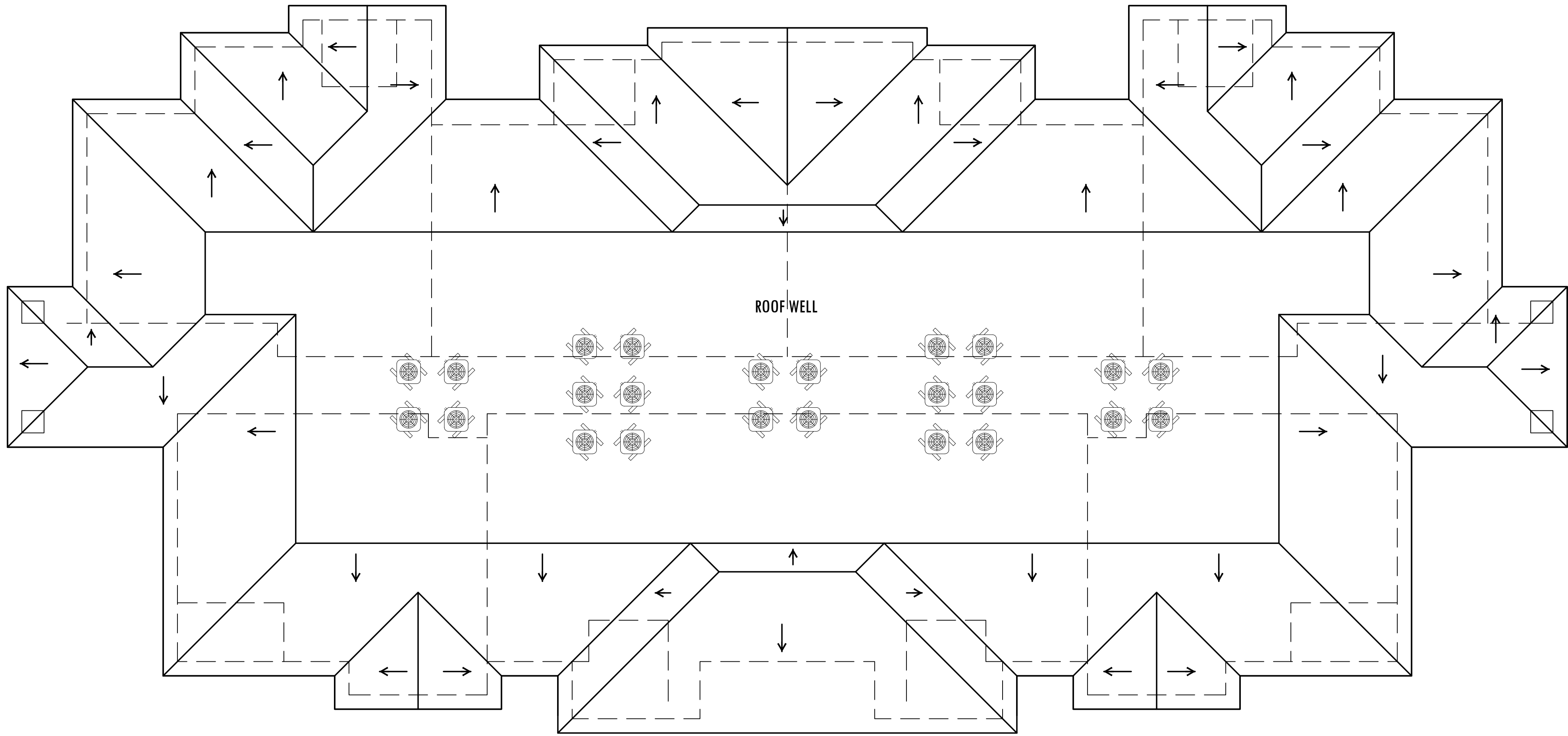
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DATE: APRIL 20, 2020 ORB # 17-227

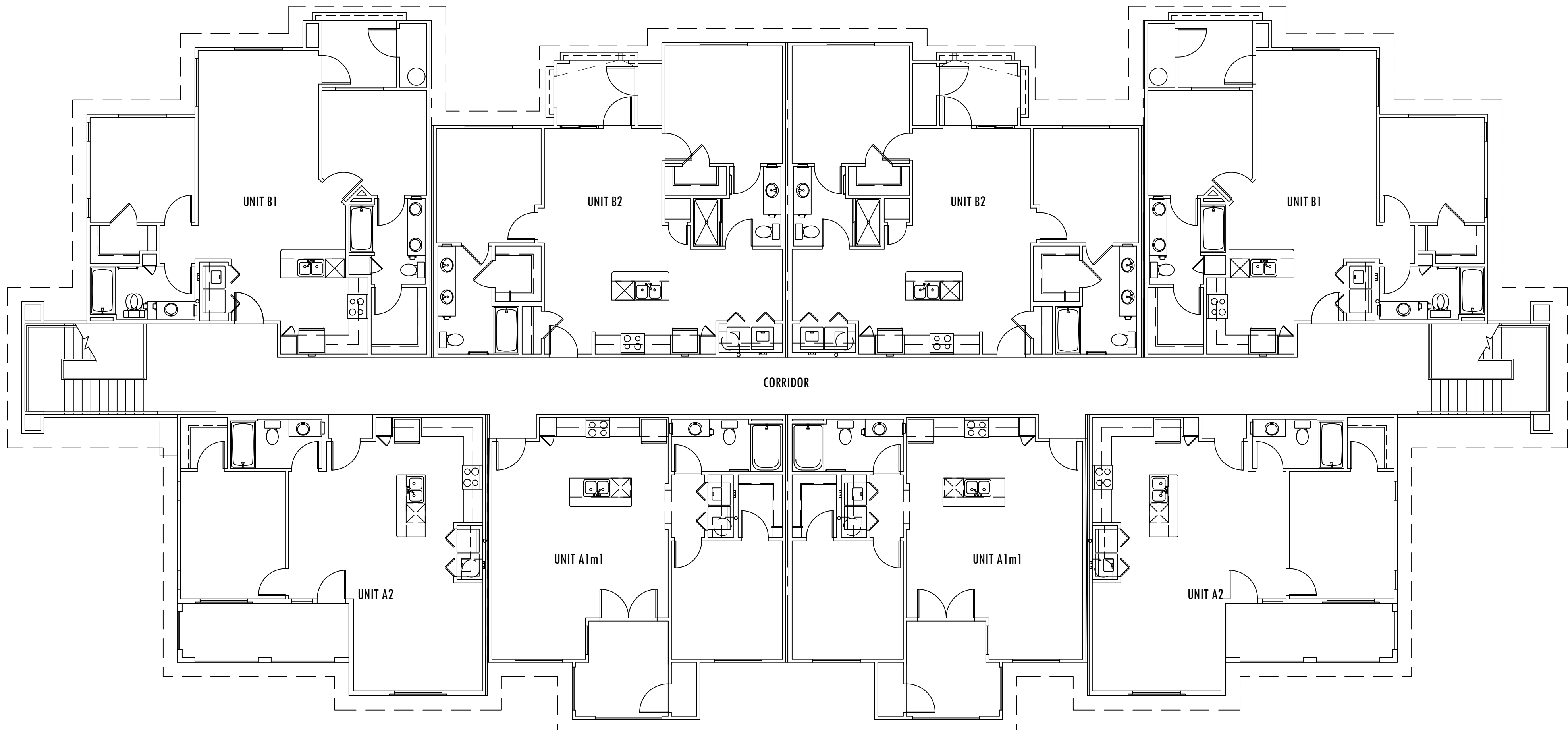
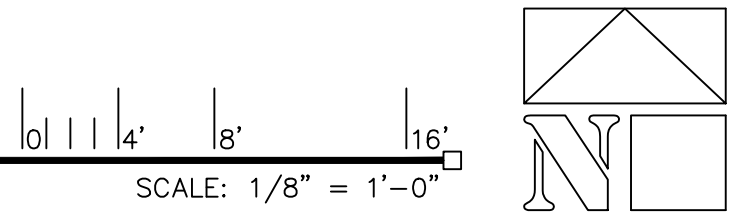
A3.21

BLDG. TYPE 2 FLOOR PLANS
LEVEL 1 & 2

FILE: \\Pbsw2016-mm-2\e\data\06\ORB Job Files\17-227_IRG_Flagstaff Apartments\CA0_Files\Preliminary\17227_A322_Bldg_2--Level 3 & Roof.dwg USER:raa DATE:Apr. 20 2020 TIME: 02:21 pm

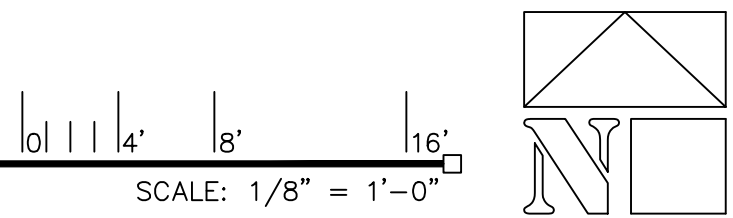


BUILDING TYPE 2 - ROOF PLAN



BUILDING TYPE 2 - LEVEL 3

TOTAL AREA: 9,105 S.F.

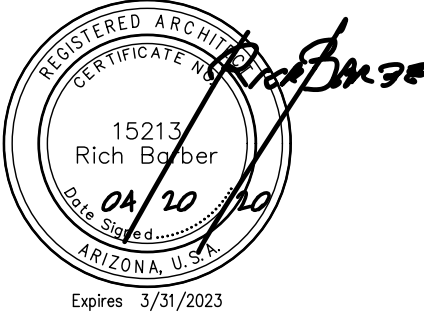


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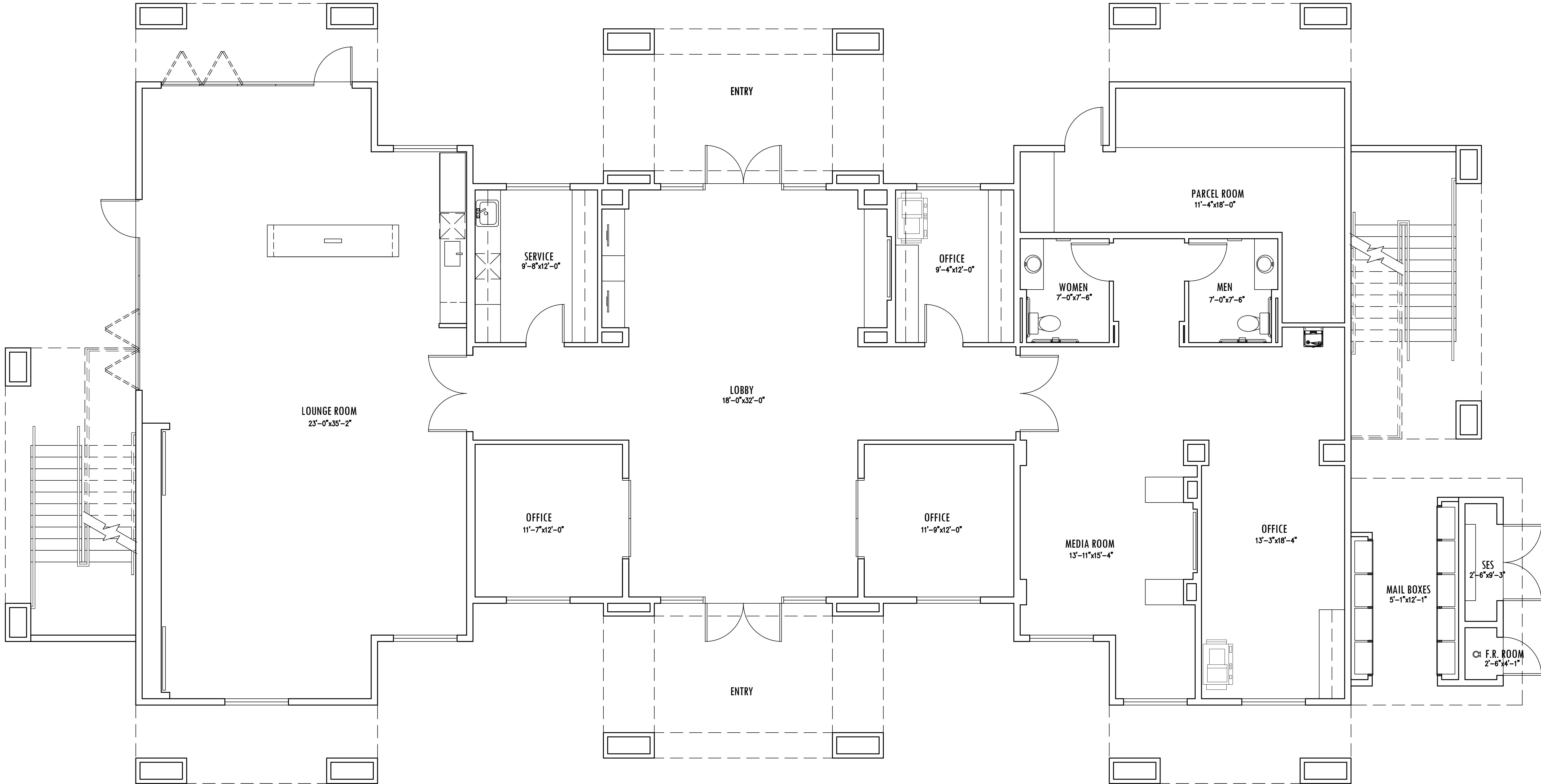
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DATE: APRIL 20, 2020 ORB # 17-227

A3.22

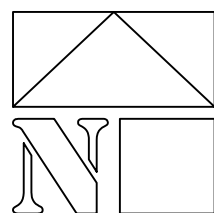
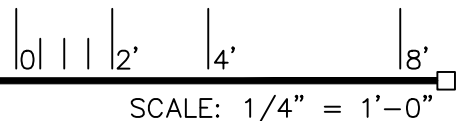
BLDG. TYPE 2 FLOOR PLANS
LEVEL 3 & ROOF

FILE: \\Opcsw2016-mm-2\c\data\06\ORB Job Files\17-227_17PG_Flagstaff Apartments\CAD_06\Files\Preliminary\17227_A351_Clubhouse.dwg USER:roa DATE: Apr. 20, 2020 TIME: 02:21 pm



CLUBHOUSE - LEVEL 1

5,485 S.F. GRAND TOTAL

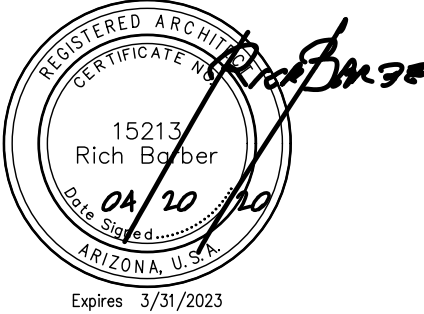


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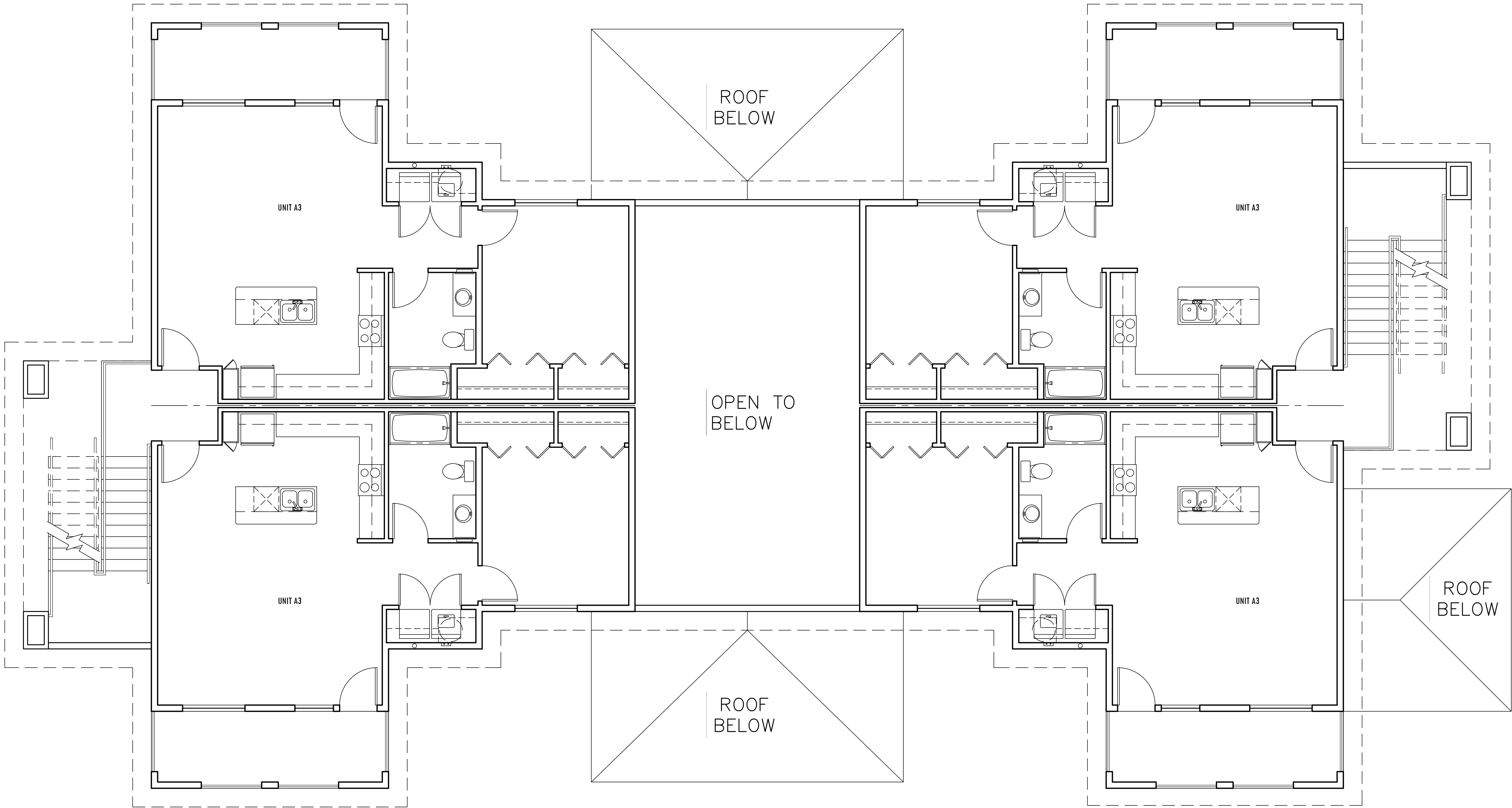
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DATE: APRIL 20, 2020 ORB # 17-227

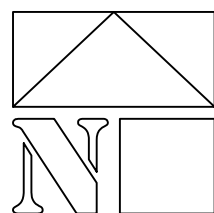
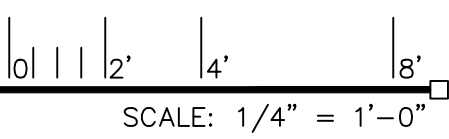
A3.51

CLUBHOUSE
FLOOR PLAN

FILE: \\Pbsw2016-mm-2\p\data\0th\ORB Job Files\17-227_IRG_Flagstaff Apartments\CA0_Files\Preliminary\17227_A352_Clubhouse_2-Level.dwg USER: oas DATE: Apr. 20 2020 TIME: 02:21 pm



CLUBHOUSE - LEVEL 2

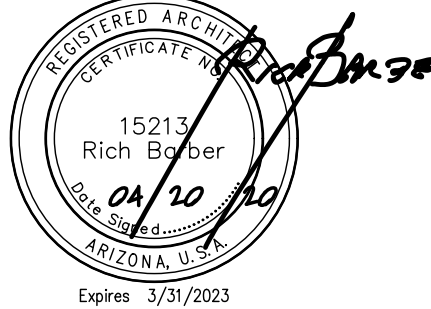


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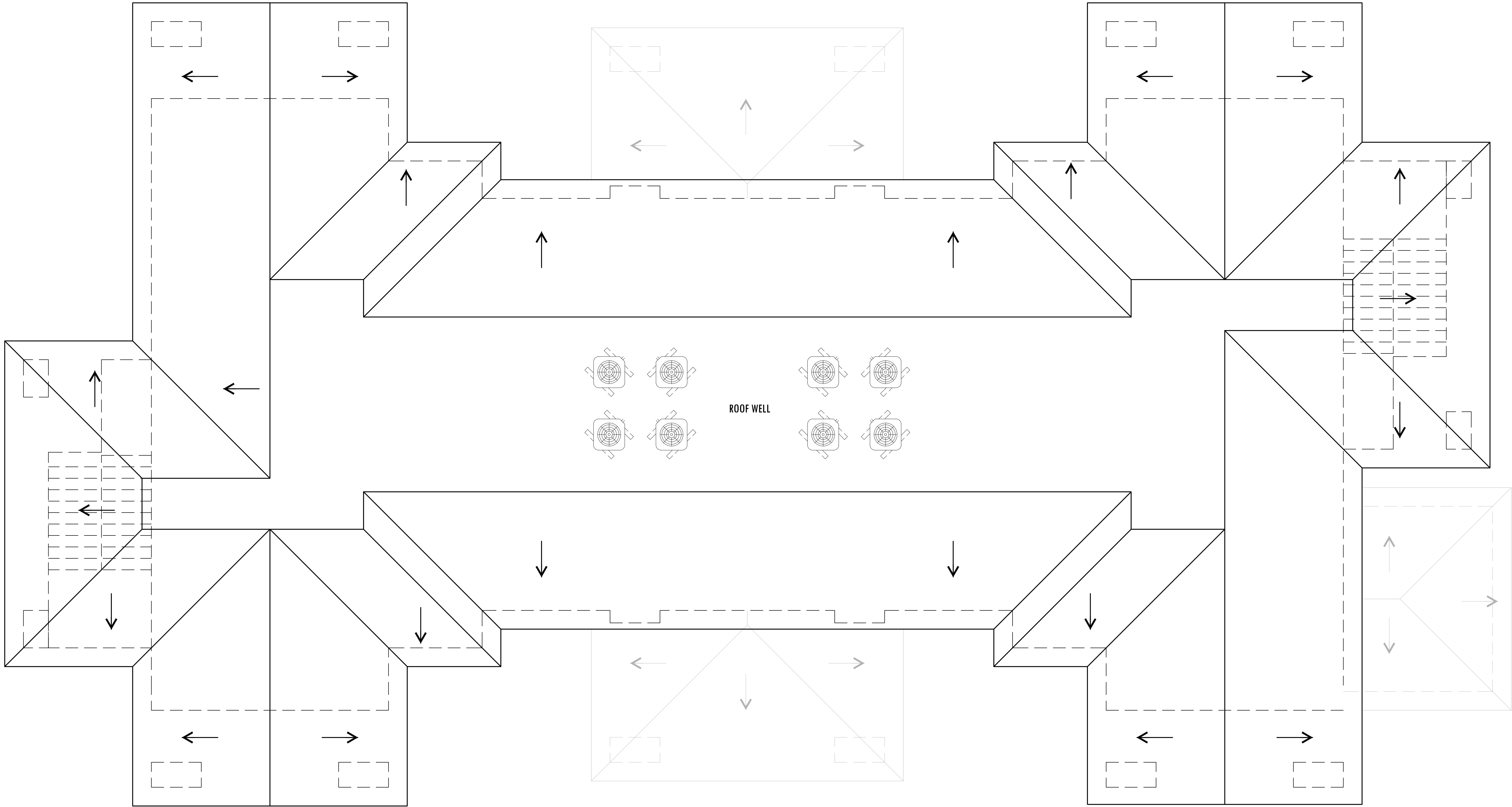
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DATE: APRIL 20, 2020 ORB # 17-227

A3.52

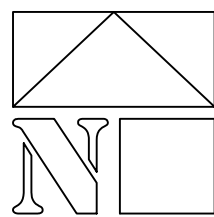
CLUBHOUSE 2ND LEVEL
FLOOR PLAN

FILE: \\Pbsw2016-mm-2\\e\data\06\ORB Job Files\17-227_IRG_Flagstaff Apartments\CA0_Files\Preliminary\17227_A353 Clubhouse_Roof.dwg USER:roo DATE: Apr. 20 2020 TIME: 02:21 pm



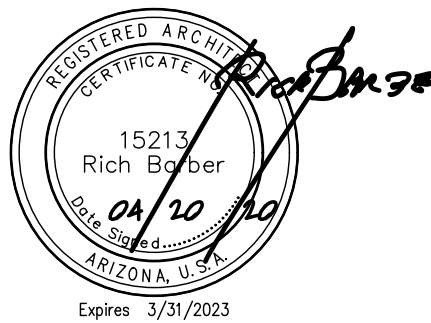
CLUBHOUSE - ROOF

0' 1' 2' 4' 8'
SCALE: 1/4" = 1'-0"



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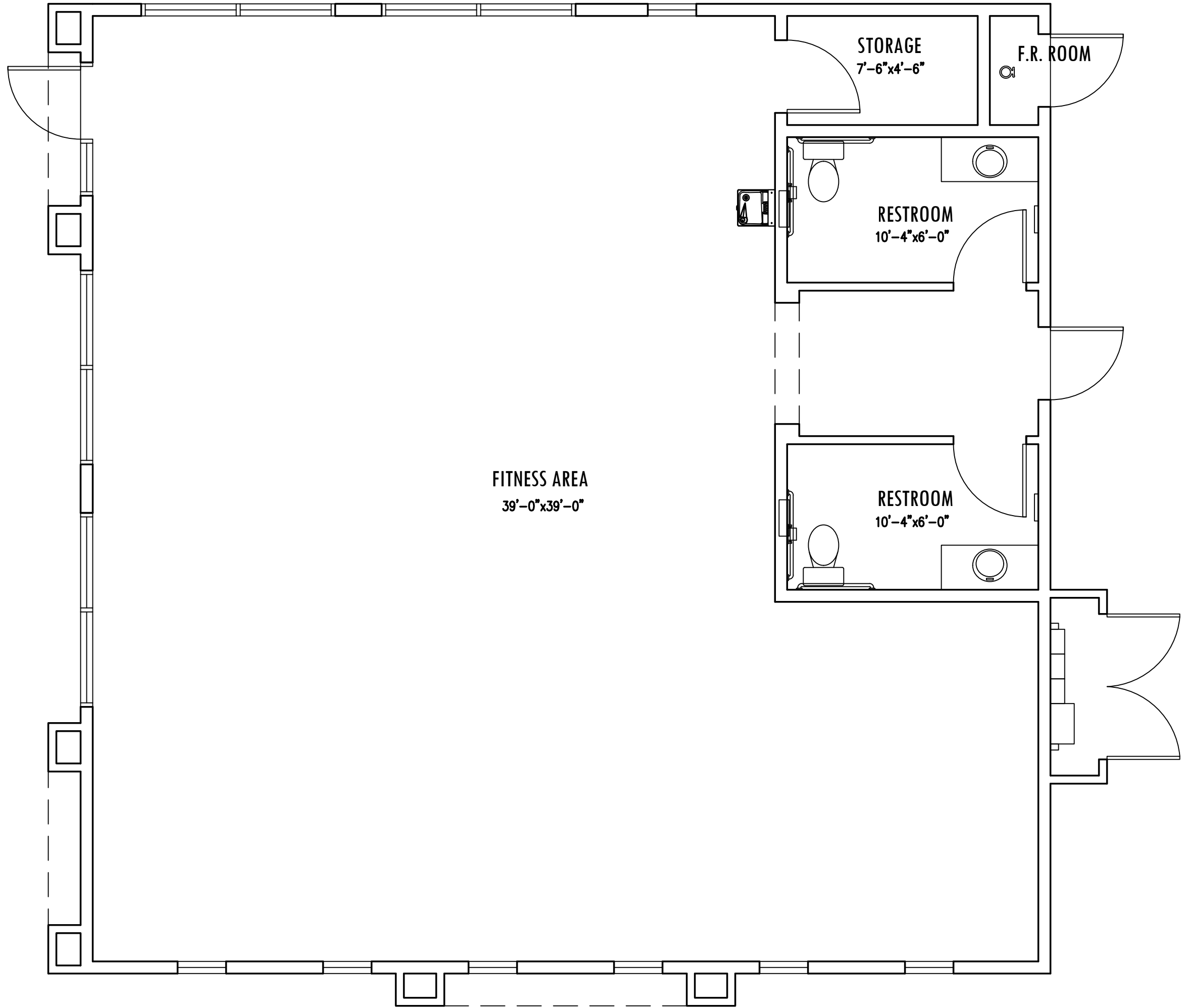
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DATE: APRIL 20, 2020 ORB # 17-227

A3.52

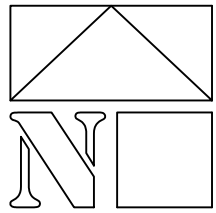
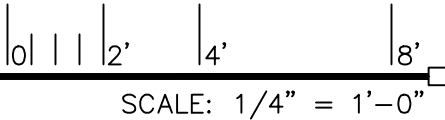
CLUBHOUSE
ROOF PLAN

FILE: \\Orbar\2016-mm-2\p\data\06\ORB Job Files\17-227_IRG_Flagstaff Apartments\CA0_Files\Preliminary\17227_A361_Fitness.dwg USER: oob DATE: Apr. 20 2020 TIME: 02:21 pm



FLOOR PLAN

1,665 S.F. GRAND TOTAL

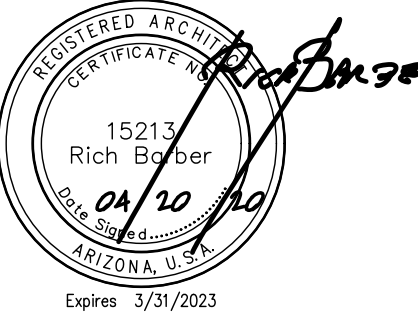


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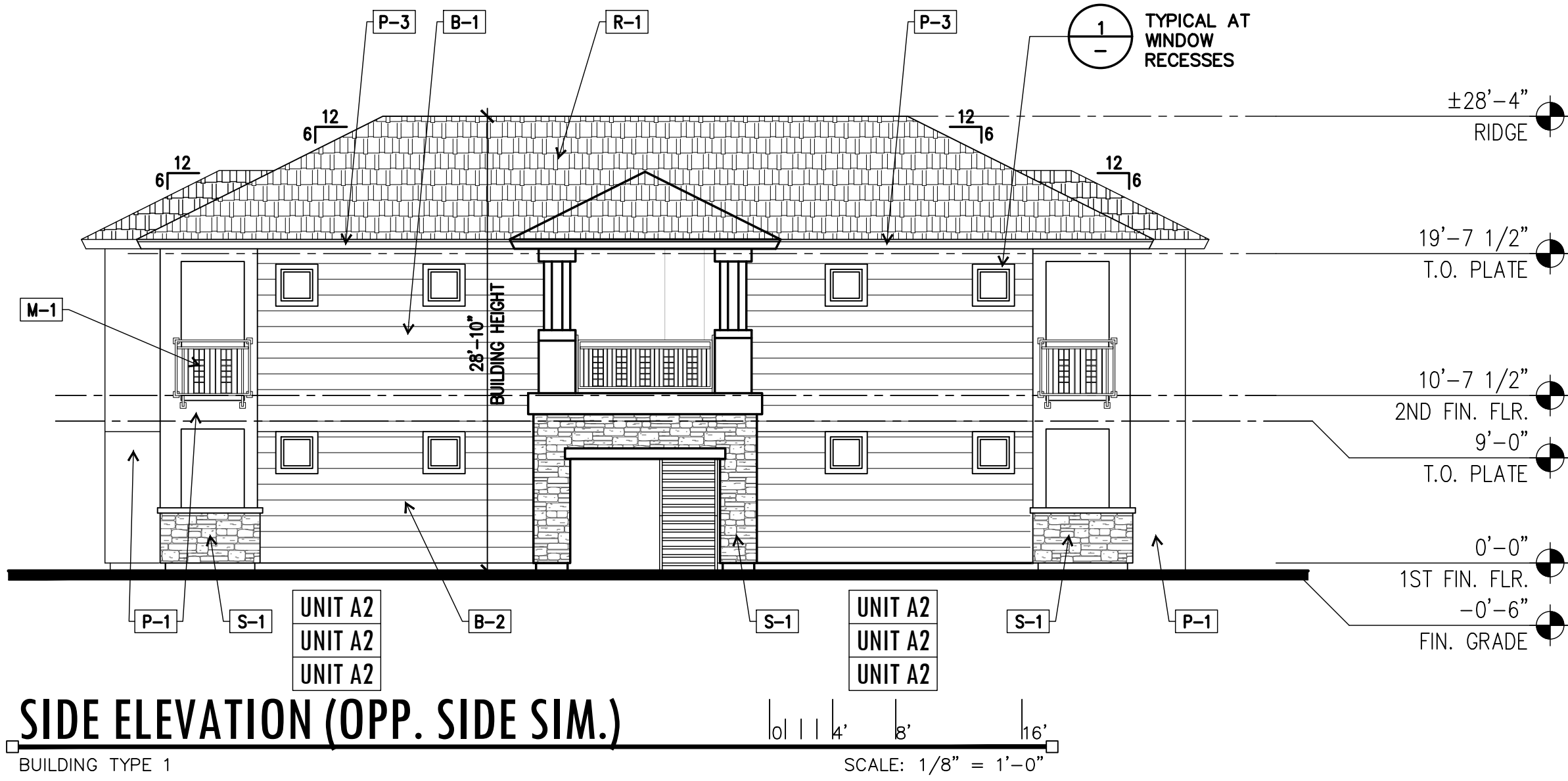
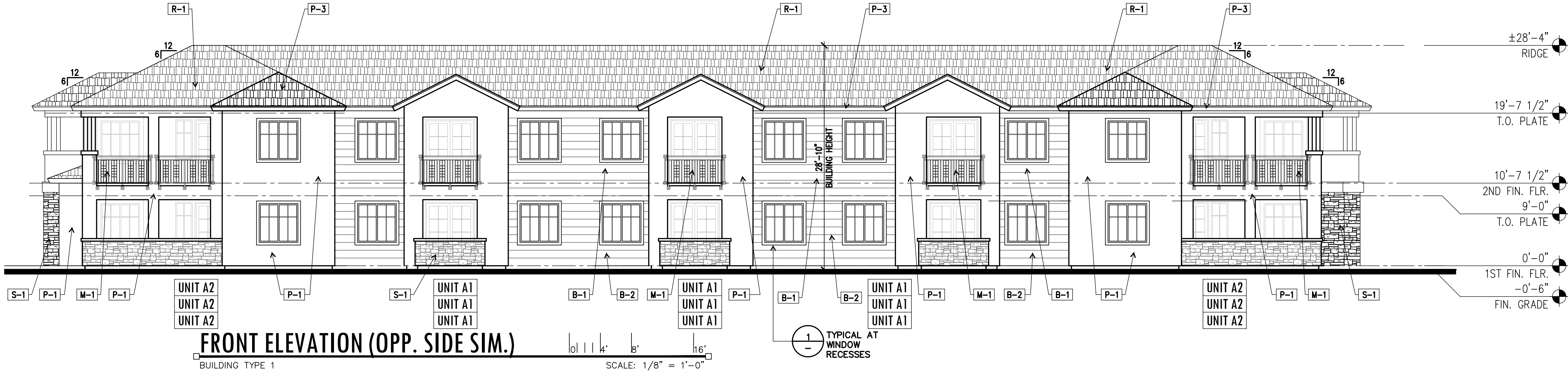
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DATE: APRIL 20, 2020 ORB # 17-227

A3.61

FITNESS
FLOOR PLAN

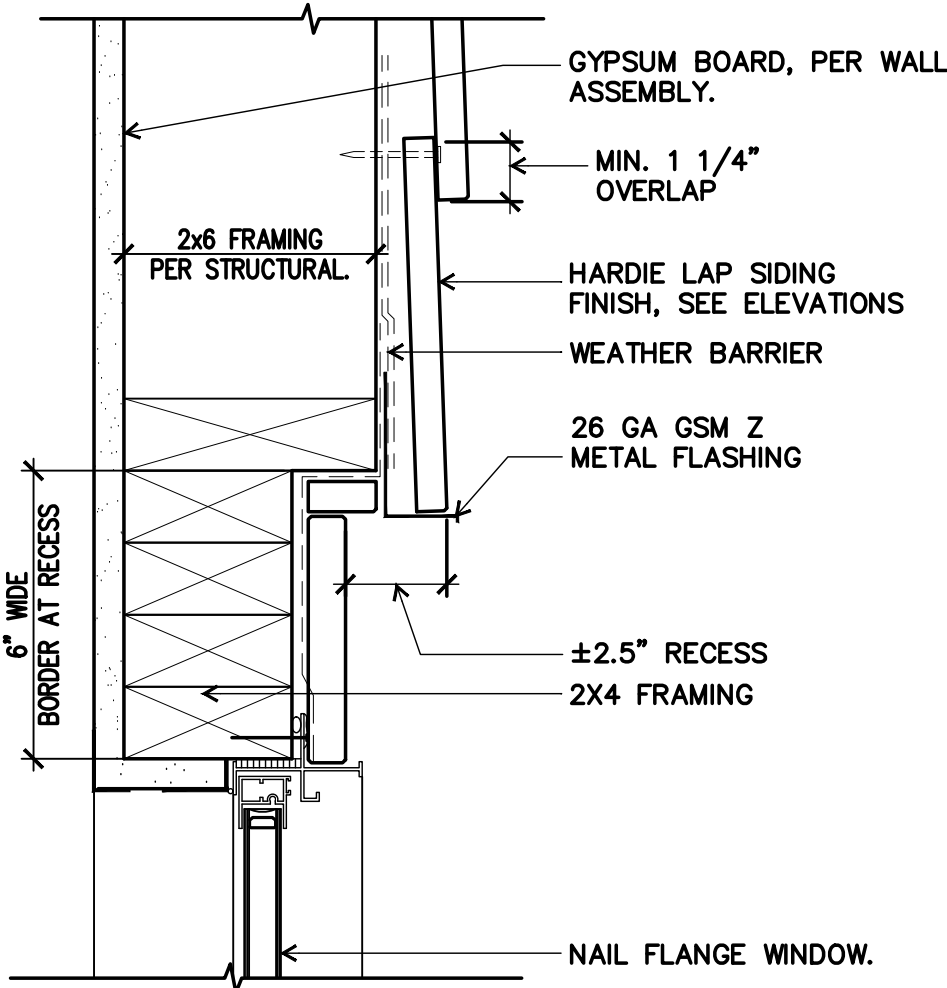
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MATERIAL/COLOR KEY NOTES	
B-1	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6215 WOODEN PEG LRV 31
B-2	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6230 CENTER RIDGE LRV 18
M-1	METAL GUARD RAILING DUNN EDWARDS DE6378 JET LRV 9
M-3	METAL LOUVER DUNN EDWARDS DE6378 JET LRV 9
P-1	STUCCO FINISH DUNN EDWARDS DE6214 PIGEON GRAY LRV 43
P-2	STUCCO FINISH DUNN EDWARDS DE6230 CENTER RIDGE LRV 18
P-3	FASCIA TRIM DUNN EDWARDS DE6274 FROSTBITE LRV 77
R-1	GAF ROOFING SHINGLES TIMBERLAND HD WEATHERED WOOD
S-1	CORONADO STONE VENEER 20% APPALACHIAN FIELDSTONE - DAKOTA BROWN 80% EASTERN MOUNTAIN LEDGE - DAKOTA BROWN

NOTE:
HARDY PLANK PANEL TO BE INSTALLED
AS LAP SIDING

BLDG. TYPE 1 STUCCO PERCENTAGE			
ELEVATION	TOTAL AREA (SF)	STUCCO (SF)	%
FRONT	4,721	1,010	21.4
REAR	4,721	1,010	21.4
SIDE	1,853	343	18.5
SIDE	1,853	343	18.5
TOTAL	13,148	2,706	21 % OF STUCCO

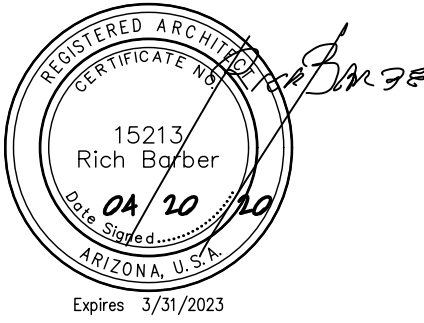


01 RECESSED WINDOW HEAD @ HARDY BOARD FINISH
SIMILAR AT STUCCO FINISH
SCALE: 3" = 1'-0"

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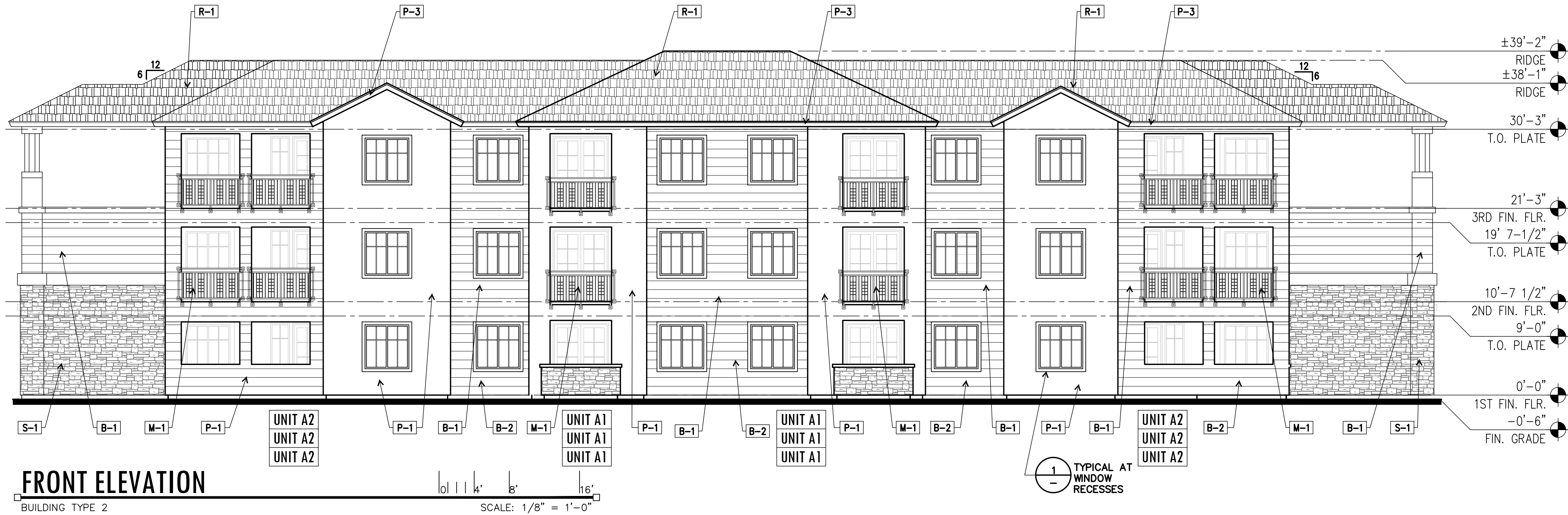
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DATE: APRIL 20, 2020 ORB # 17-227

A4.10

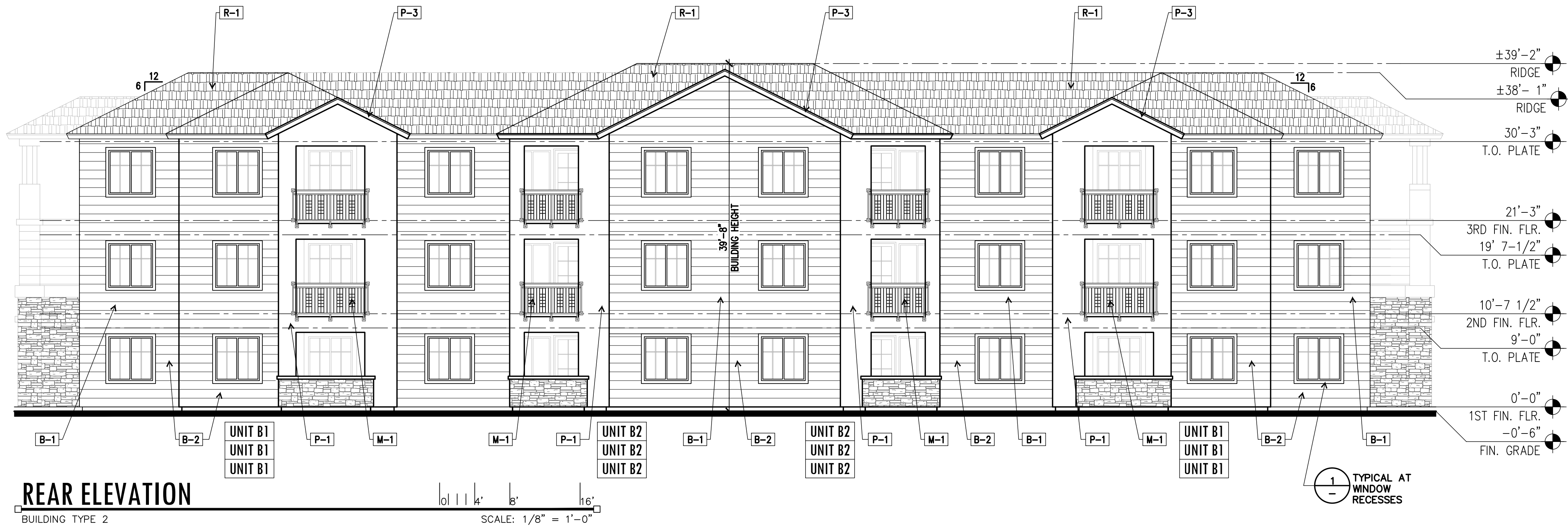
BUILDING TYPE 1
ELEVATIONS



FRONT ELEVATION

BUILDING TYPE 2

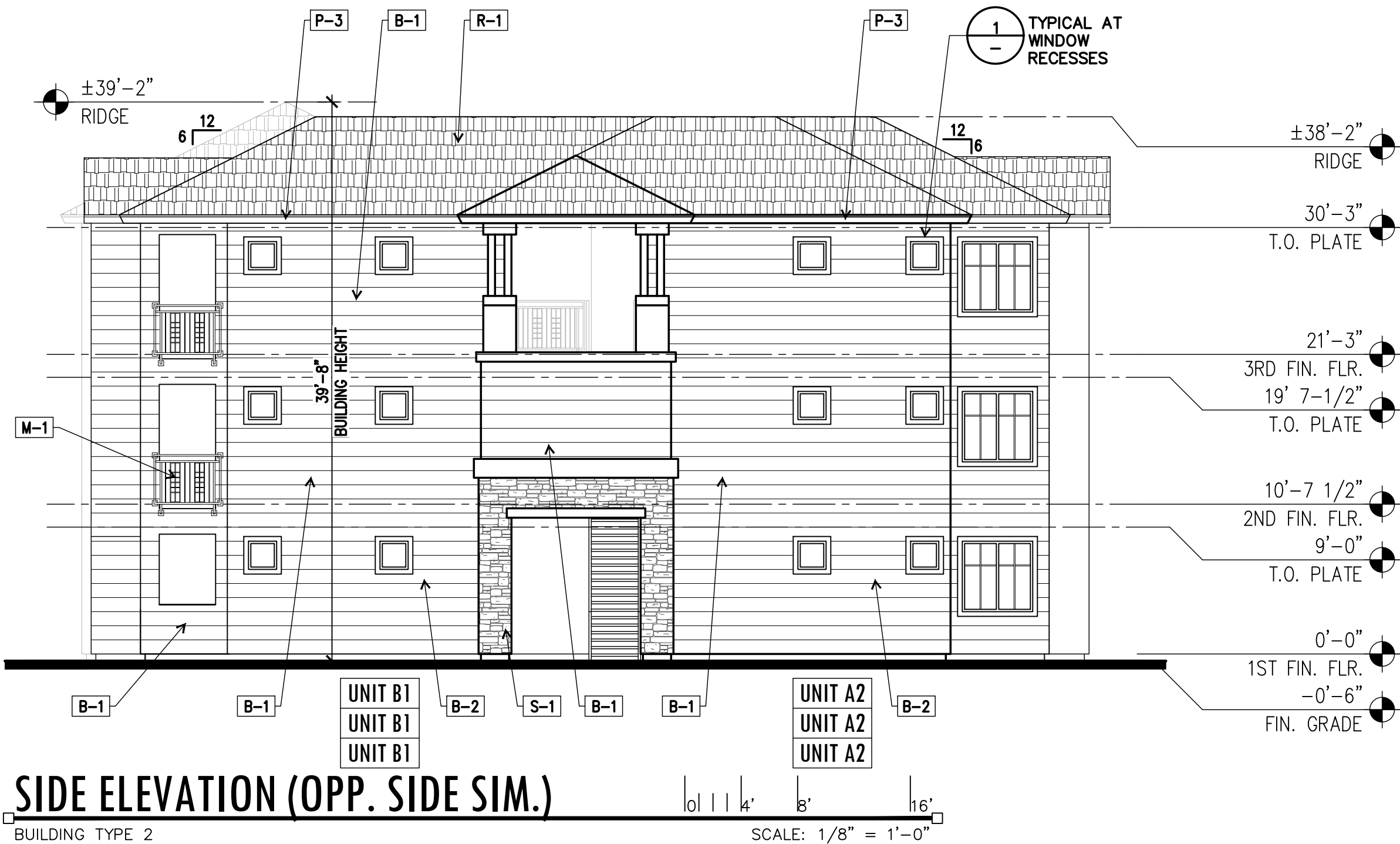
SCALE: 1/8" = 1'-0"



REAR ELEVATION

BUILDING TYPE 2

SCALE: 1/8" = 1'-0"



SIDE ELEVATION (OPP. SIDE SIM.)

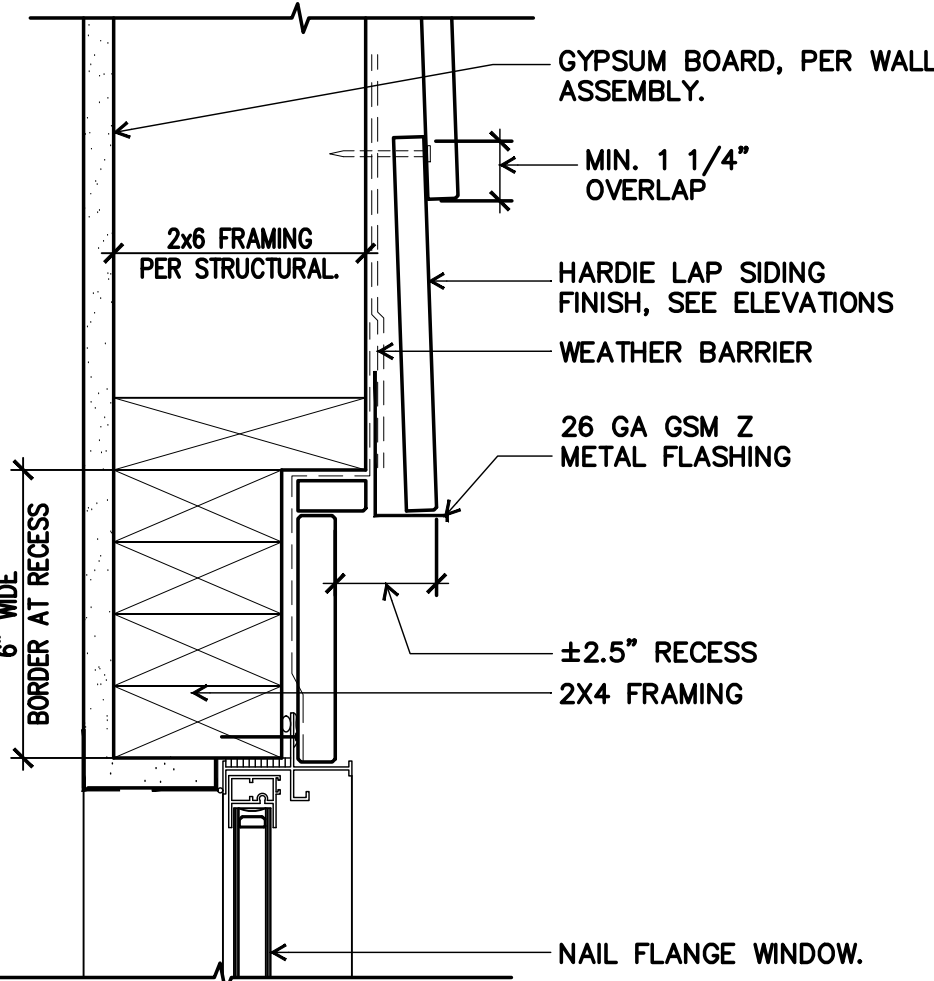
BUILDING TYPE 2

SCALE: 1/8" = 1'-0"

MATERIAL/COLOR KEY NOTES	
B-1	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6215 WOODEN PEG LRV 31
B-2	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6230 CENTER RIDGE LRV 18
M-1	METAL GUARD RAILING DUNN EDWARDS DE6378 JET LRV 9
M-3	METAL LOUVER DUNN EDWARDS DE6378 JET LRV 9
P-1	STUCCO FINISH DUNN EDWARDS DE6214 PIGEON GRAY LRV 43
P-2	STUCCO FINISH DUNN EDWARDS DE6230 CENTER RIDGE LRV 18
P-3	FASCIA TRIM DUNN EDWARDS DE6274 FROSTBITE LRV 77
R-1	GAF ROOFING SHINGLES TIMBERLAND HD WEATHERED WOOD
S-1	CORONADO STONE VENEER 20% APPALACHIAN FIELDSTONE - DAKOTA BROWN 80% EASTERN MOUNTAIN LEDGE - DAKOTA BROWN

NOTE:
HARDY PLANK PANEL TO BE INSTALLED
AS LAP SIDING

BLDG. TYPE 2 STUCCO PERCENTAGE			
ELEVATION	TOTAL AREA (SF)	STUCCO (SF)	%
FRONT	5,808	1,374	23.7
REAR	5,806	1,236	21.3
SIDE	2,703	357	13.2
SIDE	2,703	357	13.2
TOTAL	17,020	3,324	20 % OF STUCCO



01

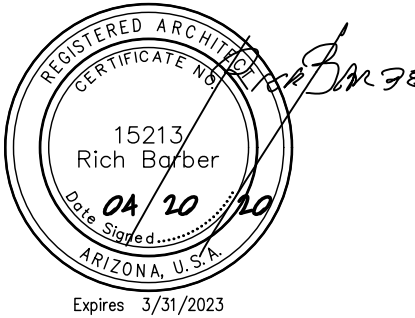
RECESSED WINDOW HEAD @ HARDY BOARD FINISH
SIMILAR AT STUCCO FINISH

SCALE: 3" = 1'-0"

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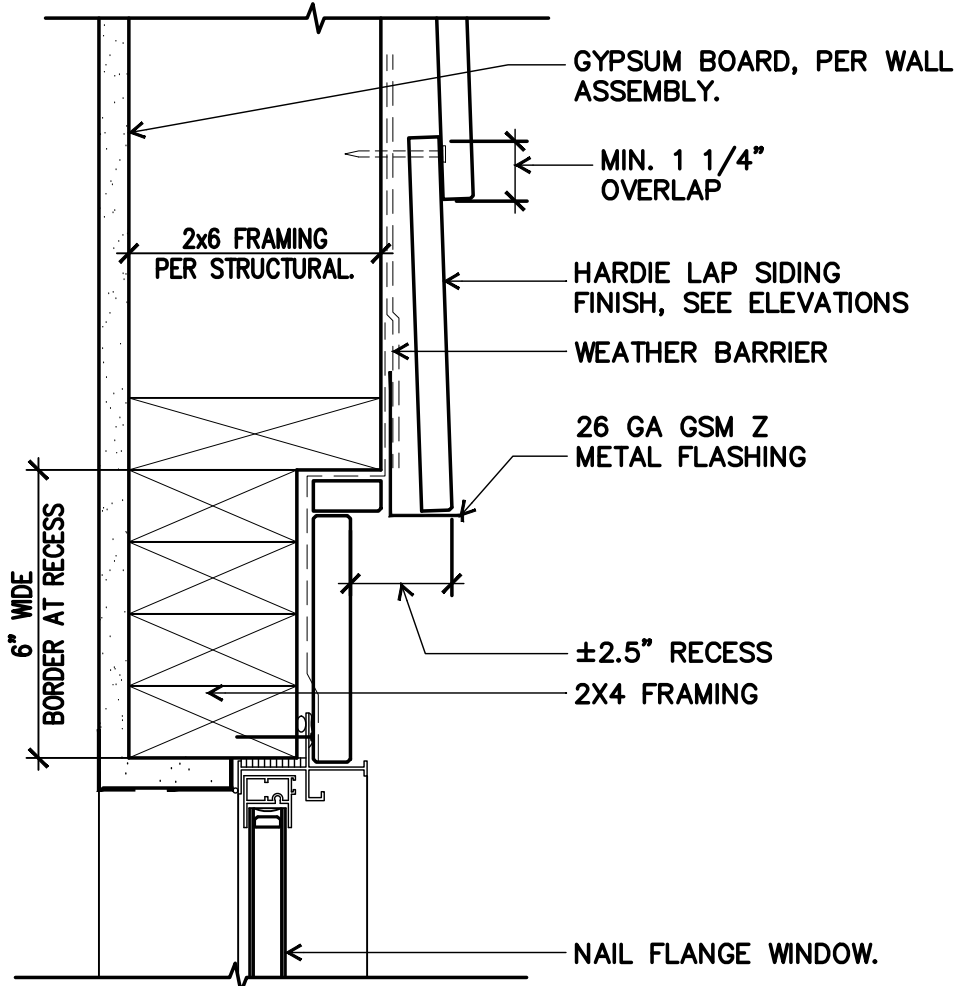
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DATE: APRIL 20, 2020 ORB # 17-227

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BUILDING TYPE 2
ELEVATIONS

FILE: \\Obsv2016-vm-2\\data\\Obs\\ORB_Job_Files\\17-227_IRG_Flagstaff_Apartments\\CAD_Files\\Preliminary\\17227_A450_Clubhouse_Elevs.dwg USER: roa DATE: Apr. 20 2020 TIME: 02:21 pm



01

RECESSED WINDOW HEAD @ HARDY BOARD FINISH
SIMILAR AT STUCCO FINISH

SCALE: 3" = 1'-0"

MATERIAL/COLOR KEY NOTES

B-1	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6215 WOODEN PEG
B-2	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6230 CENTER RIDGE
M-1	METAL GUARD RAILING DUNN EDWARDS DE6378 JET
P-1	STUCCO FINISH DUNN EDWARDS DE6214 PIGEON GRAY
P-2	STUCCO FINISH DUNN EDWARDS DE6230 CENTER RIDGE
P-3	FASCIA TRIM DUNN EDWARDS DE6274 FROSTBITE
R-1	GAF ROOFING SHINGLES TIMBERLAND HD WEATHERED WOOD
S-1	CORONADO STONE VENEER 20% APPALACHIAN FIELDSTONE 80% EASTERN MOUNTAIN LEDGE - DAKOTA BROWN

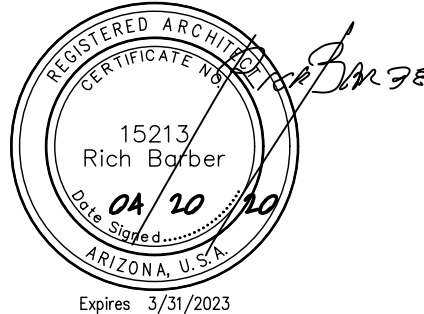
NOTE:
HARDY PLANK PANEL TO BE INSTALLED
AS LAP SIDING

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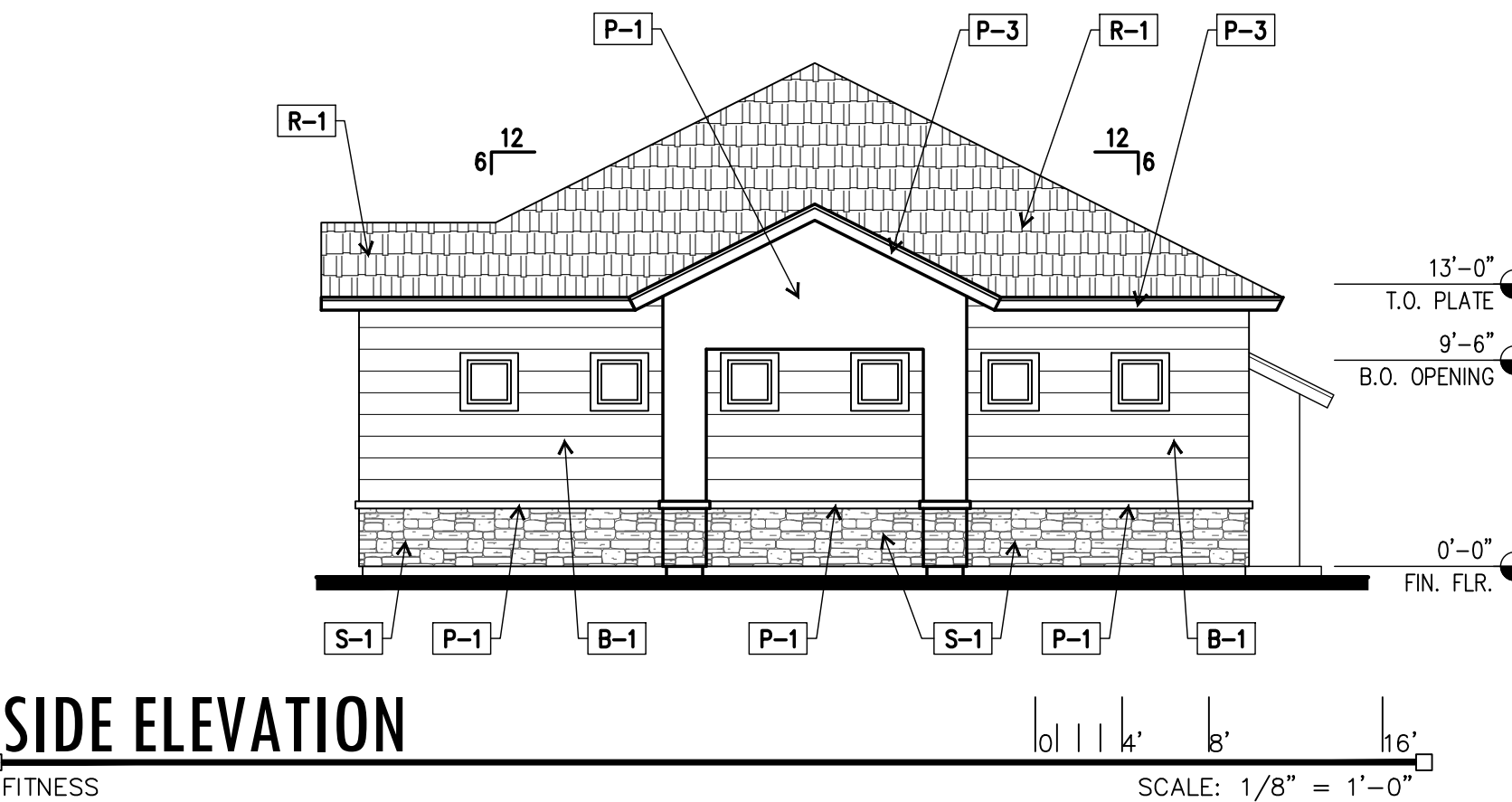
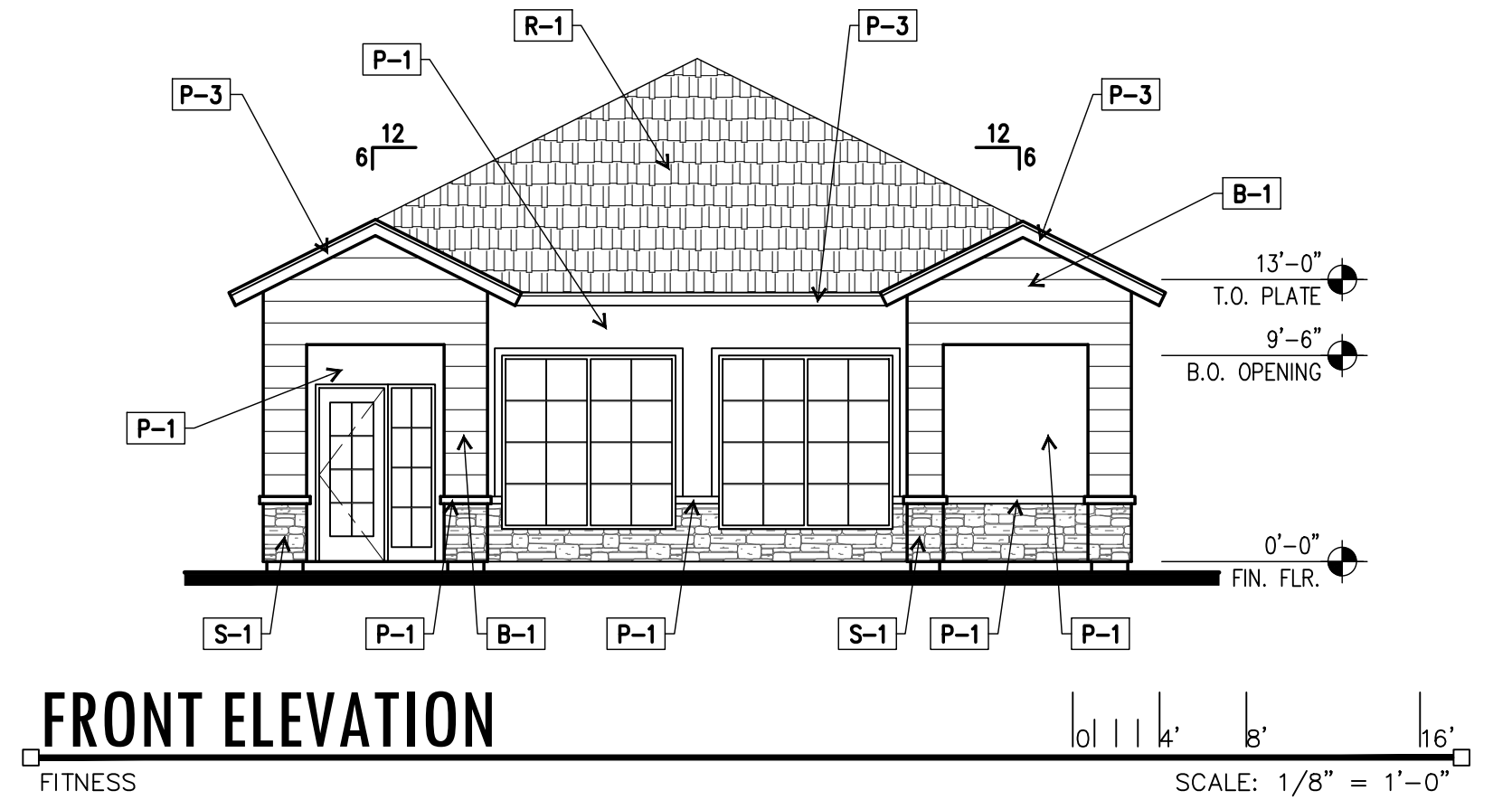
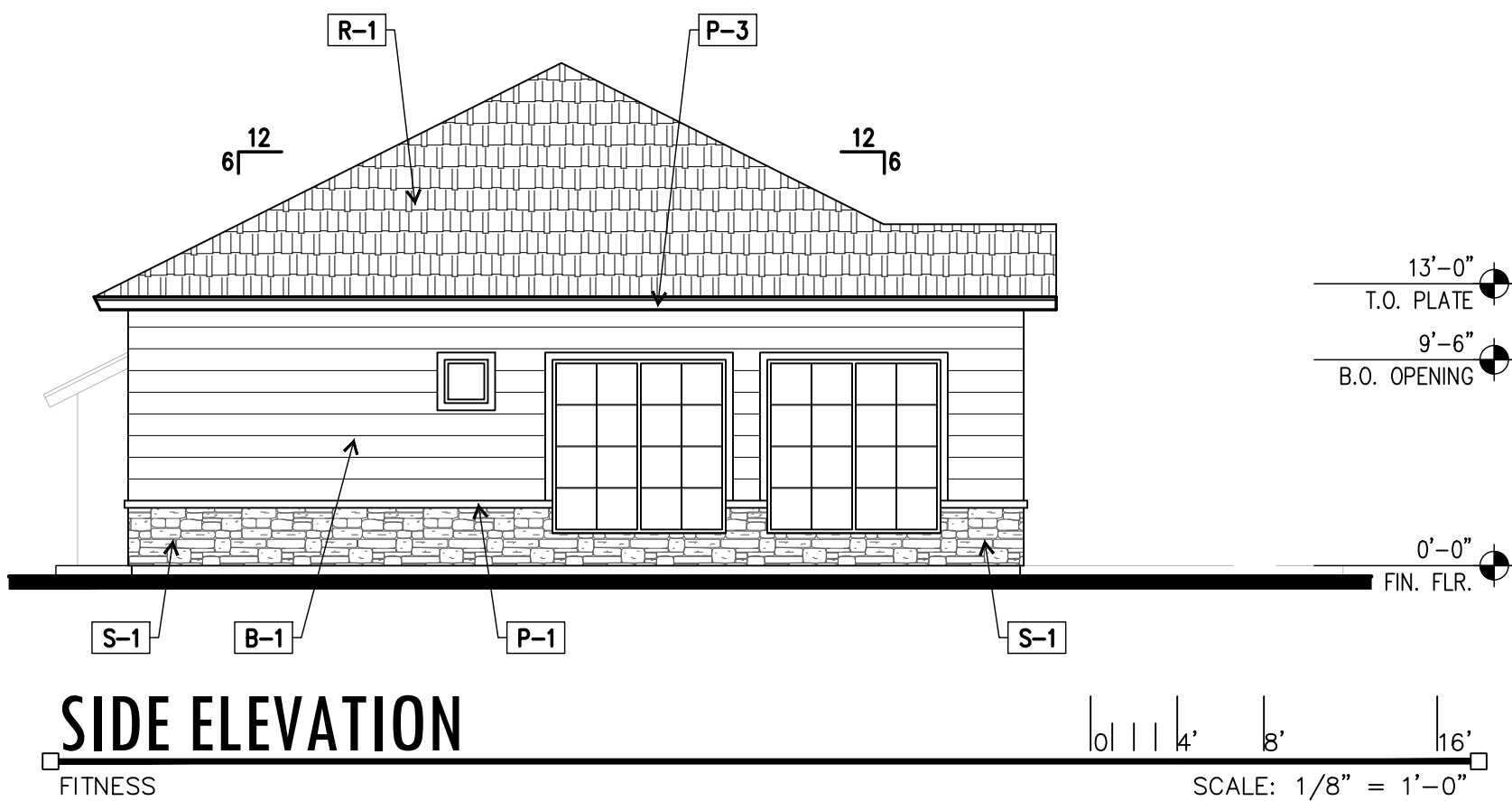
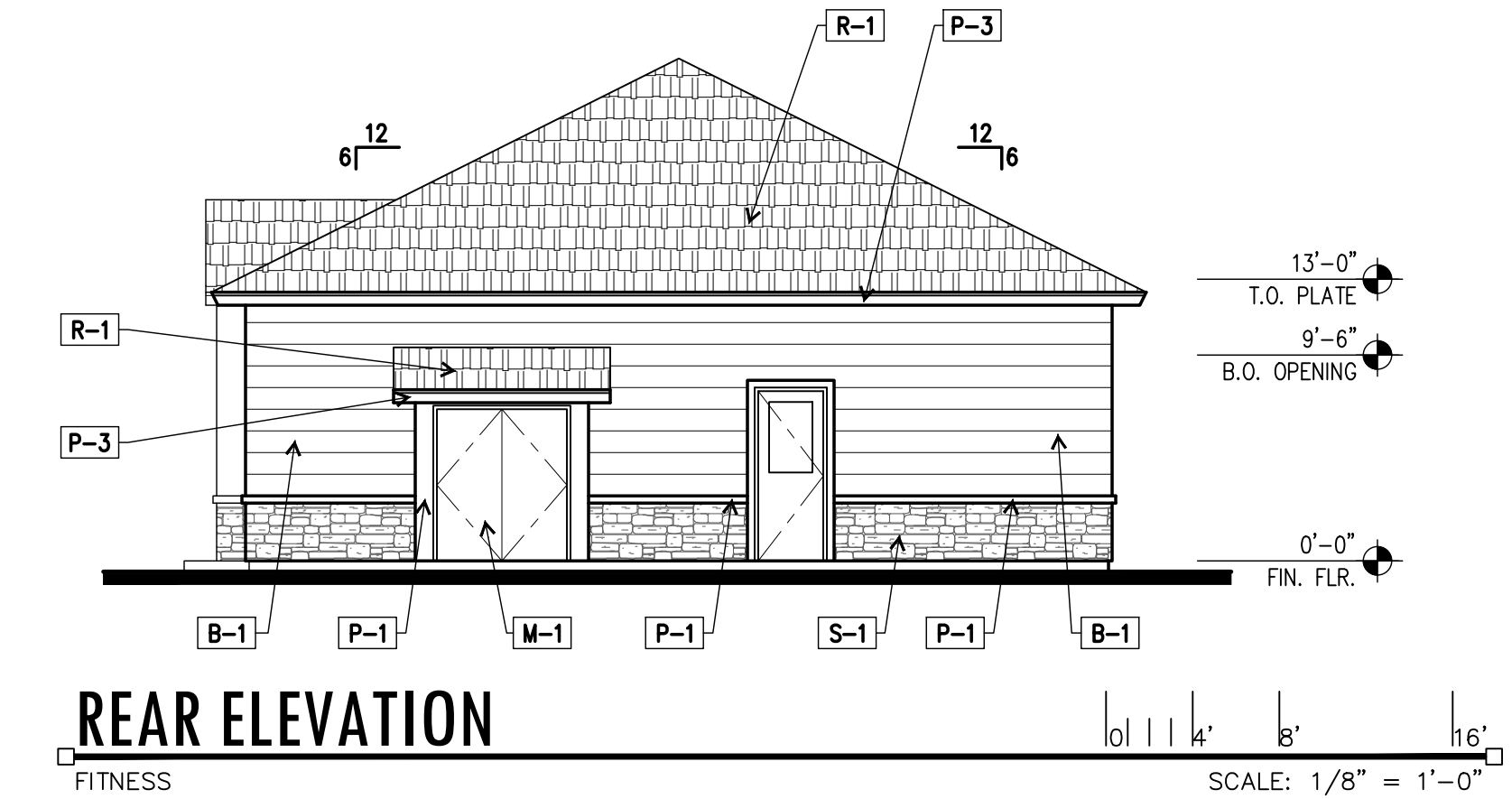
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DATE: APRIL 20, 2020 ORB # 17-227

A4.50

CLUBHOUSE ELEVATIONS

FILE: \\Otbw2016-mm-2\\e\\data\\06\\ORB Job Files\\17-227_IRG_Flagstaff Apartments\\CA0_Files\\Preliminary\\17227_A460_Fitness_Elevs.dwg USER: oob DATE: Apr. 20, 2020 TIME: 02:21 pm



MATERIAL/COLOR KEY NOTES	
B-1	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6215 WOODEN PEG
B-2	HARDIE PLANK PANEL FINISH DUNN EDWARDS DE6230 CENTER RIDGE
M-1	METAL GUARD RAILING DUNN EDWARDS DE6378 JET
P-1	STUCCO FINISH DUNN EDWARDS DE6214 PIGEON GRAY
P-2	STUCCO FINISH DUNN EDWARDS DE6230 CENTER RIDGE
P-3	FASCIA TRIM DUNN EDWARDS DE6274 FROSTBITE
R-1	GAF ROOFING SHINGLES TIMBERLAND HD WEATHERED WOOD
S-1	CORONADO STONE VENEER 20% APPALACHIAN FIELDSTONE - DAKOTA BROWN 80% EASTERN MOUNTAIN LEDGE - DAKOTA BROWN

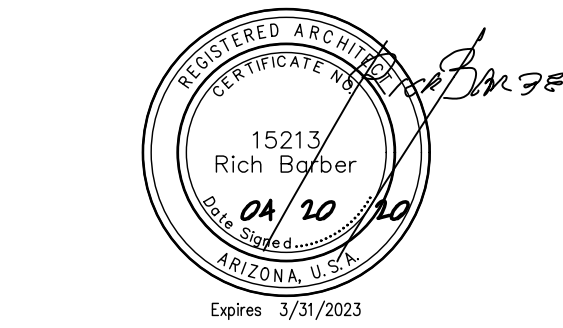
NOTE:
HARDY PLANK PANEL TO BE INSTALLED
AS LAP SIDING

FITNESS STUCCO PERCENTAGE			
ELEVATION	TOTAL AREA (SF)	STUCCO (SF)	%
FRONT	729	137	18.8
REAR	766	41	5.4
SIDE	851	140	16.5
SIDE	786	46	5.9
TOTAL	2,281	224	10 % OF STUCCO

AURA FLAGSTAFF APARTMENTS

151 W HIGH COUNTRY TRAIL
FLAGSTAFF, ARIZONA 86001

Office of Rich Barber
ORB
Architecture, LLC
WorldHQ@ORBArch.com



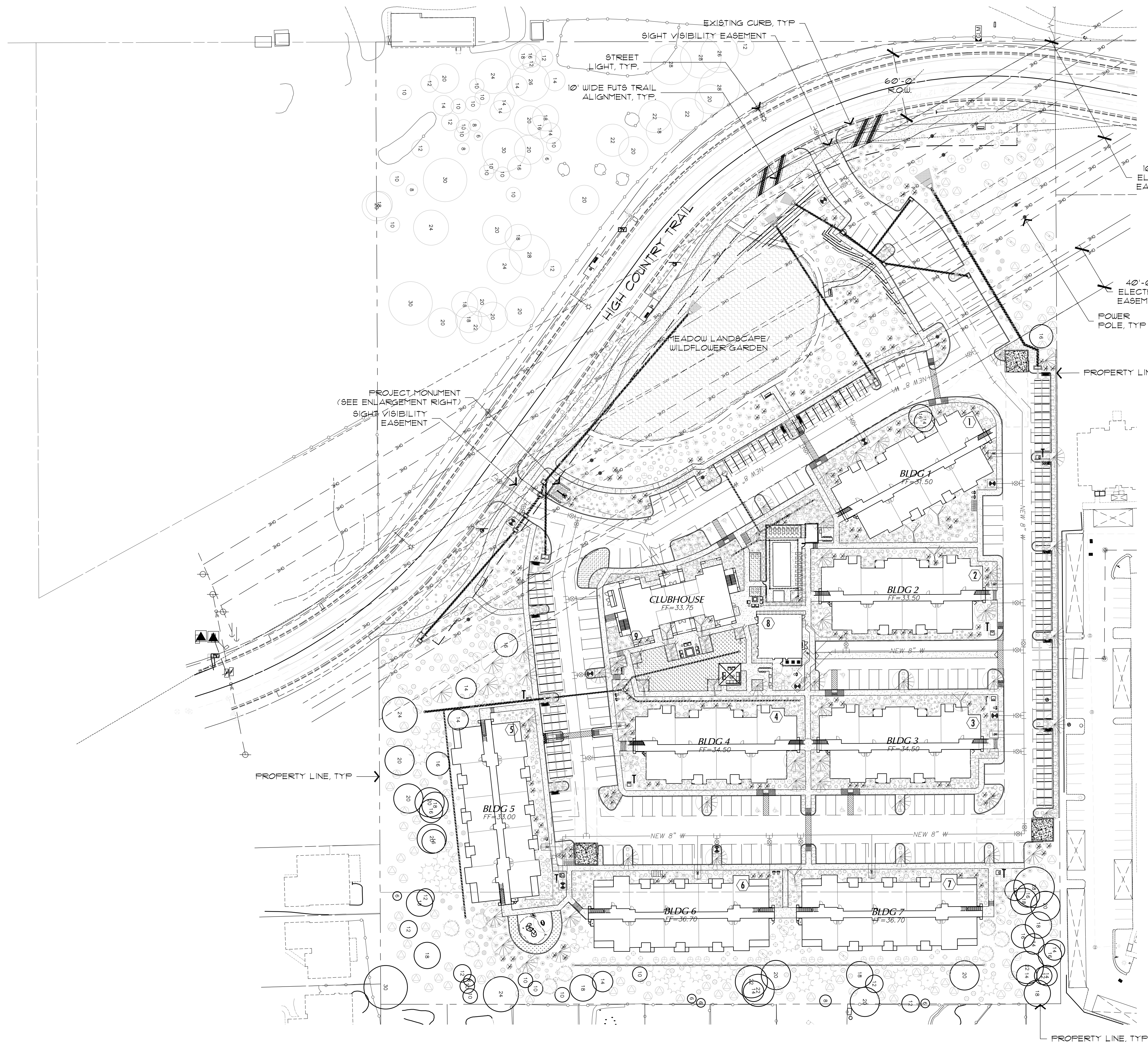
REVISIONS

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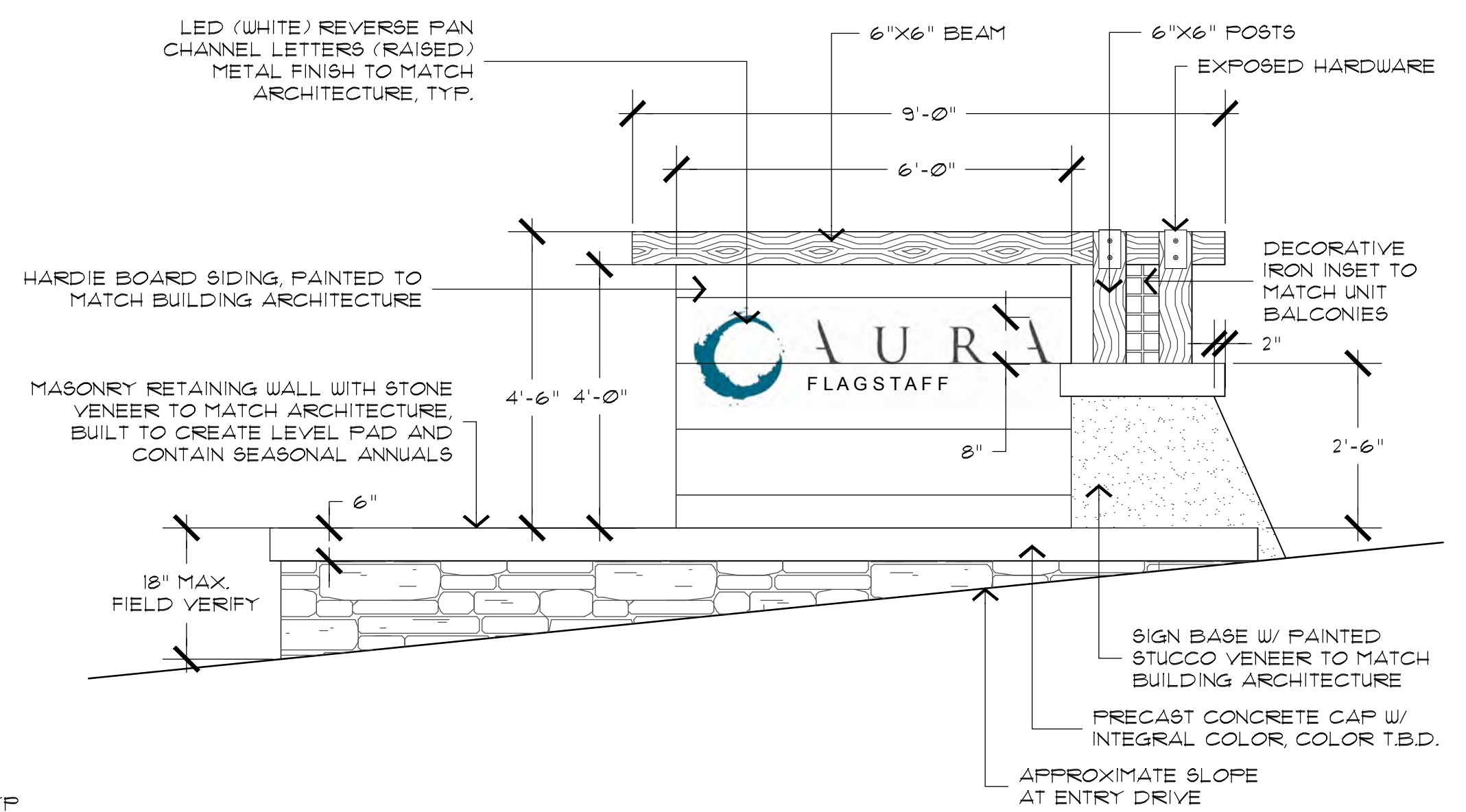
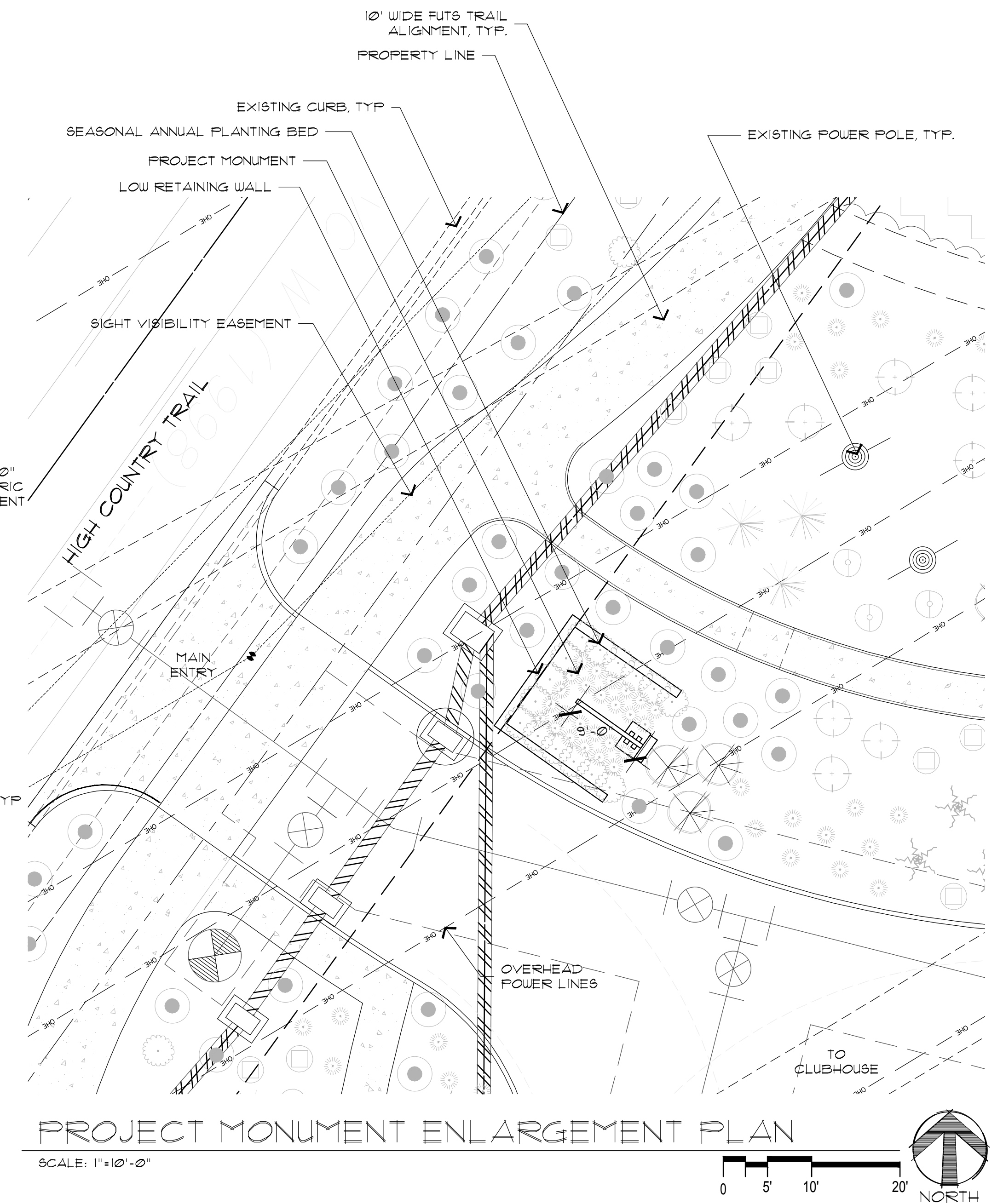
DATE: APRIL 20, 2020 ORB # 17-227

A4.60

FITNESS BUILDING
ELEVATIONS



PRELIMINARY SIGNAGE PLAN
SCALE: 1"=50'-0"
0 25' 50' 100' NORTH



PRELIMINARY ELEVATION
SCALE: 1/2"=1'-0"
0 6" 1' 2' 4'



COLLABORATIVE V
DESIGN STUDIO INC.
7116 EAST 1ST AVE.,
SUITE 103
SCOTTSDALE, ARIZONA
85251
OFFICE: 480-347-0590
FAX: 480-656-6012



EXPIRES 06/30/2022

LANDSCAPE IMPROVEMENTS
AURA FLAGSTAFF

151 W. High Country Trail Flagstaff, Arizona 86001

PRELIMINARY
NOT FOR
CONSTRUCTION

DESIGNED BY: PV/SH
DRAWN BY: SH
CHECKED BY: PV / MD
DATE: AUGUST 21, 2018
REVISIONS: CITY COMMENTS JANUARY 24, 2019
CITY COMMENTS FEBRUARY 19, 2019
CITY COMMENTS JANUARY 7, 2020
CITY COMMENTS APRIL 20, 2020

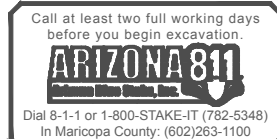
AURA FLAGSTAFF
SITE PLAN SUBMITTAL

SIGN-1


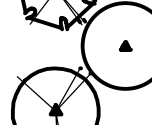
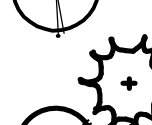
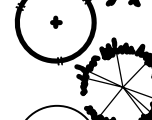
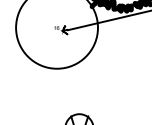
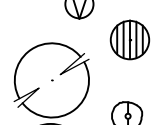
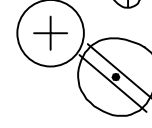
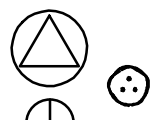
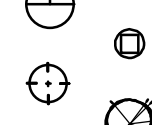

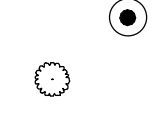

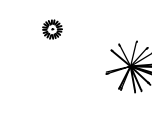


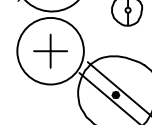

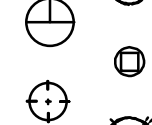

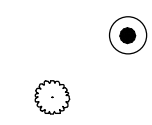

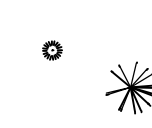

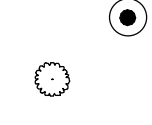

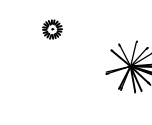



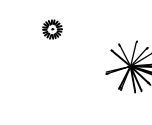
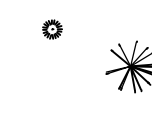
- GENERAL NOTES**
1. CONCEPTUAL LANDSCAPE PLAN IS SCHEMATIC IN NATURE. AT THE TIME OF LANDSCAPE CONSTRUCTION DRAWINGS ACTUAL LOCATIONS, QUANTITIES, SIZES, AND SPECIES SHALL BE FINALIZED PER CITY CODES.
 2. ALL TREES USED WITHIN THIS PROJECT SHALL BE NURSERY GROWN OR ARE TO REMAIN IN PLACE. EXACT LOCATIONS AND QUANTITIES SHALL BE DETERMINED ON LANDSCAPE CONSTRUCTION DRAWINGS.
 3. ALL LANDSCAPE AREAS SHALL RECEIVE AN AUTOMATIC HARD PIPE IRRIGATION SYSTEM AND SMART CONTROLLER FOR MAXIMUM WATER EFFICIENCY. WHICH SHALL COMPLY WITH CITY OF FLAGSTAFF REQUIREMENTS. FINAL DESIGN TO BE DEVELOPED DURING CONSTRUCTION DOCUMENTS.
 4. ALL PLANT MATERIAL SHALL BE INSTALLED PER CITY REQUIREMENTS. PLANT MATERIAL INSTALLED WITHIN SIGHT DISTANCE TRIANGLES SHALL BE OF A SPECIES THAT DOES NOT GROW TO A HEIGHT OF MORE THAN 30' AND SHALL BE MAINTAINED PER CITY REQUIREMENTS.
 5. ALL DISTURBED AREAS NOT RECEIVING TURF OR WILDOSEED MIX SHALL RECEIVE A 4" DEPTH OF BARK MULCH.
 6. ALL EARTHWORK WILL BE DONE TO DRAIN AWAY FROM SIDEWALKS AND STRUCTURES.
 7. ADDITIONAL PLANT MATERIAL MAY BE INTRODUCED AS DIFFERENT VARIETIES BECOME AVAILABLE THROUGH LOCAL NURSERIES AND IF THEY ARE CONSISTENT WITH THE OVERALL THEME OF THIS PROJECT.



LANDSCAPE PLAN
SCALE: 1"=50'-0"
NORTH



PROJECT DATA
PROJECT OWNER: AURA FLAGSTAFF LLC
3318 SOUTH 16TH AVE.
YUMA, AZ 85365
CONTACT: SHIRLEY AUAZ
SHIRLEY.AUAZ@AOL.COM
PROJECT DEVELOPER: TRINISIC RESIDENTIAL GROUP
2944 M. 44TH STREET #160
PHOENIX, AZ 85018
CONTACT: TODD GOSSELINK
TGOSSELINK@TRINISICRES.COM
LOT AREA: 110.0 AC
CURRENT ZONING: E.R.
PROPOSED ZONING: M.R.

PLANT SCHEDULE				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.COMMENTS
TREES (DECIDUOUS)				
	Acer glabrum	Rocky Mountain Maple	1" Cal. Min.	54 Standard-trunk
	Malus species	Flowering Crabapple	15 Gal. Min.	Dense Canopy
	Populus tremuloides	Quaking Aspen	2" Cal. Min.	9 Standard-trunk
	Pyrus calleryana	Flowering Pear	24" Box Min.	Dense Canopy
			1" Cal. Min.	120 Standard-trunk
			15 Gal. Min.	Dense Canopy
			2" Cal. Min.	13 Standard-trunk
			24" Box Min.	Dense Canopy
TREES (EVERGREEN)				
	Pinus nigra	Austrian Pine	2" Cal. Min.	23 Standard-trunk
	Pinus ponderosa	Ponderosa Pine	24" Box Min.	Dense Canopy
			2" Cal. Min.	14 Standard-trunk
			24" Box Min.	Dense Canopy
	Pseudotsuga menziesii	Rocky Mountain Douglas Fir	2" Cal. Min.	8 Standard-trunk
			24" Box Min.	Dense Canopy
Trunk Diameter at Breast Height Existing Tree To Remain & Be Protected During Construction (Typ.)				
+ SHRUBS (DECIDUOUS)				
	Artemisia ludoviciana	Prairie Sage	1 Gal.	12 As Per Plan
	Barberis species	Native Barberry	5 Gal.	42 As Per Plan
	Caragana species	Mountain Mohogany	5 Gal.	7 As Per Plan
	Potentilla fruticosa	Bush Cinquefoil	5 Gal.	66 As Per Plan
	Rhus glabra	Smooth Sumac	5 Gal.	10 As Per Plan
	Symphoricarpos albus	Snowberry	5 Gal.	24 As Per Plan
+ SHRUBS (EVERGREEN)				
	Arctostaphylos species	Manzanita	5 Gal.	151 As Per Plan
	Barberis fremontii	Fremont Barberry	5 Gal.	143 As Per Plan
	Juniperus chinensis	Chinese Juniper	5 Gal.	34 As Per Plan
	Juniperus horizontalis	Juniper	5 Gal.	425 As Per Plan
	Mahonia aquifolium	Oregon Grape Holly	5 Gal.	274 As Per Plan
	Pinus mugo	Mugo Pine	5 Gal.	146 As Per Plan
	Yucca baccata	Banana Yucca	5-Gal.	59 As Per Plan
+ GROUNDCOVERS				
	Lonicera japonica	Hall's Honeysuckle	1 Gal.	374 As Per Plan
	Halliana			
	Teucrium chamaedrys	Germander	1 Gal.	370 As Per Plan
+ VINES				
	Hedera species	Ivy	15 Gal.	17 Trained to Fence/Wall
+ GRASSES				
	Boutelous gracilis	Blue Grama	1 Gal.	297 As Per Plan
	Muhlenbergia rigans	Deer Grass	1 Gal.	276 As Per Plan
MISCELLANEOUS				
	BARK MULCH - COLOR: HIGH DESERT BROWN - 4" DEPTH IN ALL SPECIFIED PLANTING AREAS (TYP)			
	ARTIFICIAL TURF WITH PERMEABLE BASE WITH 4" EXTRUDED CONCRETE HEADER - 5245 SQ. FT. (1% OF TOTAL SITE AREA)			
	NATIVE GRASS AND WILDFLOWER SEED MIX - 22,675 SQ. FT. (REFERENCE NATIVE GRASS & WILDFLOWER SEED MIX MATRIX)			
** THERE IS NO OASIS ZONE PROPOSED ON THIS PROJECT				

GRASS & WILDFLOWER MIX

LB5/AC.	BOTANICAL NAME	COMMON NAME
3	Boutelous curtipendula	Sideoats Grama
2	Erigeron divergens	Fleabane
2	Festuca arizonica	Arizona Fescue
2	Hilaria jamesii	Galleta Grass
4	Lupinus argenteus	Silvery Lupine
2	Oryzopsis hymenoides	Indian Rice Grass
4	Penstemon pinifolius	Pineleaf Penstemon

SEEDLING RATE: 19 LB5 / ACRE

PLANT QUANTITY SCHEDULE

LOCATION	TREES (ON AVERAGE)	SHRUBS (ON AVE.)	GROUNDCOVER
STREET BUFFER	1 PER 25 LF.	2 PER TREE	2 PER TREE
HIGH COUNTRY TRAIL	35 (85% LF/25)	10	10
REQUIRED	38	415	38
PROVIDED			
* NOTE: DUE TO CONFLICTS WITH EXISTING OVERHEAD POWER EASEMENT AND SIGHT VISIBILITY EASEMENTS REQUIRED TREES COUNTED HEREIN HAVE BEEN DISPERSED THROUGHOUT THE SITE			
PERIPHERAL BUFFER	1 PER 25 LF.	2 PER TREE	2 PER TREE
REQUIRED	63 (1,108 LF/25)	137	137
PROVIDED	94 (86 Protected + 8 Proposed)	243	144 (98 1 Gal. + (23 5 Galx2)
PARKING AREA	2 PER 8 SPACES	2 PER TREE	2 PER TREE
REQUIRED	61 ((24) SURFACE SPACES/8X2)	122	122
PROVIDED	66	246	164
** NOTE: DUE TO CONFLICTS WITH PARKING SPACES LOCATED UNDER EXISTING OVERHEAD POWER EASEMENT, A PORTION OF THE REQUIRED TREES COUNTED HEREIN HAVE BEEN DISPERSED THROUGHOUT THE SITE			
BUILDING FOUNDATION	1 PER 25 LF.	2 PER TREE	2 PER TREE
REQUIRED	160 (3,987 LF/25)	319	319
PROVIDED	172 (43 Protected + 129 Proposed)	527	384
*** NOTE: PROTECTED TOTALS ARE BASED ON CREDITS GAINED BY CALCULATING THE TRUNK DIAMETER AT BREAST HEIGHT OF PROTECTED TREES SOUTH OF HIGH COUNTRY TRAIL (129) NOT TOTAL NUMBER OF TREES PROTECTED (60) ACCORDING TO FLAGSTAFF ZONING CODE DIVISION 10-5060 LANDSCAPE STANDARDS (TABLE 10-5060.050A			

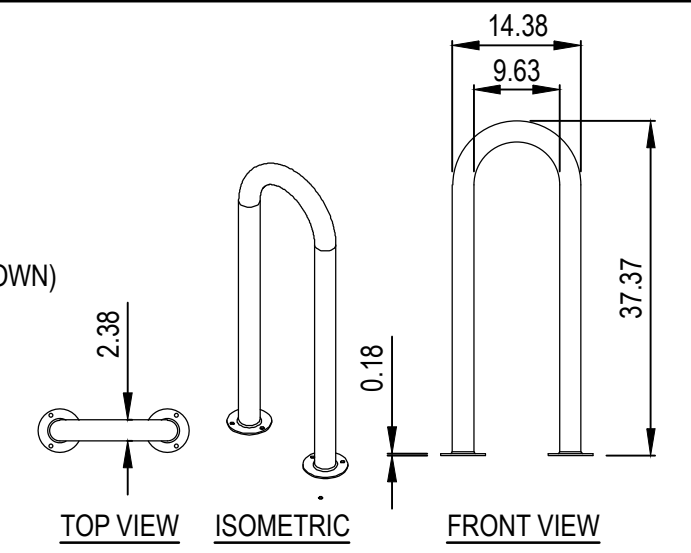
ANOVA.

- ☒ SELECT DESIRED MODEL
☒ 3 BICYCLE METRO BIKE RACK LBR3PSURF (SHOWN)
☒ BRONZE

FINISH: FUSIONGUARD® POWDER COAT
MATERIAL: 2.38" OD x 10-GAUGE WALL STEEL TUBING.
UNIT WEIGHT: 25 LBS
MOUNTING HEIGHT: SURFACE MOUNT.
ASSEMBLY REQUIRED
5 YEAR SATISFACTION GUARANTEE INCLUDING COVERAGE FOR FADING, RUSTING, CHIPPING AND CRACKING

- NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. ALL DIMENSIONS ARE CONSIDERED TRUE AND REFLECT MANUFACTURER'S SPECIFICATIONS.
3. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 928-106.

3 BICYCLE METRO BIKE RACK WITH POWDER COAT FINISH AND SURFACE MOUNT
MODEL: LBR3PSURF



COLLABORATIVE V
DESIGN STUDIO INC.
7116 EAST 1ST AVE.,
SUITE 103
SCOTTSDALE, ARIZONA
85251
OFFICE: 480-347-0590
FAX: 480-656-6012



LANDSCAPE IMPROVEMENTS
AURA FLAGSTAFF
151 W. High Country Trail Flagstaff, Arizona 86001

PRELIMINARY
NOT FOR
CONSTRUCTION

DESIGNED BY: PV/SH
DRAWN BY: SH
CHECKED BY: PV / MD
DATE: AUGUST 21, 2018
REVISIONS:
CITY COMMENTS
JANUARY 24, 2019
CITY COMMENTS
FEBRUARY 19, 2019
CITY COMMENTS
JANUARY 7, 2020
CITY COMMENTS
APRIL 20, 2020

AURA FLAGSTAFF
SITE PLAN SUBMITTAL

L1.10
1 of 1



Planning & Zoning Commission

6. A.

Meeting Date: 12/09/2020

From: Tiffany Antol, Planning Director

Information

TITLE:

A Development Master Plan application from Reich Brothers, LLC, to redevelop approximately 12.70 acres located at 1600 East Butler Avenue for a master-planned commercial shopping center on the south approximate 7.71 acres, and future industrial/business park on the north 4.99 acres.

STAFF RECOMMENDED ACTION:

Development Master Plans are only required to be approved by the Planning & Zoning Commission when they are preceded by a subdivision plat or a zoning map amendment. At this time neither is proposed for this location. Staff and the applicant are looking for comments or concerns from the Planning and Zoning Commission prior to the submittal of a site plan and conditional use permit application for the proposed development.

Executive Summary:

The applicant proposes to redevelop the site as two development units in three phases. The applicant proposes a master-planned commercial shopping center on the south approximate 7.71 acres adjacent to Butler Avenue, and an industrial/business park on the north 4.99 acres adjacent to the existing BNSF rail line and spur.

Attachments

Staff Report

Project Narrative

1600 E Butler Development Master Plan

PLANNING AND DEVELOPMENT SERVICES REPORT
DEVELOPMENT MASTER PLAN

PZ-20-00071-02

DATE:

November 30, 2020

MEETING DATE:

December 9, 2020

REPORT BY:

Tiffany Antol, AICP

REQUEST:

A Development Master Plan application from Reich Brothers, LLC, to redevelop approximately 12.70 acres located at 1600 East Butler Avenue for a master-planned commercial shopping center on the south approximate 7.71 acres, and future industrial/business park on the north 4.99 acres.

STAFF RECOMMENDATION:

Development Master Plans are only required to be approved by the Planning & Zoning Commission when they are preceded by a subdivision plat or a zoning map amendment. At this time neither is proposed for this location. Staff and the applicant are looking for comments or concerns from the Planning and Zoning Commission prior to the submittal of a site plan and conditional use permit application for the proposed development.

PRESENT LAND USE:

The subject site contains a former tissue manufacturing facility, which closed in June 2017 and has since remained vacant. The site is located in the Light Industrial (LI) zone.

PROPOSED LAND USE:

The applicant proposes a commercial shopping center on the south approximate 7.71 acres adjacent to Butler Avenue, including an approximately 58,100 square-foot anchor building at the southeast corner of the site and an approximately 18,240 square-foot multi-tenant commercial/retail building at the southwest corner of the site. On the north 4.99 acres adjacent to the BNSF rail line and spur, the applicant proposes an approximately 50,000 square-foot industrial/business park. Also proposed are on-site parking and public civic and pedestrian-oriented spaces. The principle site entrance for the commercial buildings is proposed at the approximate mid-point of the Butler Avenue frontage, with second and third points of access at Babbitt Drive to the east and on Butler Avenue at the southwest corner of the site, respectively.

NEIGHBORHOOD DEVELOPMENT:

North: BNSF rail line.

East: City-owned and operated recycling facility in the Light Industrial (LI) zone.

South: Hardware store in the Light Industrial-Open (LI-Open) zone, and automotive repair shops, offices, and veterinary clinic, all in the Light Industrial (LI) zone.

West: GO AZ Motorcycles dealership in the Light Industrial (LI) zone.

DEVELOPMENT MASTER PLAN (DMP)

The purpose of a Development Master Plan (DMP) as set forth in Section 11-20.80.010 of the Zoning Code is to establish a comprehensive, preliminary master plan for the development of a large or complicated land area, which may be developed in progressive steps or as a planned development. An application for a DMP shall be submitted to the Planning Director and shall be reviewed and a recommendation prepared. The Director shall approve or disapprove the DMP pursuant to the provisions set forth in Section 11-20.80.010 of the Zoning Code. Following action by the Director, the DMP shall be submitted to the Planning and Zoning Commission for its review and approval. If the DMP is not approved by the Planning and Zoning Commission, the applicant may appeal to the City Council.

This DMP should establish the location and acreage of land use types (commercial, industrial); the general building location and size; the general circulation pattern, parking, and access; the general layout of water, sewer, and storm drainage; the general pedestrian and bicyclist circulation system concept; and the proposed phasing and anticipated time frame for such development. Final building footprints, sizes, and floor plans, uses and users/tenants, architecture, colors, and materials,

PZ-20-00071-02
Development Master Plan

hardscape and landscaping, lighting, civic space, amenities, building and monument signage, and other similar site improvements will be determined during Concept Plan Review and Site Plan Review.

FINDINGS

There are no required findings for a Development Master Plan.

PROJECT INTRODUCTION/BACKGROUND:

The applicant proposes to redevelop the site as two development units in three phases. The applicant proposes a master-planned commercial shopping center on the south approximate 7.71 acres adjacent to Butler Avenue, and an industrial/business park on the north 4.99 acres adjacent to the existing BNSF rail line and spur.

The applicant is proposing the south approximate 7.71 acres to accommodate a variety of commercial/retail, employment, restaurant, and/or services uses. Specifically, an approximately 58,100 square-foot anchor building is planned at the southeast corner of the site. This building is intended to accommodate Kohl's, which intends on relocating from its current location at 500 W. Forest Meadows Street. A freestanding approximately 18,240 square-foot multi-tenant building is planned at the southwest corner of the site capable of supporting commercial/retail, restaurant, and/or service uses. Both the anchor and multi-tenant buildings are positioned along the Butler Avenue frontage. The southernmost suite within the multi-tenant building can accommodate a restaurant or coffee shop with outdoor dining. Associated site improvements, such as landscaping, parking, lighting, and infrastructure will also be provided. Additionally, redevelopment of the south 7.71 acres will include the removal of the BNSF rail spur near the southeast corner of the site.

The applicant is proposing to maintain the north approximate 4.99 acres for a variety of light industrial and/or business park uses, which can have access to the BNSF rail line and spur along the north property line. A backwards "L" shaped approximately 19,200 square-foot building is planned at the northwest corner of the Property. An "L" shaped approximately 30,000 square-foot building is planned at the northeast corner of the Property. Both buildings are oriented around a motor court in order to screen truck maneuvering, loading doors and/or bays, etc., from the planned commercial/retail, employment, restaurant, and/or service uses to the south. Building entrances are oriented toward a centrally located surface parking lot between the two buildings, which will include landscaping and lighting. Associated site improvements, such as landscaping, parking, lighting, and infrastructure, will also be provided. The site plan also includes an east-west pedestrian-oriented public civic space and landscape buffer between the two development units to serve as a land use transition between the development units.

FLAGSTAFF REGIONAL PLAN

The subject site is located partially within and is affiliated with a Future Regional Scale Suburban Activity Center (S19) within the Existing Employment Area Type.

CITY OF FLAGSTAFF ZONING CODE

Allowed Uses (Table 10-40.30.050.B)

In order to accommodate general commercial and restaurant/café uses as proposed within the south approximate 7.71 acres of the site, the applicant must obtain a Conditional Use Permit. These commercial uses are permitted in the Light Industrial zone subject to obtaining a Conditional Use Permit in accordance with Section 10-40.30.050.B of the Zoning Code (page 10-4.30-21).

Building Form and Property Development Standards (Table 10-40.30.050.C)

Buildings within the Light Industrial (LI) zone are required to meet a 25-foot front setback except when the property fronts an arterial or collector level roadway, in which case, a 15-foot minimum setback is required. The proposed buildings meet the required front setback requirements. The closest building edge is 25 feet from the front property

PZ-20-00071-02
Development Master Plan

line. Maximum building height for the LI zone is 60 feet. Staff has not yet reviewed elevations for the proposed buildings, but the application indicates single-story buildings which should meet the maximum building height allowance for the zone. There are no lot coverage standards for the LI zone, but there is a maximum Gross Floor Area Ratio (GFAR) of 1.50. The proposed GFAR for the entire site is .23.

Site Planning Standards

In accordance with Section 10-30.60.030 of the Zoning Code, a site analysis is included, a copy of which is attached, that considers the topography of the site, solar orientation, existing/native vegetation types and relative quality, view corridors, climate, subsurface conditions, drainage swales and stream corridor, and the building environment and land use context. Implementation of the findings of the site analysis will be ensured during the review of a more detailed site plan submittal.

Civic Space Standards

In accordance with Section 10-30.60.090.B.1.a of the Zoning Code, nonresidential developments larger than 20,000 square feet in gross floor area are required to provide a minimum of five percent of the Development Site Area as outdoor pedestrian amenity space that serves as a transition space between a parking area and the entrances to a building. The total Development Site Area is 12.70 acres which requires a minimum of 27,669 square feet of civic space. The DMP identifies the minimum civic space required and includes two landscaped pathways that extend from the Butler Avenue sidewalk to the entrances of the anchor and multi-tenant buildings, as well as pedestrian-oriented and public civic spaces located at the fronts of both buildings. The civic spaces will include enhanced hardscape, landscaping, pedestrian scale lighting, and/or streetscape furnishings, such as benches, shade overhangs, or bicycle parking.

Parking Standards, Parking Lots, Driveways, and Service Areas

Building entrances are oriented toward a centrally located surface parking lot between the anchor and multi-tenant buildings. The surface parking lot is setback from Butler Avenue behind the front façade of the buildings and planned to include decorative screen walls, along with a civic space area and landscape buffer. A pedestrian pathway extending through the central parking field will be raised (except within drive aisles) and include landscape zones on each side.

Primary access to the site will be provided via a new driveway located at the approximate mid-point of the Butler Avenue frontage. A new, second point of access is planned at Babbitt Drive to the east, which is currently used by the City recycling facility. The applicant anticipates that this new point of access will be improved from one northbound thru lane, one southbound left turn lane, and one southbound thru lane to a signalized one northbound thru lane, two southbound left turn lanes, and one southbound thru lane. The dual southbound left turn lanes are anticipated to provide 100 feet of queueing each. Most vehicles accessing the commercial portion of the project will likely use one of these two driveways on Butler Avenue. A third point of access off of Butler Avenue is provided via an existing driveway at the southwest corner of the Property. The location of all three access points is still conceptual in nature and final approval is dependent upon the approval of a Traffic Impact Analysis for the site and proposed development. One of the proposed access points (Babbitt Drive) will require an additional easement from the City of Flagstaff prior to final approval.

The DMP shows a total of 405 vehicle parking spaces, 22 bicycle parking spaces, and 4 vehicle spaces stubbed for EV charging for the entire development when all phases are constructed. Phases One and Two will require a total of 305 spaces based on the requirements for Shopping Centers with a Restaurant (1 space per 250 square feet of gross floor area). The Zoning Code allows a development to exceed the minimum parking by 5% without the use of structured parking. This site plan includes the additional 5% as permitted by code. Phase Three which is the industrial park portion of the development will have a total of 85 parking spaces (1 space per 600 square feet of gross floor area).

PHASING

The applicant intends for the site to be redeveloped in approximately three phases. It is anticipated that Phase One of the development will include the anchor building together with the necessary on- and off-site work (landscaping, parking, infrastructure, etc.) and the portions of the civic space located south of the anchor building and its associated parking. Phase Two of the development consists of the multi-tenant building together with the necessary on- and off-site work (landscaping, parking, infrastructure, etc.). It is possible that Phase One or Phase Two be developed together. The 4.99 acres being maintained for future industrial and/or business park uses are intended to be developed as part of Phase Three of the development, or in an earlier phase as market conditions warrant. The footprints, orientation, square footage, etc., for the buildings shown on the site and phasing plans are preliminary and conceptual and may be modified at the time of the Concept and Site Plan Review. Specific plans and construction documents for each phase will be processed for City review and approval to ensure proper and orderly development.

NEXT STEPS

The Site Plan and Conditional Permit review will include an analysis of compatibility, architectural design standards, and landscaping, as well as the public systems impact analysis. Water Services has already waived the requirement for a water/sewer impact analysis.

Only a concept plan has been reviewed for Phase I and Phase II of the development as shown on the Development Master Plan. A Site Plan review will need to be submitted next. Once the Site Plan application has been reviewed and approved, a Conditional Use Permit application can be processed for the site including a hearing with the Planning & Zoning Commission.

RECOMMENDATION

As stated previously no formal approval is required for this application. The applicant is looking for general feedback on their project before proceeding to the required site plan and conditional use permit applications.

DEVELOPMENT MASTER PLAN APPLICATION

1600 EAST BUTLER AVENUE

Submitted: August 4, 2020

Resubmitted: September 3, 2020

Resubmitted: October 15, 2020

Introduction. Reich Brothers, LLC ("Reich Bros.") requests approval of this Development Master Plan application ("DMP") to redevelop the approximate 12.70 acres of property located at 1600 East Butler Avenue, also known as Coconino County Assessor Parcel Numbers 104-07-001C and -005M. See [Aerial Map](#). The Property is zoned Light Industrial (LI) and is not subject to any zoning overlays. Existing improvements on the Property include the former SCA tissue manufacturing facility, which closed in June 2017. The Property has remained vacant since.



This DMP represents the first level of preliminary master site planning for the redevelopment of the Property, as well as establishes the overall project vision. Additionally, the DMP is intended to establish the location and acreage of land use types (commercial, industrial); the general building location and size; the general circulation pattern, parking, and access; the general layout of water, sewer, and storm drainage; the general pedestrian and bicyclist circulation system concept; and the proposed phasing and anticipated time frame for such development. Final building footprints, sizes, and floor plans, uses and users/tenants, architecture, colors, and materials, hardscape and landscaping, lighting, civic space, amenities,

DEVELOPMENT MASTER PLAN APPLICATION

1600 EAST BUTLER AVENUE

Submitted: August 4, 2020

Resubmitted: September 3, 2020

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building and monument signage, and other similar site improvements will be determined during Concept Plan Review and Site Plan Review.

Reich Bros. is proposing to redevelop the Property as two development units that will be cohesively developed through this DMP. Specifically, Reich Bros. is proposing a master-planned commercial shopping center on the south approximate 7.71 acres adjacent to Butler Avenue and future industrial/business park on the north 4.99 acres adjacent to the BNSF rail line and spur.

Context. The Property is an infill parcel surrounded by existing development on all sides. To the north is the BNSF rail line; to the east is City owned and operated recycling facility zoned LI; to the south across Butler Avenue is a hardware store zoned LI-Open, and automotive repair shops, offices, and veterinary clinic, all zoned LI; to the west is GO AZ Motorcycles dealership zoned LI. Additionally, two BNSF rail spurs terminate on the Property—one near the northwest corner of the Property; the other near the southeast corner. Moving further outward, notable uses include Hensley Beverage Company to the east, Sam's Club to the southeast, and Central Arizona Supply, a plumbing showroom and warehouse, to the west.

Development Master Plan / Site Plan. The site plan has been designed such that it creates a unique sense of place and identity and provides opportunities for pedestrian activity and social interaction all within an integrated development plan. The DMP is planned to include approximately 77,000 square-feet of commercial/retail, employment, restaurant, and/or service space and approximately 50,000 square-feet of future industrial and/or business park space. See Site Plan.

Commercial/Retail, Employment, Restaurant, Service. The south approximate 7.71 acres are planned to accommodate a variety of commercial/retail, employment, restaurant, and/or services uses. Specifically, an approximately 58,100 square-foot anchor building is planned at the southeast corner of the Property. This building is intended to accommodate Kohl's, which intends on relocating from its current location at 500 Forest Meadows. A freestanding, approximately 18,240 square-foot multi-tenant building is planned at the southwest corner of the Property capable of supporting a wide variety of commercial/retail, restaurant, and/or service uses. Importantly, both the anchor and multi-tenant buildings are strategically pushed up against the Butler Avenue frontage to activate the streetscape and provide for strong pedestrian and visual connections between the buildings, surrounding street frontage, and public civic and pedestrian-oriented spaces on the site. Additionally, the southernmost suite within the multi-tenant building provides an opportunity for a restaurant or coffee shop, with the potential for

outdoor dining or similar opportunity, further activating the Butler Avenue streetscape. Associated site improvements, such as landscaping, parking, lighting, and infrastructure, will also be provided.

Buildings will have a clear architectural relationship with each other, employing common high-quality building materials and architectural elements, while at the same time creating diversity and interest. Additionally, consideration will be given to the architectural character and massing of the buildings visible from and adjacent to Butler Avenue to create attractive, visually interesting, and pedestrian-friendly building facades within a well-integrated composition. These facades are planned to include highly visible customer entrances, transparent storefronts and display windows to create visual interest, and/or additional articulation, such as offsets, recesses, and/or projections with enough depth to create shadow lines.

The site plan includes two wide, landscaped pathways that extend from the Butler Avenue sidewalk to the entrances of the anchor and multi-tenant buildings, as well as public civic spaces located at the fronts of both buildings, which are strategically oriented towards each other to create a visual and physical connection between the anchor building and the multi-tenant building. The pathways encourage and facilitate pedestrian and other alternative modes of transportation to the site. The civic spaces will include enhanced hardscape, landscaping, pedestrian scale lighting, and/or streetscape furnishings, such as benches, shade overhangs, or bicycle parking, creating an inviting experience for pedestrians and patrons.

Building entrances are oriented toward a centrally located surface parking lot between the anchor and multi-tenant buildings. This surface parking lot is intentionally setback from Butler Avenue behind the front façade of the buildings and planned to include decorative screen walls, along with an expansive civic space area and landscape buffer, so as not to dominate the Butler Avenue street frontage with parking, rather allowing the anchor and multi-tenant buildings to define and reinforce the streetscape. A wide enhanced pedestrian pathway extending through the central parking field physical and visually connects the anchor and multi-tenant buildings, as well as the public civic spaces. This pathway will be raised (except within drive aisles) and include landscape zones on each side to ensure safety, while creating a comfortable, shaded environment for pedestrians. In addition to providing on-site pedestrian connectivity between the anchor and multi-tenant buildings, the pathway, along with the parking lot landscape islands and end-caps, effectively breaks-up the central parking field into smaller “sub” parking lots to avoid the appearance of a “sea” of surface parking.

Finally, redevelopment will include the removal of the BNSF rail spur near the southeast corner of the Property, as is located where the anchor tenant building is planned.

Industrial / Business Park. The site plan maintains the north approximate 4.99 acres for a variety of light industrial and/or business park uses, which can take advantage of the convenient access to the BNSF rail line and spur along the north property line. Specifically, a backwards “L” shaped, approximately 19,200 square-foot building (Building 1) is planned at the northwest corner of the Property. An “L” shaped, approximately 30,000 square-foot building (Building 2) is planned at the northeast corner of the Property. Both buildings are strategically “L” shaped and oriented around a motor court (within the apex of the “L”) intended to fully screen all truck maneuvering, loading doors and/or bays, etc. from the planned commercial/retail, employment, restaurant, and/or service uses to the south. Building entrances are oriented toward a centrally located surface parking lot between Buildings 1 and 2, which will include landscaping and lighting. Associated site improvements, such as landscaping, parking, lighting, and infrastructure, will also be provided.

The on-site pedestrian network is further improved with pathways extending from the anchor and multi-tenant buildings and public civic spaces to an expansive east-west public civic space and landscape buffer between the development units, which also provides an appropriate land use transition between the development units. It is anticipated this east-west public civic space will be improved with meandering pedestrian pathways and significant landscape enhancements.

Access. Primary access to the Property will be provided via a new driveway located at the approximate mid-point of the Butler Avenue frontage. This driveway will include distinctive landscaping elements to clearly define it as a gateway into the development. The orientation of the buildings’ entrances, enhanced landscaping, and project and/or wayfinding signage will help direct and encourage motorists to use this point of access. A new, second point of access is planned at Babbitt Drive, which is currently used by the City recycling facility to the east. It is anticipated that this new point of access will be improved from one northbound thru lane, one southbound left turn lane, and one southbound thru lane to a signalized one northbound thru lane, two southbound left turn lanes, and one southbound thru lane. The dual southbound left turn lanes are anticipated to provide 100 FT of queueing each. Most vehicles accessing the commercial portion of the project will likely use one of these two driveways on Butler Avenue. A third point of access off of Butler Avenue is provided via an existing driveway

DEVELOPMENT MASTER PLAN APPLICATION**1600 EAST BUTLER AVENUE***Submitted: August 4, 2020**Resubmitted: September 3, 2020**Resubmitted: October 15, 2020*

at the southwest corner of the Property. This point of access is intended for delivery trucks and access to the future industrial/business park uses. Reich Bros. has and will continue to work with City Staff to coordinate shared access with the City recycling facility, including to obtain any necessary easement(s) and/or permit(s).

Phasing. The Property will be redeveloped in more than one phase. It is anticipated that Phase One of the development will include the anchor building together with the necessary on- and off-site work (landscaping, parking, infrastructure, etc.) and the portions of the civic space located south of the anchor building and its associated parking. Phase Two of the development may consist of the multi-tenant building together with the necessary on- and off-site work (landscaping, parking, infrastructure, etc.) and the civic space to the south, or may be developed as part of the Phase One or a future phase as market conditions warrant. The 4.99 acres being maintained for future industrial and/or business park uses are intended to be developed as part of Phase Three of the development, or in an earlier phase as market conditions warrant. The footprints, orientation, square-footage, etc. for the buildings shown on the site and phasing plans are preliminary and conceptual and intended to be illustrative of the character and quality of the development, and may be modified at time of Concept and Site Plan Review. Specific plans and construction documents for each phase will be processed for review and approval by the City to ensure proper and orderly development.

* * *

Conditional Use Permit. In accordance with Section 10-40.30.050.B of the Flagstaff Zoning Code ("Zoning Code"), general commercial and restaurant/café uses are permitted in the LI zoning district, subject to obtaining a Conditional Use Permit ("CUP"). Reich Bros. will be applying for a CUP to allow for these uses within the south approximate 7.71 acres of the Property—the CUP will not be intended as a "blanket" CUP for the entire Property or to allow for commercial development within the north approximate 4.99 acres being maintained for light industrial and business parking uses.

JWA

TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT FILE NO.: 18001591-040-DO, WITH AN EFFECTIVE DATE OF AUGUST 17, 2018.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED FLAGSTAFF, IN THE COUNTY OF COCONINO, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
A PARCEL OF LAND SITUATED IN THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 21 NORTH, RANGE 7 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, COCONINO COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 22; THENCE NORTH 00°46'00" WEST (BASIS OF BEARING; BOOK 6, MAP 5 (R1)), ALONG THE EAST SECTION LINE OF SAID SECTION 22, FOR 1096.90 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING A FOUND ½ INCH REBAR WITH CAP 14671; THENCE NORTH 00°45'11" WEST FOR 723.54 FEET (RECORD: NORTH 00°46'00" WEST FOR 723.50 FEET (R1)) TO A FOUND ½ INCH REBAR WITH CAP 14671; THENCE SOUTH 78°33'48" WEST FOR 503.87 FEET (RECORD: NORTH 78°34'11" WEST FOR 503.87 FEET (R1)) TO A SET ½ INCH REBAR WITH CAP 14671; THENCE SOUTH 76°26'48" WEST, 165.77 FEET (RECORD: SOUTH 76°27'11" WEST FOR 165.77 FEET (R1)) TO A FOUND ½ INCH REBAR WITH CAP 14671, SAID POINT BEING A NONTANGENT POINT OF CURVATURE; DOCKET 2065, PAGE 922 (AFFECTS, BLANKET IN NATURE); THENCE SOUTHWESTERLY, ALONG A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 00°36'43" AND A RADIUS OF 2065.40 FEET, FOR A DISTANCE OF 22.06 FEET (RECORD: ANGLE = 00°36'48", LENGTH = 22.11 (R1)), THE CHORD OF SAID CURVE BEARS SOUTH 73°07'41" WEST FOR 22.06 FEET, TO A NONTANGENT POINT, SAID POINT BEING A FOUND CAP #2049; THENCE SOUTH 15°13'15" WEST FOR 589.48 FEET (RECORD: 589.23 FEET (R1)) TO A FOUND ½ INCH REBAR WITH CAP 14671; THENCE SOUTH 74°45'02" EAST FOR 357.41 FEET (RECORD: SOUTH 74°45'02" EAST (R1)) TO A SET ½ INCH REBAR WITH CAP 14671, SAID POINT BEING A NONTANGENT POINT OF CURVATURE; THENCE SOUTHEASTERLY, ALONG A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 13°00'22" AND A RADIUS OF 602.15 FEET, FOR A DISTANCE OF 136.69 FEET (RECORD: ANGLE = 12°59'04", LENGTH = 136.46 FEET (DOCKET 1388, PAGE 814 (R2))), THE CHORD OF SAID CURVE BEARS SOUTH 88°34'05" EAST FOR 136.39 FEET, TO A SET ½ INCH REBAR WITH CAP 14671, SAID POINT BEING A NONTANGENT POINT, THENCE NORTH 76°14'58" EAST FOR 369.82 FEET (RECORD: NORTH 76°14'58" EAST (R1 & R2)) TO THE TRUE POINT OF BEGINNING.

PARCEL 2:
A PORTION OF A PARCEL OF LAND DESCRIBED IN BOOK 65 OF DEEDS, PAGE 225 AND SHOWN ON "RESULTS OF SURVEY" MAP RECORDED IN BOOK 7 OF SURVEYS, PAGE 41 OF THE RECORDS OF COCONINO COUNTY, ARIZONA, SITUATED IN THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 21 NORTH, RANGE 7 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, COCONINO COUNTY, ARIZONA, SAID PORTION BEING THAT PARCEL OF LAND SOUTHERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF SANTA FE RAILROAD AND NORTHERLY OF A PARCEL OF LAND DESCRIBED IN DOCKET 1772, PAGE 256 (R3) AND WEST OF THE NORTH-SOUTH CENTERLINE OF SAID SECTION 22, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 22; THENCE NORTH 00°46'00" WEST (BASIS OF BEARING; BOOK 7, MAP 41 (R1)), ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 22, FOR A DISTANCE OF 1820.40 FEET (RECORD: 1820.40 FEET RECORD: 1820.40 (R1) AND BOOK 6, PAGE 5 (R2)) TO THE NORTHEAST CORNER OF SAID PARCEL (R3) AND SHOWN ON PLAT BEING A FOUND ½ INCH REBAR WITH CAP 14671 AND THE TRUE POINT OF BEGINNING;

THENCE NORTH 00°54'32" WEST, ALONG SAID NORTH-SOUTH CENTERLINE, FOR A DISTANCE OF 87.17 FEET (M AND (R1)) TO A FOUND CAP 13010, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF ATCHISON, TOPEKA AND SANTA FE RAILROAD; THENCE SOUTH 70°50'55" WEST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 516.36 FEET (M AND (R1)) TO A FOUND ½ INCH REBAR WITH CAP 14671, SAID POINT BEING THE INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE AND THE NORTH PARCEL LINE OF SAID PARCEL (R3); THENCE NORTH 89°27'21" EAST, ALONG THE NORTH PARCEL LINE OF SAID PARCEL (R3), FOR A DISTANCE OF 496.03 FEET RECORD: NORTH 78°34'11" EAST FOR 503.87 FEET (R3) TO THE TRUE POINT OF BEGINNING.

APN: 104-07-005M

NOTES CORRESPONDING TO SCHEDULE B

5. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ELECTRIC LINES AND POLES
RECORDING NO: BOOK 26 OF OFFICIAL RECORDS, PAGE 293
(AFFECTS, CONTAINS NO PLOTTABLE ITEMS)
6. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: SEWER LINES
RECORDING NO: BOOK 34 OF OFFICIAL RECORDS, PAGE 319
(DOES NOT AFFECT)
7. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ELECTRIC LINES AND POLES
RECORDING NO: BOOK 53 OF OFFICIAL RECORDS, PAGE 497
(UNABLE TO PLOT, SURVEY STATIONS REFERENCED IN DOCUMENT NOT PROVIDED)
8. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ELECTRIC LINES AND POLES
RECORDING NO: BOOK 53 OF OFFICIAL RECORDS, PAGE 499
(UNABLE TO PLOT, SURVEY STATIONS REFERENCED IN DOCUMENT NOT PROVIDED)
9. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: SEWER LINES
RECORDING NO: BOOK 79 OF OFFICIAL RECORDS, PAGE 134
(AFFECTS, BLANKET IN NATURE)
10. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ELECTRIC LINES AND POLES
RECORDING NO: DOCKET 101, PAGE 233
(UNABLE TO PLOT, SURVEY STATIONS REFERENCED IN DOCUMENT NOT PROVIDED)
11. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: SEWER LINES
RECORDING NO: DOCKET 112, PAGE 135
(DOES NOT AFFECT)
12. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: SEWER LINES
RECORDING NO: DOCKET 114, PAGE 419
(UNABLE TO PLOT, INSUFFICIENT LEGAL DESCRIPTION)
13. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: SEWER LINES
RECORDING NO: DOCKET 145, PAGE 531
(UNABLE TO PLOT, THE INTERSECTION OF REFERENCED ROAD DOESN'T EXIST ANYMORE)
14. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ROADWAY, DRAINAGE AND TEMPORARY CONSTRUCTION
RECORDING NO: DOCKET 219, PAGE 549
(UNABLE TO PLOT, INSUFFICIENT LEGAL DESCRIPTION)
15. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ELECTRIC LINES AND POLES
RECORDING NO: DOCKET 224, PAGE 161
(AFFECTS, BLANKET IN NATURE)

STATEMENT OF ENCROACHMENTS

- Δ IT APPEARS THAT RAILROAD TRACTS ENTER THE SUBJECT PROPERTY WITHOUT THE BENEFIT OF A KNOWN EASEMENT.
- Δ IT APPEARS THAT FENCING ON THE NORTHERN PART OF THE SUBJECT PROPERTY POTENTIALLY ENCROACHES BY AS MUCH AS 6.45'.
- Δ IT APPEARS THAT FENCING ON THE SOUTHERN PART OF THE SUBJECT PROPERTY POTENTIALLY ENCROACHES BY AS MUCH AS 7.70'.

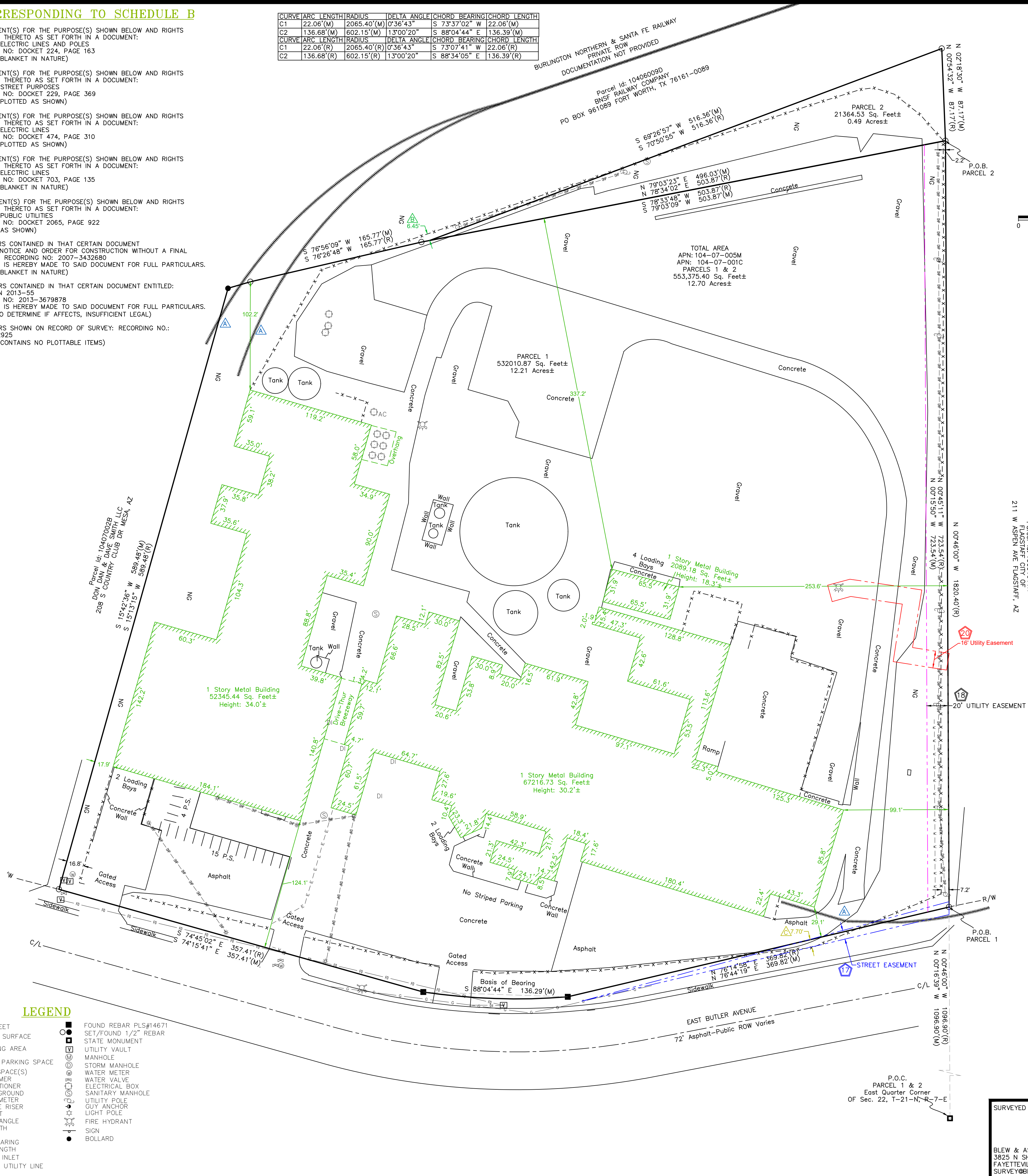
NOTES CORRESPONDING TO SCHEDULE B

16. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: STREET PURPOSES
RECORDING NO: DOCKET 229, PAGE 369
(AFFECTS, PLOTTED AS SHOWN)
17. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: STREET PURPOSES
RECORDING NO: DOCKET 229, PAGE 369
(AFFECTS, PLOTTED AS SHOWN)
18. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ELECTRIC LINES
RECORDING NO: DOCKET 474, PAGE 310
(AFFECTS, PLOTTED AS SHOWN)
19. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: ELECTRIC LINES
RECORDING NO: DOCKET 703, PAGE 135
(AFFECTS, BLANKET IN NATURE)
20. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: PUBLIC UTILITIES
RECORDING NO: DOCKET 2065, PAGE 922
(AFFECTS, AS SHOWN)
21. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED: NOTICE AND ORDER FOR CONSTRUCTION WITHOUT A FINAL INSPECTION RECORDING NO: 2007-3432680
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS. (AFFECTS, BLANKET IN NATURE)
22. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED: RESOLUTION 2013-55
RECORDING NO: 2013-3679878
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS. (UNABLE TO DETERMINE IF AFFECTS, INSUFFICIENT LEGAL)
23. MATTERS SHOWN ON RECORD OF SURVEY: RECORDING NO: 2016-3742925
(AFFECTS, CONTAINS NO PLOTTABLE ITEMS)

LEGEND

- | | | | |
|------------------------|------------------------|-------|-----------------------|
| SQ.FT. | SQUARE FEET | ■ | FOUND REBAR PLS#14671 |
| CONCRETE SURFACE | CONCRETE SURFACE | ○ | SET/FOUND 1/2" REBAR |
| NO PARKING AREA | NO PARKING AREA | □ | STATE MONUMENT |
| HANDICAP PARKING SPACE | HANDICAP PARKING SPACE | ▽ | UTILITY VAULT |
| PARKING SPACE(S) | PARKING SPACE(S) | ⊙ | MANHOLE |
| TRANSFORMER | TRANSFORMER | ⊕ | STORM MANHOLE |
| AIR CONDITIONER | AIR CONDITIONER | ⊖ | WATER METER |
| NATURAL GROUND | NATURAL GROUND | ⊗ | WATER VALVE |
| ELECTRIC METER | ELECTRIC METER | ⊘ | ELECTRICAL BOX |
| TELEPHONE RISER | TELEPHONE RISER | ⊙ | SANITARY MANHOLE |
| CLEAN OUT | CLEAN OUT | ⊕ | UTILITY POLE |
| CENTRAL ANGLE | CENTRAL ANGLE | ⊖ | GUY ANCHOR |
| ARC LENGTH | ARC LENGTH | ⊗ | LIGHT POLE |
| RADIUS | RADIUS | ⊘ | FIRE HYDRANT |
| CHORD BEARING | CHORD BEARING | ⊕ | SIGN |
| CHORD LENGTH | CHORD LENGTH | ⊖ | BOLLARD |
| DRAINAGE INLET | DRAINAGE INLET | ● | |
| OVERHEAD UTILITY LINE | OVERHEAD UTILITY LINE | — | |
| FENCE | FENCE | -x-x- | |

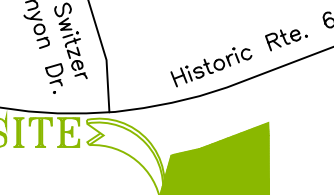
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	22.06'(M)	2065.40'(M)	0°36'43"	S 73°37'02" W	22.06'(M)
C2	136.68'(M)	602.15'(M)	13°00'20"	S 88°04'44" E	136.39'(M)
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	22.06'(R)	2065.40'(R)	0°36'43"	S 73°07'41" W	22.06'(R)
C2	136.68'(R)	602.15'(R)	13°00'20"	S 88°34'05" E	136.39'(R)



VICINITY MAP

NOT TO SCALE

SITE



SHEET 1 OF 1

LAND AREA

553,375.40± SQUARE FEET
12.70± ACRES

PARKING

REGULAR= 19
HANDICAP= 0
TOTAL= 19

FLOOD INFORMATION

FLOOD NOTE: BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.FEMA.GOV, AND BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED ENTIRELY IN ZONE "X". FLOOD INSURANCE RATE MAP NUMBER 04005C6809G, WHICH BEARS AN EFFECTIVE DATE OF 09/03/2010 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. BY REVIEWING FLOOD MAPS PROVIDED BY THE NATIONAL FLOOD INSURANCE PROGRAM WE HAVE LEARNED THIS COMMUNITY DOES PARTICIPATE IN THE PROGRAM.

BEARING BASIS

BEARINGS SHOWN HEREON ARE BASED ON THE SUBJECT PROPERTY'S SOUTH LINE WHICH CHORD BEARS S 88°04'44" E PER FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD-83.

GENERAL NOTES

1. NO UNDERGROUND UTILITIES ARE SHOWN ON THIS SURVEY, ONLY ABOVE GROUND VISIBLE EVIDENCE OF UTILITIES ARE SHOWN.
2. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
3. THIS SURVEY MEETS OR EXCEEDS THE SURVEY STANDARDS/STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2016 ALTA/NSPS SURVEY REQUIREMENTS.
4. THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO E. BUTLER AVE., A DEDICATED PUBLIC STREET OR HIGHWAY.
5. THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.
6. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN REFERENCED AREAS.
7. THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS.
8. BUILDING AREAS SHOWN HEREON ARE FOR THE FOOTPRINT OF THE BUILDING ONLY.
9. NO APPARENT CHANGES IN STREET RIGHT OF WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION, NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
10. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL LICENSED SURVEYOR AND MAPPER, ADDITIONS AND DELETIONS TO SURVEY MAPS, SKETCHES, OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
11. NO ATTEMPT WAS MADE TO DETERMINE WETLANDS OR OTHER ENVIRONMENTAL ISSUES, UNLESS OTHERWISE NOTED.
12. THE NEAREST INTERSECTING STREET IS THE INTERSECTION OF S. BABBITT DR. AND E. BUTLER AVE., WHICH IS APPROXIMATELY 85' FROM THE SE CORNER OF THE SUBJECT PROPERTY.

ALTA/NSPS LAND TITLE SURVEY

AEI JOB #394265

1600 EASE BUTLER AVENUE
FLAFSTAFF, COCONINO COUNTY AZ

SITE PICTURE



COORDINATED BY:

AEI CONSULTANTS
2500 CAMINO DIABLO
WALNUT CREEK, CA 94597
TELEPHONE: 925.746.6000
EMAIL: SURVEYS@AEICONSULTANTS.COM

SURVEYOR'S CERTIFICATE

TO: COMMONWEALTH LAND TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(c), 7(b)(1), 7(c), 8, 9, 13, 14, 16, AND 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 9/22/2018. DATE OF PLAT OR MAP: 9/24/2018.

REGISTERED SURVEYOR: Buckley D. Blew
PROFESSIONAL LAND SURVEYOR NO.: 55942
STATE OF ARIZONA

DATED

SURVEYED BY:

BLEW & ASSOCIATES, P.A.
1825 N SHILOH DRIVE
FAYETTEVILLE, AR 72703.
SURVEY@BLEWINC.COM

DATE

REVISION HISTORY

BY

SURVEYOR JOB NUMBER:

18-3274

SCALE:

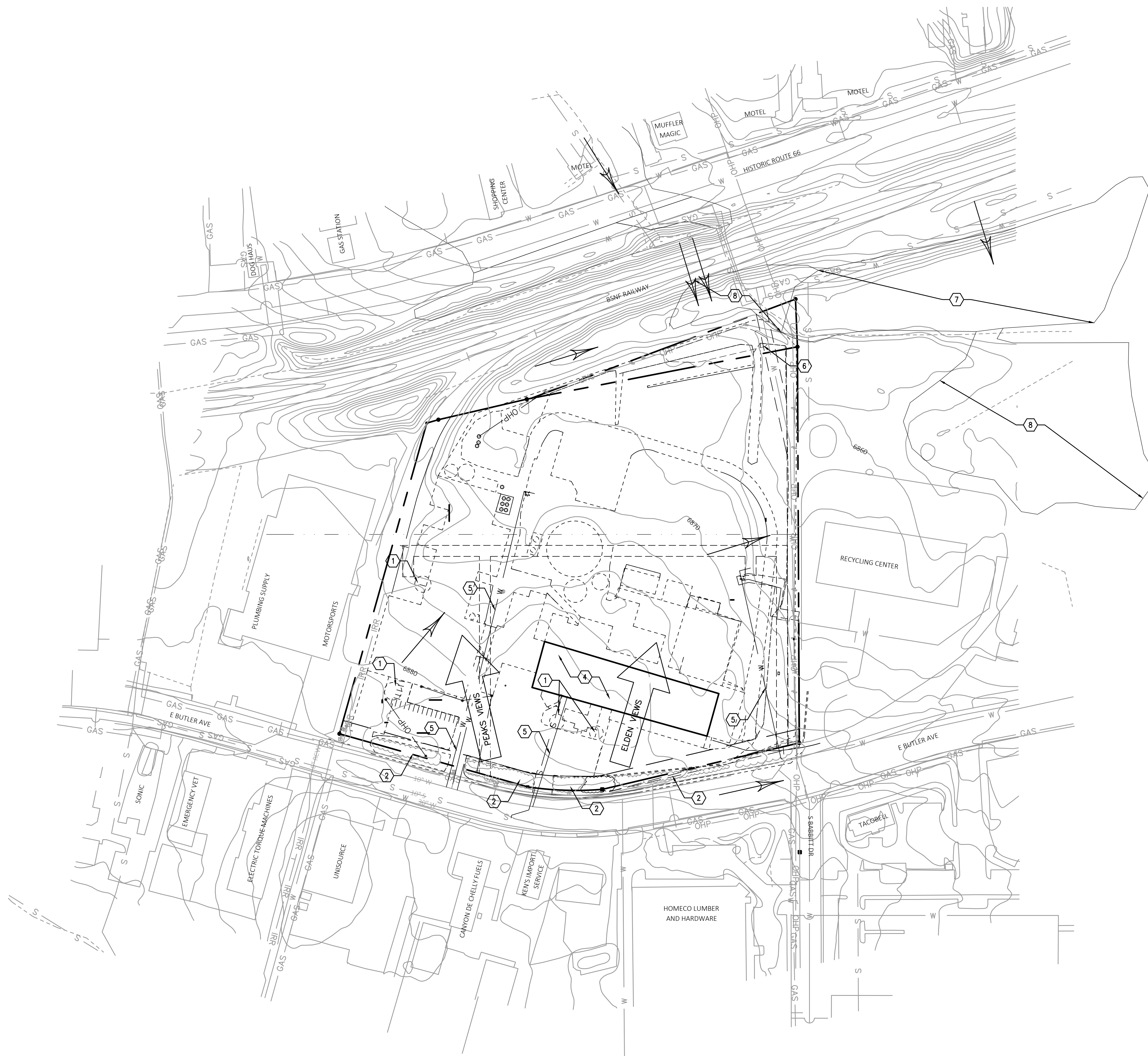
1" = 50'

DRAWN BY:

JCH

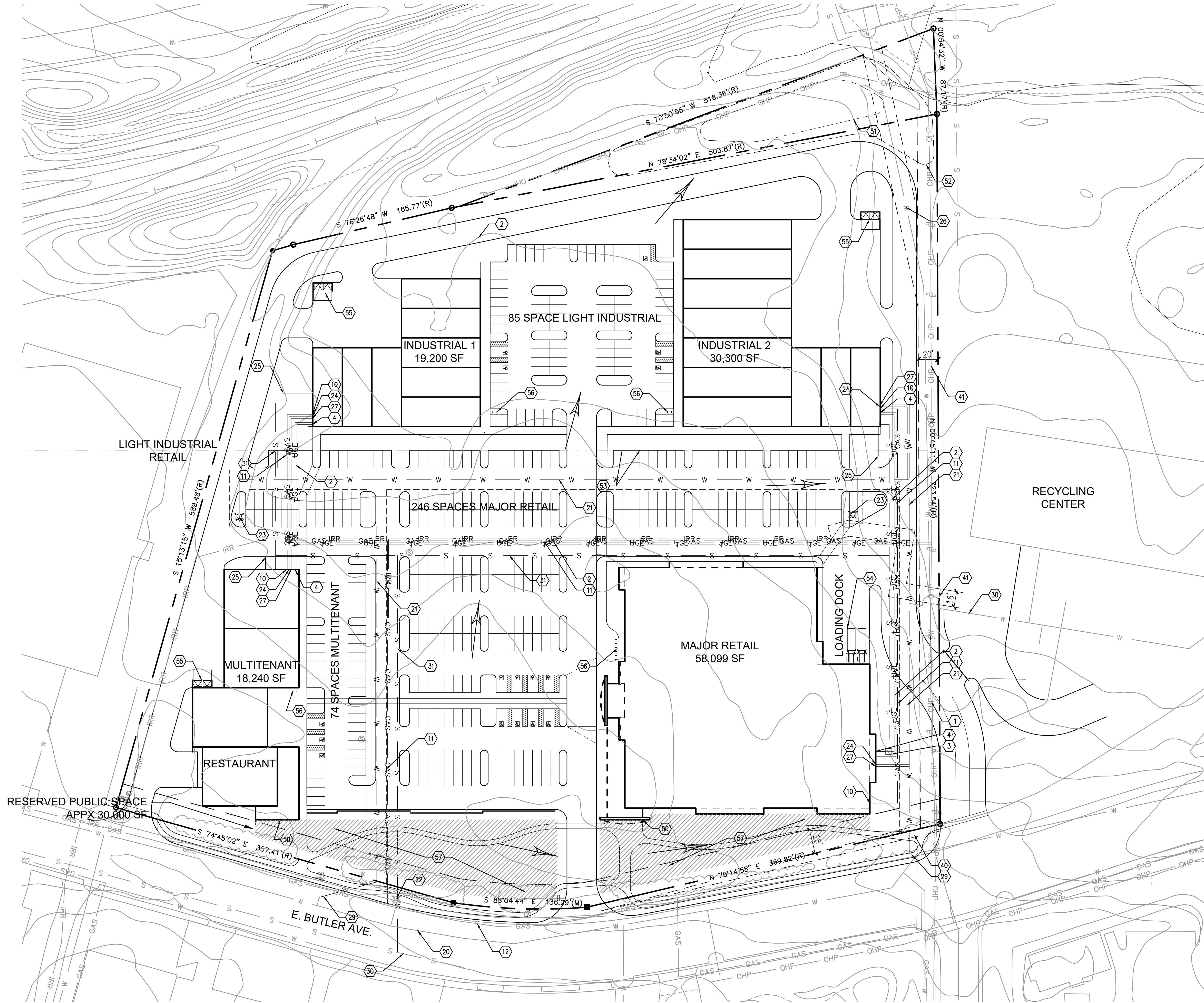
APPROVED BY:

T.K.S.



- KEYNOTES
- 1. TREE TO BE REMOVED
 - 2. EXISTING LANDSCAPE BUFFER
 - 3. ---
 - 4. ESTIMATED OLDEST STRUCTURE
 - 5. ABANDON EXISTING WATER LINE AND ASSOCIATED METERS PER CITY STANDARDS
 - 6. EXISTING STORMWATER BASIN
 - 7. FLOOD ZONE AH
 - 8. FLOOD ZONE AE





RESERVED PUBLIC SPACE
APPX 30,000 SF

LIGHT INDUSTRIAL
RETAIL

MULTITENANT
18,240 SF

RESTAURANT

74 SPACES MULTITENANT

246 SPACES MAJOR RETAIL

85 SPACE LIGHT INDUSTRIAL

INDUSTRIAL 1
19,200 SF

INDUSTRIAL 2
30,300 SF

MAJOR RETAIL
58,099 SF

LOADING DOCK

RECYCLING
CENTER

E. BUTLER AVE.

1 SITE PLAN

1" = 50'

2' CONTOURS



GENERAL NOTES

DEVELOPMENT AREA	
COMMERCIAL USE:	7.71 ACRES (335,838 SF)
INDUSTRIAL USE:	4.99 ACRES (217,537.4 SF)
PROPOSED BUILDING TYPES:	TYPE V, SPRINKLERED
BUILDING AREAS:	
COMMERCIAL	58,099 SF MAJOR RETAIL 18,240 SF MULTITENANT W/ RESTAURANT
TOTAL	76,339 SF
INDUSTRIAL	49,500 SF
TOTAL ON SITE	125,839 SF
FLOOR AREA RATIO (SINGLE STORY STRUCTURES)	
COMMERCIAL	76,339/335,838 = 0.227 0.25 FAR MAX ALLOWED
LIGHT INDUSTRIAL	49,500/217,537 = 0.227 1.50 FAR MAX ALLOWED
IMPERVIOUS CALCULATIONS	
EXISTING IMPERVIOUS	290,336.40 SF
PROPOSED IMPERVIOUS	408,980.40 SF
NET INCREASE	118,594.00 SF
REQUIRED ADDITIONAL 1" LID VOLUME, SURFACE AREA:	9882.83 CF
PARKING CALCULATIONS	
RETAIL:	SHOPPING CENTER (SHARED PARKING WITH RESTAURANT)
	1 PER 250 SF
	58,099 + 18,240 = 76,339 SF RETAIL
	/ 250 = 305 SPACES MIN + 5% = 320 SPACES MAX
	320 SHOWN (11 ADA)
	16 BICYCLE SPACES
LIGHT INDUSTRIAL: MANUFACTURING/PROCESSING **	
	1 PER 600 SF
	19,200 + 30,300 = 49,500 SF LIGHT INDUSTRIAL
	/ 600 = 82 SPACES MIN + 5% = 86 SPACES MAX
	85 SHOWN (5 ADA)
	6 BICYCLE SPACES
LOT TOTAL	405 SPACES
	3 RESERVED SPACES FOR FUTURE EV CHARGING
	4 SPACES PROVIDED (2 DOUBLE LOADED STUBS)
PUBLIC SPACE CALCULATION	
DEVELOPMENT AREA	12.70 ACRES (553,375.40 SF) x 5%
	27668.77 SF REQUIRED AND PROVIDED
**NOTE: THIS ILLUSTRATES DEVELOPMENT FOR THE MOST INTENSIVE USAGE (MANUFACTURING/PROCESSING). IF FINAL USE IS A LESS INTENSIVE USE (WAREHOUSING, ETC), PARKING SPACES CAN BE REMOVED TO ADJUST THE TOTAL NUMBER DOWN.	

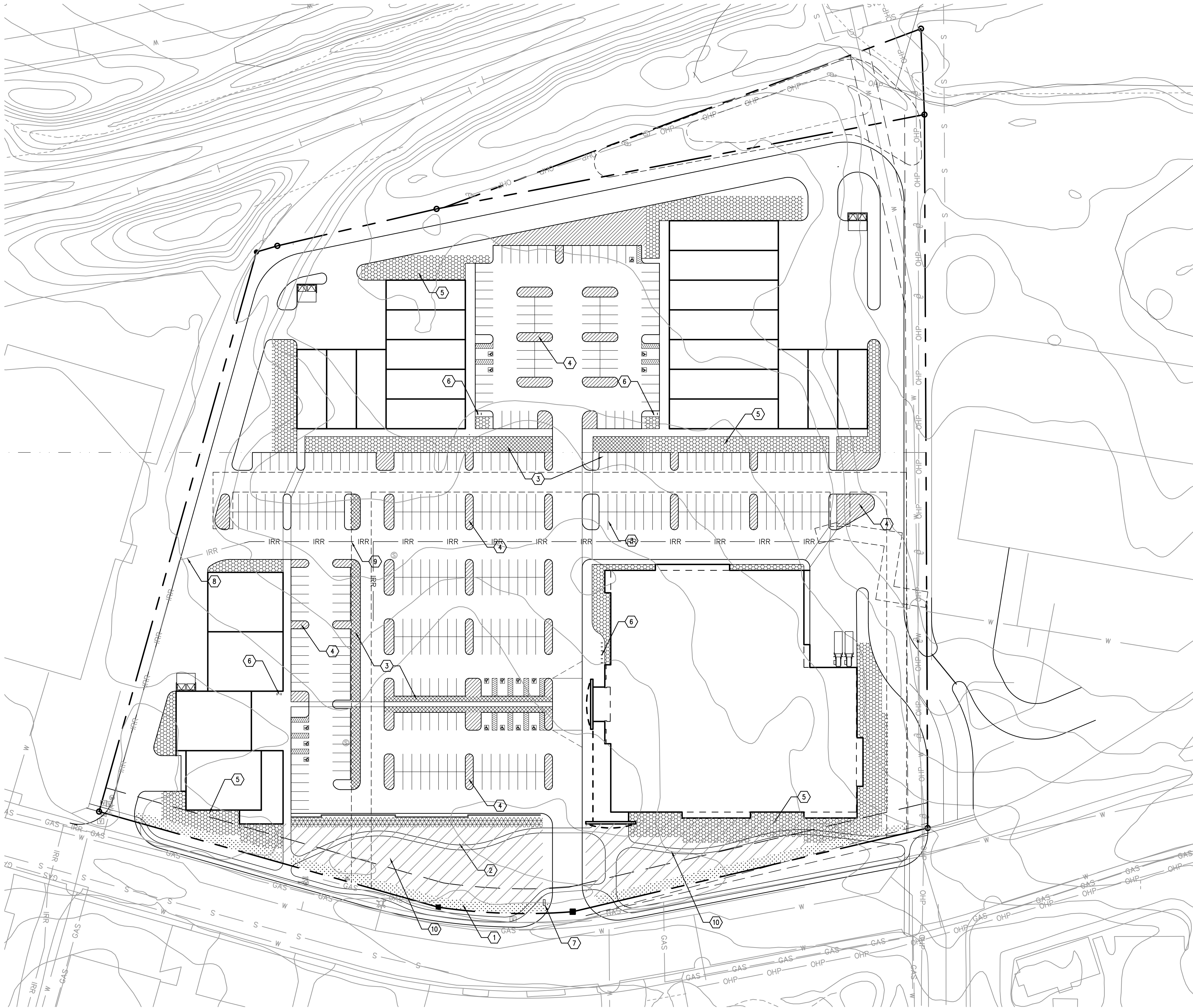
KEYNOTES

- EXISTING OVERHEAD ELECTRIC
- NEW UNDERGROUND ELECTRIC, COMM, AND CATV
- PROPOSED TRANSFORMER
- ELECTRIC, COMM AND CATV SERVICE ENTRY
- GAS METER
- NEW GAS LINE
- EXISTING GAS LINE
- EXISTING 8" WATER
- NEW PUBLIC 8" WATER LINE IN 20' PUBLIC UTILITY EASEMENT
- EXISTING FIRE HYDRANT
- NEW FIRE HYDRANT
- FIRE RISER
- FIRE DEPARTMENT CONNECTION
- EXISTING CITY 27" WATER TRANSMISSION MAIN LINE TO REMAIN. 20' P.U.E. TO PROVIDED.
- NEW WATER METER
- NEW PRIVATE DOMESTIC AND FIRE WATER TO BUILDING
- EXISTING WATER TAP
- EXISTING WATER TO MRF PROPERTY
- ABANDON EASEMENT
- EXISTING GRAVITY SEWER
- NEW 6" SEWER LINE
- STREET EASEMENT
- EXISTING UTILITIES EASEMENT
- ARCHITECTURAL ROOF ELEMENT
- EXISTING STORMWATER BASIN
- PROPOSED BASIN ENLARGEMENT
- STUBS FOR ELECTRIC CHARGING STATIONS, 2 DOUBLE LOADED
- TRASH COMPACTORS
- DUMPSTER LOCATION
- BICYCLE PARKING
- CIVIC SPACE

LEGEND

PRIMARY PROPERTY LINE	---
USE SEPARATION LINE	---
SETBACK LINE	---
EASEMENT LINE	---
GAS LINE	GAS
SEWER LINE	S
WATER LINE	W
UNDERGROUND ELECTRIC LINE	UGE
OVERHEAD ELECTRIC LINE	OHP
CABLE LINE	CTV
TELEPHONE LINE	T
IRRIGATION LINE / RECLAIMED WATER	IRR
FIRE WATER LINE	FW
DRAINAGE ARROW	→





1 LANDSCAPE PLAN
1" = 50'
2" CONTOURS

GENERAL NOTES

Landscaping. The project site is fully developed. Minimal landscaping exists, mostly along the frontage, with some medium sized trees that can be saved. The general neighborhood setting is urban/industrial. All landscaped areas are to be served by a drip type automatic piped irrigation system, to include rainwater sensor. Planting areas are to receive mulch or decomposed granite.

A. City requirements, buffer yards. Street buffer yards are to be 10' deep minimum. Peripheral buffer yards in light industrial zone are not required, where abutting adjacent industrial uses. One 15 gallon tree, three 5 gallon shrubs and two 1 gallon groundcovers are required for each 15' of public street frontage.
Calculation: $864 \text{ LF} / 15 = 58 \text{ trees}$, 174 shrubs and 116 shrubs

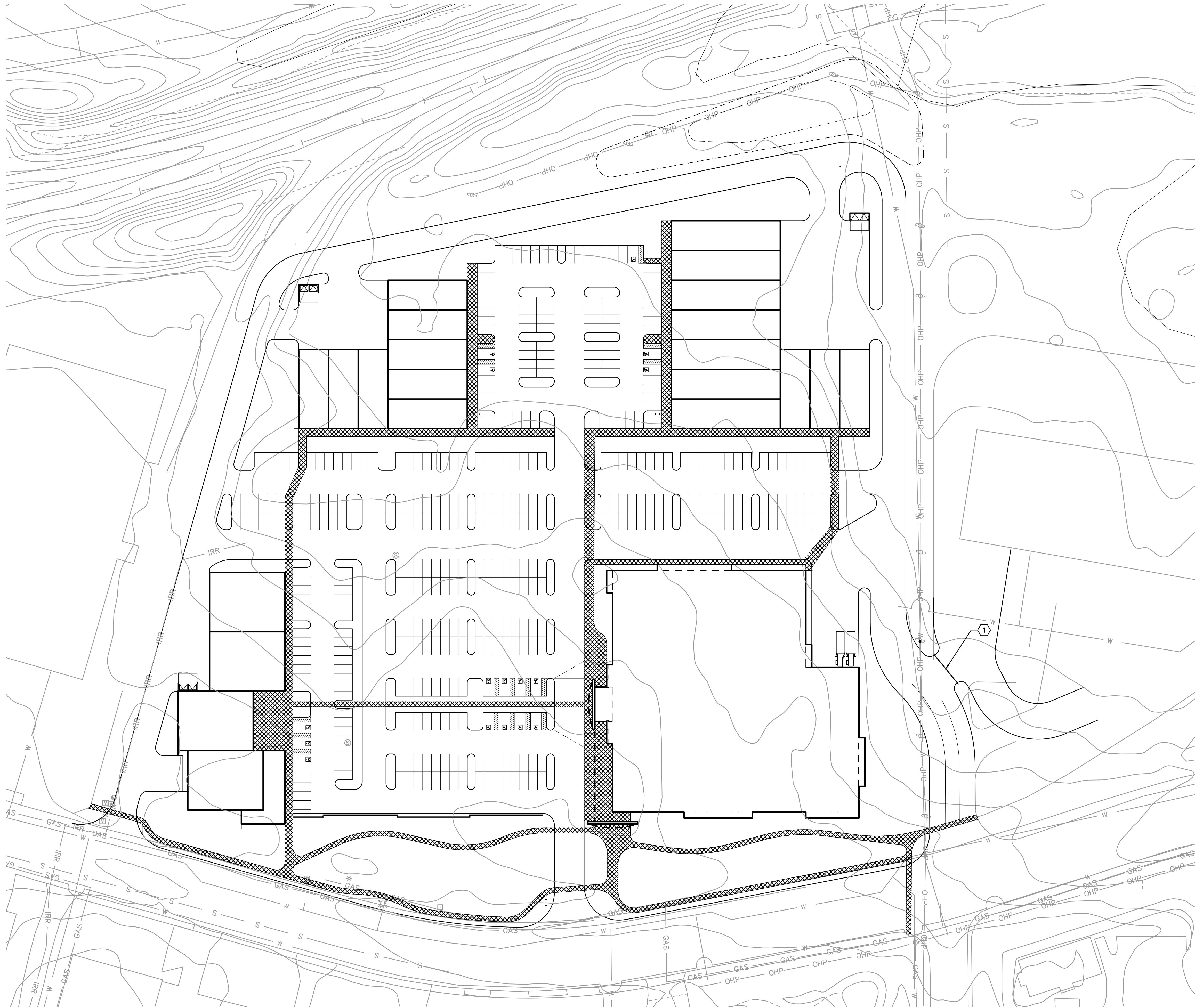
B. City requirements, parking areas. 30 SF per parking space. Two 15 gallon trees and four 5 gallon shrubs and four 1 gallon groundcovers required per every 8 parking spaces.
Calculation light industrial: At light industrial, 85 parking spaces are provided. At 1/8, this produces 11 units of two trees, four shrubs and four groundcovers. This totals 22 trees, 44 shrubs and 44 groundcovers, to be located at the parking areas. 2,550 SF of parking lot landscaping area is required.
Calculation commercial: At commercial, 320 parking spaces are provided. At 1/8, this produces 40 units of two trees, four shrubs and four groundcovers. This totals 80 trees, 160 shrubs and 160 groundcovers, to be located at the parking areas. 2,550 SF of parking lot landscaping area is required.

C. City requirements, parking screening. Along public streets, provide 3 1/2' wall or shrubbery. Two five gallon shrubs per parking space required. 23 spaces at 2 per space = 46 total screening shrubs.

D. City requirements, building perimeter. No existing trees are available for perimeter credit. One 15 gallon tree, two 5 gallon shrubs and two 1 gallon groundcovers are required for each 25' of building perimeter.
Calculation: Light industrial building 1-640 LF/25' = 26 trees, 52 shrubs and 52 groundcovers; Light industrial building 2-820/25' = 33 trees, 66 shrubs and 66 groundcovers; multi-tenant building-716 LF/25 = 29 trees, 58 shrubs and 58 groundcovers; Kohls 1,046/25 = 42 trees, 84 bushes and 84 shrubs.

E. City requirements, unused areas. Disturbed area, unused areas and drainage basins are to be hydroseeded per city requirements, with a mix of native grasses and wildflowers.

- KEYNOTES**
1. STREET BUFFER, 10' MIN
 2. PARKING LOT SCREENING
 3. PARKING LOT SUBDIVIDING
 4. PARKING LANDSCAPING
 5. BUILDING FOUNDATION LANDSCAPING, 25' MAX
 6. BICYCLE PARKING
 7. PYLON SIGN
 8. EXISTING RECLAIMED WATER
 9. RECLAIMED WATER EXTENSION
 10. CIVIC SPACE

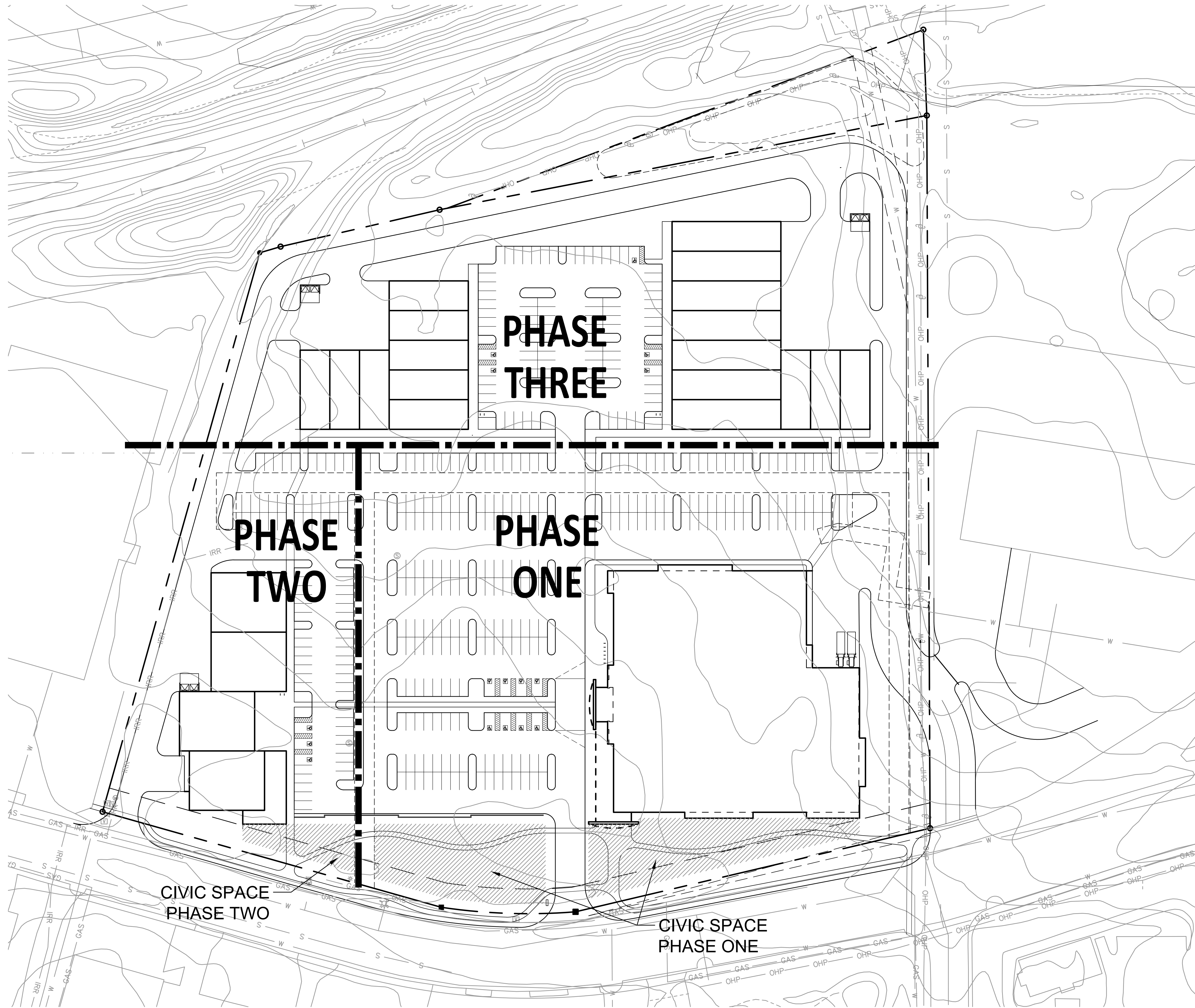


KEYNOTES

- 1. NEW SECURITY GATE

1 PEDESTRIAN/BICYCLE CIRCULATION
1" = 50'
2' CONTOURS





1 PHASING PLAN
1" = 50'

2' CONTOURS

