

DRAFT

NOTICE AND AGENDA

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 CDPandZCommission@flagstaffaz.gov.

**PLANNING & ZONING COMMISSION
WEDNESDAY
SEPTEMBER 14, 2022**

**STAFF CONFERENCE ROOM
211 WEST ASPEN AVENUE
4:00 P.M.**

1. Call to Order

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Commission and to the general public that, at this regular meeting, the Commission may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. Roll Call

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

MARIE JONES, CHAIR
CAROLE MANDINO, VICE CHAIR
DR. RICARDO GUTHRIE
BOB HARRIS, III

MARY NORTON
DR. ALEX MARTINEZ
LLOYD PAUL

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 regular meeting on Wednesday, August 24, 2022.

5. PUBLIC HEARING

A. PZ-20-00039-03 AZ10-037 Bullwhip Cellular Tower

A Conditional Use Permit request from Pinnacle Consulting, representing both Sun State Towers and Version Wireless, to allow a new 70-foot tall antenna supporting structure within a new 30-foot X 30-foot wireless communications facility site at 3100 N Fort Valley Rd. (APN 111-01-006C), within the Public Facility (PF) zone.

STAFF RECOMMENDED ACTION:

In accordance with the findings presented in this report, staff recommends approval of PZ-20-00039-03 with the following condition:

1. The development of the site shall substantially conform to the plans as presented with the Conditional Use Permit application, with the Site Plan (PZ-20-00039-02) as approved by the Inter-Division Staff on November 24, 2021. Any modifications to the approved site plan shall require additional review by the IDS team.

B. PZ-22-00172: City's request for a City Code Text Amendment to modify Title 11, General Plans and Subdivision, Division 11-10.20, Additional Procedures for Comprehensive Updates, New Elements, and Major Amendments to the General Plan to make a clarification edit in regard to public participation procedures and to align the Flagstaff City Code with new legislation adopted by the State of Arizona regarding the processing of major plan amendments.

STAFF RECOMMENDED ACTION:

Staff recommends the Planning and Zoning Commission make a recommendation to the City Council for approval of the City Code Text Amendment in accordance with the findings.

C. Active Transportation Minor Regional Plan Amendment PZ-21-00129-01

A request to amend the text and maps of Chapter X Transportation and the Glossary of the Flagstaff Regional Plan 2030 to provide additional descriptions of terms used in goals, policies, and maps, and to replace Map 26 with five maps that provide more detail on the existing and planned pedestrian and bicycle systems in the City of Flagstaff.

STAFF RECOMMENDED ACTION:

Staff recommends the Planning and Zoning Commission forward the Minor Regional Plan Amendment request to the City Council with a recommendation for approval, in accordance with the findings presented in staff's report.

6. MISCELLANEOUS ITEMS TO/FROM COMMISSION MEMBERS

7. ADJOURNMENT

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on 9/9/22, at 11:00 a.m. This notice has been posted on the City's website and can be downloaded at www.flagstaff.az.gov.

Dated this 9th day of September, 2022.

Tammy Bishop, Administrative Specialist



Planning & Zoning Commission

5. A.

Meeting Date: 09/14/2022

From: Patrick St. Clair, Planner

Information

TITLE:

PZ-20-00039-03 AZ10-037 Bullwhip Cellular Tower

A Conditional Use Permit request from Pinnacle Consulting, representing both Sun State Towers and Version Wireless, to allow a new 70-foot tall antenna supporting structure within a new 30-foot X 30-foot wireless communications facility site at 3100 N Fort Valley Rd. (APN 111-01-006C), within the Public Facility (PF) zone.

STAFF RECOMMENDED ACTION:

In accordance with the findings presented in this report, staff recommends approval of PZ-20-00039-03 with the following condition:

1. The development of the site shall substantially conform to the plans as presented with the Conditional Use Permit application, with the Site Plan (PZ-20-00039-02) as approved by the Inter-Division Staff on November 24, 2021. Any modifications to the approved site plan shall require additional review by the IDS team.

Attachments

Staff Report
Vicinity Map
Draft Conditional Use Permit PZ-20-00039-03
Draft Notice of Decision PZ-20-00039-03
Draft Proposition 207 Waiver
Site Plan Approval Letter and Conditions
Site Plan Drawings
CUP Application
CUP Narrative
Public Partition Plan and Reports
Emails from the Public
Five Year Plan/Site Inventory
Public Hearing Newspaper Ad
Mailing/Site Posting

PLANNING AND DEVELOPMENT SERVICES REPORT
CONDITIONAL USE PERMIT

PUBLIC HEARING
PZ-20-00039-03

DATE: **August 23, 2022**
MEETING DATE: **September 14, 2022**
REPORT BY: **Patrick St. Clair**

REQUEST:

A Conditional Use Permit request from Pinnacle Consulting, representing both Sun State Towers and Verizon Wireless, to allow a new 70-foot tall monopine antenna supporting structure within a 30-foot by 30-foot wireless communications lease area at 3100 N Fort Valley Rd. (APN 111-01-006C), within the Public Facility (PF) Zone.

STAFF RECOMMENDATION:

In accordance with the findings presented in this report, staff recommends approval of PZ-20-00039-03 with the following condition:

1. The development of the site shall substantially conform to the submitted drawings and application as presented with the Conditional Use Permit application and with the Site Plan (PZ-20-00039-02) as approved by the Inter-Division Staff on November 24, 2021. Any modifications to the approved site plan shall require additional review by the IDS team.

PRESENT LAND USE:

The subject parcel is currently owned and operated by the Museum of Northern Arizona.

PROPOSED LAND USE:

Install a new 70-foot tall mono-pine antenna supporting structure within a 30-foot by 30-foot wireless communications lease area for associated ground mounted equipment and equipment service.

NEIGHBORHOOD DEVELOPMENT:

North: Public Facility Zone (PF); water tank and reservoirs on City of Flagstaff property
South: U.S. Highway 180/Fort Valley Road (Right-of-Way)
East: Public Facility Zone (PF); Museum of Northern Arizona
West: Public Facility Zone (PF); Museum of Northern Arizona

I. Project Introduction

A. Background/Introduction

Section 10-40.30.060.B of the Flagstaff Zoning Code, *Allowed Uses*, identifies Antenna Supporting Structure as a permitted land use in the Public Facilities (PF) Zone subject to the approval of a Conditional Use Permit (CUP) by the Planning and Zoning Commission. In addition, Section 10-40.60.310 of the Flagstaff Zoning Code, *Telecommunications Facilities*, lists additional requirements for the proposed structure.

The applicant, Pinnacle Consulting, Inc. on behalf of Sun State Towers and Verizon Wireless, is requesting a Conditional Use Permit to allow the installation of a 70-foot-tall antenna supporting structure and wireless communications facility near the northwest corner of a 13.62-acre parcel at 3100 N Fort Valley Rd (APN 111-01-006C). The applicant investigated

existing options for co-location – three existing wireless communication towers within a maximum 4.25-mile range - and found no gap coverage available by collocating at any of these existing sites. Therefore, the applicant is proposing a new monopine antenna supporting structure and wireless facility. Situated 7,111 feet above sea level, the new monopine is deemed critical by the applicant's research into the demands of the wireless network in the area, and is intended to improve service capacity and coverage in the area. Unmanned and operating 24/7, the applicant has clarified that the facility will be connected to and monitored by a central switch center to ensure proper functionality. The monopine structure has been designed to accommodate multiple wireless communications facility providers.

The proposed parcel qualifies as a preferred site for Telecommunication Facilities because the parcel is zoned Public Facility (PF) and is not park or open space land, or a school. A telecommunications facility located on a preferred site shall not exceed a height of 100 feet per Section 10-40.60.310(C)(10)(a) of the Flagstaff Zoning Code. The height of a tower is measured from the natural undisturbed ground surface below the center of the base of said tower to the top of the tower itself. This proposal is for a 70-foot-tall tower which includes an initial group of antennas placed at a centerline of 66'-feet above grade. Future antennas are intended to be set at centerline heights of 56-feet and 46-feet above grade. No tower mounted equipment, proposed or future, shall extend above the top of the 70-foot-tall structure. The proposed structure is located more than 500-feet from the eastern right-of-way line for U.S. Highway 180/Fort Valley Road. This exceeds the 300-foot minimum distance required from such right-of-way by Section 10-40.60.310(D)(3) of the Flagstaff Zoning Code. To reduce the visual impact of the tower and comply with Section 10-40.60.310(C)(6)(e) of the Flagstaff Zoning Code, the structure is proposed to be a monopine, camouflaged by about 3.5 branches per foot (2.3 branches per foot is minimum required), with branches originating 12-feet above grade (17-and one half feet is code minimum) and extending 10-foot four inches in length from the structure itself (10-foot is minimum). The applicant has noted that the branches will taper in length toward the top of the structure to emulate a natural pine tree and no wireless antennas will extend beyond the branches. The tower will be painted to emulate a natural tree trunk and all ground mounted equipment will be contained within the 30- foot by 30-foot lease area. The lease area will be screened from view by an 8-foot-tall, integral colored split-faced CMU wall. Access to the lease area will be through two 6-foot-wide gates.

The proposal includes an Engineering Report and a Five-Year Plan and Site Inventory for the antenna supporting structure as required by the standards of Section 10-40.60.310(F)(1) of the Flagstaff Zoning Code.

Site plan review and approval is required for all conditional uses in any zone as indicated in Section 10-20.40.140.B of the Flagstaff Zoning Code. On November 24, 2021, City Staff approved a Site Plan application (PZ-20-00039-02) for a 70-foot tall, camouflaged antenna supporting structure enclosed by a 30-foot by 30-foot lease area at 3100 N Fort Valley Rd.

II. Required Findings

The Planning Commission may approve the Conditional Use Permit only after making the following three findings:

A. Finding #1:

The conditional use is consistent with the objectives of the Zoning Code and the purpose of the Zone in which the site is located.

Per the Flagstaff Zoning Code: "The Public Facility (PF) zone applies to areas of the City owned by public or quasi-public agencies. The PF zone is intended to preserve and encourage the establishment of public lands and to provide an area within the City for active and passive recreation uses, parks, public open space, governmental buildings and facilities, schools and school grounds, quasi-public buildings and facilities, and related uses."

Camouflaged to be visually unobtrusive, the monopine tower is placed in an undeveloped area of the parcel, surrounded by existing mature vegetation, and is bordered on the north, east, and west by land zoned for Public Facility uses. The existing vehicular access easements on the parcel connect with U.S. Highway 180/Fort Valley Road right-of-way adjacent the south edge of the parcel. The project takes advantage of these existing access locations and on-site paved drive to reduce impact on the surrounding undeveloped land for access to the facility. The applicant indicates in the CUP narrative that the project is intended to provide enhanced wireless service to the surrounding area by providing consistent wireless communication coverage, better service quality, and recognize capacity relief at other existing wireless sites; all while having a minimal imprint on the environment. The applicant also clarifies that Per FCC and FAA guidelines, the facility will be operated in strict conformance to Federal Codes.

B. Finding #2

That granting the conditional use will not be detrimental to the public health, safety, or welfare.

If the proposed project is developed in accordance with City codes, standards, and requirements, the project should not be detrimental to the public health, safety, or welfare.

C. Finding #3

The characteristics of the conditional use as proposed, and as it may be conditioned, are reasonably compatible with the types of uses permitted in the surrounding area. The Conditional Use Permit shall be issued only when the Planning Commission finds that the Applicant has considered and adequately addressed the following to ensure that the proposed use will be compatible with the surrounding area (Flagstaff Zoning Code Section 10-20.40.050.E.3):

- *Access, traffic, and pedestrian, bicycle, and vehicular circulation;*
- *Adequacy of site and open space provisions, including resource protection standards, where applicable;*
- *Noise, light, visual, and other pollutants;*
- *Proposed style and siting of structure(s), and relationship to the surrounding neighborhood;*
- *Landscaping and screening provisions, including additional landscaping in excess of otherwise applicable minimum requirements;*
- *Impact on public utilities;*
- *Signage and outdoor lighting;*
- *Dedication and development of streets adjoining the property; and*
- *Impacts on historical, prehistoric, or natural resources.*

1. Access and Traffic; Pedestrian, Bicycle, and Vehicular Circulation

The proposal should not have any discernable impacts to site access, or on vehicular, bicycle and pedestrian circulation in the area. The Museum of Northern Arizona owns the subject parcel and the adjacent westward parcel providing two existing paved entrances from U.S. Highway 180/Fort Valley Road to the property and the proposed monopine location. The access points connect to an existing paved private drive that runs from the southern portion of the subject parcel to the northwest edge of the adjacent westward parcel to provide a kind of “loop” driveway through the area. The monopine is located adjacent to this “loop” at the northwest corner of the subject parcel. The applicant notes that once complete, the unmanned facility requires a technician visit the site approximately once a month during

typical business hours. The screened ground space for the telecommunication lease area can accommodate parking requirements for general maintenance issues for the project. Access easements to the lease area, utilizing the existing paved “loop” (Reference Site Plan Drawing Sheet Z1) will be agreed upon by all involved parties and included for review as part of future building permit submittals.

2. Adequacy of Site/Open Space/Resource Provisions

The approved site plan shows the proposed wireless communication facility complies with all the required development standards of the Public Facility (PF) Zone. No open space requirements apply to the proposal. The parcel is within the Resource Protection Overlay and though no steep slope or floodplain resources exist within the proposed development area, the property is required to preserve 30% of the existing forest resources on-site. The approved Site Plan drawings LS-1 and Z-2 clarify that the project proposes to remove four trees from the existing 13.62-acre site. The remaining tree resources meet the Public Facility (PF) zone 30% forest resource retention standard required for the parcel.

3. Noise, Light, Visual, and Other Pollutants

The facility will not emit any noise, odor, or pollutants. The proposal does not include any outdoor lighting. The project proposes a fully camouflaged monopine design as indicated in Section 10-40.60.310(C)(6)(e) of the Flagstaff Zoning Code, the least visually impacting design for the project and the project area. Situated among existing mature vegetation on a relatively undeveloped portion of the parcel, neither the tower, nor the 30-foot by 30-foot screened lease area will be visually obtrusive in this environment.

4. Style and Siting of Structure(s) and Relationship to Surrounding Neighborhood

The antenna supporting structure will be camouflaged per the requirements of Section 10-40.60.310(C)(6)(e) of the Flagstaff Zoning Code. Placing this facility and equipment near the NW corner of the parcel locates the structure amongst existing and established vegetation. Emulating a natural tree within this surrounding, the proposal locates the facility and tower in an appropriate area of the parcel, meeting the applicant’s intentions to improve surrounding wireless coverage, take advantage of existing access and infrastructure, and locate the project in an inconspicuous area of the parcel.

5. Landscaping and Screening

The lease area is proposed to be screened by an 8-foot tall, integral colored split-faced CMU wall to shield ground mounted equipment from view. Removed from the Right-of-Way for U.S. Highway 180/Fort Valley Road by more than 500 feet, within an undeveloped area of the parcel containing existing mature vegetation, this screening, in combination with the monopine camouflaged design will blend the tower and lease area into the surrounding environment. Based on these conditions, the project proposes no new landscaping for the development.

6. Impact on Public Utilities

The project is an unstaffed facility so it will not require water or sewer services. The project will require power and telecom service. The project proposes a utility easement from existing powerlines east of the monopine location for electrical access. Fiber connections for telecommunication purposes are proposed from a vault installed at the northwest edge of the adjacent westward parcel and would follow a utility easement proposed along the existing access “loop” drive described above in the “Access and Traffic” section of this report. All necessary power and fiber easements will be outlined within the lease terms between the tower operator and the property owner. There will be no negative effects to city utilities or services caused by the use or operation of this wireless facility.

7. Signage and Outdoor Lighting

The project does not propose any signage or outdoor lighting. If any signage or outdoor lighting is proposed in the future, they will be reviewed in accordance with the standards of the Zoning Code.

8. Dedication and Development of Streets

There will be no new streets created or developed for this facility. The wireless facility will utilize an existing paved access point at the southern portion of the subject parcel and another existing paved access point from the adjacent westward parcel. Both access points take access from U.S. Highway 180/Fort Valley Road and create an existing private paved “loop” driveway access through the parcels indicated. No dedication or development of public streets is required for the project.

9. Impacts on Resources

As previously mentioned, the site is located within the Resource Protection Overlay zone and complies with all resource protection standards for the (PF) zone. Additionally, the parcel is within the Landmarks Overlay Zone (LO). The requirements of the LO zone are intended to promote the preservation and unique character of all structures within the zone. According to the Heritage Preservation review of the proposal (PZ-20-00039-01) the project complies with Heritage Requirements for a Certificate of No Effect. The Heritage Preservation review notes that the project is located on Museum of Northern Arizona property, the impact of the proposed monopine retains the parcel in largely the same condition as it exists and indicates that the visual impacts of the project are mitigated by the tree camouflage treatment of the cell tower. The Certificate of No Effect is conditioned upon the tower complying with camouflage methods indicated in Section 10-40.60.310(C)(6)(e) of the Flagstaff Zoning Code. As discussed earlier, the proposal complies with these camouflage standards. The Heritage Preservation approval also indicates that all cell towers are federal undertakings and will require Section 106 review and involvement of AZ SHPO.

Conditions of approval will only be imposed if they are necessary to ensure the intent and purpose of the Zoning Code are met; to ensure compatible and complementary development of the property; and to ensure the provision of appropriate off-site improvements will be fulfilled.

III. Citizen Participation

The applicant held two neighborhood meetings to discuss the proposed Conditional Use Permit application with the community. The first meeting was held September 30, 2021, and the second meeting was held August 4, 2022. Both meetings were held via the Zoom platform and simultaneously provided an in-person venue, Pearson Hall, on site at 3100 N Fort Valley Rd. For both neighborhood meetings the applicant posted a sign on the property regarding the meeting and sent letters to 84 neighboring property owners within a 1,000-foot radius of the subject parcel. As part of each mailing, notifications were sent to those included on the City’s Registry of Interested Persons and Groups.

Both meetings were formatted as an open house style meeting including a project presentation and question and answer segment. Four members of the public attended the first meeting, a summary of which is attached to this report. No members of the public attended the second meeting.

To staff’s knowledge, two emails have been received regarding the project. One contains a list of thirty local homeowners who support the new cellular tower, and the other is from a local homeowner concerned the new tower may interfere with existing wireless technology, security at the proposed site, and felt the pace of the project reviews was too fast to understand ramifications of approval. A copy of these emails can be reviewed in the “Emails from the Public” attachment to this report.

August 5, 2021

IV. Recommendation:

The Inter-Division Staff (IDS) team approved the Site Plan for this project on November 24, 2021 (approval letter and conditions attached). Staff recommends that the request for the CUP be granted by the Planning and Zoning Commission with the conditions included in Conditional Use Permit No. PZ-20-00039-03 and as follows:

1. The development of the site shall substantially conform to the submitted drawings and application as presented with the Conditional Use Permit application and with the Site Plan (PZ-20-00039-02) as approved by the Inter-Division Staff on November 24, 2021. Any modifications to the approved site plan shall require additional review by the IDS team.

V. Attachments:

The draft documents have been prepared in accordance with the staff recommendation and do not indicate the Commission's final decision. These documents will be updated after the public hearing on this case to reflect the Commission's decision.

- Vicinity Map
- Draft Conditional Use Permit No. PZ-19-00022-05
- Draft Notice of Decision PZ-20-00039-03
- Draft Proposition 207 waiver PZ-20-00039-03
- Site Plan Approval letter and Conditions of Approval
- Site Plan Drawings
- CUP Application
- CUP Narrative
- Public Participation Plan and Reports
- Emails from the Public
- Engineering Report
- Five Year Plan and Site Inventory
- Public Hearing Newspaper Ad
- Public Hearing Mailings and Site Posting Affidavits

AZ10-037 Bullwhip/AZ2 Chesire
Location and Vicinity Map

3100 N. Fort Valley Road, Flagstaff, AZ 86001/APN: 111-01-006C



**COCONINO COUNTY, ARIZONA RECORDER
CONDITIONAL USE PERMIT
FROM GRANTOR: CITY OF FLAGSTAFF
COCONINO COUNTY, ARIZONA
OFFICE OF PLANNING AND ZONING
TO GRANTEE: SUN STATE TOWERS**

Permit No. PZ-20-00039-03
September 14, 2022

Permission is hereby granted to Sun State Towers and Verizon Wireless to establish a new 70-foot tall antenna supporting structure use and associated 30-foot x 30-foot wireless communications facility lease space pursuant to Section 10-40.30.060.B. of the Flagstaff Zoning Code at 3100 N Fort Valley Rd. within the Public Facility (PF) zone and legally described as Coconino County Assessor parcel number 111-01-006C, in the city of Flagstaff, Arizona.

After a public hearing held on September 14, 2022, the Planning and Zoning Commission voted to grant this Conditional Use Permit subject to the following conditions.

1. The development of the site shall substantially conform to the plans as presented with the Conditional Use Permit application, with the Site Plan (PZ-20-00039-02) as approved by the Inter-Division Staff on November 24, 2021. Any modifications to the approved site plan shall require additional review by the IDS team.

Furthermore, this permit is issued on the express condition that the use permitted herein shall conform in all relevant respects to the ordinances of the City of Flagstaff and the laws of the State of Arizona.

Any and all conditions endorsed on this permit are subject to periodic review by the City of Flagstaff's Planning Director. Following review, the Planning and Zoning Commission shall be notified when the conditions of operation imposed in the approval and issuance of this permit have not been or are not being complied with.

The Planning and Zoning Commission shall consider the matter of revocation and set the permit for public hearing. If the Planning and Zoning Commission finds, following the public hearing, that the conditions imposed in the issuance of this permit are not being complied with, this permit may be revoked and further operation of the use for which this permit was approved shall constitute a violation of the Zoning Code.

This Conditional Use Permit shall become null and void one (1) year from the effective date of September 14, 2022, unless the following shall have occurred:

1. A building permit has been issued and construction begun and diligently pursued; or
2. The approved use has been established; or

3. An extension has been granted by the Planning and Zoning Commission. Such extension shall be for a maximum of one hundred eighty (180) days and no extension may be granted which would extend the validity of the permit more than eighteen (18) months beyond the date of approval of the permit.
4. Property Owner shall sign Consent to Conditions/Waiver for Diminution of Value form as a condition of issuance of the Conditional Use Permit by the City.
5. Development of the use shall not be carried out until the applicant has secured all other permits and approvals required by the Zoning Code, the City, or applicable regional, State, and federal agencies.

This document ___ does modify, or X does not modify the provisions of a previous Conditional Use Permit recorded in docket _____, Office of the Coconino County, Arizona, Recorder.

Planning Director, City of Flagstaff

By: _____
Applicant (if other than the property owner)

STATE OF ARIZONA)
) ss
County of _____)

Before me, the undersigned Notary Public, personally appeared _____ who executed the foregoing document for the purposes contained therein.

SUBSCRIBED AND SWORN to before me this ____ day of _____, 2022.

Notary Public

My Commission expires: _____

By: _____
Property Owner

Permit No. PZ-19-00233-03

July 3, 2021

Page 3 of 3

STATE OF ARIZONA)
) ss
County of _____)

Before me, the undersigned Notary Public, personally appeared _____ who
executed the foregoing document for the purposes contained therein.

SUBSCRIBED AND SWORN to before me this _____ day of _____, 2022.

Notary Public

My Commission expires: _____



City of Flagstaff

September 14, 2022

Sun State Towers and Verizon Wireless
c/o Pinnacle Consulting Inc / Michelle Lamoureux
1426 N Marvin St, STE 101
Gilbert, AZ 85233

RE: **NOTICE OF DECISION** – Conditional Use Permit No. PZ-00039-03

Dear Michelle Lamoureux:

The Planning Commission, in accordance with Section 10-20.40.050 of the Flagstaff Zoning Code, has considered the request of Sun State Towers and Verizon Wireless for a Conditional Use Permit on the property at 3100 N Fort Valley Rd. (APN 111-01-006C), within the Public Facility (PF) zone for a Antenna Supporting Structure use as provided in Section 10-40.30.060.B of the City of Flagstaff Zoning Code.

The Planning Commission held a public hearing on September 14, 2022, regarding this Conditional Use Permit. The Commission found and determined that, based on the information provided in the staff report dated August 23, 2021, and at the public hearings, the facts exist as required by Section 10-20.40.050.F of the Zoning Code to justify granting the Conditional Use Permit.

Based upon the aforementioned findings, the Commission approved a Conditional Use Permit by a vote of (X-X) for the use and location described above subject to the following conditions:

1. The development of the site shall substantially conform to the plans as presented with the Conditional Use Permit application, with the Site Plan (PZ-20-00039-02) as approved by the Inter-Division Staff on November 24, 2021. Any modifications to the approved site plan shall require additional review by the IDS team.

The above conditions are deemed by the Commission to be required to assure that the requested use will be compatible with neighboring uses and the growth and development of the area.

This action becomes final and effective ten (10) calendar days after the posting of this Notice of Decision on September 23, 2022 unless during these ten (10) days a written appeal to the City Clerk is filed or the City Council elects to review the application. Either appeal or City Council review shall stay the Conditional Use Permit until the City Council holds the required public hearing to consider the request.

Should you have any questions, comments, or concerns, please do not hesitate to contact me.

Sincerely,

Patrick St. Clair, Planner
Planning & Development Services
P. 928-213-2612
pstclair@flagstaffaz.gov

cc: Planning Director, City Clerk, City Council

When recorded, mail to:
City Clerk
City of Flagstaff
211 W. Aspen Avenue
Flagstaff, Arizona 86001

CONSENT TO CONDITIONS/WAIVER FOR DIMINUTION OF VALUE

The undersigned is the owner of certain real property legally described as Coconino County Assessor parcel number 111-01-006C in the City of Flagstaff, Arizona that is the subject of Conditional Use Permit Application No. PZ-20-00039-03. By signing this document, the undersigned agrees and consents to all of the conditions imposed by the City of Flagstaff in conjunction with the approval of Conditional Use Permit No. PZ-20-00039-03 and waives and fully releases any and all claims and causes of action that the owner may have, now or in the future, for any "diminution in value" and for any "just compensation" under the Private Property Rights Protection Act, Arizona Revised Statutes § 12-1131, et seq., that may now or in the future exist as a result of the approval of Conditional Use Permit No. PZ-20-00039-03. Within ten (10) days after the execution of this Consent to Conditions/Waiver for Diminution of Value by the undersigned, the City Clerk shall cause this document to be recorded in the official records of Coconino County, Arizona.

Dated this _____ day of _____, 2022

PROPERTY OWNER:

Print Name

Sign Name

State of Arizona)
) ss
County of _____)

SUBSCRIBED AND SWORN to before me this _____ day of _____, 2022, by:

Notary Public

My commission expires: _____



City of Flagstaff

Community Development

November 24, 2021

Museum of Northern Arizona
3100 N Fort Valley Rd
Flagstaff, AZ 86001
c/o Dino Pergola
Pinnacle Consulting, Inc.
1426 N Marvin St.
Gilbert, AZ 85223

RE: Bullwhip Cell Tower Approval (PZ-20-00039-02)

Dear Dino Pergola:

As of the date of this correspondence, the City of Flagstaff Inter-Division Staff (IDS) has approved Project No. PZ-20-00039-92 for the proposed development of a 900 square foot enclosed lease area for a 70'-0" tall, camouflaged antenna supporting structure located at 3100 N Fort Valley Rd. The Coconino County Assessor Parcel Number for the subject property is APN 111-01-006C. The approval is subject to the attached Conditions of Approval and a successful Conditional Use Permit application.

Unless modified to comply with the Conditions of Approval, development shall substantially conform to the Site Plan Review Submittal and the approved drawings as follows:

- Site Plan prepared by Pinnacle Consulting, Inc dated October 22, 2020,
- Floor Plan prepared by Pinnacle Consulting, Inc dated October 22, 2020,
- Building Elevations prepared by Pinnacle Consulting, Inc dated October 22, 2020.

This approval shall be valid for a period of one year following the above date, November 24, 2021. If, at the expiration of this period, the property has not been improved for the approved development; or a certificate of occupancy has not been issued; or the site has not been occupied per Zoning Code section 10-20.40.140, the site plan approval shall expire. A request for extension may be made at least 30 days prior to the date of expiration.

Any future alterations of the approved development will require approval from the Current Planning staff. This may include a Minor Modification to Development Approval, a Minor Improvement Permit, or a new Concept Plan Review; as well as any additional permits required.

The next step in the development process is Conditional Use Permit Application. The proposal currently has a CUP application under review (PZ-20-00039-03). Continue to work with the Planning Development Manager, Patrick St. Clair through the CUP process. My contact information is listed below.

If the CUP is approved the following step will be Civil Improvement Plan ("Civil") review. Prior to Civil submittal, please contact the Development Engineering Project Manager assigned to the project, Blake Berner, to schedule a meeting to discuss the application submittal requirements, the review process, and timing of reviews. Blake can be reached at (928) 213-2678 or via e-mail at Blake.Berner@flagstaffaz.gov

We look forward to working with you and your development team through the CUP, civil review, building permit review process, and construction/completion of the approved project. Should you have any questions, comments, or concerns, please do not hesitate to contact me.

Sincerely;

A handwritten signature in black ink, appearing to read "Patrick St. Clair", with a long horizontal flourish extending to the right.

Patrick St. Clair
Planning Development Manager
City of Flagstaff Current Planning
928.213.2612
pstclair@flagstaffaz.gov

Attachment: Conditions of Approval



**City of Flagstaff
Community Development
Substantive Review Comments**

Project Name: Bullwhip Cell Tower
Project No.: PZ-21-00039-02
Project Address: 4565 E Marketplace Dr, Flagstaff, AZ 86004

Date: November 24, 2021

Application Type: Site Plan
Review Type: Substantive 1st Submittal

Project Manager: Patrick St. Clair
E-mail: pstclair@flagstaffaz.gov
Phone: 928.213.2612

Status of Review: ***Approved with Conditions***

In accordance with ARS 9-835(J), the Substantive Review of the application is complete and the application has been approved subject to the following conditions and comments. This correspondence is being transmitted on Day 13 of the 22-day Substantive Review Timeframe.

CONDITIONS OF RESUBMITTAL/COMMENTS: Please provide a copy of this letter with any responses as part of the next submittal.

Substantive Current Planning: Current Planning, Patrick St. Clair ***Approved with Conditions*** 11/24/2021

Conditions of Approval:

1. The proposed Site Plan for an antenna supporting structure is conditionally approved based on the project receiving an approved Conditional Use Permit.

Future Comments:

1. The site plan has been approved and may move forward to Conditional Use Permit submittal for Planning and Zoning Commission public hearing. The Conditional Use Permit application for this project is currently under review as PZ-20-00039-03.
2. If the CUP is approved, civil drawings and building permit applications may be submitted as required.

Substantive Building & Safety: Building Safety, Victoria St. Clair ***Approved with Conditions*** 11/18/2021

Conditions of Site Plan Approval:

1. A Commercial Building Permit is required for the telecommunications tower, equipment, and ground level yard enclosure. The services of an Arizona Registered Design Professional is required. Standard building permit submittal requirements can be obtained from the City of Flagstaff website. <https://www.flagstaff.az.gov/494/Building-Safety>

General Comments:

1. A geotechnical investigation report ("soils report") with foundation design recommendations is required at the time of building permit application.
2. The Building Safety Program reserves the right to make additional comments during actual plan submittal and review of building permit applications.

Substantive Engineering: Engineering, Blake Berner ***Approved*** 11/16/2021

General Comment:

1. Comprehensive Easement and Encumbrance maps have been received accompanied by necessary Title Reports.



City of Flagstaff
Community Development
Substantive Review Comments

Substantive Fire Prevention: Fire Prevention, Christopher Jack **Approved** 11/08/2021
No Comments

Substantive Public Works: Public Works, Scott Overton **Approved** 11/09/2021
No Comments

Substantive Water Services: Water Services, Douglas Slover **Approved** 11/17/2021
No Comments

Substantive Traffic: Traffic, Reid Miller **Approved** 11/08/2021
No Comments

Substantive Stormwater: Stormwater, Douglas Slover **Approved** 11/17/2021
No Comments

Substantive Housing: Housing, Jennifer Mikelson **Approved** 11/18/2021
No Comments

Substantive HPC/Comm Design: Heritage Preservation, Mark Reavis **Approved with Conditions** 11/15/2021
Condition of approval:

1. Project remains largely unchanged from initial submission and still meets cultural resource study's determination of not impacting museum as the primary historic asset. Flagstaff HPO approves review. NOTE: please make sure that the plan changes, even though minor, had been reviewed by AZ SHPO and are in compliance with Section 106 requirements.

Substantive Parks: Parks, Amy Hagin **Approved** 11/08/2021
No Comments

Substantive Sustainability: Sustainability, Jenny Niemann **Approved** 11/15/2021
No Comments

Substantive Multimodal: Traffic, Martin Ince **Approved** 11/22/2021
No Comments

CITY OF FLAGSTAFF ZONING NOTES

SITE DESIGN ABIDES FLAGSTAFF ZONING CODE SECTION 10-40.60.320.C.6.e.

1. SIMULATED PINE BRANCHES MUST BE LOCATED FROM A POINT THAT IS 25 PERCENT THE HEIGHT OF THE TOWER MEASURED FROM FINISHED GRADE TO THE TOP OF THE TOWER.
2. A DENSITY OF 2.3 SIMULATED BRANCHES PER ONE LINEAL FEET OF THE TOWER IS REQUIRED. BRANCHES SHALL BE INSTALLED ON THE TOWER IN A RANDOM ORGANIC PATTERN.
3. THE MINIMUM LENGTH FOR THE LOWER LEVEL SIMULATED BRANCHES IS 10 FEET LONG. SIMULATED BRANCHES MUST TAPER TOWARD THE TOP OF THE TOWER TO GIVE THE APPEARANCE OF A NATURAL CONICALLY-SHAPED EVERGREEN TREE.
4. THE TOWER SHALL BE PAINTED TO EMULATE A NATURAL TREE TRUNK, WHILE THE BOTTOM 25 PERCENT OF THE HEIGHT OF THE TRUNK SHALL BE COVERED WITH A SIMULATED TREE BARK PRODUCT.
5. ANTENNAS SHALL BE FITTED WITH A COVER OR OTHERWISE CAMOUFLAGED, AND SHALL NOT EXTEND BEYOND THE TREE BRANCHES LOCATED IMMEDIATELY ADJACENT TO THE ANTENNAS.



SUN STATE
TOWERS

AZ10-037 BULLWHIP / AZ2 CHESHIRE

APN: 111-01-006C

3100 N. FORT VALLEY RD.

FLAGSTAFF, AZ 86001

COCONINO COUNTY

SITE DIRECTIONS

DEPART 1426 N. MARVIN ST., GILBERT, AZ 85233. TURN LEFT ONTO W. MERILL AVE. TURN LEFT ONTO N. COOPER RD. TURN LEFT TO MERGE ONTO US-60 W. MERGE ONTO I-10 W. KEEP RIGHT AT THE FORK TO CONTINUE ON I-17 N/US-60 W, FOLLOW SIGNS FOR FLAGSTAFF. CONTINUE ONTO S. MILTON RD. CONTINUE ONTO W. HISTORIC RTE 66. TURN LEFT ONTO N. HUMPHREYS ST. TURN LEFT ONTO US-180 W. TURN RIGHT THEN ARRIVE AT 3100 N. FORT VALLEY RD.

PROJECT DESCRIPTION

SCOPE OF WORK

- INSTALL PROPOSED 70'-0" SUN STATE TOWERS MONOPINE
- INSTALL PROPOSED 30'X30' CMU WALL
- INSTALL PROPOSED OUTDOOR POWER CABINET
- INSTALL PROPOSED OUTDOOR RF CABINET
- INSTALL PROPOSED ELECTRICAL SERVICE
- INSTALL PROPOSED TELCO SERVICE
- INSTALL [6] PROPOSED ANTENNAS
- INSTALL [6] PROPOSED REMOTE RADIO HEADS
- INSTALL [1] PROPOSED 12-PORT OVP
- INSTALL [2] PROPOSED HYBRID CABLES
- INSTALL [1] PROPOSED GPS ANTENNA AT GROUND LEVEL

CONTACT INFORMATION

CLIENT:

SUN STATE TOWERS
1426 N. MARVIN STREET #101
GILBERT, AZ 85233
CONTACT: CHAD WARD
PHONE: [602] 463-9514

PROPERTY OWNER:

MUSEUM OF NORTHERN ARIZONA
3101 N. FORT VALLEY RD.
FLAGSTAFF, AZ 86001
CONTACT: MICHAEL MONGINI
PHONE: [928] 226-0000

TOWER OWNER:

SUN STATE TOWERS
1426 N. MARVIN STREET #101
GILBERT, AZ 85233
CONTACT: CHAD WARD
PHONE: [480] 664-9588 EXT. 214

SITE ACQUISITION:

PINNACLE CONSULTING, INC.
1426 N. MARVIN STREET #101
GILBERT, AZ 85233
CONTACT: MICHELLE LAMOUREUX
PHONE: [480] 664-9588 ext. 230

ENGINEERING FIRM:

PINNACLE CONSULTING, INC.
1426 N. MARVIN STREET #101
GILBERT, AZ 85233
ENGINEER: KYLE FORTIN, PE
PHONE: [623] 217-4235

PROJECT DATA

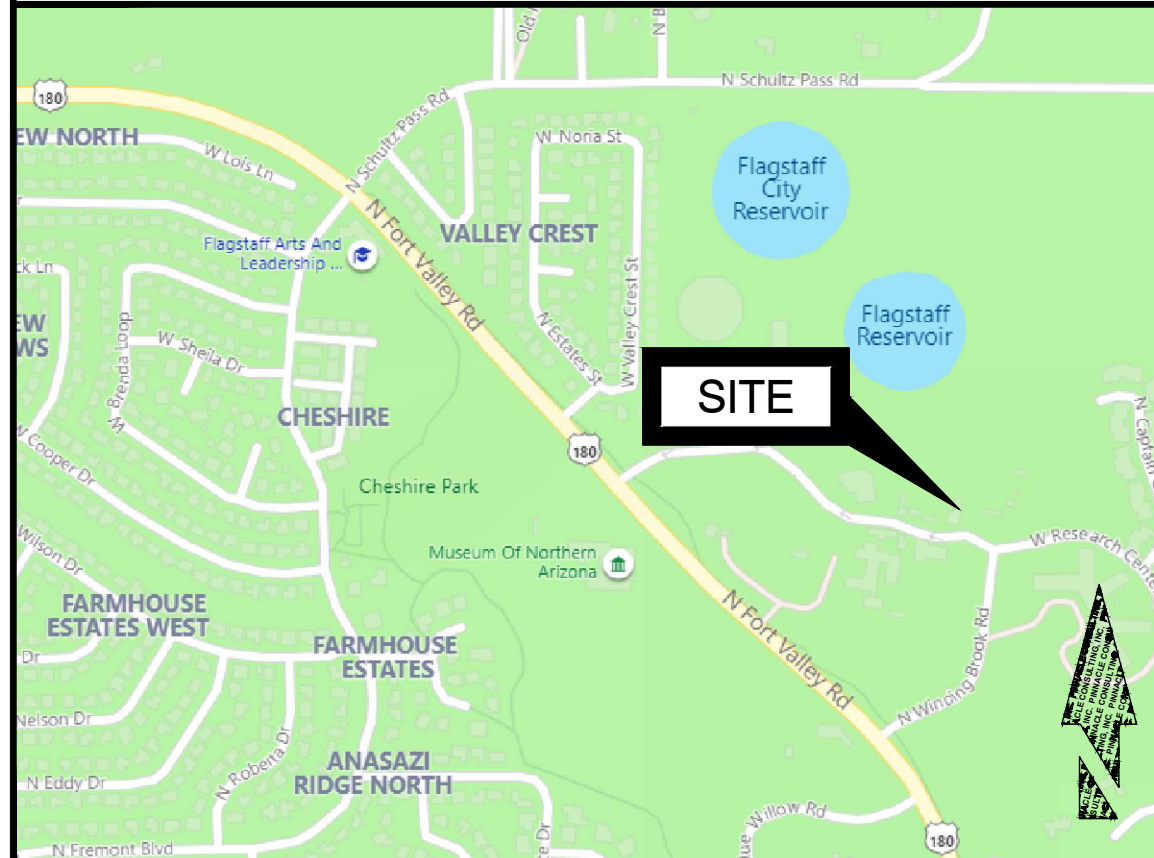
ZONING: PF
PARCEL #: 111-01-006C
USE: UNMANNED COMMUNICATIONS
NEW LEASE AREA: 900 SQ. FT.
JURISDICTION: CITY OF FLAGSTAFF
GOVERNING CODES: 2018 IBC, 2018 IFC, 2018 IMC, 2017 NEC

ALL BUILDING CODES LISTED ABOVE
SHALL INCLUDE AMENDMENTS BY THE
GOVERNING JURISDICTION

GENERAL NOTES

1. THIS WIRELESS TELECOMMUNICATIONS FACILITY WILL MEET THE HEALTH AND SAFETY STANDARDS FOR ELECTROMAGNETIC FIELD EMISSIONS AS ESTABLISHED BY THE FEDERAL COMMUNICATIONS COMMISSION OR ANY SUCCESSOR THEREOF, AND ANY OTHER FEDERAL OR STATE AGENCY.
2. THIS WIRELESS TELECOMMUNICATIONS FACILITY WILL MEET THE REGULATIONS OF THE FEDERAL COMMUNICATIONS COMMISSION REGARDING PHYSICAL AND ELECTROMAGNETIC INTERFERENCE.
3. LIGHTING OR SIGNS WILL BE PROVIDED ONLY AS REQUIRED BY FEDERAL OR STATE AGENCIES.
4. DEVELOPMENT AND CONSTRUCTION OF THIS PROJECT WILL COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES.
5. EXISTING PARKING IS NOT AFFECTED BY THIS PROJECT.
6. THIS PROJECT DOES NOT INCLUDE WATER OR SEWER.
7. MONOPINE BRANCH DENSITY IS 4 PER FOOT WITH INTENT TO EXCEED MINIMUM REQUIREMENT.

VICINITY MAP



SHEET INDEX

T-1	PROJECT INFORMATION
LS-1	TOPOGRAPHIC SURVEY
LS-2	TOPOGRAPHIC SURVEY
LS-3	TOPOGRAPHIC SURVEY
LS-4	TOPOGRAPHIC SURVEY
LS-5	TOPOGRAPHIC SURVEY
Z-1	SITE PLAN
Z-2	EXISTING ENLARGED SITE PLAN
Z-3	ENLARGED SITE PLAN AND ANTENNA PLAN
Z-4	CONSTRUCTION EASEMENT DETAIL
Z-5	FINAL EASEMENT DETAIL
Z-6	ELEVATIONS
Z-7	ELEVATIONS

PREPARED FOR



CARRIER



126 W. GEMINI DR. TEMPE, AZ 85283
PHONE: (480) 777-4360
FAX: (480) 777-4391

A&E CONSULTING FIRM & SITE ACQUISITION



PROJECT NO: AZ10-037 BULLWHIP

DRAWN BY: JC

CHECKED BY: KF

REV	DATE	DESCRIPTION	BY
A	01/27/2020	90% REVIEW	JC
0	02/04/2020	FINAL ZONING	JC
1	03/10/20	FINAL ZONING	PSW
2	10/22/2020	FINAL ZONING	CS

FINAL
FOR ZONING
ONLY

AZ10-037 BULLWHIP AZ2
CHESHIRE

3100 N. FORT VALLEY RD.
FLAGSTAFF, AZ 86001
COCONINO COUNTY

SHEET TITLE

PROJECT INFORMATION

SHEET NUMBER

T-1

SURVEYOR NOTES

- ALL TITLE INFORMATION IS BASED UPON A COMMITMENT FOR TITLE INSURANCE PREPARED BY ○ FIDELITY NATIONAL TITLE, COMMITMENT NO.: 29815639 EFFECTIVE DATE: 08/02/19., AND BY △ FIRST AMERICAN TITLE, COMMITMENT NO.: 4148TAZ EFFECTIVE DATE 05/10/19.
- SURVEYOR HAS NOT PERFORMED A SEARCH OF PUBLIC RECORDS TO DETERMINE ANY DEFECT IN TITLE.
- THE BOUNDARY SHOWN HEREON IS PLOTTED FROM RECORD INFORMATION AND DOES NOT CONSTITUTE A BOUNDARY SURVEY OF THE PROPERTY.
- SURVEYOR DOES NOT GUARANTEE THAT ALL UTILITIES ARE SHOWN OR THEIR LOCATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND DEVELOPER TO CONTACT BLUE STAKE AND ANY OTHER INVOLVED AGENCIES TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION. REMOVAL, RELOCATION AND/OR REPLACEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR.

FLOOD ZONE DESIGNATION

THE PROPOSED EASEMENT AREA SHOWN HEREON APPEARS TO BE WITHIN FLOOD ZONE "X" AS DELINEATED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM MAP NO. 04005C6806G DATED 09/03/10.

FLOOD ZONE "X" IS DEFINED AS: AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN; DETERMINED TO BE OUTSIDE THE 1% AND 0.2% ANNUAL CHANCE FLOODPLAINS.

PROJECT META DATA

- ELEVATIONS SHOWN HEREON ARE REPRESENTED IN *NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)* ESTABLISHED FROM GPS DERIVED ELLIPSOID HEIGHTS, APPLYING GEOID 09 SEPARATIONS CONSTRAINING TO NGS CORS STATIONS PROVIDED IN THE "ONLINE POSITIONING USER SERVICE" (OPUS) SOLUTION FOR THIS SPECIFIC SITE.
- BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM *ARIZONA STATE PLANE COORDINATE ZONE CENTRAL*, DETERMINED BY GPS OBSERVATIONS.
- FIELD WORK FOR THIS PROJECT WAS PERFORMED ON 12/12/19.

SCHEDULE B EXCEPTIONS (ORDER NO. 4148TAZ)

- AN EASEMENT FOR ELECTRIC LINES AND INCIDENTAL PURPOSES RECORDED AS DOCKET 1294 OF OFFICIAL RECORDS, PAGE 477.
- AN EASEMENT FOR EMERGENCY VEHICLE ACCESS AND INCIDENTAL PURPOSES RECORDED AS DOCKET 1868 OF OFFICIAL RECORDS, PAGE 213.
- AN EASEMENT FOR ROAD MAINTENANCE AND INCIDENTAL PURPOSES RECORDED AS DOCKET 1868 OF OFFICIAL RECORDS, PAGE 219.
- AN EASEMENT FOR PUBLIC PEDESTRIAN ACCESS AND INCIDENTAL PURPOSES RECORDED AS 2000-3040261, OF OFFICIAL RECORDS.
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED AS 2009-3525922, OF OFFICIAL RECORDS.
- AN EASEMENT FOR ELECTRIC LINES AND INCIDENTAL PURPOSES RECORDED AS 2009-3529778, OF OFFICIAL RECORDS.
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED AS 2012-3616314, OF OFFICIAL RECORDS AND RECORDED AS 2012-3617464, OF OFFICIAL RECORDS.

ITEMS 1-18, 20, 21, 24, 26-28, AND 32 OF THE CLIENT PROVIDED TITLE REPORT DO NOT CONTAIN GRAPHICALLY PLOTTABLE EASEMENTS, SETBACKS, RESTRICTIONS OR OTHER ENCUMBRANCES. THE SURVEYOR CANNOT GUARANTEE THAT NON-PLOTTABLE ENCUMBRANCES DO NOT EXIST THAT MAY AFFECT THE SUBJECT LEASED PREMISES.

SCHEDULE B EXCEPTIONS (ORDER NO. 29815639)

- UTILITY EASEMENT IN FAVOR OF ARIZONA PUBLIC SERVICE COMPANY SET FORTH IN INSTRUMENT RECORDED ON AUGUST 15, 1989 IN DEED BOOK 1294, PAGE 477.
- MAINTENANCE AGREEMENT DATED APRIL 22, 1996, BY AND BETWEEN MUSEUM OF NORTHERN ARIZONA, AN ARIZONA NOT FOR PROFIT CORPORATION AND CITY OF FLAGSTAFF, A POLITICAL SUBDIVISION OF THE STATE OF ARIZONA, RECORDED ON APRIL 23, 1996 IN DEED BOOK 1868, PAGE 219.
- PUBLIC PEDESTRIAN ACCESS EASEMENT IN FAVOR OF CITY OF FLAGSTAFF, A ARIZONA MUNICIPAL CORPORATION SET FORTH IN INSTRUMENT RECORDED ON FEBRUARY 23, 2000 IN INSTRUMENT NO. 3040261.

ITEMS 1-8 OF THE CLIENT PROVIDED TITLE REPORT DO NOT CONTAIN GRAPHICALLY PLOTTABLE EASEMENTS, SETBACKS, RESTRICTIONS OR OTHER ENCUMBRANCES. THE SURVEYOR CANNOT GUARANTEE THAT NON-PLOTTABLE ENCUMBRANCES DO NOT EXIST THAT MAY AFFECT THE SUBJECT LEASED PREMISES.

PARENT PARCEL LEGAL DESCRIPTION

PARCEL 1:
THAT CERTAIN TRACT OF LAND LYING EAST OF THE FLAGSTAFF CITY PROPERTY, BEGINNING AT A POINT ON THE NORTH LINE OF SECTION 4, TOWNSHIP 21 NORTH, RANGE 7 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, 1966.6 FEET EAST OF THE NORTHWEST CORNER OF SECTION 4; THENCE EAST 862. FEET TO A PIPE; THENCE SOUTH 1325 FEET TO A PIPE; THENCE WEST 862 FEET TO THE SOUTHEAST CORNER OF THE PROPERTY OF THE CITY OF FLAGSTAFF; THENCE NORTH TO THE POINT TO BEGINNING AND CONTAINING 26 ACRES MORE OR LESS, IN COCONINO COUNTY, ARIZONA.

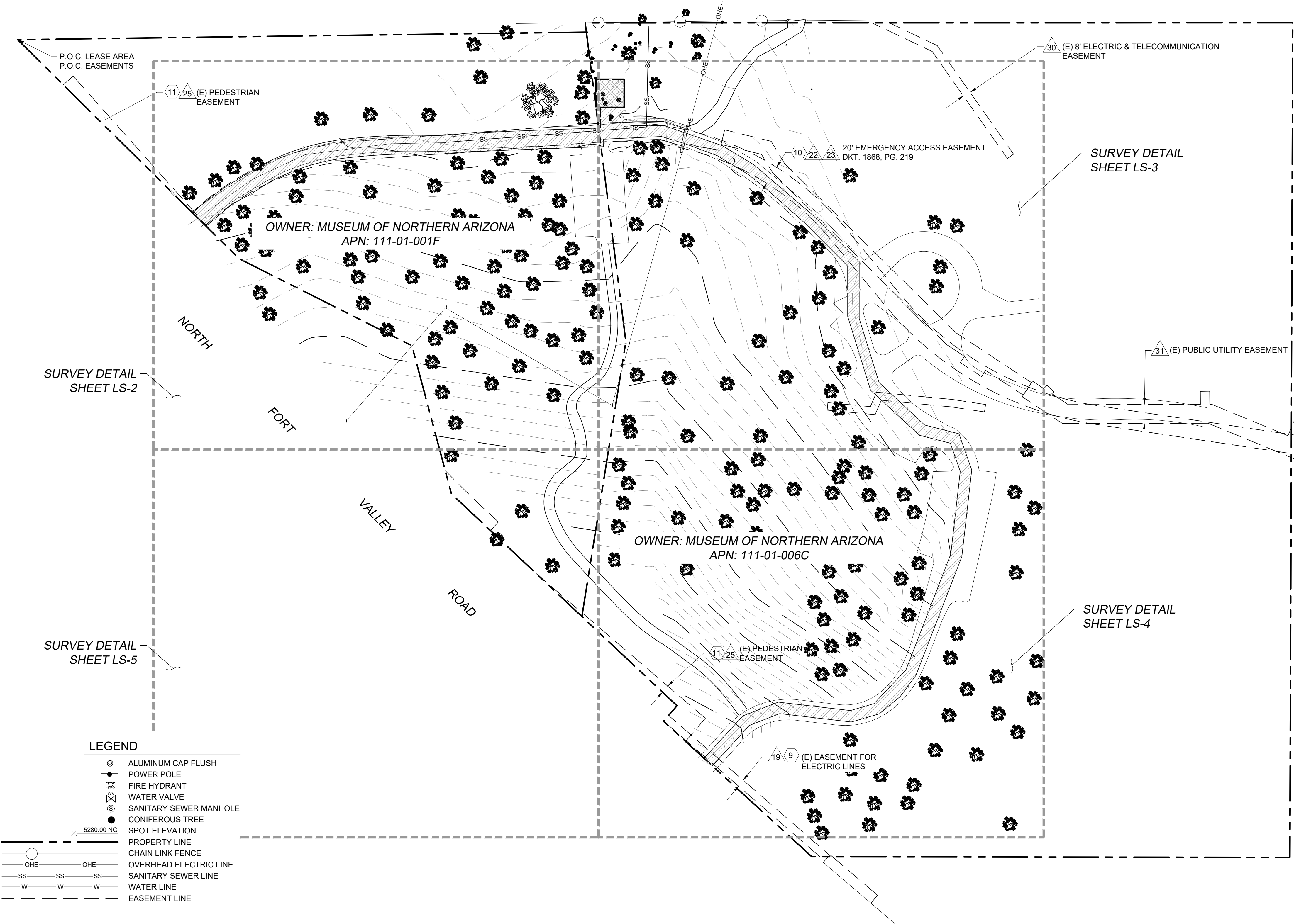
LESS AND EXCEPT THAT PORTION OF PROPERTY CONVEYED TO STATE OF ARIZONA FROM THE MUSEUM OF NORTHERN ARIZONA, INC., AN ARIZONA CORPORATION, FORMERLY KNOWN AS NORTHERN ARIZONA SOCIETY OF SCIENCE AND ART, AN ARIZONA CORPORATION BY WARRANTY DEED DATED SEPTEMBER 14, 1989 AND RECORDED JANUARY 12, 1990 IN DEED BOOK 1319, PAGE 129.

LESS AND EXCEPT THAT PORTION OF PROPERTY CONVEYED TO CITY OF FLAGSTAFF, A ARIZONA MUNICIPAL CORPORATION FROM MUSEUM OF NORTHERN ARIZONA, INC., AN ARIZONA NON-PROFIT CORPORATION, FORMERLY KNOWN AS NORTHERN ARIZONA SOCIETY OF SCIENCE AND ART, AN ARIZONA NON-PROFIT CORPORATION BY SPECIAL WARRANTY DEED DATED DECEMBER 15, 2005 AND RECORDED JANUARY 24, 2006 IN INSTRUMENT NO. 3366369. AND BEING A PORTION OF THE SAME PROPERTY CONVEYED TO NORTHERN ARIZONA SOCIETY OF SCIENCE AND ART INCORPORATED FROM MARY RUSSELL F. COLTON AND HAROLD S. COLTON BY WARRANTY DEED DATED OCTOBER 9, 1957 AND RECORDED DECEMBER 30, 1957 IN DEED BOOK 114, PAGE 305.

PARCEL 2:
THAT PART OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 21 NORTH, RANGE 7 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, COCONINO COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 5, FROM WHICH THE EAST QUARTER CORNER OF SAID SECTION 5 EAST S. 0°00'30" EAST, A DISTANCE OF 800.00 FEET; RUN THENCE NORTH 0°00'30" WEST, ALONG THE EAST LINE OF SAID NORTHEAST QUARTER OF SECTION 5, A DISTANCE OF 783.98 FEET TO A POINT ON THE CENTERLINE, OF THE FORT VALLEY ROAD (U.S. 180); RUN THENCE NORTH 40°51'30" WEST ALONG SAID CENTERLINE, A DISTANCE OF 689.82 FEET; THENCE SOUTH 49°08'30" WEST A DISTANCE OF 40.00 FEET; THENCE SOUTH 5°23'40" WEST, A DISTANCE OF 820.90 FEET; THENCE SOUTH 40°51'30" EAST, A DISTANCE OF 80.00 FEET; THENCE SOUTH 51°34'30" EAST, A DISTANCE OF 646.48 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION OF PROPERTY CONVEYED TO STATE OF ARIZONA FROM THE MUSEUM OF NORTHERN ARIZONA, INC., AN ARIZONA CORPORATION, FORMERLY KNOWN AS NORTHERN ARIZONA SOCIETY OF SCIENCE AND ART, AN ARIZONA CORPORATION BY WARRANTY DEED DATED SEPTEMBER 14, 1989 AND RECORDED JANUARY 12, 1990 IN DEED BOOK 1319, PAGE 129.

LESS AND EXCEPT THAT PORTION OF PROPERTY CONVEYED TO CITY OF FLAGSTAFF, A ARIZONA MUNICIPAL CORPORATION FROM MUSEUM OF NORTHERN ARIZONA, INC., AN ARIZONA NON-PROFIT CORPORATION, FORMERLY KNOWN AS NORTHERN ARIZONA SOCIETY OF SCIENCE AND ART, AN ARIZONA NON-PROFIT CORPORATION BY SPECIAL WARRANTY DEED DATED DECEMBER 15, 2005 AND RECORDED JANUARY 24, 2006 IN INSTRUMENT NO. 3366369.



SUN STATE TOWERS

1426 NORTH MARVIN STREET #101
GILBERT, AZ 85233
PHONE: 480-664-9588 • FAX 480-664-9850



Construction - Project Management - Site Development

1426 N. MARVIN STREET # 101
GILBERT, AZ 85233

FIELD BY: CEF

DRAWN BY: SKN

CHECKED BY: ABM

REVISIONS

NO.	DATE	DESCRIPTION
5	03/30/21	TITLE REVIEW
4	10/27/20	REVISION
3	03/18/20	SHIFT EASEMENTS
2	02/10/20	ADD TITLE
1	12/18/19	DESCRIPTION



REUSE OF DOCUMENT
THE IDEAS & DESIGN INCORPORATED HEREON, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF RLF CONSULTING, LLC & IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF RLF CONSULTING, LLC.

PROJECT No.

10008256

SITE NAME:

AZ10-037 BULLWHIP

SITE ADDRESS:

FORT VALLEY ROAD

FLAGSTAFF, AZ 86001

SHEET TITLE:

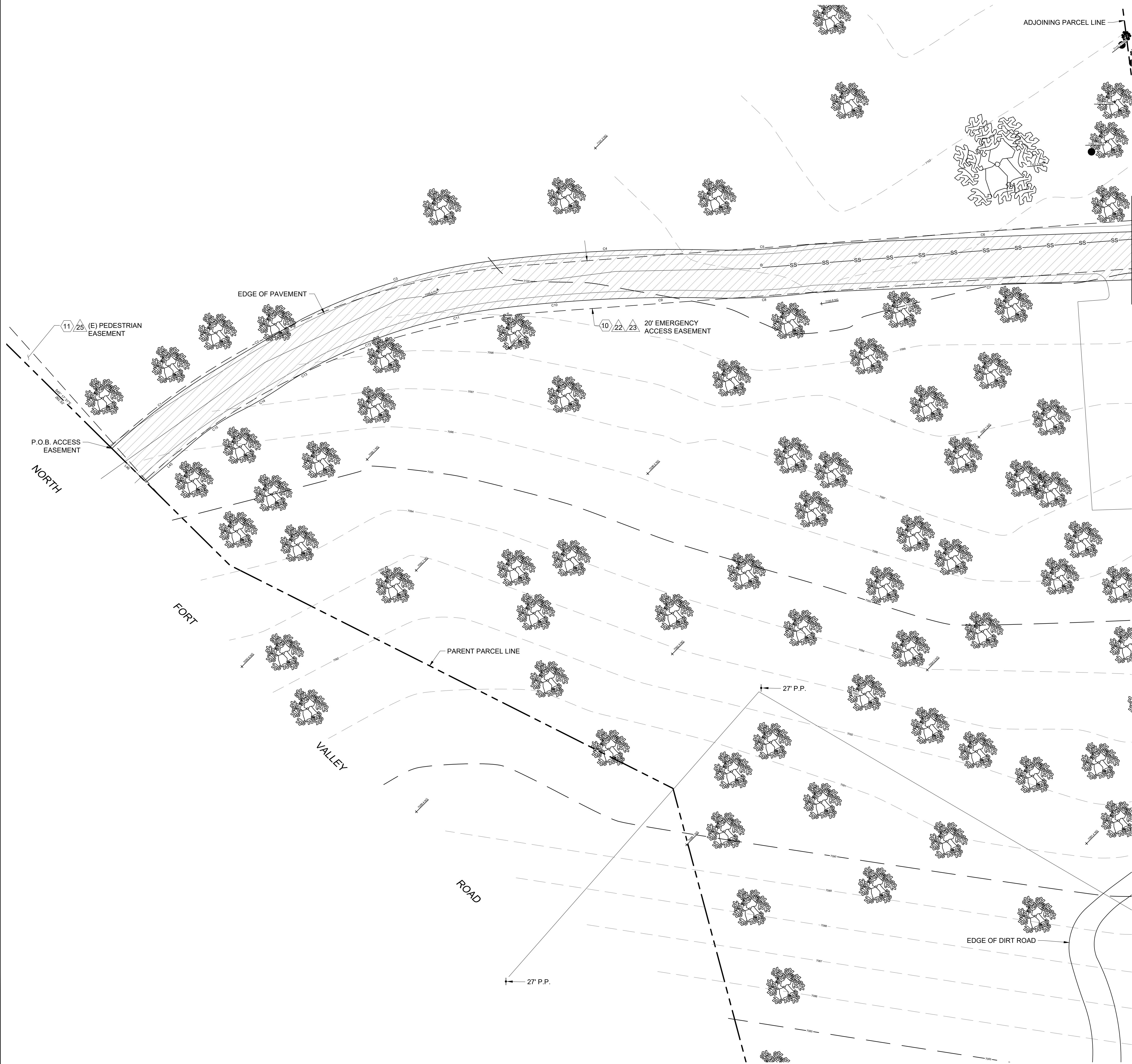
TOPOGRAPHIC SURVEY

SHEET NO.

LS-1

REVISION:

4



LINE TABLE		
LINE	LENGTH	BEARING
L1	22.06	N0° 00' 00"E
L2	25.00	N90° 00' 00"E
L3	20.31	S0° 00' 00"E
L4	11.22	N85° 31' 46"E
L5	31.80	S89° 37' 14"E
L6	65.52	S70° 58' 13"E
L7	39.10	S58° 45' 41"E
L8	82.32	S49° 26' 55"E
L9	70.30	S44° 51' 25"E
L10	60.51	S0° 00' 00"E
L11	71.42	S17° 12' 33"E
L12	66.41	S46° 59' 10"E
L13	37.79	S75° 35' 38"E
L14	40.87	S19° 27' 02"E
L15	92.96	S6° 31' 56"W
L16	135.83	S21° 07' 34"W
L17	28.15	S36° 38' 38"W
L18	28.67	S50° 26' 25"W
L19	31.05	S73° 42' 18"W
L20	76.87	N83° 19' 17"W
L21	34.64	S68° 43' 44"W
L22	58.49	S42° 25' 01"W
L23	12.00	N47° 34' 59"W

LINE TABLE		
LINE	LENGTH	BEARING
L24	61.29	N42° 25' 01"E
L25	40.44	N68° 43' 44"E
L26	77.42	S83° 19' 17"E
L27	26.14	N73° 42' 18"E
L29	49.45	N43° 29' 52"E
L30	132.66	N21° 07' 34"E
L31	88.66	N6° 31' 56"E
L32	31.71	N19° 27' 02"W
L33	33.91	N75° 35' 38"W
L34	70.93	N47° 20' 37"W
L35	82.53	N17° 12' 33"W
L36	53.50	N0° 00' 00"E
L37	64.52	N44° 51' 25"W
L38	57.86	N48° 23' 58"W
L39	22.11	N51° 52' 33"W
L40	38.01	N58° 42' 04"W
L41	36.93	N69° 33' 19"W
L42	26.36	N73° 10' 07"W
L43	61.75	S87° 20' 42"W
L44	7.93	S0° 00' 00"E
L45	24.34	S49° 44' 28"W
L46	20.01	N45° 17' 31"W

LEGEND

- ALUMINUM CAP FLUSH
- POWER POLE
- FIRE HYDRANT
- WATER VALVE
- SANITARY SEWER MANHOLE
- CONIFEROUS TREE
- SPOT ELEVATION
- PROPERTY LINE
- CHAIN LINK FENCE
- OVERHEAD ELECTRIC LINE
- SANITARY SEWER LINE
- WATER LINE
- EASEMENT LINE

5280.00 NG

OHE OHE

SS SS

W W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD LENGTH
C1	53.77	250.10	12°19'05"	N52° 42' 29"E	53.67
C2	42.24	1704.99	1°25'10"	N59° 34' 36"E	42.24
C3	84.53	246.03	19°41'07"	N73° 09' 50"E	84.11
C4	91.54	615.14	8°31'38"	N87° 16' 11"E	91.46
C5	39.43	234.41	9°38'15"	N86° 42' 52"E	39.38
C6	144.46	9243.49	0°53'44"	N87° 45' 28"E	144.46
C7	145.60	9223.49	0°54'16"	S87° 46' 05"W	145.60
C8	41.83	254.41	9°25'12"	S86° 49' 23"W	41.78
C9	44.28	595.14	4°15'48"	S89° 24' 05"W	44.27
C10	44.28	595.14	4°15'48"	S85° 08' 17"W	44.27
C11	38.51	226.03	9°45'41"	S78° 07' 33"W	38.46
C12	38.51	226.03	9°45'41"	S68° 21' 52"W	38.46
C13	20.74	152.06	7°48'49"	S59° 34' 36"W	20.72
C14	20.74	152.06	7°48'49"	S59° 34' 36"W	20.72
C15	24.41	91.09	15°21'26"	S55° 48' 18"W	24.34


GRAPHIC SCALE

20 0 10 20 40 80


(IN FEET)

1 inch = 20 ft.

NORTH



SUN STATE TOWERS
1426 NORTH MARVIN STREET #101
GILBERT, AZ 85233
PHONE: 480-664-9588 • FAX 480-664-9850




PINNACLE CONSULTING, INC.
Construction • Project Management • Site Development

1426 N. MARVIN STREET # 101
GILBERT, AZ 85233

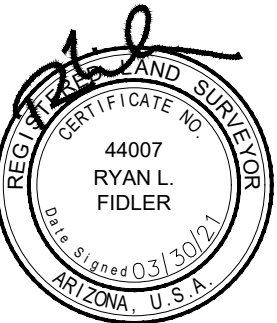
FIELD BY:	CEF
DRAWN BY:	SKN
CHECKED BY:	ABM

REVISIONS

NO.	DATE	DESCRIPTION
5	03/30/21	TITLE REVIEW
4	10/27/20	REVISION
3	03/18/20	SHIFT EASEMENTS
2	02/10/20	ADD TITLE
1	12/18/19	DESCRIPTION



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RYAN L. FIDLER
STATE OF ARIZONA, U.S.A.

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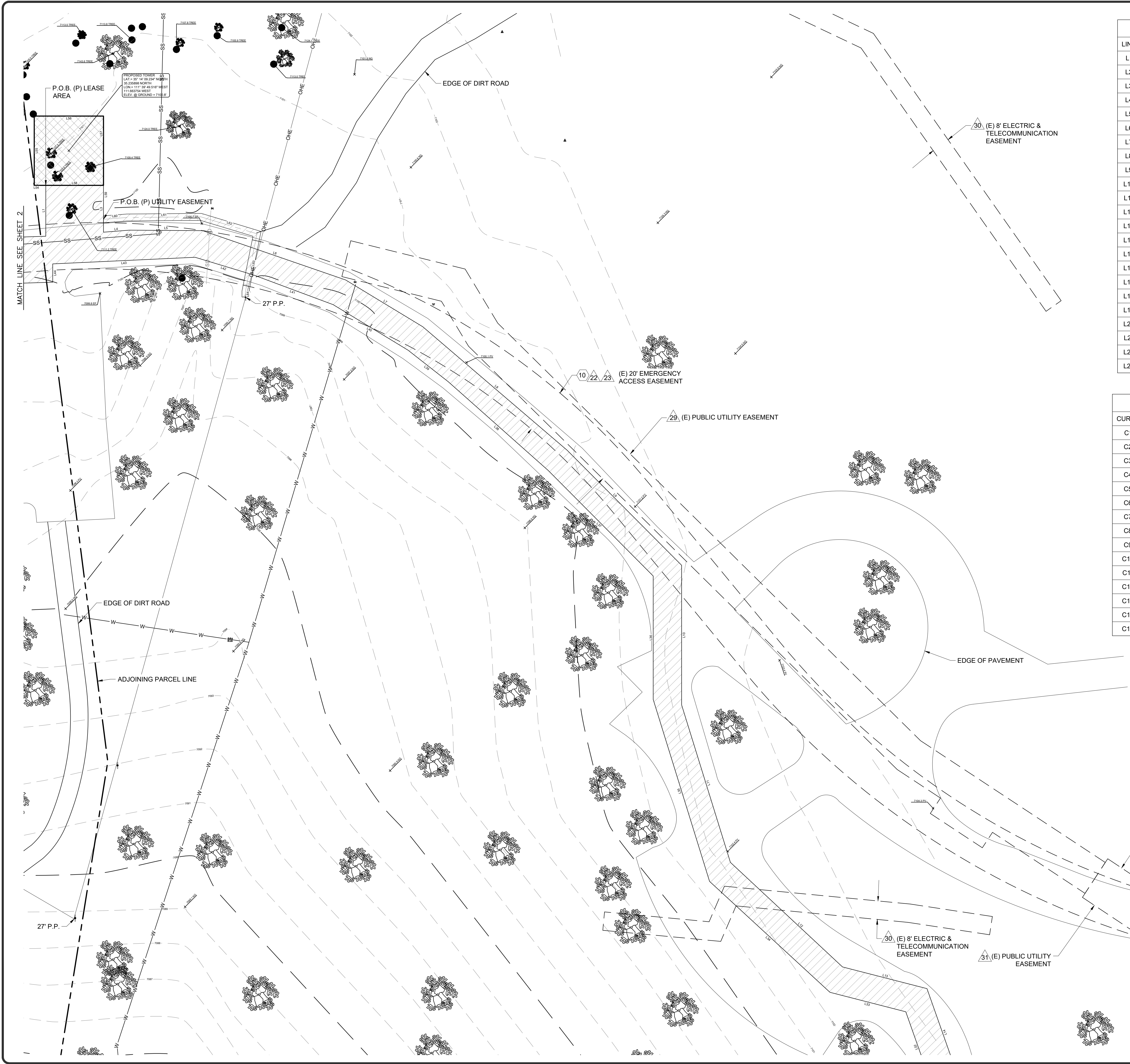
PROJECT No.
10008256

SITE NAME:
AZ10-037 BULLWHIP

SITE ADDRESS:
**FORT VALLEY ROAD
FLAGSTAFF, AZ 86001**

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NO. LS-2	REVISION: 4
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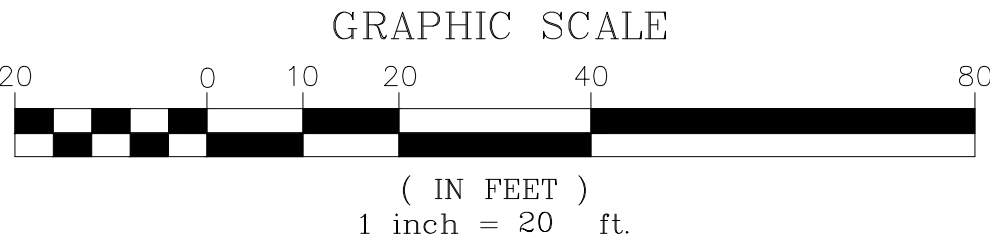
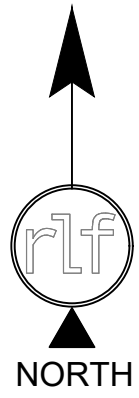


LINE TABLE		
LINE	LENGTH	BEARING
L1	22.06	N0° 00' 00"E
L2	25.00	N90° 00' 00"E
L3	20.31	S0° 00' 00"E
L4	11.22	N85° 31' 46"E
L5	31.80	S89° 37' 14"E
L6	65.52	S70° 58' 13"E
L7	39.10	S58° 45' 41"E
L8	82.32	S49° 26' 55"E
L9	70.30	S44° 51' 25"E
L10	60.51	S0° 00' 00"E
L11	71.42	S17° 12' 33"E
L12	66.41	S46° 59' 10"E
L13	37.79	S75° 35' 38"E
L14	40.87	S19° 27' 02"E
L15	92.96	S6° 31' 56"W
L16	135.83	S21° 07' 34"W
L17	28.15	S36° 38' 38"W
L18	28.67	S50° 26' 25"W
L19	31.05	S73° 42' 18"W
L20	76.87	N83° 19' 17"W
L21	34.64	S68° 43' 44"W
L22	58.49	S42° 25' 01"W
L23	12.00	N47° 34' 59"W

LINE TABLE		
LINE	LENGTH	BEARING
L24	61.29	N42° 25' 01"E
L25	40.44	N68° 43' 44"E
L26	77.42	S83° 19' 17"E
L27	26.14	N73° 42' 18"E
L29	49.45	N43° 29' 52"E
L30	132.66	N21° 07' 34"E
L31	88.66	N6° 31' 56"E
L32	31.71	N19° 27' 02"W
L33	33.91	N75° 35' 38"W
L34	70.93	N47° 20' 37"W
L35	82.53	N17° 12' 33"W
L36	53.50	N0° 00' 00"E
L37	64.52	N44° 51' 25"W
L38	57.86	N48° 23' 58"W
L39	22.11	N51° 52' 33"W
L40	38.01	N58° 42' 04"W
L41	36.93	N69° 33' 19"W
L42	26.36	N73° 10' 07"W
L43	61.75	S87° 20' 42"W
L44	7.93	S0° 00' 00"E
L45	24.34	S49° 44' 28"W
L46	20.01	N45° 17' 31"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD LENGTH
C1	53.77	250.10	12°19'05"	N52° 42' 29"E	53.67
C2	42.24	1704.99	1°25'10"	N59° 34' 36"E	42.24
C3	84.53	246.03	19°41'07"	N73° 09' 50"E	84.11
C4	91.54	615.14	8°31'36"	N87° 16' 11"E	91.46
C5	39.43	234.41	9°38'15"	N86° 42' 52"E	39.38
C6	144.46	9243.49	0°53'44"	N87° 45' 28"E	144.46
C7	145.60	9223.49	0°54'16"	S87° 46' 05"W	145.60
C8	41.83	254.41	9°25'12"	S86° 49' 23"W	41.78
C9	44.28	595.14	4°15'48"	S89° 24' 05"W	44.27
C10	44.28	595.14	4°15'48"	S85° 08' 17"W	44.27
C11	38.51	226.03	9°45'41"	S78° 07' 33"W	38.46
C12	38.51	226.03	9°45'41"	S68° 21' 52"W	38.46
C13	20.74	152.06	7°48'49"	S59° 34' 36"W	20.72
C14	20.74	152.06	7°48'49"	S59° 34' 36"W	20.72
C15	24.41	91.09	15°21'26"	S55° 48' 18"W	24.34

- LEGEND**
- ALUMINUM CAP FLUSH
 - POWER POLE
 - FIRE HYDRANT
 - WATER VALVE
 - SANITARY SEWER MANHOLE
 - CONIFEROUS TREE
 - SPOT ELEVATION
 - PROPERTY LINE
 - CHAIN LINK FENCE
 - OVERHEAD ELECTRIC LINE
 - SANITARY SEWER LINE
 - WATER LINE
 - EASEMENT LINE





SUN STATE TOWERS
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FIELD BY:	CEF
DRAWN BY:	SKN
CHECKED BY:	ABM

REVISIONS

NO.	DATE	DESCRIPTION
5	03/30/21	TITLE REVIEW
4	10/27/20	REVISION
3	03/18/20	SHIFT EASEMENTS
2	02/10/20	ADD TITLE
1	12/18/19	DESCRIPTION



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PROJECT No.
10008256

SITE NAME:
AZ10-037 BULLWHIP

SITE ADDRESS:
**FORT VALLEY ROAD
FLAGSTAFF, AZ 86001**

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NO. LS-3	REVISION: 4
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LINE TABLE		
LINE	LENGTH	BEARING
L1	22.06	N0° 00' 00"E
L2	25.00	N90° 00' 00"E
L3	20.31	S0° 00' 00"E
L4	11.22	N85° 31' 46"E
L5	31.80	S89° 37' 14"E
L6	65.52	S70° 58' 13"E
L7	39.10	S58° 45' 41"E
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L14	40.87	S19° 27' 02"E
L15	92.96	S6° 31' 56"W
L16	135.83	S21° 07' 34"W
L17	28.15	S36° 38' 38"W
L18	28.67	S50° 26' 25"W
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LINE TABLE		
LINE	LENGTH	BEARING
L24	61.29	N42° 25' 01"E
L25	40.44	N68° 43' 44"E
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L33	33.91	N75° 35' 38"W
L34	70.93	N47° 20' 37"W
L35	82.53	N17° 12' 33"W
L36	53.50	N0° 00' 00"E
L37	64.52	N44° 51' 25"W
L38	57.86	N48° 23' 58"W
L39	22.11	N51° 52' 33"W
L40	38.01	N58° 42' 04"W
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L45	24.34	S49° 44' 28"W
L46	20.01	N45° 17' 31"W

LEGEND

- ALUMINUM CAP FLUSH
- POWER POLE
- FIRE HYDRANT
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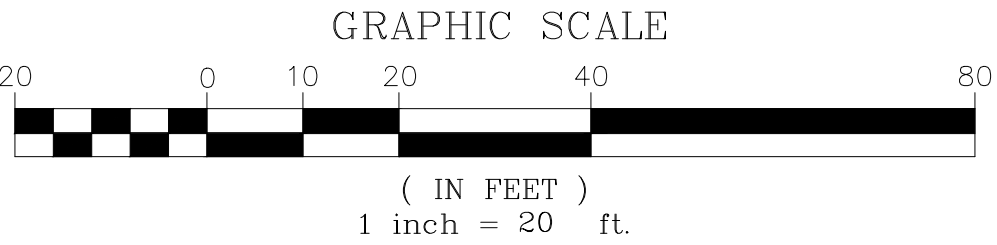
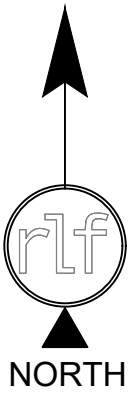
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CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD LENGTH
C1	53.77	250.10	12°19'05"	N52° 42' 29"E	53.67
C2	42.24	1704.99	1°25'10"	N59° 34' 36"E	42.24
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C8	41.83	254.41	9°25'12"	S86° 49' 23"W	41.78
C9	44.28	595.14	4°15'48"	S89° 24' 05"W	44.27
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C13	20.74	152.06	7°48'49"	S59° 34' 36"W	20.72
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PROJECT No.
10008256

SITE NAME:
AZ10-037 BULLWHIP

SITE ADDRESS:
**FORT VALLEY ROAD
FLAGSTAFF, AZ 86001**

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NO. LS-4	REVISION: 4
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SCHEDULE B EXCEPTIONS

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I—REQUIREMENTS ARE MET. (GENERAL EXCEPTION, NOT SHOWN HEREON)
2. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. (GENERAL EXCEPTION, NOT SHOWN HEREON)
3. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. (GENERAL EXCEPTION, NOT SHOWN HEREON)
4. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. (GENERAL EXCEPTION, NOT SHOWN HEREON)
5. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. (GENERAL EXCEPTION, NOT SHOWN HEREON)
6. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. (GENERAL EXCEPTION, NOT SHOWN HEREON) SPECIAL EXCEPTIONS:
7. THE PROPERTY INSURED HEREIN IS NOW LISTED AS TAX-EXEMPT FOR THE YEAR 2018. THIS POLICY IS SUBJECT TO ALL TAXES WHICH MAY BE HEREAFTER LEVIED AGAINST SAID PROPERTY. (GENERAL EXCEPTION, NOT SHOWN HEREON)
8. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT RECORDED ON DECEMBER 30, 1957, AS DOCUMENT NO. DEED BOOK 114, PAGE 305. (NOT A SURVEY RELATED MATTER)
9. UTILITY EASEMENT IN FAVOR OF ARIZONA PUBLIC SERVICE COMPANY SET FORTH IN INSTRUMENT RECORDED ON AUGUST 15, 1989 IN DEED BOOK 1294, PAGE 477. (BLANKET IN NATURE)
10. MAINTENANCE AGREEMENT DATED APRIL 22, 1996, BY AND BETWEEN MUSEUM OF NORTHERN ARIZONA, AN ARIZONA NOT FOR PROFIT CORPORATION AND CITY OF FLAGSTAFF, A POLITICAL SUBDIVISION OF THE STATE OF ARIZONA, RECORDED ON APRIL 23, 1996 IN DEED BOOK 1868, PAGE 219. (SHOWN HEREON)
11. PUBLIC PEDESTRIAN ACCESS EASEMENT IN FAVOR OF CITY OF FLAGSTAFF, A ARIZONA MUNICIPAL CORPORATION SET FORTH IN INSTRUMENT RECORDED ON FEBRUARY 23, 2000 IN INSTRUMENT NO. 3040261. (SHOWN HEREON)

ACCESS EASEMENT LEGAL DESCRIPTION

A PORTION OF LAND WITHIN THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 21 NORTH, RANGE 7 EAST, COCONINO COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE PROPERTY DESCRIBED WITHIN MINOR LAND DIVISION MAP OF DOCKET 1320, PAGE 505, AS DEPICTED IN RECORD OF SURVEY BOOK 22, PAGE 69; THENCE SOUTH 45°17'31" EAST 262.53 FEET ALONG THE SOUTHWEST LINE OF SAID PROPERTY TO THE POINT OF BEGINNING;

THENCE DEPARTING SAID PARCEL LINE NORTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 250.10 FEET, WITH A CHORD BEARING NORTH 52°42'29" EAST, 53.67 FEET, THROUGH A CENTRAL ANGLE OF 12°19'05", AN ARC LENGTH OF 53.77 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 1704.99 FEET, THROUGH A CENTRAL ANGLE OF 01°25'10", AN ARC LENGTH OF 42.24 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 246.03 FEET, WITH A CHORD BEARING NORTH 73°09'50" EAST, 84.11 FEET, THROUGH A CENTRAL ANGLE OF 19°41'07", AN ARC LENGTH OF 84.53 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 615.14 FEET, THROUGH A CENTRAL ANGLE OF 08°31'36", AN ARC LENGTH OF 91.54 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE EASTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 234.41 FEET, THROUGH A CENTRAL ANGLE OF 09°38'15", AN ARC LENGTH OF 39.43 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 9243.49 FEET, WITH A CHORD BEARING NORTH 87°45'28" EAST, 144.46 FEET, THROUGH A CENTRAL ANGLE OF 00°53'44", AN ARC LENGTH OF 144.46 FEET; THENCE NORTH 00°00'00" EAST, 22.06 FEET; THENCE NORTH 90°00'00" EAST, 25.00 FEET; THENCE SOUTH 00°00'00" EAST, 20.31 FEET; THENCE NORTH 85°31'46" EAST, 11.22 FEET; THENCE SOUTH 89°37'14" EAST, 31.80 FEET; THENCE SOUTH 70°58'13" EAST, 65.52 FEET; THENCE SOUTH 58°45'41" EAST, 39.10 FEET; THENCE SOUTH 49°26'55" EAST, 82.32 FEET; THENCE SOUTH 44°51'25" EAST, 70.30 FEET; THENCE SOUTH 00°00'00" EAST, 60.51 FEET; THENCE SOUTH 17°12'33" EAST, 71.42 FEET; THENCE SOUTH 46°59'10" EAST, 66.41 FEET; THENCE SOUTH 75°35'38" EAST, 37.79 FEET; THENCE SOUTH 19°27'02" EAST, 40.87 FEET; THENCE SOUTH 06°31'56" WEST, 92.96 FEET; THENCE SOUTH 21°07'34" WEST, 136.83 FEET; THENCE SOUTH 36°38'38" WEST, 28.15 FEET; THENCE SOUTH 50°28'25" WEST, 28.67 FEET; THENCE SOUTH 73°42'18" WEST, 31.05 FEET; THENCE NORTH 83°19'17" WEST, 76.87 FEET; THENCE SOUTH 68°43'44" WEST, 34.64 FEET; THENCE SOUTH 42°25'01" WEST, 58.49 FEET; THENCE NORTH 47°34'59" WEST, 12.00 FEET; THENCE NORTH 42°25'01" EAST, 61.29 FEET; THENCE NORTH 68°43'44" EAST, 40.44 FEET; THENCE SOUTH 83°19'17" EAST, 77.42 FEET; THENCE NORTH 73°42'18" EAST, 26.14 FEET; THENCE NORTH 43°29'52" EAST, 49.45 FEET; THENCE NORTH 21°07'34" EAST, 132.66 FEET; THENCE NORTH 06°31'56" EAST, 88.66 FEET; THENCE NORTH 19°27'02" WEST, 31.71 FEET; THENCE NORTH 75°35'38" WEST, 33.91 FEET; THENCE NORTH 47°29'57" WEST, 70.93 FEET; THENCE NORTH 17°12'33" WEST, 82.53 FEET; THENCE NORTH 00°00'00" EAST, 53.50 FEET; THENCE NORTH 44°51'25" WEST, 64.52 FEET; THENCE NORTH 48°23'58" WEST, 57.86 FEET; THENCE NORTH 51°52'33" WEST, 22.11 FEET; THENCE NORTH 58°42'04" WEST, 38.01 FEET; THENCE NORTH 69°33'19" WEST, 36.93 FEET; THENCE NORTH 73°10'07" WEST, 26.36 FEET; THENCE SOUTH 87°20'42" WEST, 61.75 FEET; THENCE SOUTH 00°00'00" EAST, 7.93 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT; THENCE WESTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 9223.49 FEET, WITH A CHORD BEARING SOUTH 87°46'05" WEST, 145.60 FEET, THROUGH A CENTRAL ANGLE OF 00°54'16", AN ARC LENGTH OF 145.60 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT; THENCE WESTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 254.41 FEET, WITH A CHORD BEARING SOUTH 86°49'23" WEST, 41.78 FEET, THROUGH A CENTRAL ANGLE OF 09°25'12", AN ARC LENGTH OF 41.83 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE WESTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 595.14 FEET, THROUGH A CENTRAL ANGLE OF 04°15'48", AN ARC LENGTH OF 44.28 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE WESTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 595.14 FEET, THROUGH A CENTRAL ANGLE OF 04°15'48", AN ARC LENGTH OF 44.28 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE WESTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 226.03 FEET, THROUGH A CENTRAL ANGLE OF 09°45'41", AN ARC LENGTH OF 38.51 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 226.03 FEET, THROUGH A CENTRAL ANGLE OF 09°45'41", AN ARC LENGTH OF 38.51 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 152.06 FEET, THROUGH A CENTRAL ANGLE OF 07°48'49", AN ARC LENGTH OF 20.74 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 91.09 FEET, THROUGH A CENTRAL ANGLE OF 15°21'26", AN ARC LENGTH OF 24.41 FEET; THENCE SOUTH 49°44'28" WEST, 24.34 FEET; THENCE NORTH 45°17'31" WEST, 20.01 FEET TO THE POINT OF BEGINNING.

LEASE AREA LEGAL DESCRIPTION

A PORTION OF LAND WITHIN THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 21 NORTH, RANGE 7 EAST, COCONINO COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE PROPERTY DESCRIBED WITHIN MINOR LAND DIVISION MAP OF DOCKET 1320, PAGE 505, AS DEPICTED IN RECORD OF SURVEY BOOK 22, PAGE 69; THENCE SOUTH 45°17'31" EAST 262.53 FEET ALONG THE SOUTHWEST LINE OF SAID PROPERTY; THENCE DEPARTING SAID PARCEL LINE NORTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 250.10 FEET, WITH A CHORD BEARING NORTH 52°42'29" EAST, 53.67 FEET, THROUGH A CENTRAL ANGLE OF 12°19'05", AN ARC LENGTH OF 53.77 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 1704.99 FEET, THROUGH A CENTRAL ANGLE OF 01°25'10", AN ARC LENGTH OF 42.24 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 246.03 FEET, WITH A CHORD BEARING NORTH 73°09'50" EAST, 84.11 FEET, THROUGH A CENTRAL ANGLE OF 19°41'07", AN ARC LENGTH OF 84.53 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 615.14 FEET, THROUGH A CENTRAL ANGLE OF 08°31'36", AN ARC LENGTH OF 91.54 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE EASTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 234.41 FEET, THROUGH A CENTRAL ANGLE OF 09°38'15", AN ARC LENGTH OF 39.43 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 9243.49 FEET, WITH A CHORD BEARING NORTH 87°45'28" EAST, 144.46 FEET, THROUGH A CENTRAL ANGLE OF 00°53'44", AN ARC LENGTH OF 144.46 FEET; THENCE NORTH 00°00'00" EAST, 22.06 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 90°00'00" WEST, 5.00 FEET; THENCE NORTH 00°00'00" WEST, 30.00 FEET; THENCE NORTH 90°00'00" EAST, 30.00 FEET; THENCE SOUTH 00°00'00" EAST, 30.00 FEET; THENCE NORTH 90°00'00" WEST, 25.00 FEET; TO THE POINT OF BEGINNING.

UTILITY EASEMENT LEGAL DESCRIPTION

A 3.00 FOOT WIDE STRIP OF LAND BEING A PORTION OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 21 NORTH, RANGE 7 EAST, COCONINO COUNTY, LYING 3.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE NORTHWEST CORNER OF THE PROPERTY DESCRIBED WITHIN MINOR LAND DIVISION MAP OF DOCKET 1320, PAGE 505, AS DEPICTED IN RECORD OF SURVEY BOOK 22, PAGE 69; THENCE SOUTH 45°17'31" EAST 262.53 FEET ALONG THE SOUTHWEST LINE OF SAID PROPERTY; THENCE DEPARTING SAID PARCEL LINE NORTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 250.10 FEET, WITH A CHORD BEARING NORTH 52°42'29" EAST, 53.67 FEET, THROUGH A CENTRAL ANGLE OF 12°19'05", AN ARC LENGTH OF 53.77 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 1704.99 FEET, THROUGH A CENTRAL ANGLE OF 01°25'10", AN ARC LENGTH OF 42.24 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 246.03 FEET, WITH A CHORD BEARING NORTH 73°09'50" EAST, 84.11 FEET, THROUGH A CENTRAL ANGLE OF 19°41'07", AN ARC LENGTH OF 84.53 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 615.14 FEET, THROUGH A CENTRAL ANGLE OF 08°31'36", AN ARC LENGTH OF 91.54 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE EASTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 234.41 FEET, THROUGH A CENTRAL ANGLE OF 09°38'15", AN ARC LENGTH OF 39.43 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT; THENCE EASTERLY ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 9243.49 FEET, WITH A CHORD BEARING NORTH 87°45'28" EAST, 144.46 FEET, THROUGH A CENTRAL ANGLE OF 00°53'44", AN ARC LENGTH OF 144.46 FEET; THENCE NORTH 00°00'00" EAST, 22.06 FEET; THENCE NORTH 90°00'00" EAST, 25.00 FEET; THENCE SOUTH 00°00'00" EAST, 14.73 FEET TO THE POINT OF BEGINNING.

THENCE NORTH 85°28'37" EAST, 10.10 FEET; THENCE NORTH 89°30'49" EAST, 32.14 FEET; THENCE SOUTH 73°10'07" EAST, 25.39 FEET; THENCE SOUTH 11°21'48" WEST, 25.43 FEET; THENCE SOUTH 00°00'00" EAST, 2.47 FEET TO THE POINT OF TERMINUS.

LINE TABLE		
LINE	LENGTH	BEARING
L1	22.06	N0° 00' 00"E
L2	25.00	N90° 00' 00"E
L3	20.31	S0° 00' 00"E
L4	11.22	N85° 31' 46"E
L5	31.80	S89° 37' 14"E
L6	65.52	S70° 58' 13"E
L7	39.10	S58° 45' 41"E
L8	82.32	S49° 26' 55"E
L9	70.30	S44° 51' 25"E
L10	60.51	S0° 00' 00"E
L11	71.42	S17° 12' 33"E
L12	66.41	S46° 59' 10"E
L13	37.79	S75° 35' 38"E
L14	40.87	S19° 27' 02"E
L15	92.96	S6° 31' 56"W
L16	135.83	S21° 07' 34"W
L17	28.15	S36° 38' 38"W
L18	28.67	S50° 26' 25"W
L19	31.05	S73° 42' 18"W
L20	76.87	N83° 19' 17"W
L21	34.64	S68° 43' 44"W
L22	58.49	S42° 25' 01"W
L23	12.00	N47° 34' 59"W

LINE TABLE		
LINE	LENGTH	BEARING
L24	61.29	N42° 25' 01"E
L25	40.44	N68° 43' 44"E
L26	77.42	S83° 19' 17"E
L27	26.14	N73° 42' 18"E
L29	49.45	N43° 29' 52"E
L30	132.66	N21° 19' 34"E
L31	88.66	N6° 31' 56"E
L32	31.71	N19° 27' 02"W
L33	33.91	N75° 35' 38"W
L34	70.93	N47° 20' 37"W
L35	82.53	N17° 12' 33"W
L36	53.50	N0° 00' 00"E
L37	64.52	N44° 51' 25"W
L38	57.86	N48° 23' 58"W
L39	22.11	N51° 52' 33"W
L40	38.01	N58° 42' 04"W
L41	36.93	N69° 33' 19"W
L42	26.36	N73° 10' 07"W
L43	61.75	S87° 20' 42"W
L44	7.93	S0° 00' 00"E
L45	24.34	S49° 44' 28"W
L46	20.01	N45° 17' 31"W



SUN STATE TOWERS
1426 NORTH MARVIN STREET #101
GILBERT, AZ 85233
PHONE: 480-664-9588 • FAX 480-664-9850



Construction - Project Management - Site Development

1426 N. MARVIN STREET # 101
GILBERT, AZ 85233

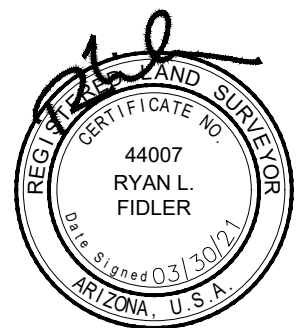
FIELD BY:	CEF
DRAWN BY:	SKN
CHECKED BY:	ABM

REVISIONS

5	03/30/21	TITLE REVIEW
4	10/27/20	REVISION
3	03/18/20	SHIFT EASEMENTS
2	02/10/20	ADD TITLE
1	12/18/19	PRELIMINARY
NO.	DATE	DESCRIPTION



LAND SURVEY • MAPPING SOLUTIONS
1214 N. STADEM DR. • TEMPE, AZ 85281
WWW.RLFCONSULTING.COM • 480-445-6169



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THE IDEAS & DESIGN INCORPORATED HEREON, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF RLF CONSULTING, LLC & IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF RLF CONSULTING, LLC.

PROJECT No.

10008256

SITE NAME:

AZ10-037 BULLWHIP

SITE ADDRESS:

FORT VALLEY ROAD
FLAGSTAFF, AZ 86001

SHEET TITLE:

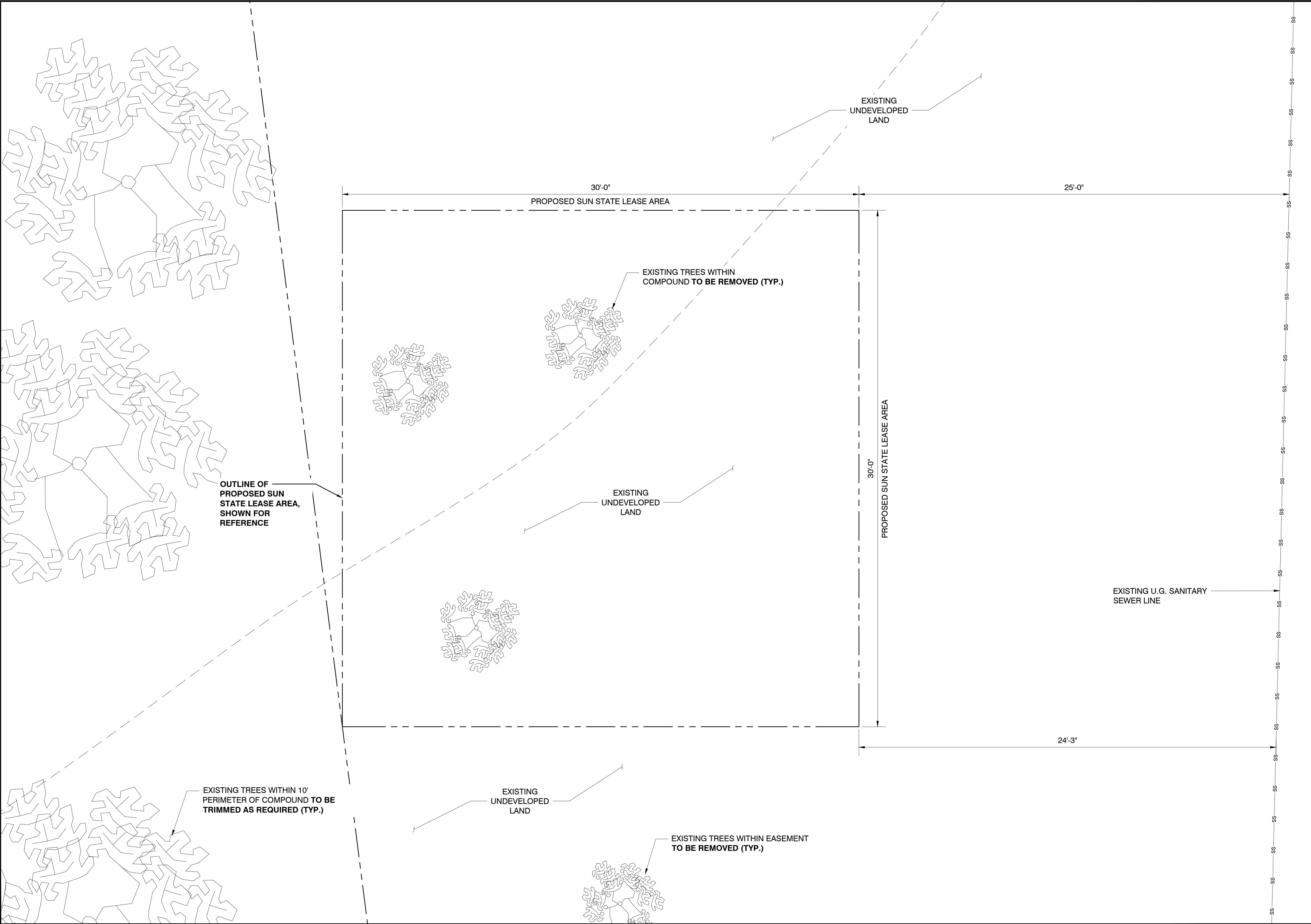
TOPOGRAPHIC SURVEY

SHEET NO.

LS-5

REVISION:

4



EXISTING ENLARGED SITE PLAN

24"x36" SCALE: 3/8" = 1'-0"
11"x17" SCALE: 3/16" = 1'-0"

PREPARED FOR

**SUN STATE
TOWERS**

1426 NORTH MARVIN STREET #101
GILBERT, AZ 85233
PHONE: 480-664-9588 - FAX 480-664-9850

CARRIER

verizon

126 W. GEMINI DR. TEMPE, AZ 85283
PHONE: (480) 777-4360
FAX: (480) 777-4391

A&E CONSULTING FIRM & SITE ACQUISITION

**PINNACLE
CONSULTING, INC.**
Construction - Project Management - Site Development

1426 N. MARVIN STREET #101
GILBERT, AZ 85233

PROJECT NO:	AZ10-037 BULLWHIP
DRAWN BY:	JC
CHECKED BY:	KF

REV	DATE	DESCRIPTION	BY
A	01/27/2020	90% REVIEW	JC
0	02/04/2020	FINAL ZONING	JC
1	03/10/20	FINAL ZONING	PSW
2	10/22/2020	FINAL ZONING	CS

**FINAL
FOR ZONING
ONLY**

**AZ10-037 BULLWHIP AZ2
CHESHIRE**

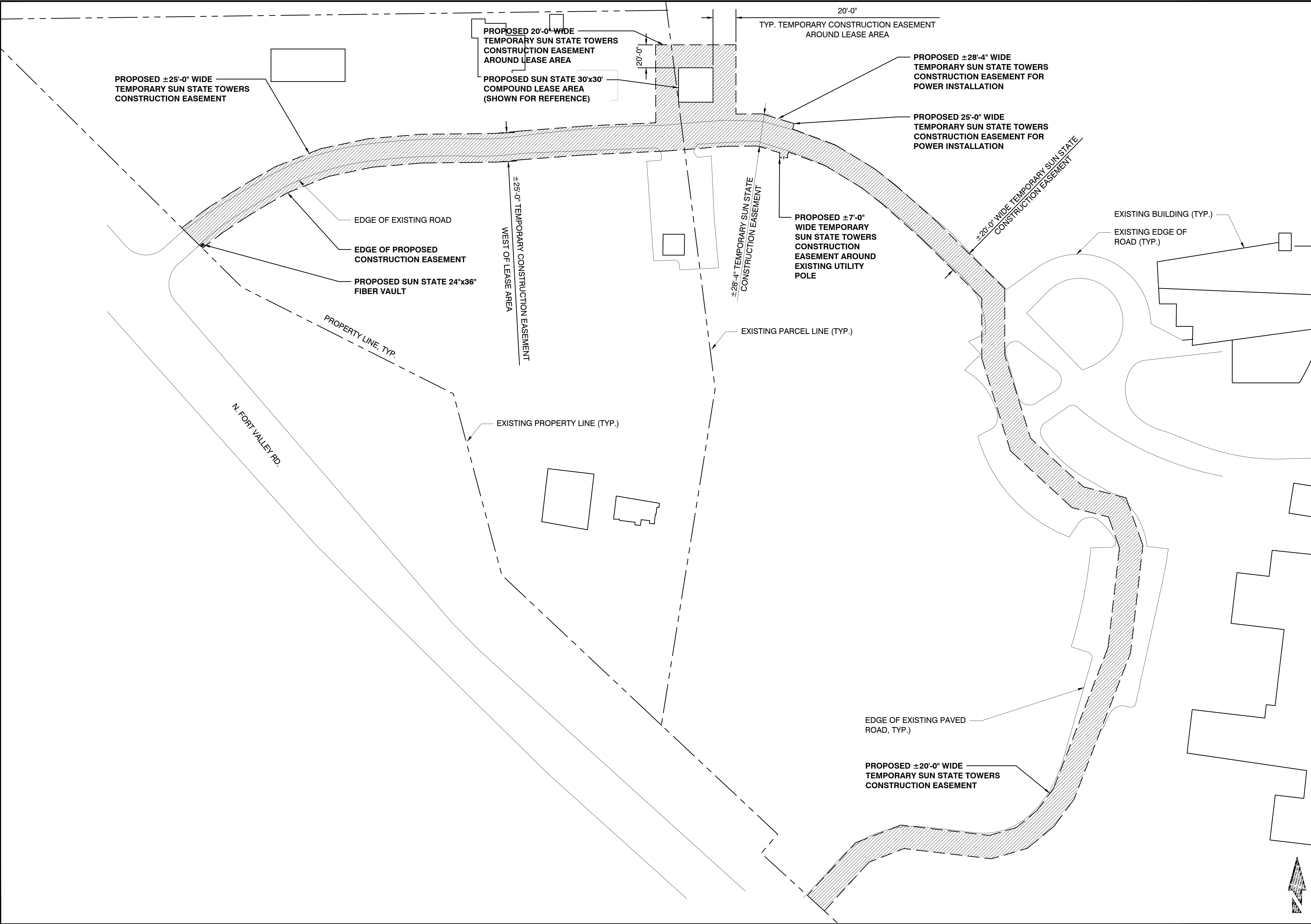
3100 N. FORT VALLEY RD.
FLAGSTAFF, AZ 86001
COCONINO COUNTY

SHEET TITLE

**EXISTING ENLARGED
SITE PLAN**

SHEET NUMBER

Z-2



CONSTRUCTION EASEMENT DETAIL

24"x36" SCALE: 1"=40', XREF
11"x17" SCALE: 1/64" = 1'-0"

1

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**SUN STATE
TOWERS**

1426 NORTH MARVIN STREET #101
GILBERT, AZ 85233
PHONE: 480-664-9588 - FAX 480-664-9850

CARRIER

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CHECKED BY:	KF

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0	02/04/2020	FINAL ZONING	JC
1	03/10/20	FINAL ZONING	PSW
2	10/22/2020	FINAL ZONING	CS

**FINAL
FOR ZONING
ONLY**

AZ2 CHESHIRE

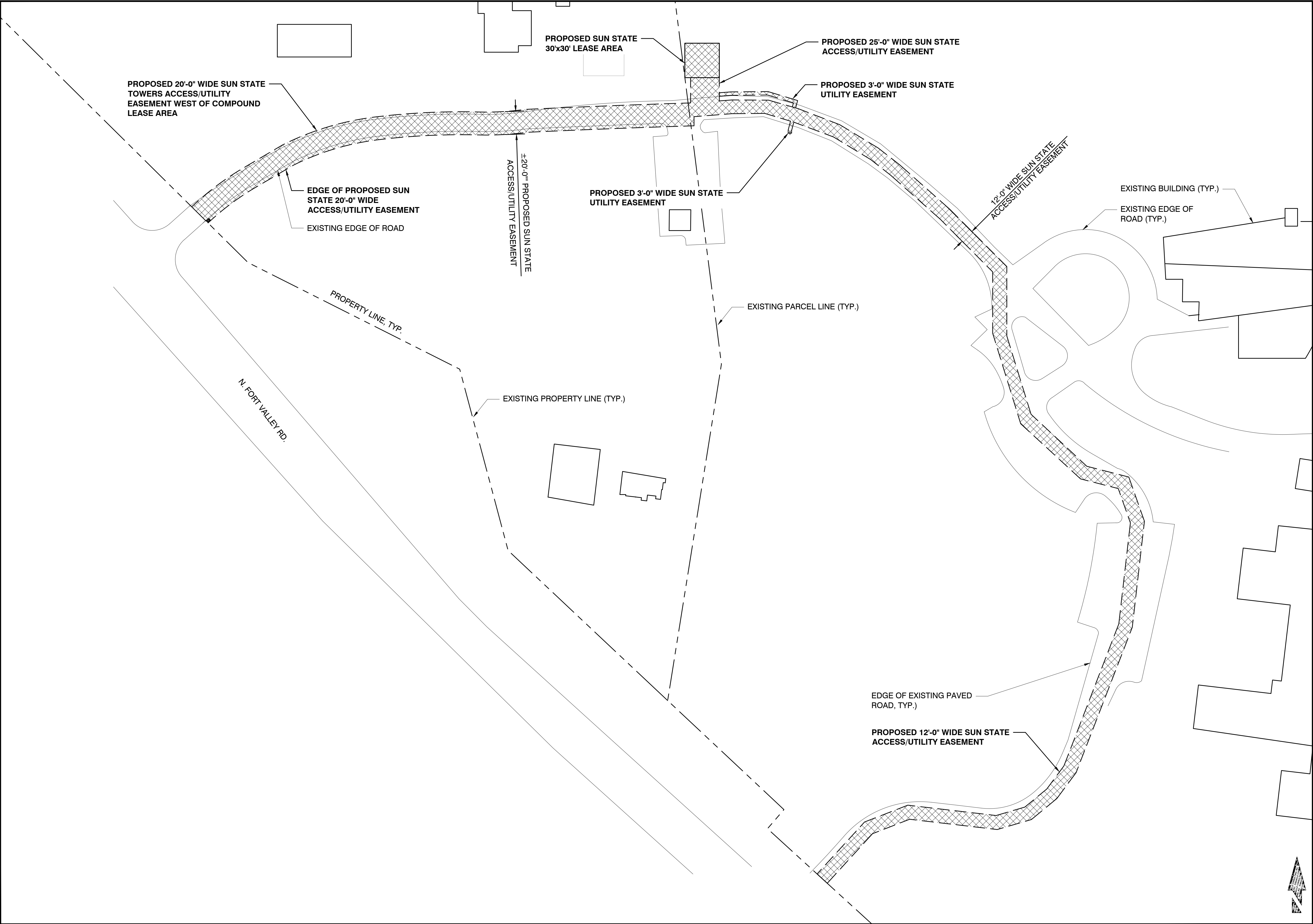
3100 N. FORT VALLEY RD.
FLAGSTAFF, AZ 86001
COCONINO COUNTY

SHEET TITLE

**CONSTRUCTION
EASEMENT DETAIL**

SHEET NUMBER

Z-4



PREPARED FOR


**SUN STATE
TOWERS**
1426 NORTH MARVIN STREET #101
GILBERT, AZ 85233
PHONE: 480-664-9588 - FAX 480-664-9850

CARRIER


126 W. GEMINI DR. TEMPE, AZ 85283
PHONE: (480) 777-4360
FAX: (480) 777-4391

A&E CONSULTING FIRM & SITE ACQUISITION


1426 N. MARVIN STREET #101
GILBERT, AZ 85233

PROJECT NO:	AZ10-037 BULLWHIP
DRAWN BY:	JC
CHECKED BY:	KF

REV	DATE	DESCRIPTION	BY
A	01/27/2020	90% REVIEW	JC
0	02/04/2020	FINAL ZONING	JC
1	03/10/20	FINAL ZONING	PSW
2	10/22/2020	FINAL ZONING	CS

**FINAL
FOR ZONING
ONLY**

AZ2 CHESHIRE

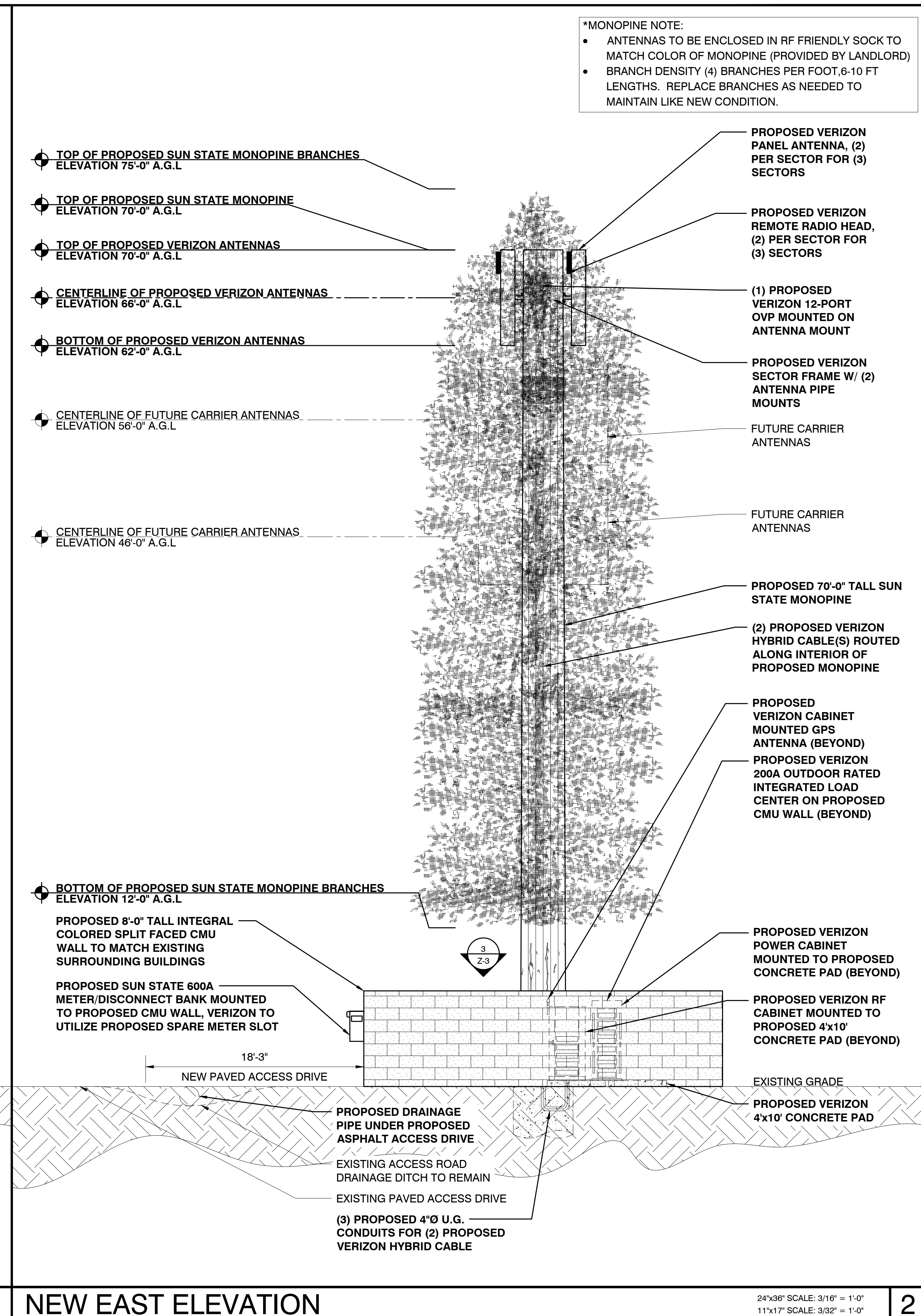
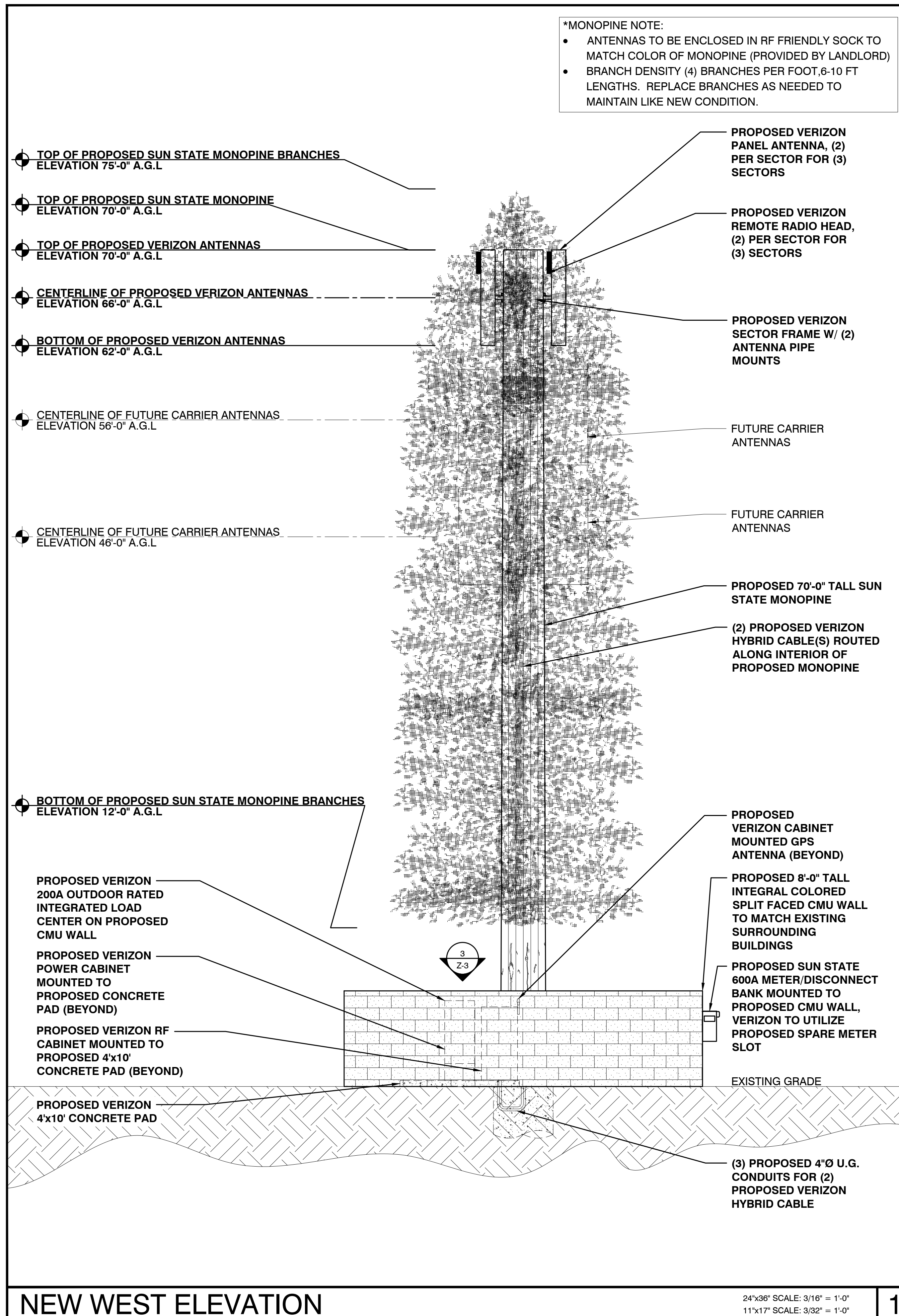
3100 N. FORT VALLEY RD.
FLAGSTAFF, AZ 86001
COCONINO COUNTY




SHEET TITLE

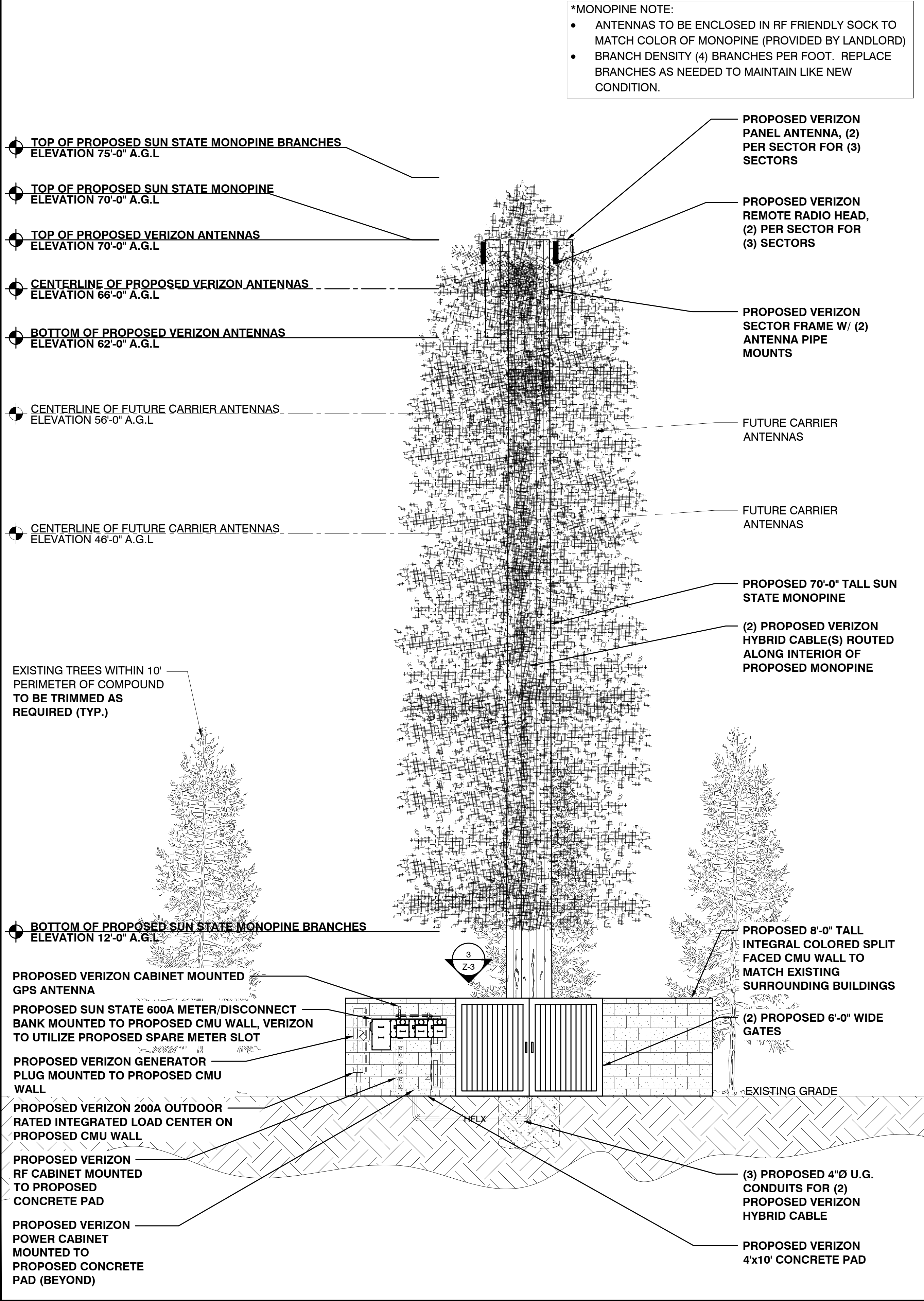
FINAL EASEMENT DETAIL

SHEET NUMBER

Z-5



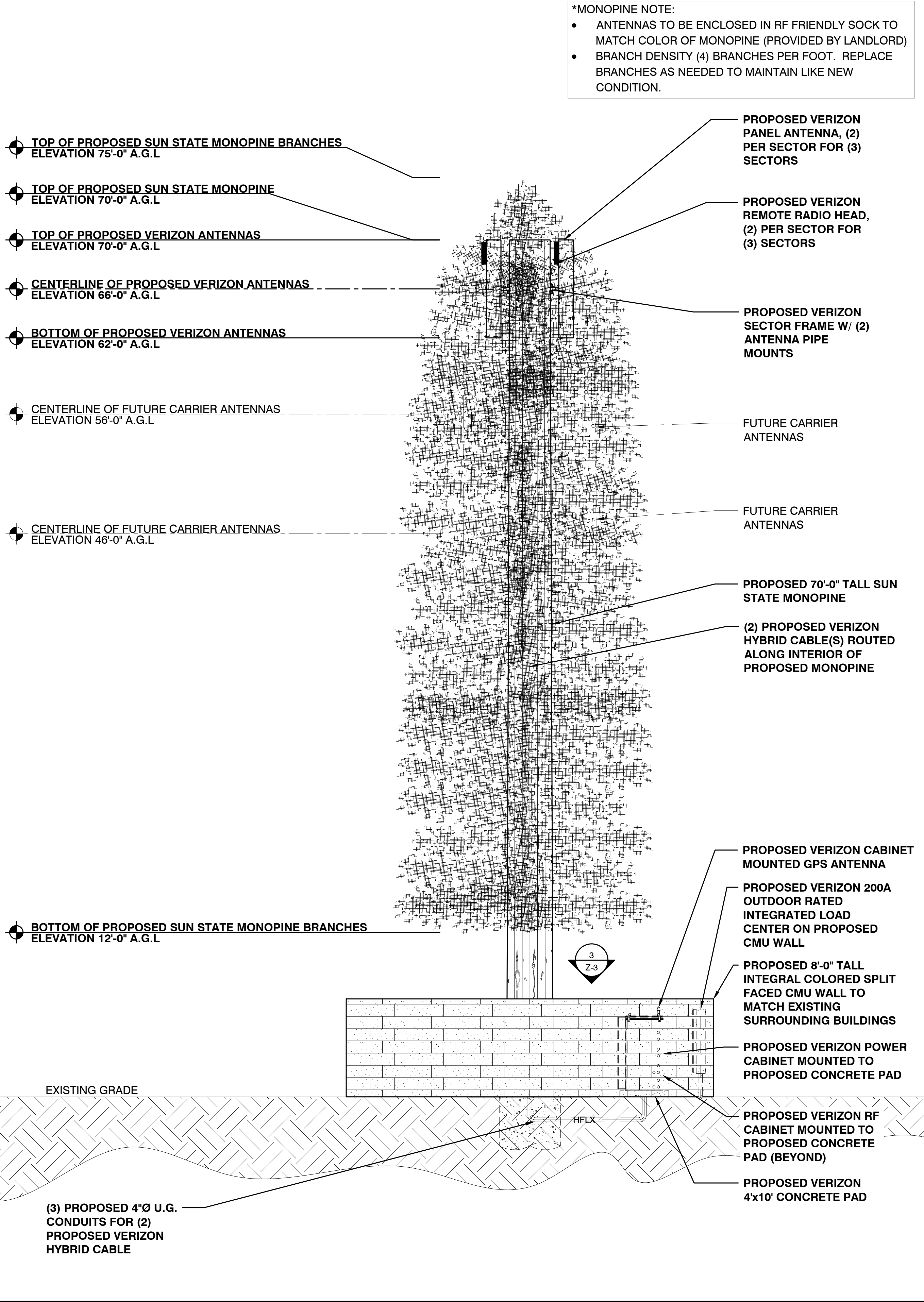
<div style="display: flex; justify-content: center; align-items: center;"><div style="text-align: left; width: 30%;">PREPARED FOR</div><div style="text-align: center; width: 40%;"> SUN STATE TOWERS 1426 NORTH MARVIN STREET #101 GILBERT, AZ 85233 PHONE: 480-664-9588 - FAX 480-664-9850</div><div style="width: 30%;"></div></div>			
<div style="display: flex; justify-content: center; align-items: center;"><div style="text-align: left; width: 30%;">CARRIER</div><div style="text-align: center; width: 40%;"> 126 W. GEMINI DR. TEMPE, AZ 85283 PHONE: (480) 777-4360 FAX: (480) 777-4391</div><div style="width: 30%;"></div></div>			
<div style="display: flex; justify-content: center; align-items: center;"><div style="text-align: left; width: 30%;">A&E CONSULTING FIRM & SITE ACQUISITION</div><div style="text-align: center; width: 40%;"> PINNACLE CONSULTING, INC. <small>Construction - Project Management - Site Development</small> 1426 N. MARVIN STREET #101 GILBERT, AZ 85233</div><div style="width: 30%;"></div></div>			
PROJECT NO:		AZ10-037 BULLWHIP	
DRAWN BY:		JC	
CHECKED BY:		KF	
REV	DATE	DESCRIPTION	BY
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1	03/10/20	FINAL ZONING	PSW
2	10/22/2020	FINAL ZONING	CS
<div style="display: flex; flex-direction: column; align-items: center;"><div style="margin-bottom: 10px;">FINAL</div><div style="margin-bottom: 10px;">FOR ZONING</div><div>ONLY</div></div>			
<div style="display: flex; justify-content: space-between;"><div>AZ10-037 BULLWHIP AZ2</div><div>CHESHIRE</div></div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"><div>3100 N. FORT VALLEY RD.</div><div>FLAGSTAFF, AZ 86001</div></div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"><div>COCONINO COUNTY</div><div></div></div>			
SHEET TITLE			
ELEVATIONS			
SHEET NUMBER			
Z-6			



NEW SOUTH ELEVATION

24"x36" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"

1



NEW NORTH ELEVATION

24"x36" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"

2

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**SUN STATE
TOWERS**

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GILBERT, AZ 85233
PHONE: 480-664-9588 - FAX 480-664-9850

CARRIER

verizon

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A&E CONSULTING FIRM & SITE ACQUISITION

**PINNACLE
CONSULTING, INC.**

Construction - Project Management - Site Development

1426 N. MARVIN STREET #101
GILBERT, AZ 85233

PROJECT NO:	AZ10-037 BULLWHIP
DRAWN BY:	JC
CHECKED BY:	KF

REV	DATE	DESCRIPTION	BY
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0	02/04/2020	FINAL ZONING	JC
1	03/10/20	FINAL ZONING	PSW
2	10/22/2020	FINAL ZONING	CS

**FINAL
FOR ZONING
ONLY**

**AZ10-037 BULLWHIP AZ2
CHESHIRE**

3100 N. FORT VALLEY RD.
FLAGSTAFF, AZ 86001
COCONINO COUNTY

SHEET TITLE

ELEVATIONS

SHEET NUMBER

Z-7



City of Flagstaff

Community Development Division

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

P: (928) 213-2618

Date Received	Application for Conditional Use		File Number
Property Owner(s) Museum of N. Arizona		Phone 928-226-0000	
Mailing Address 3100 N. Fort Valley Rd.	City, State, Zip Flagstaff, AZ 86001	Email	
Applicant(s) Pinnacle Consulting Inc.		Phone 480-773-4853	
Mailing Address 1426 North Marvin Street, Suite 101	City, State, Zip Gilbert, AZ 85233	Email dino.pergola@pinnacleco.net	
Project Representative Dino Pergola		Phone	
Mailing Address 1426 North Marvin Street, Suite 101	City, State, Zip Gilbert, AZ 85233	Email dino.pergola@pinnacleco.net	

Project Name AZ10-037 Bullwhip			
Site Address 3100 N. Fort Valley Rd.	Parcel Number(s) APN: 111-01-006C	Subdivision, Tract & Lot Number	
Zoning District Public Facility (PF)	Regional Plan Land Use Category	Flood Zone Low to Moderate Risk Area	
Property Information:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Located in an existing City of Flagstaff Historic District? (Name: _____) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Existing structures are over 50 years old at the time of application? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Existing structures are pre-World War II housing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Subject property is undeveloped land?		
Surrounding Uses (Res, Com, Ind)	North Public Facility (PF)	South Residential	East Public Facility (PF)
West Public Facility (PF)			
Note: Conditional Use Permits are reviewed by City's Planning and Zoning Commission (P&Z), which meets the second and fourth Wednesday of every month . Applications are due by the close of business no fewer than 30 days prior to the meeting. You must provide a complete application form, along with the required number of plans and information as indicated in the attached checklist. Incomplete submittals will not be scheduled.			

Property Owner Signature <i>Dino Pergola</i> (Agent)	Date 09/09/2021	Applicant Signature <i>Dino Pergola</i>	Date 09/09/2021
For City Use			
Date Filed	File Number:		
Hearing Date	Pub. / Posting Date(s):	Prop. Owner Notif. Date:	
Fee Receipt Number	Amount	Date	
Action by Planning and Zoning Commission:			
Hearing Date:	Type of Request:		
<input type="checkbox"/> Approved	<input type="checkbox"/> CUP		
<input type="checkbox"/> Denied	<input type="checkbox"/> Extension		
<input type="checkbox"/> Continued			
Staff Assignments	Planning	Engineering	Fire
			Public Works/Water
			Stormwater

**Project: AZ10-037 Bullwhip/AZ2 Chesire
Conditional Use Permit Narrative
Planning & Development CUP Review**

New Wireless Communications Facility for Sun State Towers
Address: 3100 N. Fort Valley Road, Flagstaff, AZ 86001
APN: 111-01-006C/ Coconino County

RE: Narrative for City of Flagstaff Planning & Development

--BY--

Pinnacle Consulting Inc.
Attn: Eric Hurley
1426 North Marvin Street #101
Gilbert, AZ 85233

--FOR--

Sun State Towers
1426 North Marvin Street #101
Gilbert, AZ 85233
Office: 480-664-9588

Questions related to this application should be directed to:
Eric Hurley at (480) 688-1393
Eric.Hurley@pinnacleco.net



New Wireless Communications Facility

Address: 3100 N. Fort Valley Road, Flagstaff, AZ 86001

Parcel# 111-01-006C

Project Type: 70' Mono-pine/ 30' x 30' CMU wall

Purpose of Request

Per the City of Flagstaff code, a conditional use permit (CUP) is required to allow a 70' foot Mono-pine facility based on the proposed new Antenna Supporting Structure as indicated in 10-40.60.310 (B)(2)(a). In addition, the 70' foot Mono-pine is to be camouflaged per 10-40.60.310 (C)(6)(e). The proposed wireless facility is needed to improve service capacity and coverage in the area. Verizon Wireless will be the initial carrier to locate on the wireless facility, with the capability of other carriers to collocate in the future. Representing both Sunstate Towers and Verizon Wireless, Pinnacle Consulting Inc. has been requested for services in the acquisition and development of the facility in this chosen location and jurisdiction. After discussing multiple options with the landlord and Verizon in the Pre-App Meeting, we feel this is the least obtrusive possible location available.

Description of Proposal

Sun State Towers is proposing a stealth designed 70' Mono pine camouflaged wireless facility, and a 30' x 30' CMU wall compound. The Mono-pine is painted and designed to look like a natural tree for blending in with the surrounding context and will be conical in shape, while the 8' CMU wall will screen all associated equipment and lease space from visibility. The antennas shall be located on the Mono pine at a centerline elevation of 66' and grouped into three sectors. Each sector shall contain up to four panel antennas, and the tower will have lease space for additional carriers in the future. The Mono-pine will be filled in fully camouflaging the antennas and in compliance with 10-40.60.310(C)(6)(e) and with the approval of the planning director. There are about 3.5 branches per a foot of tower and the branches are 10'-4' in length. The construction phase is relatively fast and will be done in one phase upon receiving all necessary approvals. Once construction is complete, these unmanned facilities will require a tech to visit approximately once a month. The project does not propose any impacts on site signage or outdoor lighting.

Verizon Wireless will be the first carrier to locate on the facility with plans and specifications to follow. Ground equipment shall be housed in a state approved prefabricated equipment cabinet, located on a new 4'x10' concrete slab. All ground equipment will be screened or materials and colors will be used consistent with the surrounding backdrop. Lease space, access, and utility easements will all be specifically described in the site plans and survey information provided. All facility plans will be designed to satisfy and meet the guidelines of the FCC and FAA respectively.

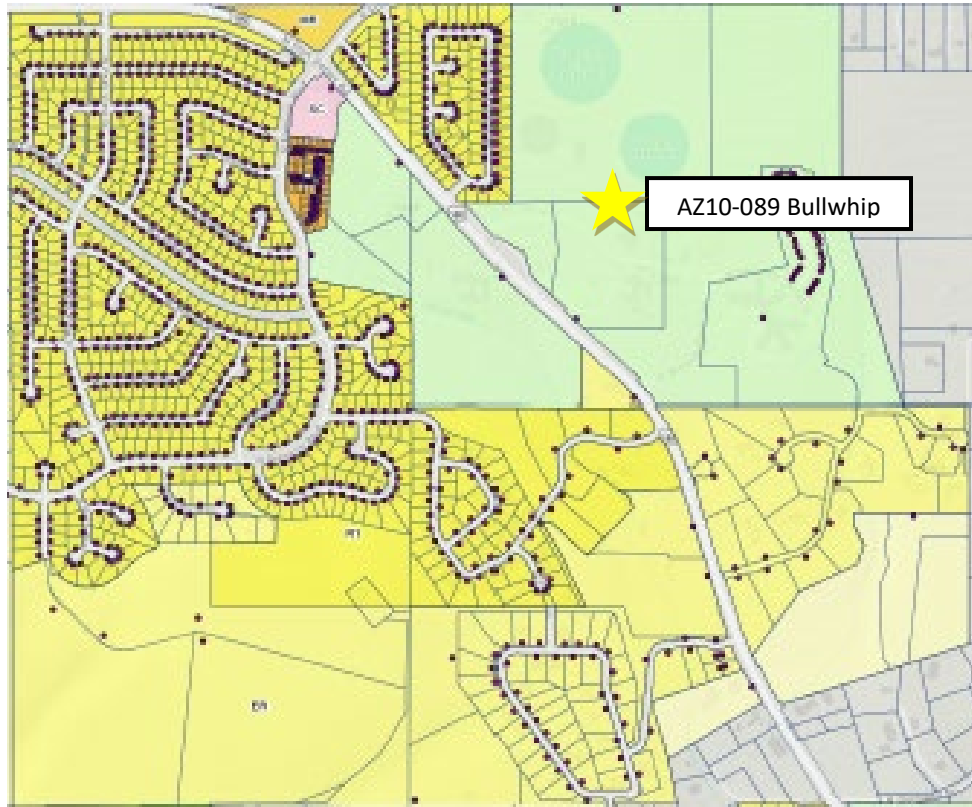
Land Use Considerations and Impact

a. The placement of the Wireless Permit on the lot or parcel and its potential effect on expanding existing or developing future land uses:

This proposal is the least obtrusive option for the surrounding area, while also meeting the needs of Verizon Wireless and Sun State Towers building requirements. The parcel where the facility will be placed, APN# 111-01-006C, is zoned Public Facility (PF) and qualifies as the preferred site for the use. The facility and equipment will be near the NW corner of the parcel. Due to the camouflaged Mono pine design, the placement of the facility near infrastructure, and being mainly surrounded by vegetation on an undeveloped part of the parcel, this proves to be a

good location as it pertains to the surrounding land uses. The facility is located at an elevation of 7111' ft and 500'ft from any section of Fort Valley Road ROW.

(Zoning Map of Site: Museum of Northern Arizona)



- b. The cumulative effect that existing WCF in the vicinity of the site may have on the request:**
The proposed site will provide enhanced wireless service to the surrounding area, filling gaps in coverage and strengthening signals where needed. The existing wireless facilities that surround the proposed site will recognize capacity relief as well, improving efficiency. Existing sites are re-engineered when a new site is activated, as it allows surrounding sites to focus on smaller areas.

Relationship to Surrounding Properties

Surrounding the site is a variety of land uses, predominately undeveloped land, the area also includes Reservoir, residential, commercial, and a water tank while being screened by vegetation. The water tank and reservoir are on an adjacent parcel, also zoned PF, and owned by the City of Flagstaff. Enhancing the surrounding area with a new wireless communications facility will provide consistent coverage and better service quality, all while having minimal imprint on the environment. The facility should have few, if any impacts beyond providing improved service to the existing wireless customers. Since there should be no discernible impacts to existing pedestrian or vehicular transit, and the fact that the facility will not emit any odor, noise, or pollutants, the wireless facility should work seamlessly in the existing neighborhood fabric. The site sits in the NW part of the property surrounded by trees providing

screening to help with camouflage look. Based on the additional coverage of the surrounding landscaping near the site and 8'ft CMU wall built with integral color CMU block, not painted CMU, to blend in with the surroundings, the City should not require additional landscaping updates.

Location and Accessibility

Wireless site located at 3100 N. Fort Valley Road, Flagstaff, AZ 86001. The Museum has multiple entrances to the property off N. Fort Valley Road.

Circulation Systems

The proposed site's ground space can provide any parking requirements needed for general maintenance or service needed. The facility proposed will not generate significant trips once construction is complete, as tech maintenance will only occur about once a month during normal business hours typically. Access with all easement rights will be agreed upon by all involved parties and referenced in the uploaded site plans and lease agreement as needed.

Operations Health and Safety

Per FCC and FAA guidelines, the facility will be constructed and operated within strict conformance to federal codes. The facility will operate 24 hours a day / 7 days a week with no personnel needed on-site. The facility will be connected and monitored by a central switch center to ensure proper functionality.

Public Utilities and Services

Power and Telecom are the only utilities required by the facility. The power source is still yet to be determined.

Neighborhood Meeting Plan

Per section 10-20.30.060(A)(1), a minimum of two neighborhood meetings shall be held. First meeting will be held via Zoom on January 26th at 6pm if deemed an acceptable time by Planning Department. This meeting will be recorded and provided to City of Flagstaff. The second meeting will be held via Zoom held at a later date determined in coordination with planning department along with the application process but prior to final approval for the conditional use permit.

Historical Preservation

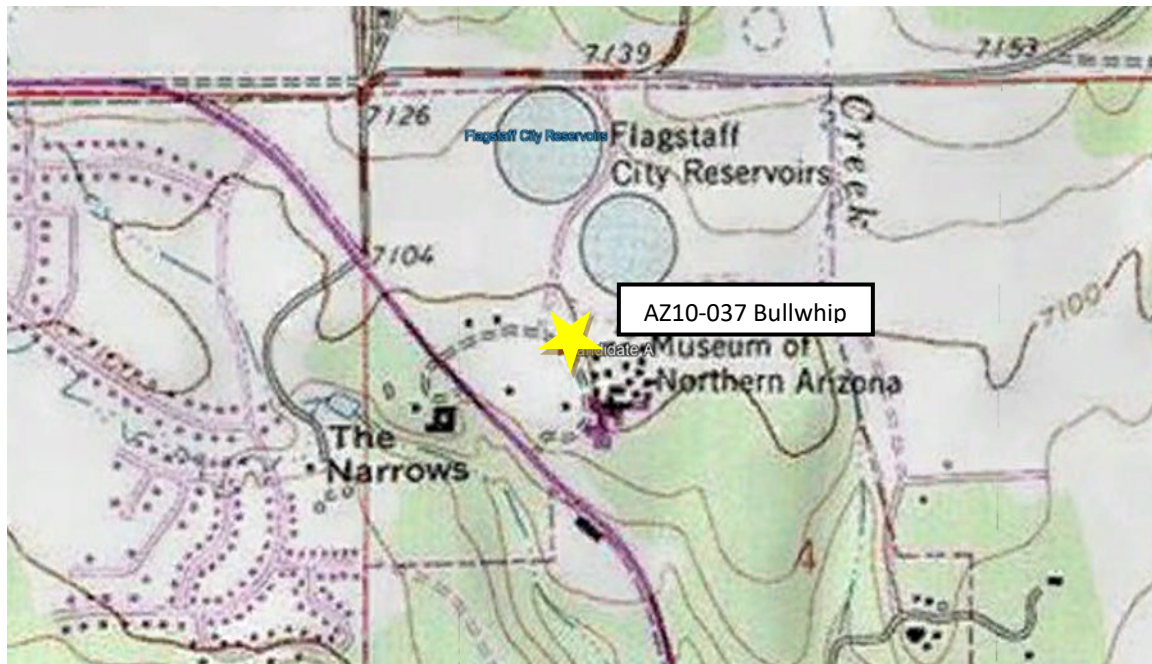
The Historical Preservation, case PZ-20-00039-01, is pending SHPO review. The NEPA report has been included in the submittal package to show that SHPO concurs there will be no adverse effect on sites, structures or objects listed on, or determined eligible for listing on the National Register of Historic Places.

Closing Statement

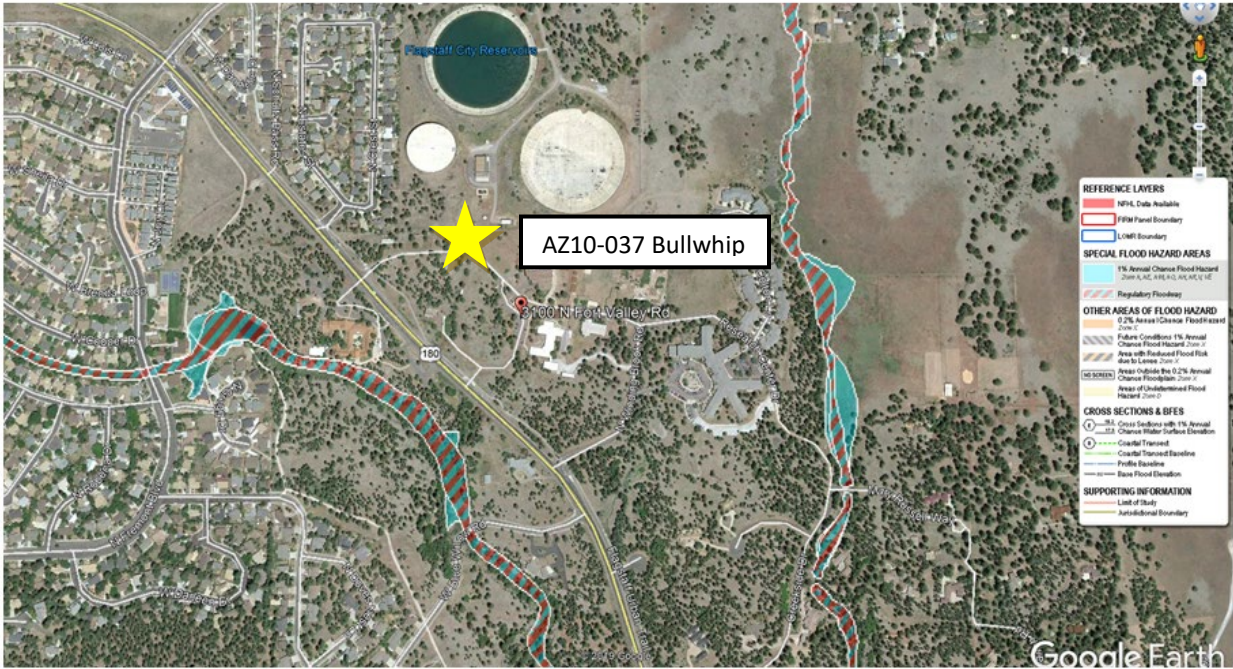
In evaluating the local area, Sun State Towers has determined that there are no co-location options available. Furthermore, we look at all possible options including: tower #871480-Mt. Elden(3.12 miles away), tower #807307-Flagstaff East (4.24 miles away), and tower # 807308 Flagstaff West (3.42 miles away). None of which allow us to fill the coverage gap. The proposed wireless facility is critical to support the demands of the wireless network in this rapidly growing area. Using the most innovative stealth technology with added improvements for aesthetics, we aim to improve this surrounding wireless coverage area while placing it in the least obtrusive space available.

(Elevations Below: Site Plans / Details provided in Application Submittals)

USGS TOPO MAP ATTACHMENT



FEMA FLOOD HAZARD MAP



OWNERSHIP VERIFICATION ATTACHMENT

Account: R1005151

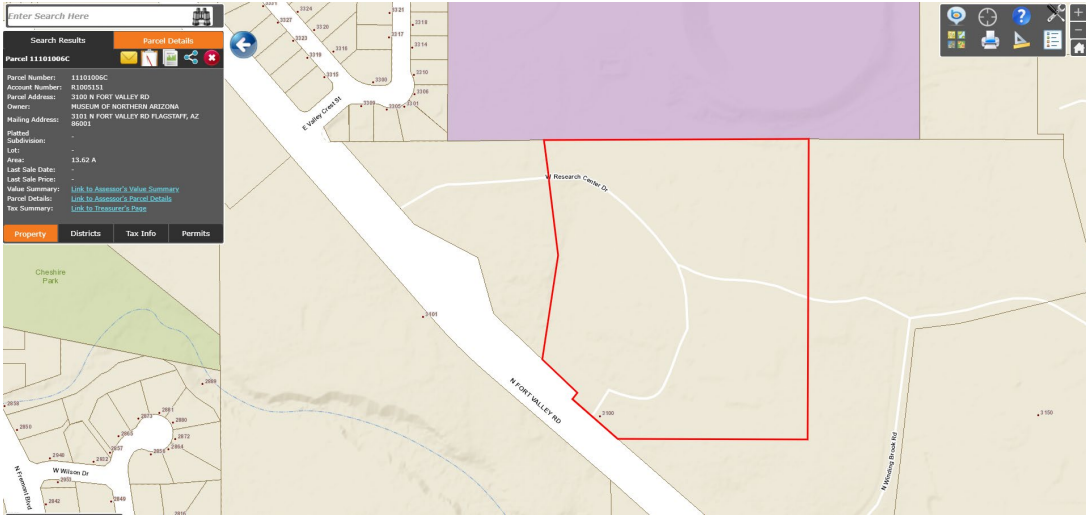
Location		Owner Information	Assessment History	
Situs Address 3100 N FORT VALLEY RD City FLAGSTAFF		Owner Name MUSEUM OF NORTHERN ARIZONA Owner Address 3101 N FORT VALLEY RD FLAGSTAFF, AZ 86001	Full Cash Value (FCV)	\$462,526
Tax Area 0150 - SD#1 CITY OF FLAGSTAFF			Limited Property Value (LPV)	\$363,999
Parcel Number 111-01-006-C			Primary Assessed	\$54,599
Legal Summary Sixteenth: SW Quarter: NW Section: 04 Township: 21N Range: 07E BEG AT SW COR SEC 4 TH N 89D37M E 276.4' TO TRUE POB TH N 89D37M E 747.03' TO PT TH S 844.4' TH W 564.56' TH N 57D26M W 170.36' TH N 40 54 35 E 22.00' TH N 46 37 59 W 137.78' TH N 08D36M E 294.62' TH N 07D14M W 327.1' TO TRUE POB EXCEPT ANY POR LYING WITH US HWY 180. M/L Sixteenth: SE Quarter: NW Section: 04 Township: 21N Range: 07E			Exempt	(\$54,599)
			Net Primary Assessed	\$0
			Secondary Assessed	\$69,379
			Exempt	(\$69,379)
			Net Secondary Assessed	\$0
			Tax Area: 0150	Primary Rate: 6.1578
				Secondary Rate: 3.1250
Neighborhood 01.21 - EQUESTRIAN ESTATES - FLAGSTAFF RANCH - LOCKETT RANCHES			Legal Class	FCV
			LPV	Primary Assessed
			Secondary Assessed	
			02 R	\$462,526 \$363,999 \$54,599 \$69,379

ASSESSMENT & PROPERTY TAX INFO ATTACHMENT

Account: R1005151

Location		Owner Information		Assessment History		
Situs Address 3100 N FORT VALLEY RD City FLAGSTAFF		Owner Name MUSEUM OF NORTHERN ARIZONA Owner Address 3101 N FORT VALLEY RD FLAGSTAFF, AZ 86001		Full Cash Value (FCV)	\$462,526	
Tax Area 0150 - SD#1 CITY OF FLAGSTAFF				Limited Property Value (LPV)	\$363,999	
Parcel Number 111-01-006-C				Primary Assessed	\$54,599	
Legal Summary Sixteenth: SW Quarter: NW Section: 04 Township: 21N Range: 07E BEG AT SW COR SEC 4 TH N 89D37M E 276.4' TO TRUE POB TH N 89D37M E 747.03' TO PT TH S 844.4' TH W 564.56' TH N 57D26M W 170.36' TH N 40 54 35 E 22.00' TH N 46 37 59 W 137.78' TH N 08D36M E 294.62' TH N 07D14M W 327.1' TO TRUE POB EXCEPT ANY POR LYING WITH US HWY 180. M/L Sixteenth: SE Quarter: NW Section: 04 Township: 21N Range: 07E				Exempt	(\$54,599)	
				Net Primary Assessed	\$0	
				Secondary Assessed	\$69,379	
				Exempt	(\$69,379)	
				Net Secondary Assessed	\$0	
				Tax Area: 0150 Primary Rate: 6.1578 Secondary Rate: 3.1250		
		Legal Class	FCV	LPV	Primary Assessed	Secondary Assessed
		02 R	\$462,526	\$363,999	\$54,599	\$69,379

TAX MAP ATTACHMENT



AZ10-037 Bullwhip/AZ2 Chesire

Neighborhood Meeting Plan



Project Name: AZ10-037 Bullwhip/AZ2 Chesire
Project Location: 3100 N. Fort Valley Road, Flagstaff, AZ 86001
Case Number(s): PZ-20-00039-03
Date Submitted: 08/22/2022



This Neighborhood Meeting Plan ("Plan") for the AZ10-037 Bullwhip/AZ2 Chesire is being submitted for your review and approval pursuant to Flagstaff Zoning Code (the "Code") Section 10- 20.30.060.C.2. Please see below for a detailed outline of our proposed Plan. The neighborhood meeting is proposed to be held on September 30th, 2021. A second neighborhood meeting was held on August 04, 2022.

a. 1,000 Foot Property Owner Notification

The Code requires notification of a neighborhood meeting to be mailed to all property owners located within 300 feet, exclusive of rights-of-way, of a proposed site being considered for re-zoning, unless the Planning and Development Services Director ("Director") otherwise expands the required notification area. For that meeting, the notification area was been expanded to include those property owners located within 1,000 feet of the proposed site (Exhibit A). We will continue to follow that model for notifications of the local property owners for this, and the 2nd required public meeting. A corresponding list of property owners that are located within the proposed notification area with Coconino County Assessor's Office Parcel Numbers and mailing addresses is attached as Exhibit B.

b. Notification Methods

Pursuant to Code Section 10-20.30.060.D, notification of the neighborhood meeting will be mailed via first class mail to: (i) property owners located within 1,000 feet of the site, per City staff's direction; (ii) the site or actual address of all tenants and residents living on the subject property (Exhibit C); and, (iii) homeowners associations and registered interested persons within 1,000 feet of the site. The City-provided notification list for homeowners associations and registered interested persons is attached hereto as Exhibit D. We propose installing a neighborhood meeting notification sign per the requirements of Code Section 10-20.30.060.D.6. The notification sign is proposed to be located at the 3100 N. Fort Valley Road, Flagstaff, Arizona 86001. Please see Exhibit F for a copy of the proposed sign language.

The mailed notification is proposed to be mailed to applicable parties on September 15th, 2021 to allow at least minimum of a ten (10) calendar day notice window. Please see Exhibit G for a copy of the proposed mailing notification.

- c.** The mailed notification letter will also include email information for neighbors to contact Michelle.Lamoureux@pinnacleco.net to receive zoom link for those that are not able to attend live meeting.

d. Neighborhood Meeting Format

The neighborhood meeting will be facilitated by the applicant as an open house style meeting. A project overview presentation will be given to kick-off the meeting. Following the presentation there will be an opportunity for one-on-one questions and answers about the project with interested attendees, with answers from both the consultants and members of the development team. Summary minutes will be taken to provide an overview of key discussion points, comments/concerns and other important information provided by those in attendance.

d. Location, Date and Time of Neighborhood Meeting

As noted above, we propose holding the neighborhood meeting on Thursday, September 30th, 2021. The neighborhood meeting will be held during the evening hours from 6:00 PM to 7:00 PM. The neighborhood meeting will be held on site at 3100 N. Fort Valley Road, Flagstaff, AZ 86001 (Exhibit G). The second neighborhood meeting was held August 04, 2022

Neighbors may also attend the meeting virtually via Zoom. This link will be provided to those unable to attend by emailing Michelle.Lamoureux@pinnacleco.net.

di. Methods to Keep the Director Informed of the Status and Results of the Neighborhood Meeting

A Record of Proceedings will be filed with the City of Flagstaff pursuant to Code Section 10-20.30.060.F.

dii. Sign-Off Authorization

The staff planner has approved the above Neighborhood Involvement Plan.

By: _____ Dated: _____

Exhibit A: 1,000' Assessor's Map

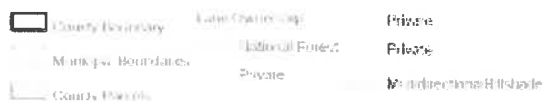


Exhibit B: 1000' Ft Property Owner Mailing List

APN	OWNERNAME	OWNERADDRESS			
11122052	GARBARINO WILLIAM F & DEANNA J REVOCABLE TRUST	2181 W BLUE WILLOW RD	FLAGSTAFF AZ 86001		
11116018	CUSTODIO DANIEL J & LYNNDEL E	3325 N CREST ST	FLAGSTAFF AZ	86001	
11117024	ULIBARRI GAIL	3376 N ESTATES ST	FLAGSTAFF AZ	86001	
11116025	CANDELARIA ANTHONY R & SUSAN K	3334 N ESTATES ST	FLAGSTAFF AZ	86001	
11109068	THAMES ROBERT P & KATHLEEN K	2880 N GREGG DR	FLAGSTAFF AZ	86001	
11116001	ALMQUIST EUGENE R	3309 E ESTATES ST	FLAGSTAFF AZ	86001	
11116028	LEWIS MARY L LIVING TRUST DTD 04-25-12	3348 N ESTATES ST	FLAGSTAFF AZ	86001	
11116013	BURGOON JENNIFER M & CHRISTIAN L	3346 N CREST ST	FLAGSTAFF AZ	86001	
11119020A	COYOTE SPRINGS HOMEOWNERS GROUP INC	PO BOX 10000	PRESCOTT AZ	86304	
11122027	GUZLEY ROBERT S TRUST DTD 02-09-10	7402 E BEATRICE ST	SCOTTSDALE AZ	85257	
11116008	CALLA LILY LLC	635 E CHOCTAW ST	FLAGSTAFF AZ	86005	
11117033	JOHNSON STANLEY P & JULIE E	3353 N CREST ST	FLAGSTAFF AZ	86001	
11119019	PLATEAU WINDS CORPORATION	7745 E EVANS RD	SCOTTSDALE AZ	85260	
11122059	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11116015	SMITH LUCINDA J	3341 N CREST ST	FLAGSTAFF AZ	86001	
11116022	OGG FLETCHER S & TIFFANY L	3316 N ESTATES ST	FLAGSTAFF AZ	86001	
11116039	HARTL RYAN	3323 N ESTATES ST	FLAGSTAFF AZ	86001	
11116004	BARQUIN JAMES P & LISA M	3306 N CREST ST	FLAGSTAFF AZ	86001	
11116036	IWAI KEIJI & KRISTEN DACEY	3335 N ESTATES ST	FLAGSTAFF AZ	86001	
11116042A	NHC INC	2944 N 44TH ST NO 200	PHOENIX AZ	85018	
11119005	SHERECK JON R & PAULINE K	2824 W PICO DEL MONTE CIR	FLAGSTAFF AZ	86001	
11117003	FRITZLER JOEL C & JULIE D	3358 N CREST ST	FLAGSTAFF AZ	86001	
11116031	OUTPOST PROPERTIES LLC	PO BOX 11773	GLENDALE AZ	85318	
11101007A	POORE FAMILY TRUST DTD 03-15-96	3005 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11116014	GREENWOOD PAUL D & CYNTHIA J	3345 N CREST ST	FLAGSTAFF AZ	86001	
11116005	PASSALACQUA PHILIP V & VICKI M	3310 N CREST ST	FLAGSTAFF AZ	86001	
11122039	WELLER CHRISTOPHER H & SHERRILL L	1410 N AZTEC DR	FLAGSTAFF AZ	86001	
11116023	WICKLAND STACEY E	3320 N ESTATES ST	FLAGSTAFF AZ	86001	
11101006C	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11116021	REICHSTADT AUDREY	3300 N ESTATES ST	FLAGSTAFF AZ	86001	
11116007	WILLIS SCOTT A & KAREN R	3318 N CREST ST	FLAGSTAFF AZ	86001	
11122056	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11117001	MILLER ANGELA	3350 N CREST ST	FLAGSTAFF AZ	86001	
11116011	TESSMER DAVID M & TARA K	3336 N CREST ST	FLAGSTAFF AZ	86001	
11119018A	MCCAFFREY KEVIN & KRISTINE	28182 N HAYDEN RD	SCOTTSDALE AZ	85266	
11116026	STEPHENS DAVID T & WENDY L	3340 N ESTATES ST	FLAGSTAFF AZ	86001	
11102006A	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11116002	BIGGS JOSHUA & VIRGINIA	3305 N ESTATES ST	FLAGSTAFF AZ	86001	
11109074	GOLDMAN AARON M	2808 N GREGG DR	FLAGSTAFF AZ	86001	
11117034	NAGEL JOHN K	3349 N CREST ST	FLAGSTAFF AZ	86001	
11109069	COPLEY COREY & MONICA	2872 N GREGG DR	FLAGSTAFF AZ	86001	
11124025	SCHULTZ PASS MEADOWS HOMEOWNERS ASSOCIATION	3125 W DANNIELLE DR	FLAGSTAFF AZ	86001	
11116009	LEE MICHELLE	3326 N CREST ST	FLAGSTAFF AZ	86001	
11116016	HONEYFIELD EVAN & ANITA	3333 N CREST ST	FLAGSTAFF AZ	86001	
11117002	BAROTZ CELIA	3354 N CREST ST	FLAGSTAFF AZ	86001	
11119018B	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11116012	HICKEY JOHN D & TENA K	3342 N CREST ST	FLAGSTAFF AZ	86001	
11101003E	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11117023	SPERLE DENNIS	3372 N ESTATES ST	FLAGSTAFF AZ	86001	
11116040	LEONARD JOHN LANDER & CECILIA E LIVING TRUST	5255 E 20TH ST	TUCSON AZ	85711	
11117004	GUISE WILLIAM J & JULIE W	3366 N CREST ST	FLAGSTAFF AZ	86001	
11119006	LAMM KENNETH R & DOROTHY A REVOCABLE TRUST	1956 W MUSEUM TRL	FLAGSTAFF AZ	86001	
11116034	LEMBKE FAMILY TRUST DTD 05-03-17	1409 W LOUISE WAY	FLAGSTAFF AZ	86001	
11101021C	NORTHERN ARIZONA SENIOR LIVING COMMUNITY LLC	1107 HAZELTINE BLVD NO 200	CHASKA MN	55318	
11116019	VANKIRK STEVEN HENRY	3321 N CREST ST	FLAGSTAFF AZ	86001	
11116024	PATTON FAMILY LIVING TRUST DTD 05-10-16	3324 N ESTATES ST	FLAGSTAFF AZ	86001	
11116037	FLEISHMAN MARGARET & RICHARD	3331 N ESTATES ST	FLAGSTAFF AZ	86001	
11101001F	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11122040	KEIM PAUL S & JENNY M	2672 N DOVES NEST LN	FLAGSTAFF AZ	86001	
11116035	FIELD MATTHEW	3339 N ESTATES ST	FLAGSTAFF AZ	86001	
11116029	MASLAR NICHOLAS P & REBECCA L	3352 N ESTATES ST	FLAGSTAFF AZ	86001	
11102005	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11109084	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11116020	DILLON MATTHEW R & DANIELLE M	3317 N CREST ST	FLAGSTAFF AZ	86001	
11116006	TUNG JACOB	3314 N CREST ST	FLAGSTAFF AZ	86001	
11122026	SCANTLEBURY MARK THOMAS	2807 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11117032	HUFFMAN FAMILY REVOCABLE LIVING TRUST	3357 N CREST ST	FLAGSTAFF AZ	86001	
11109070	AKER LIVING TRUST DTD 02-07-07	8255 N STONY MOUNTAIN WAY	FLAGSTAFF AZ	86001	

11117021MCGUFFIE CLYDE A & MARY K	11234 N MILLER RD	SCOTTSDALE	AZ	85260
11116003GRABAREK ELLEN S & THOMAS J	3301 N ESTATES ST	FLAGSTAFF	AZ	86001
11116038PHILLIPS CHRIS	3327 N ESTATES ST	FLAGSTAFF	AZ	86001
11102006BFLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF	AZ	86001
11122041HAZEL EVANS TRUST DTD 05-07-19	2692 N DOVES NEST LN	FLAGSTAFF	AZ	86001
11116030BUTTERFIELD BRADLEY J & KAREN C	3356 N ESTATES ST	FLAGSTAFF	AZ	86001
11101002FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF	AZ	86001
11101001E FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF	AZ	86001
11122051GARBARINO WILLIAM F & DEANNA J REVOCABLE TRUST	2181 W BLUE WILLOW RD	FLAGSTAFF	AZ	86001
11116010MARTINEZ ISSAC & SANDRA	3330 N CREST ST	FLAGSTAFF	AZ	86001
11119007YANNELLI CHRISTINE BIOLCHINI	815 MOULTON LOOP RD	JACKSON	WY	83001
11116017MEYER JEFFREY A SR & ELLEN M TRUSTEES ;	729 W DUXBURY LN	BARTLETT	IL	60103
MEYER JA SR & EM LVNG TRUS				
11101005D MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF	AZ	86001
11116041MCELFRESH JASON A	2777 W DARLEEN DR	FLAGSTAFF	AZ	86001
11122053A GARBARINO WILLIAM F & DEANNA J REVOCABLE TRUST	2181 W BLUE WILLOW RD	FLAGSTAFF	AZ	86001
11116027ALLSOPP LINDA L	PO BOX 5246	SNOWMASS VLG	CO	81615

N/A:

Property is undeveloped without residents or tenants.

Exhibit C: List of Homeowners Associations

"Registry of Persons and Groups"

As Required in Zoning Code Section 10-20.30.080.B

Friends of Flagstaff's Future
P.O. Box 23462
Flagstaff, AZ 86002
info@friendsofflagstaff.org
(928) 556-8663

Michele A. James
Executive Director
Friends of Flagstaff's Future
P.O. Box 23462
Flagstaff, Arizona 86002

Northern Arizona Building Association
1500 East Cedar Avenue, Suite 86
Flagstaff, AZ 86004
tbociung@nazba.org
(928) 779-3071

Northern Arizona Association of Realtors,
Jeffrey Herd
1515 East Cedar Avenue, Suite C-4
Flagstaff, AZ 86004
naarflag@nazrealtor.com and
naargovaffairs@outlook.com
(928) 779-4303

Tish ~~Bogan~~ Ozmun
5271 Mt. Pleasant Drive
Flagstaff, AZ 86004
tishflagstaff@gmail.com

Marilyn Weissman
1055 East Apple Way
Flagstaff, AZ 86001
(928) 779-5323
Missymoet@aol.com

Maury Herman
Coast and Mountain Properties
3 North Leroux Street
Flagstaff, AZ 86001
(928) 779-6211
mherman@coastandmountain.com

Nat White
1120 North Rockridge Road
Flagstaff, AZ 86001
white@lowell.edu

Charlie Silver
720 West Aspen Avenue
Flagstaff, AZ 86001
Cws720@gmail.com

Betsy McKellar
330 S Ash Lane
Flagstaff, AZ 86004
birdvest8@gmail.com

David Carpenter
495 S River Run Suite 100
Flagstaff, AZ 86001
dc@hopeaz.com

~~Dorenda~~ Coleman
Arizona Army National Guard, AZAA-FMO
5636 E McDowell Rd, M5330
Phoenix, AZ 85008
dorenda.i.coleman.nfg@mail.mil

Mary Beth ~~Dreusike~~
US Navy, Intergovernmental Branch
850 Pacific Highway
Building 1 – 5th Floor, Suite 513
San Diego, CA 92132
marybeth.dreusike@navy.mil

Celia ~~Barotz~~
3354 N Crest Street
Flagstaff, AZ 86001
cbarotz@gmail.com

Norm Wallen
3716 N Grandview
Flagstaff, Az 86004
normwallenflg@gmail.com

Jlary ♦
Coconino Cmty Com.mtmity Develpment
2500 NI Fmt Vallley Rd. fill!g,1
Fl ag sta ff . Az: 86001-1287
ichrist elman@coconino.az.gov
Tyler Denham
80(1 W for est Mead Cll:S St, Apt 119
Fl ag sta ff , AZ 86001
tyler.b.denham@gmail.com

Jess McNeely
Coconino Cmty Com.mtmity Development
2500 NI Fort Vallley Rd. fill!g,1
Fl ag staff, Az 86001-1287
wmm.eely@coconino.az.gov

Stefie Finch
Flagsta ff Lodgiring Res.tallrant & Tollrism
Association
PO Box3062.2
Flagsta ff , AZ 86003
:sfimh@lrta.org
(92S:) 326*6008

Adriian
819 West Grand Canyon Ave.
Flagsta ff , AZ 86001
askab.lund@az.dailysun.com

Rachel:Bass
3033 W. Lame
Flagsta ff 8 6001
rsilverton@gmail.com

.Requested Notification of
Zoning Code Text Amendments Only.

Dav'ii:1 Hayward
Neighborhood Homes LLC
510-351-3380
david@neighborhoodhomes.com

Batry Levitarn
19 S San francisoo St
Flagsta ff , AZ 86001
blip:s@aol.com

Exhibit D: Proposed Sign Location



Exhibit E: 1st Neighborhood Meeting Letter and
Affidavit of Notification



Re: Neighborhood Meeting Notification for the Parcel 111-01-006C,
Located at 3100 North Fort Valley Road, Flagstaff, AZ 86001

Dear Property Owner, Resident, or Neighborhood Association President.

The purpose of this letter is to inform you, on behalf of Sun State Towers and Verizon Wireless, that we recently filed an application for a conditional use permit for 70' stealth wireless facility.

Project Overview:

The conditional use permit is to construct a 70'ft monopine designed stealth wireless facility with a 30'x 30' CMU wall. The proposed tower will be located at the Museum of Northern Arizona (3100 North Fort Valley Road, Flagstaff, AZ 86001).

The stealth facility will offer several benefits to the museum improving the Wi-Fi and cell service on museum campus. Improved cell and WIFI service will help MNA researchers and improve the quality of MNA online programs. In addition, putting up a tower on the museum property benefits the community, by improving cell service in an area where it currently drops off and along with improving communications for emergency services, who may use the cell tower for fire and 911 dispatch.

The placement of the proposed cell tower was carefully considered to make sure it won't impede views of the San Francisco Peaks and it is far from residences, offices, and the museum exhibits building. The selected location is on a portion of the MNA property that has no other probable use and is next to city land that is already used for utilities, and therefore in keeping with the area. The location is also lightly forested, so the mono-pine cell tower will visually blend in with the existing ponderosa trees.

Per 20.30.060 (A) (1), two neighborhood meetings shall be held. This will be one of two neighborhood meetings required for conditional use permit. The second meeting will be held at a later date determined in coordination with the planning department along with the application process and prior to the final board approval for the conditional use permit.

We are inviting you to an evening informational session, which will be held at the following location:

Proposed Monopine Wireless
Facility Neighborhood Meeting
Thursday, 09/30/2021
from 6:00 – 7:00 PM
Museum of Northern Arizona
3100 N. Fort Valley Rd.
Flagstaff, AZ 86001

In addition, residents may attend virtually via Zoom:

<https://us06web.zoom.us/j/6993652766?pwd=NmY5bWdOSUFxb2c4bVZIYi8xdIBZQT09>

Meeting ID: 699 365 2766

Passcode: UKR7DN


We would appreciate your attendance at the session along with us, the project developer, and members of the City of Flagstaff Community Development Department to learn more about our proposed project, to ask any questions you may have and to make any suggestions about the project that you'd like to.

I would be happy to answer any questions or hear any concerns that you may have regarding this meeting or about the project. You may reach me at 480-773-4853 or via email to dino.pergola@pinnacleco.net. The City of Flagstaff Planning & Development Manager assigned to this project is Mr. Patrick St. Clair. Mr. St. Clair will be present at meeting to discuss the process and the procedure. Mr. Patrick St. Clair can be reached at (928) 213-2612 or via email to (pstclair@flagstaffaz.gov) for any additional information.

Sincerely,
Dino Pergola

Site Acquisition Specialist

PREPARED FOR




SUN STATE TOWERS

1428 NORTH MARINA STREET #101

GLIBERTY, AZ 85228

PHONE: 480-950-4500 FAX: 480-954-8960


CARRIER



154 N. GUMMI DR. TOWLE, AZ 85280

PHONE: (480) 777-4880

FAX: (480) 777-4881



PINNACLE CONSULTING, INC.

1428 N. MARINA STREET #101

GLIBERTY, AZ 85228

PROJECT NO.

AZ1007 BULLWHIP

DRAWN BY:

AC

CHECKED BY:

WJ

REV	DATE	DESCRIPTION	BY
A	01/27/2020	SUN REVIEW	AC
0	02/04/2020	FINAL ZONING	AC
1	08/19/20	FINAL ZONING	NSW
2	10/20/2020	FINAL ZONING	CS

FINAL FOR ZONING ONLY

AZ10-037 BULLWHIP AZ2

CHESSHIRE

8126 N. FORT VALLEY RD.

FLAGSTAFF, AZ 86001

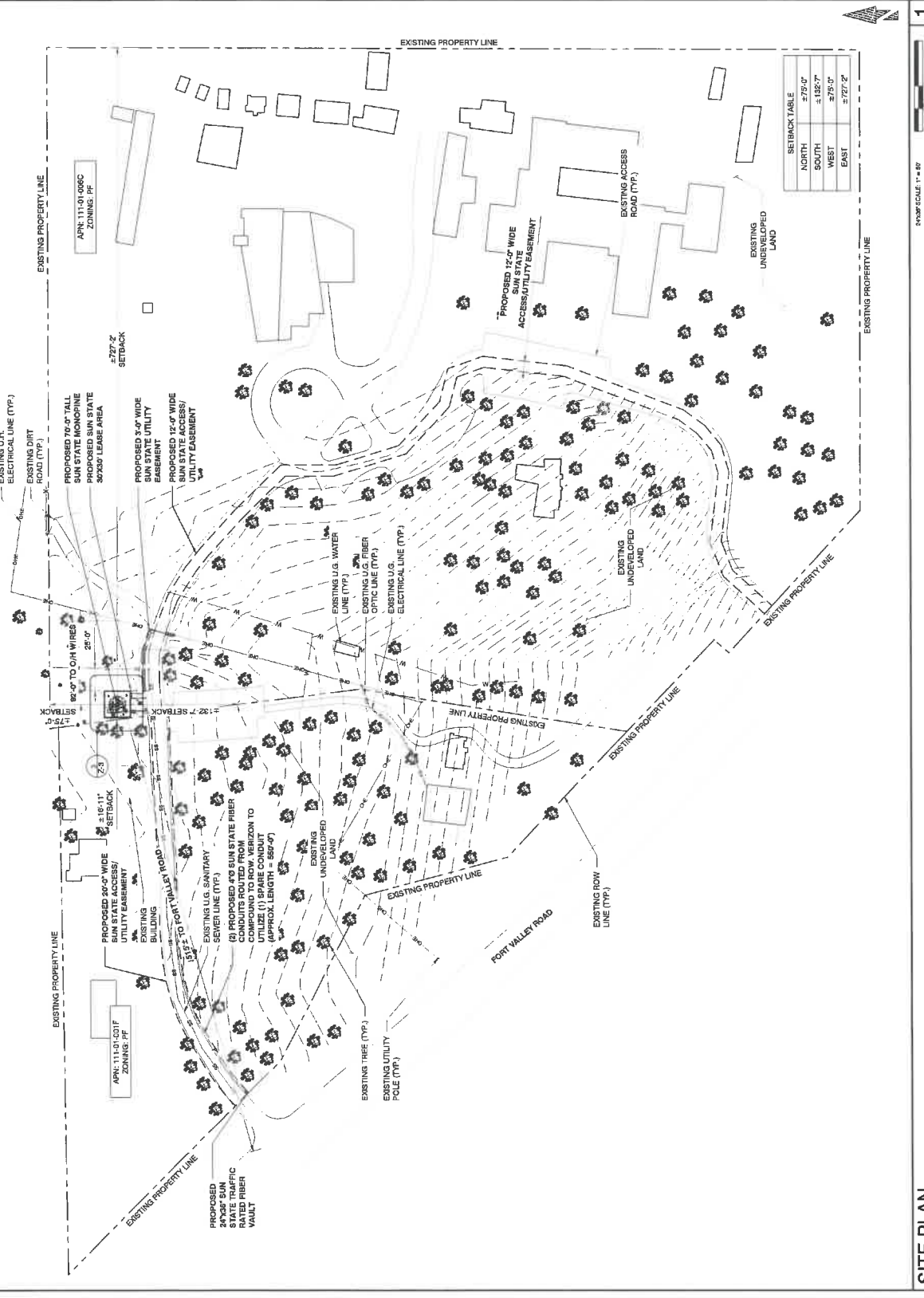
COCOONING COUNTY

SHEET TITLE

SITE PLAN

SHEET NUMBER

Z-1



Affidavit of Notifications to Affected Property Owners

Case Number: PZ 20-60039-03
Project Name: AZ 10-037 Bullwhip - AZZ (Chesire)
Applicant Name: Dino Perzila - Pinnacle Consulting, Inc.
Location: 3100 N Fort Valley Rd, Flagstaff, AZ 86001

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statute, the applicant for public hearings in the City of Flagstaff shall notify affected property owners as prescribed by Section 10-20.30.080 of the City of Flagstaff Zoning Code. It shall be the responsibility of the applicant to establish a list of the names and addresses of persons who require notification of a public hearing as established in sections 10-20.30.60.(A).3, 10-20.30.60.(B), and 10-20.30.60.(C) of the Zoning Code, and mail a notice of required public hearing via first class mail to each of the persons on the list referenced above no later than 15 days prior to the public hearing date. It shall also be the responsibility of the applicant to submit a notarized copy of the mailing list to the Director prior to the fifteenth day before the public hearing date.

I confirm that the public hearing notifications were mailed as detailed in Section 10-20.30.080 of the City of Flagstaff Zoning Code at least fifteen (15) days prior to the public hearing.

Applicant's/Representative's Signature: [Signature]

SUBSCRIBED AND SWORN before me this 29th day of October, 2021 by:

[Signature]
Notary Public

My Commission Expires:

9/24/2023

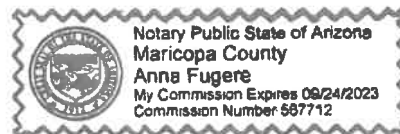


Exhibit F: 1st Neighborhood Meeting Site Posting
and Affidavit of Site Posting

ONE
WAY

City of Flagstaff
NEIGHBORHOOD MEETING FOR
AZ10-037 Bullwhip/AZ2 Cheshire
September 30th, 6:00pm to 7:00pm

REQUEST: New Wireless Facility
PROPOSAL: The Installation of a New 70'ft Monopine Wireless Facility
PARCEL LOCATION: 3100 N. Fort Valley Road., Flagstaff, AZ 86001
ASSESSOR'S PARCEL NUMBER: 111-01-006C

PARCEL SIZE: 13.65 Acres
CASE NUMBER: PZ-20-00039-03

APPLICANT: Dino Pergola | Pinnacle Consulting, Inc.
PHONE #: (480) 773-4853

ADDRESS: 1426 N. Marvin St. #101, Gilbert, AZ 86001
Join via Zoom Meeting:
<https://us05web.zoom.us/j/8993652766?pwd=NmV5bWd0SUJmb2c4bVZlVl8xdlR2QT09>
Meeting ID: 699 365 2766
Passcode: UKR7DN

City of Flagstaff Planning & Development Services Department:
(928) 213-2600

Patrick St. Clair (pstclair@flagstaffaz.gov) Planning Development Manager,
Contact for additional information.
Posting Date: Sept 15th 2021

Affidavit of Sign Posting

Case Number: PZ-20-00039-03
Project Name: AZ 10-037 Bullwhip - AZ2 Chesire
Applicant Name: Dino Regala - Pinnacle Consulting, Inc.
Location: 3100 N. Fort Valley Rd, Flagstaff, AZ 86001

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statute, the applicant for public hearings in the City of Flagstaff shall post signs as prescribed by Section 10-20.30.080 of the City of Flagstaff Zoning Code. It shall be the responsibility of the applicant to erect and to maintain the sign on the subject property 15 days prior to the hearing and to update the hearing information on the sign until final disposition of the case. It shall also be the responsibility of the applicant to remove the sign within seven (7) days after the final disposition of the case.

I confirm that the site has been posted as detailed in Section 10-20.30.080 of the Zoning Code as well as the Public Hearing Notice Sign Specifications included in this application for the case above and the site was posted at least fifteen (15) days prior to the public hearing.

See attached date stamped photo exhibit of posted signs.

Applicant's/Representative's Signature: [Signature]

SUBSCRIBED AND SWORN before me this 29th day of October, 2021 by:

[Signature]
Notary Public



My Commission Expires:

9/24/2023

Exhibit G: 1st Neighborhood Meeting Report and
Attendance List

Bullwhip Neighborhood Meeting
09/30/2021 6pm-7pm
3100 North Fort Valley Road, Flagstaff, AZ 86001

Troy Gilliamham: Thanks everyone for being at Museum. This will be a great thing for us and help benefit the surrounding neighbors. For everyone's benefit.

Michelle Lamaroueux: Site is necessary for the area. Setback near existing utilities and enough trees to mask the site. 70' ft in height and painted CMU wall. The placement of site was placed in lieu of San Fran Peaks. Due to covid there has been an increase in internet services.

Barb Phillips: Doesn't look like anything to cover South?

Steve Kennedy in Response-Light green and green, brown and blue will cover area. Blue is covering most of the areas. Brown is covering south. We need to add more capacity. The new site will take up where its lacking coverage.

Jean Pearson: Will this effect hidden hollow way? We have poor service in area which is one mile north.

Steve Kennedy: this will help hidden hollow way. The tower will cover southwest corner.

Jean Pearson: Will other carriers go on site?

Michelle: Verizon is the first carrier. It does have space for additional carriers.

Jean Pearson: Not century link?

Michelle: no not century link.

Margaret: How far is it from main building?

Kristan: its about 775 ft from museum.

Margaret: have you done any research about cell towers being close to people. Not sure why the museum is doing this and I was very involved with cell tower going up within 1100 feet by my house. I just want to go on record as a resident and lover of the museum. The museum needs to do research about ramifications. Not sure why they need better coverage? Some major issues and I have been involved with cell towers and the close proximity to major org to city of flagstaff. This is disappointing and hope some serious research will occur by the museum.

Kristan: thanks and if you have any comments, the city planner is online.

Margaret: I was involved when we had other issues such as gas lines. There could have been other issues involving 3 pipelines. Not sure what other issues there may be under the earth of museum. I hpe you can look into this before making decision. And its important that citizens know. They put a cell tower on building at NAU and now have health problems. This is difficult to discuss these issues and bunch of us that are worried about cancer and emfs. If ½ mile way it wouldn't be a big deal. Thank you!

Michelle: thank you for commenting and appreciate your time.

Meeting over 6:30pm.

Exhibit H: 2nd Neighborhood Meeting Letter and
Affidavit of Notification



July 19, 2022

Re: Neighborhood Meeting Notification for the Parcel 111-01-006C, Located at 3100 North Fort Valley Road, Flagstaff, AZ 86001

Dear Property Owner, Resident, or Neighborhood Association President.

The purpose of this letter is to inform you, on behalf of Sun State Towers and Verizon Wireless, that we have recently filed an application for a conditional use permit for 70' stealth wireless facility. This is the second neighborhood meeting as required by 10,20,30.060 (A) (1).

Project Overview:

The conditional use permit is to construct a 70'ft monopine designed stealth wireless facility with a 30'x 30' CMU wall. The proposed tower will be located at the Museum of Northern Arizona (3100 North Fort Valley Road, Flagstaff, AZ 86001).

The stealth facility will offer several benefits to the museum improving the Wi-Fi and cell service on museum campus. Improved cell and WIFI service will help MNA researchers and improve the quality of MNA online programs. In addition, putting up a tower on the museum property benefits the community, by improving cell service in an area where it currently drops off and along with improving communications for emergency services, who may use the cell tower for fire and 911 dispatch.

The placement of the proposed cell tower was carefully considered to make sure it won't impede views of the San Francisco Peaks and it is far from residences, offices, and the museum exhibits building. The selected location is on a portion of the MNA property that has no other probable use and is next to city land that is already used for utilities, and therefore in keeping with the area. The location is also lightly forested, so the mono-pine cell tower will visually blend in with the existing ponderosa trees.



Affidavit of Notifications to Affected Property Owners

Case Number: PZ-20-0039-03
Project Name: AZ10-037 Bullwhip/AZ2 Cheshire
Applicant Name: Michelle Lamoureux
Location: 3100 N. Fort Valley Rd.

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statute, the applicant for public hearings in the City of Flagstaff shall notify affected property owners as prescribed by Section 10-20.30.080 of the City of Flagstaff Zoning Code. It shall be the responsibility of the applicant to establish a list of the names and addresses of persons who require notification of a public hearing as established in sections 10-20.30.60.(A).3, 10-20.30.60.(B), and 10-20.30.60.(C) of the Zoning Code, and mail a notice of required public hearing via first class mail to each of the persons on the list referenced above no later than 15 days prior to the public hearing date. It shall also be the responsibility of the applicant to submit a notarized copy of the mailing list to the Director prior to the fifteenth day before the public hearing date.

I confirm that the public hearing notifications were mailed as detailed in Section 10-20.30.080 of the City of Flagstaff Zoning Code at least fifteen (15) days prior to the public hearing.

Applicant's/Representative's Signature: Michelle Lamoureux
SUBSCRIBED AND SWORN before me this 22nd day of August, 2022 by:

Anna Fugere
Notary Public

My Commission Expires:

9/24/2023



Exhibit J: 2nd Neighborhood Meeting Site Posting
and Affidavit of Site Posting

Jul 28, 2022 at 1:33:58 PM
3042-3088 N Fort Valley Rd
Flagstaff AZ 86001
United States
Coconino National Forest

City of Flagstaff
NEIGHBORHOOD MEETING FOR
AZ10-037 Bullwhip/AZ2 Cheshire
August 4th, 6:00pm to 7:00pm

REQUEST: New Wireless Facility
PROPOSAL: The installation of a New 70'ft Monopole Wireless Facility

PARCEL LOCATION: 3100 N. Fort Valley Road., Flagstaff, AZ 86001
ASSESSOR'S PARCEL NUMBER: 111-01-006C PARCEL SIZE: 13.65 Acres
CASE NUMBER: PZ-20-00039-03

Meeting Location: Pearson Hall at above address

APPLICANT: Michelle Lamoureux | Pinnacle Consulting, Inc.
PHONE #: (480) 664-9588 ext. 230
ADDRESS: 1426 N. Marvin St. #101, Gilbert, AZ 85001

Join Virtually the Neighborhood meeting by calling: 323-591-0687
Access Code: 343557015
Email Michelle for additional virtual info: michelle.lamoureux@pinnacleco.net

City of Flagstaff Planning & Development Services Department:
Patrick St. Clair (pstclair@flagstaffaz.gov) Planner, Contact for
additional information: (928) 213-2612
Posting Date: July 20, 2022

Affidavit of Sign Posting

Case Number: PZ-20-0039-03

Project Name: AZ10-037 Bullwhip/AZ2 Cheshire

Applicant Name: Michelle Lamoureux

Location: 3100 N. Fort Valley Rd.

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statute, the applicant for public hearings in the City of Flagstaff shall post signs as prescribed by Section 10-20.30.080 of the City of Flagstaff Zoning Code. It shall be the responsibility of the applicant to erect and to maintain the sign on the subject property 15 days prior to the hearing and to update the hearing information on the sign until final disposition of the case. It shall also be the responsibility of the applicant to remove the sign within seven (7) days after the final disposition of the case.

I confirm that the site has been posted as detailed in Section 10-20.30.080 of the Zoning Code as well as the Public Hearing Notice Sign Specifications included in this application for the case above and the site was posted at least fifteen (15) days prior to the public hearing.

See attached date stamped photo exhibit of posted signs.

Applicant's/Representative's Signature: Michelle Lamoureux

SUBSCRIBED AND SWORN before me this 22nd day of August 2022 by:

Anna Fugere
Notary Public

My Commission Expires:

9/24/2023

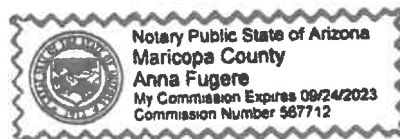


Exhibit K: 2nd Neighborhood Meeting Report

Second Neighborhood meeting

No persons attended the second neighborhood meeting in person or virtually. One neighbor reached out via phone to inquire as to when the service would be available.

Patrick St. Clair

From: Alaxandra Pucciarelli
Sent: Wednesday, December 15, 2021 5:03 PM
To: Patrick St. Clair
Subject: FW: Bullwhip Cell Tower at MNAZ
Attachments: approve-mna-cell-tower.pdf

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

From: David Hayward <david@squarepegaz.com>
Sent: Wednesday, December 15, 2021 4:54 PM
To: Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: Bullwhip Cell Tower at MNAZ

 You don't often get email from david@squarepegaz.com. [Learn why this is important](#)

Alax,

I hadn't seen anything on this for so long that I thought it had already been approved and didn't send this to you.

Please find attached a petition addressed to the Planning and Zoning Commission signed by local homeowners in favor of the new cell tower at this location. Cell service in this area, especially the northern part of Linwood Heights, is very poor. As mentioned in the petition, as more and more people no longer have a land line, cell service is necessary to access 911 emergency services. This is a real concern, not the imaginary concerns of the impacts of microwave radiation that have driven misinformed and misguided opposition to previous cell tower projects. I urge the commission to keep that in mind when reviewing this project.

Sincerely,

- David

David Hayward
Principal
Square Peg Development

david@squarepegaz.com
(510) 331-3380

PLEASE NOTE MY NEW EMAIL ADDRESS

Approve MNA Cell Tower

To: City of Flagstaff Planning and Zoning Commission

Approve the requested construction of a cell phone tower on the property on the Museum of Northern Arizona.

Why is this important?

Cell phone service and cellular internet service in the Cheshire and Linwood Heights Neighborhood is atrocious. New cell phone towers are often opposed by immediate neighbors due to concerns about aesthetics or misguided notions about the impact of provably safe microwave radiation. Given this type of opposition has recently occurred in Flagstaff, we want the commission to understand there is a sincere and serious need for improved service in this area. In an age where many people no longer have land lines, access to cellphone service to dial 911 can literally be a matter of life and death.

Signed by 30 people:

Name	Zip code
David Hayward	86001
Michelle Zerbib	85018
Lauren Hayward	86001
Michael Zerbib	85018-1931
Thierry Zerbib	86001
lee mcgarey	86001
Janean Quigley	86001
Leslie Belsanti	86001
Linda McFerson	86001
Scott Dale	86001
robin zerbib	85018
Sheila Mackell	86001
Nicole Morrow	86001
Teresa Bertsch	86001
Jodie Centner	86001
Guillermo Cortes	86001
Anne Thomas	86001
Sherri Gallagher	86001

Name	Zip code
CLAYTON Dobrick	86001
Priya Dass	86005
Jennifer Conn	86001
Jeff Bridges	86001
Kristen Suverkrup	86001
Irene Loeb	85018
Kevin Conn	86001
Abby Conn	86001
Jenna D	86001
Stephanie Loeb	85018
Stephen Irwin	86001
Nancy Conn	86001

Patrick St. Clair

From: Alexandra Pucciarelli
Sent: Wednesday, December 15, 2021 5:02 PM
To: Patrick St. Clair
Subject: FW: Concerns about the 5G verizon

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

From: Sara Dechter <SDechter@flagstaffaz.gov>
Sent: Wednesday, December 15, 2021 4:48 PM
To: Kathy Kuzma <kuzmak1@suddenlink.net>
Cc: Alexandra Pucciarelli <APucciarelli@flagstaffaz.gov>; Mark Reavis <mark.reavis@flagstaffaz.gov>
Subject: Re: Concerns about the 5G verizon

Hello Kathy,

I believe you may have been trying to submit this to the Planning and Zoning Commission. I have copied Alexandria Pucciarelli who is the liaison to that commission. I did share your comment with the Commission.

The Bullwhip cell tower was agendized as a "Report" for the Heritage Preservation Commission. This section of our agenda is reports to the Commission on things that have already been approved. Mark Reavis, the Heritage Preservation Officer for the City completed a Section 106 review with the State of Arizona on this project more than a year ago. If you have questions about this process, I have also copied him.

I hope this ensures that your questions are answered and that your comments are sent to the appropriate Commission.

Sara Dechter, AICP

Comprehensive Planning Manager

City of Flagstaff, AZ

928-213-2631

From: Kathy Kuzma <kuzmak1@suddenlink.net>
Sent: Wednesday, December 15, 2021 2:54 PM
To: Sara Dechter <SDechter@flagstaffaz.gov>
Cc: Kathy Kuzma <kuzmak@suddenlink.net>
Subject: Concerns about the 5G verizon

[Some people who received this message don't often get email from kuzmak1@suddenlink.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hello planning and zoning

Only three citizens were able to attend the community meeting on Verizon Bullwhip to understand:

- 1) Safety of the tower
- 2) will it interfere with the AT&T tower
- 3) does city have security in place for this new technology
- 4) this seems "fast tracked" and signage to attend was deceptive to only a few being able to see meeting notice.
- 5) talking to one of the three attendees they were given the impression that others knew.
- 6) I live not far from both towers. I am concern as I saw work done in July when citizen didn't even get a chance to understand the ramifications.

Please take my concern under consideration and table this item until we understand more

Concern 20 plus (30 yr) citizen

Warm Regards

Kathy

Sent from my iPhone

1) A description of the type of technology (cellular, PCS, radio, television, etc.) that will be provided using the telecommunication facility over the next five years, including the radio frequencies to be used for each technology and the types of consumer services (voice, video, data transmission) to be offered;

The site will use LTE in the following bands: PCS1, AWS1, AWS3, L850A, L850B, 850NR, L700, CBRS and CBAND carriers. Unfortunately, Verizon cannot provide future technologies that will be deployed as they have not been developed yet.

(2) A list of all of the applicant's existing telecommunications facility sites within the City and the Flagstaff Metropolitan Planning Organization Area, a list of all of the applicant's proposed telecommunications facility sites within the City and the Flagstaff Metropolitan Planning Organization Area for which the applicant has filed a conditional use permit application, and a map showing location of these sites and service boundaries of other facilities operated by the applicant/provider in the area; and

For the requested maps, Verizon will invite the city to a meeting where we show them the requested information on a net conference. We have provided a RF analysis for this area that the proposed site is going in, please see attached.

(3) If the applicant does not know specific future telecommunications facility site locations but does know of the areas where the telecommunications facilities will be needed within the next five years to provide service, the applicant shall identify the areas

Verizon is unable to provide forward looking information either because it has not yet been developed, or it is sensitive information that we cannot have subjected to open records requests.

WIRELESS NETWORK CONSULTING

AZ10-037 Bullwhip / AZ2_CHESHIRE
Capacity and Coverage Cell Split

RF DESIGN ANALYSIS



2021

Coverage vs Capacity

- i **Capacity is providing bandwidth or processing capacity to service the customers in the area.**
 - Areas where large numbers of users are in a specific geographic areas
 - Areas where users are demanding higher data rates for services
 - Areas with a large amount of indoor users
- i **Coverage is Providing Service where service does not exist, calls drop, or “no service”.**
 - Areas where there are farther apart
 - Areas where terrain or buildings block signals
 - Areas where indoor service is low or nonexistent

Proposed Site

† 70' Monopine Tower

† 5' of appurtenances (branches)

- 3100 N. Fort Valley Road Flagstaff, AZ 86001
 - Latitude: 35.235898 N (NAD83)
 - Longitude: -111.663558 W (NAD83)
 - Ground Elevation: 7100.4' (NAVD88)
 - Anchor tenant is Verizon
- Antenna Centerline at 66' AGL

Why here?

- † High utilization by wireless subscribers
- † Capacity offload of other sites that are overloaded
- † Capacity management
- † Additional indoor coverage
- † Site needs to be in area where subscribers are in order to offload other sites

Objective of new site

† **Capacity**

- Provide additional bandwidth for customers in the area surrounding the proposed site
- Provide better throughput for indoor users in the area
- Offload AZ2_DEVILS-HEAD site

† **Coverage**

- Provide additional in-vehicle coverage along Highway 180
- Provide additional indoor coverage in surrounding businesses and homes

† **Why is this site important?**

- 96% of Americans own a Cellular Phone
- 57% of American Homes rely exclusively on cellular phones
- 84% or more of 9-1-1 emergency calls are made from wireless devices

Ionizing vs Non-Ionizing

There are two (2) types of Energy/Radio Waves

- **Ionizing**

- These are waves that can effect human DNA
- Examples are:
 - Gamma rays
 - X-Rays
- This is one of the reasons the nurse steps out of the room and you wear a lead overcoat when you get X-Rays at the dentist.

- **Non- Ionizing**

- These are waves do not effect human DNA
- Examples are:
 - Car Radios
 - Television
 - Wi-Fi Access points and routers
 - Bluetooth headsets
 - Cellphones and Smartphones
 - Lightbulbs
 - Wireless Baby Monitors
 - TV remotes
- Absorption of waves is proximity based, the closer you are to the antenna the more non-ionizing energy is absorbed. You will absorb 50% of the FCC's General Public limit with your smartphone next to your ear versus less than 10% of the FCC's General Public limit from the antennas when you are standing 20' away from the proposed tower.
- The further you walk away from the tower it decreases even more.

General Public & Occupational limits

The FCC isolated two (2) groups relative to access around wireless antennas

The first group is called Occupational

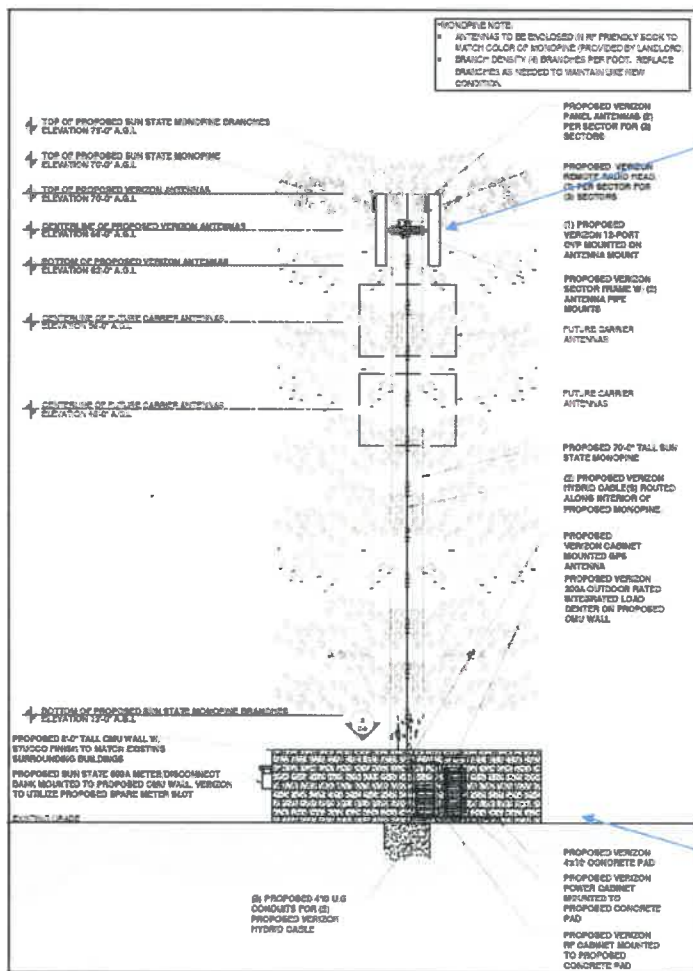
- This refers to areas where workers would be allowed (general public cannot access) but the workers would not have knowledge about antennas (An example would be an Air Conditioner Repair Technician). Barriers or signage may be needed to alert the worker when close to the antennas.
 - Examples are:
 - Rooftop access behind a locked door
 - Compound access behind a locked gate
 - The FCC determined the safe value and then lowered by a factor of 10 and that is the value the wireless carriers use in the studies
 - The exposure levels are averaged over 6 minutes

The second group is called General Public

- Uncontrolled access (General Public)
 - This group is for areas with general public access, the public would not have a knowledge of an antenna being close to them
 - Examples are:
 - Sidewalks
 - Parks
 - Public accessed buildings
 - The FCC determined the safe value and then lowered by a factor of 50 and that is the value the wireless carriers use in the studies
 - The exposure levels are averaged over 30 minutes

Compare the value for a tower which is 1mW to the power of a smartphone which is 200mW of power.

Power Levels below a tower



Main beam of the antenna

- Power levels on the ground around the tower are much less than what is at the antennas
- Power on the ground adjacent to the tower is 1/1000 of the power compared to what is at the antenna

1/1000 of the power on the ground around the site

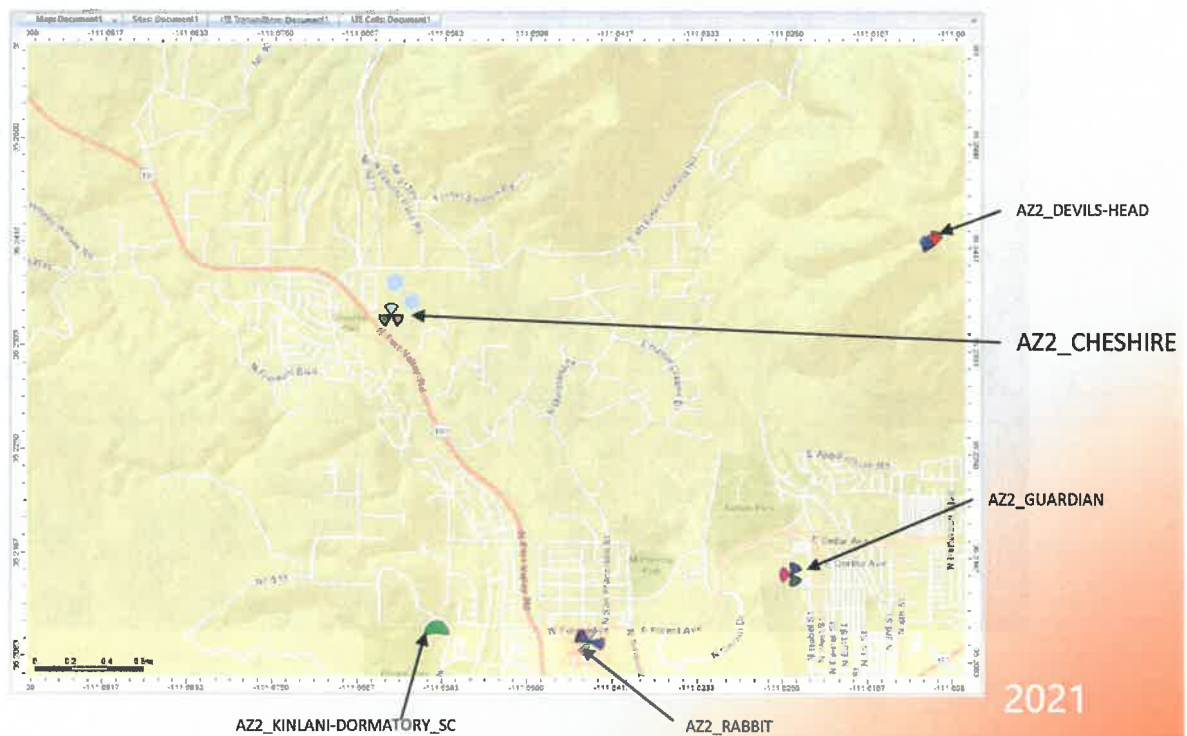
Sites



2021

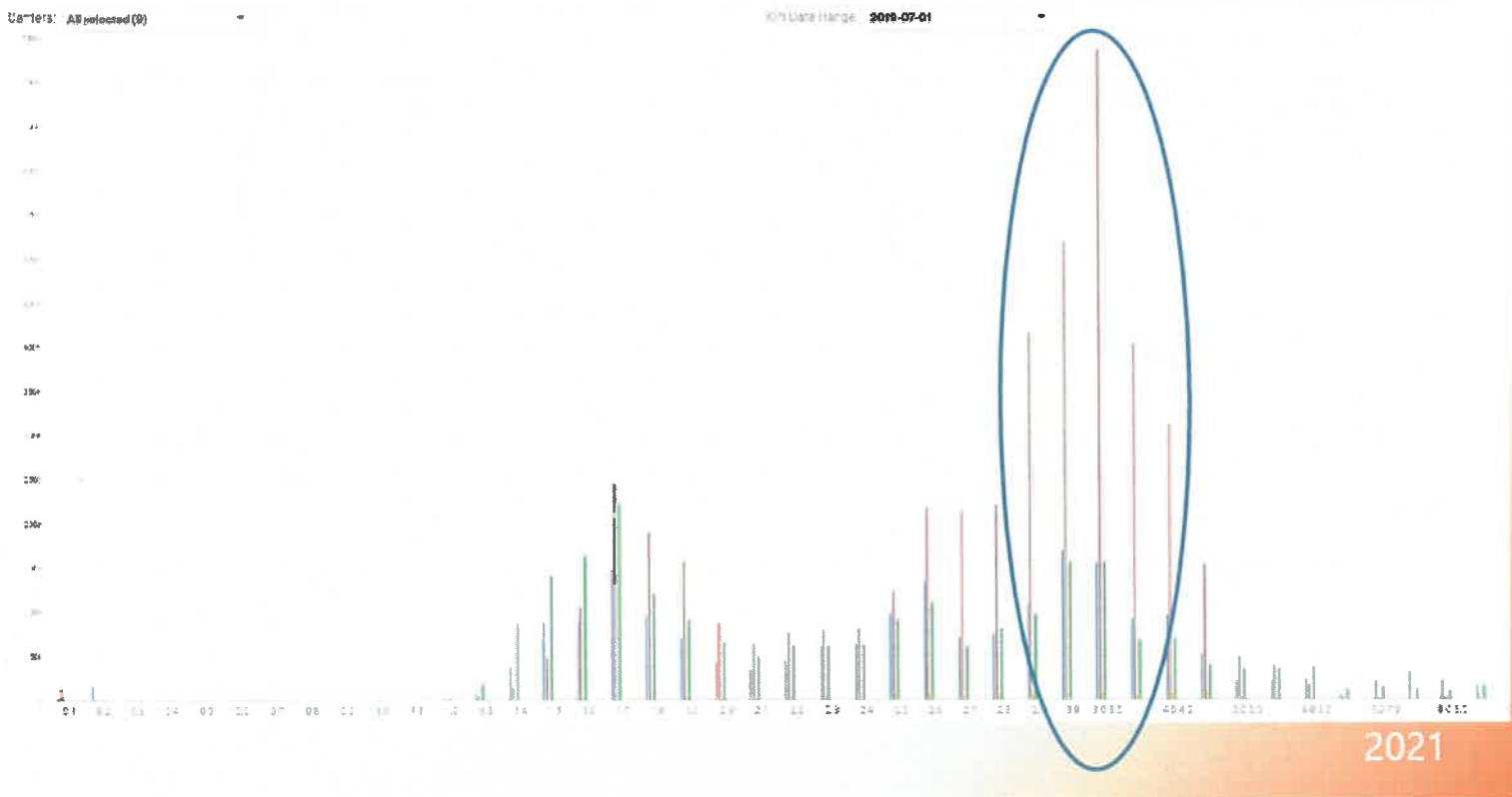
AZ2_DEVILS-HEAD gamma sector

Sector covering Hwy 180, surrounding suburban show need for additional capacity due to amount of data utilized by customers



Where are the users that need to be offloaded?

- Heaviest users are located from 2.9 miles to 4.5 miles away from AZ2_DEVILS-HEAD

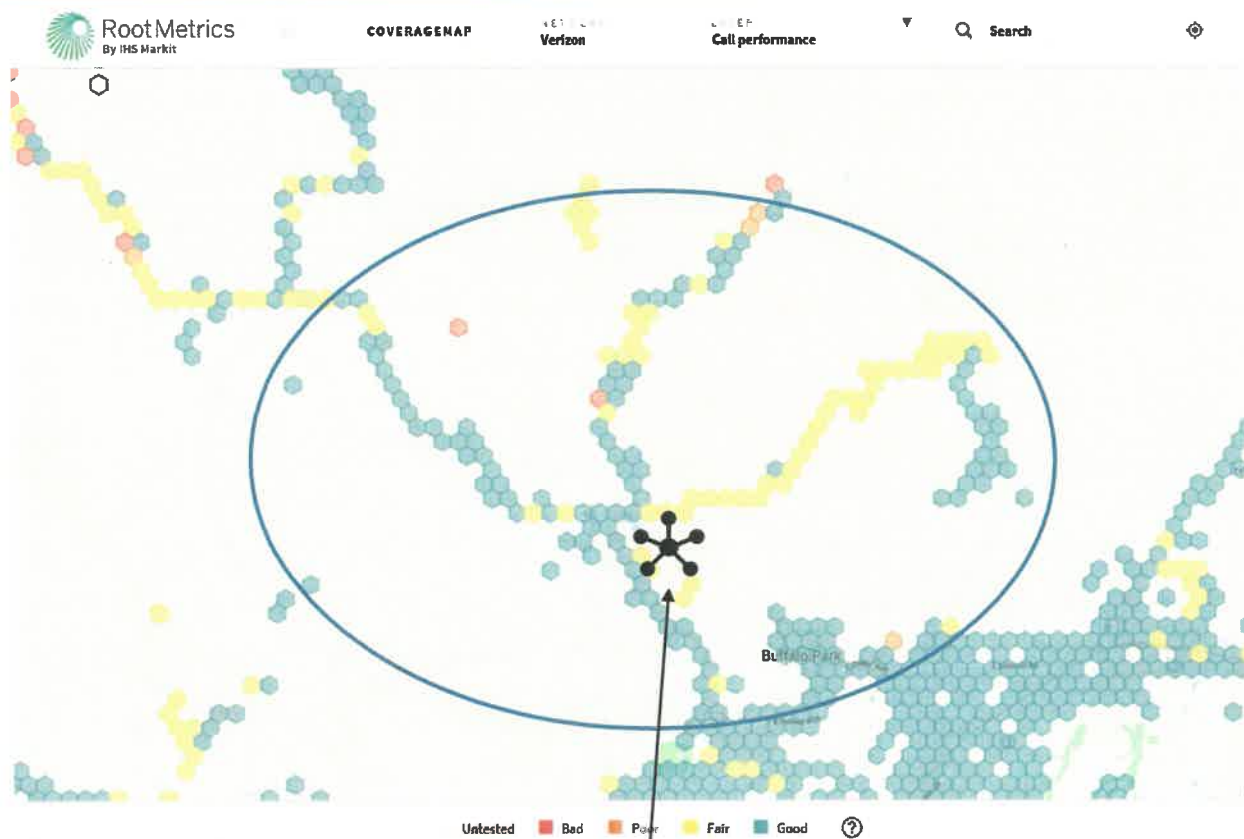


Where are the users located that need offloading?



2021

RootMetrics – Coverage Map



2021

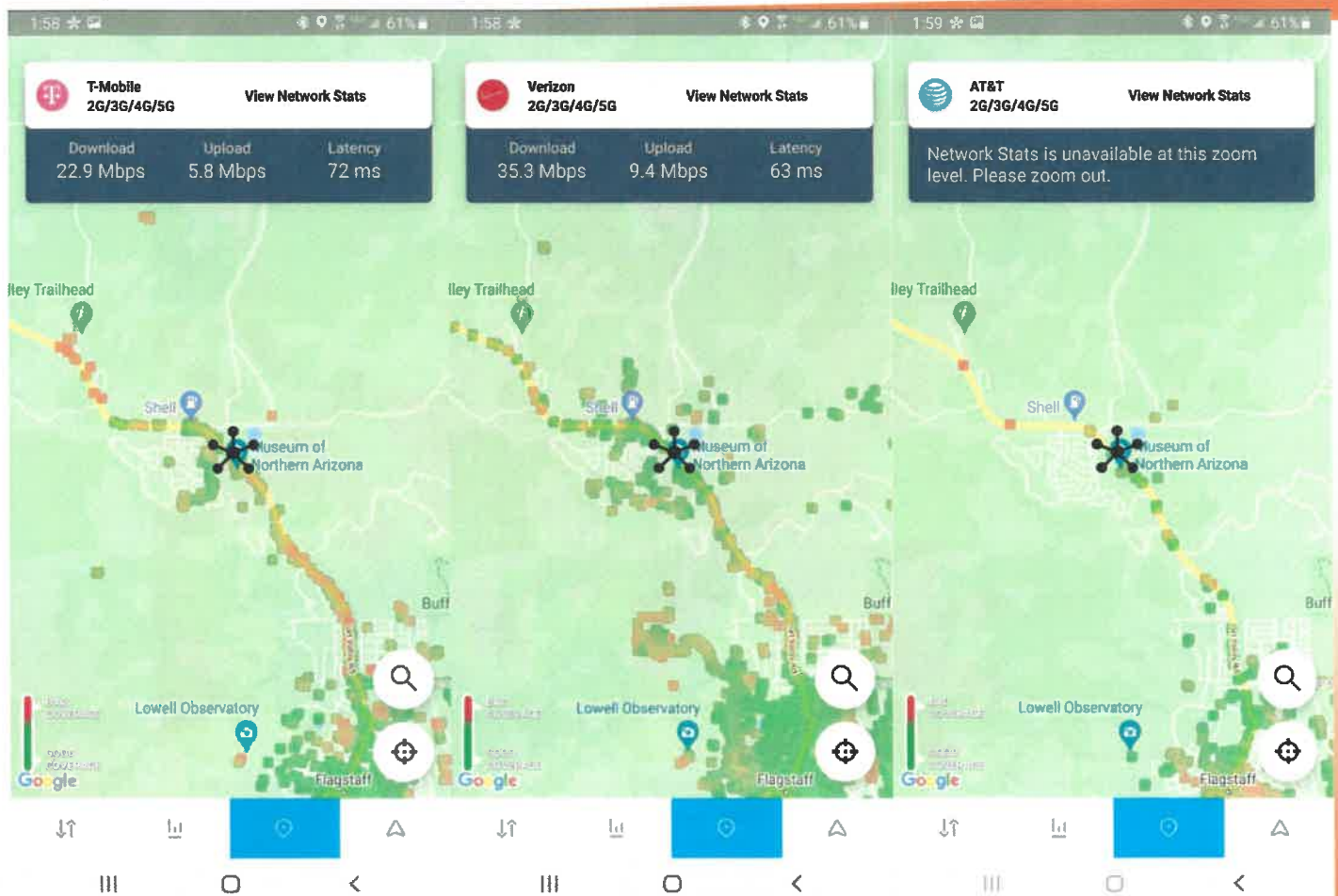
RootMetrics – Throughput Map



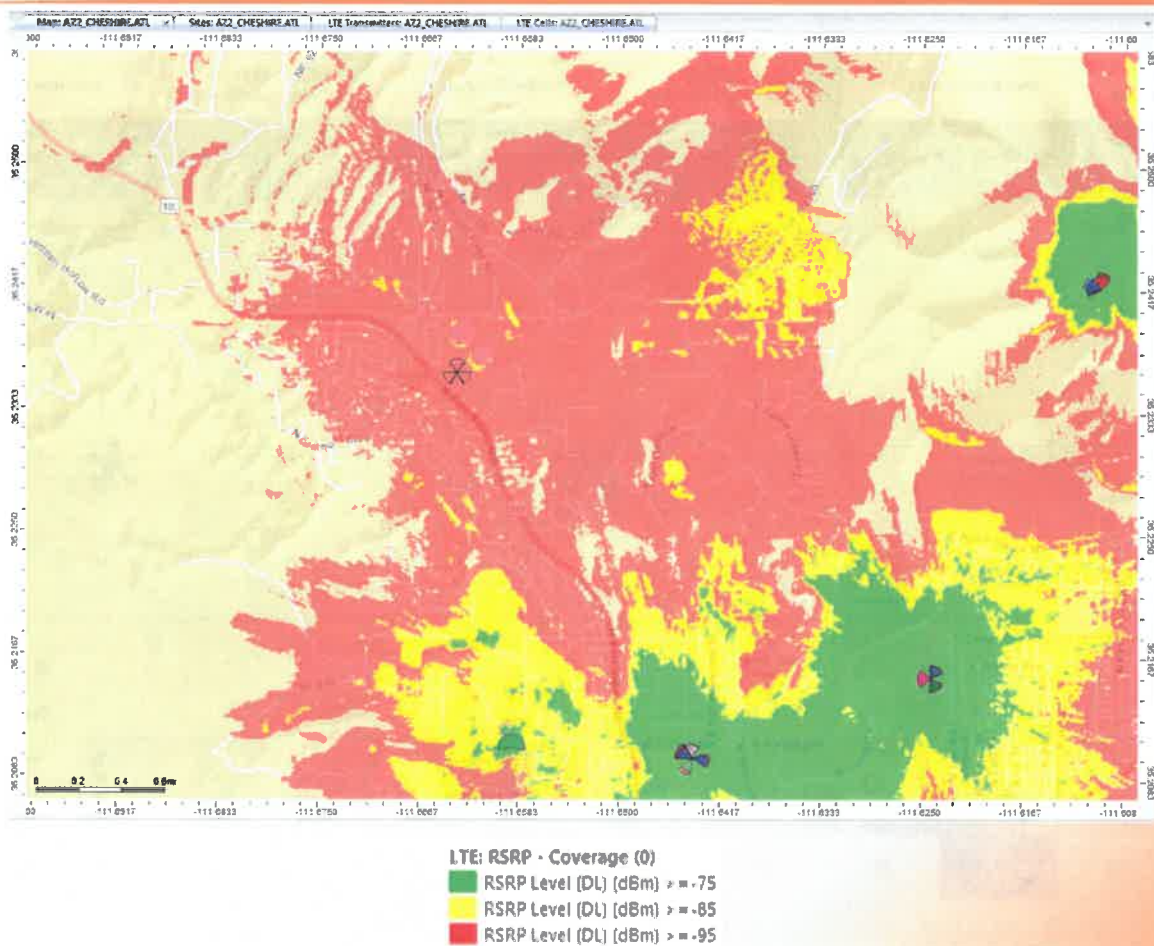
Area where new site will help coverage and capacity

2021

Open Signal – Quality Map

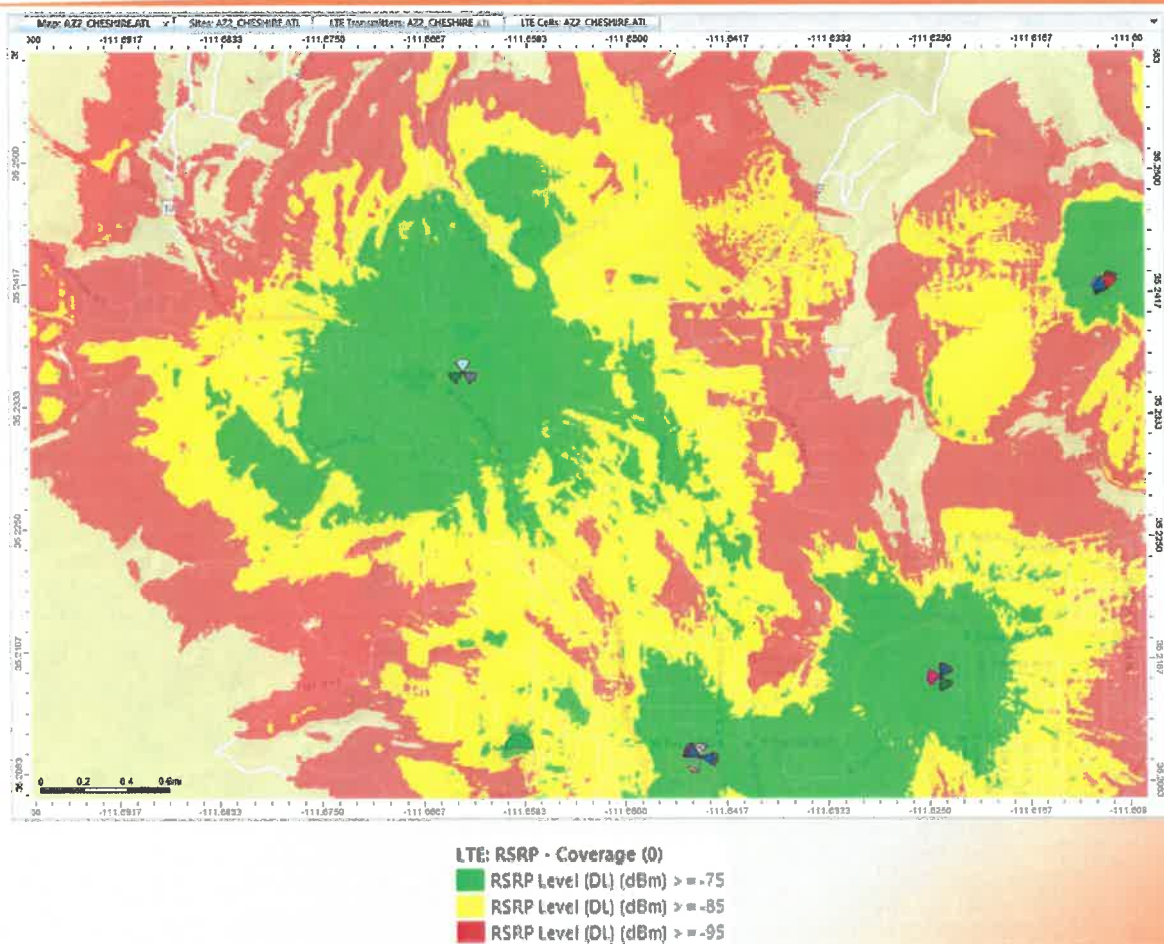


RSRP - Current Coverage



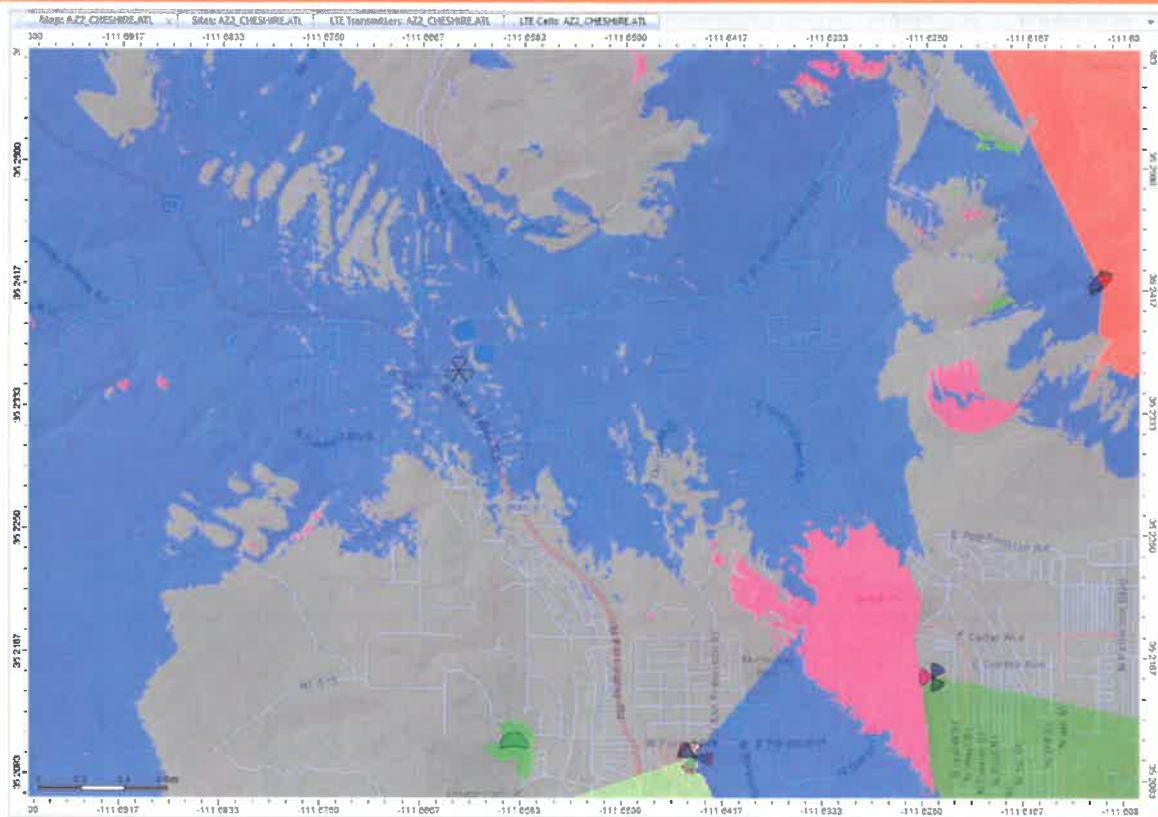
2021

RSRP – Proposed Coverage

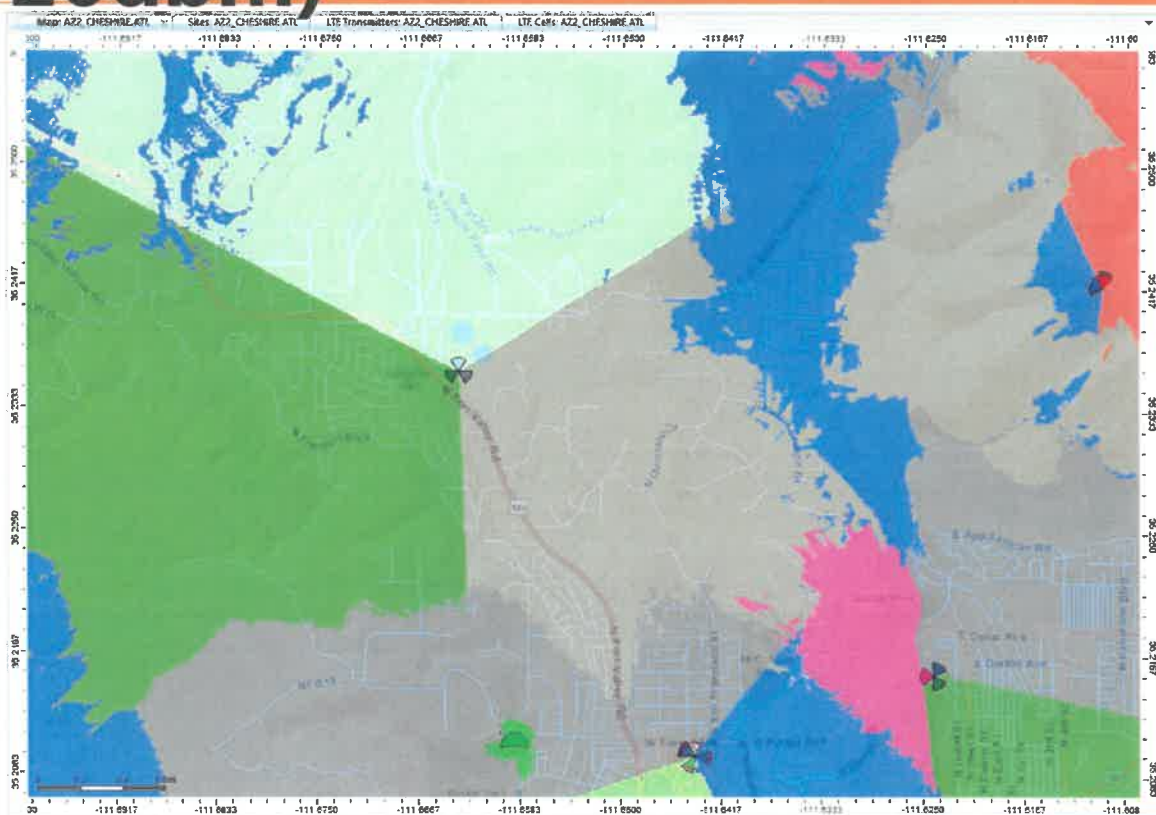


2021

Best Server - Current (-120dbm)



Best Server – with new site (-120dbm)





NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City of Flagstaff Planning and Zoning Commission will hold a Public Hearing on, September 14, 2022, at 4:00 p.m. to consider the following:

1. PZ-20-00039-03; A Conditional Use Permit request from Pinnacle Consulting, representing both Sun State Towers and Version Wireless, to allow a new 70-foot tall antenna supporting structure within a new 30-foot x 30-foot wireless communications facility site at 3100 N Fort Valley Rd. (APN 111-01-006C), within the Public Facility (PF) zone.

Interested persons may file comments in writing regarding the proposed permits or be heard at the hearing date herein set forth.

All 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 Planner, Patrick St. Clair, for maps and information regarding the proposed Conditional Use Permit.

Alexandra Pucciarelli
Current Planning Manager
Liaison, Planning and Zoning Commission

For Information Contact:
Patrick St. Clair, Planner
(928) 213-2612
pstclair@flagstaffaz.gov

Publish August 27, 2022



August 24, 2022

Re: Planning and Zoning Commission Public Hearing Notification
Parcel Number: 111-01-006C, Zoned Public Facility (PF)
Located at 3100 North Fort Valley Road, Flagstaff, AZ 86001

Dear Property Owner, Resident, or Neighborhood Association President.

The purpose of this letter is to inform you, on behalf of Sun State Towers and Verizon Wireless, that Pinnacle Consulting Inc. recently filed an application for a conditional use permit for a 70' camouflaged telecommunication facility. We are sending this letter to notify you of the upcoming Planning and Zoning Meeting to be held on **September 14, 2022 at 4:00pm**. In-person audiences at Planning and 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/2845/Planning-Zoning-Commission>.

To participate in the meeting, join via Microsoft Teams from the link available on the Planning and Zoning website. (<https://www.flagstaff.az.gov/2845/Planning-Zoning-Commission>.) Interested persons may file comments in writing regarding the proposed permits or be heard at the hearing date herein set forth. Please contact Patrick St. Clair, Planner at pstclair@flagstaffaz.gov, or 928-213-2612 for additional information, to view the project file, or to submit written requests.

Project Overview:

The conditional use permit is to construct a 70'ft monopine designed stealth wireless facility with a 30'x 30' CMU wall. The proposed tower will be located at the Museum of Northern Arizona (3100 North Fort Valley Road, Flagstaff, AZ 86001).

The stealth facility will offer several benefits to the museum improving the Wi-Fi and cell service on museum campus. Improved cell and WIFI service will help MNA researchers and improve the quality of MNA online programs. In addition, putting up a tower on the museum property benefits the community, by improving cell service in an area where it currently drops off and along with improving communications for emergency services, who may use the cell tower for fire and 911 dispatch.

The placement of the proposed cell tower was carefully considered to make sure it won't impede views of the San Francisco Peaks and it is far from residences, offices, and the museum exhibits building. The selected location is on a portion of the MNA property that has no other probable use and is next to city land that is already used for utilities, and therefore in keeping with the area. The location is also lightly forested, so the mono-pine cell tower will visually blend in with the existing ponderosa trees.



If you have any questions for the project developer we would be happy to answer them or hear any concerns that you may have regarding this project. You may reach me at 480-907-4265 or via email at Michelle.Lamoureux@pinnacleco.net for any additional information.

Sincerely,

Michelle Lamoureux

Michelle Lamoureux
Pinnacle Consulting, Inc

Pinnacle Consulting, Inc. 1426 N. Marvin St. #101, Gilbert, AZ 85233 t: (480) 907-4265



Affidavit of Notifications to Affected Property Owners

Case Number: PZ-20-00039-03

Project Name: AZ10-037 Bullwhip/AZ2 Cheshire

Applicant Name: Pinnacle Consulting Inc.

Location: 3100 N. Fort Valley Rd.

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statute, the applicant for public hearings in the City of Flagstaff shall notify affected property owners as prescribed by Section 10-20.30.080 of the City of Flagstaff Zoning Code. It shall be the responsibility of the applicant to establish a list of the names and addresses of persons who require notification of a public hearing as established in sections 10-20.30.60.(A).3, 10-20.30.60.(B), and 10-20.30.60.(C) of the Zoning Code, and mail a notice of required public hearing via first class mail to each of the persons on the list referenced above no later than 15 days prior to the public hearing date. It shall also be the responsibility of the applicant to submit a notarized copy of the mailing list to the Director prior to the fifteenth day before the public hearing date.

I confirm that the public hearing notifications were mailed as detailed in Section 10-20.30.080 of the City of Flagstaff Zoning Code at least fifteen (15) days prior to the public hearing.

Applicant's/Representative's Signature: Umichelle Lamouroux

SUBSCRIBED AND SWORN before me this 29th day of August, 2022 by:

Anna Fugere
Notary Public

My Commission Expires:

9/24/23



United States
Coconino National Forest

City of Flagstaff

Planning and Zoning Commission

AZ10-037 Bullwhip/AZ2 Cheshire Conditional Use Permit

Hearing Date: September 14th at 4:00pm

REQUEST: New Wireless Facility

PROPOSAL: The Installation of a New 70'ft Monopine Wireless Facility

PARCEL LOCATION: 3100 N Fort Valley Road., Flagstaff, AZ 86001

ASSESSOR'S PARCEL NUMBER: 111-01-006C **PARCEL SIZE:** 13.65 Acres

CASE NUMBER: PZ-20-00039-03 **PARCEL ZONING:** Public Facility (PF)

APPLICANT: Michelle Lamoureux | Pinnacle Consulting, Inc.

Meeting Location: Meetings are live streamed on the city's website

Interested persons may file comments in writing regarding the proposed permits or be heard at the hearing date herein set forth.

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

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

City of Flagstaff Planning & Development Services Department:

Patrick St. Clair (pstclair@flagstaffaz.gov) Planner; (928) 213-2612

Contact for additional information, to view project file,
or submit written requests.

Posting Date: August 29, 2022

Affidavit of Sign Posting

Case Number: PZ-20-00039-03
Project Name: AZ10-037 Bullwhip/Aza Cheshire
Applicant Name: Pinnacle Consulting Inc.
Location: 3100 N. Fort Valley Rd.

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statute, the applicant for public hearings in the City of Flagstaff shall post signs as prescribed by Section 10-20.30.080 of the City of Flagstaff Zoning Code. It shall be the responsibility of the applicant to erect and to maintain the sign on the subject property 15 days prior to the hearing and to update the hearing information on the sign until final disposition of the case. It shall also be the responsibility of the applicant to remove the sign within seven (7) days after the final disposition of the case.

I confirm that the site has been posted as detailed in Section 10-20.30.080 of the Zoning Code as well as the Public Hearing Notice Sign Specifications included in this application for the case above and the site was posted at least fifteen (15) days prior to the public hearing.

See attached date stamped photo exhibit of posted signs.

Applicant's/Representative's Signature: U Michelle Lamoureux
SUBSCRIBED AND SWORN before me this 29th day of August, 2022 by:

Anna Fugere
Notary Public

My Commission Expires:

9/24/23



Exhibit A: 1,000' Assessor's Map



Exhibit B: 1000' Ft Property Owner Mailing List

APN	OWNERNAME	OWNERADDRESS			
11122052	GARBARINO WILLIAM F & DEANNA J REVOCABLE TRUST	2181 W BLUE WILLOW RD	FLAGSTAFF AZ 86001		
11116018	CUSTODIO DANIEL J & LYNNDEL E	3325 N CREST ST	FLAGSTAFF AZ	86001	
11117024	ULIBARRI GAIL	3376 N ESTATES ST	FLAGSTAFF AZ	86001	
11116025	CANDELARIA ANTHONY R & SUSAN K	3334 N ESTATES ST	FLAGSTAFF AZ	86001	
11109088	THAMES ROBERT P & KATHLEEN K	2880 N GREGG DR	FLAGSTAFF AZ	86001	
11116001	ALMQUIST EUGENE R	3309 E ESTATES ST	FLAGSTAFF AZ	86001	
11116028	LEWIS MARY L LIVING TRUST DTD 04-25-12	3348 N ESTATES ST	FLAGSTAFF AZ	86001	
11116013	BURGOON JENNIFER M & CHRISTIAN L	3346 N CREST ST	FLAGSTAFF AZ	86001	
11119020A	COYOTE SPRINGS HOMEOWNERS GROUP INC	PO BOX 10000	PRESCOTT AZ	86304	
11122027	GUZLEY ROBERT S TRUST DTD 02-09-10	7402 E BEATRICE ST	SCOTTSDALE AZ	85257	
11116008	CALLA LILY LLC	635 E CHOCTAW ST	FLAGSTAFF AZ	86005	
11117033	JOHNSON STANLEY P & JULIE E	3353 N CREST ST	FLAGSTAFF AZ	86001	
11119019	PLATEAU WINDS CORPORATION	7745 E EVANS RD	SCOTTSDALE AZ	85260	
11122059	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11116015	SMITH LUCINDA J	3341 N CREST ST	FLAGSTAFF AZ	86001	
11116022	OGG FLETCHER S & TIFFANY L	3316 N ESTATES ST	FLAGSTAFF AZ	86001	
11116039	HARTL RYAN	3323 N ESTATES ST	FLAGSTAFF AZ	86001	
11116004	BARQUIN JAMES P & LISA M	3306 N CREST ST	FLAGSTAFF AZ	86001	
11116036	IWAI KEIJI & KRISTEN DACEY	3335 N ESTATES ST	FLAGSTAFF AZ	86001	
11116042A	NHC INC	2944 N 44TH ST NO 200	PHOENIX AZ	85018	
11119005	SHERECK JON R & PAULINE K	2824 W PICO DEL MONTE CIR	FLAGSTAFF AZ	86001	
11117003	FRITZLER JOEL C & JULIE D	3358 N CREST ST	FLAGSTAFF AZ	86001	
11116031	OUTPOST PROPERTIES LLC	PO BOX 11773	GLENDALE AZ	85318	
11101007	APOORE FAMILY TRUST DTD 03-15-96	3005 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11116014	GREENWOOD PAUL D & CYNTHIA J	3345 N CREST ST	FLAGSTAFF AZ	86001	
11116005	PASSALACQUA PHILIP V & VICKI M	3310 N CREST ST	FLAGSTAFF AZ	86001	
11122039	WELLER CHRISTOPHER H & SHERRILL L	1410 N AZTEC DR	FLAGSTAFF AZ	86001	
11116023	WICKLAND STACEY E	3320 N ESTATES ST	FLAGSTAFF AZ	86001	
11101006C	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11116021	REICHSTADT AUDREY	3300 N ESTATES ST	FLAGSTAFF AZ	86001	
11116007	WILLIS SCOTT A & KAREN R	3318 N CREST ST	FLAGSTAFF AZ	86001	
11122056	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11117001	MILLER ANGELA	3350 N CREST ST	FLAGSTAFF AZ	86001	
11116011	TESSMER DAVID M & TARA K	3336 N CREST ST	FLAGSTAFF AZ	86001	
11119018A	MCCAFFREY KEVIN & KRISTINE	28182 N HAYDEN RD	SCOTTSDALE AZ	85266	
11116026	STEPHENS DAVID T & WENDY L	3340 N ESTATES ST	FLAGSTAFF AZ	86001	
11102006A	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11116002	BIGGS JOSHUA & VIRGINIA	3305 N ESTATES ST	FLAGSTAFF AZ	86001	
11109074	GOLDMAN AARON M	2808 N GREGG DR	FLAGSTAFF AZ	86001	
11117034	NAGEL JOHN K	3349 N CREST ST	FLAGSTAFF AZ	86001	
11109069	COBLE COREY & MONICA	2872 N GREGG DR	FLAGSTAFF AZ	86001	
11124025	SCHULTZ PASS MEADOWS HOMEOWNERS ASSOCIATION	3125 W DANNIELLE DR	FLAGSTAFF AZ	86001	
11116009	LEE MICHELLE	3326 N CREST ST	FLAGSTAFF AZ	86001	
11116016	HONEYFIELD EVAN & ANITA	3333 N CREST ST	FLAGSTAFF AZ	86001	
11117002	BAROTZ CELIA	3354 N CREST ST	FLAGSTAFF AZ	86001	
11119018B	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11116012	HICKEY JOHN D & TENA K	3342 N CREST ST	FLAGSTAFF AZ	86001	
11101003E	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11117023	SPERLE DENNIS	3372 N ESTATES ST	FLAGSTAFF AZ	86001	
11116040	LEONARD JOHN LANDER & CECILIA E LIVING TRUST	5255 E 20TH ST	TUCSON AZ	85711	
11117004	GUISE WILLIAM J & JULIE W	3366 N CREST ST	FLAGSTAFF AZ	86001	
11119006	LAMM KENNETH R & DOROTHY A REVOCABLE TRUST	1956 W MUSEUM TRL	FLAGSTAFF AZ	86001	
11116034	LEMBKE FAMILY TRUST DTD 05-03-17	1409 W LOUISE WAY	FLAGSTAFF AZ	86001	
11101021C	NORTHERN ARIZONA SENIOR LIVING COMMUNITY LLC	1107 HAZELTINE BLVD NO 200	CHASKA MN	55318	
11116019	VANKIRK STEVEN HENRY	3321 N CREST ST	FLAGSTAFF AZ	86001	
11116024	PATTON FAMILY LIVING TRUST DTD 05-10-16	3324 N ESTATES ST	FLAGSTAFF AZ	86001	
11116037	FLEISHMAN MARGARET & RICHARD	3331 N ESTATES ST	FLAGSTAFF AZ	86001	
11101001F	MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11122040	KEIM PAUL S & JENNY M	2672 N DOVES NEST LN	FLAGSTAFF AZ	86001	
11116035	FIELD MATTHEW	3339 N ESTATES ST	FLAGSTAFF AZ	86001	
11116029	MASLAR NICHOLAS P & REBECCA L	3352 N ESTATES ST	FLAGSTAFF AZ	86001	
11102005	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11109084	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF AZ	86001	
11116020	DILLON MATTHEW R & DANIELLE M	3317 N CREST ST	FLAGSTAFF AZ	86001	
11116006	TUNG JACOB	3314 N CREST ST	FLAGSTAFF AZ	86001	
11122026	SCANTLEBURY MARK THOMAS	2807 N FORT VALLEY RD	FLAGSTAFF AZ	86001	
11117032	HUFFMAN FAMILY REVOCABLE LIVING TRUST	3357 N CREST ST	FLAGSTAFF AZ	86001	
11109070	AKER LIVING TRUST DTD 02-07-07	8255 N STONY MOUNTAIN WAY	FLAGSTAFF AZ	86001	

11117021MCGUFFIE CLYDE A & MARY K	11234 N MILLER RD	SCOTTSDALE	AZ	85260
11116003GRABAREK ELLEN S & THOMAS J	3301 N ESTATES ST	FLAGSTAFF	AZ	86001
11116038PHILLIPS CHRIS	3327 N ESTATES ST	FLAGSTAFF	AZ	86001
11102006BFLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF	AZ	86001
11122041HAZEL EVANS TRUST DTD 05-07-19	2692 N DOVES NEST LN	FLAGSTAFF	AZ	86001
11116030BUTTERFIELD BRADLEY J & KAREN C	3356 N ESTATES ST	FLAGSTAFF	AZ	86001
11101002FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF	AZ	86001
11101001E FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF	AZ	86001
11122051GARBARINO WILLIAM F & DEANNA J REVOCABLE TRUST	2181 W BLUE WILLOW RD	FLAGSTAFF	AZ	86001
11116010MARTINEZ ISSAC & SANDRA	3330 N CREST ST	FLAGSTAFF	AZ	86001
11119007YANNELLI CHRISTINE BIOLCHINI	815 MOULTON LOOP RD	JACKSON	WY	83001
11116017MEYER JEFFREY A SR & ELLEN M TRUSTEES ;	729 W DUXBURY LN	BARTLETT	IL	60103
MEYER JA SR & EM LVNG TRUS				
11101005D MUSEUM OF NORTHERN ARIZONA	3101 N FORT VALLEY RD	FLAGSTAFF	AZ	86001
11116041MCELFRESH JASON A	2777 W DARLEEN DR	FLAGSTAFF	AZ	86001
11122053A GARBARINO WILLIAM F & DEANNA J REVOCABLE TRUST	2181 W BLUE WILLOW RD	FLAGSTAFF	AZ	86001
11116027ALLSOPP LINDA L	PO BOX 5246	SNOWMASS VLG	CO	81615

Exhibit C: List of Homeowners Associations

"Registry of Persons and Groups"

As Required in Zoning Code Section 10-20.30.080.B

Friends of Flagstaff's Future
P.O. Box 23462
Flagstaff, AZ 86002
info@friendsofflagstaff.org
(928) 556-8663

Michele A. James
Executive Director
Friends of Flagstaff's Future
P.O. Box 23462
Flagstaff, Arizona 86002

Northern Arizona Building Association
1500 East Cedar Avenue, Suite 86
Flagstaff, AZ 86004
tbociung@nazba.org
(928) 779-3071

Northern Arizona Association of Realtors,
Jeffrey Herd
1515 East Cedar Avenue, Suite C-4
Flagstaff, AZ 86004
naarflag@nazrealtor.com and
naaragovaffairs@outlook.com
(928) 779-4303

Tish Bozan-Ozman
5271 Mt. Pleasant Drive
Flagstaff, AZ 86004
tishflagstaff@gmail.com

Marilyn Weissman
1055 East Apple Way
Flagstaff, AZ 86001
(928) 779-5323
Missymoet@aol.com

Maury Herman
Coast and Mountain Properties
3 North Leroux Street
Flagstaff, AZ 86001
(928) 779-6211
mherman@coastandmountain.com

Nat White
1120 North Rockridge Road
Flagstaff, AZ 86001
white@lowell.edu

Charlie Silver
720 West Aspen Avenue
Flagstaff, AZ 86001
Cws720@gmail.com

Betsy McKellar
330 S Ash Lane
Flagstaff, AZ 86004
birdvest8@gmail.com

David Carpenter
495 S River Run Suite 100
Flagstaff, AZ 86001
dc@hopeaz.com

Dorenda Coleman
Arizona Army National Guard, AZAA-FMO
5636 E McDowell Rd, M5330
Phoenix, AZ 85008
dorenda.i.coleman.nfs@mail.mil

Mary Beth Dreusike
US Navy, Intergovernmental Branch
850 Pacific Highway
Building 1 – 5th Floor, Suite 513
San Diego, CA 92132
marybeth.dreusike@navy.mil

Celia Barotz
3354 N Crest Street
Flagstaff, AZ 86001
cbarotz@gmail.com

Norm Wallen
3716 N Grandview
Flagstaff, Az 86004
normwallenflg@gmail.com

Jay ♦
Coconino Cmnty Community Development
2500 N Fort Valley Rd. filli.g.1
Flagstaff . Az. 86001-1287
christelman@coconino.az.gov
Tyler Denham
801 West Mead Circle: S St, Apt 119
Flagstaff, AZ 86001
tyler.b.denham@gmail.com

Jess McNeely
Coconino Cmnty Community Development
2500 N Fort Valley Rd. filli.g.1
Flagstaff, Az. 86001-1287
jmneely@coconino.az.gov

Stefie Finch
Flagstaff Lodging Restaurant & Tourism
Association
PO Box 30622
Flagstaff, AZ 86003
sfinch@lrta.org
(928) 326-6008

Adrian
819 West Grand Canyon Ave.
Flagstaff, AZ 86001
askahlund@azdailysun.com

Rachel Bass
3033 W. Lame
Flagstaff 86001
rsilverton@gmail.com

Requested Notification of
Zoning Code Text Amendments Only

David Hayward
Neighborhood Homes LLC
510-351-3380
david@neighborhoodhomes.com

Batry Levitan
19 S San Francisco St
Flagstaff, AZ 86001
blips@aol.com



Planning & Zoning Commission

5. B.

Meeting Date: 09/14/2022

From: Tiffany Antol, Senior Planner

Information

TITLE:

PZ-22-00172: City's request for a City Code Text Amendment to modify Title 11, General Plans and Subdivision, Division 11-10.20, Additional Procedures for Comprehensive Updates, New Elements, and Major Amendments to the General Plan to make a clarification edit in regard to public participation procedures and to align the Flagstaff City Code with new legislation adopted by the State of Arizona regarding the processing of major plan amendments.

STAFF RECOMMENDED ACTION:

Staff recommends the Planning and Zoning Commission make a recommendation to the City Council for approval of the City Code Text Amendment in accordance with the findings.

Attachments

Staff Report
Application

PLANNING AND DEVELOPMENT SERVICES REPORT

City Code Text Amendment

PUBLIC HEARING

PZ-22-00172

DATE: August 19, 2022

MEETING DATE: September 14, 2022

REPORT BY: Tiffany Antol, AICP

REQUEST:

City's request for a City Code Text Amendment to modify Title 11, General Plans and Subdivision, Division 11-10.20, Additional Procedures for Comprehensive Updates, New Elements, and Major Amendments to the General Plan to make a clarification edit in regards to public participation procedures and to align the Flagstaff City Code with new legislation adopted by the State of Arizona regarding the processing of major plan amendments.

STAFF RECOMMENDATION:

Staff recommends the Planning and Zoning Commission make a recommendation to the City Council for approval of the City Code Text Amendment.

I. Proposed Amendment:

The proposed amendment is to remove a reference to the public participation procedures within Flagstaff City Code Title 10, Zoning Code that conflict with the requirements for public participation procedures within Flagstaff City Code Title 11, General Plans and Subdivision. The amendment also modifies the major plan amendment application process procedures in alignment with House Bill 2482 which requires that plan amendments be presented in a City Council public hearing within 12 months of the submission of the application. This new legislation removes the requirement for major plan amendments to be presented at a single public hearing during the calendar year.

The proposed amendment includes the following:

Delete Section 11-10.20.010.E

~~E.—All Comprehensive Plan updates are subject to the public participation procedures established in Section 10-20.30.060, Neighborhood Meeting.~~

And modify Section 11-10.20.020.B.1.a as follows:

B. Supplemental Procedures for Major Plan Amendments. In addition to the common procedures provided in Section [11-10.10.020](#), a major amendment to the General Plan shall be adopted in the following manner:

1. Application Deadline.

- a. All applications for major plan amendments to the General Plan shall be **presented at a City Council public hearing within twelve months of the date of submission of a complete application.** ~~heard by the Council at a single public hearing during the calendar year in which they are filed. In order to provide sufficient time for comprehensive review of an application for a major plan amendment, the Director shall determine the application date each year for major plan amendment requests. The following typical submittal dates apply:~~

~~April 1st — Pre-application meeting deadline;~~

~~May 1st — Application deadline for completeness review of the application by the Review Authority;~~

~~July 1st — Application deadline for submittal of the final application;~~

~~October — Planning Commission public hearings commence;~~

~~December — Council public hearing.~~

~~b. Incomplete applications or applications submitted after the July 1st deadline established in subsection (B)(1)(a) of this section will not be processed.~~

II. City Code Text Amendment

The Planning Director shall provide a recommendation to the Planning and Zoning Commission for its review. The 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.

There are no specific findings for a City Code amendment outside of the Zoning Code. Staff is applying the Zoning Code findings for a text amendment.

A. Finding #1:

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

The proposed amendment support the objectives and policies of the General Plan by supporting the process and procedures for major plan amendments.

B. Finding #2

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

The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The proposed amendment is to ensure City Code is in alignment with current state law and to correct a conflict between procedures listed in two separate divisions of City Code.

C. Finding #3

The proposed amendment is internally consistent with other applicable provisions of City Code.

The proposed amendment corrects an internal conflict between Title 10, Zoning Code and Title 11, General Plans and Subdivision and updates City Code with recent Arizona legislative changes.

Attachments:

1. Application



City of Flagstaff

Community Development Division

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

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

Date Received 8/8/22	Application for Zoning Code Text Amendment			File Number
Applicant(s)/Property Owner(s) City of Flagstaff – PDS Planning Director		Title	Phone 928-213-2607	Email Michelle.McNulty@flagstaffaz.gov
Mailing Address 211 W Aspen Avenue			City, State, Zip Flagstaff, AZ 86001	
Representative (If applicable) Tiffany Antol Zoning Code Manager		Title	Phone 928-213-2605	Email tantol@flagstaffaz.gov
Mailing Address 211 W Aspen Avenue			City, State, Zip Flagstaff, AZ 86001	

Property Address N/A	City, State, Zip
----------------------	------------------

Application Name: Title 11 Major Regional Plan Application Requirements
Zoning Code Text Amendment
Chapter Name and Number: 11-10: General Plans
Division Name and Number: 11-10.20: Additional Procedures for Comprehensive Updates, New Elements, and Major Amendments to the General Plan
Section Name and Number: 11-10.20.010 Comprehensive Plan Updates & 11-10.20.020 Major Plan Amendments and New Elements
Chapter Name and Number:
Division Name and Number:
Section Name and Number:
Chapter Name and Number:
Division Name and Number:
Section Name and Number:

Additional Information:

Owner's Signature (required) 	Date: 8/29/22	Representative Signature (If applicable) 	Date: 8/8/22
For City Use			
Date Filed:	File Number(s):	Fee Receipt Number:	
P & Z Hearing Date:	Publication and Posting Date:	Amount:	
Council Hearing Date:	Publication and Posting Date:	Date:	
Received by:	Comments:		



Planning & Zoning Commission

5. C.

Meeting Date: 09/14/2022

From: Sara Dechter, AICP, Comprehensive Planning Manager

Information

TITLE:

Active Transportation Minor Regional Plan Amendment PZ-21-00129-01

A request to amend the text and maps of Chapter X Transportation and the Glossary of the Flagstaff Regional Plan 2030 to provide additional descriptions of terms used in goals, policies, and maps, and to replace Map 26 with five maps that provide more detail on the existing and planned pedestrian and bicycle systems in the City of Flagstaff.

STAFF RECOMMENDED ACTION:

Staff recommends the Planning and Zoning Commission forward the Minor Regional Plan Amendment request to the City Council with a recommendation for approval, in accordance with the findings presented in staff's report.

Attachments

Staff Report

Application

Goals and policies evaluated

Legal ad

Waiver Memo

Proposed Plan Amendment with Track Changes (Chapters X, XVI and Glossary)

Proposed Plan Amendment without Track Changes (Chapter X only)



City of Flagstaff

Community Development Division

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

P: (928) 213-2618

Date Received	Application for Zoning Map Amendment and/or Minor Regional Plan Amendment			File Number
Property Owner(s) Alax Pucciarelli, acting planning director	Title	Phone 928 213 2640	Email apucciarelli@flagstaffaz.gov	
Mailing Address City of Flagstaff 211 W Aspen Ave Flagstaff, AZ 86001			City, State, Zip	
Applicant(s) Martin Ince, multimodal transportation planner	Title	Phone 928 213 2685	Email mince@flagstaffaz.gov	
Mailing Address City of Flagstaff 211 W Aspen Ave Flagstaff, AZ 86001			City, State, Zip	
Project Representative) Martin Ince, multimodal transportation planner	Title	Phone 928 213 2685	Email mince@flagstaffaz.gov	
Mailing Address City of Flagstaff 211 W Aspen Ave Flagstaff, AZ 86001			City, State, Zip	
Requested Review	<input type="checkbox"/> Zoning Map Amendment <input checked="" type="checkbox"/> Minor Regional Plan Amendment <input type="checkbox"/> Continued			

Site Address --	Parcel Number(s) --	Subdivision, Tract & Lot Number --	
Existing Zoning District --	Proposed Zoning District: --	Existing Regional Plan Land Use Category --	
Existing Use --		Proposed Use --	
Property Information: NA	<input type="checkbox"/> Yes <input 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 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: 9.14.21	Applicant Signature 	Date: 9-14-2021

For City Use					
Date Filed:	File Number(s):		Type of Zoning Map Amendment:		
P & Z Hearing Date:	Publication and Posting Date:		<input type="checkbox"/> Small scale		
Council Hearing Date:	Publication and Posting Date:		<input type="checkbox"/> Medium scale		
Fee Receipt Number:	Amount:	Date:	<input type="checkbox"/> Large scale		
			<input type="checkbox"/> Multi-phase scale		
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

Goals and Policies evaluated for the proposed Active Transportation Minor Plan Amendment

Accessibility

Growth Areas & Land Use

- Policy LU.12.10. Seek opportunities to improve ADA accessibility in downtown.

Transportation

- Policy T.1.3. Transportation systems are consistent with the place type and needs of people.
- Policy T.2.3. Provide safety programs and infrastructure to protect the most vulnerable travelers, including the young, elderly, mobility impaired, pedestrians, and bicyclists.
- Policy T.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.
- Policy T.5.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements.
- Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.

Compact Development, Context Sensitive Solutions and Placemaking

Growth Areas & Land Use

- Goal LU.1. Invest in existing neighborhoods and activity centers for the purpose of developing complete, and connected places.
- Policy LU.2.1. Design new neighborhoods that embody the characteristics of Flagstaff's favorite neighborhoods – that is, with a mix of uses, a variety of housing types and densities, public spaces, and greater connectivity with multimodal transportation options.
- Policy LU.3.1. Within the urban, suburban, and rural context, use neighborhoods, activity centers, corridors, public spaces, and connectivity as the structural framework for development.
- Goal LU.5. Encourage compact development principles to achieve efficiencies and open space preservation
- Policy LU.5.3. Promote compact development appropriate to and within the context of each area type: urban, suburban, and rural.
- Policy LU.5.5. Plan for and promote compact commercial development as activity centers with mixed uses, allowing for efficient multi-modal transit options and infrastructure.
- Policy LU.5.7. Encourage the placement of institutional and civic buildings centrally within a neighborhood to promote walkability and multi-use recreation spaces.
- Goal LU.6. Provide for a mix of land uses.
- Policy LU.10.1. Prioritize connectivity within all urban neighborhoods and activity centers.
- Policy LU.10.7. Invest in infrastructure and right-of-way enhancements that favor the pedestrian and transit as an incentive for private investment in urban neighborhoods and activity centers.
- Policy LU.10.10. Future urban activity centers and neighborhoods are designed based on gridded street systems, considering constraints on connectivity, such as topography, the railroad and highways.
- Policy LU.12.1. Invest in downtown's streets and sidewalks so that they remain Flagstaff's premiere public spaces.
- Policy LU.12.4. Incorporate liner buildings and larger mixed-use projects into parking facilities.

- Policy LU.13.3. Consider retro-fitting suburbs for walkability and mixed-use
- Policy LU.13.6. Include a mix of uses and access to surrounding neighborhoods in new suburban commercial development
- Policy LU.15.4. Accommodate safe and convenient walking, biking, and transit facilities in existing and proposed employment centers.
- Policy LU.18.5. Plan for and support multi-modal activity centers and corridors with an emphasis on pedestrian and transit friendly design.
- Policy LU.18.15. Actual pedestrian-shed boundaries will be established considering opportunities and constraints posed by natural and man-made barriers like terrain or the interstate, road networks, and existing development patterns.
- Policy LU.18.16. Adopt traffic regulations to increase awareness of pedestrian-oriented design for activity centers.
- Policy LU.18.18. New development within existing activity centers should enhance the existing street pattern to meet the goals and policies of the Regional Plan related to connectivity and complete streets.
- Policy LU.18.19. New development in future activity centers should create street patterns that implement the characteristics of urban and suburban place-making within a functional transportation system that minimizes dead ends and offset street and driveway connections.

Transportation

- Policy T.3.3. Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places.
- Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.
- Policy T.4.1. Promote context sensitive solutions (CSS) supportive of planned land uses, integration of related infrastructure needs, and desired community character elements in all transportation investments.

Public Buildings, Services, Facilities, & Safety

- Policy PF.2.1. Prioritize infrastructure upgrades to encourage redevelopment and infill and meet land use goals.

Community Character

- 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.
- Policy CC.1.2. Continue to define and further develop the community character by incorporating the natural setting into the built environment at all design scales.
- Goal CC.2. Preserve, restore, and rehabilitate heritage resources to better appreciate our culture.
- Policy CC.2.1. Actively locate, identify, interpret, and preserve historical, archaeological, and cultural resources, in cooperation with other agencies and non-governmental organizations, as aspects of our society for future generations to retain, understand, and enjoy their cultural identity.
- Policy CC.5.3. Encourage the integration of art into public and private development projects.

Neighborhoods, housing, and urban conservation

- Policy NH.4.6. Consider and integrate public transportation when possible in planning housing developments, to help reduce a household's transportation costs and minimize impact on the community's roads and transportation system.

Economic Development

- Policy ED.7.1. Support planning, design, and development that positively, creatively, and flexibly contribute to the community image.
- Policy ED.7.4. Invest in attractive community gateways, main corridors, and public spaces to draw the business and workforce the region desires.

Bicycling, Walking/Pedestrian Environment and Complete Streets

Community Character

- Policy CC.4.1. Design streetscapes to be context sensitive and transportation systems to reflect the desired land use while balancing the needs of all modes for traffic safety and construction and maintenance costs.
- Policy CC.4.4. Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment.
- Policy CC.5.4. Complete sidewalks and Flagstaff Urban Trails System connections for all schools, community colleges, and university campuses.

Growth Areas & Land Use

- Goal LU.12. Accommodate pedestrians, bicyclists, transit riders, and private cars to supplement downtown's status as the best-served and most accessible location in the region.
- Policy LU.12.9. As defined in the FUTS Master Plan, include trail access points, bicycle parking, and bicycle facilities.
- Policy LU.15.4. Accommodate safe and convenient walking, biking, and transit facilities in existing and proposed employment centers.
- Policy LU.18.5. Plan for and support multi-modal activity centers and corridors with an emphasis on pedestrian and transit friendly design.
- Policy LU.18.15. Actual pedestrian-shed boundaries will be established considering opportunities and constraints posed by natural and man-made barriers like terrain or the interstate, road networks, and existing development patterns.
- Policy LU.18.18. New development within existing activity centers should enhance the existing street pattern to meet the goals and policies of the Regional Plan related to connectivity and complete streets.
- Policy LU.18.20. Major streets in urban activity centers should have urban-form buildings with their primary pedestrian entrances facing the major street.
- Policy LU.19.4. Balance automobile use, parking, bicycle access, while prioritizing pedestrian safety along all corridors.

Transportation

- Policy T.1.2. Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation improvement projects.
- Policy T.1.5. Manage the operation and interaction of all modal systems for efficiency, effectiveness, safety, and to best mitigate traffic congestion.
- 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, bicycles, and pedestrians.
- Policy T.2.2. Consider new technologies in new and retrofitted transportation infrastructure.
- Goal T.5. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.

- Goal T.6. Provide for bicycling as a safe and efficient means of transportation and recreation.
- Policy T.6.1. Expand recognition of bicycling as a legitimate and beneficial form of transportation.
- Policy T.6.3. Educate bicyclists and motorists about bicyclist safety through education programs, enforcement, and detailed crash analyses.
- Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.
- Policy T.6.5. Provide short- and long-term bicycle parking where bicyclists want to travel.
- Policy T.6.6. Integrate policies to increase bicycling and meet the needs of bicyclists into all relevant plans, policies, studies, strategies, and regulations.

Neighborhoods, housing, and urban conservation

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

Circulation, access, and connectivity

Community Character

- Policy CC.5.4. Complete sidewalks and Flagstaff Urban Trails System connections for all schools, community colleges, and university campuses.

Open Space

- Goal OS.1. The region has a system of open lands, such as undeveloped natural areas, wildlife corridors and habitat areas, trails, access to public lands, and greenways to support the natural environment that sustains our quality of life, cultural heritage, and ecosystem health.
- Policy OS.1.4. Use open space as opportunities for non-motorized connectivity, to interact with nature, and to enjoy the views and quiet.

Growth Areas & Land Use

- Policy LU.2.1. Design new neighborhoods that embody the characteristics of Flagstaff's favorite neighborhoods – that is, with a mix of uses, a variety of housing types and densities, public spaces, and greater connectivity with multimodal transportation options.
- Policy LU.2.2. Design new development to coordinate with existing and future development, in an effort to preserve viewsheds, strengthen connectivity, and establish compatible and mutually supportive land uses.
- Policy LU.3.1. Within the urban, suburban, and rural context, use neighborhoods, activity centers, corridors, public spaces, and connectivity as the structural framework for development.
- Policy LU.10.1. Prioritize connectivity within all urban neighborhoods and activity centers.
- Policy LU.10.2. Support on-street parking, shared lots, and parking structures.
- Policy LU.12.2. Create a downtown parking strategy plan that continues to utilize and improve upon on-street parking, public parking lots and garages, and shared all parking options.
- Policy LU.12.3. Locate public and private parking facilities, lots, and garages carefully, screening parking from streets, squares, and plazas.
- Policy LU.12.5. Maintain rear alleys for access to mid-block parking spaces to provide an out-of-sight location for utility equipment, and to allow the fronts of buildings to be free of driveways and parking garage entrances.
- Policy LU.12.6. Revise parking regulations to encourage shared parking between various uses within existing structures.
- Policy LU.12.7. Provide multiple routes and pathways for vehicular and pedestrian movement.

- Policy LU.12.8. Provide for strong connections from the Flagstaff Medical Campus to the Northern Arizona University campus via pedestrian paths, bicycle connections, streets, and transit service.
- Policy LU.12.9. As defined in the FUTS Master Plan, include trail access points, bicycle parking, and bicycle facilities.
- Policy LU.13.1. Prioritize connectivity for walking, biking, and driving within and between surrounding neighborhoods
- 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 neighborwoods.
- Policy LU.14.4. Connect rural neighborhoods using roads, trails (equestrian, foot, and bicycle), and public access to the National Forest.

- Policy LU.17.1. Enhance connectivity and coordinated planning efforts with neighborhoods contiguous to special planning areas.
- Policy LU.18.19. New development in future activity centers should create street patterns that implement the characteristics of urban and suburban place-making within a functional transportation system that minimizes dead ends and offset street and driveway connections.
- Policy LU.19.4. Balance automobile use, parking, bicycle access, while prioritizing pedestrian safety along all corridors.

Transportation

- Goal T.1. Improve mobility and access throughout the region.
- Policy T.1.1. Integrate a balanced, multimodal, regional transportation system.
- Policy T.1.4. Provide a continuous transportation system with convenient transfer from one mode to another.
- Policy T.1.6. Provide and promote strategies that increase alternate modes of travel and demand for vehicular travel to reduce peak period traffic.
- Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals.
- Policy T.1.8. Plan for development to provide on-site, publicly-owned transportation improvements and provide adequate parking.
- Policy T.3.4. Actively manage parking, including cost and supply, to support land use, transportation, and economic development goals.
- 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.5.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking.
- Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.
- Policy T.6.2. Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails
- Policy T.7.5. Incorporate adopted plans and policies for non-motorized and public transportation in the permitting process for all development or land use proposals, including provisions for efficient access and mobility, and convenient links between pedestrian, bicycle, and transit facilities.
- Policy T.8.3. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain quality of life while maintaining traffic safety.
- Policy T.9.1. Seamlessly integrate passenger rail with other travel modes including connectivity and operational improvements to the downtown passenger rail station and surroundings.
- Policy T.9.4. Increase the number of grade-separated railroad crossings.

- Policy T.10.2. Improve multimodal access and service to and from the airport including transit, bicycle, and parking services.

Water Resources

- Policy WR.5.2. Incorporate pedestrian access, trails, and watchable wildlife opportunities into natural watercourses when practical.

Climate change, environmental sustainability, energy efficiency, renewables

Environmental Conservation

- Goal E&C.1. Proactively improve and maintain the region's air quality.
- Goal E&C.2. Achieve carbon neutrality for the Flagstaff community by 2030.
- Policy E&C.2.1. Encourage the reduction of energy and material consumption.
- Policy E&C.2.2. Promote investments that create a connected and efficient community, decrease emissions from transportation and building energy, and strengthen climate resiliency.
- Policy E&C.2.3. Review and revise existing regulations, standards, and plans (codes, ordinances, etc.) to reduce community greenhouse gas emissions.
- Policy E&C 2.4. Promote developments that help the community achieve carbon neutrality through strategies that reduce the project's emissions from transportation, energy, and consumption.
- Goal E&C.3. Prepare Flagstaff's community systems and resources to be more resilient to climate change impacts, and address climate change in a manner that prioritizes those most impacted and ensures the costs and benefits of climate adaptation and mitigation are equitably distributed.
- Policy E&C.3.5. Improve the ability of vulnerable community members to adapt and thrive amidst the pressures of climate change.
- Policy E&C.3.6. Commit to equitably distribute the burdens and benefits of climate action policies and investments to all segments of the community

Energy

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

Transportation

- Goal T.3. Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built environment.
- Policy T.3.1. Design and assess transportation improvement plans, projects, and strategies to minimize negative impacts on air quality and maintain the region's current air quality.
- Policy T.3.2. Promote transportation systems that reduce the use of fossil fuels and eventually replace with carbon neutral alternatives.
- Policy T.3.5. Design transportation infrastructure that implements ecosystem-based design strategies to manage stormwater and minimize adverse environmental impacts.
- Policy T.3.6. Seek to minimize the noise, vibration, dust, and light impacts of transportation projects on nearby land uses.
- Policy T.3.7. Design transportation infrastructure to mitigate negative impacts on plants, animals, their habitats, and linkages between them.

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

Public support and relationships, city financing/funding, and government coordination

Transportation

- Goal T.11. Build and sustain public support for the implementation of transportation planning goals and policies, including the financial underpinnings of the Plan, by actively seeking meaningful community involvement.
- Policy T.11.1. Maintain the credibility of the regional transportation planning process through the application of professional standards in the collection and analysis of data and in the dissemination of information to the public.
- Policy T.11.2. Approach public involvement proactively throughout regional transportation planning, prioritization, and programming processes, including open access to communications, meetings, and documents related to the Plan.
- Policy T.11.3. Include and involve all segments of the population, including those potentially underrepresented such as the elderly, low-income, and minorities.
- Policy T.11.4. Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.
- Policy T.11.5. Promote effective intergovernmental relations through agreed-upon procedures to consult, cooperate, and coordinate transportation-related activities and decisions, including regional efforts to secure funding for the improvement of transportation services, infrastructure, and facilities.

Cost of Development

- Goal CD.1. Improve the City and County financial systems to provide for needed infrastructure development and rehabilitation, including maintenance and enhancement of existing infrastructure.
- Policy CD.1.1. At the City level, provide a regular analysis of funding and financing policy alternatives needed for infrastructure development and rehabilitation.
- Policy CD.1.2. Work collaboratively with private and non-profit economic development groups to provide for the most efficient and effective use of public and private development dollars.
- Policy CD.1.5. Require that new development pay for a fair and rough proportional share of public facilities, services, and infrastructure.

Public Buildings, Services, Facilities, & Safety

- Policy PF.2.5. Pursue cooperative and coordinated planning between government jurisdictions, agencies, educational institutions, non-profits, and private service providers.

Growth Areas & Land Use

- Policy LU.1.4. Attract private investment by reinvesting in transportation infrastructure improvements as well as public utilities infrastructure for desired development size.

Economic Development

- Policy ED.1.2. Steadily improve access to easily understandable public information.

Recreation and tourism, parks, and open space

Recreation goals and policies

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

Policy Rec.1.3. Coordinate City, County, and Forest Service recreational planning to best serve the community

Policy Rec.1.5. Incorporate sustainable building and maintenance technologies and universal design into parks and recreation facilities.

Transportation

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

Economic Development

Policy ED.6.1 Support and promote the diversification and specialization of the tourism sector, with heritage-, eco-, and adventure-tourism.

Open Space

- Goal OS.1. The region has a system of open lands, such as undeveloped natural areas, wildlife corridors and habitat areas, trails, access to public lands, and greenways to support the natural environment that sustains our quality of life, cultural heritage, and ecosystem health.

NOTICE OF PUBLIC MEETINGS/HEARINGS

Proposed minor amendment to the Flagstaff Regional Plan 2030

NOTICE IS HEREBY GIVEN that the City of Flagstaff will hold a series of public meetings and hearings, at the locations and dates listed below, to consider a proposed minor amendment to the Flagstaff Regional Plan 2030 for active transportation (walking and biking)

The amendment proposes the following additions and revisions to the Transportation Element (Chapter X) of the Flagstaff Regional Plan:

- New and updated text regarding walking, bicycling, and trails
- Additional definitions for bikeways, enhanced crossings, forest access, grade-separated crossings, singletrack trails, and trailheads
- Five new maps to replace Map 26 Flagstaff Urban Trails System, which depict sidewalks, bikeways, crossings, FUTS trails, and forest access

The revisions are proposed in conjunction with the draft Active Transportation Master Plan, which will serve as a guide for enhancing walking and biking in Flagstaff. Approval of the draft Active Transportation Master Plan will be considered at meetings listed below.

For additional information about the proposed minor Regional Plan amendment or the Active Transportation Master Plan, visit www.flagstaff.az.gov/atmp

Contact

Martin Ince Multimodal Transportation Planner
928 213 2685 mince@flagstaffaz.gov

Interested persons may file comments in writing regarding the proposed amendment or be heard at the meeting and hearing dates herein set forth.

Public meeting and hearing dates, times and locations are as follows:

Pedestrian and Bicycle Advisory Committees

Public review meeting

Thursday, September 1, 2022 | 4:30 pm
Flagstaff City Hall | 211 W Aspen Ave

Transportation Commission

Public review meeting

Wednesday, September 7, 2022 | 4:00 pm
Flagstaff City Hall | 211 W Aspen Ave

Planning and Zoning Commission

Public hearing

Wednesday, September 14, 2022 | 4:00 pm
Flagstaff City Hall | 211 W Aspen Ave

Flagstaff City Council

Public hearing

Tuesday, October 4, 2022 | 3:00 pm
Flagstaff City Hall | 211 W Aspen Ave

All Commission meetings will be conducted in accordance with the procedures posted on their agenda. The City Council hearing will be online and in person. For online links and information on attending meetings and hearings, go to www.flagstaff.az.gov/atmp





COMMUNITY DEVELOPMENT MEMORANDUM

Date: January 13, 2022

To: Michelle McNulty, Planning Director
From: Sara Dechter, AICP, Comprehensive Planning Manager

Subject: Request for waiver of submittal requirements for a Minor Regional Plan Amendment for the Active Transportation Master Plan

The memo serves as a formal request for approval of a waiver for several submittal requirements in conjunction with the application for a Minor Regional Plan Amendment for the Active Transportation Master Plan.

The purpose of a plan amendment application is to allow decision makers to conduct a proper evaluation of the proposed changes and their potential impacts to the future of the community. The requirements for such applications are typically intended for amendments for a particular property and often precede an application for rezoning. In this case, the proposed minor plan amendment is applicable community-wide and not specific to an individual parcel or site.

In order to facilitate transparent and clear communication, we request a waiver for the items listed below from the application checklist. It is our belief that these items do not contribute to decision making, and can be excluded based on the following rationale:

- No property-specific changes to zoning or land use are proposed
- The proposed minor plan amendment has community-wide applicability
- The ATMP is a city-wide master plan that will complete design work through future development cases and capital projects

Waived submittal requirements

The following items from Section 11-10.10.020 (H) General Plan Amendment Submittal Requirement of Flagstaff City Code will not be required as part of the Minor Regional Plan Amendment for the Active Transportation Master Plan:

2. An analysis of the site in terms of its physical characteristics, surrounding uses within one thousand (1,000) feet of the subject property, and the existing character of the area.
3. A land use analysis providing information about the proposed development, plans for any exception parcels, and a land use compatibility analysis.
 - b. Existing land use plan and proposed land use plan
 - c. Proposed residential unit count, density, and anticipated housing mix
 - d. Proposed development phasing and timing
 - g. Land use buffering techniques
 - h. Incompatibility issues and proposed solutions
4. A detailed narrative that shall include at a minimum the following:
 - b. Legal description of the parcel
 - c. Site acreage
 - e. Statement of current zoning, and proposed zoning if applicable

The items listed above from Section 11-10.10.020 (H) General Plan Amendment Submittal Requirement of Flagstaff City Code are not required as part of the application for a Minor Regional Plan amendment in conjunction with the Active Transportation Master Plan


Michelle McNulty, Planning Director

Date





TRANSPORTATION

Future land use patterns and transportation systems must be closely planned together because transportation right of way is the most heavily used and experienced public space; network design influences whether an area can be urban, suburban, or rural; and because streetscapes contribute strongly to community character.

The primary goals of the regional transportation system are to:

- Improve the mobility of people and goods
- Provide choices to enhance the quality of life
- Provide infrastructure to support economic development
- Protect the natural environment and sustain public support for transportation planning efforts.

In order to meet these goals, this chapter promotes:

- Safety
- Context-sensitive solutions
- Complete streets
- The integration and connectivity of transportation systems
- Efficient system management and operation, and
- Improvements to existing inter-modal transportation systems.

This chapter addresses the everyday need to move about the community. Individual transportation modes are addressed starting with pedestrians - the smallest scale - and growing to rail and car.

Inside this Chapter:

How We Get Around	X-2
Mobility and Access	X-6
Safe and Efficient Multimodal Transportation	X-8
Environmental Considerations	X-8
Quality Design	X-9
Pedestrian Infrastructure	X-10
Bicycle Infrastructure	X-11
Transit	X-14
Roads and Corridors	X-18
Passenger Rail and Freight	X-20
Air Travel	X-20
Public Support for Transportation	X-21

Arizona Revised Statutes Section § 9-461.05.E.3 requires the circulation element of this Plan to include recommendations concerning setback requirements, street naming, and house and building numbering. These are included in various Titles of the City Code, including Title 10 (Zoning Code), the *City Engineering Design Standards and Specifications*, and Title 4 (Building Regulations).

Our Vision for the Future

In 2030, people get around to where they need to be in an efficient and safe manner, and more people ride the bus, their bikes, and walk, reducing emissions and increasing health.

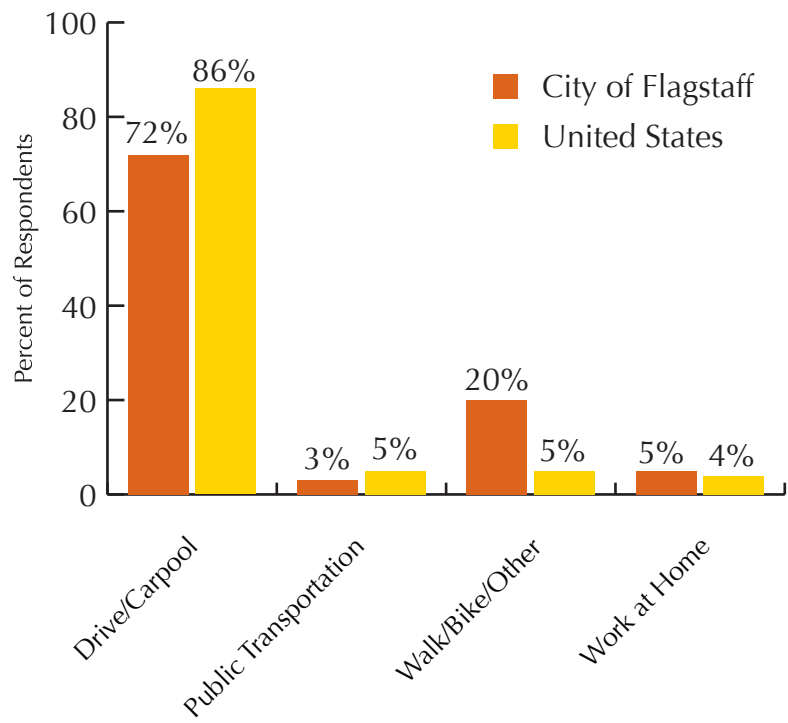
How We Get Around

Automobiles are the dominant form of transportation throughout the region, and the area is served by an extensive network of roads and streets, as illustrated on Map 25.

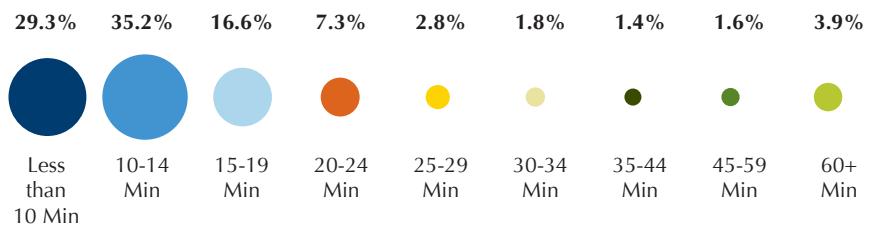
In addition to roadways, we are also nationally recognized for our walking, bicycling, and transit systems. Journey-to-work data and a local trip diary survey show our region is above national averages for using these travel modes. Nationally, survey data show that in 2011, 86 percent of workers traveled to work by car, truck, or van, while only 72 percent of workers in Flagstaff got to work this way. Conversely, 20 percent of workers in Flagstaff walked, biked, or used other means of transportation compared to only five percent nationwide.

Capitalizing on these successes is important, because within the complex relationships between transportation and land use is the simple concept that how and where we live influences how we travel. Put another way, travel choice options and investments depend on land use and community character. Local and national research indicates that neighborhoods integrating housing, shops, employment, and other uses in a compact, well-designed way can increase personal mobility while reducing vehicle congestion. Alternatively, jobs and housing located far apart, and connected only by highways or freeways, result in long commutes by car, require expensive real estate to accommodate automobiles, and inhibit or prevent use by other modes.

How We Get to Work



Journey to Work Trip Length in City of Flagstaff



SOURCE: U.S. Census Bureau, 2011 American Community Survey 1-Year Estimates

It is critical that we manage our region's transportation supply and demand. Surveys show that average trip lengths are decreasing, saving residents time and money. Census survey data indicate that in 2011, a majority of Flagstaff's workers (nearly 65 percent) get to work in 14 minutes or less, with nearly 30 percent under ten minutes.

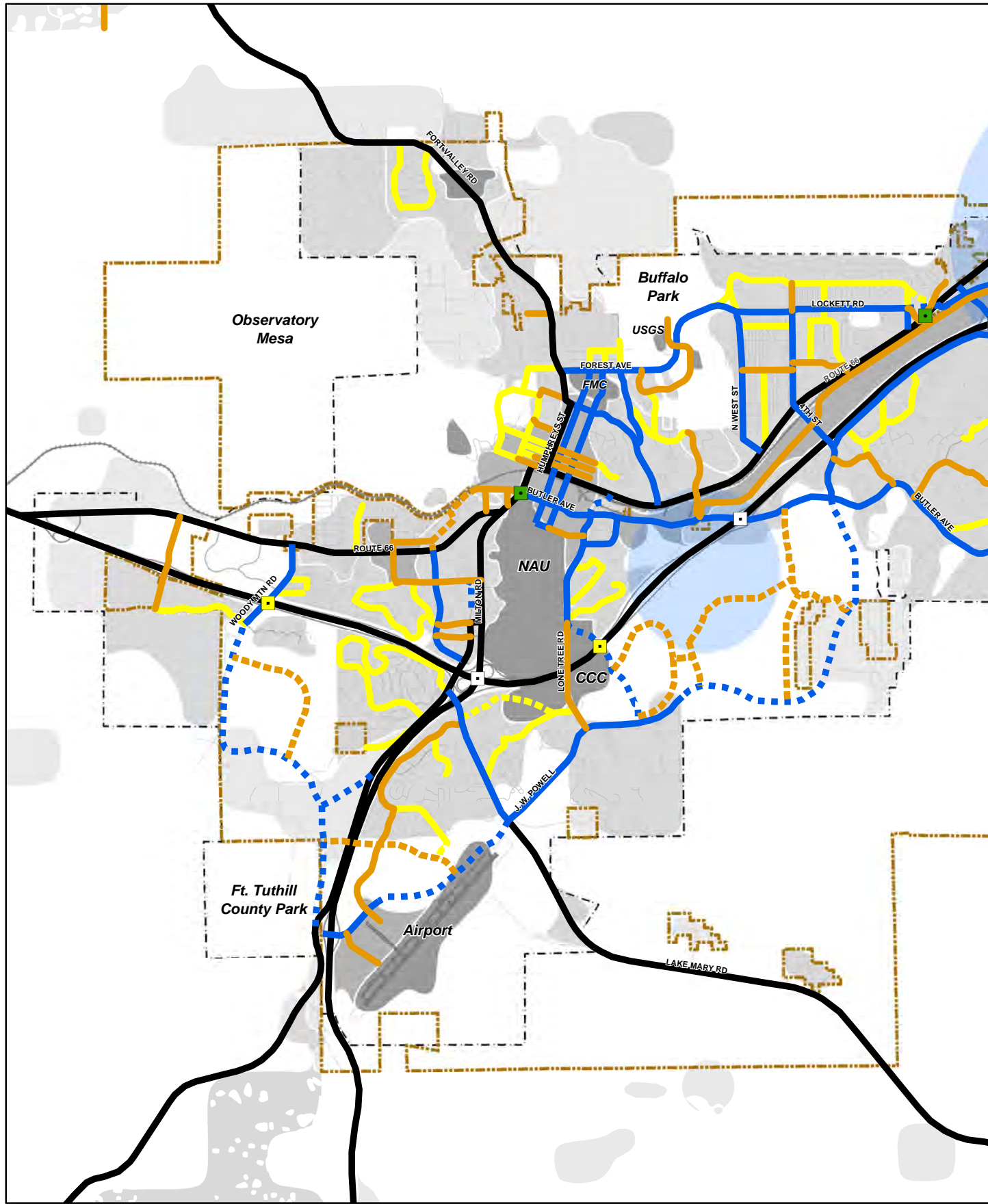
This positive trend will continue if the majority of future residential development is located near places of employment and shopping, where trips will be shorter and can be effectively served by transit or other modes. Daily vehicle trips will grow faster than population due to increases in daily travel by visitors and tourists. Flagstaff will continue to serve as the primary economic center for a growing north-central Arizona region. There will also be increases in through-traffic on the state highways, including truck traffic. These "external" trips are largely beyond regional control, impact regional infrastructure, and are not as likely to use other modes of travel.

Finally, we can influence the supply of new or wider roads, better road connectivity, bicycle and pedestrian facilities, and hours of transit service. Shifting travelers from cars to transit, bicycle, and pedestrian modes improves overall system performance; there will be less traffic for those who drive cars. Providing for this shift does not present the same construction costs, constructability challenges, and long-term maintenance issues as building new roads or widening existing roads especially in light of the challenges posed by terrain, Interstates 17 and 40, the railroad, and existing development patterns. Implementing Complete Street Guidelines enables safe use by all modes and by travelers of all ages and abilities as it becomes easier to cross the street, walk to shops, bicycle to work or school, or take the bus. Participation in the community becomes more inclusive, diverse, and engaging. Analysis of the growth alternatives revealed that compact growth with a strong mix of roads, transit, bicycle and pedestrian services has the most favorable impact on overall travel time.



Illustration of a complete street

Photo credit: CompleteStreets.org



**Map 25:
ROAD NETWORK ILLUSTRATION**

- Major Improvement
- New Interchange
- Existing Interchange

Road Corridors

Commercial Corridors

- Regional Travel
- Circulation
- Future Circulation
- Access
- Future Access

Residential Corridors

- Residential Access
- Future Residential Access

**Identify Road Network
Solutions through Future
Study**

City of Flagstaff

Urban Growth Boundary

Open Space - Preserved
(Typically USFS); Open Space
- Reserved (Typically State
Trust)

Rural - Existing

Suburban - Existing

Urban - Existing

Industrial / Business Park -
Existing

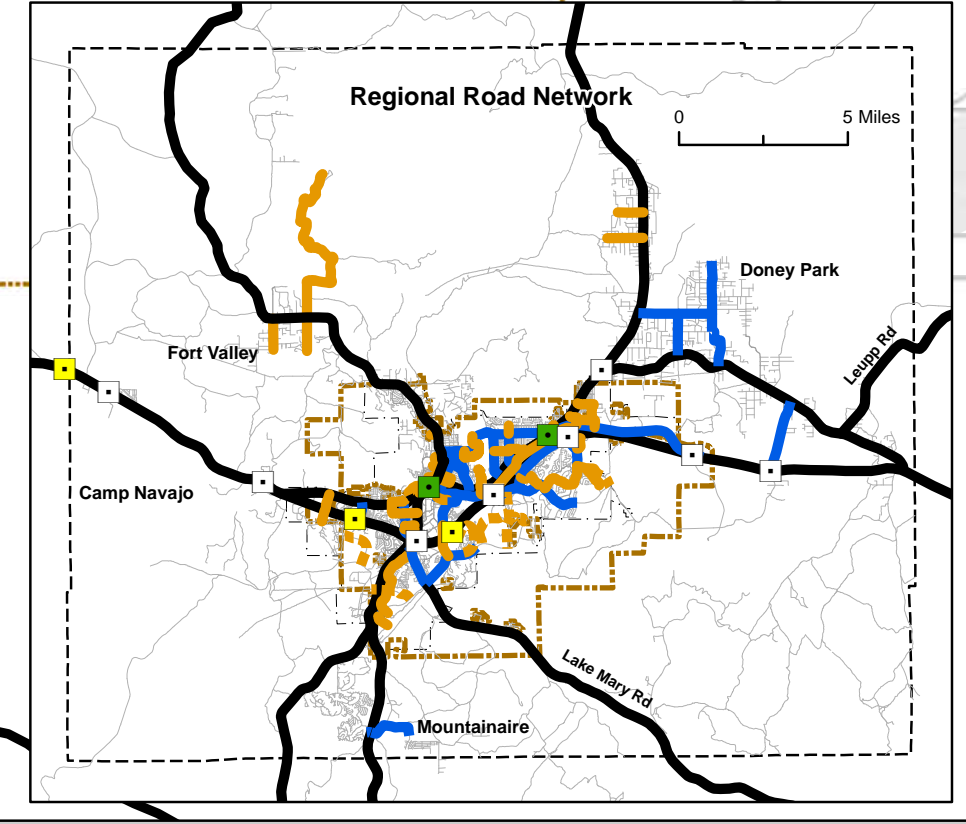
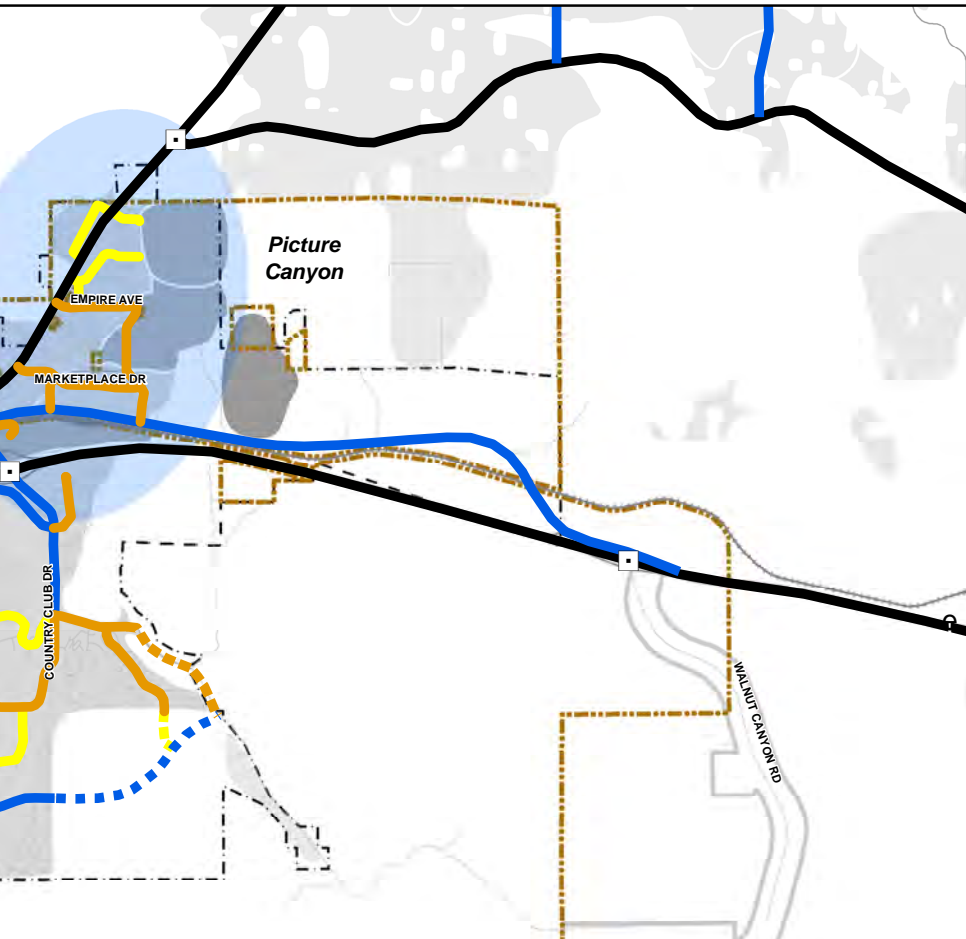
Special District

As amended November 15, 2018

Please see www.flagstaffmatters.com
for an interactive GIS map.



**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**



Mobility and Access

The region’s transportation system strives to improve mobility and access for people and goods by providing efficient, effective, convenient, accessible, and safe transportation options. The focus is on moving people. Economic development, community character, and environmental and health objectives will be advanced with a multi-modal system inclusive of roads and streets, transit routes, bicycle lanes, trails, and sidewalks.

Level of Service

This Plan’s goals and policies for mobility and access include using the urban, suburban, and rural context to prioritize uses within the entire right-of-way (from back of sidewalk to back of sidewalk) and to set level of service standards. Whereas measures for vehicular levels of service are well established, multimodal (bicycle, pedestrian, transit) levels of service will require further research and adaptation to Flagstaff regional conditions. Each type of road or street has a use priority that is stratified based on context and expected desirability and activity level for each mode. Use the tables to decide what features to enhance and what features to moderate when right-of-way is scarce or when different uses hinder the functionality of each other. For example; on a suburban arterial, the efficient movement of automobiles (the high use priority), may not allow the space necessary to also park on the street (the low use priority).

The tables also describe relative levels of service for each mode with high (H), medium (M), and low (L) set for expectations of service. The service standards for automobiles apply to intersections and for all other modes, apply the area-place type on the Future Growth Illustration. These service levels are calibrated to the goals and policies of the area-place types. For instance, in urban activity centers, a higher level of automobile congestion is expected as a trade-off for safer and more comfortable pedestrian environment. Level of service standards in the *Engineering Design Standards and Specifications* are needed for pedestrian, bicycle, and transit operations. For the pedestrian and bicycle modes, the standards should go beyond space available on the road to include characteristics of the adjacent automobile traffic, density of the network, connectivity, system completeness, and crossings. In the case of transit, considerations of service frequency and bus stop accessibility will also be important.

MOBILITY AND ACCESS GOALS AND POLICIES

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

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

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

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

Policy T.1.4. Provide a continuous transportation system with convenient transfer from one mode to another.

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

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

Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals.

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



URBAN	Use Priority and Level of Service (LOS)									
	Automobiles*		Transit		Bicycle		Pedestrian		Parking	
	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General
Area LOS	n/a	n/a	(H)	(M)	(H)	(H)	(H)	(H)	n/a	n/a
Arterials	M (L)	H (H)	H	H	M	M	H	M	M	M
Collectors	M (M)	M (M)	H	H	H	M	H	H	H	M
Locals	L	M	L	L	H	H	H	H	H	H

SUBURBAN	Use Priority and Level of Service (LOS)									
	Automobiles*		Transit		Bicycle		Pedestrian		Parking	
	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General
Area LOS	n/a	n/a	(H)	(M)	(H)	(M)	(H)	(M)	n/a	n/a
Arterials	H (M)	H (M)	H	H	M	M	M	M	L	L
Collectors	M (M)	M (M)	H	M	H	H	H	H	H	M
Locals	L (H)	L (H)	L	L	H	H	H	H	H	H

RURAL	Use Priority and Level of Service (LOS)									
	Automobiles*		Transit		Bicycle		Pedestrian		Parking	
	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General
Area LOS	n/a	n/a	(L)	n/a	(M)	(L)	(M)	(L)	n/a	n/a
Arterials	H (H)	H (H)	L	L	H	M	L	L	H	H
Collectors	H (H)	H (H)	n/a	n/a	H	M	M	M	M	M
Locals	M(H)	M(H)	n/a	n/a	M	M	M	M	M	M

H = High Use Priority
(H) - High LOS

M = Medium Use Priority
(M) = Medium LOS

L = Low Use Priority
(L) = Low LOS

*The H, M, and L ranking show use priority. If the (H), (M), or (L) is in parentheses and it shows a relative level of service. The LOS for the Automobile category is applied at the intersections or street level; therefore, no Area LOS applies. Area LOS for bicycle, pedestrian, and transit modes is evaluated not on a street by street basis but on an area-wide basis. (See Page X-6 for more information)

Consideration of truck traffic is included in the automobile and transit levels of service.

Safe and Efficient Multimodal Transportation

Development of a safe and efficient multimodal transportation system is a priority. Safety, real and perceived, influences mode choice and defines, in part, quality of life. Personal and societal costs due to transportation-related fatalities and injuries are real and significant. Crashes, even fender-benders, contribute significantly to congestion. Strategies, from engineering to education, are needed to improve safety. Efficiencies can be gained in many ways. While this Plan recognizes that private automobiles likely will be the primary mode of trips in the foreseeable future, the percentage of work trips made by single-occupancy vehicles can be reduced through facility improvements and incentive programs that will increase the share of trips using public transit, car and van pools, bicycles, and walking. Increased high-speed internet capacity will also allow for telecommuting and home-based businesses, thus reducing road congestion. Efforts will continue to minimize the duration and severity of peak hour traffic congestion.

The US 180 corridor is unique because the goals of meeting safety and efficiency are complicated by a topographically constrained corridor and heavy weekend traffic during the winter. Therefore, the management of US 180 through cooperative efforts between transportation providers, land use planners, law enforcement departments, and resource management agencies will be necessary. Activities need to include monitoring, operational improvements, public information campaigns, and long-term capital planning which would initially focus on resolving issues within the limits of the existing corridor.

SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION GOALS AND POLICIES



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, bicycles, and pedestrians.

Policy T.2.2. Consider new technologies in new and retrofitted transportation infrastructure.

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

Note: Mobility-impaired includes hearing and sight-impaired persons.

Policy T.2.4. Consider dedicated transit ways where appropriate.

Policy T.2.5. Continue to seek means to improve emergency service access, relieve and manage peak hour congestion, and expand multi-modal options in the US 180 corridor.

Environmental Considerations

The Flagstaff regional transportation system should enhance the character of our community and lessen our impact on our natural surroundings. Whether trekking or trucking, transportation can define how we interact with our environment - our ability to see it, access it, use it, and protect it. Transportation defines space in our built environment. In our natural environment, transportation communicates how we respect the land. Our choice of transportation affects our air and water.

ENVIRONMENTAL CONSIDERATIONS GOALS AND POLICIES

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



Policy T.3.1. Design and assess transportation improvement plans, projects, and strategies to minimize negative impacts on air quality and maintain the region's current air quality.

Policy T.3.2. Promote transportation systems that reduce the use of fossil fuels and eventually replace with carbon neutral alternatives.

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

Policy T.3.4. Actively manage parking, including cost and supply, to support land use, transportation, and economic development goals.

Policy T.3.5. Design transportation infrastructure that implements ecosystem-based design strategies to manage stormwater and minimize adverse environmental impacts.

Policy T.3.6. Seek to minimize the noise, vibration, dust, and light impacts of transportation projects on nearby land uses.

Policy T.3.7. Design transportation infrastructure to mitigate negative impacts on plants, animals, their habitats, and linkages between them.

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

Quality Design

The Flagstaff region will pursue quality transportation system design to positively affect our development patterns, physical character, and economic viability. A well-designed street is a joy to travel whether on foot or behind the wheel of a car. Whether road signs or street trees, medians or traffic lights, designers and engineers have a full set of tools to deliver safe, efficient, and enjoyable travel options. Engineering and design standards can be set for all modes appropriate to their urban, suburban, and rural setting. This will achieve expected levels of service and contextual design respectful of the region's unique environmental and cultural heritage, landscape, and viewsheds.

Context Sensitive Solutions

Context sensitive solutions, or CSS, describes an approach to street design that considers the environment in which the street is located. This means that streets should look and function differently based on where they are located. For example, pedestrian facilities on a downtown street should be more robust than a sidewalk in an industrial area. Likewise, an arterial street through a neighborhood should function differently than a road through a rural area or a bus route. Freight movement, parking, community character, and land uses in the surrounding area can all influence the context for transportation infrastructure. A successful CSS approach must be collaborative, include multiple stakeholders, encourage flexibility in design, avoid one-size-fits-all solutions, and consider community objectives beyond the movement of vehicles.

Complete Streets

A complete streets policy sets a standard that all streets should be designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. A meaningful complete streets policy involves more than just sidewalks, bike lanes, and bus stops; it means that:

- Streets always provide accommodation for all users, even in temporary or interim conditions, as the default.
- Facilities for walking and bicycling are not just present, but functional, comfortable and safe.
- Operation, maintenance, and snow removal accounts for all users, including pedestrians and bicyclists.

The 6 E's of Walking and Bicycling

Planning for walking and biking has traditionally been based around six E's – Engineering, Education, Enforcement, Encouragement, Equity, and Evaluation – that make up a well-rounded, comprehensive approach to pedestrian and bicycle accommodation. Most of the City's efforts have focused on walking and biking infrastructure, which is included in Engineering. However, there is an opportunity and a need to initiate walking and biking programs to better address the other E's as part of a more comprehensive strategy.

Basic Principles of a Context Sensitive Process

- Design for all road users
- Emphasis on mobility for people and goods
- Legible design
- Equitable streets
- Streets as community places
- Early, continuous involvement of local stakeholders

QUALITY DESIGN GOALS AND POLICIES

Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.



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

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

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

Planning for Long Term Maintenance

Maintaining transportation facilities is just as important as building them. Potholes in streets, cracked streets and sidewalks, faded bike lane markings, and eroded FUTS trails discourage their use and can create safety hazards. However, resources needed for maintenance often compete with many other municipal needs, and it can be challenging to make an effective case to decision makers when asking for additional maintenance resources. The first line of defense is to build facilities that are more sustainable and require less on-going maintenance by design. This means that maintenance considerations should be addressed during design, and that individuals or departments who are responsible for maintenance should be part of the design process. Other ways to help manage maintenance obligations include setting priorities so the most important facilities and concerns are addressed first, keeping up-to-date inventories of facilities and conditions, and reviewing maintenance practices for opportunities to find efficiencies and incorporate current methods.



Photo credits: City of Flagstaff

Ten elements of a complete streets policy

1. Vision and intent. Includes an equitable vision for how and why the community wants to complete its streets. Specifies the need to create a complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. Diverse users. Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. Commitment in all projects and phases. Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. Clear, accountable expectations. Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. Jurisdiction. Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. Design. Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. Land use and context sensitivity. Considers the surrounding community's current and expected land use and transportation needs.
8. Performance measures. Establishes performance standards that are specific, equitable, and available to the public.
9. Project selection criteria. Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. Implementation steps. Includes specific next steps for implementation of the policy.

Pedestrian Infrastructure

57% of residents do not believe that motorists should be given priority over pedestrians and cyclists when planning.

2010 Community Values Survey

Virtually everyone begins and ends each trip as a pedestrian, so making the region walkable makes sense. It is important to our personal and community health. The economy depends on it – most purchases occur on foot. It is the intent of the region to make walking safe, convenient, and comfortable and for more of us, the mode of choice.

Walking is the most enduring and universal mode of transport. In Flagstaff, walking is the most robust of the active modes; the percentage of trips in Flagstaff made by walking is significantly higher than for bicycling or transit. Additionally, the percentage of Flagstaff residents who walk to work far exceeds state and national averages and places us in the upper echelon of our peer communities. According to the most recent Trip Diary Survey, one in five respondents (22 percent) made at least one walking trip of at least 600 feet during the 24-hour survey period. In the central part of the City, which includes Downtown, the Southside, and the NAU campus, one-third (33.6 percent) of respondents made at least one walking trip.

Walkability is highly dependent on land use and urban form in addition to complete and comfortable facilities. Because trips are short, walking requires proximity and is supported by density, mixed-use, and compact form. Walkability is also responsive to good urban design; attractive and engaging places are appealing to pedestrians.

Sidewalks

Sidewalks are a basic facility for walking and a fundamental component of a city-wide pedestrian network. City standards, as well as best practices, dictate that sidewalks should be located along both sides of all streets to accommodate pedestrians. Flagstaff has just over 300 miles of sidewalks along public streets, but only about half of Flagstaff's public streets (53 percent) have sidewalks along both sides of the street. Almost a third of public streets (29 percent) have no sidewalks at all. Parkways or furnishing strips, which form a buffer from traffic for pedestrians, are not present on approximately 64 percent of sidewalks.

Crossings and Intersections

The ability to cross a street is as important to the pedestrian and bicycle network as being able to walk or bike along it. There are 10 flashing beacon crossings and 21 existing grade-separated crossings in Flagstaff, including 10 bridges or tunnels that are exclusively for the use of pedestrians and bicyclists. More than 30 percent of major street intersections have limited or inaccessible pedestrian crossings. There are numerous street corridors in Flagstaff that are uncomfortable to cross due to the speed and volume of traffic and the width of the street. The presence of two interstates and the railroad through Flagstaff create significant breaks in pedestrian and bicycle networks. Grade-separated crossings refer to structures that convey pedestrians and bicyclists over or under interstates, railroad tracks, and major roads. Structures can include bridges and tunnels for the exclusive use of pedestrians and bicyclists, as well as street underpasses and overpasses that include facilities for walking and biking. Grade-separated crossings can add significant value to the walking and biking environment by providing access across features that otherwise create barriers in walking and biking networks. Enhanced crossings are those that include any features that help slow traffic, shorten crossing distances, break crossings into parts, increase visibility, or in general make the crossing safer and more comfortable. Enhancements can be used at any crossing location; however they are most beneficial at mid-block and uncontrolled crossings. Combinations of enhanced crossing treatments are most effective and can improve pedestrian crossings on high volume, high speed roadways. Typical treatments include median refuge islands, advanced yield lines, curb extensions, landscape features, pedestrian activated flashing beacons, advance warning signing, and pedestrian-scaled lighting.

Universal Design and Accessibility

Universal design has several guiding principles: Equitable use, Flexibility in use, Simple and intuitive, Perceptible information, Tolerance for error, Low physical effort, and Size and space for approach and uses. Incorporating principles of universal design makes our transportation system, and especially walking and biking facilities, accessible to all people, regardless of age, ability, or situation without the need for special adaptation. Universal design benefits all users of the transportation system, especially children, elderly individuals, people with mobility challenges, those with temporary conditions such as a broken leg or sprained ankle, and parents with strollers. Accessible facilities and universal design also directly support people with disabilities. In Flagstaff, American Community Survey statistics indicate that one out of every 11 residents have some form of disability.

Electric and micromobility devices

Micro-mobility technology is a rapidly evolving category of light-weight individual transportation devices, including electric scooters, e-bikes, electric skateboards, hoverboards, and other personal mobility devices. Electric micro-mobility devices are more efficient, affordable, and accessible than cars, and they represent a low-carbon mode of transportation to replace cars for daily vehicle trips, including commuting and daily errands. These devices provide an exciting opportunity to revolutionize transportation, reducing common barriers to active transportation, broadening the range of people who can participate and reducing car dependency.

Electric micro-mobility devices are already present in our community, and in the coming years they will become more popular as technology advances and a variety of new, electric-powered micro-mobility devices are introduced. The City's challenge will be to encourage the potential mobility benefits of these devices without creating conflicts with pedestrians and bicyclists. There is typically an expectation that new devices will compete for the same space – sidewalks, bike lanes, and FUTS trails – that in many cases is already insufficient for pedestrians and bicyclists. However, as use of these devices expands it suggests a reduction in motor vehicle use, and a reallocation of roadway space currently given to motor vehicles may be needed.

Flagstaff Urban Trails System (FUTS)

The Flagstaff Urban Trails System (FUTS, [saypronounced like](#) “foots”) is a City-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation ([refer to Map 26](#)). At present there are just over **598** miles of FUTS trails in Flagstaff. The overall master plan shows about 80 miles of future trails, to complete a planned system of 130 miles. About half of the miles of existing trails are paved, either in concrete or asphalt, while the other half consist of a hard-packed, aggregate surface. FUTS trails are generally 8 or 10 feet wide.

FUTS trails offer an incredibly diverse range of experiences; some trails are located along busy streets, while others traverse beautiful natural places - canyons, riparian areas, grasslands, meadows, and forests - all within the urban area of Flagstaff. The system connects neighborhoods, shopping, places of employment, schools, parks, open space, and the surrounding National Forest, and allows users to combine [their](#) transportation [needs with](#) recreation, and contact with nature.

~~With a few exceptions, FUTS trails are operated and maintained by the City of Flagstaff. The FUTS system is a critical component of Flagstaff's pedestrian and bicycle networks. FUTS trails that are located along busy streets provide a comfortable alternative to the street, while FUTS that pass through natural areas offer an enjoyable experience for walking and biking and often serve as a shortcut to the street system.~~

Regional Open Space Access

Regional Open Space or Forest access describes locations around the perimeter of Flagstaff where access to regional open space and the surrounding national forest. There are dozens of locations around Flagstaff that are currently used for access, but few of these include formal trail improvements or have legal rights-of-access. Planning for these locations will help protect and enhance access to the forest regional open space. Locations within the City of Flagstaff are identified on Map 26e.

PEDESTRIAN INFRASTRUCTURE GOALS AND POLICIES

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.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.

Policy T.5.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking.

Policy T.5.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements.

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

Bicycle Infrastructure

Our region enjoys a well-deserved reputation as a great place for bicycling. Bicycles are an excellent choice for trips of less than three miles which, depending on one's location, can deliver you to the doorstep of most services and businesses in the City. The FUTS and growing miles of bike lanes allow for even longer trips. The region will continue to invest in on-road and trail facilities for bicyclists and will seek to improve the on-site experience by encouraging employers and business to support better parking, changing rooms, and other facilities. In Davis, California 19 percent of employees bike to work. Flagstaff is holding steady between five and six percent and working to achieve gains. Bicycling as a travel mode presents one of Flagstaff's best opportunities for reducing vehicle trips and increasing the share of trips made by active modes. Bicycles make it possible to travel longer distances, and to carry some cargo as well. Flagstaff's compact size means that most of Flagstaff is contained within a bikeable area, so in theory, most in-town trips could potentially be converted to bicycle trips. In Flagstaff the average trip is a little over four miles in length, and almost 60 percent of all trips are less than five miles in length. This distance is eminently bikeable, provided we can make it comfortable for the average person.

Biking is also a big part of Flagstaff's culture and identity. Flagstaff is becoming a world-class destination for mountain biking, with more than 300 miles of recreational single-track trails in close proximity. Flagstaff also hosts numerous bicycle themed events throughout the year.

There are 97 miles of designated bike lanes in Flagstaff, and another 34 miles of usable shoulders. Bike lanes or shoulders are present on 71 percent of major streets, but there are several major road segments lack bike lanes altogether, including Milton Road, Woodlands Village Boulevard, and Humphreys Street. Many other streets are missing bike lanes for short stretches or at specific locations. In total there are 70 miles of missing bike lanes on major streets. Additionally, bike lanes often end before intersections; a total of 61 major intersections are missing bike lanes on one or more of the approaches to the intersection.

Bikeways

Historically, Flagstaff has accommodated bicyclists with conventional bike lanes on collector and arterial streets, as well as paved FUTS trails along some streets. The bikeways plan introduces a more robust network that include the following features:

- Designed to be low stress and comfortable. A low stress bikeways network is one where most people will feel safe and comfortable riding a bicycle, regardless of their aptitude. For most people, riding in traffic or on busy streets is a primary source of stress. Consequently, providing an appropriate level of separation from traffic is key to a low stress bikeway network. For streets with moderate volumes and speeds, conventional bike lanes provide dedicated space for bicyclists out of the vehicular travel lane. On streets with high volumes and speeds, bike lanes alone may not be sufficient for most cyclists to feel comfortable, and separated bike lanes, cycletracks, or parallel FUTS trails should be considered. Low stress bikeways appeal to a much broader segment of the population, and as a result, make bicycling more viable as a transportation option.
- Establishes a hierarchy. Bikeways are divided into a hierarchy of four bikeway classes, with primary and secondary bikeways serving as the backbone system of main routes for crosstown and regional bicycle travel. The hierarchy organizes the bikeways system and makes it easier to navigate. The hierarchy also helps guide policies and practices for bikeways; primary and secondary routes are more likely to include separated or higher-level facilities and are considered priority routes for maintenance, snow clearing, sweeping, and closures or detours.
- Includes a variety of facilities. The planned bikeways network is comprised of a variety of facilities, which are categorized based on the extent of separation from traffic and include shared streets like bike routes and bike boulevards, dedicated on-street facilities like bike lanes, and separated facilities such as separated bike lanes, cycletracks, and FUTS trails. The network also includes a variety of intersection and crossing treatments.
- Is comprehensive and cohesive. The plan describes a bikeways system that is comprehensive and cohesive, so anyone can travel conveniently and easily by bicycle to destinations and neighborhoods throughout the community. Routes are designated by number and name to help aid navigation, and a system of wayfinding and directional signs help to pull the system together.

Flagstaff Trails Initiative and the Regional Trails Strategy

The Flagstaff Trails Initiative (FTI) (flagstafftrailsinitiative.org) is a non-profit trail advocacy group that seeks to improve the quality, connectivity and community support for a sustainable trail system in and around Flagstaff. FTI was launched in 2017 as a coordinated, multi-agency effort to prepare a formal, comprehensive recreational trails plan for the region. A planning process was conducted over the next few years, with extensive community involvement and technical assistance through the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program. The process was led by the four main trail-managing agencies in the region: the City of Flagstaff, Coconino County, USDA Forest Service, and the National Park Service, and supported by a variety of trail user and advocacy groups, such as Flagstaff Biking Organization, Coconino Trail Riders, R2R Hiking Club, the Coconino Horseman's Alliance, the Sierra Club, and the American Conservation Experience.

The planning process culminated in 2020 with creation of the Flagstaff Regional Trails Strategy. The strategy also identifies almost 100 prioritized recommendations for new trails, realignment of existing trails, connections between trails, adoption or restoration of unauthorized trails, and new or improved trailheads. To advance implementation of the strategy, the four trail-managing agencies signed on to a memorandum of understanding to continue cooperative planning and management of the region's trail system, and FTI was incorporated as a formal advocacy organization.

Arizona National Scenic Trail

The Arizona Trail is an 800-mile non-motorized trail traversing the diverse landscapes of Arizona from Mexico to Utah. Two segments of the Arizona Trail travel through the Flagstaff area: the main route passes through the center of Flagstaff north-south on FUTS trails, while a second route, referred to as the equestrian bypass, skirts around the east side of town. The Arizona Trail Association was formed in 1994 as a volunteer organization to help build, maintain, promote, protect, and sustain the Arizona Trail. The trail was designated a National Scenic Trail in 2009; one of only 11 trails so designated in the United States.

Flagstaff Loop Trail

The Flagstaff Loop Trail is a 45-mile non-motorized trail around Flagstaff that is intended to provide an exceptional recreational experience close to the urban fringe. Singletrack trails comprise most of the loop, although FUTS trails are used in several locations. The concept is that of a wheel encircling Flagstaff, with FUTS and other trails serving as spokes to provide access from the community, and the loop in turn giving access to the network of singletrack trails and regional open space. The Loop Trail has been planned as a cooperative project between the Coconino National Forest, Coconino County, and the City of Flagstaff. Local advocacy groups, most notably Flagstaff Biking Organization, have also provided extensive volunteer support.



Photo by: Ben Hicks

BICYCLE INFRASTRUCTURE GOALS AND POLICIES

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

Policy T.6.1. Expand recognition of bicycling as a legitimate and beneficial form of transportation.

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

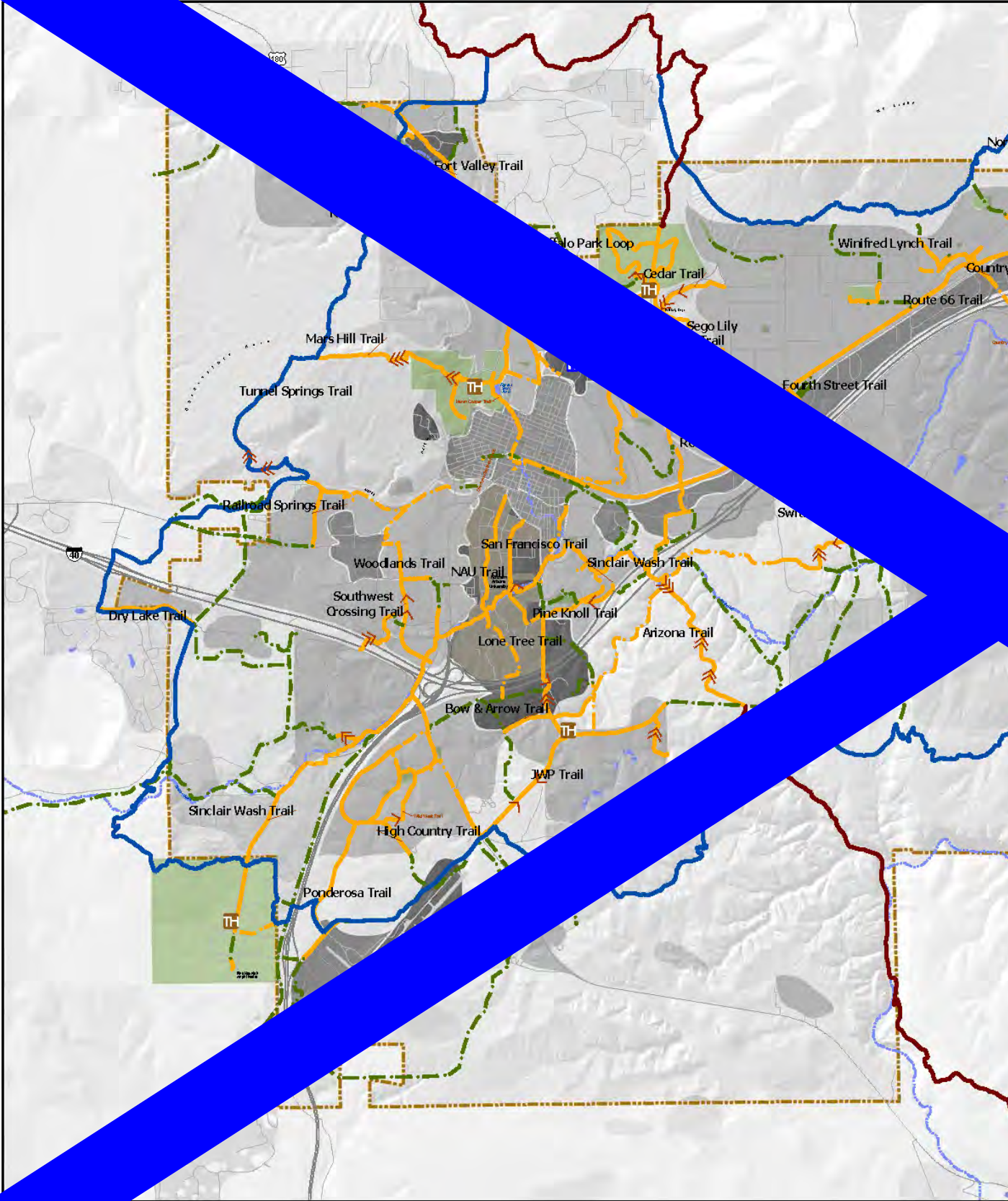
Policy T.6.3. Educate bicyclists and motorists about bicyclist safety through education programs, enforcement, and detailed crash analyses.

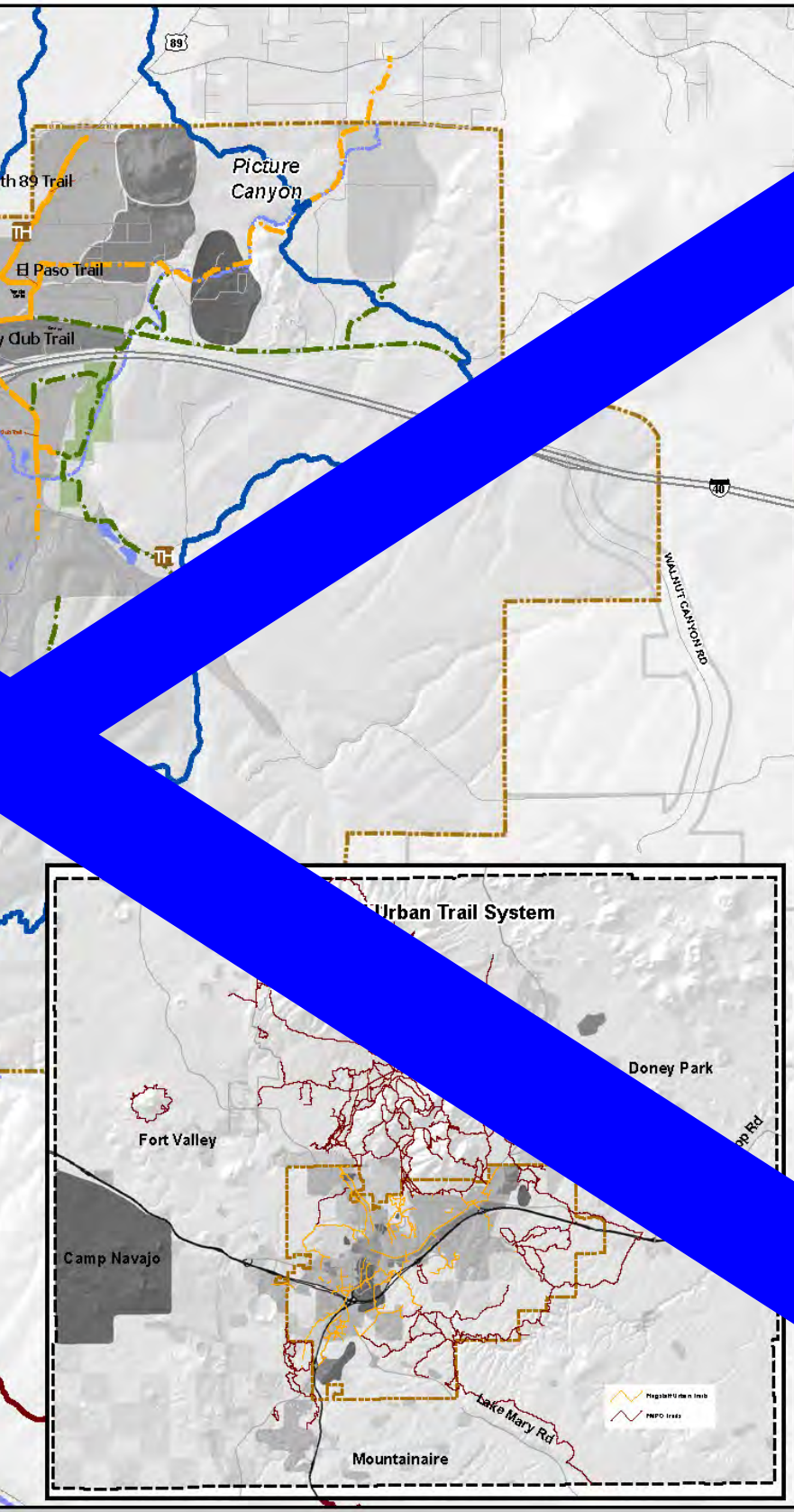
Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.

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

Policy T.6.6. Integrate policies to increase bicycling and meet the needs of bicyclists into all relevant plans, policies, studies, strategies, and regulations.



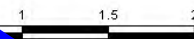




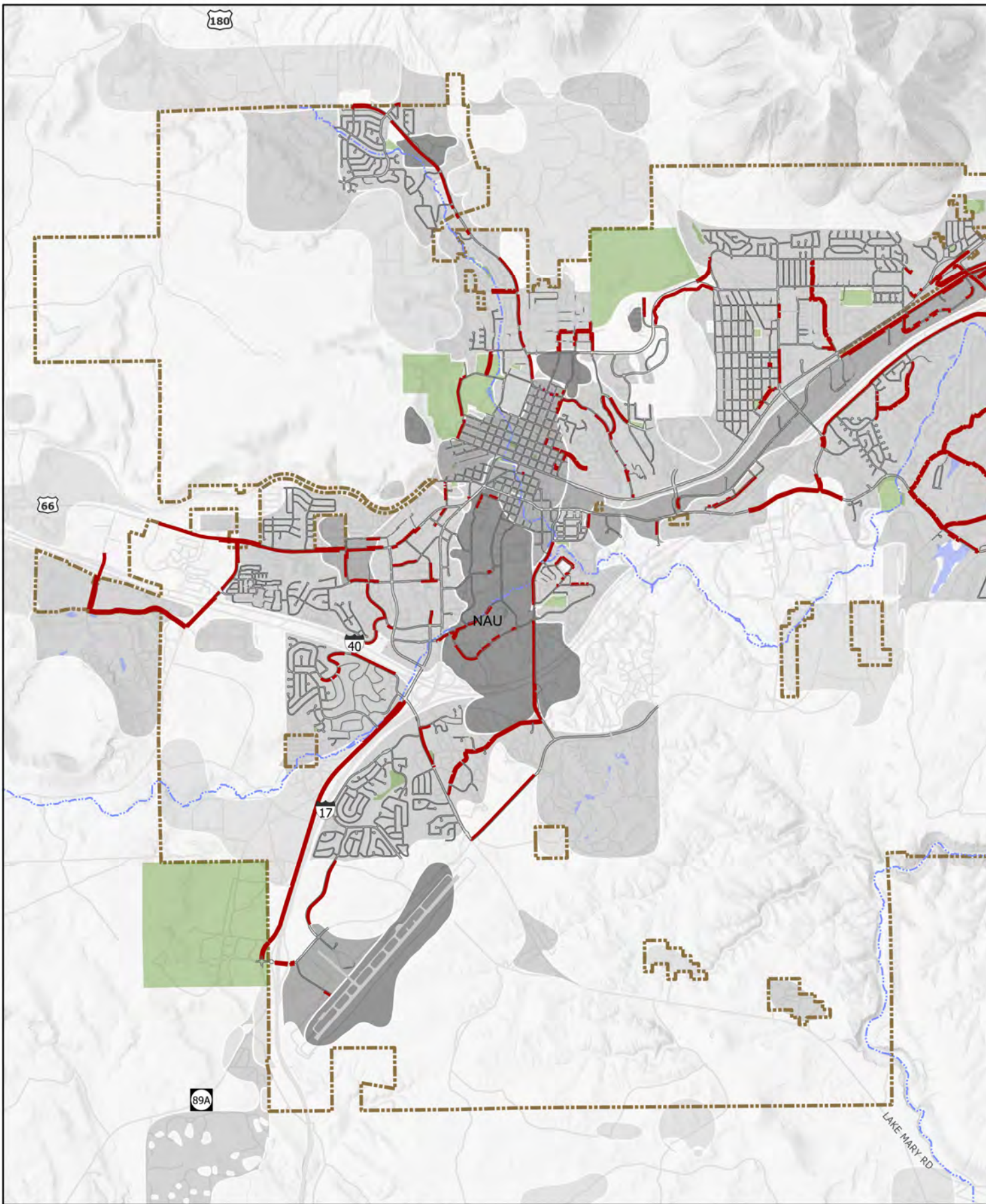
Map 26:

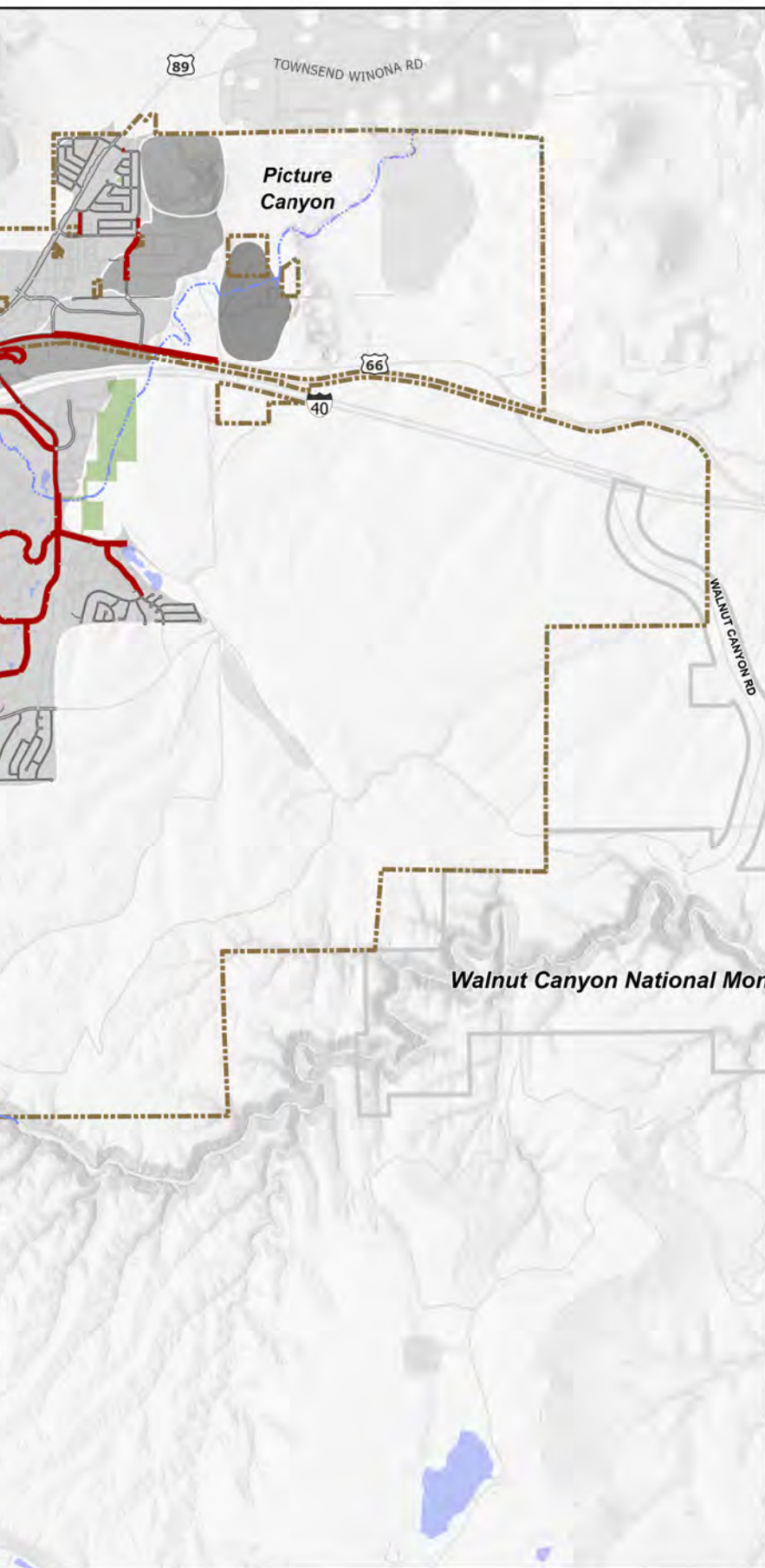
FLAGSTAFF URBAN TRAIL SYSTEM

- Trailheads
- Moderate hill (arrows point uphill)
- Steep hill
- Very steep hill
- Arizona Trail
- Loop Trail
- FUTS, Existing
- FUTS, Planned
- FUTS, Proposed
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District



FLAGSTAFF
VISION 2030: PLANNING





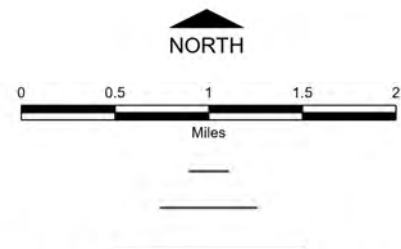
Map 26a:

EXISTING AND MISSING SIDEWALKS ON PUBLIC STREETS

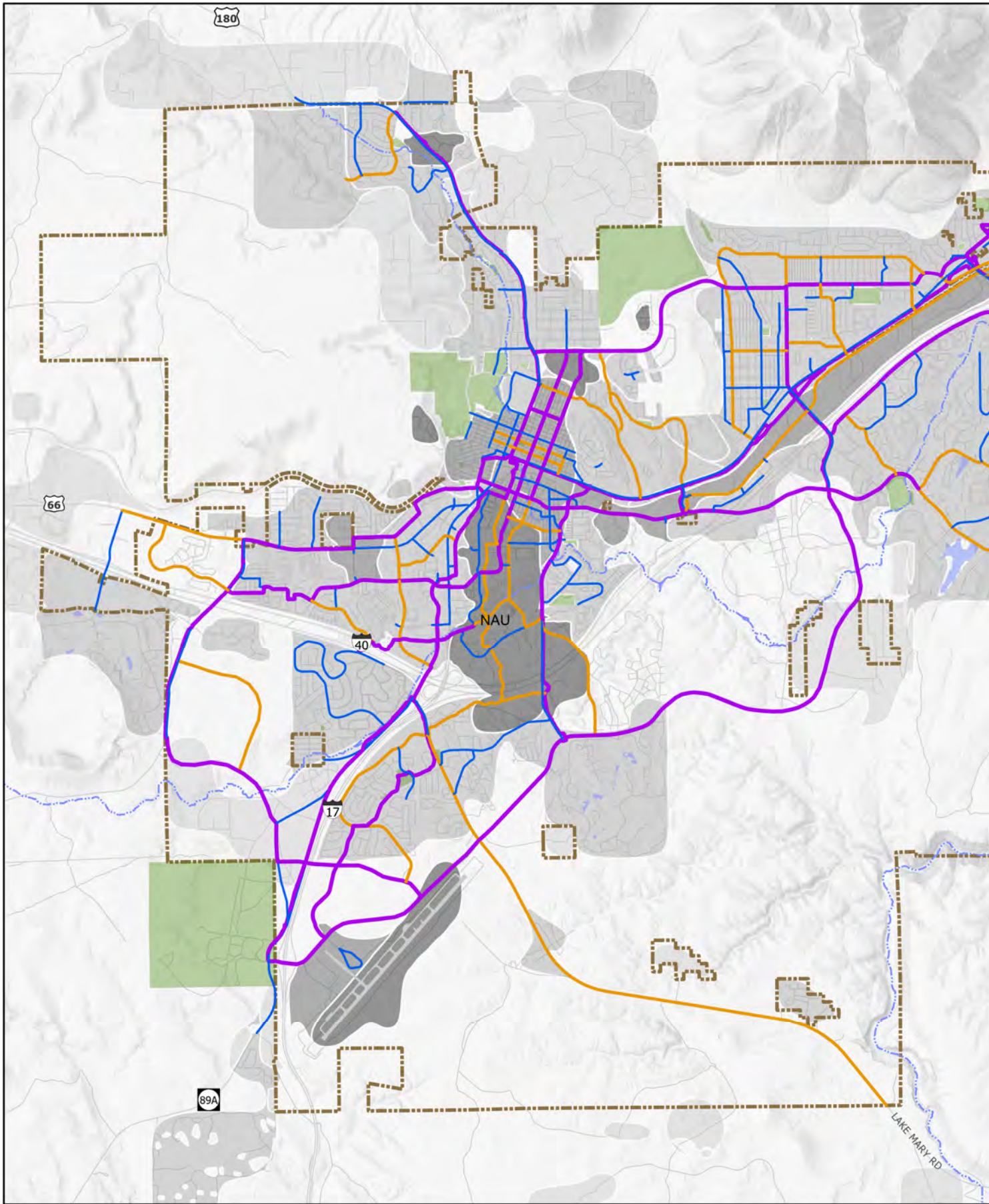
-  Missing Sidewalks on Major Streets
-  Existing Sidewalks
-  City of Flagstaff
-  Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
-  Rural - Existing
-  Suburban - Existing
-  Urban - Existing
-  Industrial / Business Park - Existing
-  Special District

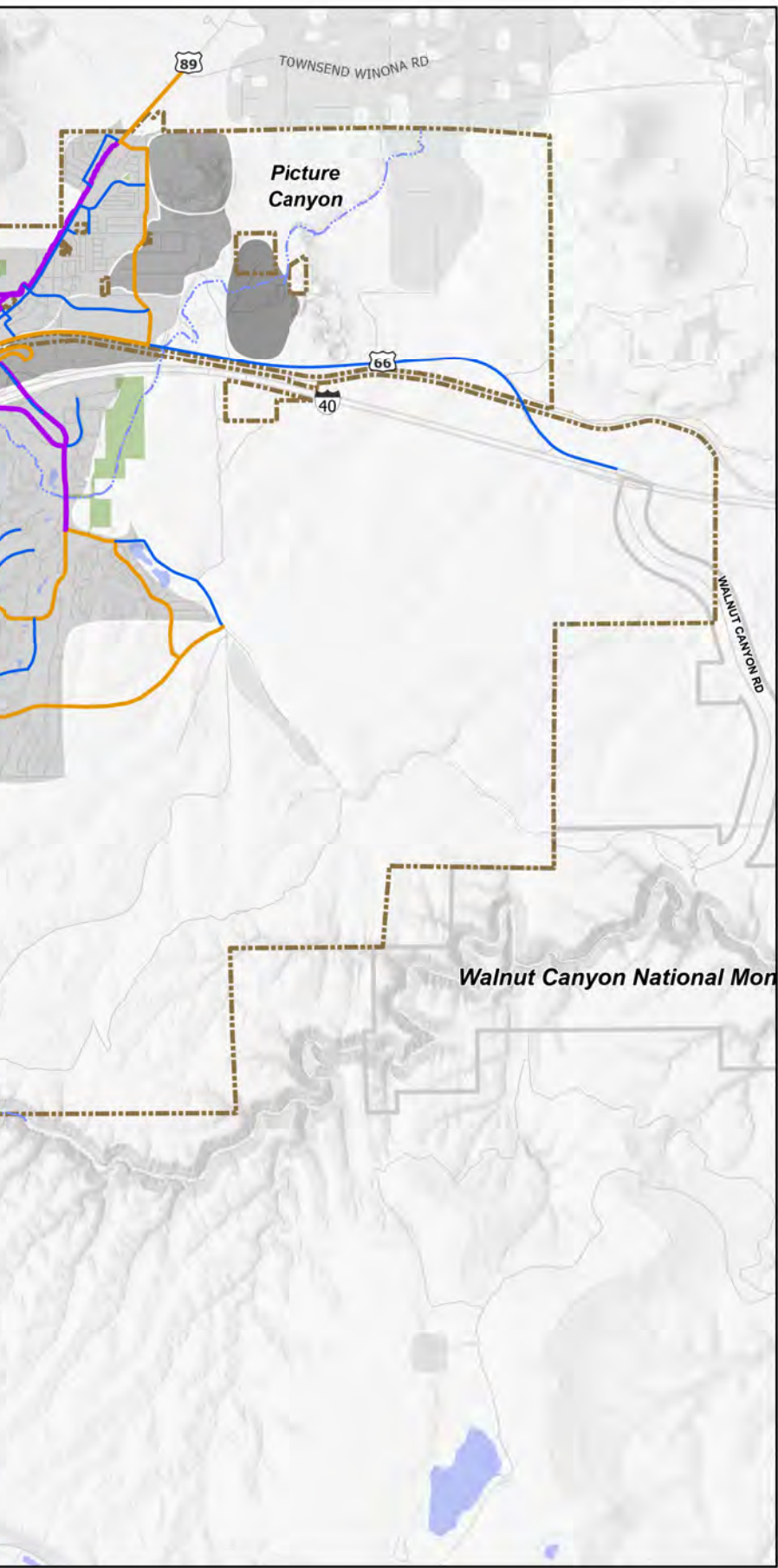
As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.



**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**





Map 26b:

PLANNED BIKEWAYS BY CLASS

Planned Bikeways

1 Primary

2 Secondary

3 Third

City of Flagstaff

Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)

Rural - Existing

Suburban - Existing

Urban - Existing

Industrial / Business Park - Existing

Special District

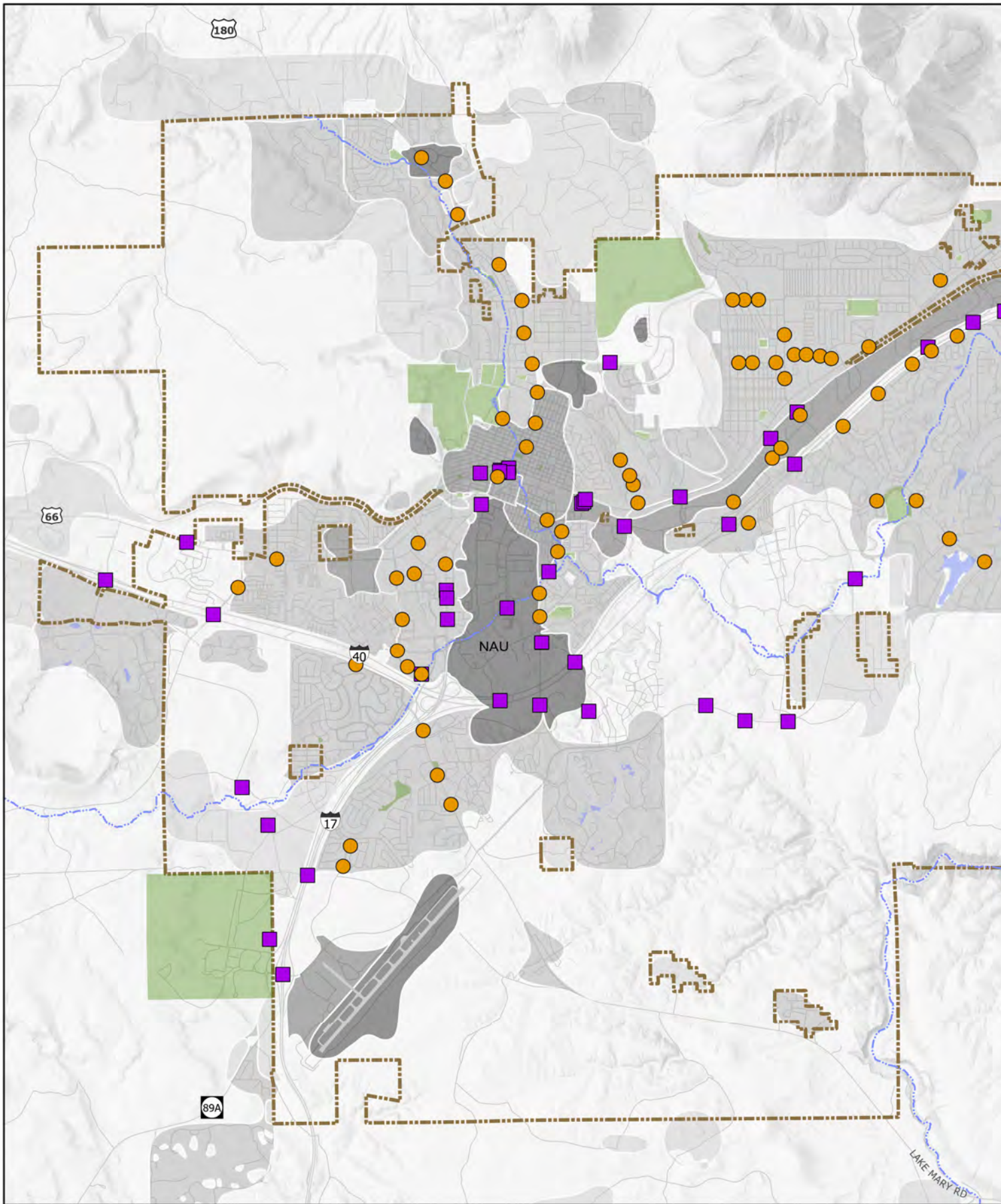
As Amended November 3, 2022

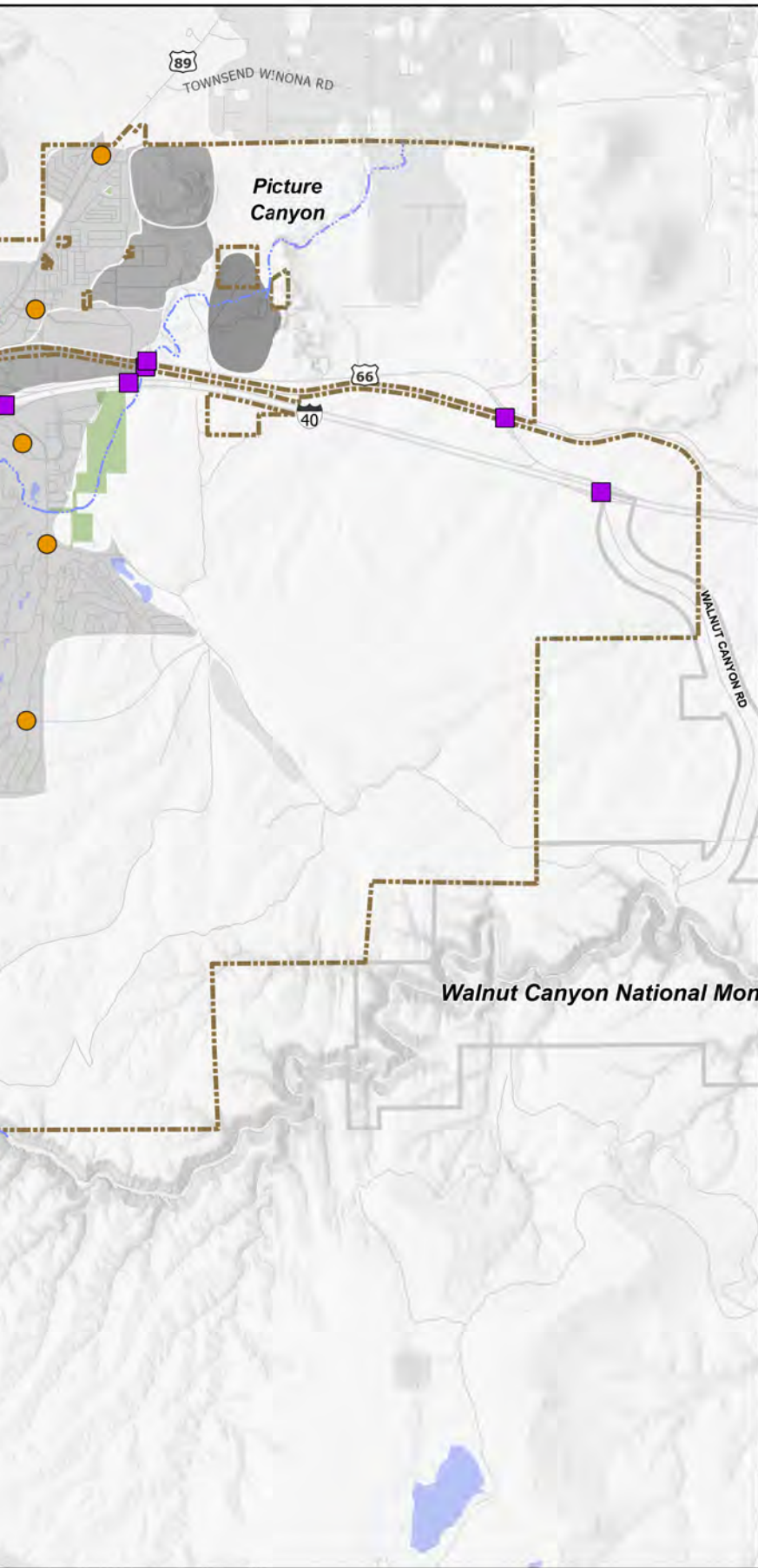
Please see www.flagstaffmatters.com for an interactive GIS map.

NORTH

0 0.5 1 1.5 2
Miles

**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**





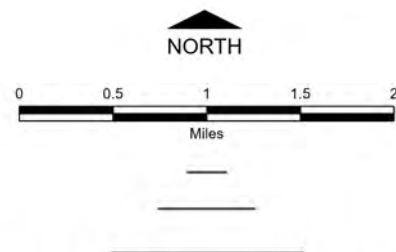
Map 26c:

ENHANCED AND GRADE-SEPERATED CROSSINGS

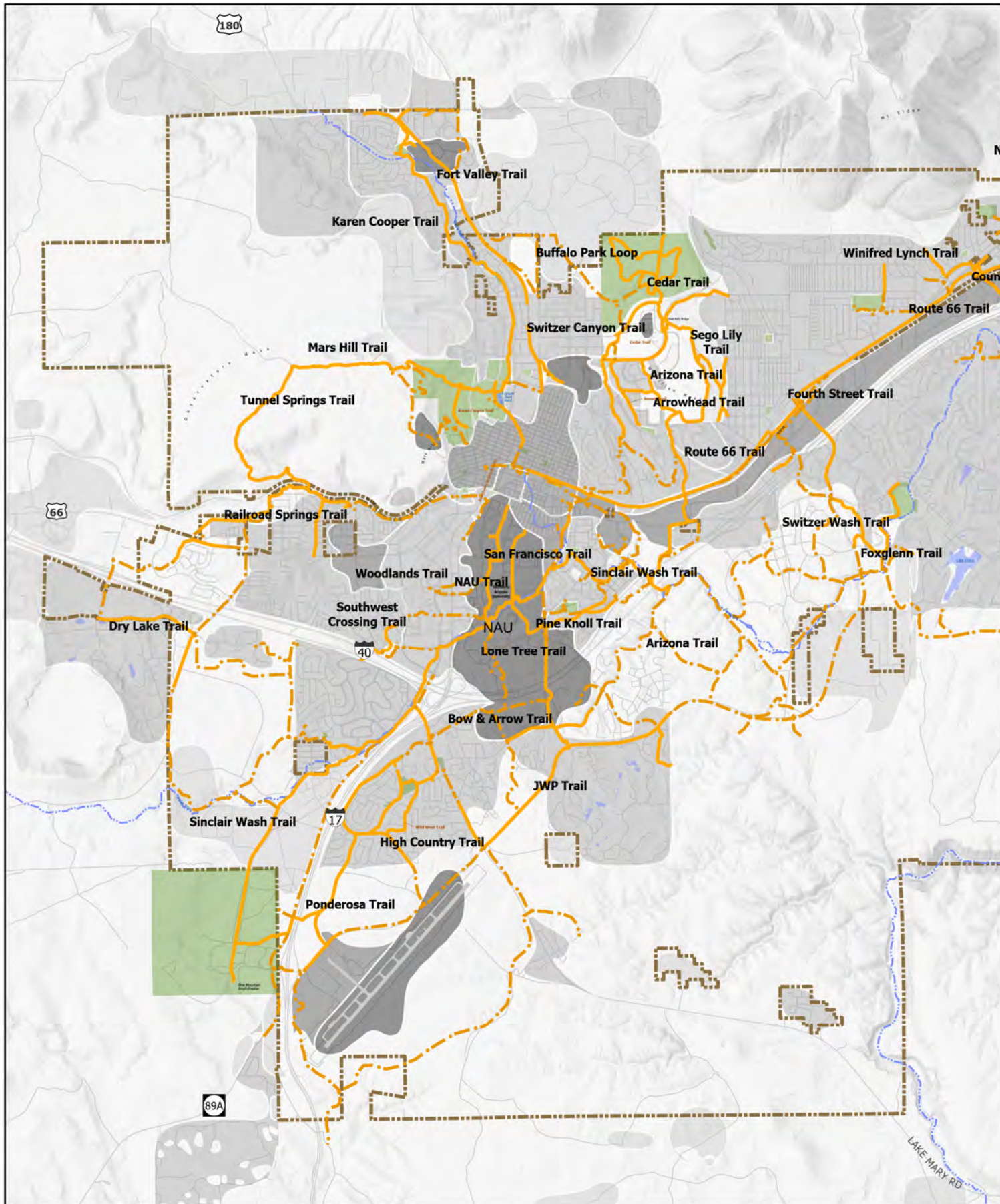
- Enhanced crossings | planned
- Separated crossings | planned
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

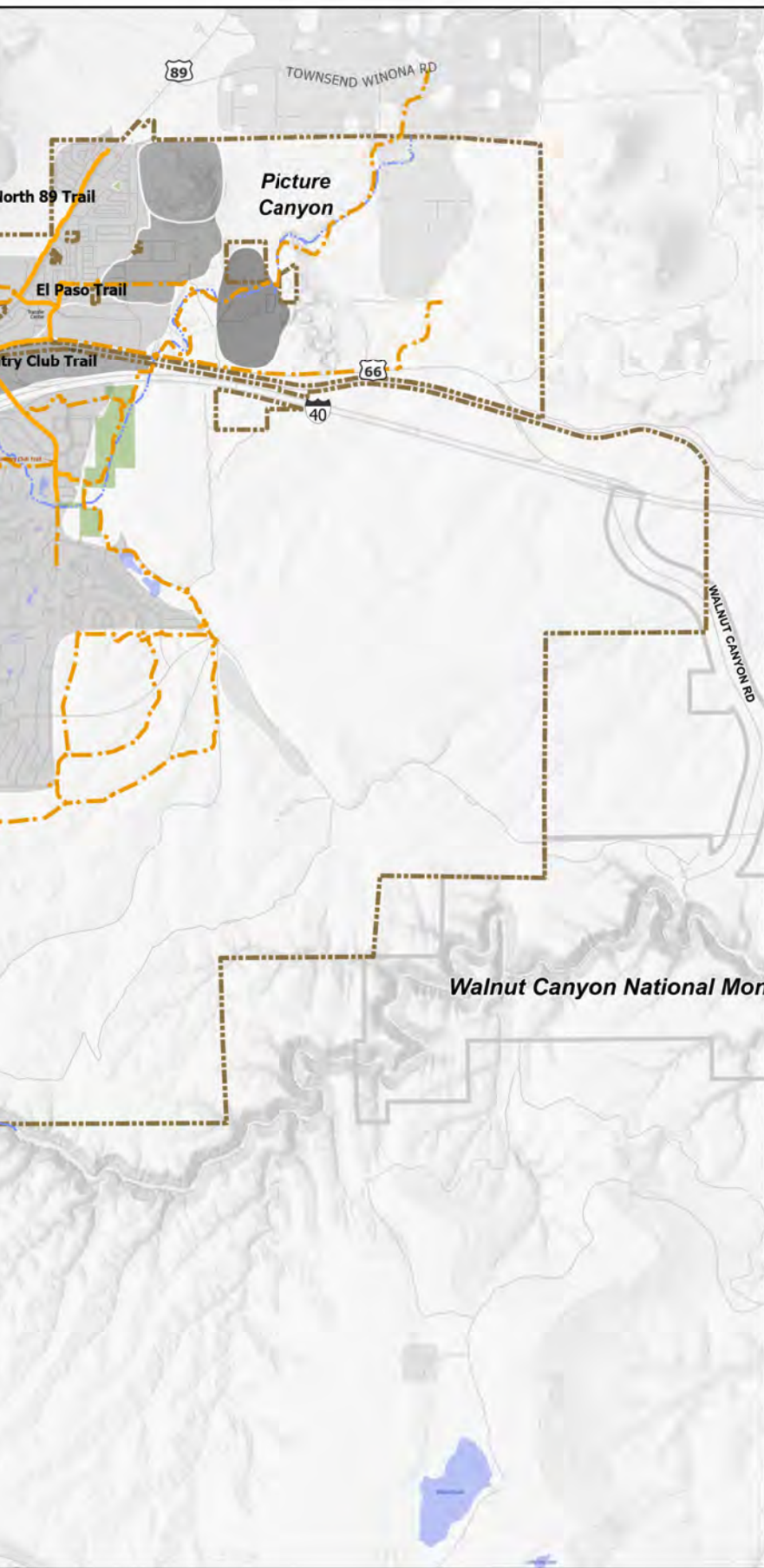
As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.












FLAGSTAFF REGIONAL PLAN VISION 2030: PLACE MATTERS





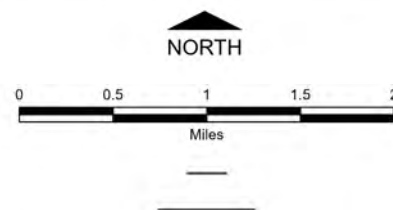
Map 26d:

EXISTING AND PLANNED FLAGSTAFF URBAN TRAILS

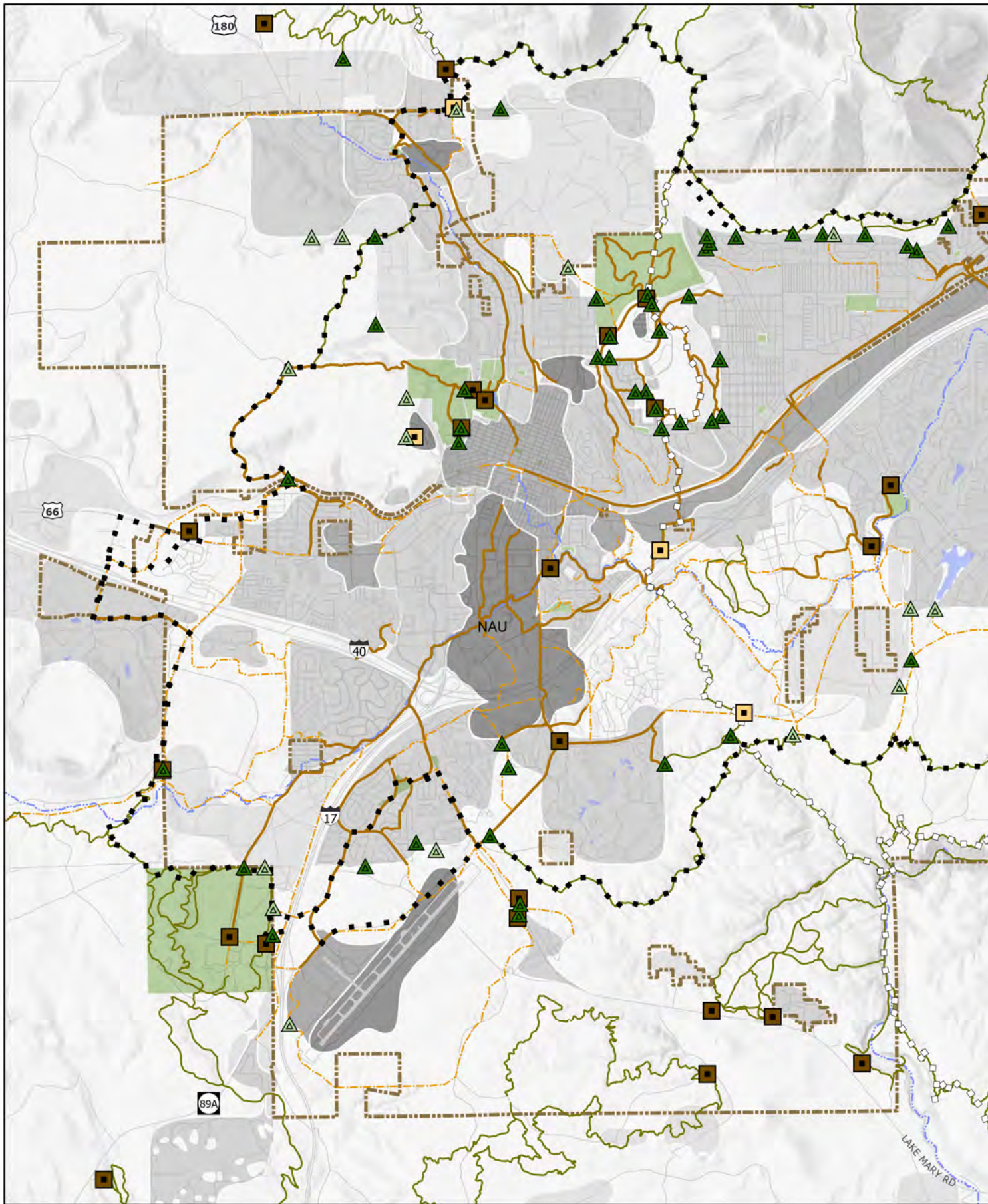
-  Existing FUTS trails
-  Planned FUTS trails
-  City of Flagstaff
-  Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
-  Rural - Existing
-  Suburban - Existing
-  Urban - Existing
-  Industrial / Business Park - Existing
-  Special District

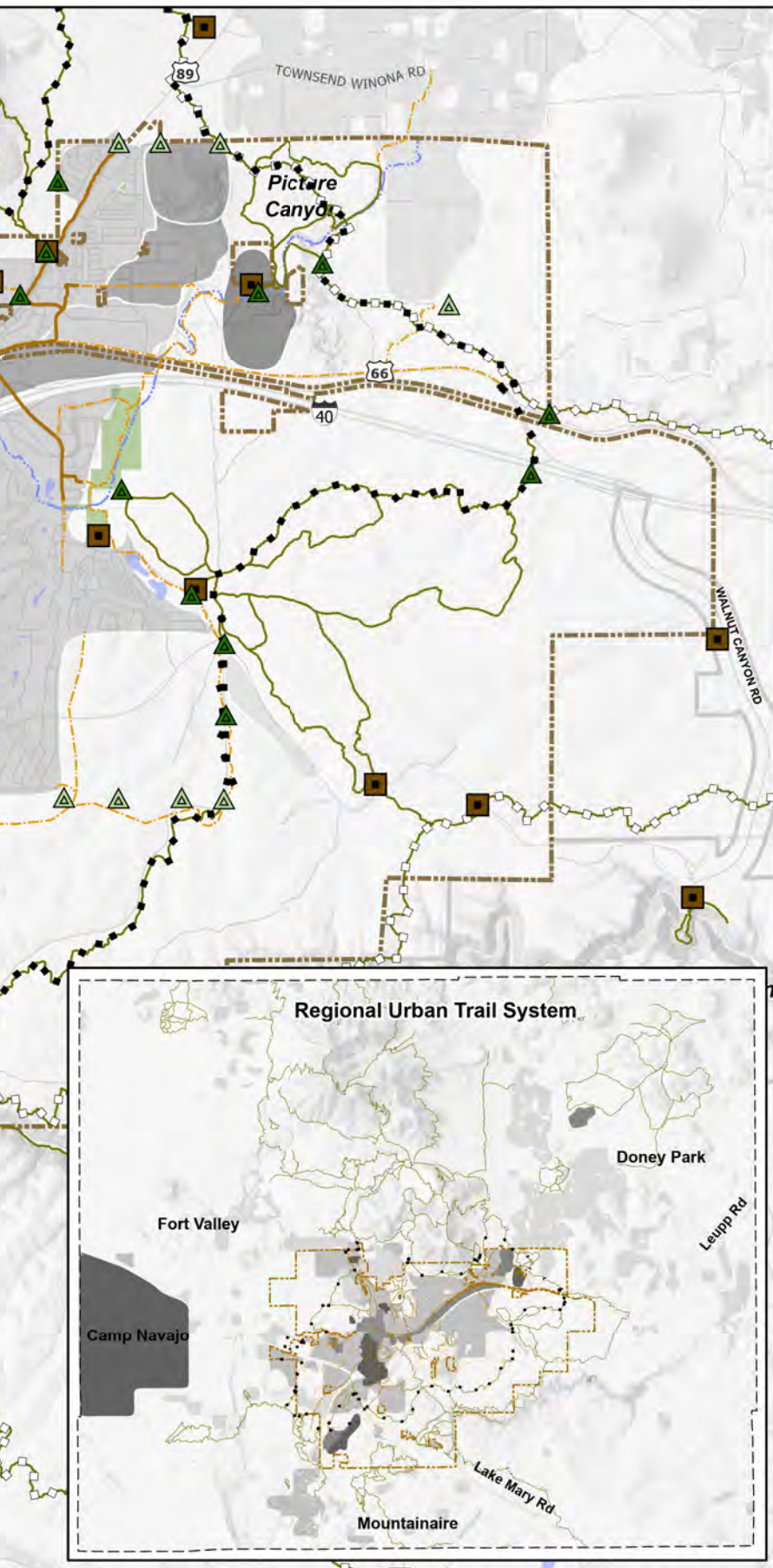
As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.



**FLAGSTAFF REGIONAL PLAN
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Map 26e:

FOREST ACCESS AND TRAILHEADS

- Existing trailheads
- Planned trailheads
- Existing forest access
- Planned forest access
- Existing Flagstaff Urban Trails (FUTA)
- Planned Flagstaff Urban Trails (FUTA)
- Singletrack Trails
- Arizona Trail
- Loop Trail
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.



FLAGSTAFF REGIONAL PLAN VISION 2030: PLACE MATTERS

Transit

Transit plays multiple and emerging roles in the region. It provides basic mobility for transit-dependent individuals. For example, thousands of university faculty, staff, and students rely on transit as a cost-effective means of getting to and across campus. In addition, daily commuters from Doney Park and further outlying communities are in need of transit options, which could be met in collaboration with Navajo and Hopi transit services. Even now, and more so in the future, transit will play a central role in general mobility, congestion management, and economic development. The region will achieve desirable urban development by maximizing the use of urban parcels with appropriate densities and linking new land development with transit, which reduces land consumption in non-urbanized areas, reduces the number of auto trips and vehicle miles traveled, and reduces air pollution. Map 27 illustrates planned transit service levels in the planning area.

The City and County work closely with two regional organizations to plan and deliver transportation services: The Flagstaff Metropolitan Planning Organization (FMPO) and the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). Both share the same boundaries as this Plan and work to inform and support City and County land use plans and policies. FMPO prepares a long-range, regional transportation plan (RTP) that directs the expenditure of federal transportation funds in the region. The RTP addresses all modes required to support City and County land use plans and policies and does so using reasonably expected revenues. NAIPTA produces a five-year transit plan and recently produced a long-range plan.



Photo credit: City of Flagstaff



Photo credit: NAIPTA



Graphic credit: NAIPTA

Mountain Line – 12 Years and Growing Strong



Graphic Credit: NAIPTA

TRANSIT GOALS AND POLICIES



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

Policy T.7.1. Cooperate with NAIPTA in developing and implementing the five-year transit master planning goals and objectives to continuously improve service, awareness, and ridership.

Policy T.7.2. Provide public transit centers and options that are effectively distributed throughout the region to increase access to public transit.

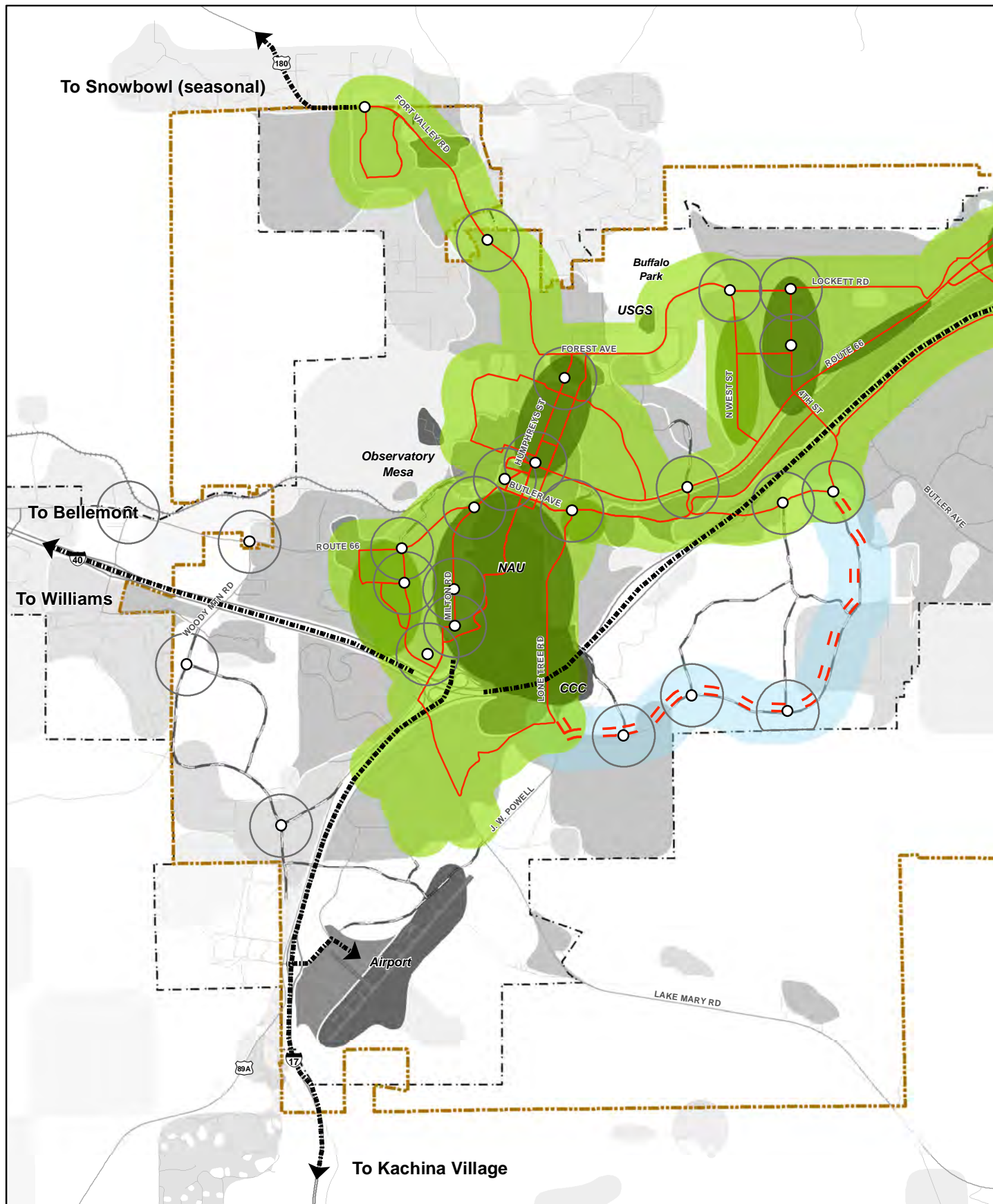
Policy T.7.3. Support a public transit system design that encourages frequent and convenient access points, for various transportation modes and providers, such as private bus and shuttle systems, park-and-ride lots for cars and bicycles, and well-placed access to bus, railroad, and airline terminal facilities.

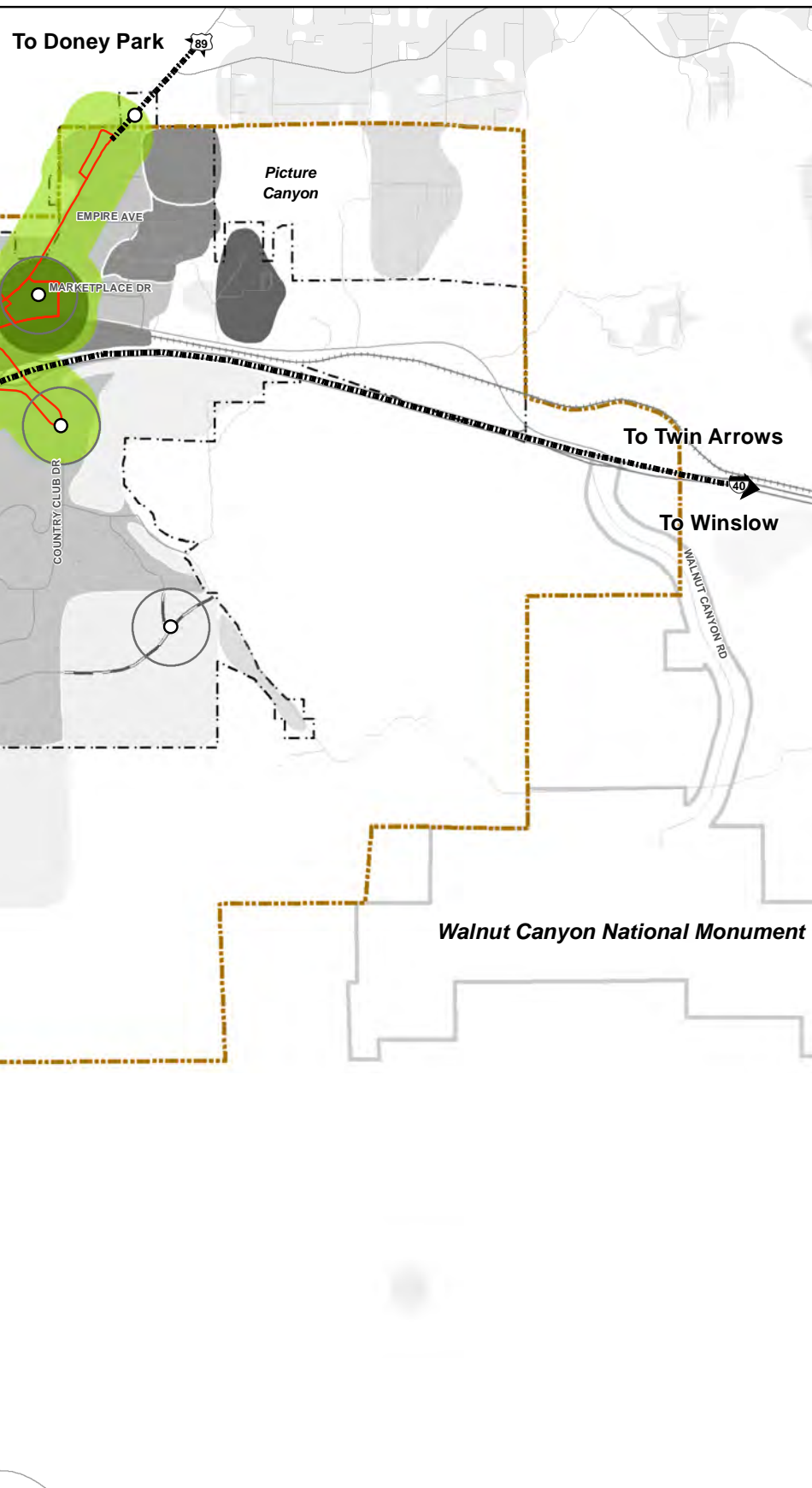
Policy T.7.4. Support mobility services for seniors and persons with mobility needs.

Policy T.7.5. Incorporate adopted plans and policies for non-motorized and public transportation in the permitting process for all development or land use proposals, including provisions for efficient access and mobility, and convenient links between pedestrian, bicycle, and transit facilities.

Policy T.7.6. Coordinate with NAIPTA to establish rural transit service within the region that is consistent with County land use plans, based on funding availability, cost effectiveness, location of major trip generators, distance between generators, and the needs of transit-dependent individuals.

Note: Transit dependent individuals are those who can only get around via public transit, and who do not own a car or cannot drive.



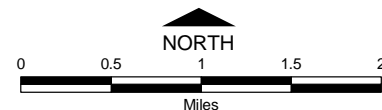


Map 27:

**PLANNED TRANSIT SERVICE LEVELS:
Markets and Key Corridors**

- Activity Center
- RTP Future Road Network
- Transit Market Service Level:**
 - High Level
 - Moderate Level
 - Standard Level
 - Standard Level- Future
- Existing Transit Route
- Future Transit Route
- ▶ Future Express Service
- City of Flagstaff
- Urban Growth Boundary
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

Future growth illustrations and plans do not preclude private development entitlements. Please see www.flagstaffmatters.com for an interactive GIS map.



**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**

Roads and Corridors

Automobiles are likely to continue to be the dominant form of transportation in the region, especially for longer trips. Roads and streets will be more effectively designed into the areas they serve. As parts of the region urbanize, reliability will become more important than speed. In urban activity centers, levels of service for pedestrians, bicycles, and transit will take precedence over service for cars.

Corridors and Functional Class

Successful places require successful corridors. Constraints by Flagstaff’s terrain, railroads, highways, and interstates heighten our need for clear expectations of our corridors to establish the “sense of place” and to service the expected land use patterns. The desired “sense of place” for the region, centers, and neighborhoods will be more successfully achieved when the function and role of our corridors is sensitively applied.

Corridors in urban, suburban, and rural places will serve similar yet unique functions and roles. The *Flagstaff Regional Plan* deals directly with the corridors serving regional travel and circulation roles and sets general expectations for the smaller access corridors. The corridor classifications should be understood as a sliding scale with circumstances dictating the road’s functional class. Corridors may be classified as regional travel, circulation, and access, as shown on Map 25. Listed below are the functional classifications and some of the multi-modal facilities associated with each.



Photo credit: City of Flagstaff

Regional Travel Facilitates long-distance travel across and between regions	<ul style="list-style-type: none">• Freeways• Passenger and freight rail• Major arterials• Dedicated express bus lanes
Circulation Provides for movement between neighborhoods and non-residential uses	<ul style="list-style-type: none">• Minor arterials• Urban thoroughfares• Major collectors• Fixed transit routes
Residential Access or Access Local access to adjacent land uses	<ul style="list-style-type: none">• Minor collectors• Local streets – commercial and residential, neighborhood streets

Corridors and Place Types

The term “corridor” is used in the Community Character, Growth & Land Use, and Transportation Chapters. Corridors are roads demarcated on maps based on their role in the greater transportation system, surrounding existing and future land uses and their context. Categories of Regional Travel, Circulation, and Access denote transportation roles on Map 25. In the Community Character chapter, some of these roads are identified as Gateway and Great Street Corridors on Map 12 for their value in placemaking and their relationship to iconic scenery. In the Land Use Chapter, the relationship between corridors and area types is described on pages IX-37, IX-50 and IX-55. To further identify the relationship between corridors and land uses, Access corridors on Map 25 are divided into Access and Residential Access; the former is associated with commercial and mixed use environments and the latter with neighborhood settings.

Corridors serve many roles, and these roles may be understood as:

- Carrier of goods and people – how many, how far, what kind, what means
- Connector of activities – how active, what scale, what purpose, relationships
- Space and Shelter for activities within the public realm – how often, vulnerable, duration, solitude
- Symbol for the understanding of place – identity, purpose, behaviors as it applies to specific roads or corridors, not to classes of corridors.
- Builder and destroyer of city and place – corridors may be perceived as supporting a sense of place, or destroying it.

To fully implement the Regional Plan’s vision for Flagstaff’s roadways a Flagstaff “Streets Master Plan” should be developed to serve as the specific plan that bridges the City’s *Engineering Design Standards and Specifications* and the *Flagstaff Regional Plan*. Until such a Plan is developed, functional classifications for roads and their definitions can be found in the *Engineering Design Standards and Specifications*.



Photo credit: City of Flagstaff

Corridors in the Regional Transportation Plan

The Regional Transportation Plan (RTP) is a five year planning document developed by the Flagstaff Metropolitan Planning Organization. It is used to identify roadway projects that are eligible for federal funding. Some of the future roads identified on Map 25 are also identified in the RTP, however, these two documents are not required to match. The RTP provides more detail about the stage of planning for each roadway. Some future corridors are considered “conditional roads” in the RTP, which means that further study is required before proceeding with a project. Examples include the Clay Avenue Extension, the US 89 Bypass, the Metz Walk Extension, etc.

AUTOMOBILE GOALS AND POLICIES

Goal T.8. Establish a functional, safe, and aesthetic hierarchy of roads and streets.

Policy T.8.1. Promote efficient transportation connectivity to major trade corridors, employment centers, and special districts that enhances the region’s standing as a major economic hub.

Policy T.8.2. Maintain the road and street classification system that is based on context, function, type, use, and visual quality.

Policy T.8.3. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain quality of life while maintaining traffic safety.

Policy T.8.4. Protect rights-of-way for future transportation corridors.

Policy T.8.5. Support the area’s economic vitality by improving intersection design for freight movements.

Policy T.8.6. Maintain the City’s street infrastructure in a cost effective manner to ensure the safety and convenience of all users.





Photo credit: City of Flagstaff

Passenger Rail and Freight

The economics of air travel in the southwest and freight movements across the nation may position passenger rail and rail freight to increase share of travel. BNSF and Amtrak are integral parts of our history and community fabric and can become a more important part of our economy. The region will position itself to take better advantage of this important mode of travel.

PASSENGER RAIL AND RAIL FREIGHT GOALS AND POLICIES



Goal T.9. Strengthen and support rail service opportunities for the region's businesses and travelers.

Policy T.9.1. Seamlessly integrate passenger rail with other travel modes including connectivity and operational improvements to the downtown passenger rail station and surroundings.

Policy T.9.2. Promote Amtrak service and support opportunities for interregional passenger rail service.

Policy T.9.3. Promote development of rail spurs and an intermodal freight facility or facilities as needed to support viable economic growth.

Policy T.9.4. Increase the number of grade-separated railroad crossings.



Photo credit: City of Flagstaff

Air Travel

Air travel ties our region to the nation and globe more quickly than any other mode of travel. "Face-to-face time" is important to all relationships – business relations included. Improving and expanding service to and from Flagstaff Pulliam Airport connects our region to larger hubs of air travel. Approximately 60,000 people travel to and from this small airport annually (CY 2011 Air Carrier Activity Information System FAA Calendar Year 2011 Primary Airports 9/27/2012).

AIR TRAVEL GOALS AND POLICIES



Goal T.10. Strengthen and expand the role of Flagstaff Pulliam Airport as the dominant hub for passenger, air freight, public safety flights, and other services in northern Arizona.

Policy T.10.1. Maintain and expand Flagstaff Pulliam Airport as an important link to the national air transportation system.

Policy T.10.2. Improve multimodal access and service to and from the airport including transit, bicycle, and parking services.

Policy T.10.3. Seek opportunities to expand destinations and frequency of regional air service throughout the southwest and west.

Policy T.10.4. Plan and manage transportation infrastructure to discourage land uses incompatible with the airport and flight zones.

Public Support for Transportation

Transportation is central to the lives of our citizens. Residents and visitors pay for its construction and operation. That construction and operation is often disruptive. Therefore, an open planning process, inclusive design process, and effective communications are essential.



Photo credit: City of Flagstaff

PUBLIC SUPPORT FOR TRANSPORTATION GOALS AND POLICIES

Goal T.1.1. Build and sustain public support for the implementation of transportation planning goals and policies, including the financial underpinnings of the Plan, by actively seeking meaningful community involvement.

Policy T.1.1.1. Maintain the credibility of the regional transportation planning process through the application of professional standards in the collection and analysis of data and in the dissemination of information to the public.

Policy T.1.1.2. Approach public involvement proactively throughout regional transportation planning, prioritization, and programming processes, including open access to communications, meetings, and documents related to the Plan.

Policy T.1.1.3. Include and involve all segments of the population, including those potentially underrepresented such as the elderly, low-income, and minorities (see Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Environmental Justice).

Policy T.1.1.4. Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.

Policy T.1.1.5. Promote effective intergovernmental relations through agreed-upon procedures to consult, cooperate, and coordinate transportation-related activities and decisions, including regional efforts to secure funding for the improvement of transportation services, infrastructure, and facilities.



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GLOSSARY

A.R.S. - Arizona Revised Statutes

Acre-foot - the volume of 1 acre of surface area to a depth of 1 foot. In Flagstaff and other areas of the desert Southwest, a typical family uses about 0.25 acre-feet of water per year, and therefore 1 acre-foot of water serves about four homes in Flagstaff for a year.

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

ADA - Americans with Disabilities Act.

Adaptive Re-use - fixing up and remodeling a building or space, adapting the building or space to fit a new use.

Adequate Public Facilities - the public facilities and services necessary to maintain an adopted level of service standards in specific geographic areas for various facilities, including but not limited to streets, park and recreation facilities, water and sewer service, storm drainage, and fire and police protection.

Administrative Facilities - typically thought of office space, housing offices, conference rooms, training rooms, reception areas, copy and break areas, filing, storage, and workstations. Administrative space is approximately 60 to 70 percent offices/workstations and 30 to 40 percent common/support space.

ADOT - Arizona Department of Transportation.

Agricultural Lands – are lands used primarily for raising crops, forage and livestock, and community gardens.

Airport - An area of land or water that is designed or set aside for the landing and taking off of aircraft, including those for private use and those used by ultra-light aircraft. Flagstaff's municipal airport is the Flagstaff Pulliam Airport.

Appropriate Locations (for land uses) - areas that are determined to be appropriate for a particular type of land use or activity, as typically measured by compatibility of land use; appropriate levels of impact, such as may result from noise, lighting, or other environmental effects.

Arterial Street - larger road or highway purposed to carry longer trips across the region and to other regions.

“Big Box” Development – developments over 50,000 square feet; usually national chain commercial retail stores with large parking lots.

Bikeways - Linear transportation corridors designed and intended to accommodate bicycle use. Bikeways are comprised of a variety of facilities, including conventional bike lanes, buffered bike lanes, separated bike lanes, FUTS trails, bicycle crossings, intersection treatments, and other innovative bicycle facilities. Bikeways are divided into four classes:

- **Primary bikeways.** The highest level and represent four main commuter routes for crosstown bicycle travel into the core of Flagstaff from the four cardinal directions.
- **Secondary bikeways.** Include other main routes that provide crosstown and regional travel for bicycle commuters, as well as access to major destinations. Seventeen secondary bikeways are planned.
- **Third level bikeways.** Provide connectivity between neighborhoods and districts, as well as access to primary and secondary bikeways.
- **Fourth level bikeways.** Consist of local routes that provide bicycle travel within neighborhoods, access to local destinations, and connectivity to higher-level bikeways.

Bonding – approved municipal bonds are interest-bearing securities that are issued for the purpose of financing local infrastructure improvements. Repayment periods from a few months to 40 years allows the issuer to pay for capital projects it cannot pay for immediately with funds on hand.

Building - a roofed structure built, maintained, or intended to be used for the shelter or enclosure of persons, animals, or property of any kind. The term is inclusive of any part thereof. Where independent units with separate entrances are divided by party walls, each unit is a building.

CAC - Citizens Advisory Committee (for the Regional Plan update).

Civic Activities - Not-for-profit or governmental activities dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building - a building operated by governmental or not-for-profit organizations and civic-related uses.

Civic Space - an outdoor area dedicated for public activities.

Cluster Development – a practice of low-impact development that groups residential properties closer together, which can be a means of preserving rural resources and minimizing service and utility costs as well as maximizing protection of natural resources and open space.

Collector Street - a street purposed with collecting traffic from surrounding local roads, often within a neighborhood or district, and delivering to an arterial street.

Commercial Cores – the center of every activity center has a commercial core, allowing and encouraging commercial, institutional, high-density residential and mixed-use development, transit opportunities and encouraging pedestrian-oriented design.

Community Facilities - public or privately owned facilities used by the public (e.g., streets, schools, libraries, parks) and facilities owned by nonprofit private agencies (e.g., churches, safe houses, and neighborhood associations).

Community Vitality - the overall well-being of residents in a community.

Commuter [Bus] Route - a fixed bus route running only during peak commuter times, usually in the morning and evening.

Compact Development - development that uses land efficiently through creative and intensive site, neighborhood, and district design.

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

Conical Surface - the area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface area are 150 feet above airport height at the inner boundary and increase 1 foot vertically for every 20 feet horizontally to a height of 350 feet above airport height at the outer boundary.

Conservation Land System - A Conservation Land System is an integrated system of public land (in this case City and County lands, linked to National Forest lands by trails) intended for the benefit of residents, and visitors, providing passive and active recreation, natural and scenic areas, non-motorized trails (FUTS), and cultural and historical preservation. Conservation can be achieved through a variety of means, including but not limited to acquisition, conservation easement, transfer of development rights, intergovernmental agreements or conservation agreements.

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

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

Cultural Resources - aspects of a cultural system that are valued by or significantly representative or informative of a culture, and generally referring to archaeological resources and the histories surrounding these cultures.

Density - the amount of development within a given area, usually expressed in dwelling units, population, or employment per acre or square mile.

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

Design Traditions of Flagstaff – a term that generally refers to the built architectural and engineering works that predate World War II, that were vernacular, small-scale, simple in form, practical, and built from locally available materials, even in downtown where the builders were emulating the facades of other regions. Buildings of this era are generally dominated by masonry construction (including its inherent historic proportions and details), limited concrete, wood and heavy timber, and ironworks. The level of design refinement tended towards more rustic in the outlying areas and more formal closer to downtown. Outside influences included farmhouse, Victorian, and Craftsman home designs, Midwestern downtowns, the railroad industry, and “parkitecture.” Notably, this term does not refer to specific architectural styles, but rather to more timeless ways of building that are equally applicable to new architecture and engineering.

Development - the carrying out of any building activity, the making of any material change in the use or appearance of any structure or land, or the dividing of land into parcels by any property owner. When appropriate to the context, development refers to the act of development or to the result of development within the City.

Disaster Preparedness Shelter - structure(s) used during such instances where there is an imminent loss to sleeping areas identified through a declaration of threat, disaster, or emergency by means of a natural disaster, or other identified community threat. The shelter may or may not have food preparation or shower facilities.

Diverse Neighborhoods – include a mix of uses, with various housing types near or mixed in with restaurants, shops, grocers, banks, hair salons, coffee shops, day care centers, fitness studios, and law, dental, and insurance offices. In these type of neighborhoods, residents can find more products and services close by, and it creates potential for employment, walking, biking, and less driving. A mix of housing types means more people can work close to home. As Flagstaff's new development and redevelopment potential mature, the community envisions more diverse neighborhoods.

Effluent - wastewater (treated or untreated) that flows out of a treatment plant, sewer, or industrial outfall. In the context of wastewater treatment plants, effluent that has been treated is sometimes called secondary effluent, or treated effluent.

Emergency Services - services to the public for emergencies and related buildings or garages (e.g., ambulance, fire, police, and rescue).

Emergency Shelter - a type of homeless shelter that provides temporary housing on a first-come, first-served basis where clients must leave in the morning and have no guaranteed bed for the next night or provide beds for a specific period of time, regardless of whether or not clients leave the building. Facilities that provide temporary shelter during extremely cold weather (such as churches) are also included.

Employment Center - an activity center with mixed-use; research and development offices; medical offices; office space; business park; retail, restaurant, and tourism center; light-industrial; heavy-industrial; live-work spaces; and home-based businesses.

Enhanced crossings – Crossings that include any features that help slow traffic, shorten crossing distances, break crossings into parts, increase visibility, or in general make the crossing safer and more comfortable. Enhanced crossing treatments may include median islands, curb extensions, landscape features, high-visibility markings, advance warning signing, and pedestrian-scaled lighting. Enhanced crossings may also use flashing beacons including rectangular rapid flashing beacons and pedestrian hybrid beacons.

Environmentally Sensitive Lands – include floodplains, riparian areas, wetlands, seeps and springs, and steep slopes. These areas contain critical resources and require special consideration in the development design and review process.

ESRI - Environmental Systems Research Institute.

Fair and Proportionate – required by state law, municipalities must identify various funding and financing mechanisms that may be used to finance additional public services and infrastructure necessary, beneficial, and useful to serve new development. These services bear a fair and proportionate relationship to the burden imposed upon the community by new development, including redevelopment, and the development's fair share of those costs.

Financial System - how public revenues and expenditures are managed, including planning for future needs.

Floodplain - any areas in a watercourse that have been or may be covered partially or wholly by floodwater from a 100-year flood.

FMPO - Flagstaff Metropolitan Planning Organization.

Forb - is a herbaceous flowering plant that is not a grass. The term is used in biology and in vegetation ecology, especially in relation to grasslands and forest understory.

Forest access - Describes locations around the perimeter of the city where people gain access to regional open space and the surrounding national forest. Some forest access points include a formal connection between a FUTS trail and a singletrack trail; others are less formal.

FUTS - Flagstaff Urban Trails System.

Gentrification - is a shift in an urban community towards wealthier residents and/or businesses and increasing property values, often at the expense of the poorer residents of the community. This is a result of the process of renewal and rebuilding.

GIS - a Geographic Information System (GIS) designed to capture, store, manipulate, analyze, manage, and present geographical data to reveal relationships, patterns, and trends. **Government Offices** - include governmental office buildings and grounds.

Governmental Service and Maintenance Facilities - support the maintenance and servicing activities of government-owned land, property, and buildings.

Grade-separated crossings – Bridges and tunnels intended for the exclusive use of pedestrians and bicycles, as well as overpasses and underpasses for vehicular use that include sidewalks, bikeways, FUTS trails, or other facilities for walking and biking.

Graywater - wastewater from household baths, showers, sinks, and washing machines that is recycled, especially for use in gardening or for flushing toilets.

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

Greenfield Development - when previously undeveloped land is developed, this is known as a “greenfield development,” and it can often be the best examples of sustainability principles in action. Across the country, there are new Greenfield developments that incorporate sustainable programs and technologies, including lifecycle housing, complete streets, parks and open spaces, integrated retail and office, energy-efficient buildings, innovative rainwater and stormwater facilities, sidewalks and trails, and other features. Private lands within the city and county hold entitlements for development.

Green Infrastructure - An interconnected network of waterways, wetlands, woodlands, wildlife habitats, and other natural areas of county-wide significance.

Heritage Resources - an inclusive term of cultural and historic resources, enveloping historic buildings, a historic building’s setting, as well as paleontological and archaeological resources, including all of the cultures of aboriginal peoples and western civilization, and including natural features and landscapes of significant uniqueness to an area. The term is more consistent with international standards and definitions. In the United States, the term “Heritage Resource” is technically interchangeable with the term “Cultural Resource.”

Historic and Cultural Areas - are lands that contain significant historic or cultural resources

Historic Development - includes buildings, roads, signage, lighting, and landscaping.

Historic Resources - alone, this term technically refers specifically to western culture and specifically to buildings.

Human-Caused Hazards - hazards resulting from human developments or activities such as faulty construction; poor site layout; improper location of land uses; airport approaches or high noise areas; over-pumping of groundwater; or use, storage, or disposal of explosive, flammable, toxic, or other dangerous materials or crime. These hazards may pose a threat to life and property and may necessitate costly public improvements.

Infill - occurs when new buildings are built on vacant parcels within city service boundaries and surrounded by existing development.

Infrastructure - includes but is not limited to sewer lines, water lines, reclaimed water lines, roads, intersections, sidewalks, FUTS, landscaping in the right-of-way, gateways, housing, green infrastructure, public art, and in some cases may include utilities such as electric power, data, natural gas, cable television, and telephone.

Invasive Species - a species that spreads and establishes over large areas and persists. Some native plants can be considered invasive in certain circumstances. The national Invasive Species Council defines invasive species as a species that is: (1) non-native (or alien) to the ecosystem under consideration; and (2) whose introduction causes or is likely to cause economic or environmental harm or harm to human health.

Livability Index - a means to quantitatively measure “quality of life” in a particular city. The number is based upon various factors, such as average wage, cost of living, pollution, social services, cultural opportunities, and diversity.

Local Streets - serve immediate access to property and are designed to discourage longer trips through a neighborhood.

LOS - Level of Service.

Low-Impact Development (LID) - an innovative and logical approach to managing stormwater with a basic principle modeled after natural watershed characteristics. LID systems manage rainfall runoff at the source using decentralized small-scale controls uniformly distributed throughout the project area that allow for effective capture, filtration, storage, and infiltration.

Major Streets - streets with a functional classification of commercial local, collector, or arterial.

Mixed-Use Development - any urban, suburban, or rural development, or even a single building, that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections.

Mobility - the degree to which people and goods may move safely, efficiently, and effectively between origins and destinations.

Mode - a means of travel such as pedestrian, bicycle, transit, or truck.

Mountain Link - direct, high-frequency transit service between Woodlands Village, the Northern Arizona University campus, and downtown Flagstaff.

Multi-modal - travel or transportation systems characterized by more than one means or mode of transport.

NAIPTA - Northern Arizona Intergovernmental Public Transportation Authority.

Native American – a member of any of the indigenous peoples of the Americas.

Natural Areas – are open lands left in a primarily natural state that contain significant natural, cultural, aesthetic, or recreational features that warrant protection.

Natural-Caused Hazards - hazards resulting from natural events, such as flooding, subsidence, earth faults, unstable slopes or soils, or severe climatic conditions (e.g., drought, snow, rain, wind) that present a threat to life and property and may necessitate costly public improvements.

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

Noxious Weeds - a legal term applied to plants regulated by state and federal laws. Arizona Administrative Codes (Arizona Department of Agriculture) define noxious weed as “any species of plant that is detrimental or destructive and difficult to control or eradicate and includes plant organisms found injurious to any domesticated, cultivated, native or wild plant.”

Obstruction - any structure or tree that exceeds permissible height limitations or is otherwise hazardous to the landing or taking off of aircraft.

Offices - premises available for the transaction of general business and services including but not limited to professional, management, financial, legal, health, social, or government offices, but excluding retail, artisan, and manufacturing uses.

Open Space - undeveloped or minimally developed lands that have been designated to remain undeveloped, be preserved to protect natural resources, serve as a buffer, and provide opportunities for recreation that requires no facilities. Such recreational uses include walking, trail running, biking, photography, and sitting quietly. Open spaces differ from parks in that open spaces do not have the developed facilities that are traditionally associated with city parks, such as stadium-style lighting, bleachers, playground equipment, and competitive sports fields.

Parks and Recreation Areas – are urban green spaces generally dedicated to active recreational uses.

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

Plaza - a civic space type designed for civic purposes and commercial activities in the more urban areas, generally paved and spatially defined by building frontages.

Preservation - an endeavor that seeks to preserve, conserve, and protect buildings, objects, landscapes, or other artifacts of historical significance.

Public Buildings - include civic and community centers, public schools, libraries, police and fire stations and other public buildings.

Public Parks or Recreation Facilities - outdoor recreation facilities that are open to the public for passive and active recreational activity, such as pedestrian activities, hiking, and jogging; or serve as an historical, cultural or archaeological attraction; playgrounds; ball parks; and allowing organized competitive activities.

Public Sanitary Sewer - includes sanitary sewer systems other than individual on-site systems approved by the State or County and maintained by a public or private agency authorized to operate such systems.

Public Services and Facilities - include police, fire, emergency services, sewage, refuse disposal, drainage, local utilities, rights-of-way, easements, and facilities for them.

Redevelopment - occurs when new development replaces outdated and underutilized development.

Revitalization - to repair what is already in place, adding new vigor by remodeling and preserving.

Rural - describes areas within the region with a low density of people, residences, jobs and activities and characterized with large lot development, paved and unpaved two-lane roads with natural edges, minimal services and goods available to residents, and abundant open spaces and agricultural uses. FUTS connectivity and public transit commuting opportunities may exist.

Rural Floodplains - delineated floodplain areas that are essentially open space and natural land uses and are unsuitable for urban development purposes due to poor natural soil conditions and periodic flood inundation.

Rural Growth Boundary - the line on a map that is used to mark lands in unincorporated areas of the county that are suitable for rural development, as well as lands to be preserved as open lands.

Safety - the protection of our community from natural and artificial hazards, evacuation routes, peak load water supply requirements, minimum road widths according to function, clearances around structures, and geologic hazard mapping.

Scenic Views, Viewsheds, and Vistas – include open hillsides and natural watercourses

School, Charter - a public school established by contract with a district governing board, the state board of education, or the state board for charter schools to provide learning that will improve pupil achievement.

School, Private - a nonpublic institution where instruction is imparted.

School, Public - includes elementary, middle, junior high, and high schools that operate under the local school district.

Services - are anything from a fire station to a fleet shop because of the large equipment and storage involved. Facilities in this category typically have larger space requirements because there is large equipment and/or storage involved. Heating and cooling, interior finishes, and circulation areas required for services are unique and must be addressed to be functional. Service space is defined as 15 to 25 percent offices/workstations and 75 to 85 percent common and support areas.

Singletrack trail – recreational trails intended for hiking, mountain biking, and horseback riding. Singletrack trails are typically 1 to 3 feet in width. The trail surface is native soil, and may be uneven and include obstructions like tree roots or rocks.

State Trust Lands – often misunderstood in terms of both their character and their management, these parcels are not public lands, but are instead the subject of a public Trust created to support the education of children. The Trust accomplishes this mission in a number of ways, including through its sale and lease of Trust lands for grazing, agriculture, municipal, school site, residential, commercial, and open space purposes. In both rural and urban contexts, Trust lands also provide the substantial added benefit of creating critical local economic stimulation. All uses of the land must benefit the Trust, a fact that distinguishes it from the way public land, such as parks or national

forests, may be used. While public use of Trust land is not prohibited, it is regulated to ensure protection of the land and reimbursement to the beneficiaries for its use.

Social vitality - the invigoration or continued and increased activity of citizens, cultural activities, and civic engagement (such as voting).

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

Sustainability - living and managing activities in a manner that balances social, economic, and environmental considerations to meet Flagstaff's current needs and those of future generations. A sustainable Flagstaff is a community where the social wellbeing of current and future citizens is supported by a vibrant economy and a self-renewing healthy environment.

Trails - pathways for all forms of non-motorized transportation and recreation.

Trailhead – Locations that provide access to the trail system where vehicular parking and other facilities are available. Trail hubs are a type of trailhead that serve as important points of connectivity between the FUTS system and the surrounding recreational singletrack system.

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

Urban Floodplains - delineated floodplain areas that are located in developed urban areas of the City.

Urban Growth Boundary - the line on a map that is used to mark the separation of urbanizable land from rural land and within which urban growth should be encouraged and contained and outside of which urban development should not occur.

Vacant Land - is publicly- or privately-owned undeveloped land that is not currently protected from development.

Vernacular Development - refers to the tradition of design resulting in simple small structures or borrowed architectural design, such as mid-western style storefronts and craftsman bungalows, built with local materials.

Viewshed - an area of land that is visible to the human eye from a vantage point with particular scenic value that may be deemed worthy of preservation against development or other change.

Walkable - describes areas of the City within which a person can walk, bike or ride transit to work, and to fulfill most shopping and recreation needs. These environments, sometimes referred to as Driveable Urban, allow for the use of automobiles but do not require the use of a vehicle to accommodate most daily needs. These areas are characterized by a variety of destinations within walking distance, such as commercial establishments (such as everyday retail or office), civic establishments (such as religious, nonprofit, or government), civic spaces, or transit stops. On-street parking, trees, and other design elements are typical and sidewalks are sized appropriately for the number of walkers. Buildings meet the street in such a way to make the "outdoor rooms" that define the best urban places, and building facades are human scale, with frequent doorways and windows, and attractive details and ornament.

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PLAN AMENDMENTS

Effective Date	Resolution Number and Date	Description of Amendment	Pages Changed
November 19, 2015	2015-35 October 20	La Plaza Vieja Neighborhood Specific Plan Minor Plan Amendment, incorporated by reference	XVI-1
December 17, 2015	2015-36 November 17	Maps 21 and 22: Future Growth Illustrations Minor Plan Amendment - New area type of Existing Suburban (Core Services Yard)	IX-26-29
December 31, 2015	2015-38 December 1	Map 25: Road Network Illustration Major Plan Amendment and related text edits	IX-35-57 X-1, X-4-5, X-18-22 (In Chapter X, one page of content was deleted)
April 21, 2016	2016-08 March 22	Maps 21 and 22: Future Growth Illustration Minor Plan Amendment - Adding Existing Suburban on McMillan Mesa	IX-26-29
May 5, 2016	2016-09, 2016-10, 2016-11, and 2016-12 April 5	Maps 21 and 22: Future Growth Illustrations Minor Plan Amendments - Add City-Owned parcels to Parks/Open Space area type	IX-26-29
January 5, 2017	2016-31 December 6	Chapter III: How This Plan Works - Amended the Major Plan Amendment Criteria, information concerning plan amendments and specific Plans, and other related text.	III-1-15
February 16, 2017	2017-04 January 17	Chapter III: How This Plan Works - Amended the Major Plan Amendment Criteria for Category 5: Area Types - Urban/Suburban/ Rural	III-14

Effective Date	Resolution Number and Date	Description of Amendment	Pages Changed
April 20, 2017	2017-08 March 21	Maps 21 and 22: Future Growth Illustrations Minor Plan Amendment Change the area type designation of approximately 20 acres of real property located at 3620 W Schultz Pass road from Area in White area type to Parks/Open Space area type	IX-26-29
March 22, 2018	2018-08 February 20	High Occupancy Housing Specific Plan Minor Plan Amendment, incorporated by reference	XVI-2
March 22, 2018	2018-09 February 20	Regional Plan Amendments proposed through the High Occupancy Housing Specific Plan process.	VIII-15, IX-1, IX-16-17, IX-25-29, IX-33-37, IX-40, IX-42, IX-46-47, IX-63-70, X-6-7, XII-5, GL-6, Appendix A
November 15, 2018	2018-50 October 16	Regional Plan Amendment to make land use and road network designations consistent with the McMillan Mesa Natural Area to clarify the extent of surrounding land uses on City property, and to correct mapping errors.	IX-26-29, X-4-5
September 30, 2020	2020-51 September 1	Regional Plan Amendments proposed through the Southside Community Specific Plan process.	IX-26-29, IX-35
September 30, 2020	2020-52 September 1	Southside Community Specific Plan Minor Plan Amendment, incorporated by reference	XVI-2
January 6, 2022	2021-58 December 7	Carbon Neutrality Major Plan Amendment Amending Chapters IV and X to address the 2021 Flagstaff Carbon Neutrality Plan	IV-11-12, X-19
November 3, 2022	2021-XX October 4	Active Transportation Minor Plan Amendment amending Chapters X and the Glossary to address the Active Transportation Master Plan	X-8-25, GL-2, GL-4-5, GL-8-9 Note: Pages after X-27 were renumbered



TRANSPORTATION

Future land use patterns and transportation systems must be closely planned together because transportation right of way is the most heavily used and experienced public space; network design influences whether an area can be urban, suburban, or rural; and because streetscapes contribute strongly to community character.

The primary goals of the regional transportation system are to:

- Improve the mobility of people and goods
- Provide choices to enhance the quality of life
- Provide infrastructure to support economic development
- Protect the natural environment and sustain public support for transportation planning efforts.

In order to meet these goals, this chapter promotes:

- Safety
- Context-sensitive solutions
- Complete streets
- The integration and connectivity of transportation systems
- Efficient system management and operation, and
- Improvements to existing inter-modal transportation systems.

This chapter addresses the everyday need to move about the community. Individual transportation modes are addressed starting with pedestrians - the smallest scale - and growing to rail and car.

Inside this Chapter:

How We Get Around	X-2
Mobility and Access	X-6
Safe and Efficient Multimodal Transportation	X-8
Environmental Considerations	X-8
Quality Design	X-9
Pedestrian Infrastructure	X-10
Bicycle Infrastructure	X-11
Transit	X-14
Roads and Corridors	X-18
Passenger Rail and Freight	X-20
Air Travel	X-20
Public Support for Transportation	X-21

Arizona Revised Statutes Section § 9-461.05.E.3 requires the circulation element of this Plan to include recommendations concerning setback requirements, street naming, and house and building numbering. These are included in various Titles of the City Code, including Title 10 (Zoning Code), the *City Engineering Design Standards and Specifications*, and Title 4 (Building Regulations).

Our Vision for the Future

In 2030, people get around to where they need to be in an efficient and safe manner, and more people ride the bus, their bikes, and walk, reducing emissions and increasing health.

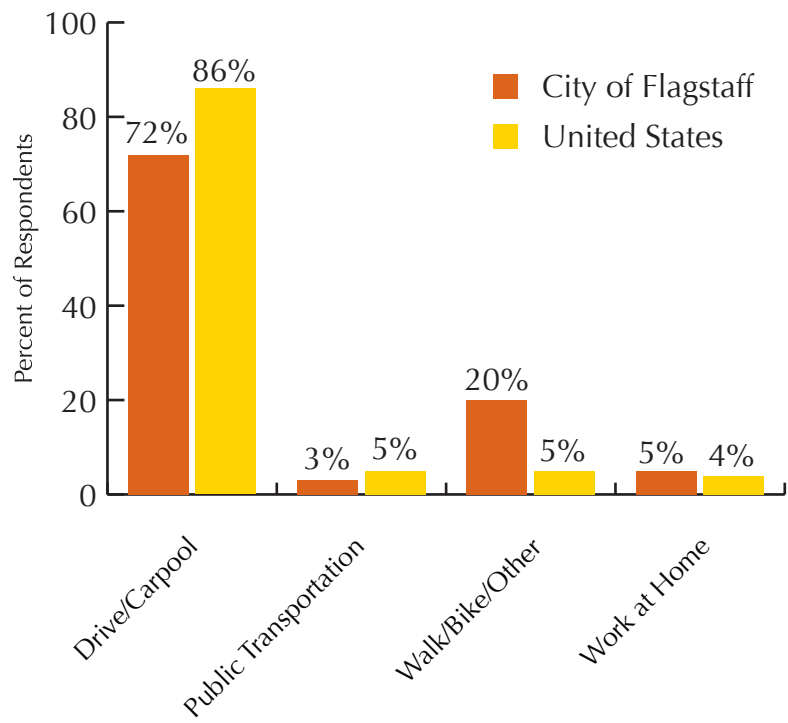
How We Get Around

Automobiles are the dominant form of transportation throughout the region, and the area is served by an extensive network of roads and streets, as illustrated on Map 25.

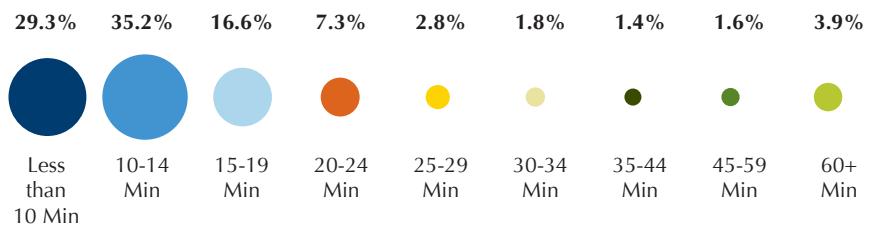
In addition to roadways, we are also nationally recognized for our walking, bicycling, and transit systems. Journey-to-work data and a local trip diary survey show our region is above national averages for using these travel modes. Nationally, survey data show that in 2011, 86 percent of workers traveled to work by car, truck, or van, while only 72 percent of workers in Flagstaff got to work this way. Conversely, 20 percent of workers in Flagstaff walked, biked, or used other means of transportation compared to only five percent nationwide.

Capitalizing on these successes is important, because within the complex relationships between transportation and land use is the simple concept that how and where we live influences how we travel. Put another way, travel choice options and investments depend on land use and community character. Local and national research indicates that neighborhoods integrating housing, shops, employment, and other uses in a compact, well-designed way can increase personal mobility while reducing vehicle congestion. Alternatively, jobs and housing located far apart, and connected only by highways or freeways, result in long commutes by car, require expensive real estate to accommodate automobiles, and inhibit or prevent use by other modes.

How We Get to Work



Journey to Work Trip Length in City of Flagstaff



SOURCE: U.S. Census Bureau, 2011 American Community Survey 1-Year Estimates

It is critical that we manage our region's transportation supply and demand. Surveys show that average trip lengths are decreasing, saving residents time and money. Census survey data indicate that in 2011, a majority of Flagstaff's workers (nearly 65 percent) get to work in 14 minutes or less, with nearly 30 percent under ten minutes.

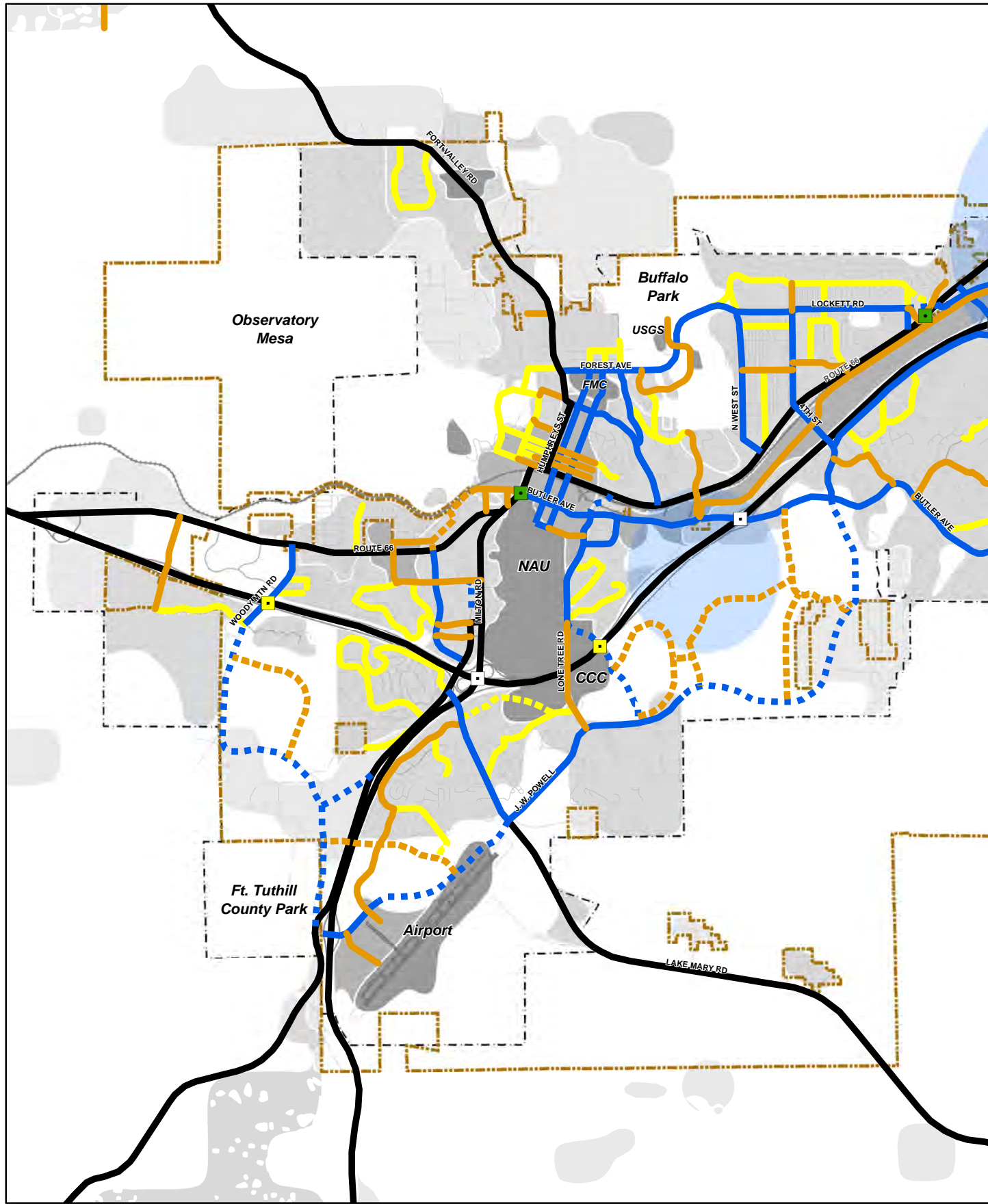
This positive trend will continue if the majority of future residential development is located near places of employment and shopping, where trips will be shorter and can be effectively served by transit or other modes. Daily vehicle trips will grow faster than population due to increases in daily travel by visitors and tourists. Flagstaff will continue to serve as the primary economic center for a growing north-central Arizona region. There will also be increases in through-traffic on the state highways, including truck traffic. These "external" trips are largely beyond regional control, impact regional infrastructure, and are not as likely to use other modes of travel.

Finally, we can influence the supply of new or wider roads, better road connectivity, bicycle and pedestrian facilities, and hours of transit service. Shifting travelers from cars to transit, bicycle, and pedestrian modes improves overall system performance; there will be less traffic for those who drive cars. Providing for this shift does not present the same construction costs, constructability challenges, and long-term maintenance issues as building new roads or widening existing roads especially in light of the challenges posed by terrain, Interstates 17 and 40, the railroad, and existing development patterns. Implementing Complete Street Guidelines enables safe use by all modes and by travelers of all ages and abilities as it becomes easier to cross the street, walk to shops, bicycle to work or school, or take the bus. Participation in the community becomes more inclusive, diverse, and engaging. Analysis of the growth alternatives revealed that compact growth with a strong mix of roads, transit, bicycle and pedestrian services has the most favorable impact on overall travel time.

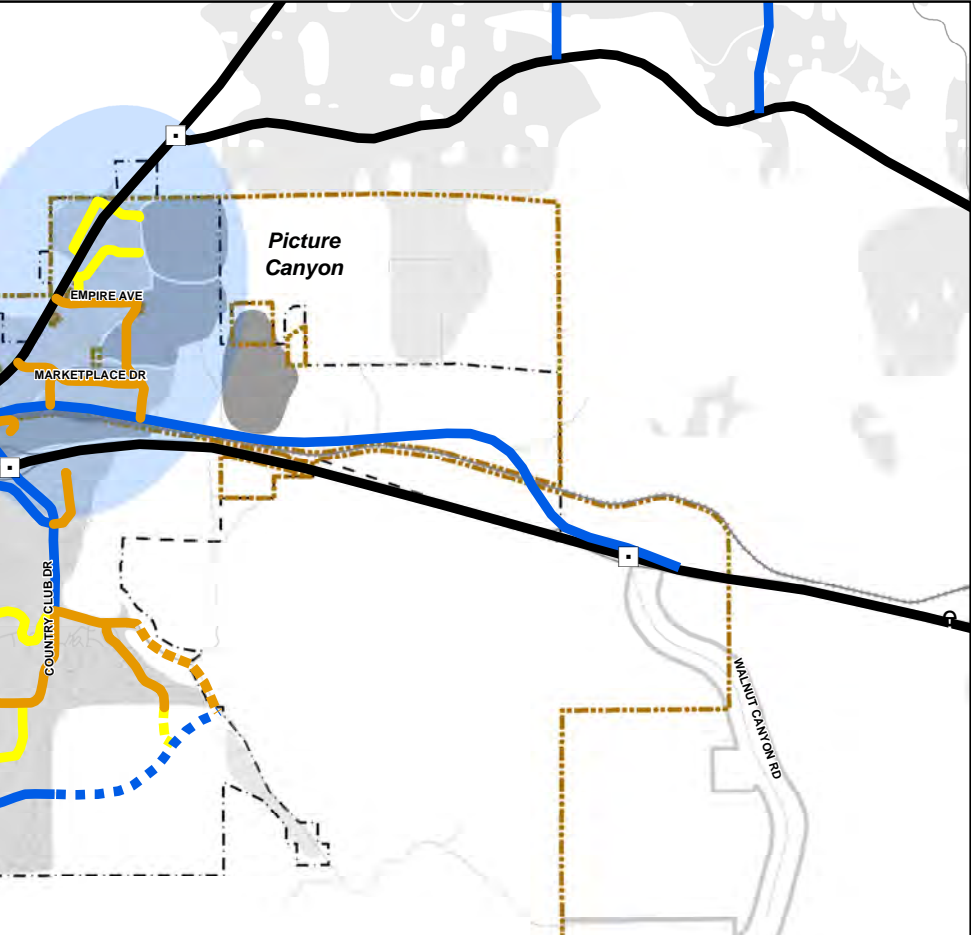


Illustration of a complete street

Photo credit: CompleteStreets.org



**Map 25:
ROAD NETWORK ILLUSTRATION**



- Major Improvement
- New Interchange
- Existing Interchange

Road Corridors

Commercial Corridors

- Regional Travel
- Circulation
- Future Circulation
- Access
- Future Access

Residential Corridors

- Residential Access
- Future Residential Access

**Identify Road Network
Solutions through Future
Study**

City of Flagstaff

Urban Growth Boundary

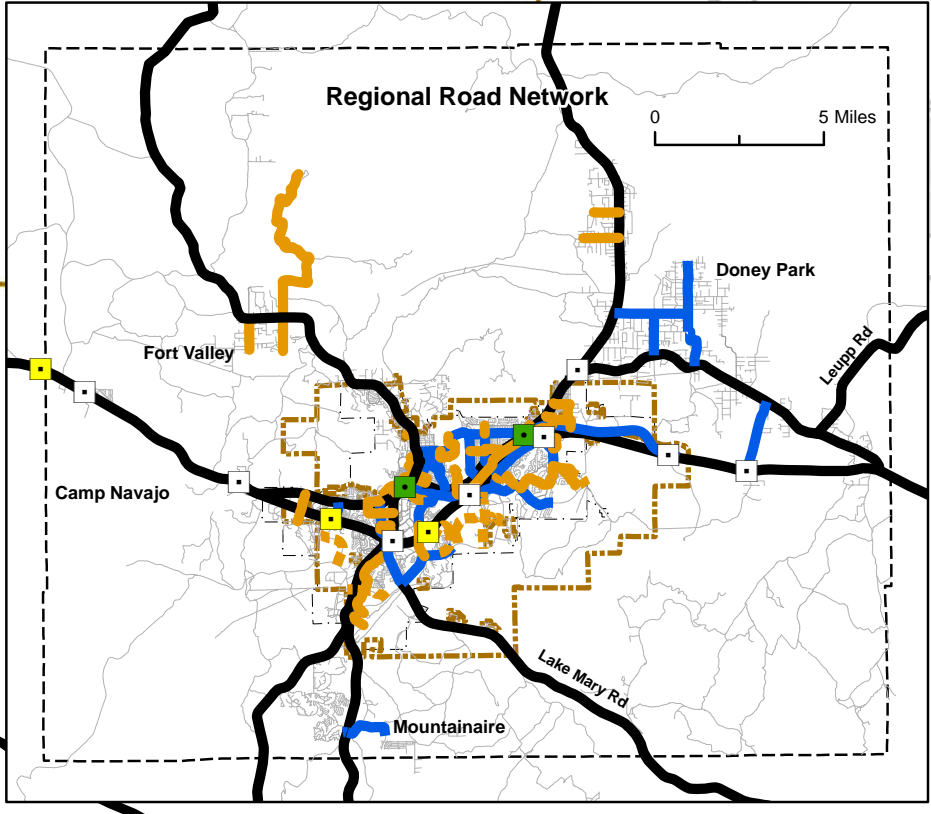
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

As amended November 15, 2018

Please see www.flagstaffmatters.com for an interactive GIS map.



**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**



Mobility and Access

The region’s transportation system strives to improve mobility and access for people and goods by providing efficient, effective, convenient, accessible, and safe transportation options. The focus is on moving people. Economic development, community character, and environmental and health objectives will be advanced with a multi-modal system inclusive of roads and streets, transit routes, bicycle lanes, trails, and sidewalks.

Level of Service

This Plan’s goals and policies for mobility and access include using the urban, suburban, and rural context to prioritize uses within the entire right-of-way (from back of sidewalk to back of sidewalk) and to set level of service standards. Whereas measures for vehicular levels of service are well established, multimodal (bicycle, pedestrian, transit) levels of service will require further research and adaptation to Flagstaff regional conditions. Each type of road or street has a use priority that is stratified based on context and expected desirability and activity level for each mode. Use the tables to decide what features to enhance and what features to moderate when right-of-way is scarce or when different uses hinder the functionality of each other. For example; on a suburban arterial, the efficient movement of automobiles (the high use priority), may not allow the space necessary to also park on the street (the low use priority).

The tables also describe relative levels of service for each mode with high (H), medium (M), and low (L) set for expectations of service. The service standards for automobiles apply to intersections and for all other modes, apply the area-place type on the Future Growth Illustration. These service levels are calibrated to the goals and policies of the area-place types. For instance, in urban activity centers, a higher level of automobile congestion is expected as a trade-off for safer and more comfortable pedestrian environment. Level of service standards in the *Engineering Design Standards and Specifications* are needed for pedestrian, bicycle, and transit operations. For the pedestrian and bicycle modes, the standards should go beyond space available on the road to include characteristics of the adjacent automobile traffic, density of the network, connectivity, system completeness, and crossings. In the case of transit, considerations of service frequency and bus stop accessibility will also be important.

MOBILITY AND ACCESS GOALS AND POLICIES

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

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

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

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

Policy T.1.4. Provide a continuous transportation system with convenient transfer from one mode to another.

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

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

Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals.

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



URBAN	Use Priority and Level of Service (LOS)									
	Automobiles*		Transit		Bicycle		Pedestrian		Parking	
	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General
Area LOS	n/a	n/a	(H)	(M)	(H)	(H)	(H)	(H)	n/a	n/a
Arterials	M (L)	H (H)	H	H	M	M	H	M	M	M
Collectors	M (M)	M (M)	H	H	H	M	H	H	H	M
Locals	L	M	L	L	H	H	H	H	H	H

SUBURBAN	Use Priority and Level of Service (LOS)									
	Automobiles*		Transit		Bicycle		Pedestrian		Parking	
	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General
Area LOS	n/a	n/a	(H)	(M)	(H)	(M)	(H)	(M)	n/a	n/a
Arterials	H (M)	H (M)	H	H	M	M	M	M	L	L
Collectors	M (M)	M (M)	H	M	H	H	H	H	H	M
Locals	L (H)	L (H)	L	L	H	H	H	H	H	H

RURAL	Use Priority and Level of Service (LOS)									
	Automobiles*		Transit		Bicycle		Pedestrian		Parking	
	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General
Area LOS	n/a	n/a	(L)	n/a	(M)	(L)	(M)	(L)	n/a	n/a
Arterials	H (H)	H (H)	L	L	H	M	L	L	H	H
Collectors	H (H)	H (H)	n/a	n/a	H	M	M	M	M	M
Locals	M(H)	M(H)	n/a	n/a	M	M	M	M	M	M

H = High Use Priority
(H) - High LOS

M = Medium Use Priority
(M) = Medium LOS

L = Low Use Priority
(L) = Low LOS

*The H, M, and L ranking show use priority. If the (H), (M), or (L) is in parentheses and it shows a relative level of service. The LOS for the Automobile category is applied at the intersections or street level; therefore, no Area LOS applies. Area LOS for bicycle, pedestrian, and transit modes is evaluated not on a street by street basis but on an area-wide basis. (See Page X-6 for more information)

Consideration of truck traffic is included in the automobile and transit levels of service.

Safe and Efficient Multimodal Transportation

Development of a safe and efficient multimodal transportation system is a priority. Safety, real and perceived, influences mode choice and defines, in part, quality of life. Personal and societal costs due to transportation-related fatalities and injuries are real and significant. Crashes, even fender-benders, contribute significantly to congestion. Strategies, from engineering to education, are needed to improve safety. Efficiencies can be gained in many ways. While this Plan recognizes that private automobiles likely will be the primary mode of trips in the foreseeable future, the percentage of work trips made by single-occupancy vehicles can be reduced through facility improvements and incentive programs that will increase the share of trips using public transit, car and van pools, bicycles, and walking. Increased high-speed internet capacity will also allow for telecommuting and home-based businesses, thus reducing road congestion. Efforts will continue to minimize the duration and severity of peak hour traffic congestion.

The US 180 corridor is unique because the goals of meeting safety and efficiency are complicated by a topographically constrained corridor and heavy weekend traffic during the winter. Therefore, the management of US 180 through cooperative efforts between transportation providers, land use planners, law enforcement departments, and resource management agencies will be necessary. Activities need to include monitoring, operational improvements, public information campaigns, and long-term capital planning which would initially focus on resolving issues within the limits of the existing corridor.

SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION GOALS AND POLICIES



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, bicycles, and pedestrians.

Policy T.2.2. Consider new technologies in new and retrofitted transportation infrastructure.

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

Note: Mobility-impaired includes hearing and sight-impaired persons.

Policy T.2.4. Consider dedicated transit ways where appropriate.

Policy T.2.5. Continue to seek means to improve emergency service access, relieve and manage peak hour congestion, and expand multi-modal options in the US 180 corridor.

Environmental Considerations

The Flagstaff regional transportation system should enhance the character of our community and lessen our impact on our natural surroundings. Whether trekking or trucking, transportation can define how we interact with our environment - our ability to see it, access it, use it, and protect it. Transportation defines space in our built environment. In our natural environment, transportation communicates how we respect the land. Our choice of transportation affects our air and water.

ENVIRONMENTAL CONSIDERATIONS GOALS AND POLICIES

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



Policy T.3.1. Design and assess transportation improvement plans, projects, and strategies to minimize negative impacts on air quality and maintain the region's current air quality.

Policy T.3.2. Promote transportation systems that reduce the use of fossil fuels and eventually replace with carbon neutral alternatives.

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

Policy T.3.4. Actively manage parking, including cost and supply, to support land use, transportation, and economic development goals.

Policy T.3.5. Design transportation infrastructure that implements ecosystem-based design strategies to manage stormwater and minimize adverse environmental impacts.

Policy T.3.6. Seek to minimize the noise, vibration, dust, and light impacts of transportation projects on nearby land uses.

Policy T.3.7. Design transportation infrastructure to mitigate negative impacts on plants, animals, their habitats, and linkages between them.

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

Quality Design

The Flagstaff region will pursue quality transportation system design to positively affect our development patterns, physical character, and economic viability. A well-designed street is a joy to travel whether on foot or behind the wheel of a car. Whether road signs or street trees, medians or traffic lights, designers and engineers have a full set of tools to deliver safe, efficient, and enjoyable travel options. Engineering and design standards can be set for all modes appropriate to their urban, suburban, and rural setting. This will achieve expected levels of service and contextual design respectful of the region's unique environmental and cultural heritage, landscape, and viewsheds.

Basic Principles of a Context Sensitive Process

- Design for all road users
- Emphasis on mobility for people and goods
- Legible design
- Equitable streets
- Streets as community places
- Early, continuous involvement of local stakeholders

Context Sensitive Solutions

Context sensitive solutions, or CSS, describes an approach to street design that considers the environment in which the street is located. This means that streets should look and function differently based on where they are located. For example, pedestrian facilities on a downtown street should be more robust than a sidewalk in an industrial area. Likewise, an arterial street through a neighborhood should function differently than a road through a rural area or a bus route. Freight movement, parking, community character, and land uses in the surrounding area can all influence the context for transportation infrastructure. A successful CSS approach must be collaborative, include multiple stakeholders, encourage flexibility in design, avoid one-size-fits-all solutions, and consider community objectives beyond the movement of vehicles.

Complete Streets

A complete streets policy sets a standard that all streets should be designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. A meaningful complete streets policy involves more than just sidewalks, bike lanes, and bus stops; it means that:

- Streets always provide accommodation for all users, even in temporary or interim conditions, as the default.
- Facilities for walking and bicycling are not just present, but functional, comfortable and safe.
- Operation, maintenance, and snow removal accounts for all users, including pedestrians and bicyclists.

The 6 E's of Walking and Bicycling

Planning for walking and biking has traditionally been based around six E's – Engineering, Education, Enforcement, Encouragement, Equity, and Evaluation – that make up a well-rounded, comprehensive approach to pedestrian and bicycle accommodation. Most of the City's efforts have focused on walking and biking infrastructure, which is included in Engineering. However, there is an opportunity and a need to initiate walking and biking programs to better address the other E's as part of a more comprehensive strategy.

QUALITY DESIGN GOALS AND POLICIES

Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.



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

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

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

Planning for Long Term Maintenance

Maintaining transportation facilities is just as important as building them. Potholes in streets, cracked streets and sidewalks, faded bike lane markings, and eroded FUTS trails discourage their use and can create safety hazards. However, resources needed for maintenance often compete with many other municipal needs, and it can be challenging to make an effective case to decision makers when asking for additional maintenance resources. The first line of defense is to build facilities that are more sustainable and require less on-going maintenance by design. This means that maintenance considerations should be addressed during design, and that individuals or departments who are responsible for maintenance should be part of the design process. Other ways to help manage maintenance obligations include setting priorities so the most important facilities and concerns are addressed first, keeping up-to-date inventories of facilities and conditions, and reviewing maintenance practices for opportunities to find efficiencies and incorporate current methods.



Photo credits: City of Flagstaff

Ten elements of a complete streets policy

1. Vision and intent. Includes an equitable vision for how and why the community wants to complete its streets. Specifies the need to create a complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. Diverse users. Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. Commitment in all projects and phases. Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. Clear, accountable expectations. Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. Jurisdiction. Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. Design. Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. Land use and context sensitivity. Considers the surrounding community's current and expected land use and transportation needs.
8. Performance measures. Establishes performance standards that are specific, equitable, and available to the public.
9. Project selection criteria. Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. Implementation steps. Includes specific next steps for implementation of the policy.

Pedestrian Infrastructure

Walking is the most enduring and universal mode of transport. In Flagstaff, walking is the most robust of the active modes; the percentage of trips in Flagstaff made by walking is significantly higher than for bicycling or transit. Additionally, the percentage of Flagstaff residents who walk to work far exceeds state and national averages and places us in the upper echelon of our peer communities. According to the most recent Trip Diary Survey, one in five respondents (22 percent) made at least one walking trip of at least 600 feet during the 24-hour survey period. In the central part of the City, which includes Downtown, the Southside, and the NAU campus, one-third (33.6 percent) of respondents made at least one walking trip.

57% of residents do not believe that motorists should be given priority over pedestrians and cyclists when planning.

- 2010 Community Values Survey

Walkability is highly dependent on land use and urban form in addition to complete and comfortable facilities. Because trips are short, walking requires proximity and is supported by density, mixed-use, and compact form. Walkability is also responsive to good urban design; attractive and engaging places are appealing to pedestrians.

Sidewalks

Sidewalks are a basic facility for walking and a fundamental component of a city-wide pedestrian network. City standards, as well as best practices, dictate that sidewalks should be located along both sides of all streets to accommodate pedestrians. Flagstaff has just over 300 miles of sidewalks along public streets, but only about half of Flagstaff's public streets (53 percent) have sidewalks along both sides of the street. Almost a third of public streets (29 percent) have no sidewalks at all. Parkways or furnishing strips, which form a buffer from traffic for pedestrians, are not present on approximately 64 percent of sidewalks.

Crossings and Intersections

The ability to cross a street is as important to the pedestrian and bicycle network as being able to walk or bike along it. There are 10 flashing beacon crossings and 21 existing grade-separated crossings in Flagstaff, including 10 bridges or tunnels that are exclusively for the use of pedestrians and bicyclists. More than 30 percent of major street intersections have limited or inaccessible pedestrian crossings. There are numerous street corridors in Flagstaff that are uncomfortable to cross due to the speed and volume of traffic and the width of the street. The presence of two interstates and the railroad through Flagstaff create significant breaks in pedestrian and bicycle networks. Grade-separated crossings refer to structures that convey pedestrians and bicyclists over or under interstates, railroad tracks, and major roads. Structures can include bridges and tunnels for the exclusive use of pedestrians and bicyclists, as well as street underpasses and overpasses that include facilities for walking and biking. Grade-separated crossings can add significant value to the walking and biking environment by providing access across features that otherwise create barriers in walking and biking networks. Enhanced crossings are those that include any features that help slow traffic, shorten crossing distances, break crossings into parts, increase visibility, or in general make the crossing safer and more comfortable. Enhancements can be used at any crossing location; however they are most beneficial at mid-block and uncontrolled crossings. Combinations of enhanced crossing treatments are most effective and can improve pedestrian crossings on high volume, high speed roadways. Typical treatments include median refuge islands, advanced yield lines, curb extensions, landscape features, pedestrian activated flashing beacons, advance warning signing, and pedestrian-scaled lighting.

Universal Design and Accessibility

Universal design has several guiding principles: Equitable use, Flexibility in use, Simple and intuitive, Perceptible information, Tolerance for error, Low physical effort, and Size and space for approach and uses. Incorporating principles of universal design makes our transportation system, and especially walking and biking facilities, accessible to all people, regardless of age, ability, or situation without the need for special adaptation. Universal design benefits all users of the transportation system, especially children, elderly individuals, people with mobility challenges, those with temporary conditions such as a broken leg or sprained ankle, and parents with strollers. Accessible facilities and universal design also directly support people with disabilities. In Flagstaff, American Community Survey statistics indicate that one out of every 11 residents have some form of disability.

Electric and micromobility devices

Micro-mobility technology is a rapidly evolving category of light-weight individual transportation devices, including electric scooters, e-bikes, electric skateboards, hoverboards, and other personal mobility devices. Electric micro-mobility devices are more efficient, affordable, and accessible than cars, and they represent a low-carbon mode of transportation to replace cars for daily vehicle trips, including commuting and daily errands. These devices provide an exciting opportunity to revolutionize transportation, reducing common barriers to active transportation, broadening the range of people who can participate and reducing car dependency.

Electric micro-mobility devices are already present in our community, and in the coming years they will become more popular as technology advances and a variety of new, electric-powered micro-mobility devices are introduced. The City's challenge will be to encourage the potential mobility benefits of these devices without creating conflicts with pedestrians and bicyclists. There is typically an expectation that new devices will compete for the same space – sidewalks, bike lanes, and FUTS trails – that in many cases is already insufficient for pedestrians and bicyclists. However, as use of these devices expands it suggests a reduction in motor vehicle use, and a reallocation of roadway space currently given to motor vehicles may be needed.

Flagstaff Urban Trails System (FUTS)

The Flagstaff Urban Trails System (FUTS, pronounced like “foots”) is a City-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation. At present there are just over 58 miles of FUTS trails in Flagstaff. The overall master plan shows about 80 miles of future trails, to complete a planned system of 130 miles. About half of the miles of existing trails are paved, either in concrete or asphalt, while the other half consist of a hard-packed, aggregate surface. FUTS trails are generally 8 or 10 feet wide.

FUTS trails offer an incredibly diverse range of experiences; some trails are located along busy streets, while others traverse beautiful natural places - canyons, riparian areas, grasslands, meadows, and forests - all within the urban area of Flagstaff. The system connects neighborhoods, shopping, places of employment, schools, parks, open space, and the surrounding National Forest, and allows users to combine their transportation needs with recreation, and contact with nature.

The FUTS system is a critical component of Flagstaff's pedestrian and bicycle networks. FUTS trails that are located along busy streets provide a comfortable alternative to the street, while FUTS that pass through natural areas offer an enjoyable experience for walking and biking and often serve as a shortcut to the street system.

Regional Open Space Access

Regional Open Space or Forest access describes locations around the perimeter of Flagstaff where access to regional open space and the surrounding national forest. There are dozens of locations around Flagstaff that are currently used for access, but few of these include formal trail improvements or have legal rights-of-access. Planning for these locations will help protect and enhance access to the forest regional open space. Locations within the City of Flagstaff are identified on Map 26e.

PEDESTRIAN INFRASTRUCTURE GOALS AND POLICIES

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.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.

Policy T.5.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking.

Policy T.5.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements.

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

Bicycle Infrastructure

Our region enjoys a well-deserved reputation as a great place for bicycling. Bicycling as a travel mode presents one of Flagstaff's best opportunities for reducing vehicle trips and increasing the share of trips made by active modes. Bicycles make it possible to travel longer distances, and to carry some cargo as well. Flagstaff's compact size means that most of Flagstaff is contained within a bikeable area, so in theory, most in-town trips could potentially be converted to bicycle trips. In Flagstaff the average trip is a little over four miles in length, and almost 60 percent of all trips are less than five miles in length. This distance is eminently bikeable, provided we can make it comfortable for the average person.

Biking is also a big part of Flagstaff's culture and identity. Flagstaff is becoming a world-class destination for mountain biking, with more than 300 miles of recreational single-track trails in close proximity. Flagstaff also hosts numerous bicycle themed events throughout the year.

There are 97 miles of designated bike lanes in Flagstaff, and another 34 miles of usable shoulders. Bike lanes or shoulders are present on 71 percent of major streets, but there are several major road segments lack bike lanes altogether, including Milton Road, Woodlands Village Boulevard, and Humphreys Street. Many other streets are missing bike lanes for short stretches or at specific locations. In total there are 70 miles of missing bike lanes on major streets. Additionally, bike lanes often end before intersections; a total of 61 major intersections are missing bike lanes on one or more of the approaches to the intersection.

Bikeways

Historically, Flagstaff has accommodated bicyclists with conventional bike lanes on collector and arterial streets, as well as paved FUTS trails along some streets. The bikeways plan introduces a more robust network that include the following features:

- Designed to be low stress and comfortable. A low stress bikeways network is one where most people will feel safe and comfortable riding a bicycle, regardless of their aptitude. For most people, riding in traffic or on busy streets is a primary source of stress. Consequently, providing an appropriate level of separation from traffic is key to a low stress bikeway network. For streets with moderate volumes and speeds, conventional bike lanes provide dedicated space for bicyclists out of the vehicular travel lane. On streets with high volumes and speeds, bike lanes alone may not be sufficient for most cyclists to feel comfortable, and separated bike lanes, cycletracks, or parallel FUTS trails should be considered. Low stress bikeways appeal to a much broader segment of the population, and as a result, make bicycling more viable as a transportation option.
- Establishes a hierarchy. Bikeways are divided into a hierarchy of four bikeway classes, with primary and secondary bikeways serving as the backbone system of main routes for crosstown and regional bicycle travel. The hierarchy organizes the bikeways system and makes it easier to navigate. The hierarchy also helps guide policies and practices for bikeways; primary and secondary routes are more likely to include separated or higher-level facilities and are considered priority routes for maintenance, snow clearing, sweeping, and closures or detours.
- Includes a variety of facilities. The planned bikeways network is comprised of a variety of facilities, which are categorized based on the extent of separation from traffic and include shared streets like bike routes and bike boulevards, dedicated on-street facilities like bike lanes, and separated facilities such as separated bike lanes, cycletracks, and FUTS trails. The network also includes a variety of intersection and crossing treatments.
- Is comprehensive and cohesive. The plan describes a bikeways system that is comprehensive and cohesive, so anyone can travel conveniently and easily by bicycle to destinations and neighborhoods throughout the community. Routes are designated by number and name to help aid navigation, and a system of wayfinding and directional signs help to pull the system together.

Flagstaff Trails Initiative and the Regional Trails Strategy

The Flagstaff Trails Initiative (FTI) (flagstafftrailsinitiative.org) is a non-profit trail advocacy group that seeks to improve the quality, connectivity and community support for a sustainable trail system in and around Flagstaff. FTI was launched in 2017 as a coordinated, multi-agency effort to prepare a formal, comprehensive recreational trails plan for the region. A planning process was conducted over the next few years, with extensive community involvement and technical assistance through the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program. The process was led by the four main trail-managing agencies in the region: the City of Flagstaff, Coconino County, USDA Forest Service, and the National Park Service, and supported by a variety of trail user and advocacy groups, such as Flagstaff Biking Organization, Coconino Trail Riders, R2R Hiking Club, the Coconino Horseman's Alliance, the Sierra Club, and the American Conservation Experience.

The planning process culminated in 2020 with creation of the Flagstaff Regional Trails Strategy. The strategy also identifies almost 100 prioritized recommendations for new trails, realignment of existing trails, connections between trails, adoption or restoration of unauthorized trails, and new or improved trailheads. To advance implementation of the strategy, the four trail-managing agencies signed on to a memorandum of understanding to continue cooperative planning and management of the region's trail system, and FTI was incorporated as a formal advocacy organization.

Arizona National Scenic Trail

The Arizona Trail is an 800-mile non-motorized trail traversing the diverse landscapes of Arizona from Mexico to Utah. Two segments of the Arizona Trail travel through the Flagstaff area: the main route passes through the center of Flagstaff north-south on FUTS trails, while a second route, referred to as the equestrian bypass, skirts around the east side of town. The Arizona Trail Association was formed in 1994 as a volunteer organization to help build, maintain, promote, protect, and sustain the Arizona Trail. The trail was designated a National Scenic Trail in 2009; one of only 11 trails so designated in the United States.

Flagstaff Loop Trail

The Flagstaff Loop Trail is a 45-mile non-motorized trail around Flagstaff that is intended to provide an exceptional recreational experience close to the urban fringe. Singletrack trails comprise most of the loop, although FUTS trails are used in several locations. The concept is that of a wheel encircling Flagstaff, with FUTS and other trails serving as spokes to provide access from the community, and the loop in turn giving access to the network of singletrack trails and regional open space. The Loop Trail has been planned as a cooperative project between the Coconino National Forest, Coconino County, and the City of Flagstaff. Local advocacy groups, most notably Flagstaff Biking Organization, have also provided extensive volunteer support.



Photo by: Ben Hicks

BICYCLE INFRASTRUCTURE GOALS AND POLICIES

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

Policy T.6.1. Expand recognition of bicycling as a legitimate and beneficial form of transportation.

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

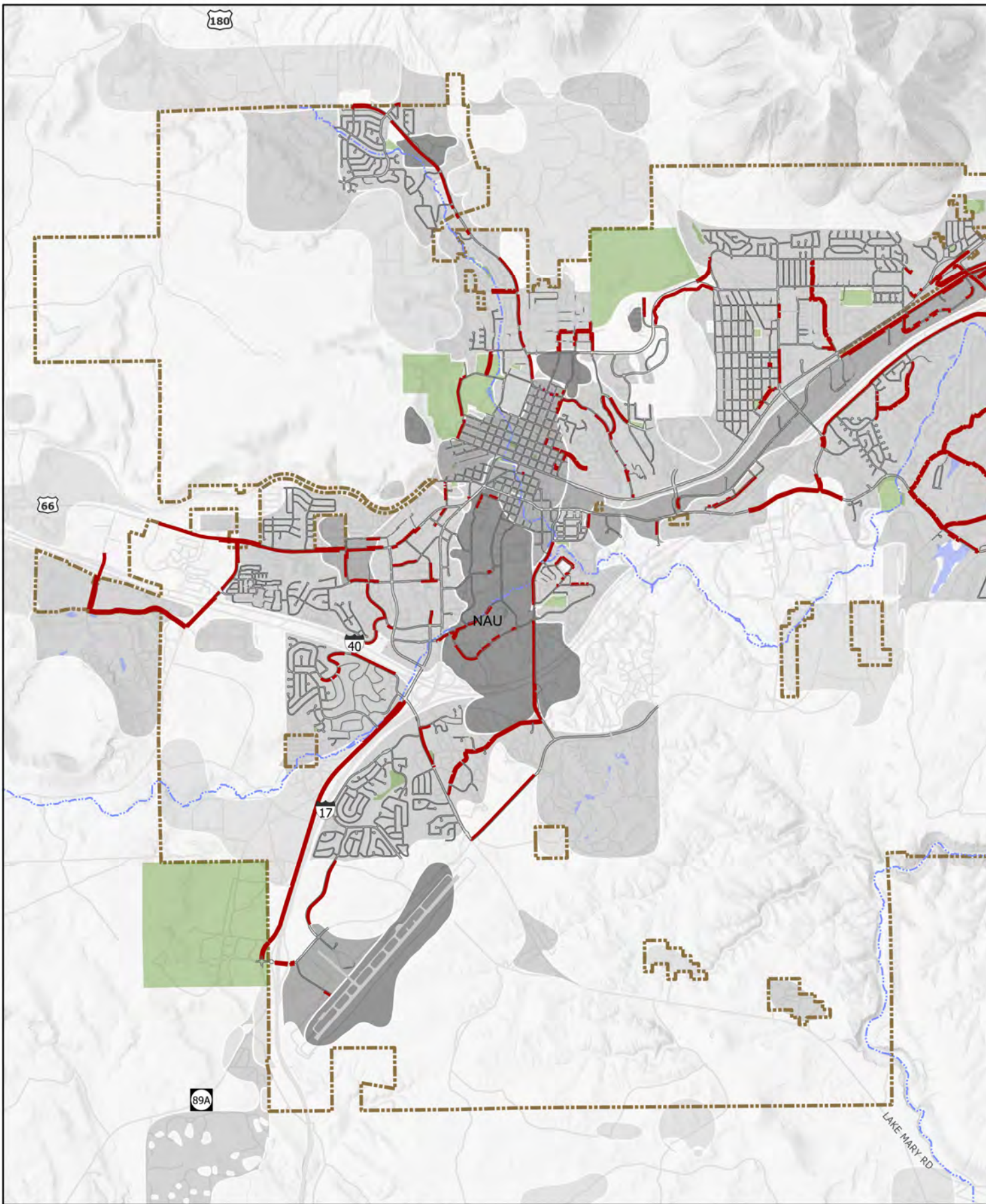
Policy T.6.3. Educate bicyclists and motorists about bicyclist safety through education programs, enforcement, and detailed crash analyses.

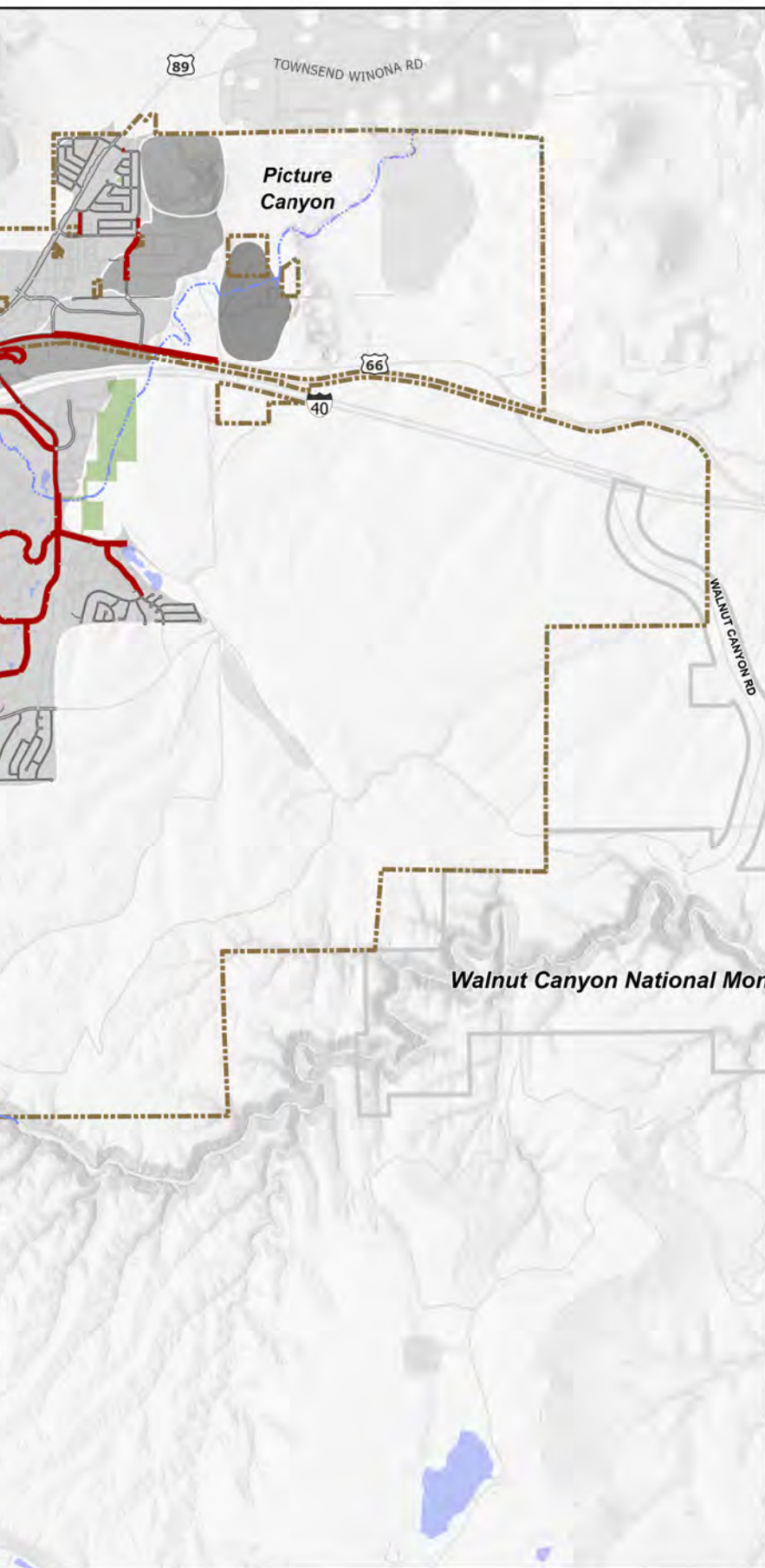
Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.

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

Policy T.6.6. Integrate policies to increase bicycling and meet the needs of bicyclists into all relevant plans, policies, studies, strategies, and regulations.







Map 26a:

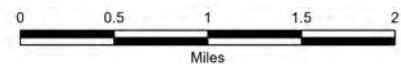
EXISTING AND MISSING SIDEWALKS ON PUBLIC STREETS

-  Missing Sidewalks on Major Streets
-  Existing Sidewalks
-  City of Flagstaff
-  Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
-  Rural - Existing
-  Suburban - Existing
-  Urban - Existing
-  Industrial / Business Park - Existing
-  Special District

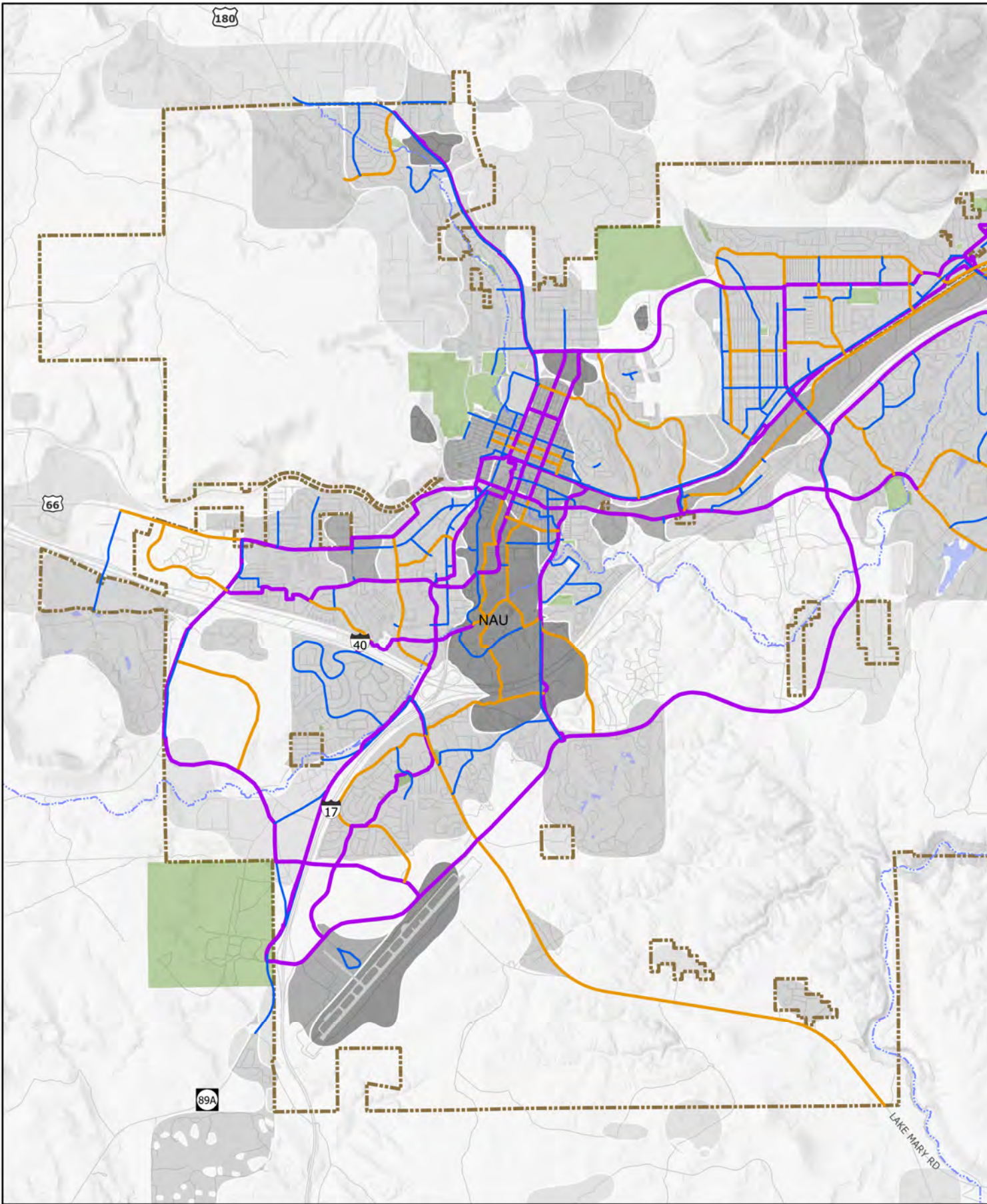
As Amended November 3, 2022

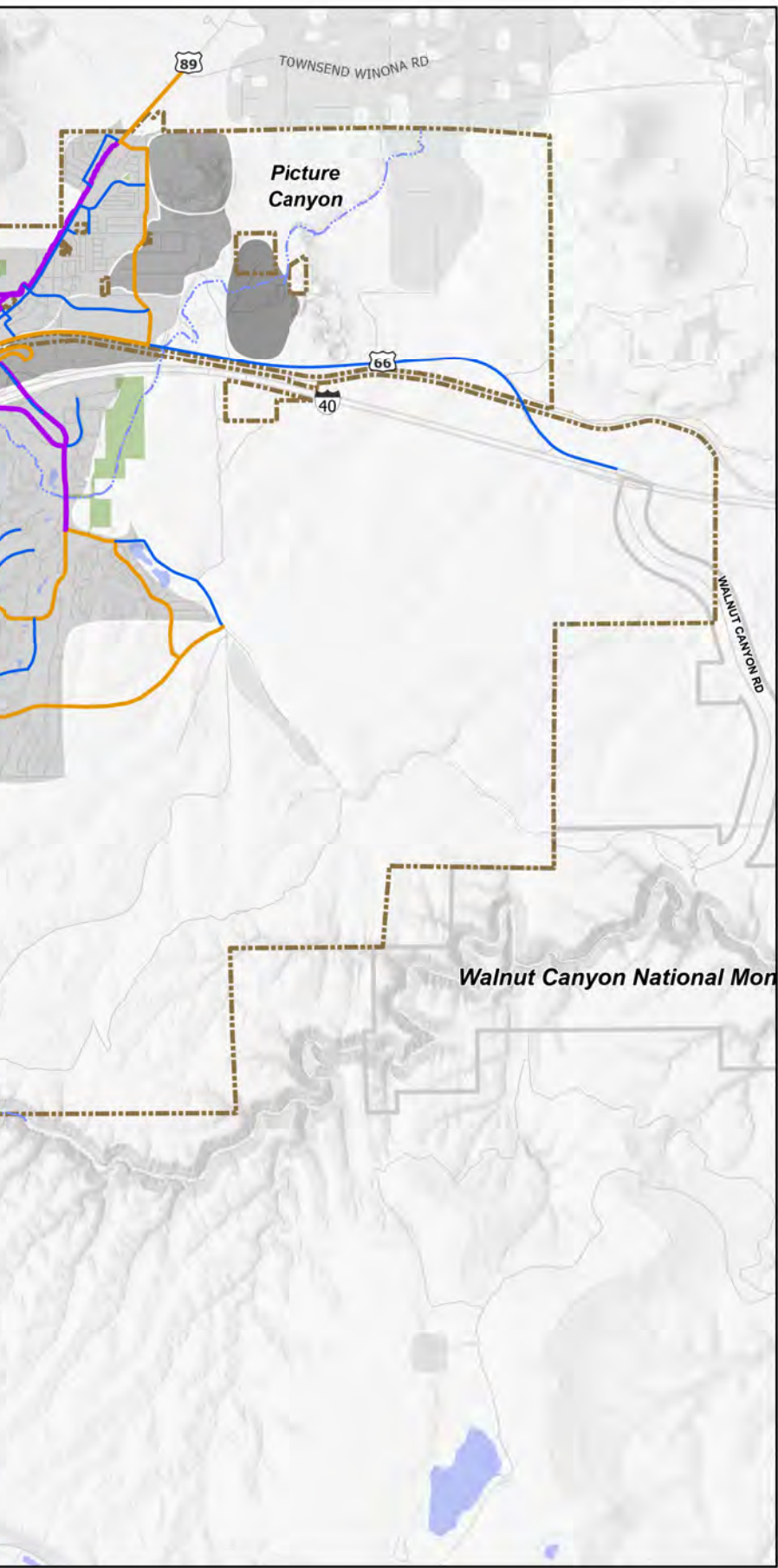
Please see www.flagstaffmatters.com for an interactive GIS map.

NORTH



**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**





Map 26b:

PLANNED BIKEWAYS BY CLASS

Planned Bikeways

1 Primary

2 Secondary

3 Third

City of Flagstaff

Open Space - Preserved
(Typically USFS); Open Space -
Reserved (Typically State
Trust)

Rural - Existing

Suburban - Existing

Urban - Existing

Industrial / Business Park -
Existing

Special District

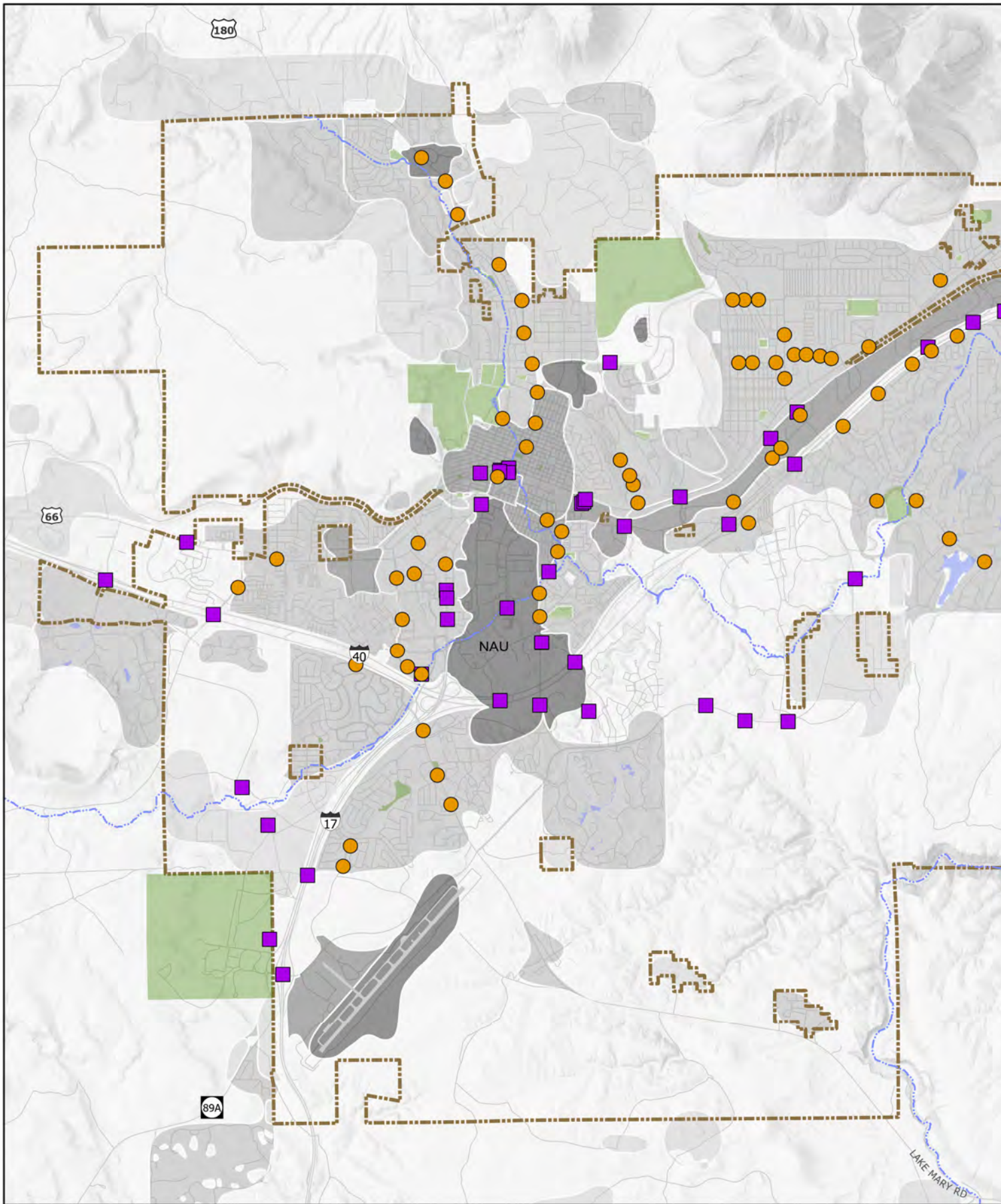
As Amended November 3, 2022

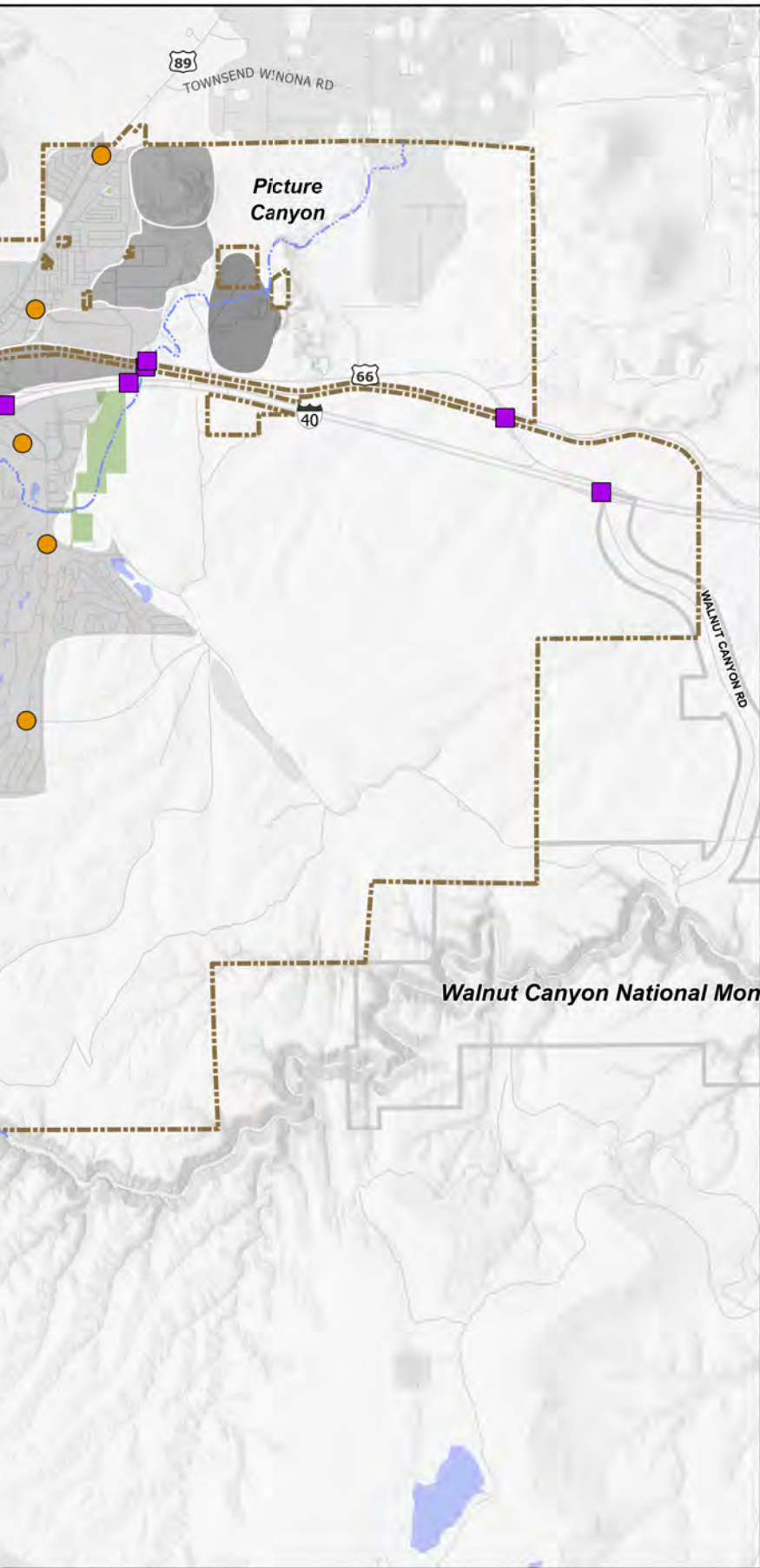
Please see www.flagstaffmatters.com
for an interactive GIS map.

NORTH

0 0.5 1 1.5 2
Miles

**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**





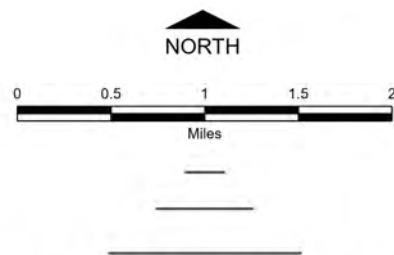
Map 26c:

ENHANCED AND GRADE-SEPERATED CROSSINGS

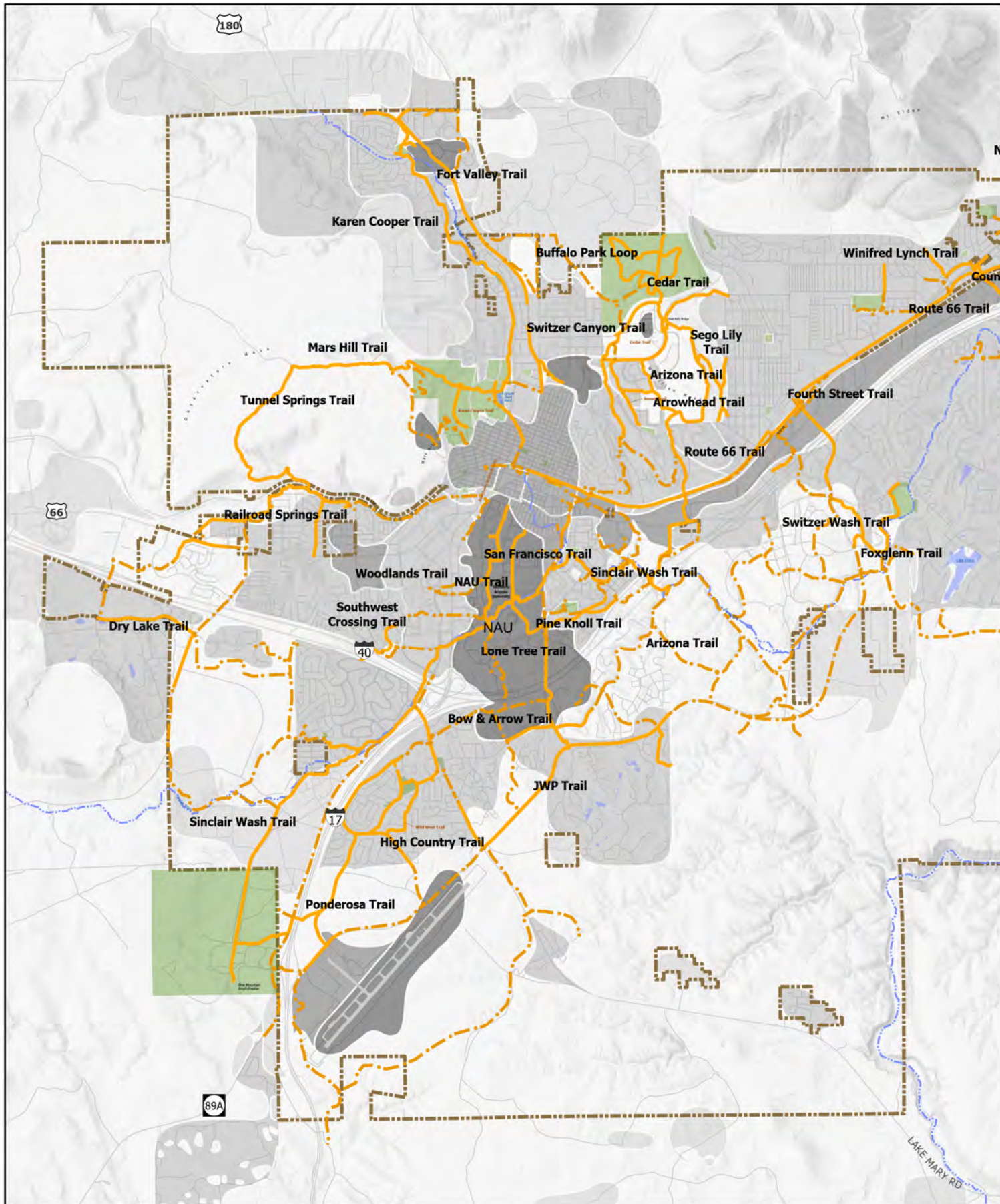
- Enhanced crossings | planned
- Separated crossings | planned
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

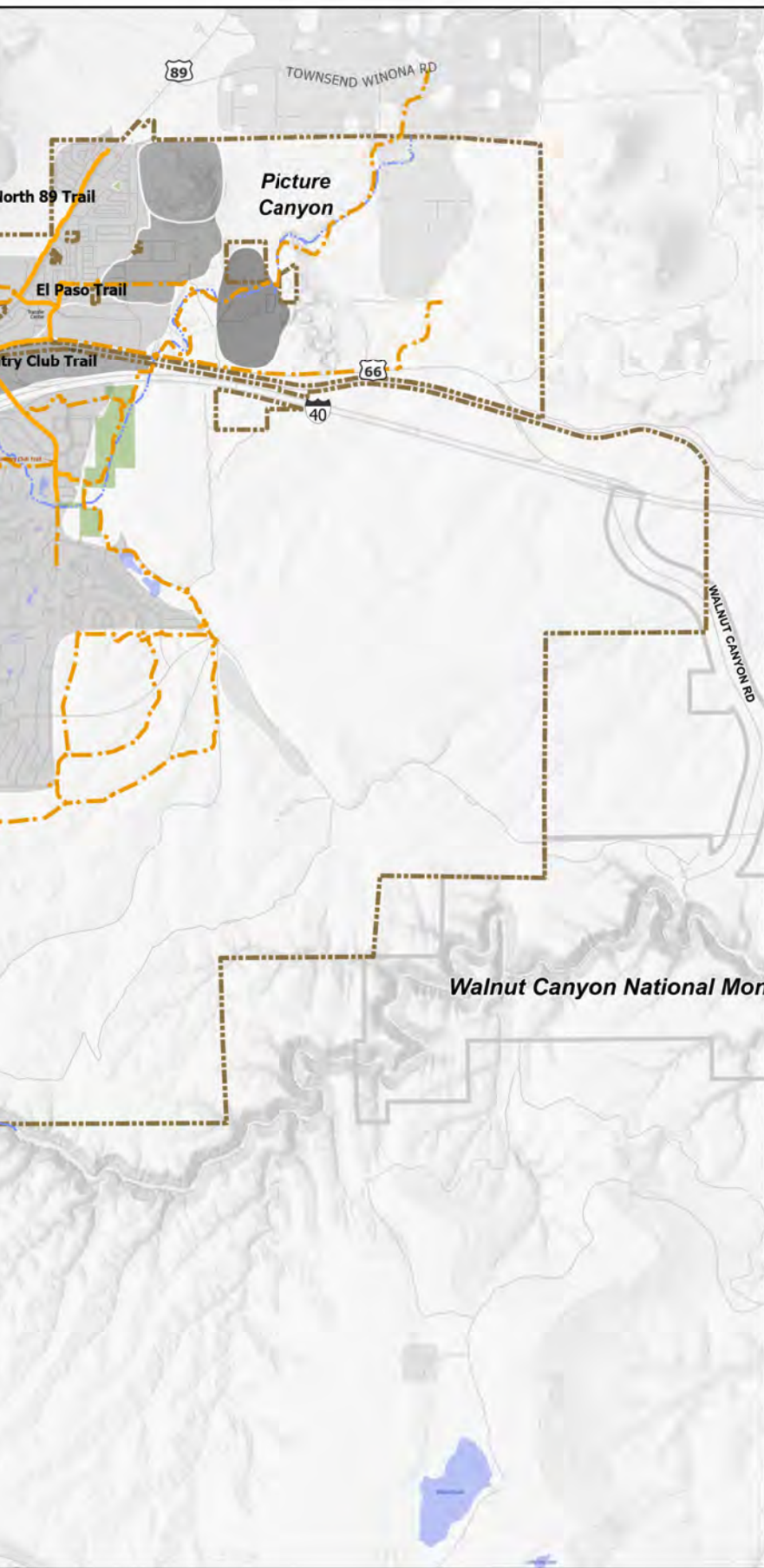
As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.












FLAGSTAFF REGIONAL PLAN VISION 2030: PLACE MATTERS





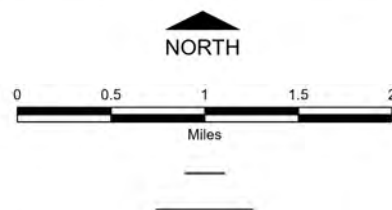
Map 26d:

EXISTING AND PLANNED FLAGSTAFF URBAN TRAILS

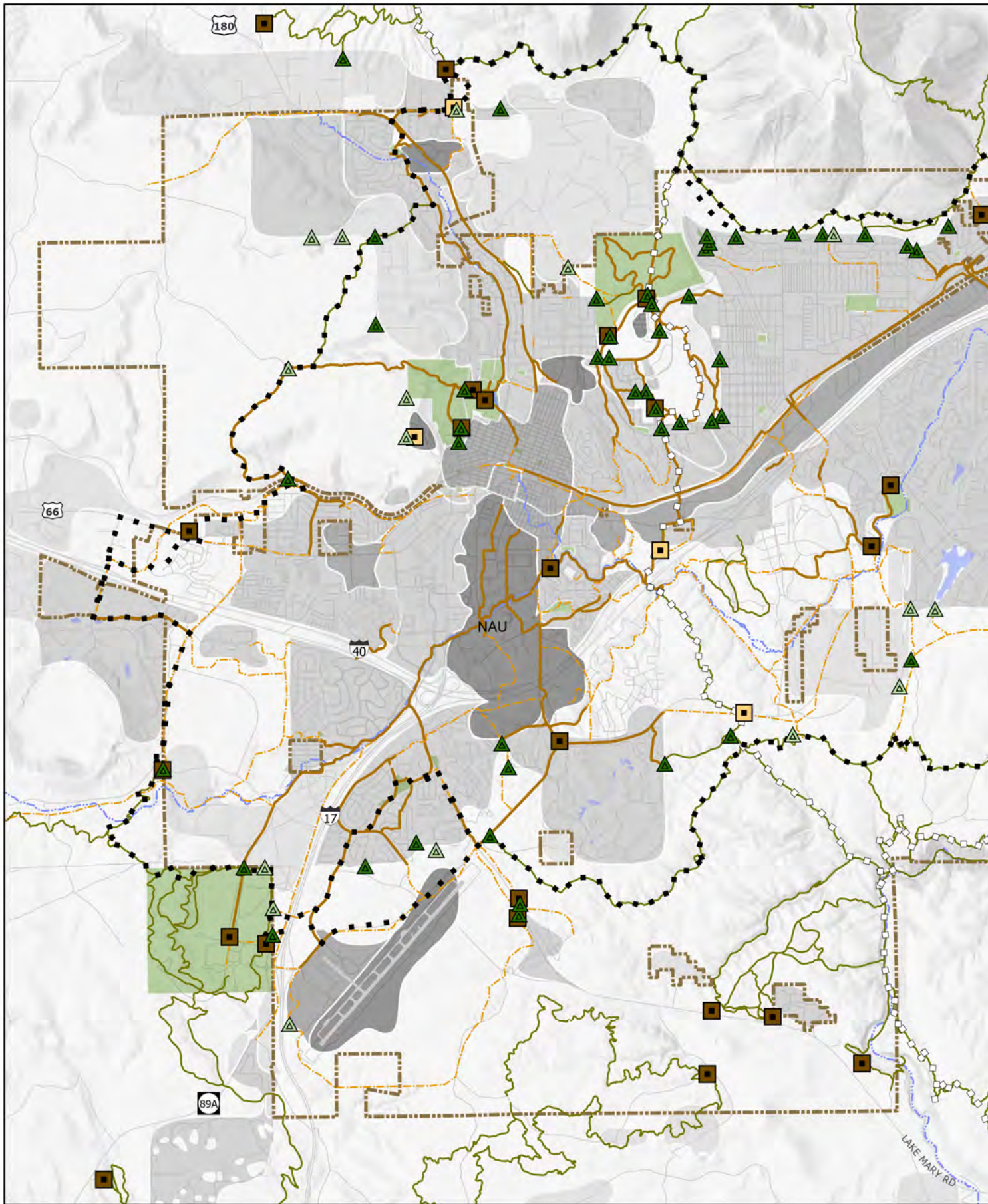
-  Existing FUTS trails
-  Planned FUTS trails
-  City of Flagstaff
-  Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
-  Rural - Existing
-  Suburban - Existing
-  Urban - Existing
-  Industrial / Business Park - Existing
-  Special District

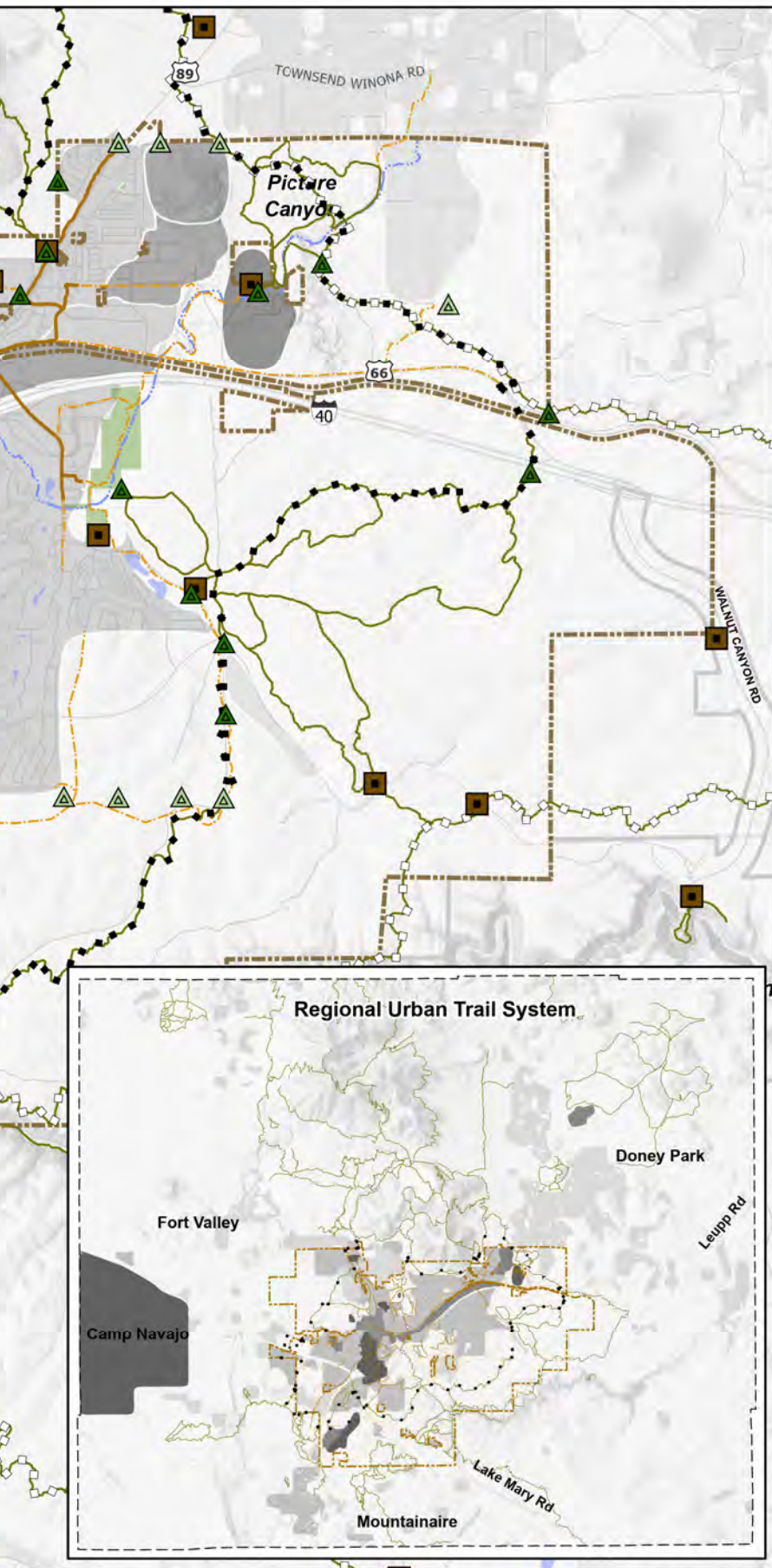
As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.



**FLAGSTAFF REGIONAL PLAN
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Map 26e:

FOREST ACCESS AND TRAILHEADS

- Existing trailheads
- Planned trailheads
- Existing forest access
- Planned forest access
- Existing Flagstaff Urban Trails (FUTS)
- Planned Flagstaff Urban Trails (FUTS)
- Singletrack Trails
- Arizona Trail
- Loop Trail
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.



FLAGSTAFF REGIONAL PLAN VISION 2030: PLACE MATTERS

Transit

Transit plays multiple and emerging roles in the region. It provides basic mobility for transit-dependent individuals. For example, thousands of university faculty, staff, and students rely on transit as a cost-effective means of getting to and across campus. In addition, daily commuters from Doney Park and further outlying communities are in need of transit options, which could be met in collaboration with Navajo and Hopi transit services. Even now, and more so in the future, transit will play a central role in general mobility, congestion management, and economic development. The region will achieve desirable urban development by maximizing the use of urban parcels with appropriate densities and linking new land development with transit, which reduces land consumption in non-urbanized areas, reduces the number of auto trips and vehicle miles traveled, and reduces air pollution. Map 27 illustrates planned transit service levels in the planning area.

The City and County work closely with two regional organizations to plan and deliver transportation services: The Flagstaff Metropolitan Planning Organization (FMPO) and the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). Both share the same boundaries as this Plan and work to inform and support City and County land use plans and policies. FMPO prepares a long-range, regional transportation plan (RTP) that directs the expenditure of federal transportation funds in the region. The RTP addresses all modes required to support City and County land use plans and policies and does so using reasonably expected revenues. NAIPTA produces a five-year transit plan and recently produced a long-range plan.



Photo credit: City of Flagstaff



Photo credit: NAIPTA



Graphic credit: NAIPTA

Mountain Line – 12 Years and Growing Strong



Graphic Credit: NAIPTA

TRANSIT GOALS AND POLICIES



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

Policy T.7.1. Cooperate with NAIPTA in developing and implementing the five-year transit master planning goals and objectives to continuously improve service, awareness, and ridership.

Policy T.7.2. Provide public transit centers and options that are effectively distributed throughout the region to increase access to public transit.

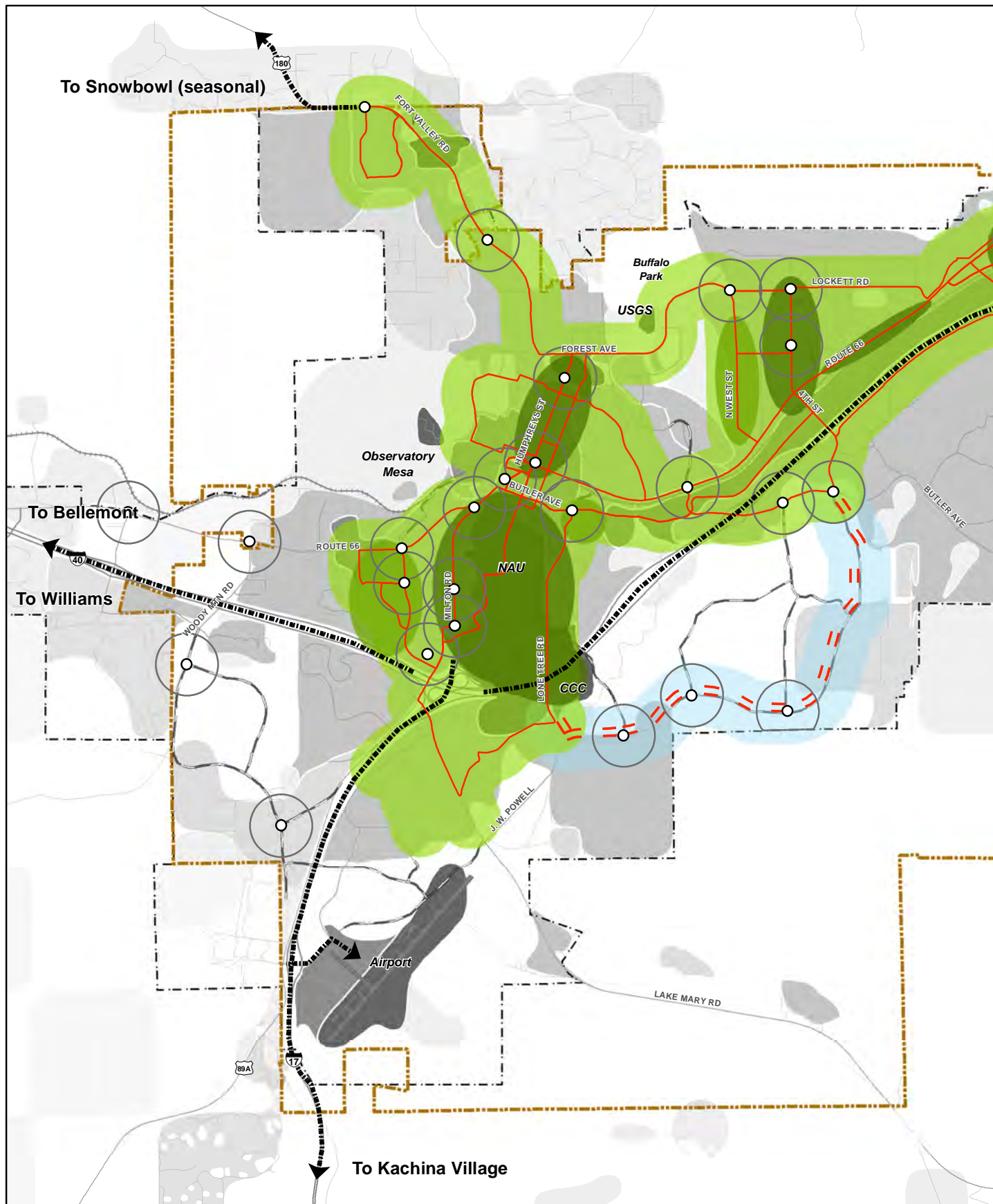
Policy T.7.3. Support a public transit system design that encourages frequent and convenient access points, for various transportation modes and providers, such as private bus and shuttle systems, park-and-ride lots for cars and bicycles, and well-placed access to bus, railroad, and airline terminal facilities.

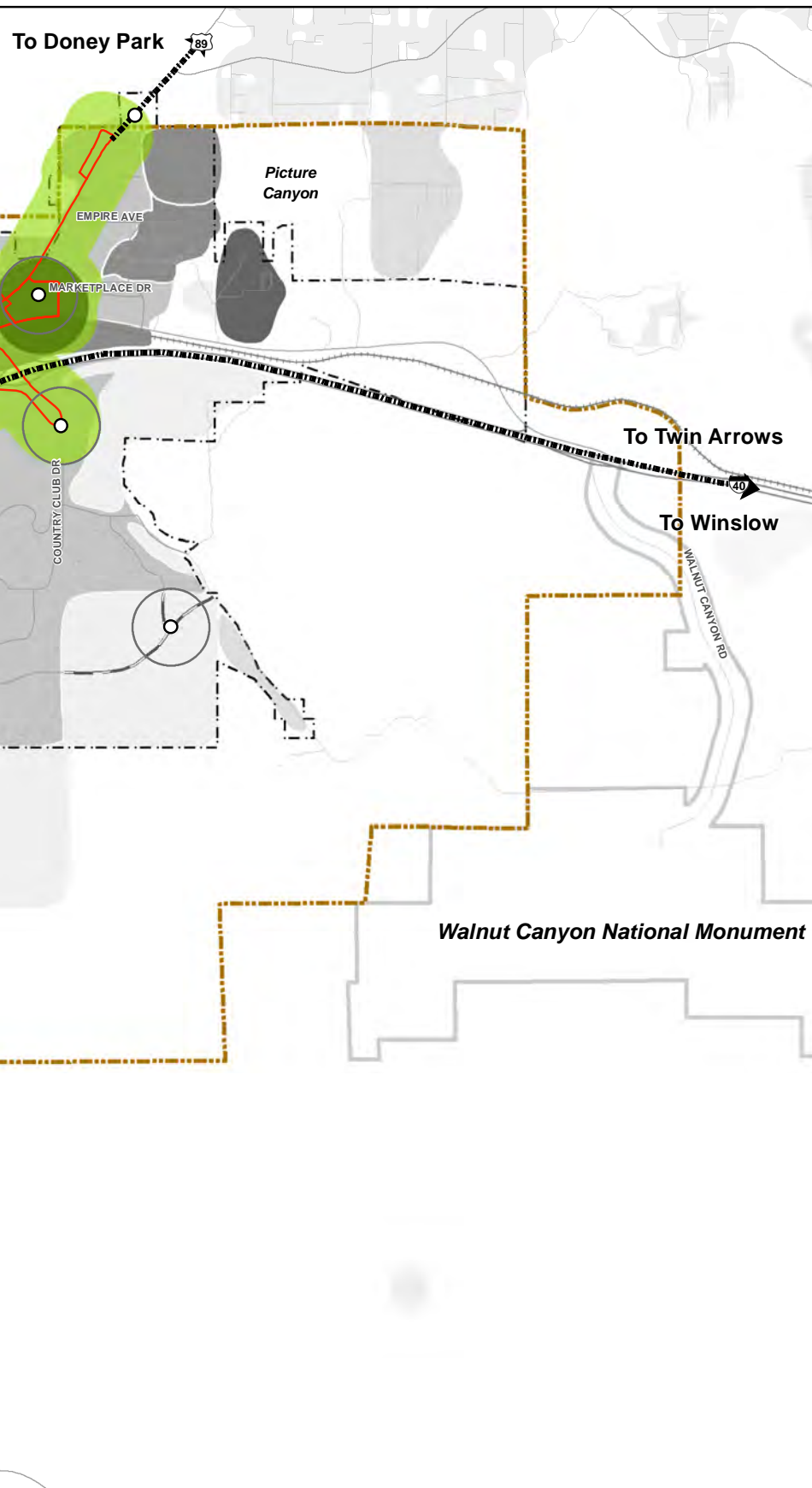
Policy T.7.4. Support mobility services for seniors and persons with mobility needs.

Policy T.7.5. Incorporate adopted plans and policies for non-motorized and public transportation in the permitting process for all development or land use proposals, including provisions for efficient access and mobility, and convenient links between pedestrian, bicycle, and transit facilities.

Policy T.7.6. Coordinate with NAIPTA to establish rural transit service within the region that is consistent with County land use plans, based on funding availability, cost effectiveness, location of major trip generators, distance between generators, and the needs of transit-dependent individuals.

Note: Transit dependent individuals are those who can only get around via public transit, and who do not own a car or cannot drive.



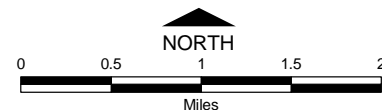


Map 27:

**PLANNED TRANSIT SERVICE LEVELS:
Markets and Key Corridors**

- Activity Center
- RTP Future Road Network
- Transit Market Service Level:**
 - High Level
 - Moderate Level
 - Standard Level
 - Standard Level- Future
- Existing Transit Route
- Future Transit Route
- ▶ Future Express Service
- City of Flagstaff
- Urban Growth Boundary
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

Future growth illustrations and plans do not preclude private development entitlements. Please see www.flagstaffmatters.com for an interactive GIS map.



**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**

Roads and Corridors

Automobiles are likely to continue to be the dominant form of transportation in the region, especially for longer trips. Roads and streets will be more effectively designed into the areas they serve. As parts of the region urbanize, reliability will become more important than speed. In urban activity centers, levels of service for pedestrians, bicycles, and transit will take precedence over service for cars.

Corridors and Functional Class

Successful places require successful corridors. Constraints by Flagstaff’s terrain, railroads, highways, and interstates heighten our need for clear expectations of our corridors to establish the “sense of place” and to service the expected land use patterns. The desired “sense of place” for the region, centers, and neighborhoods will be more successfully achieved when the function and role of our corridors is sensitively applied.

Corridors in urban, suburban, and rural places will serve similar yet unique functions and roles. The *Flagstaff Regional Plan* deals directly with the corridors serving regional travel and circulation roles and sets general expectations for the smaller access corridors. The corridor classifications should be understood as a sliding scale with circumstances dictating the road’s functional class. Corridors may be classified as regional travel, circulation, and access, as shown on Map 25. Listed below are the functional classifications and some of the multi-modal facilities associated with each.



Photo credit: City of Flagstaff

Regional Travel Facilitates long-distance travel across and between regions	<ul style="list-style-type: none">• Freeways• Passenger and freight rail• Major arterials• Dedicated express bus lanes
Circulation Provides for movement between neighborhoods and non-residential uses	<ul style="list-style-type: none">• Minor arterials• Urban thoroughfares• Major collectors• Fixed transit routes
Residential Access or Access Local access to adjacent land uses	<ul style="list-style-type: none">• Minor collectors• Local streets – commercial and residential, neighborhood streets

Corridors and Place Types

The term “corridor” is used in the Community Character, Growth & Land Use, and Transportation Chapters. Corridors are roads demarcated on maps based on their role in the greater transportation system, surrounding existing and future land uses and their context. Categories of Regional Travel, Circulation, and Access denote transportation roles on Map 25. In the Community Character chapter, some of these roads are identified as Gateway and Great Street Corridors on Map 12 for their value in placemaking and their relationship to iconic scenery. In the Land Use Chapter, the relationship between corridors and area types is described on pages IX-37, IX-50 and IX-55. To further identify the relationship between corridors and land uses, Access corridors on Map 25 are divided into Access and Residential Access; the former is associated with commercial and mixed use environments and the latter with neighborhood settings.

Corridors serve many roles, and these roles may be understood as:

- Carrier of goods and people – how many, how far, what kind, what means
- Connector of activities – how active, what scale, what purpose, relationships
- Space and Shelter for activities within the public realm – how often, vulnerable, duration, solitude
- Symbol for the understanding of place – identity, purpose, behaviors as it applies to specific roads or corridors, not to classes of corridors.
- Builder and destroyer of city and place – corridors may be perceived as supporting a sense of place, or destroying it.

To fully implement the Regional Plan’s vision for Flagstaff’s roadways a Flagstaff “Streets Master Plan” should be developed to serve as the specific plan that bridges the City’s *Engineering Design Standards and Specifications* and the *Flagstaff Regional Plan*. Until such a Plan is developed, functional classifications for roads and their definitions can be found in the *Engineering Design Standards and Specifications*.



Photo credit: City of Flagstaff

Corridors in the Regional Transportation Plan

The Regional Transportation Plan (RTP) is a five year planning document developed by the Flagstaff Metropolitan Planning Organization. It is used to identify roadway projects that are eligible for federal funding. Some of the future roads identified on Map 25 are also identified in the RTP, however, these two documents are not required to match. The RTP provides more detail about the stage of planning for each roadway. Some future corridors are considered “conditional roads” in the RTP, which means that further study is required before proceeding with a project. Examples include the Clay Avenue Extension, the US 89 Bypass, the Metz Walk Extension, etc.

AUTOMOBILE GOALS AND POLICIES

Goal T.8. Establish a functional, safe, and aesthetic hierarchy of roads and streets.

Policy T.8.1. Promote efficient transportation connectivity to major trade corridors, employment centers, and special districts that enhances the region’s standing as a major economic hub.

Policy T.8.2. Maintain the road and street classification system that is based on context, function, type, use, and visual quality.

Policy T.8.3. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain quality of life while maintaining traffic safety.

Policy T.8.4. Protect rights-of-way for future transportation corridors.

Policy T.8.5. Support the area’s economic vitality by improving intersection design for freight movements.

Policy T.8.6. Maintain the City’s street infrastructure in a cost effective manner to ensure the safety and convenience of all users.





Photo credit: City of Flagstaff

Passenger Rail and Freight

The economics of air travel in the southwest and freight movements across the nation may position passenger rail and rail freight to increase share of travel. BNSF and Amtrak are integral parts of our history and community fabric and can become a more important part of our economy. The region will position itself to take better advantage of this important mode of travel.

PASSENGER RAIL AND RAIL FREIGHT GOALS AND POLICIES



Goal T.9. Strengthen and support rail service opportunities for the region's businesses and travelers.

Policy T.9.1. Seamlessly integrate passenger rail with other travel modes including connectivity and operational improvements to the downtown passenger rail station and surroundings.

Policy T.9.2. Promote Amtrak service and support opportunities for interregional passenger rail service.

Policy T.9.3. Promote development of rail spurs and an intermodal freight facility or facilities as needed to support viable economic growth.

Policy T.9.4. Increase the number of grade-separated railroad crossings.



Photo credit: City of Flagstaff

Air Travel

Air travel ties our region to the nation and globe more quickly than any other mode of travel. "Face-to-face time" is important to all relationships – business relations included. Improving and expanding service to and from Flagstaff Pulliam Airport connects our region to larger hubs of air travel. Approximately 60,000 people travel to and from this small airport annually (CY 2011 Air Carrier Activity Information System FAA Calendar Year 2011 Primary Airports 9/27/2012).

AIR TRAVEL GOALS AND POLICIES



Goal T.10. Strengthen and expand the role of Flagstaff Pulliam Airport as the dominant hub for passenger, air freight, public safety flights, and other services in northern Arizona.

Policy T.10.1. Maintain and expand Flagstaff Pulliam Airport as an important link to the national air transportation system.

Policy T.10.2. Improve multimodal access and service to and from the airport including transit, bicycle, and parking services.

Policy T.10.3. Seek opportunities to expand destinations and frequency of regional air service throughout the southwest and west.

Policy T.10.4. Plan and manage transportation infrastructure to discourage land uses incompatible with the airport and flight zones.

Public Support for Transportation

Transportation is central to the lives of our citizens. Residents and visitors pay for its construction and operation. That construction and operation is often disruptive. Therefore, an open planning process, inclusive design process, and effective communications are essential.



Photo credit: City of Flagstaff

PUBLIC SUPPORT FOR TRANSPORTATION GOALS AND POLICIES

Goal T.1.1. Build and sustain public support for the implementation of transportation planning goals and policies, including the financial underpinnings of the Plan, by actively seeking meaningful community involvement.

Policy T.1.1.1. Maintain the credibility of the regional transportation planning process through the application of professional standards in the collection and analysis of data and in the dissemination of information to the public.

Policy T.1.1.2. Approach public involvement proactively throughout regional transportation planning, prioritization, and programming processes, including open access to communications, meetings, and documents related to the Plan.

Policy T.1.1.3. Include and involve all segments of the population, including those potentially underrepresented such as the elderly, low-income, and minorities (see Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Environmental Justice).

Policy T.1.1.4. Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.

Policy T.1.1.5. Promote effective intergovernmental relations through agreed-upon procedures to consult, cooperate, and coordinate transportation-related activities and decisions, including regional efforts to secure funding for the improvement of transportation services, infrastructure, and facilities.



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