



**Zoning Map Amendment Application Narrative
Case No. PZ-17-00218-02**

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

Approximately 16.111 acres

APNs: 11205001W, 1120511, 11205007B, and a portion of 11209001E

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Zoning Map Amendment Narrative Report

A request for MR Zoning to allow Multi-family Uses
Approximately 16.111 Acres

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

A. Property Location & Background

The subject property (the “Property”) is approximately 16.111 acres comprised of four parcels located west of the corner of High Country Trail and Lake Mary Road, Flagstaff, Arizona, as depicted in Figures 3 and 4 below. The Property includes the parcels identified as APNs 11205001W, 1120511, 11205007B, and a portion of 11209001E. The Property is a portion of the Auza Family Ranch, historically used for livestock herding between Arizona, Colorado, and California, starting in the years before Flagstaff was incorporated. The Auza family has one of the longest standing independent sheep ranching operations in the western United States. The Auzas purchased the property prior to Arizona’s statehood, and although their homestead sits on the property, they no longer use the parcels in this application for ranching activities. Historic aerials at Figures 5 and 6 below depict the homestead and how the area has been developed around the Property in 1980 and 1997. It was not until after 1997 that the adjacent neighborhoods began to develop.

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

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



Figure 1 – Copyright: Arizona Historical Society/Flagstaff, Frank Auza Collection, 1927-1948. Firebranding sheep at Frank Auza’s sheep ranch, 1936.



Figure 2 – Source: wherefoodcomesfrom.com. Sheep grazing on the Auza family homestead

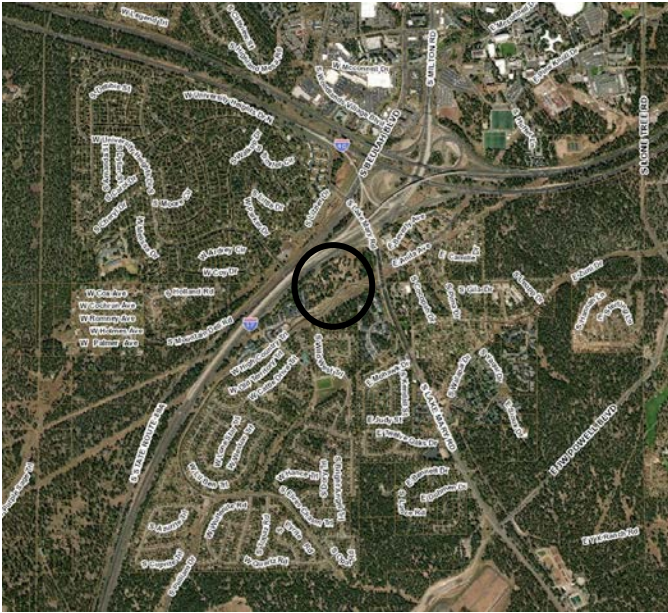


Figure 3 - 2018 Aerial Map of Auza Homestead

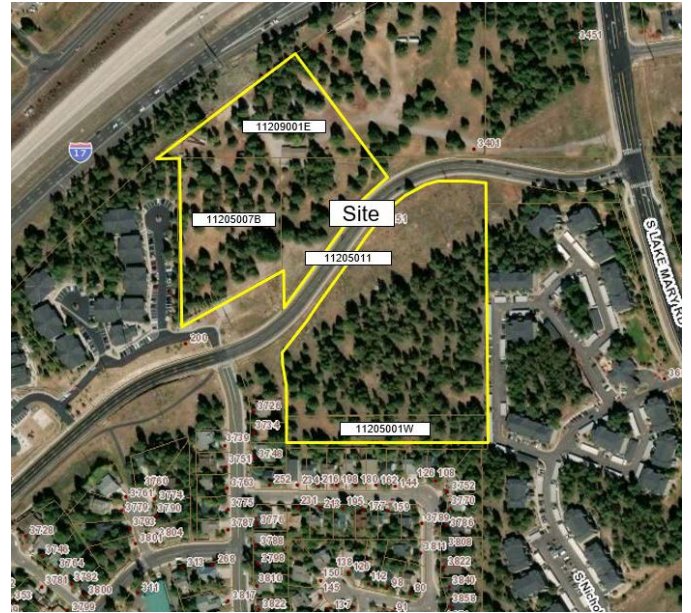


Figure 4 - 2018 Aerial Map of Auza Homestead



Figure 5 - 1980 Historic Aerial Map of Auza Homestead



Figure 6 - 1997 Historic Aerial Map of Auza Homestead

Part of the sheepherding journey between northern and southern Arizona includes the crossing of the Verde River. In 1943, Frank Auza helped construct a suspension bridge, known as the Verde River Sheep Bridge,



Figure 7 – Source: Library of Congress. Frank Auza at Verde River Suspension Bridge



Figure 8 – Source: bridgemeister.com. Replica suspension bridge at Verde River.

which was crossed by 12,000 sheep, four times per year over the span of 44 years. The bridge was placed on the National Register of Historic Places in 1978 before it was closed in 1987. In 1989, the U.S. Forest Service constructed a replica bridge for use by hikers; the west suspension tower remains today. The U.S. Forest Service has continued to document the sheepherding history in Arizona by recording aborglyphs carved in Aspen trees throughout northern Arizona, by members of the Auza family, among others, dating as far back as the 1880s (source: Washington Post. Tree Carvings in Northern Arizona Have Many Stories to Tell. April 22, 2000)



Figure 9 – Source: USDA website. Aspen carving by sheepherder.

Frank Auza's children, grandchildren and great grandchildren continue to operate the family sheepherding business and keep their family legacy alive on their homestead in Flagstaff – the land directly north of the proposed development site.

B. Purpose of Request

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

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

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

These changes to the Auza Homestead have placed restrictions on the property that have significantly limited development options available to the Auzas on their overall site. The proposed development provides an option that allows the Auzas to maintain their primary homestead land, despite the land takings over the years. This proposal comes with additional impacts on the Auza Homestead – agreement to place a resource protection easement on the Auza’s land on the north side of High Country Trail. Granting of this easement in favor of Flagstaff comes with the compromise to allow clustered development on the Auza’s land on the south side of High Country Trail. The easement on the last piece of land owned by the Auzas, a family important to Flagstaff’s history, will benefit the community by preserving the history of and resources on the Property and as a result, much needed market rate and affordable housing will be constructed to fulfill a need in the community.

C. Description of Proposal

This zoning map amendment application includes a proposal to retain the single-family residence to the north of High Country Trail, the Auza Family Ranch home, and to develop multi-family residences on the south side of the High Country Trail, as depicted in the Site Plan included with this application.

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

The proposed multi-family community, branded as Aura Flagstaff, will be highly amenitized and offer larger units than most other multi-family communities. The proposed residential community has been designed to preserve open space and trees wherever possible by providing garage parking under a majority of the buildings and clustering buildings together throughout the site. The proposed site plan takes into consideration, the 7% average slope of the Property south of High Country Trail. There are approximately 5 acres of the Property that are within a utility easement adjacent to High Country Trail that will remain undeveloped but will contain civic and common open space amenities and landscaping. This application includes a Natural Resources Survey and Protection Plan and the Applicant intends to develop within the limitations of the Plan to meet the City’s Zoning Code provisions. A Materials Management Plan is included with this application to clearly outline solid waste and recycling to be provided on site. The Applicant is an

industry leader in promoting waste diversion programs at each of its communities, where in most jurisdictions, providing recycling for multi-family uses is not a requirement.

The development proposal includes one, two and three story buildings, and a mix of 51% one-bedroom, 45% two-bedroom, and 4% three-bedroom units. The proposed 173 multi-family units and amenity/office building total 220,331 square feet; 11.716% lot coverage. A substantial amount of open space is being provided on the Property, well in excess of Zoning Code requirements. The open space area for the Property totals approximately 619,000 square feet and 88% of the site. The common open space, available to multi-family residential tenants, is provided exclusively south of High Country Trail and totals 119,965 square feet; 17% of the Property, of which only 105,269 square feet is required. Additionally, the civic open space provided is 35,090 square feet and 5% of the Property, located directly adjacent to High Country Trail. The development has been designed to protect the privacy of adjacent parcels by locating the two-story carriage units along the east portion of the south property line. The carriage units include a garage on the first floor and the residential unit on the second floor, which only have clerestory windows set at 7-feet, preventing views from the units into the yards of the adjacent residential homes.

The site plan includes 18 units that qualify as Category 1 of the City of Flagstaff Affordability Program. The density for the project was calculated using a 20% density bonus based on the inclusion of these units, which is just over 10% of the total number of units. The inclusion of affordable housing results in a density bonus of 29 units for the development.

The building minimum setback proposed from the north property line is 135-feet; 15-feet from the south property line and 26-feet from the east property line, adjacent to the carriage units; approximately 116-feet at the south property line, at the southwest corner of the site; and 15-feet from the west property line, adjacent to the westernmost carriage units, which meets or exceeds Zoning Code requirements. The site plan includes a 25,468 square foot common open space preserve area at the southwest corner of the site, providing a large buffer between the proposed community and the adjacent residences to the south and west. This update to the site plan eliminates carriage units adjacent to six single family residential parcels to the south and west.

The site is buffered by mature pine trees and a setback from High Country Trail of 135- to 213-feet. This proposal should not have any detrimental impact on neighboring properties as Zoning Code provisions for setbacks will be met, with buildings lower than permitted adjacent to property lines, and a substantial number of pine trees will be preserved throughout the Property. Additionally, the tree required resources on the approximate 7.11 acres north of High Country Trail will be protected with a Resource Protection Easement.

The proposed site plan has been designed to meet, and in some areas, exceed, the MR Zoning District development standards to provide additional buffering.

DEVELOPMENT STANDARDS – REQUIRED/PROVIDED

Standard	MR Zoning District Standard	Proposed with Development Plan
Setback		
Front (min.)	10 feet – 2 nd Floor and Below 15 feet – Above 2 nd Floor	135 feet
Side Yard (min.)	5 feet	17 feet
Rear Yard (min.)	15 feet	15 feet
Height (max.)	35 feet 40 feet with a 6:12 pitched roof	40 feet with a 6:12 pitched roof
Coverage (max.)	40%	11.716%
Density: Gross (units/acre)	9	9 (with affordable housing incentive)
Lot Area – Gross (min.)	6,000 square feet	701,795 square feet
Lot Width – Interior (min.)	50 feet	619 feet 5 inches
Parking Spaces	292 total spaces required	212 surface 84 private garage spaces 296 total spaces provided
Open Space (% of Gross Lot Area)	Civic (5%): .805 Acres / 35,090 square feet Common (15%): 2.416 Acres / 105,269 square feet	Civic (5%): .805 Acres / 35,090 square feet Common (17%): 2.754 Acres / 119,965 square feet

D. Relationship of Property to Surrounding Area

The Property is west of Lake Mary Road, bisected by High Country Trail and just south of Interstate 17. The Property is adjacent to a multi-family use and undeveloped commercial land to the east; single family residential uses to the south; and multi-family and single-family residential uses to the west. The zoning in the area is shown on the Zoning Context exhibit included with this application.

The adjacent property zoning is as follows:

North: Interstate 17 and Rural Residential (RR)

East: High Density Residential (HR), Highway Commercial (HC), Rural Residential (RR)

South: Single Family Residential (R1)

West: Single Family Residential (R1) and Medium Density Residential (MR)

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

E. Community Outreach

The Applicant has conducted extensive outreach to the community throughout the city's application process over the last 18-months which has resulted in changes to the development plan for the site. The following provides an overview of the outreach and development plan submittals completed to meet the needs and expectations of the community and the city.

<u>Type</u>	<u>Date</u>
Voluntary letter sent to neighborhood informing them of proposed development	1/16/2018
Individual meetings with homeowners on Goldrush Trail	2/5/2018
Concept Submittal 1 to the City	2/6/2018
Additional meetings with homeowners on Goldrush Trail	2/22/2018
Concept Submittal 2	5/3/2018
Completion of Cultural Resource Report	5/24/2018
Concept Submittal 3 – included reduction from 197 to 173 units to increase open space	6/28/2018
Preparation of Traffic Impact Statement for proposed development for formal site plan submittal	6/29/2018
Formal Site Plan Submittal	8/20/2018
Hold first formal neighborhood meeting for larger surrounding community	10/18/2018
Attend & discuss proposed development at Ponderosa Trails Annual HOA Meeting	10/24/2018

Site Plan Submission 2	12/13/2018
Formal Rezoning Application Submittal	12/26/2018
Attend and preset to Ponderosa Trails HOA Board solutions to items previously raised by community including improved line of site from adjacent properties by lowering buildings through site grading, reduction in density, increase in open space, and driveway realignments to improve safety of driveways.	1/17/2019
Site Plan Submission 3	1/24/2019
Site Plan Submission 4	2/21/2019
Hold second neighborhood meeting for larger community with staff's approval	3/4/2019
Site Plan Submission 5	3/14/2019

F. Regional Plan Analysis

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

The Regional Plan's existing Land Supply Analysis states that "[o]nly 12 percent of the land in the planning area is privately held. Given this small amount of land, determining how to encourage development patterns that fulfill the community vision (Regional Plan) is a significant task." This proposal for multi-family development is on 16.111 acres of privately held land and has been designed to support the goals and objectives of the community vision for Flagstaff.

The Land Supply Analysis of the Regional Plan also evaluates vacant land within city limits that is available for development based on current zoning. The Regional Plan then projects demand by land use under the current zoning for 2010-2020 and 2030-2050. Within city limits, the projected demand for multi-family development is a total of 225 acres by 2050, and under this land use, the Plan identifies a deficit of 46 acres of available land to be developed. The proposed project fulfills 16 acres of this deficit.

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

housing options with shared amenities; and support of open space goals. While the city center is often a focus of compact development, the Regional Plan contemplates suburban development as appropriate in areas outside the city center as follows:

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

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

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

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

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

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

Developing a project that is at or under the permitted building height is particularly challenging for the Property, given the slope of the site and the city's definition of building height. Buildings that step down with the slope are best suited to meet building height requirements under city's definition. However, to design a building that steps down with the slope also poses significant challenges in meeting ADA requirements for building access. As a result, the proposed building layout and orientation was selected to provide a balance between the gradation of the site in specific areas and to minimize site cuts necessary to bring the buildings down to meet the city's height requirements. Without site cuts or stepping the buildings, the maximum permitted building heights could never be constructed. The applicant chose to design the buildings with a single grade floor plate to further reduce building heights in certain areas of the site and eliminate ADA access conflicts. There are however, over five-acres of land that will remain undisturbed and just over 50% of the tree points existing today will be preserved. This includes a 25,468 square foot area at the southwest corner of the site and 5.1 acres north of High Country Trail.

Furthermore, following construction, the plans call for lawn and/or a native grass/wildflower seed mix on all slopes around the retention basin to aid in slope stabilization and limit soil erosion.

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

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

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

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

- ***Policy WR.5.5. Give preference to regional detention facilities that are designed in conjunction with smaller low-impact development features, rather than numerous smaller dispersed basins. Encourage regional detention basins to incorporate natural watershed characteristics as well as offering recreational components.***

For efficiency in site design, the on-site retention has been located within the 80-foot electrical utility easement that runs across the entire width of the property along High Country Trail given restrictions APS has on structures and landscaping within easements. APS prohibits structures from being erected within the easement area and limits landscaping that can be planted. The retention basin, located just south of High Country Trail and north of the proposed buildings, is 30,759 square feet, and will be open to the public for recreational activities as desired. Landscaping in the existing 80-foot wide electrical utility easement that runs the length of the retention easement is restricted to turf only, which will be provided for use by the public. Additionally, two benches will be placed within the retention area, one at each end of the basin, for use by the public. While the retention area is not a natural watershed element, constraints and limitations under the APS easement requiring maximum slopes and large vehicle access have led to the design that will comply with APS regulations and provide easy access to an area for recreation during a portion of the year. The areas provided for APS large vehicle access are adjacent to the FUTS and have a slope of 1:10, which provides access to pedestrians into the retention area given the steeper 1:3 slope in most other areas of the basin which is necessary to meet the city's retention requirements, therefore limiting access from certain areas. The APS restrictions on landscaping in the retention area and the steep slope in certain areas of the basin reduce the usefulness of the basin for recreational purposes, but nonetheless, efforts have been made by the Applicant to provide areas for recreational use by the public.

Goal E.1. Increase energy efficiency

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

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

- Low E insulated glass
- High efficiency HVAC – 15 SEER units
- LED lighting throughout
- Low voltage LED landscape lighting
- Recycle program for residents and office/common areas
- Low flow water fixtures
- Energy Star appliances
- Individual unit water meters to track usage
- Energy efficient pool pump and filtration equipment
- Unit separation assemblies with STC 55 or greater for enhanced sound separation and energy retention
- An irrigation design that employs low flow drip irrigation to maximize efficiency, and a smart controller with weather sensing technology

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

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

The natural resources plan (the “Plan”) for the project outlines 50.44% of trees to be retained, exceeding the minimum requirement. A portion of those trees are along the north side of High Country Trail, preserving views from the street., with additional new trees being planted along the south side of High Country Trail and throughout the multi-family project. A significant open space area at the southwest corner of the site will also preserve tree resources, adjacent to single-family residential to the south, in addition to those preserved throughout the site, as depicted on the Plan.

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

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

The architectural design for Aura Flagstaff was developed to be site specific and complement traditional design characteristics associated with Flagstaff. The design is appropriate for the region and climate, and consistent with surrounding developments.

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

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

The existing sidewalk at back of curb, along the south side of High Country Trail will be replaced with a FUTS trail that meanders adjacent to the project. The FUTS trail will be setback from 5- to 7-feet from the property line, providing a larger buffer between the street and pedestrians. This setback provides greater safety for pedestrians. The north side of High Country Trail will retain on site tree resources and preserve the streetscape as it exists. The setback along the south, adjacent to the multi-family development is appropriate for the land use given the existence of an 80-foot electric utility easement and is sensitive to the surrounding uses and topography. Additionally, the design of both driveways city and AASHTO guidelines, accounting for the curvature of High Country Trail to maintaining traffic safety.

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

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

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

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

The proposed development is on a vacant infill parcel that currently provides no public benefit to the established neighborhoods adjacent to the site. The development of this infill parcel with civic open space and pedestrian amenities, including the extension of the FUTS path from the west along the south side of High Country Trail. Further, the extension of the FUTS path, as a part of the Flagstaff pedestrian and bicycle network, will provide safer connectivity to employment and

services accessible from the Mountain Line bus stop at the intersection of High Country Trail and Lake Mary Road.

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

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

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

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

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

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

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

The proposed development will construct the planned extension of the FUTS path from the west along the south side of High Country Trail toward Lake Mary Road. This extension will construct a portion of the planned pedestrian and bicycle network in Flagstaff.

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

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

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

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

The FUTS trail that exists to the west of the proposed development is planned to be extended east to connect the established neighborhoods west of Lake Mary Road to the intersection at High Country Trail, where pedestrians and bicycles are able to access employment and services with public transit. The proposed development includes the construction of the FUTS trail extension for the width of the property along the south side of High Country Trail.

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

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

The proposed development will place residents within walking distance of two bus routes and a FUTS path. These pedestrian connections help promote the use of public transportation and bicycling.

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

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

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

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

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

The existing sidewalks on the north and south sides of High Country Trail, along with the new FUTS path that will be constructed to extend the width of the Property, are accessible from the proposed development and adjacent neighborhoods. This pedestrian infrastructure provides safe, accessible paths from Lake Mary Road into the neighborhood.

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

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

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

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

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

The units proposed for affordable housing will permanently serve residents earning 80% of the area median income or less. For a single individual, that annual income limit is \$39,200.

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

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

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

The project conflicts with the following Goal and Policy.

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

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

The client has incorporated small-scale renewable energy production into prior projects and continues to assess projects on a case by case basis. This project was assessed by the client as an opportunity to include small-scale energy production. There are a number of restrictions on this development that make the introduction of solar difficult if not impossible. Building height is limited from both natural and finished grade, which has been a challenge to maintain for both compliance with the City of Flagstaff and addressing concerns from the surrounding neighborhood. Roof

mounted solar arrays would violate the building height envelop. Furthermore, the required preservation of trees limits the opportunity for ground mounted solar arrays in undisturbed areas. Finally, the APS easement occupying approximately 2.5 acres on the south end of High Country Trail prohibits vertical improvement in an area that could otherwise be considered for renewable energy production. The applicant sees great value in meeting the policies and goals outlined by the Regional Plan and has made an effort to incorporate this policy but is unable to provide renewable energy for this project at this time. The Applicant will revisit and consider retrofitting the site to meet this policy after construction if the cost benefit analysis is improved at a later date.

G. Location, Accessibility & Site Circulation

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

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

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

- "The results of the intersection capacity analysis for the study intersection [at Lake Mary Road and High Country Trail] and the driveways revealed little change from the existing conditions with the addition of the site traffic. The level of service degrades in the overall approach at the signalized intersection of lake Mary Road and High Country Trail, but the roadway and intersection should continue to operate at a [level of service] B or better; therefore, no mitigation measures are warranted or recommended.
- Since not more than four (4) right turns per hour are expected at either site driveway during either peak hour, per the City of Flagstaff's Engineering Design Standards Section 13-10-010 (Streets), eastbound right-turn lanes are not warranted on High Country Trail approaching either of the two proposed site accesses.
- Two of the existing three turn lanes at the intersection of Lake Mary Road and High Country Trail provide sufficient storage using the AASHTO method. The eastbound left turn movement from High Country Trail onto Lake Mary Road could require additional storage capacity. Drivers could

use the existing CTWLTL on the approach as additional storage. If the CTWLTL on High Country Trail is re-stripped to extend the existing left turn lane, [the traffic engineer] recommends that it not be striped to provide more than 300 feet of storage, a typical maximum turn lane length.

- Sufficient sight distances to and from [the west driveway] appear to be available. However, due to the horizontal curvature of High Country Trail, to assure adequate sight distance at [the east driveway] would require a sight triangle that may warrant extensive clearing and grading and, potentially, a retaining wall. A possible driveway location farther west within the limits of the curvature could provide sight distance with less earthwork. Please note that this is only a concept and that a final, engineered location should be established and adequate sight distances demonstrated to the satisfaction of City staff by the civil engineer.
- [The traffic engineer] recommends that sight visibility triangles at the site driveway be provided per AASHTO guidelines. In addition, within designated sight visibility triangles, landscaping should be maintained at a maximum of two (2) feet in height. Tree branches lower than seven (7) feet should be trimmed and maintained to meet current acceptable landscape requirements.”

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

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

H. Analysis of Public Good

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

I. Public Utilities Analysis

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

J. Community Benefit

This proposal includes the extension of the FUTS trail from the west, the addition of civic open space along the south side of High Country Trail and 18 permanent affordable residential units to benefit the Flagstaff area. While a majority of the residential units under this proposal will be market rate, 10% will be affordable to those at or below 80% of the area median income (AMI), which the local housing market is not offering currently. The Applicant has worked with City staff to identify the greatest need in the community for the type of affordable units. City staff has identified the following types of units for Aura Flagstaff to help fill a void in the community and serve the public.

Unit Size	Unit Mix	
	Designated for Program	Total in Project
One bedroom	9	88
Two bedroom	8	78
Three bedroom	1	7

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

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

K. Conclusion

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