



Miramonte at Ponderosa Parkway

Regional Plan 2030 Analysis

Ponderosa Parkway, LLC (Applicant) is proposing to amend the City of Flagstaff's Rural Residential (RR) designation for parcel 107-07-002-E to a High Density Residential (HR) use in connection with the Miramonte at Ponderosa Parkway project. As part of the rezoning, the project must be assessed for compatibility with the Flagstaff Regional Plan 2030 (FRP30). The Project is not only consistent with, but also assists the community to meet many of the City's important development goals and policies set forth in the FRP30 including providing the residential component of the future Suburban Activity Center at Ponderosa Parkway / Route 66.



Introduction

The Miramonte at Ponderosa Parkway condominium project (Project) will consist of 169 multi-family residential units built in 13 buildings on an approximately 11.97-acre vacant parcel. The buildings will be 3-stories tall and consist of 13 units each. The remainder of the parcel will be common area to include tree & slope resources, amenities, private access easements, drainage, and detention basins. The Project will be regulated and maintained by a new established homeowners' association.



The development will include 16 attainable housing units dispersed throughout the project for qualified buyers (up to 100 percent area-median income (AMI)). Both the market rate and attainable housing units are currently proposed as for-sale condominiums. By allowing the rezoning, the Flagstaff community gains a compact multi-family development in a current activity center which provides entry-level ownership opportunities and much needed attainable housing for moderate income residents.

Overview

FRP30 notes that the national trend is moving towards smaller houses, smaller lots, multi-family, and multi-generational housing; yet the primary construction over the last 10 years in Flagstaff has been single family home subdivisions (FRP30 IX-3). This Project offers alternatives to these subdivisions that is in line with national trends by placing a multi-family development in a current activity center. Instead of building out towards the edges of the development boundaries, this Project ties into preexisting infrastructure, commercial opportunities, and transportation options to access employment in a central location. According to FRP30, the parcel is in a Suburban Activity Center centered at Ponderosa Parkway and Route 66. The requested rezoning will not change the FRP30 area or place type, it will simply allow for higher density at an appropriate and economically viable location. In FRP30, activity centers are considered the most appropriate location for higher occupancy housing developments.

Narrative

The right project at the right site. To casual observers, hearing about a project on Ponderosa Parkway may conjure ideas of more construction on the beloved open space atop McMillan Mesa, that is not accurate with the proposed development. The Project location is tucked behind a row of commercial buildings (including Starbucks, Culvers, and Clean Freak car wash) and is bounded by a large strip mall along Route 66.



Figure 1: View looking north from Route 66 at Starbucks (left), Culvers (middle), & Clean Freak Car Wash (right)

Efforts to incorporate and preserve the natural environment and resources reflect the thoughtful layout of the development. The proposed 169 units will not be housed in a single monolithic building that dominates the neighborhood. Instead, the units are dispersed through 13 attractive



buildings that modestly rise three stories. The buildings are strategically placed on the parcel and incorporated into native stands of trees to create an appealing, natural layout for residents.

The buildings will not rise above the hill or interfere with the viewshed of the surrounding residential areas or neighboring church. They will be appropriately built “into” the hillside instead of “on top” the hillside. This is a more costly building approach, but results in the preservation of an unbroken expanse of hillside at the top of the slope and parcel, the portion most visible to the public from nearby roadways. Lower portions of the development will be shielded from public view with stands of native ponderosa pines to be preserved per the proposed Site Plan.

Homebuying choices for the working class. The Project may be of higher density, but it is not structured to be a student housing development. Attainable units must be primarily owner occupied and all units will be subject to restriction requiring rentals be to a minimum thirty days to encourage owner-occupancy, not vacation rentals. The Project will be marketed as an option for Flagstaff’s working residents facing ever rising housing costs. In addition to the for-sale permanent attainable housing component, the units are priced so that home ownership is available to this working middle class. The Project will feature a range of units including studios, one-bedroom, two-bedroom, and three-bedroom condominium units to accommodate families of all sizes at varying price points, all of which will be ENERGY STAR certified by a third party. The Applicant aims to offer a variety of units at less than \$300,000. The energy efficiency of the residences and common areas will keep utility expenses in check.

The Project increases an overlooked option – condominiums – to the homebuying residents of Flagstaff. These units will be newly constructed in a community designed from the outset as permanent residences, a benefit that may be lacking in condominiums converted from rental apartments.

FRP30 notes that the growth areas in the last 10 years have primarily been single family subdivisions. This condominium development offers the Flagstaff community a choice of something other than a single-family home on a lot. With the homeowner’s association responsible for maintenance and repairs of the common areas and building exteriors, condominiums provide an option for residents to age in place. The Project’s close proximity to public transportation further extends independent living feasibility.

A residential addition paired with pre-existing commercial uses. The parcel is currently zoned Rural Residential, and the proposed rezoning seeks to continue the residential nature, albeit with a higher density. Although some new projects may provide mixed use within the project itself,



mixed uses on this parcel would undermine the future Activity Center contemplated by FRP30. Instead, the Project provides the residential component required to create mixed-use across the broader activity center. This is an appropriate scale given the location on Route 66 and pre-existing commercial uses. The very convenient alternative transportation ties these uses together and creates a new sense of place lacking in the current area.

Moreover, the adjacent commercial uses will benefit from the increased foot traffic within walking and biking distance. At the time of this submittal, there is no business operating at the former Albertson's grocery store a very short walking distance of the Project. Currently, the minimal residential uses in the area suggest that consumers are either passing by or "commuting" in to patronize the businesses. This Project infills a critical residential gap in the space between the east and west sides of town instead of creeping towards the edges of the development boundary further drawing consumers away from the pre-existing commercial activities.

To satisfy the City's goal of Ponderosa Parkway / Route 66 growing into a Suburban Activity Center, there must be residential options available. The High Occupancy Housing Specific Plan recognizes that activity centers are an appropriate location for this increased density.

The community benefits from the injection of density at a site where the infrastructure and commercial uses support it. The development is proposed in an area along Route 66 currently seeing little residential growth or options for such growth. This unique parcel in the heart of Flagstaff along major corridors and in close proximity to public transportation, bicycle, and pedestrian sidewalk and trail options that should be high-density residential to maximize these benefits listed for future homeowners. This project provides much needed connections and infill infrastructure from the downtown through the 4th Street corridor as championed in the Regional Plan.

The most relevant FRP30 goals and policies are discussed and identified below and organized roughly into topics covered by the corresponding FRP30 chapters.

[Growth Areas & Land Use – FRP30 Chapter IX](#)

The Project is located within an area specifically identified as an Activity Center in the FRP30 which includes an older strip mall and four newer commercial properties along Route 66. Just beyond the Project's pedestrian shed is a shopping center where the anchor store front sits vacant. An influx of residents to this area, in walking/biking/bus distance may spur development of the current under endorsed businesses and increase employment opportunities. Sidewalks, trails, bike paths, and permanent bus routes are already in place for connectivity from the Project to three schools, a Community Center, and the area retail and businesses. The Project itself is designed to provide stress-free pedestrian flow and access to the adjacent commercial area.



Because the Project meets many of the redevelopment goals and the Activity Center goals, the FRP30 specifically supports flexibility and a rezoning of the parcel to encourage a project with higher densities such as the one proposed. The rezoning would bring more residents into the area for the mutual benefit of the preexisting commercial activity. A more concentrated residential use in this area lessens the need for development towards the peripheral of the urban growth boundary.

This project also contributes to the community by meeting or exceeding the following Goals and Policies of the Flagstaff Regional Plan;

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

Policy LU.1.1. Plan for and support reinvestment within the existing city centers and neighborhoods for increased employment and quality of life.

Policy LU.1.6. Establish greater flexibility in development standards and processes to assist developers in overcoming challenges posed by redevelopment and infill sites.

Policy LU.1.7. Consider creative policy and planning tools (such as transfer of development rights or transfer of development obligations) as a means to incentivize redevelopment and infill.

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

Policy LU.5.1. Encourage development patterns within the designated growth boundaries to sustain efficient infrastructure projects and maintenance.

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.

Policy LU.5.3. Promote compact development appropriate to and within the context of each area type: urban, suburban, and rural.

Policy LU.5.4. Encourage development to be clustered in appropriate locations as a means of preserving natural resources and open space, and to minimize service and utility costs, with such tools as Transfer of Development Rights (TDR).



To the extent the Project consists of new construction on a vacant lot, the Project also meets multiple FRP30 greenfield policies. Multi-family units ranging from studio to 3-bedroom with attainable housing disbursed throughout (with no exterior difference between the attainable and market rate units). As discussed in the transportation section below, the Project's access to alternative transportation facilitates connectivity to other areas.

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.

Suburban Areas – FRP30 Chapter IX

The Project's ideal central location provides convenient access to alternative transportation methods. A public-private partnership with NAIPTA is being actively negotiated for the Project's homeowners' association to purchase EcoPasses for each of the Project's 169 units. The Project is near NAIPTA bus stops going both directions on Route 66 with direct links to both the Downtown and Mall Connection Centers for transfers to all other NAIPA route lines. A short walk from the Project are bus stops for purple Route 7 (Butler, Huntington, Fourth Street) and green Route 3 (Butler, Soliere) shown on Figure 3. These lines also stop at the Greyhound station on Butler Avenue and near the Amtrak passenger rail station on Route 66 for out of town travel without parking hassles.

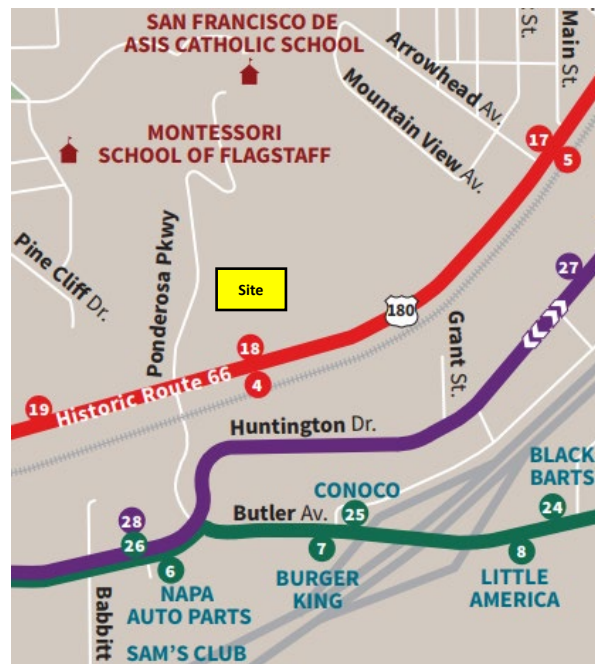


Figure 2: NAIPTA Route Map



The Project is also ideally located for making use of the Flagstaff Urban Trail System (FUTS) that runs along Ponderosa Parkway. From the Project, the FUTS can be taken to three schools, West to a community Center, North for recreational purposes to the McMillan Mesa trails and adjacent

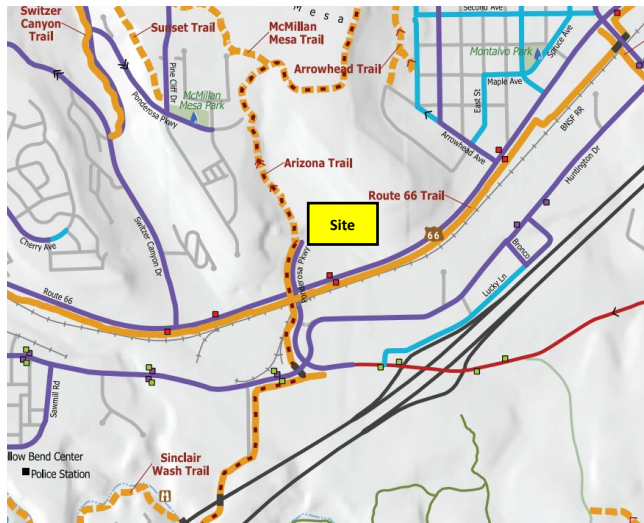


Figure 3: FUTS Trail Map

Buffalo Park trails with access to the Mt. Elden trail system. This portion of the FUTS also doubles as a section of the magnificent Arizona Trail, a legendary, and historic 800-mile trail crossing Arizona from Mexico to Utah. The FUTS trails, bike routes, and bike lanes near the Project (Figure 3) are well developed and mostly paved. The Route 66 trail provides paved FUTS trails along Route 66 in addition to the bike lanes on the road itself.



Figure 4: Butler Ave-Enterprise Underpass

All of this new infrastructure to the networks provides critical infill in the system from the Downtown area to Fourth Street and both North and South FUTS trails. The trails and paths on Ponderosa Parkway south of the railroad crossing have been improved to incorporate a trail underpass for trail users to safely navigate the Butler intersection. The residents of the Project will now benefit from the capital improvements made in the area to encourage alternative transportation.

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

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

Policy LU.13.2. Consider public transit connections in suburban development.

Policy LU.13.3. Consider retro-fitting suburbs for walkability and mixed-use.

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



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

Policy LU.13.10. Protect wildlife corridors where appropriate.

Policy LU.13.11. Promote cluster development as an alternative development pattern in appropriate locations as a means of preserving resources and to minimize service and utility costs.

Activity Centers – FRP 30 Chapter IX

The Ponderosa Parkway/ Route 66 area has been clearly designated as a future activity center. FRP30 acknowledges that activity centers are the most appropriate locations for higher occupancy housing development. Although not technically subject to the Flagstaff's High Occupancy Housing Specific Plan, this plan reiterates the community's desire to cluster denser uses in activity centers. As discussed elsewhere, the visual appearance of the Project was designed to be compatible with the natural setting and surrounding area. The Project will not have the outward appearance of a large student housing project that overshadows the surrounding area. Instead, it will generate a sense of place and a compatibility that is specifically designed to comply with the Activity Center goals and policies.

Given the hilly topography in the activity center, the location of the commercial development strung along the corridor, and real estate available for residential construction, a mixed-use project on this parcel would be geographically isolated and unobtrusive. Instead of mixing uses on a single parcel, the Project provides a residential component to compliment the more disbursed commercial and recreational uses nearby. The immediate connectivity to alternative transportation, major roadways, and the FUTS trail system ties these uses together to create an activity center that blends the pre-existing with the new in a way that suites the location. In this location, this mix of uses across parcels is fitting and absolutely contributes and conforms to the Activity Center concepts.

The increase in vehicular traffic resulting from an increased density to the Project location will not infringe on nearby residential areas. The only vehicular access to the Project is from Route 66 onto Ponderosa Parkway. Beyond that, Ponderosa Parkway terminates on private church property without a public outlet to the McMillan Mesa area. Both roadways and public portion of Ponderosa Parkway are built out to accommodate high volumes of traffic and the City fire station. In addition, the Project will have three entrances into the Project off Ponderosa Parkway, the second entrance from Route 66 includes a right turn lane. The entrances provide good flow within and from the development and accommodates Ponderosa Parkway peak flow times.



As noted, the area is designated as a “future” activity center. This is a thoughtful project that can foster the planned growth in the activity center in a manner compatible with many goals and policies of the FRP30 such as the ones cited below.

Goal LU.18. Develop well designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.

Policy LU.18.1. Design activity centers and corridors appropriate to and within the context of each area type: urban, suburban, or rural.

Policy LU.18.3. Redevelop underutilized properties, upgrade aging infrastructure, and enhance rights-of-way and public spaces so that existing activity centers and corridors can realize their full potential.

Policy LU.18.4. Encourage developers to provide activity centers and corridors with housing of various types and price points, especially attached and multi-family housing.

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.18.6. Support increased densities within activity centers and corridors.

Policy LU.18.8. Increase residential densities, live-work units, and home occupations within the activity center’s pedestrian shed.

Policy LU.18.9. Plan activity centers and corridors appropriate to their respective context and scale.

Policy LU.18.13. Promote higher density development in targeted areas where economically viable and desired by the public.

Policy LU.18.14. Endorse efficiency of infrastructure with compact development within targeted 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.



Environmental Planning & Conservation; Open Space FRP30 Chapters IV, V

The parcel consists of native ponderosa pine trees, slope resources, and a waterway which will be preserved. A large stand of naturally occurring ponderosa pine trees is located off Ponderosa Parkway near the retail businesses. This stand of trees will be preserved which serves to buffer the commercial uses from the residential, provide patrons of the commercial business with a visually appealing natural environment, and provide native habitat for wildlife.

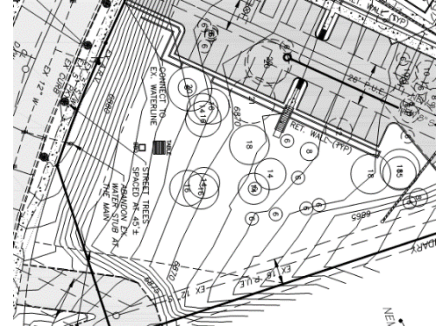


Figure 5: Trees to be preserved north of Starbucks

During construction, methods to minimize disruption to slopes and natural resources such as native trees and plants will be employed. The Project will use native and/or drought tolerant plants in its new landscaping areas and utilize passive rainwater harvesting.

Policy E&C.6.3. Promote protection, conservation, and ecological restoration of the region's diverse ecosystem types and associated animals.

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.

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

Policy OS.1.5. Integrate open space qualities into the built environment.

Water Resources – FRP30 Chapter VI

The existing waterway routed through the southeastern portion of the parcel will be maintained. The Project includes construction of a headwall east of building 2 to address and prevent additional erosion. Multiple onsite water detention areas will be located on the parcel, remaining flows will drain within the proposed roadways and their drainage

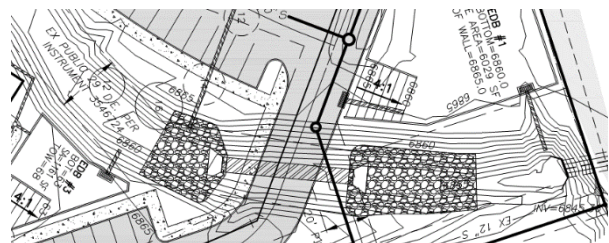


Figure 6: Proposed headwall on Site Plan



infrastructure. By limiting disruption to the slopes during construction, the native plant material will naturally address precipitation in those areas thereby limiting erosion.

A Water Sewer Impact Analysis (WSIA) was completed on 12/6/18 and concluded that the existing water and sewer infrastructure in Ponderosa Parkway is adequate to serve the proposed project.

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

Policy WR.5.1. Preserve and restore existing natural watercourse corridors, including the 100-year floodplain, escarpments, wildlife corridors, natural vegetation, and other natural features using methods that result in a clear legal obligation to preserve corridors in perpetuity, where feasible.

Policy WR.5.3. Identify downstream impacts as the result of development, and provide for mitigation measures to address impacts. When possible, mitigations should be non-structural in nature.

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

Policy LU.2.4. Utilize Low Impact Development (LID) strategies and stormwater best practices as part of the overall design for new development.

Energy – FRP30 Chapter VII

Energy efficient features and appliances will be standard for both market rate and attainable housing units. These features include LED lighting (interior and exterior), use of open cell foam insulation in attics & walls, and low-VOC and formaldehyde free materials (i.e., carpet, cabinets, paint). All buildings will be ENERGY STAR certified as verified by a certified third-party inspection company. Green Building construction practices will maximize efficiency, minimize waste and avoid pollution of the building site. Utilizing all onsite appropriate soils for backfills, etc. will also minimize our construction carbon footprint.

See the transportation for discussion of how the project contributes to energy efficient modes of transportation.

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



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

Community Character – FRP30 Chapter VIII

Although the Project will be located on a hillside, this residential area is set back behind a row of commercial and retail uses. The buildings will be three-stories tall, but will not be built on the highest slope portions of the parcel, therefore will not protrude above the top of hill and interfere with view corridors of surrounding residential properties. As with Applicant's other Miramonte developments in the City, the exterior of the buildings will be quality construction in an attractive style compatible with the Flagstaff area. Exterior colors will complement the natural surroundings including utilizing native materials such as malpais stone veneer. The homeowners' association will be tasked with ensuring the Project remains well maintained and visually appealing. As discussed above, the preservation of native pines in and around the buildings adds to the quintessential natural Flagstaff look.



Figure 7: Proposed building front entry

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.

Policy CC.1.5. Design development patterns to maintain the open character of rural areas, protect open lands, and protect and maintain sensitive environmental areas.

Policy CC.1.6. Encourage cluster development to preserve open space, viewsheds, and scenic vistas.

Policy CC.3.1. Encourage neighborhood design to be respectful of traditional development patterns and enhance the overall community image.

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

Policy CC.4.3. Employ design solutions that balance the interface of the natural and built environments, with the most urbanized core activity areas being the most built, and the most rural areas being the most natural.

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.4.5. Encourage local landscaping using Xeriscape, low-impact principles, and native vegetation wherever possible.

Policy CC.4.6. Use landscaping to benefit the environment and improve aesthetics, in order to maximize the economic benefit that a well landscaped community provides.

[Transportation; Recreation – FRP30 Chapters X, XV](#)

The location of project meets FRP30 goals by tying in to current existing energy efficient alternative transportation systems, namely the Flagstaff Urban Trail System (FUTS), bus routes for NAIPTA (Northern Arizona Intergovernmental Public Transportation Authority), and roadways with bike lanes or shoulders within the pedestrian shed. One NAIPTA bus stop is located near the Project while additional stops on two other bus routes are located within a reasonable walking distance giving bus riders access to multiple routes with minimal transfers. The developer and NAIPTA are exploring participation in NAIPTA's EcoPass program so the homeowners' association can provide bus passes to Project residents thereby encouraging bus ridership and supporting NAIPTA.

The Ponderosa Parkway and Route 66 intersection has traffic lights and crosswalks for a safe pedestrian crossing. Residents can take advantage of these modes of transportation to access employment and recreation. The FUTS trail overlaps the famous 800 mile long Arizona Trail near



the Project which also leads to three schools, West to a community Center, North for recreational purposes to the McMillan Mesa trails and adjacent Buffalo Park. The Project proposes five bike racks for each building to accommodate a total of over 60 bikes throughout the development. The Project is also ideally located for making exceptional easy use of the Flagstaff Urban Trail System (FUTS) that runs along Ponderosa Parkway for transportation and recreational purposes.

Because the Project is centrally located near a railroad crossing, residents will have easy access to other parts of town by way of the Butler Road corridor and I-40 in addition to Route 66.

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

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

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

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

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 Rec.1.1. Integrate active and passive recreational sites within walking distance throughout the region to promote a healthy community for all City and County residents and visitors.

[Neighborhoods, Housing, & Urban Conservation – FRP30 Chapter XIII](#)

Rezoning to a higher density is appropriate given the zoning and uses surrounding the parcel. Approximately one-third of the parcel is framed by Highway Commercial (HC) zoning, primarily built out as retail with separate access points. The commercial and residential uses will not share a driveway. A higher density development would be mutually beneficial to these Project neighbors.

Another third of the parcel abuts Ponderosa Parkway. The land on the west side of Ponderosa Parkway is zoned Rural Residential (RR), but includes a large local City fire station. The remainder of the parcel is lined with RR zoning that is currently vacant. However, the natural features of the area limit feasible construction. The slope on a portion of the parcel serves as a buffer between the lower density property adjacent to parcel and the proposed higher density. Although later residential construction may fill in around the parcel, the proposed higher density is effectively insulated.



Policy NH.1.1. Preserve and enhance existing neighborhoods.

Policy NH.1.2. Respect traditions, identifiable styles, proportions, streetscapes, relationships between buildings, yards, and roadways; and use historically appropriate and compatible building and structural materials when making changes to existing neighborhoods, especially in historic neighborhoods.

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

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

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.

Policy NH.3.5. Encourage and incentivize affordable housing.

Goal NH.6. Neighborhood conservation efforts of revitalization, redevelopment, and infill are compatible with and enhance our overall community character.

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.

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

Economic Development – FRP30 Chapter XIV

The Project's superb contribution to the Suburban Activity Center and redevelopment of a mixed-use neighborhood are discussed above.

Goal ED.8. Promote the continued physical and economic viability of the region's commercial districts by focusing investment on existing and new activity centers.

Goal ED.9. Promote redevelopment and infill as a well-established means to accomplish a variety of community economic, planning, and environmental goals.



Conclusion

The Miramonte at Ponderosa Parkway condominium project contributes to the Flagstaff community by meeting and exceeding numerous Goals and Policies of the Flagstaff Regional Plan and providing a necessary residential component to develop the Ponderosa Parkway / Route 66 Activity Center and creating a sense of place in an otherwise underutilized area in the center of the City. The large, but visibly subtle build provides infill and higher density at an ideal location along a transportation corridor connected to infrastructure with the capacity to absorb the increase in use. These energy efficient residences geared toward working class residents offer convenient access to alternative transportation and provide economic support to pre-existing commercial uses within walking or biking distance. Preserving an expansive of hillside for open space, conservation of native Ponderosa pine stands, and preventing erosion from a waterway on the parcel benefits residents and the community. Assessing the Project against the Flagstaff Regional Plan demonstrates this is the right project at the right place.