

WORK SESSION AGENDA

**CITY COUNCIL WORK SESSION
TUESDAY
OCTOBER 8, 2019**

**COUNCIL CHAMBERS
211 WEST ASPEN AVENUE
6:00 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 City Council and to the general public that, at this work session, the City Council 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. Pledge of Allegiance and Mission Statement

MISSION STATEMENT

The mission of the City of Flagstaff is to protect and enhance the quality of life for all.

3. ROLL CALL

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

MAYOR EVANS
VICE MAYOR SHIMONI
COUNCILMEMBER ASLAN
COUNCILMEMBER MCCARTHY

COUNCILMEMBER ODEGAARD
COUNCILMEMBER SALAS
COUNCILMEMBER WHELAN

4. Public Participation

Public Participation enables the public to address the council about items that are not on the prepared agenda. Public Participation appears on the agenda twice, at the beginning and at the end of the work session. You may speak at one or the other, but not both. Anyone wishing to comment at the meeting is asked to fill out a speaker card and submit it to the recording clerk. When the item comes up on the agenda, your name will be called. You may address the Council up to three times throughout the meeting, including comments made during Public Participation. Please limit your remarks to three minutes per item to allow everyone to have an opportunity to speak. At the discretion of the Chair, ten or more persons present at the meeting and wishing to speak may appoint a representative who may have no more than fifteen minutes to speak.

5. Review of Draft Agenda for the October 15, 2019 City Council Meeting

Citizens wishing to speak on agenda items not specifically called out by the City Council may submit a speaker card for their items of interest to the recording clerk.

6. Flagstaff Local - My Actions Matter Campaign

7. Case No. PZ-19-00123 Updates to Zoning Code 2019 - Community Commercial (CC) Zone Building Height

8. Case No. PZ-19-00124 Updates to Zoning Code 2019 - High Occupancy Housing Land Use

9. Discussion: Possible regulations on new developments coming into town with a retail component for the benefit of higher density and not providing the retail.

10. Discussion: A text amendment to city code allowing council salaries to be considered by Council earlier than what is currently stated.

11. Discussion and Direction: December Lobbying Trip to Washington D.C.

12. Public Participation

13. Informational Items To/From Mayor, Council, and City Manager; future agenda item requests

14. 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 _____, at _____ a.m./p.m. in accordance with the statement filed by the City Council with the City Clerk.

Dated this _____ day of _____, 2019.

Stacy Saltzburg, MMC, City Clerk

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Heidi Hansen, Economic Vitality Director
Date: 09/26/2019
Meeting Date: 10/08/2019



TITLE:

Flagstaff Local - My Actions Matter Campaign

DESIRED OUTCOME:

Council to provide feedback on the **Flagstaff Local - My Actions Matter** campaign so staff can begin sharing the program with the community.

EXECUTIVE SUMMARY:

The **Flagstaff Local - My Actions Matter** campaign was created as a request from our previous city manager, Barbara Goodrich. Up until the time of her retirement, Barbara was holding meetings that included several council member meetings with business partners who shared their struggles and desire to have more attention placed on their businesses. With that said, Barbara asked the Economic Vitality Division, the marketing arm for the City, to work on messaging to our community on the importance of shopping locally.

The Economic Vitality Director gathered a team consisting of staff from the Convention and Visitor Bureau, Community Investment, and Library programs to begin working on the request. To gain more insight into the subject, we included other partners in the discussion, such as the Downtown Business Alliance and Northern Arizona University. Additional meetings with partners such as the Flagstaff Chamber of Commerce, Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA), and more also occurred where we sought input and shared the concept of the program we were putting together.

After a series of team meetings, it was decided that a campaign on shopping local is important, but there are additional issues and actions that also need attention and can be included in our overall messaging to the community. From that, we came up with the following actions: shop Flagstaff, volunteer, be eco-friendly, donate, support education, mentor, and vote. While putting together the campaign, the team realized it was more than a campaign; it needed to be a real movement. A movement where our community shares and works toward common goals for a stronger outcome.

Summary: During the presentation to Council, staff will go over a PowerPoint and share two videos to help with the overall discussion and the Council's introduction to the movement.

INFORMATION:

Background: The following explains the **Flagstaff Local - My Actions Matter** movement:
(This information will reside on the flagstafflocal.com website)

Flagstaff Local - My Actions Matter is a community movement that encourages and celebrates residents that choose to shop Flagstaff, volunteer, be eco-friendly, donate, support education, mentor, and vote. By taking part in the Flagstaff Local movement, you are connecting what you love about Flagstaff and living here, with your everyday actions.

Choosing to buy coffee from a neighborhood coffee house or buying your next vehicle from a Flagstaff dealer directly results in your money staying here. Simply said, when you spend in Flagstaff, your money stays in Flagstaff. Equally important, when you volunteer, be eco-friendly, donate, support education, mentor, and vote you are also contributing to everyone's overall quality of life.

You love Flagstaff. We love Flagstaff. Let's come together, share our actions, and be the city where people continue to visit, discover, grow, and thrive.

Shop Flagstaff: By shopping Flagstaff you support all of the working people of this amazing community. Experience the excellent and readily available customer service, plus that unexpected "find". Whether you want information on a product or need to return merchandise, brick-and-mortar stores are generally faster and easier to deal with compared to online stores.

You can: Learn about the local businesses and get to know the community members that work there, use local services whenever possible, support restaurants that source part or all of their product locally which makes a smaller carbon footprint, bank locally which translates to more personal service, and the list of reasons to shop local goes on.

Volunteer: By volunteering you learn new skills, connect to your community, and make it a better place. People who engage in altruistic activities report a greater sense of purpose and meaning in their lives.

You can: Connect with any of our 300+ non-profit organizations, care for a rescue animal, be company for a senior, lend time to our libraries, and offer your professional skill set to a charity.

Be Eco-friendly: Environmentally friendly people recycle, conserve water and fuel, and make conscious choices that lessen their impact on the environment.

You can: Purchase sustainable products, re-use and recycle, pick up trash when walking or hiking, work with our sustainability organizations on how to make your home or office eco-friendlier, choose to bike, carpool or take the bus when possible.

Donate: Giving makes you happy. Donating to the causes you care about not only benefits the charities themselves, but it can be deeply rewarding for you, too. Millions of people give to charity with time, talent, and treasure to support causes they believe in, as well as for the positive effect it has on their own lives and community.

You can: Donate to a non-profit, school, or organization of your choice.

Support Education: Education benefits children, society, and the world as a whole. It enables children to thrive and adults to read, learn, reason, communicate, and make informed choices about their lives.

You can: Volunteer in a classroom or a lunchroom, serve as a chaperone on a school field trip or assist in a technology lab, and encourage students to utilize library resources.

Mentor: Be a source of wisdom, knowledge, and support. Share your experiences to foster professional

development and positive growth.

You can: Enhance relationships within your community, gain a better understanding of other cultures, develop a greater appreciation for diversity, and help change someone else's life for cultures, and help change someone else's life for the better.

Vote: Voting matters. Your vote is your voice. Vote so you can support the ideas, philosophy and public policy you believe in and be the change you want to see.

You can: Register to vote, educate yourself about the candidates and issues, cast your vote in person or by mail.

The effort going forward: To help our community understand the **Flagstaff Local - My Actions Matter** movement, we will be performing marketing and outreach that will share how community members can get involved, why they want to be involved, and the steps to share their actions. We will also explain how a local can sign up, log their actions, earn points and be rewarded which are elements to the overall movement. We will also share stories from our locals about the reward of giving back. The movement will go from mid-November 2019 to June 2020. After this time, we will access the program for the future.

Geographic boundaries: The team is suggesting we allow the boundary for participation to be further than our Flagstaff city boundaries. This is a discussion item with council.

Attachments: [Presentation](#)

Flagstaff Local Campaign

Economic Vitality Division





Flagstaff Local – My Actions Matter



FLAGSTAFF LOCAL

My actions matter

... it's not just
a campaign,
it's a movement!



Who?



Mr. Smokes



Why?

TEER

OLUNTEER

TEER

RUS



SHOP FLAGSTAFF



VOLUNTEER



BE ECO-FRIENDLY



DONATE



SUPPORT EDUCATION



MENTOR



VOTE





SHOP FLAGSTAFF



SHOP FLAGSTAFF

Margarita,
bookstore employee



"A \$100 retail purchase generates \$2.28 in local sales tax with a portion funding open space maintenance."





FLAGSTAFF LOCAL

My actions matter

TAKE ACTION

-  SHOP FLAGSTAFF
-  VOLUNTEER
-  BE ECO-FRIENDLY
-  DONATE
-  SUPPORT EDUCATION
-  MENTOR
-  VOTE

EARN POINTS BE REWARDED

SIGN-UP @
flagstafflocal.com

One qualifying lucky person will win a 12-month lease on a Toyota Prius at the June 2020 Flagstaff Hullabaloo Festival.





SHOP FLAGSTAFF

Laurel,
hockey player



*"Thanks for shopping locally!
It supports the rink where my
friends and I skate."*



Laurel,
hockey player



*"Thanks for shopping locally!
It supports the rink where my
friends and I skate."*



**FLAGSTAFF
LOCAL**

My actions matter

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**EARN POINTS
BE REWARDED**

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SHOP FLAGSTAFF

Yoyoki Moon,
trail blazer



*"Your local spending helps
maintain the Flagstaff Urban Trail
System where I walk."*



Yoyoki Moon,
trail blazer



*"Your local spending helps
maintain the Flagstaff Urban Trail
System where I walk."*



FLAGSTAFF LOCAL

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VOLUNTEER



VOLUNTEER

Gene,
citizen of the year



"My most rewarding time is reading to the young children at our local schools."



Gene,
citizen of the year



"My most rewarding time is reading to the young children at our local schools."



**FLAGSTAFF
LOCAL**

My actions matter

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BE ECO-FRIENDLY



BE ECO-FRIENDLY

Jennifer,
Mountain Line bus driver



*"Riding the bus saves up to
500 gallons of gasoline per
person annually."*



Jennifer,
Mountain Line bus driver



*"Riding the bus saves up to
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SIGN-UP @

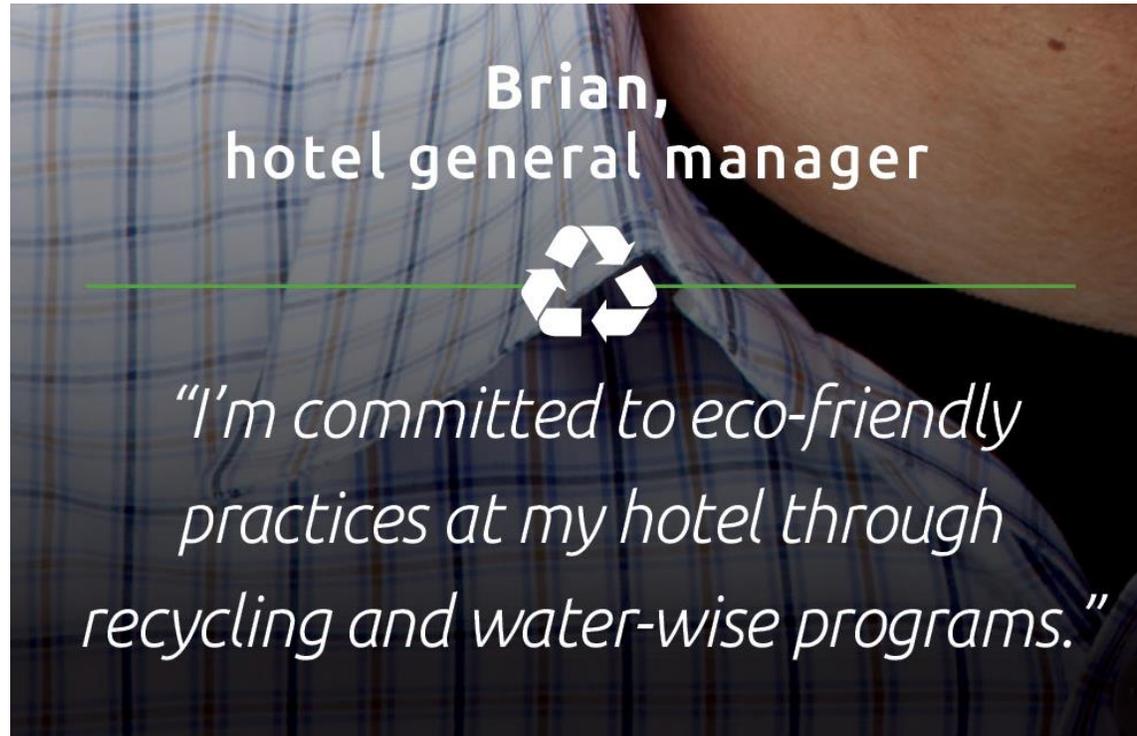
flagstafflocal.com

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BE ECO-FRIENDLY



Brian,
hotel general manager



"I'm committed to eco-friendly practices at my hotel through recycling and water-wise programs."



Brian,
hotel general manager



"I'm committed to eco-friendly practices at my hotel through recycling and water-wise programs."



FLAGSTAFF
LOCAL

My actions matter

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DONATE



DONATE

Sydney,
fundraiser



*"My lemonade stand raised money
to help my friend in need."*

Your donation = 😊



Sydney,
fundraiser



*"My lemonade stand raised money
to help my friend in need."*

Your donation = 😊



FLAGSTAFF
LOCAL

My actions matter

TAKE ACTION

- SHOP FLAGSTAFF
- VOLUNTEER
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- SUPPORT EDUCATION
- MENTOR
- VOTE

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SIGN-UP @

flagstafflocal.com

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DONATE

Eric,
non-profit director



“Volunteers, like you, allow us to offer attainable home ownership to qualified families in our community.”



Eric,
non-profit director



“Volunteers, like you, allow us to offer attainable home ownership to qualified families in our community.”



FLAGSTAFF
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SUPPORT EDUCATION



SUPPORT EDUCATION



Alyssa,
high school student

"I value my education and the opportunities my school and community provides."



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SUPPORT EDUCATION

Jay,
third generation Ulibarri



"My family supports education by teaching and volunteering at local schools and attending NAU."



FLAGSTAFF LOCAL

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Jay,
third generation Ulibarri



"My family supports education by teaching and volunteering at local schools and attending NAU."



MENTOR



MENTOR

Kiersten,
entrepreneur



"I mentor entrepreneurs and help make their dreams a reality for our community."



Kiersten,
entrepreneur



"I mentor entrepreneurs and help make their dreams a reality for our community."



**FLAGSTAFF
LOCAL**

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SIGN-UP @

flagstafflocal.com

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MENTOR

Deborah,
community organizer



*“Bringing people together
creates a stronger and more
vibrant community.”*



Deborah,
community organizer



*“Bringing people together
creates a stronger and more
vibrant community.”*



FLAGSTAFF
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SIGN-UP @

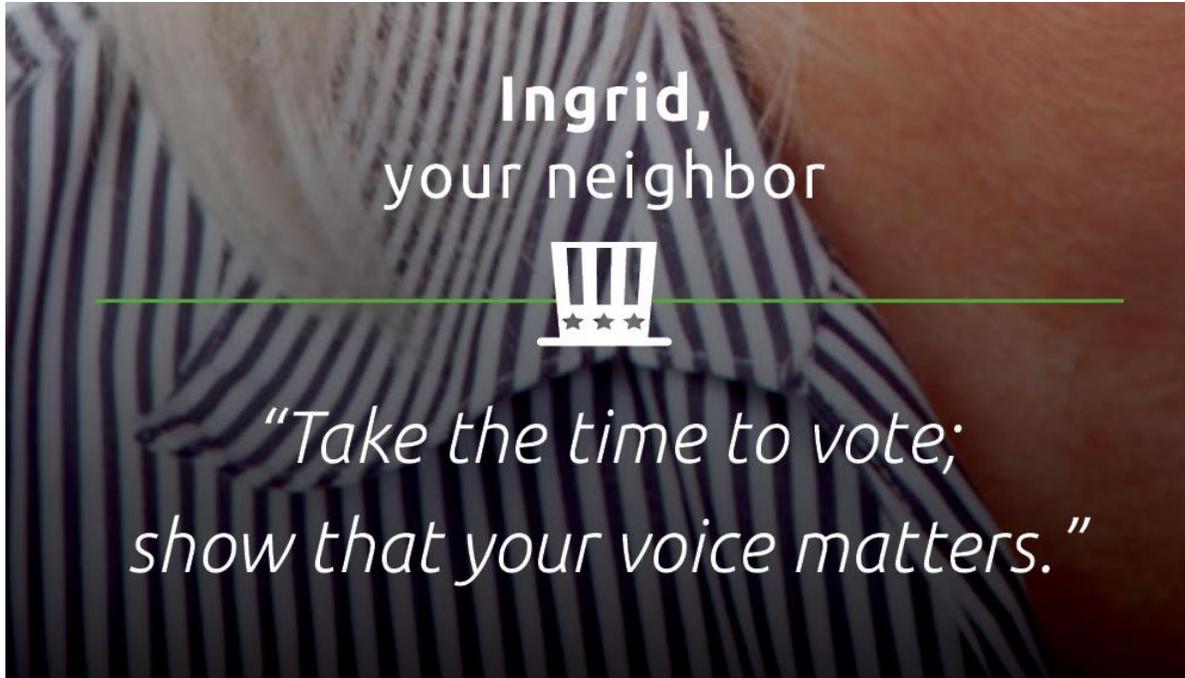
flagstafflocal.com

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VOTE





**FLAGSTAFF
LOCAL**

My actions matter

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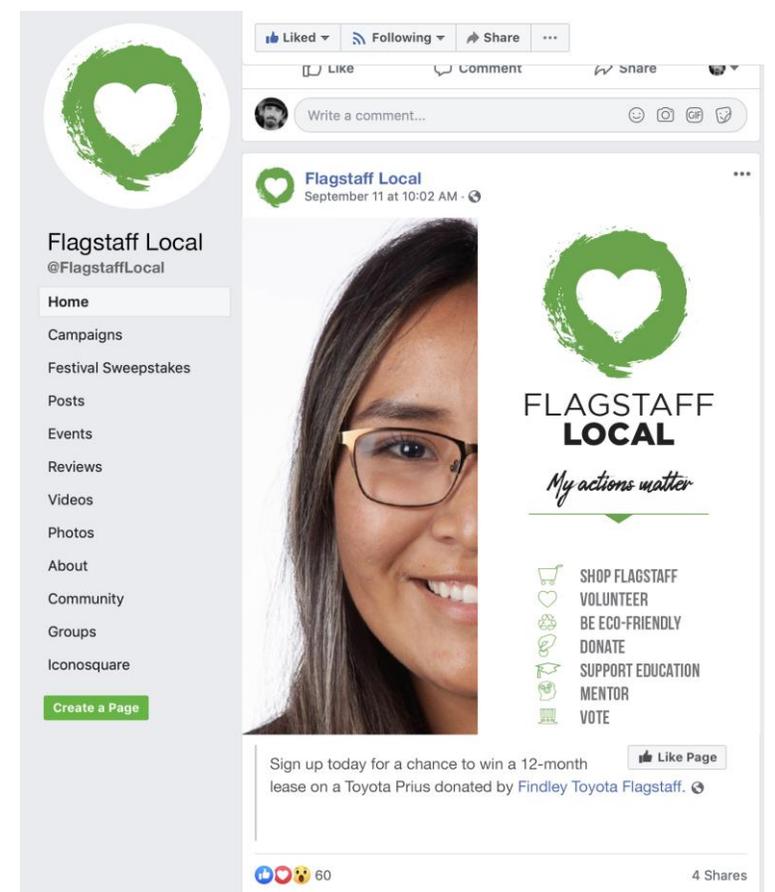
Ingrid,
your neighbor



*"Take the time to vote;
show that your voice matters."*

Outreach plan:

- Local print
- Local radio
- Facebook
- Posters for businesses
- Mountain Line buses



Banner for the Flagstaff Local contest. It features the organization's logo, the text "FLAGSTAFF LOCAL My actions matter", and a call to action: "SIGN UP EARN POINTS BE REWARDED" with the website "flagstafflocal.com". Below the banner, it says "Brought to you by the City of Flagstaff - Grand Prize donated by Findlay Toyota".

How it works:

It's simple...

1. Sign-up at flagstafflocal.com
2. Log your Actions
3. Earn Points
4. Be Rewarded



FLAGSTAFF LOCAL
My actions matter

TAKE ACTION. EARN POINTS. BE REWARDED.

FLAGSTAFF LOCAL IS A COMMUNITY MOVEMENT that encourages and celebrates residents that choose to **Shop Flagstaff, Volunteer, Be Eco-Friendly, Donate, Support Education, Mentor, and Vote.** By taking part in the Flagstaff Local movement, you are connecting what you love about Flagstaff and living here, with your everyday actions.

JOIN THE MOVEMENT

2. Log your Actions



FLAGSTAFF LOCAL
My actions matter

	Shop Flagstaff	5 POINTS
	Volunteer	2 POINTS
	Be Eco-Friendly	2 POINTS
	Donate	5 POINTS
	Support Education	2 POINTS
	Mentor	2 POINTS
	Vote	10 POINTS
	Share entry	1 POINTS

Details Prizes Rules

Earn points

Your entries: 27 Total entries: 61

Tell us about how you participated and upload a photo to earn points.



3. Earn Points



Shop Flagstaff	5 POINTS
Volunteer	2 POINTS
Be Eco-Friendly	2 POINTS
Donate	5 POINTS
Support Education	2 POINTS
Mentor	2 POINTS
Vote	10 POINTS
Share entry	1 POINTS

Grand Prize will be randomly drawn from the pool of participants with **100+ points**.

Second Prize will be randomly drawn from the pool of participants with **60+ points**.

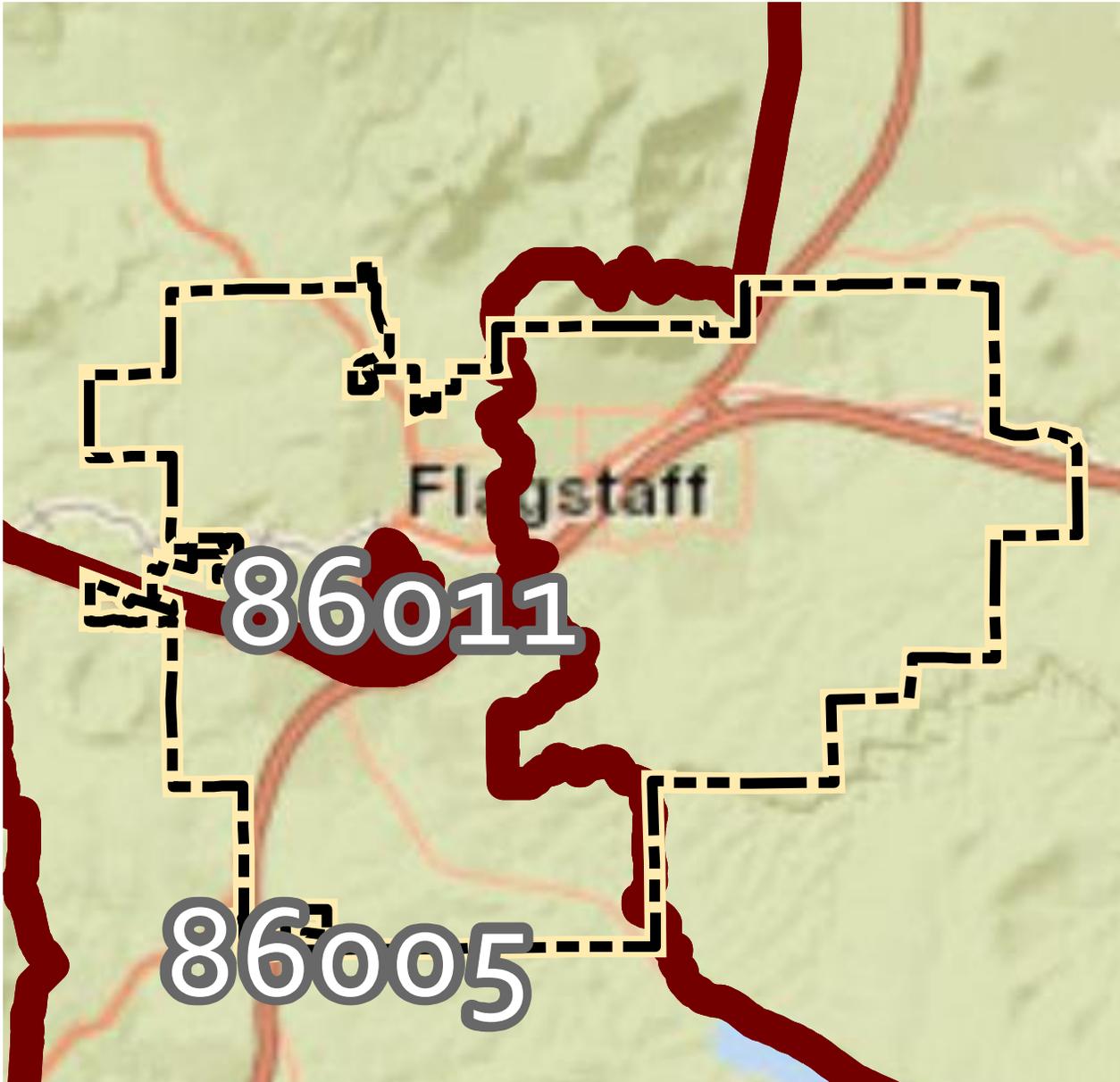
Third Prize will be randomly drawn from the pool of participants with **30+ points**.

The first 300 entries with a minimum of **20 points** will receive Flagstaff Hullabaloo tickets.

There will be weekly prize giveaways. Anyone who signs up has a chance to win with **no minimum points required**.

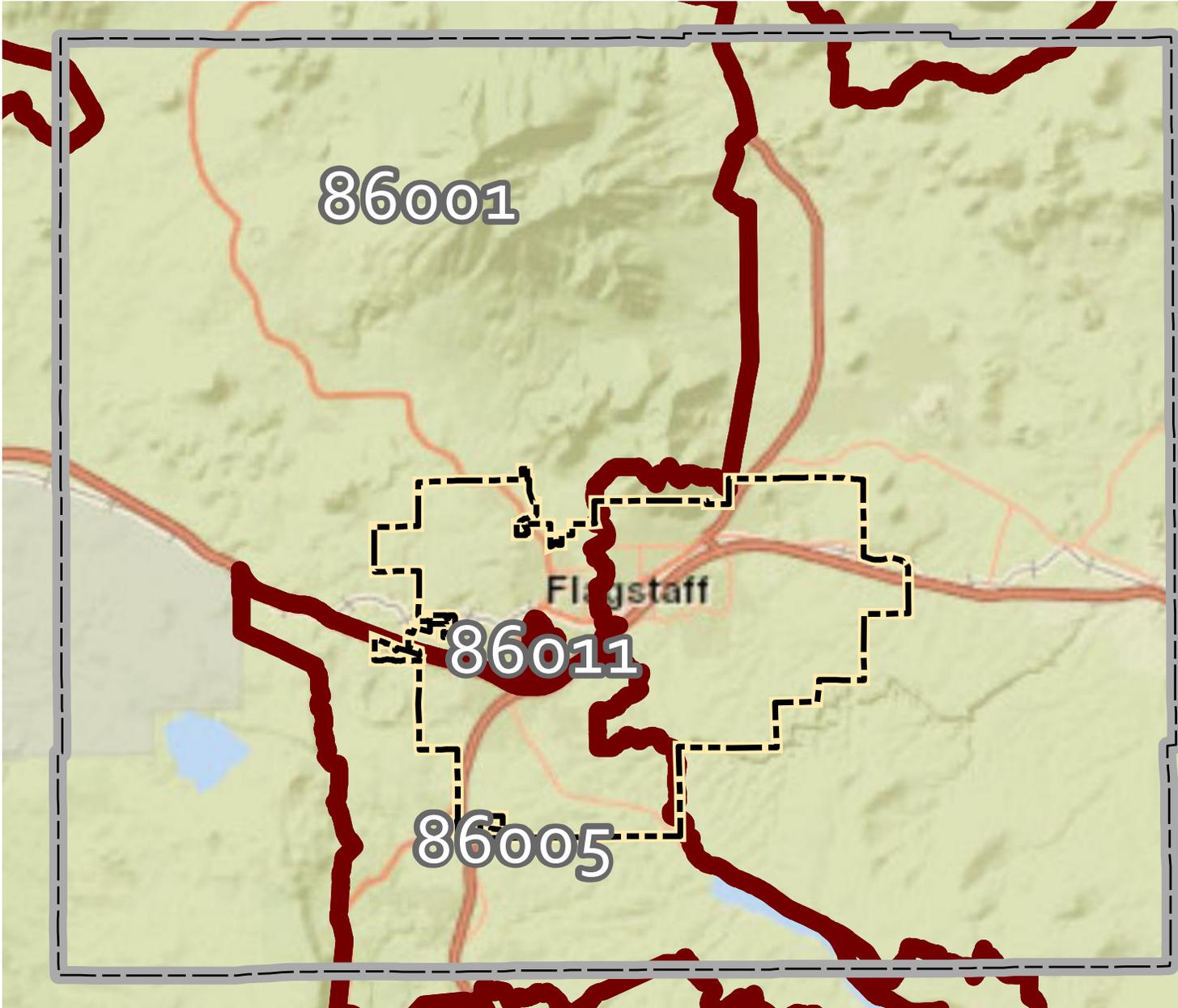


If you choose not to log actions but you want to share what you do for our community, we will share it for you on our platforms.



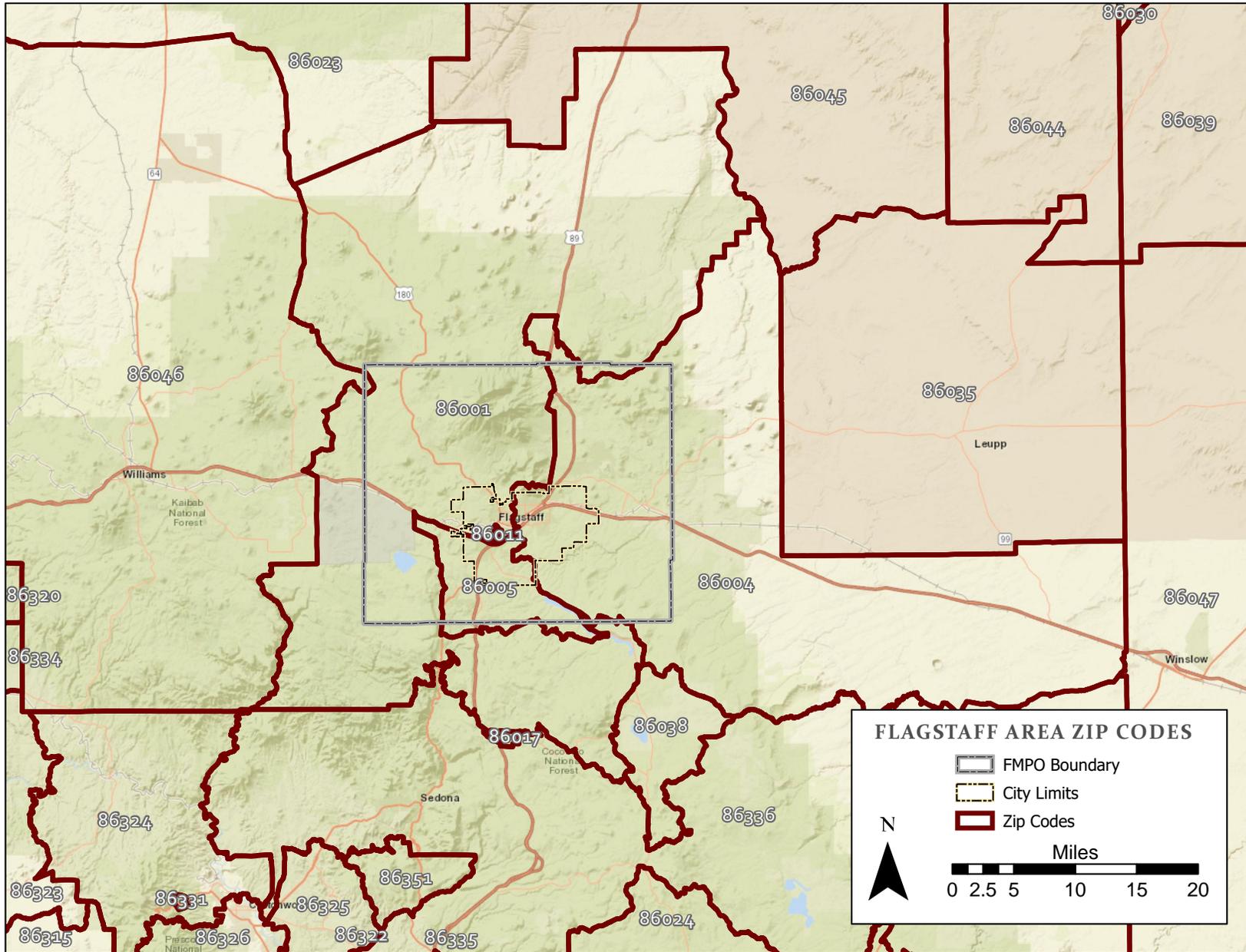
To be eligible, participants must reside in a certain boundary limited to zip codes.





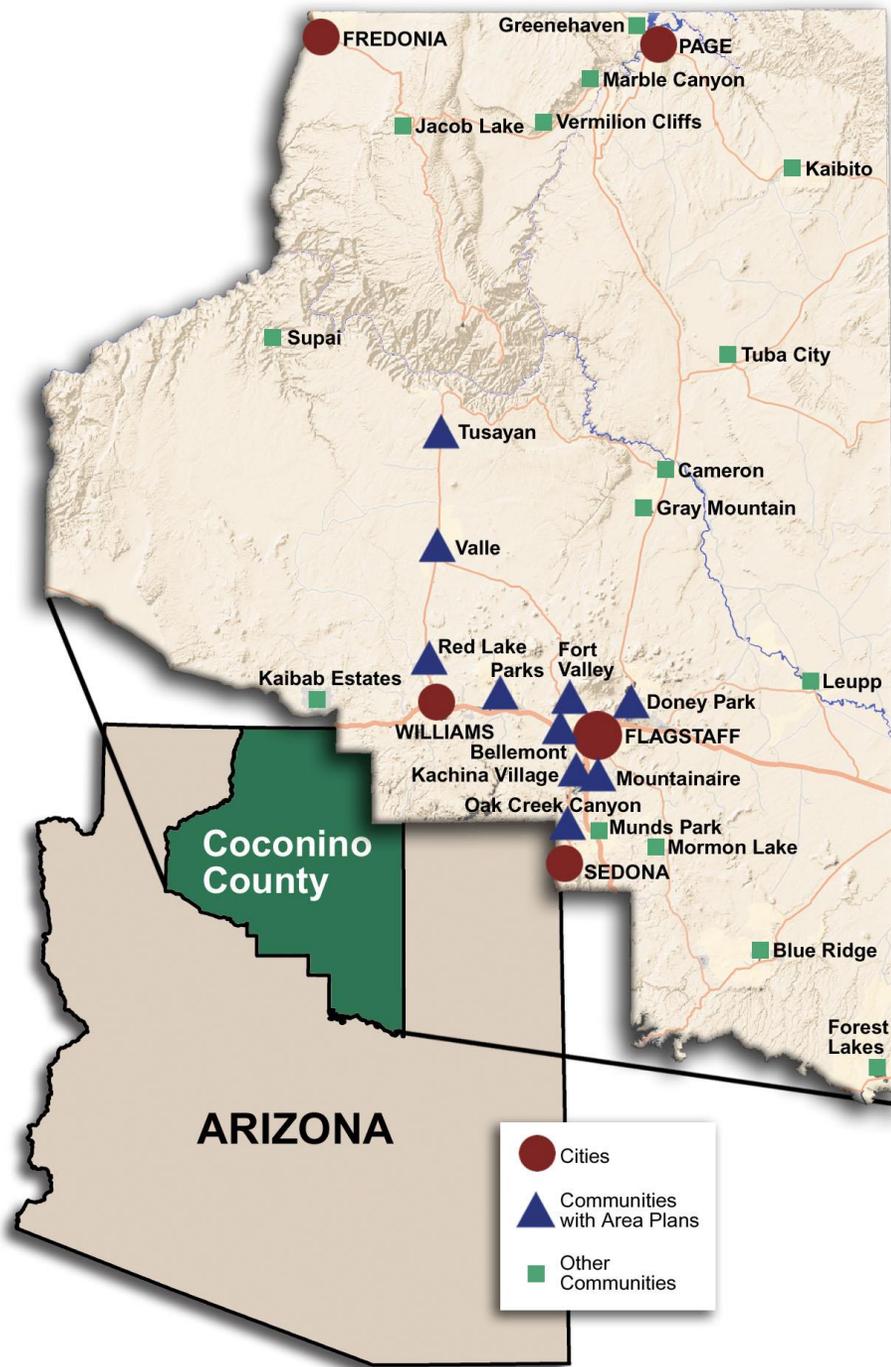
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To be eligible, participants must reside in a certain boundary limited to zip codes.





To be eligible, participants must reside in a certain boundary limited to zip codes.

Coconino County

4. Be Rewarded.





Questions?



... join the movement!

CITY OF FLAGSTAFF
STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Dan Symer, Zoning Code Manager
Date: 09/17/2019
Meeting Date: 10/08/2019



TITLE

Case No. PZ-19-00123 Updates to Zoning Code 2019 - Community Commercial (CC) Zone Building Height

STAFF RECOMMENDED ACTION:

Provide direction to staff on the proposed Zoning Code Text Amendments.

EXECUTIVE SUMMARY:

The Zoning Code was adopted by the City Council on November 1, 2011, to replace the former Land Development Code. Since its adoption, the code has been amended several times to address procedures, add clarity, resolve conflicts, address planning initiatives (accessory dwelling units), incorporate applicant's requests (West University Drive Entrance Sign District), and to address changes in state law and U.S. Supreme Court decisions (i.e. Reed vs the Town of Gilbert). In addition, on July 2, 2019 the City Council approved an amendment to the Zoning Code to address a series of technical, conflict resolution, and clarity modifications – as well as the addition of the Seasonal Amusement/Entertainment and Sales, Indoor and related provision to the into the Light Industrial (LI) zone.

The request for a work session with the City Council is to discuss concepts to amend the Zoning Code (Case No. PZ-19-00123) pertaining to the goals, policies, and implementation strategies of the High Occupancy Housing Specific Plan. More specifically, to change the allowed building height of the Community Commercial (CC) zone from 60 feet to 45 feet.

INFORMATION:

In February 2018, the City Council adopted the citywide High Occupancy Housing Specific Plan (HOH Plan). The plan was developed in response to the community's dialogue pertaining to previously proposed high intensity mid-rise developments that primarily catered to college students and large scale developments near historic neighborhoods. The HOH Plan provides direction in the form of goals, policies, and strategies to accommodate a variety of housing options in areas of the city that can support infill, redevelopment, and mixed-use activities. In addition, the plans' goals, policies and strategies address enhancing and maintaining the city's character and provide guidance for the future developments that would be considered High Occupancy Housing (HOH).

The goals, policies, and implementation strategies of the HOH Plan address a broad spectrum

of topics (Please refer to Chapters 4 and 5 of the HOH Plan). To address the Zoning Code specific items, staff will break up the implementation tasks into smaller and related topics. Goals, policies, and implementation strategies of the HOH Plan that are not specific to an HOH development may be incorporated into related amendments. Staff is anticipating that at least four related Zoning Code amendments will be proposed. It is the intent that these amendments will not be reliant on each other. Each separate amendment is anticipated to address specific items that are closely related.

Proposed Amendment

Case No. PZ-19-00123: Updates to Zoning Code 2019 – Building Heights in the Community Commercial (CC) Zone is a request to amend the Community Commercial (CC) zone's allowed building height in accordance with the Strategies to be Implemented by 2019 (bullet 5, Page 102) of the HOH Plan. The referenced strategy is to lower the allowed building height of the Community Commercial (CC) zone from sixty (60) feet to forty-five (45) feet (**Attachment 1**).

Throughout the community outreach and public hearings for the HOH plan, the areas of the city with the Community Commercial (CC) zone (**Attachment 2**) were identified as locations that:

- the allowed building height of sixty (60) feet that does not correspond with the lower building heights of existing developments;
- have the greatest overlap of historic small-scale traditional neighborhoods that could be negatively impacted by the influx of large-scale developments;
- have significant overlap with low-income communities that may be displaced by gentrification and redevelopment; and
- contain localized limited utility capacity to support large scale High Occupancy Housing developments.

Community Involvement

On August 14, 2019, a work session with the Planning and Zoning Commission was held. The purpose of the work session was to inform the Commission of the upcoming public open house meetings and to receive initial feedback on the proposed amendment. A summary of the Planning and Zoning Commission comments and questions are:

- Does the Transect zones align with Community Commercial (CC)? *Staff's response: No, the Transect zones do not specifically correlate with the Community Commercial (CC).*
- If the height of the Community Commercial (CC) zone is lowered to 45 feet, and the Transect zones height in these areas are not adjusted accordingly, modifying the height of the Community Commercial (CC) will not have accomplished anything since these property owners could opt into the transect zones. *Staff's response: It depends on the property's Transect zone designation since each Transect zone has a different height allowance. Some of the Transect zones have heights equal to, or greater than, 45 feet, and the remainder of the Transect zones have heights less than 45 feet*

Public open house meetings were held on August 19, 2019, at 8:30 a.m. at the Murdock Center, and 5:30 p.m. at the East Flagstaff City-Coconino County Public Library. In accordance with the Zoning Code and State statute, the meetings were advertised in the Arizona Daily Sun on August 3, 2019. Persons of interest on file with the Planning and Development Services Department, and the property owners on file with the Coconino County Assessor's Office of lots and parcels that contain Community Commercial (CC) zoning were notified of the open house meeting via first class mail. Persons on the HOH Plan contact list were also notified. In addition, the open house information was posted on the City's Zoning Code Amendments webpage. Forty persons attended the open house meetings.

In addition to the open house meetings, public comments were accepted through the City's Flagstaff Community Forum website from July 26, 2019, to September 15, 2019. The public was notified of the option to participate and provide comments utilizing the City's Flagstaff Community Forum website through the Flagstaff Community Forum subscriber's notification, in the Arizona Daily Sun on August 3, 2019, on the City's Zoning Code Amendments webpage, and on the first-class mailings that were sent to the property owners. A total of 260 persons viewed the Flagstaff Community Forum website regarding this topic.

A majority of the comments received supported the proposed amendment to the building height. However, there are persons that identified themselves as property owners in Southside and Sunnyside neighborhood areas that are opposed to the proposed amendment. Additionally, several of the individuals that supported the height reduction, encouraged a building height that only allows two stories, which would be approximately 30 feet.

Most all of the individuals that are opposed to the amendment in the Sunnyside neighborhood area did not support the height reduction adjacent to the commercial corridors (North Fourth Street, East Cedar Road, Route 66, etc); but, were supportive of the proposed building heights within the interior of the neighborhood. As a compromise, a majority of these individuals recommended allowing the 60-foot building height adjacent to the commercial corridors. Their suggested alternative was to have the City rezone the properties adjacent to the commercial corridors to Highway Commercial (HC). This would maintain the allowed the 60-foot building. A conceptual zoning map of this alternative is included as **Attachment 3**.

The individuals that did not support the height change in the Southside neighborhood did not provide alternative considerations other than recommending not changing the height. For discussion purposes, and similar to the proposed alternative in the Sunnyside neighborhood, it may be an option for the City to rezone the properties adjacent to the commercial corridors to Highway Commercial (HC) in the Southside neighborhood and areas north of Downtown. A conceptual zoning map of this alternative is included as **Attachment 4**.

A summary of the open house and Flagstaff Community Forum comments is included as **Attachment 5**. Also, comments received via email are included as **Attachment 6**.

On August 21, 2019, staff attended the ECONA Business Attraction Meeting. At this meeting, staff provided an overview of all of the current amendments proposed and the Zoning Code amendment work program. The attendees were concerned regarding several of the amendments and current zoning allowances. Although, it did appear that a majority of the attendees were supportive of cleaning-up, shorting, and resolving conflicts in the Zoning Code. A summary of the comments received is included as **Attachment 7**.

Timeline

The anticipated timeline for this amendment is:

- August 14, 2019 – Planning and Zoning Commission Work Session
- August 19, 2019 – Public Open House Meeting
- October 8, 2019 – City Council Work Session
- October 23, 2019 – Potential Planning and Zoning Commission Work Session
- November 2019 – Potential Second Public Open House Meeting
- November 2019 – Potential Planning and Zoning Commission Work Session
- December 2019 – Potential Planning and Zoning Commission Hearing
- December 2019 – Potential City Council Work Session
- January 2019 – Potential City Council Public Hearing (1st Reading of Ordinance)

- January 2019 – Potential City Council Hearing (2nd Reading of Ordinance/Adoption)

Conclusion:

As indicated above, the purpose of the work session is to present concepts to amend the Zoning Code pertaining to the goals, policies, and implementation strategies of the High Occupancy Housing Specific Plan. More specifically, to change the allowed building height of the Community Commercial (CC) zone from 60 feet to 45 feet. In addition, the work session is to allow interested individuals, residents, and property and business owners to provide comments. Also, the work session is to allow the Council to ask questions, seek clarification, have a discussion, and offer comments/direction on the proposed amendments. Additional opportunities for discussion, public comment, and action by the City Council will occur at a future public meeting and hearings - see the timeline above. No formal action is to occur at the work session.

-
- Attachments:**
1. Community Commercial (CC) Zone Building Height Draft Text
 2. Map of Community Commercial (CC) zone Locations
 3. Sunnyside Conceptual Zoning Map
 4. Southside and North of Downtown Conceptual Zoning Map
 5. Summary of Open House and Flagstaff Community Forum Comments
 6. Email Comments Received
 7. ECONA Business Attraction Meeting Summary of Comments
- Community Commercial (CC) PowerPoint Presentation

**Community Commercial (CC) Zone Building Height Draft Text
Amendment to the Flagstaff Zoning Code.**

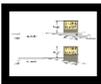
Case No. PZ-19-00123

HOW TO READ THIS DOCUMENT

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

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

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

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

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

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

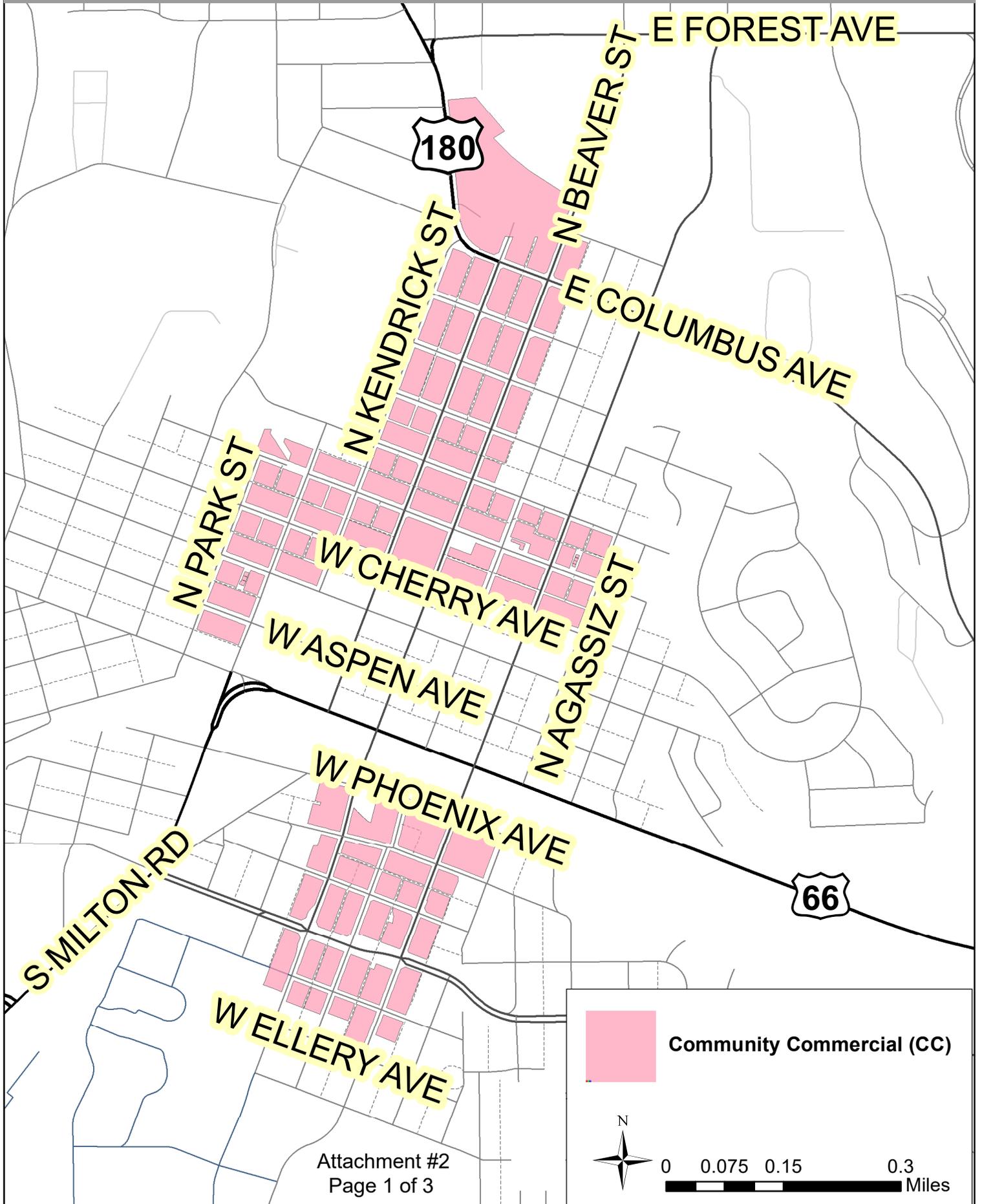
Section 1. Amend Title 10 FLAGSTAFF ZONING CODE, Section 10-40.30.040 Commercial Zones, C. Commercial Zones – Building Form and Property Development Standards., Table 10-40.30.040.C. Commercial Zones – Building Form and Property Development Standards, as follows:

10-40.30.040 Commercial Zones

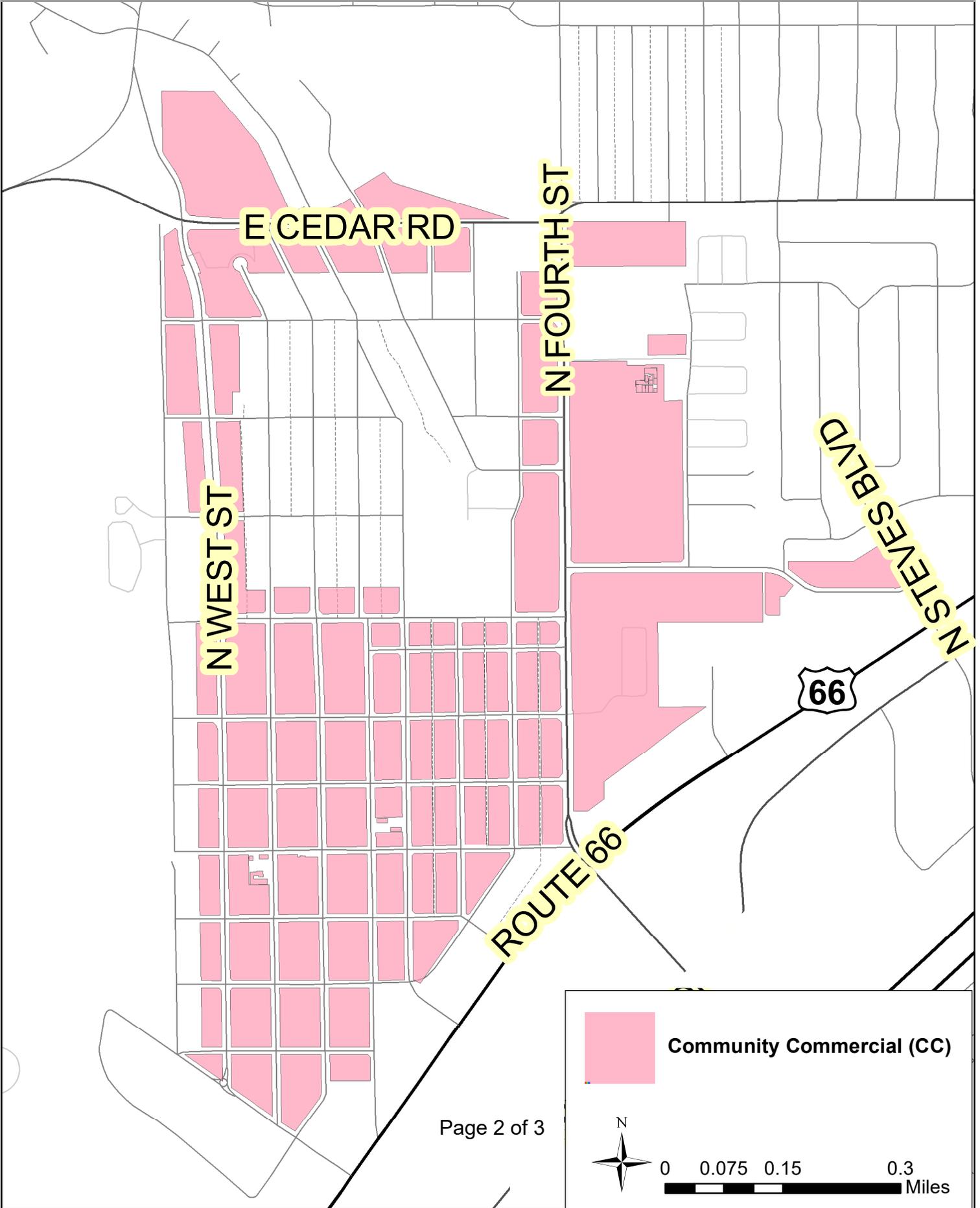
C. Commercial Zones – Building Form and Property Development Standards.

Table 10-40.30.040.C. Commercial Zones – Building Form and Property Development Standards					
	Commercial Zones				
	SC	CC	HC	CS	CB
Building Form Requirements					
Building Height (max.)	35'	60'^{4,7} 45'^{4,7}	60 ¹⁴	60 ¹⁴	60 ¹⁴

Community Commercial (CC) Zone Location Map



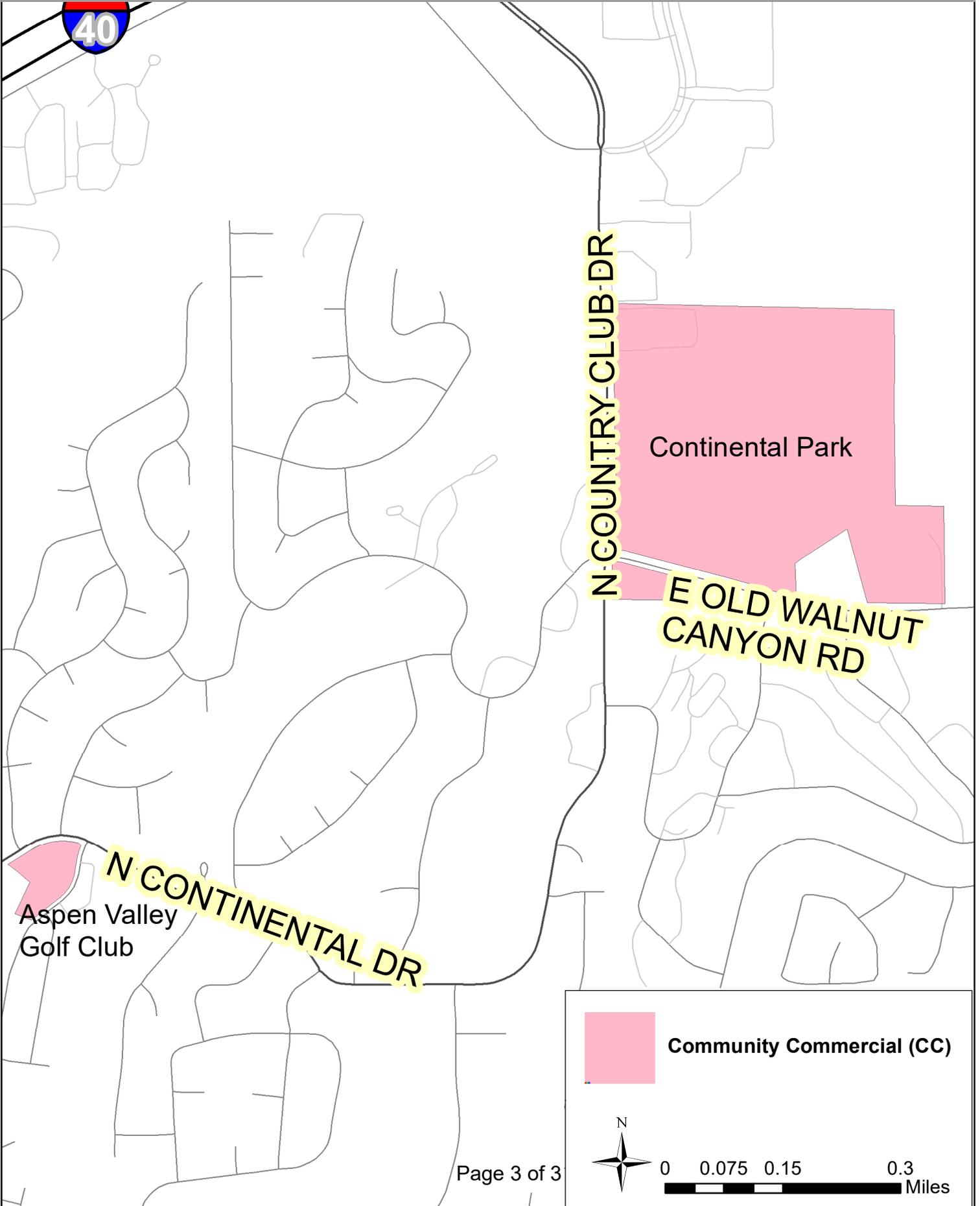
Community Commercial (CC) Zone Location Map



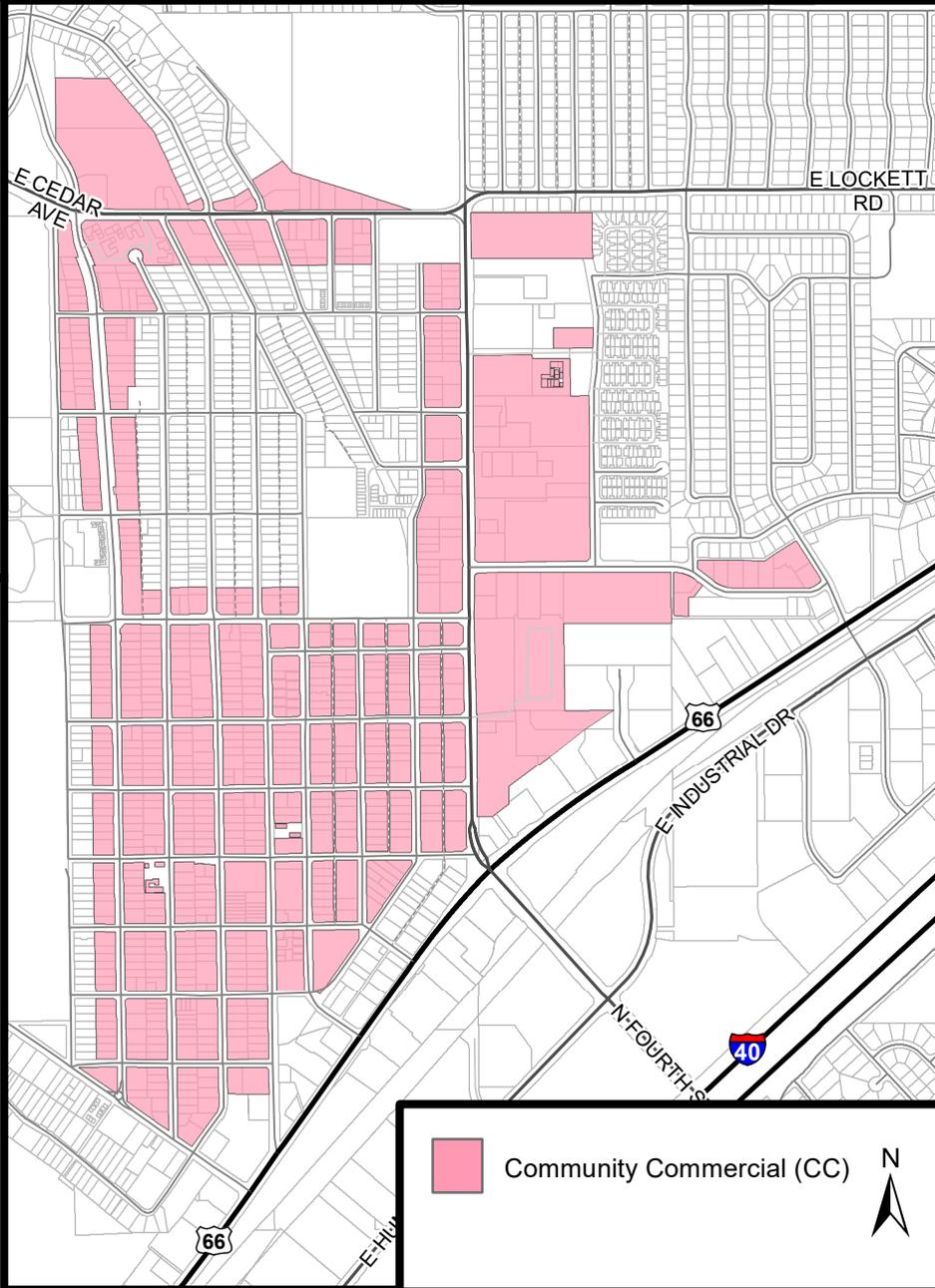
Community Commercial (CC)

0 0.075 0.15 0.3 Miles

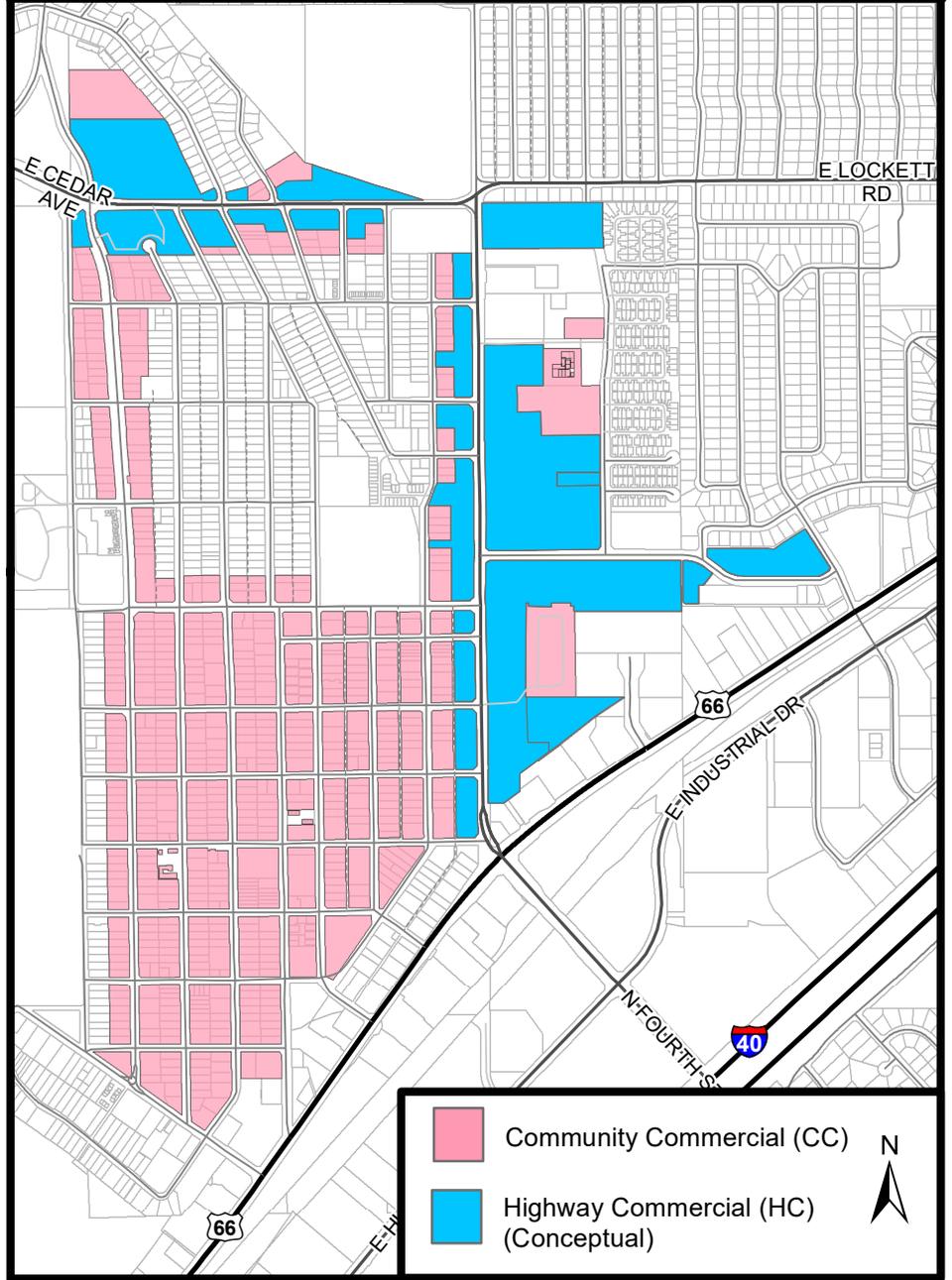
Community Commercial (CC) Zone Location Map



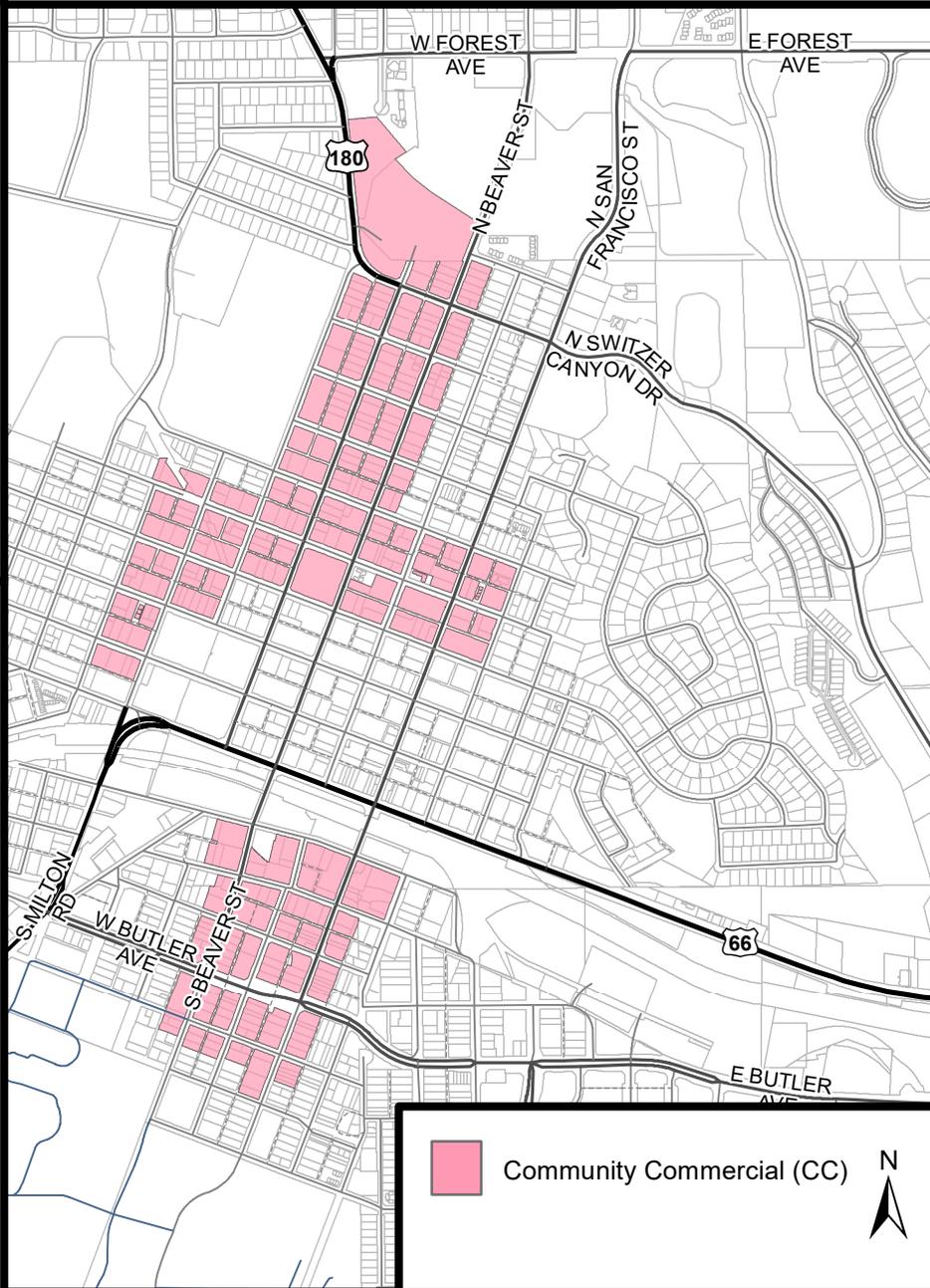
Existing Locations of the Community Commercial (CC) in the Sunnyside Neighborhood Area



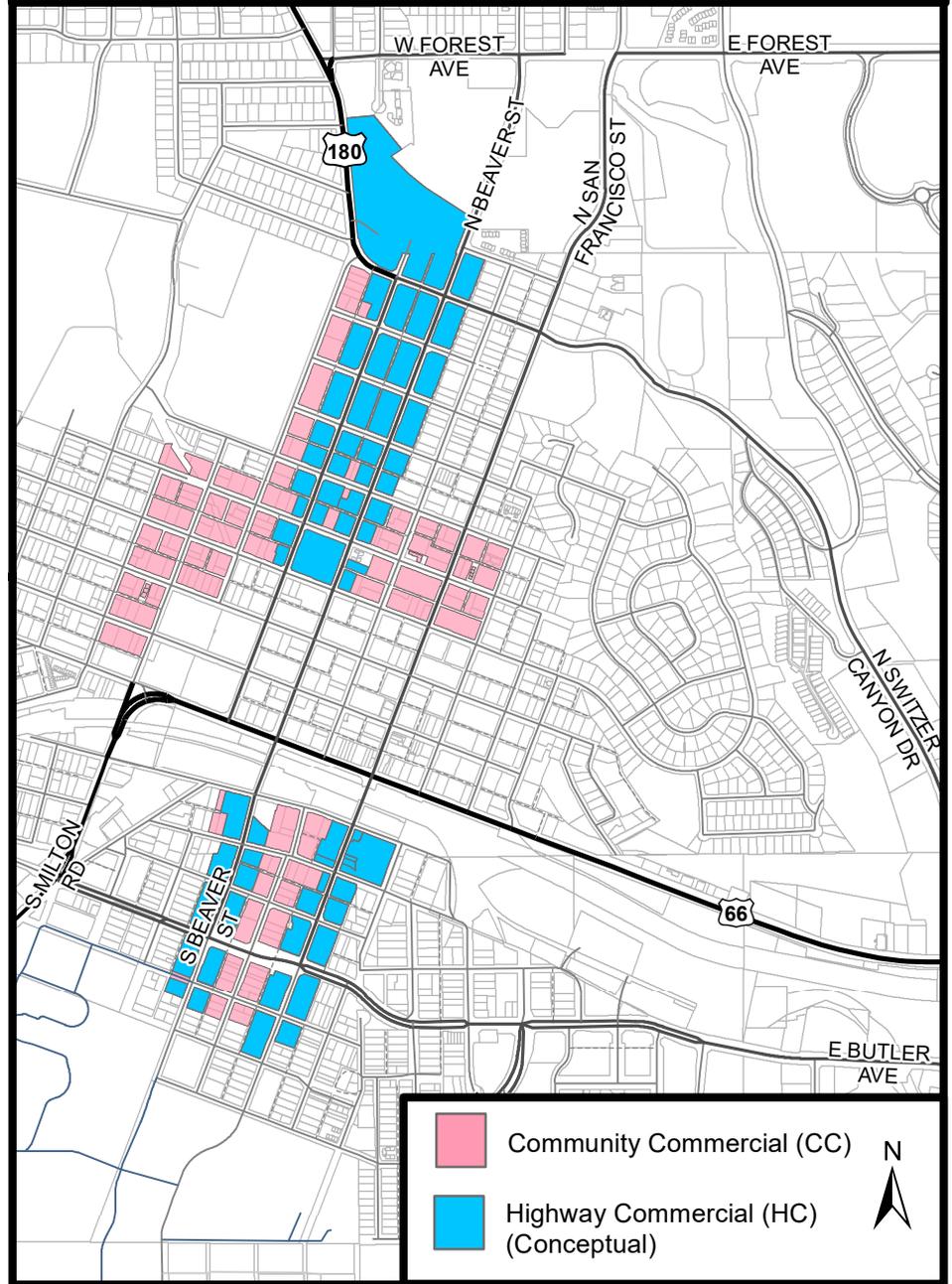
Conceptual locations to Rezone to Highway Commercial (HC) in the Sunnyside Neighborhood Area



Existing Location of the Community Commercial (CC) in the Southside and North of Downtown Neighborhood Areas



Conceptual locations to Rezone to Highway Commercial (HC) in the Southside and North of Downtown Neighborhood Areas



Summary of Open House and Flagstaff Community Forum Comments.

	Concept	Total Respondents:	Support:	Do not support:	Written Comments Received
1.	Modify the allowed building height of the Community Commercial (CC) zone from 60 feet to 45 feet.	32	85%	15%	<ol style="list-style-type: none"> 1. I support lowering the height in CC Zone to 45'. I would like the staff to reconsider how it situates 60' building at the right of way in the Highway Commercial Zone. If there is no entrance at the right of way the building should be setback as it looks ridiculous to not have access from the street. It also creates ice from the shade in the winter which doesn't seem a good trade off if there is not street access. 2. Should be lower than 45 feet. That Mr. Flagstaff (really, that is the name?!) building is hideously out of character with the Southside also. 3. I am in favor of lowering the height from 60 feet to 45 feet as neighboring properties are affected by taller buildings. Smaller buildings fit in more with neighborhoods. 4. yes, lower allowed height to 45' or less 5. I believe that keeping the building height in CC zones at 60 feet is appropriate. 6. 45 feet or less. I live in a neighborhood where the typical home is just one story high. 30 feet would allow for a two-story building and be more favorable in such a neighborhood. 7. 45 feet 8. "Yes, lower the height." 9. Please lower CC zones to 45 ft. I live in a CC zone and our neighborhood would lose its character, desirability, value and sense of community with 60 ft buildings. Please do not allow roof top bars, restaurants, patios on top of the 45 ft limit. Our neighborhood is noisy enough without amplified music and party noise coming off of the roof tops. Please require mechanical (A/C, air handlers etc.) to be noise proofed or install quiet A/Cs. The summers are getting hotter and hotter and to survive historic homes have to open their windows to cool off at night. It is impossible to sleep with loud mechanical noise like the hospital. 10. 45 feet please 11. Yes building heights in the CC zone should indeed be lowered to 45 feet. 12. ABSOLUTELY, nothing higher than 45 feet. Flagstaff is going to continue to experience high growth and we need to protect as much of the charm as we can. Turning Flagstaff into a dense city of high rise developments will not accomplish anything but line developers pockets with gold. 13. 60' seems high given the current skyline. If recent builds downtown, up Rt.66 and on Mike's Pike are 60' then that looks out of place. 45' would be a better limit. 14. Definitely the building height throughout the City of Flagstaff should be lowered to 45 feet. This should be the highest point of the building and taken from the lowest point on the property. 15. Lower to 45 feet in areas of old-historic-already less-than 45 feet areas. 16. I agree with the proposed amendment to lower the Community Commercial height limit in the designated zones from 60 to 45 feet. It's important that the city of Flagstaff not keep growing dramatically upwards. So many tall buildings have already obscured our views of the peaks and our sense of open space and small town atmosphere. Let's curb this trend before it gets any worse. There are more areas than people realize that we can be building and developing on without becoming a labyrinth of towering buildings. While we're at it, why not reduce the height of the high-density housing residential buildings as well before we become Apartment City USA and the peaks are only visible driving to the Grand Canyon? 17. If the city doesn't want HOH they shouldn't butter it up like they still want it. Lower it to 45 feet if you would like just know that without true high density areas development will be inevitably pushed outward, creating greater carbon emissions, loss of forest land, and worse traffic problems. 18. Lower it to 45 feet. 19. Property adjacent to commercial corridors should be allowed to go to 60 feet 20. This is a flagstaff image issue accentuated by our surrounding environment. We have historical "Vista" town from dark skies to mountains. Building Height can define as a vista city or a canyon city.

Daniel Symer

From: Michael Banker <michael.banker7@gmail.com>
Sent: Friday, August 2, 2019 2:28 PM
To: Daniel Symer
Subject: Zoning Amendments Comments

Daniel,

I tried the OpenTownHall web site but had some trouble, so I am sending my comments via email. Should the web site issues get resolved I will enter my comments there as well. The problem is that I entered my password incorrectly, and have requested help to fix it.

I strongly agree with both amendments. In fact, I would like to see even stronger zoning restrictions for high rise or high density developments in any area of Flagstaff that might be considered historic or "Old Town". The Hub and Standard have already destroyed some of the character, and I am astounded the City of Flagstaff and the City Council let it happen. Maybe they had not choice because of weak zoning.

The developers who bring these projects care little about the impact on the character of Flagstaff. Their primary and only interest is \$\$\$\$\$. They entice the city into agreement for their project with cash and the highly suspect claim that these projects will add "affordable" housing. Hardly!! Who wants to live in an apartment building that is predominantly occupied by rowdy college kids.

These high rise developments should be pushed out to areas where they will not impact the unique character of Flagstaff. Most students have cars and bikes to commute to NAU. For those that don't they can take public transportation.

Of course, local land owners of large pieces of vacant property do not want zoning restrictions. I say shame on them.

Michael Banker
602-820-1372 Cell

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Michael Banker
602-820-1372

Daniel Symer

From: Daniel Symer
Sent: Thursday, August 22, 2019 12:24 PM
To: Ken Berkhoff; Tyler Mark; Housing Solutions of Northern Arizona; John Stigmon; Kat Ross; PFerris@winslowaz.gov; cpasterz@coconino.az.gov
Cc: Gail Jackson; Daniel Symer
Subject: Summary of ECONA's Business Attraction Meeting Regarding the Future Zoning Code Amendment

Thank you all for meeting with me yesterday regarding the Zoning Code's current work program. We discussed several items and questions pertaining the future amendments. Below is my summary of comments. Please let me know if I need to add an item or correct a statement.

- A. The City Council should conduct a cost analysis for each Zoning Code amendment to determine the additional cost that a zoning code amendment may add to doing business in the City.
- B. Concerns were raised that the proposed amendments may spur Private Property Rights Protection Act issues.
- C. The city is in need of work force housing. Additional student housing allows other types of housing choices to become more available. In turn, this will lower to cost of the other types of housing (simple supply and demand). By making it harder to develop student housing, it will minimize the ability of market rental rates to decrease for other housing types.
- D. The higher densities are necessary to provide lower development costs and lower rental rates. Concerns were expressed that having a requirement for a Conditional Use Permit to develop over a specific density, bedroom ratio, etc. would cause developers to construct at lower densities to avoid the Conditional Use Permit process. Also, the additional regulation for the High Occupancy Housing will make it harder to do business in the City; and, the Council wants to know when a new regulation will make it harder to do business.
- E. The requirement for a Conditional Use Permit may cause developers to develop larger areas of land and use surface parking instead of structured parking, which could fuel additional sprawl of the city.
- F. The City needs to find ways to assist in reducing cost for developers. The water and waste water impact fee are excessive, particularly compared to other cities in the state. Is there a way to remove the water and waste water fees from an enterprise fund so that fees may be waved or reduced to assist with the cost of affordable housing without the City having cover the costs?

As indicated yesterday, I do recommend that you separately email me any comments or suggestions so that may be considered. It is my preference to attach written comment's to reports.

I do encourage the community to share alternative solutions and considerations for the proposed amendments to address the adopted policies and citizen petition proposed amendments.

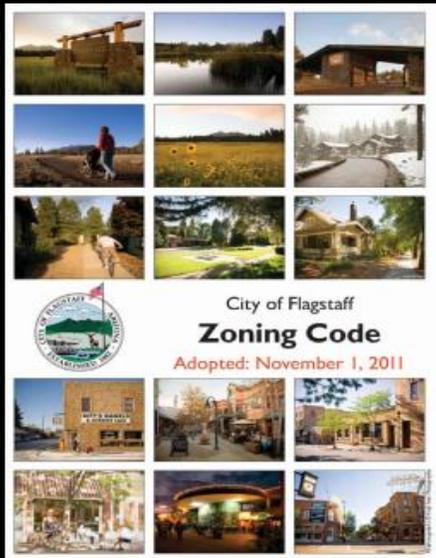
Dan Symer, AICP
Zoning Code Manager
City of Flagstaff
Planning & Development Services
928-213-2613
daniel.symer@flagstaffaz.gov

City Council

Updates to the Zoning Code High Occupancy Housing Plan



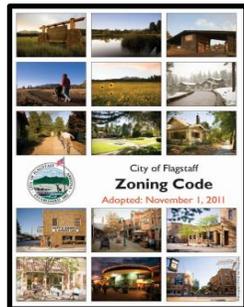
Dan Symer, AICP
Zoning Code Manager





Why did the City adopt the HOH Plan?

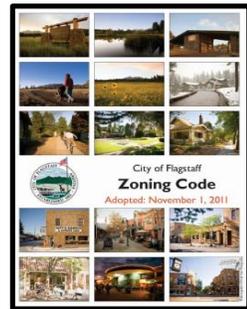
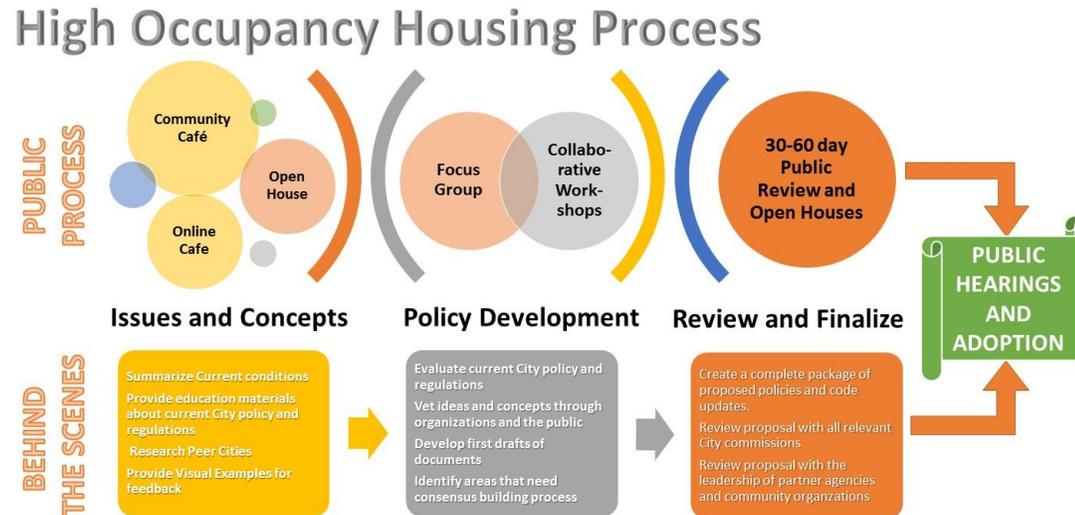
- **Fulfills the Regional Plan Policy NH.1.7. “Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale.”**
- **Refines the goal and policies pertaining to the location of HOH mixed use building in activity centers**
- **Preserve the of character of existing and historic neighborhoods**
- **Address public concerns related to large buildings and unintended consequences of past zoning in Flagstaff (1972, 2011).**





What happened leading up to the HOH Plan

- 2015 HUB Rezoning case – spurred issues
- 2016 – Hub was approved using existing zoning case, was upheld on appeal
- 2016 – Student housing action plan external working group convened
- 2017 – 2018 Public participation for HOH plan

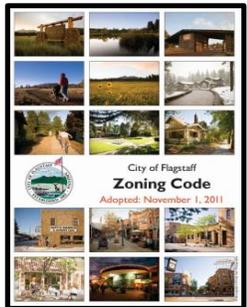




Proposed Zoning Code Concepts from the HOH Plan

Purpose:

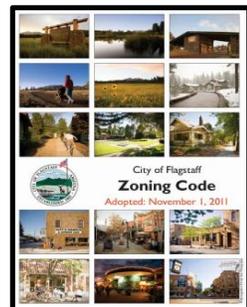
- **Amend the Zoning Code to begin implementing the High Occupancy Housing (HOH) Plan.**
 - **Modifying the building height in the Community Commercial (CC) zone**





Proposed Zoning Code Concept

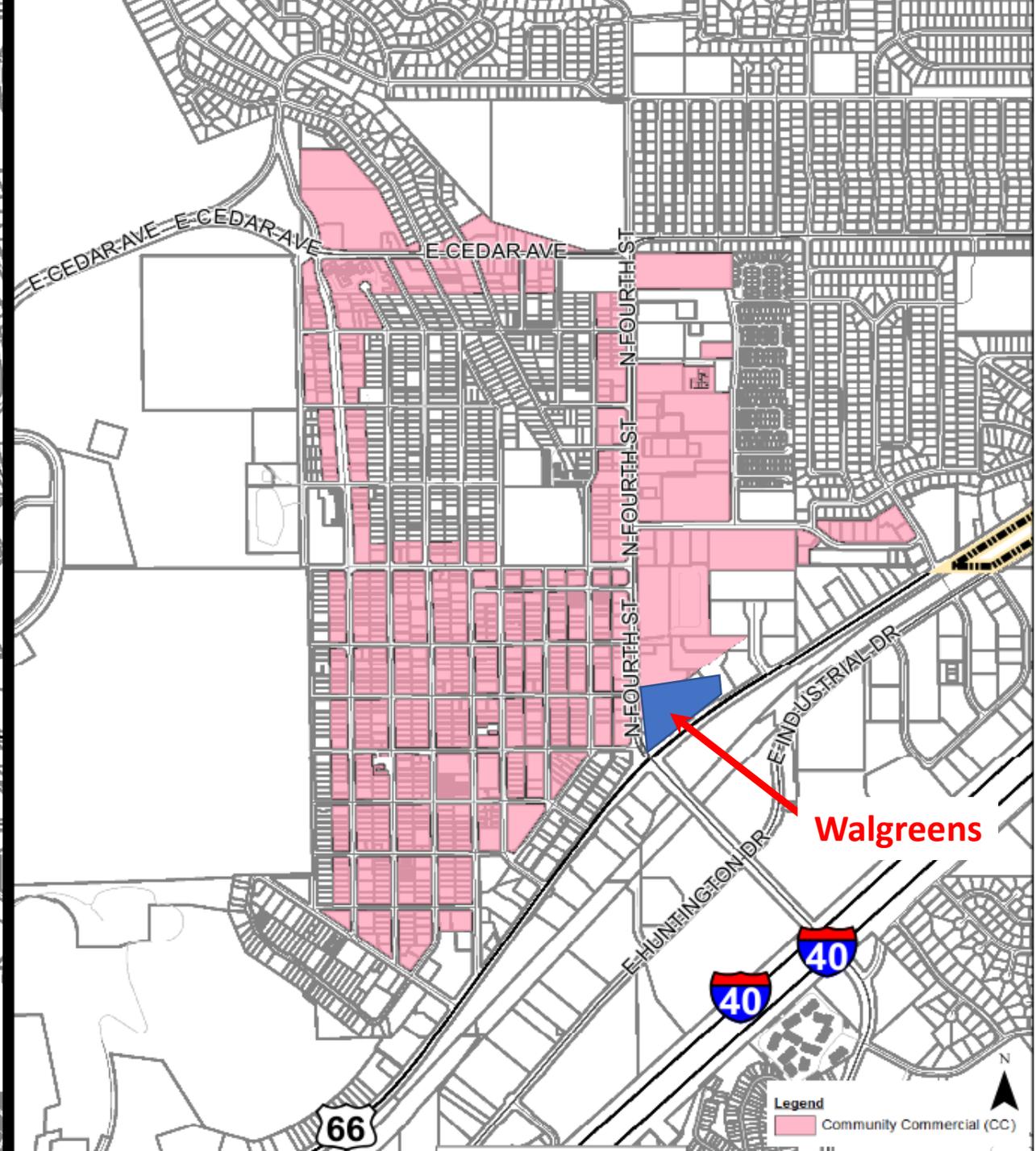
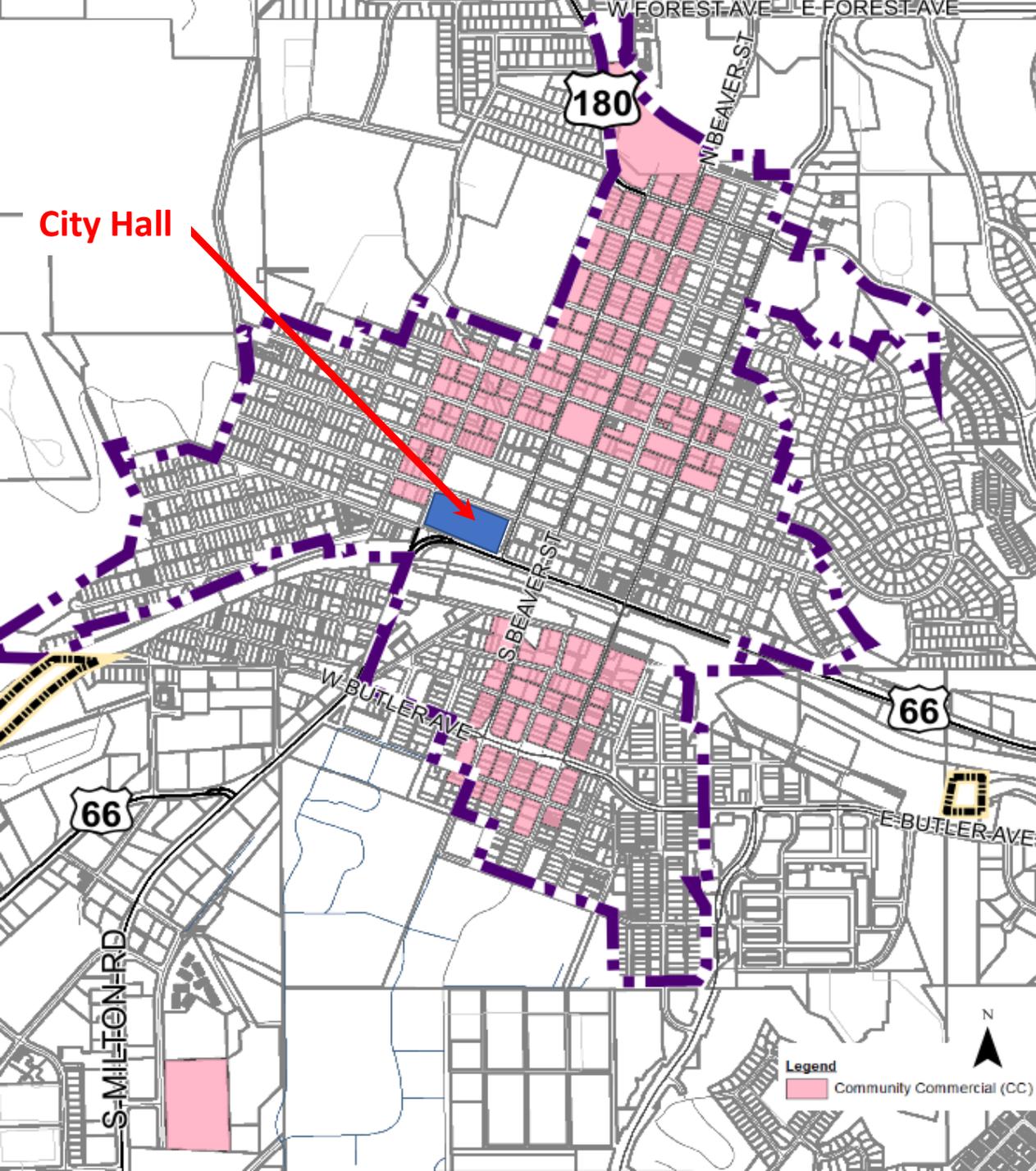
- **Modify the allowed building height from 60 feet to 45 feet**

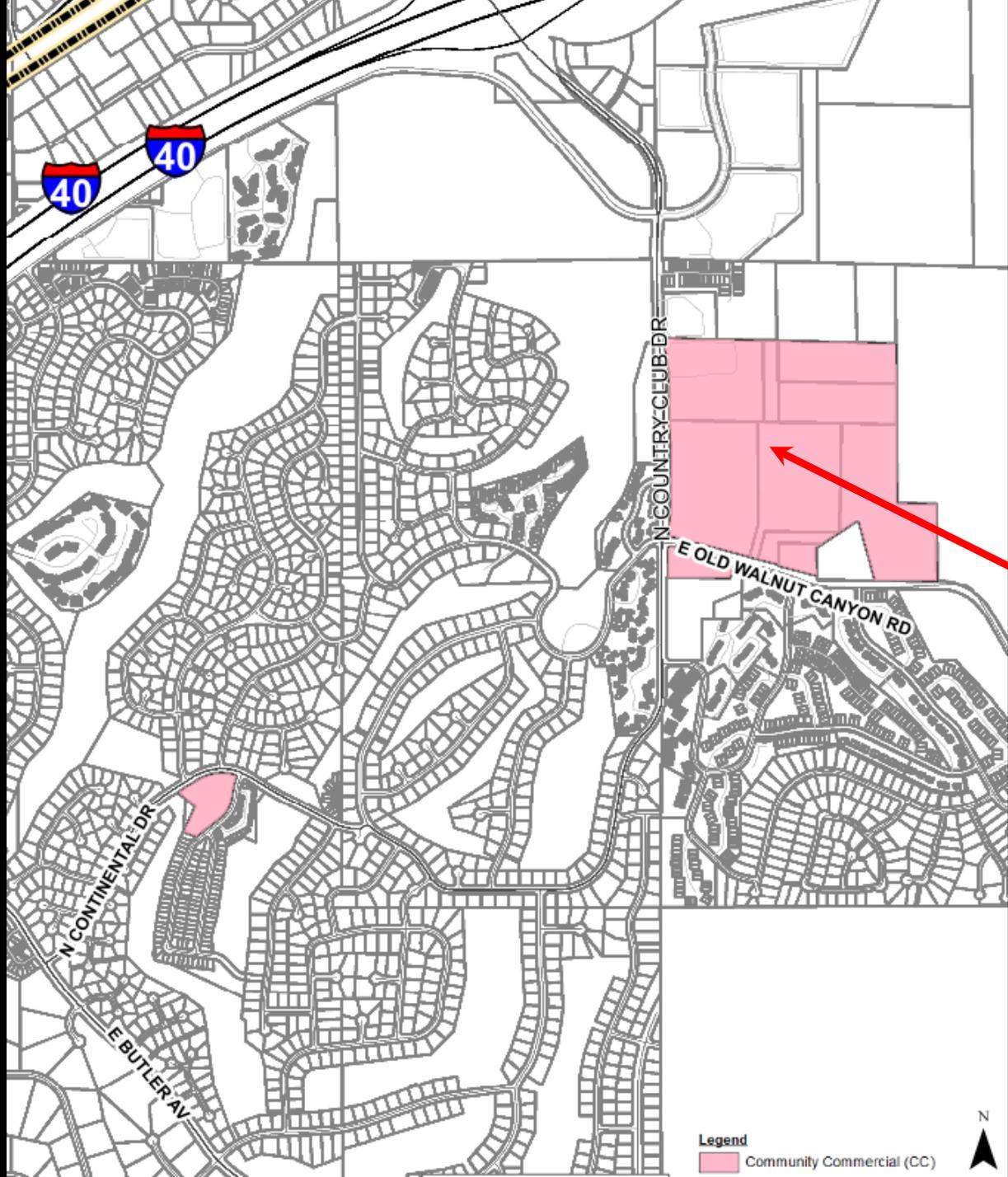




Why propose a lower building height in the CC Zone?

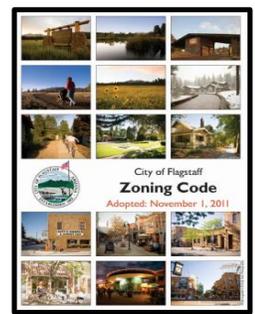
- **The allowed a building height of sixty (60) feet that does not correspond with the lower building heights of existing developments;**
- **Have the greatest overlap of historic small-scale traditional neighborhoods that could be negatively impacted by the influx of large-scale developments;**
- **Have significant overlap with low income communities that may be displaced by gentrification and redevelopment; and**
- **Contain localized limited utility capacity to support large scale High Occupancy Housing developments.**



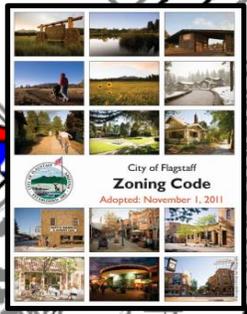
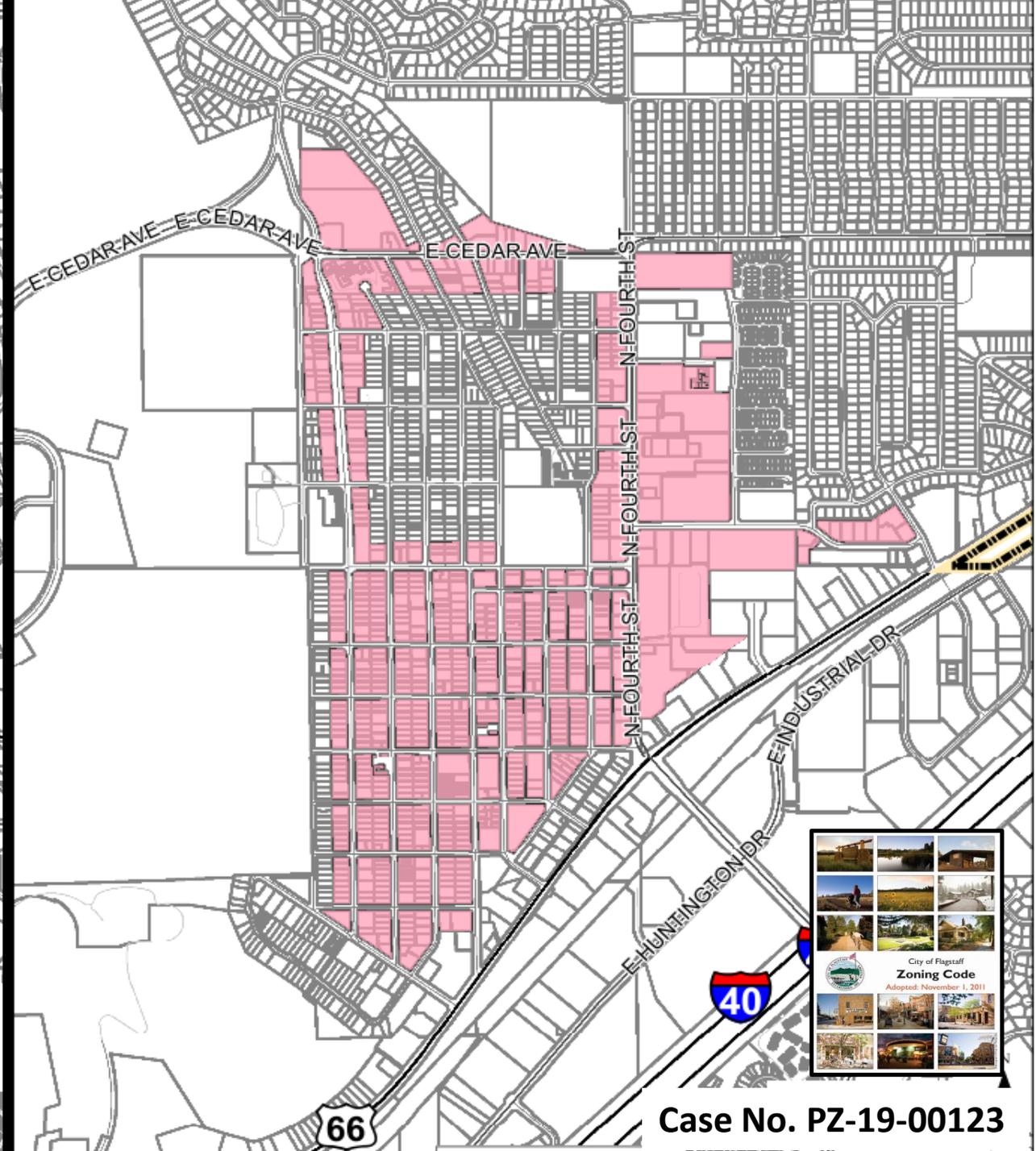
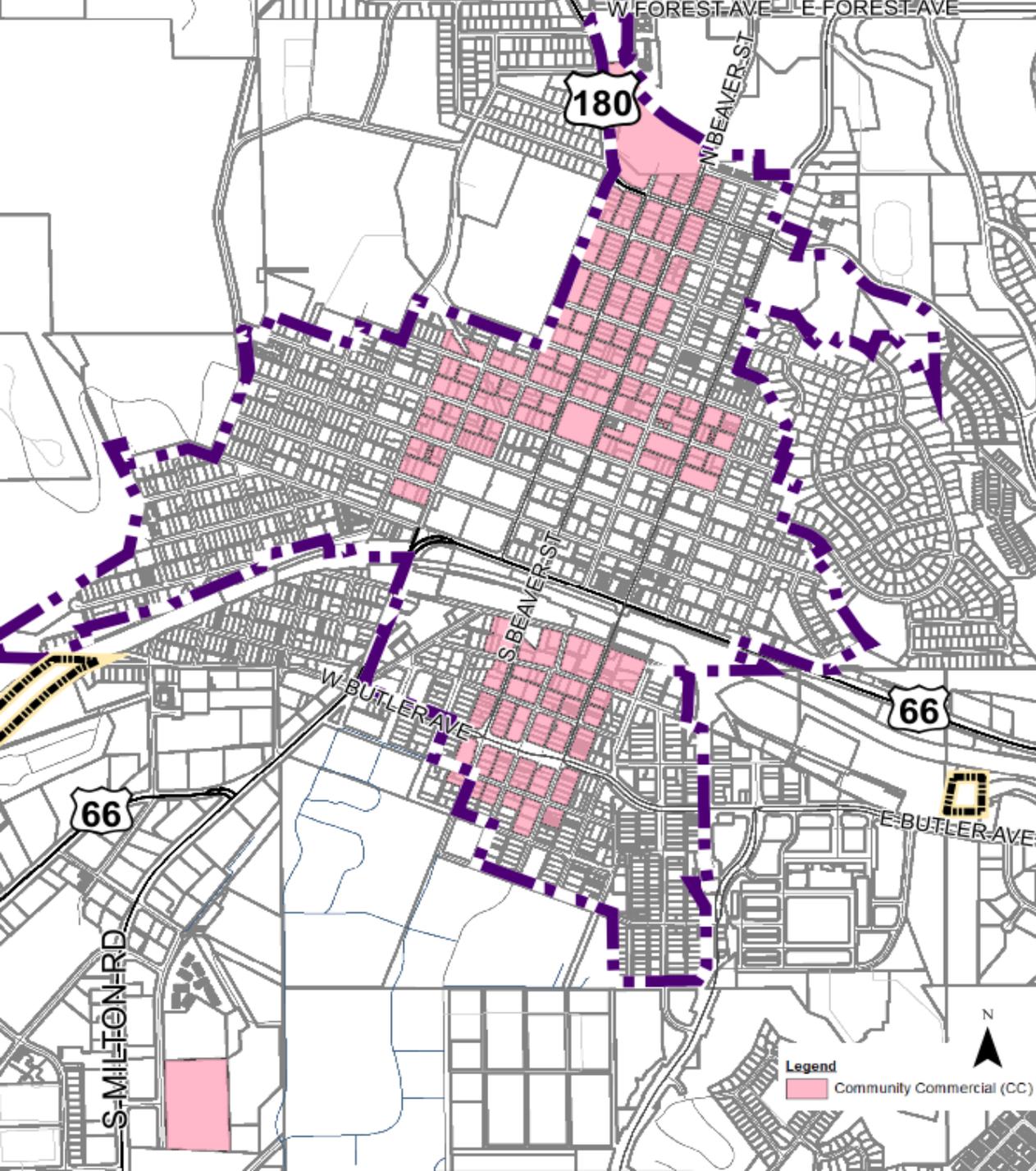


Continental Park

Legend
Community Commercial (CC)

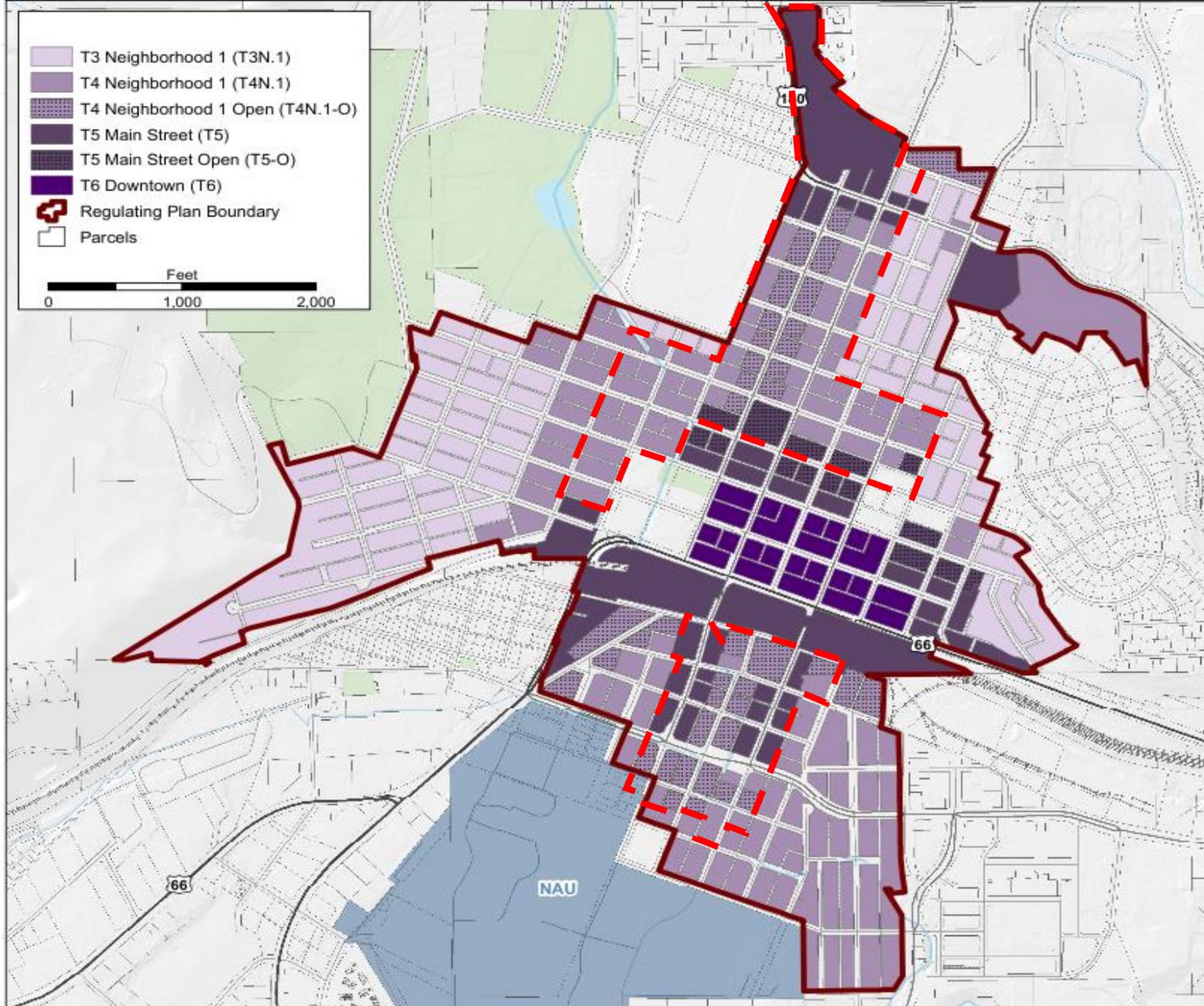


Case No. PZ-19-00123

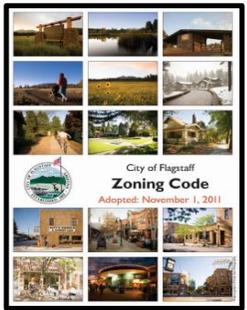


Case No. PZ-19-00123

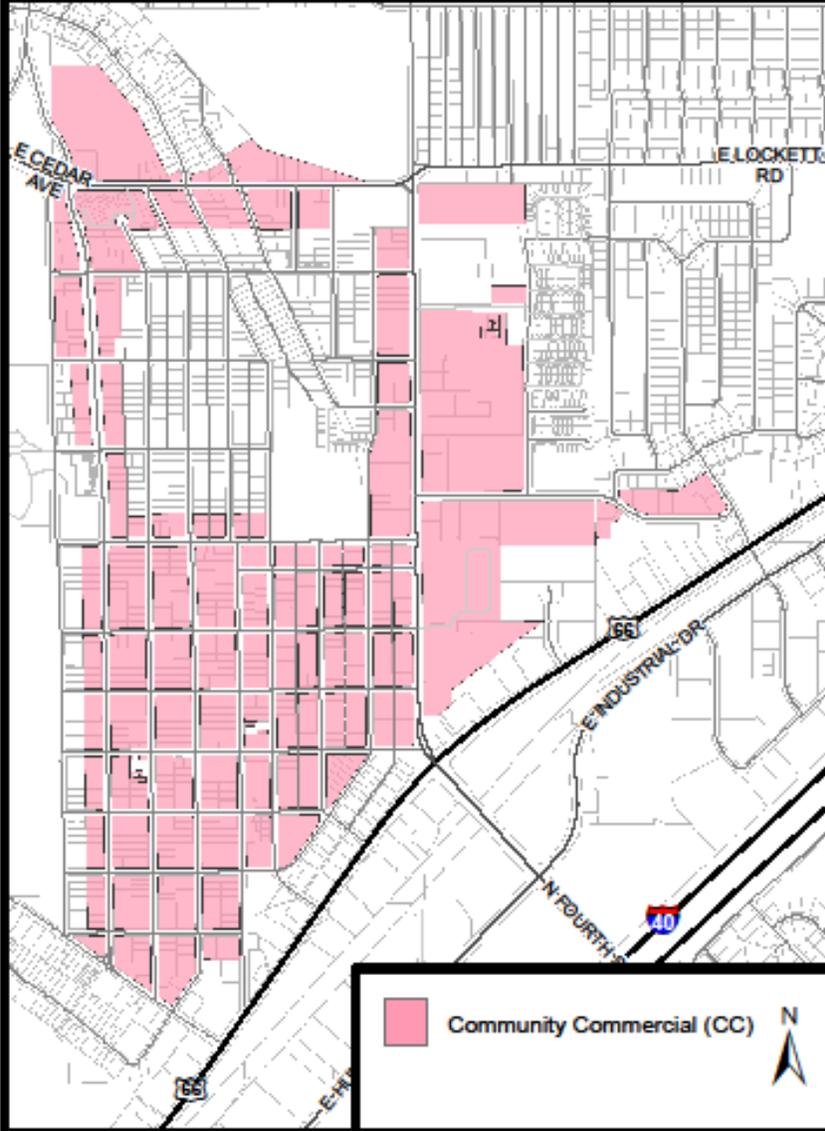
Downtown Regulating Plan



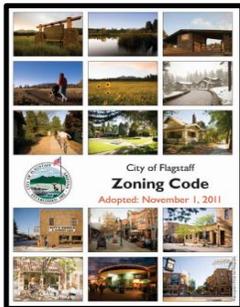
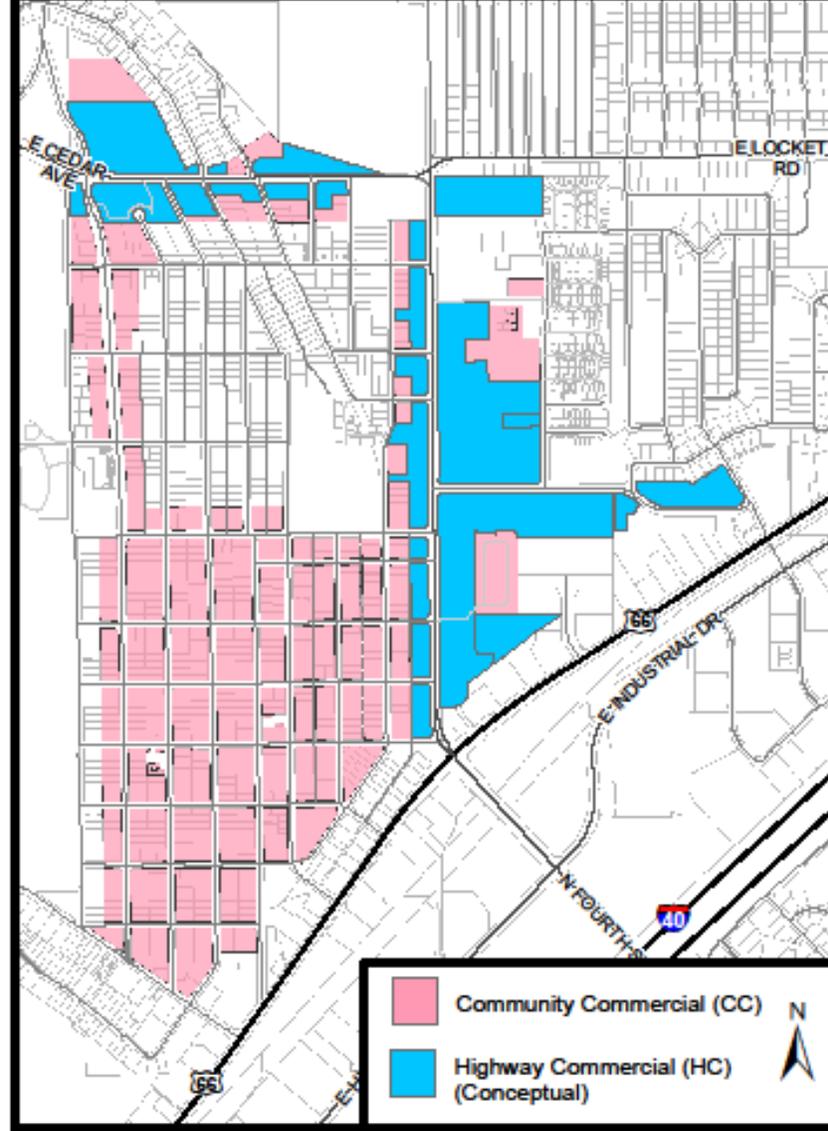
Community Commercial (CC)



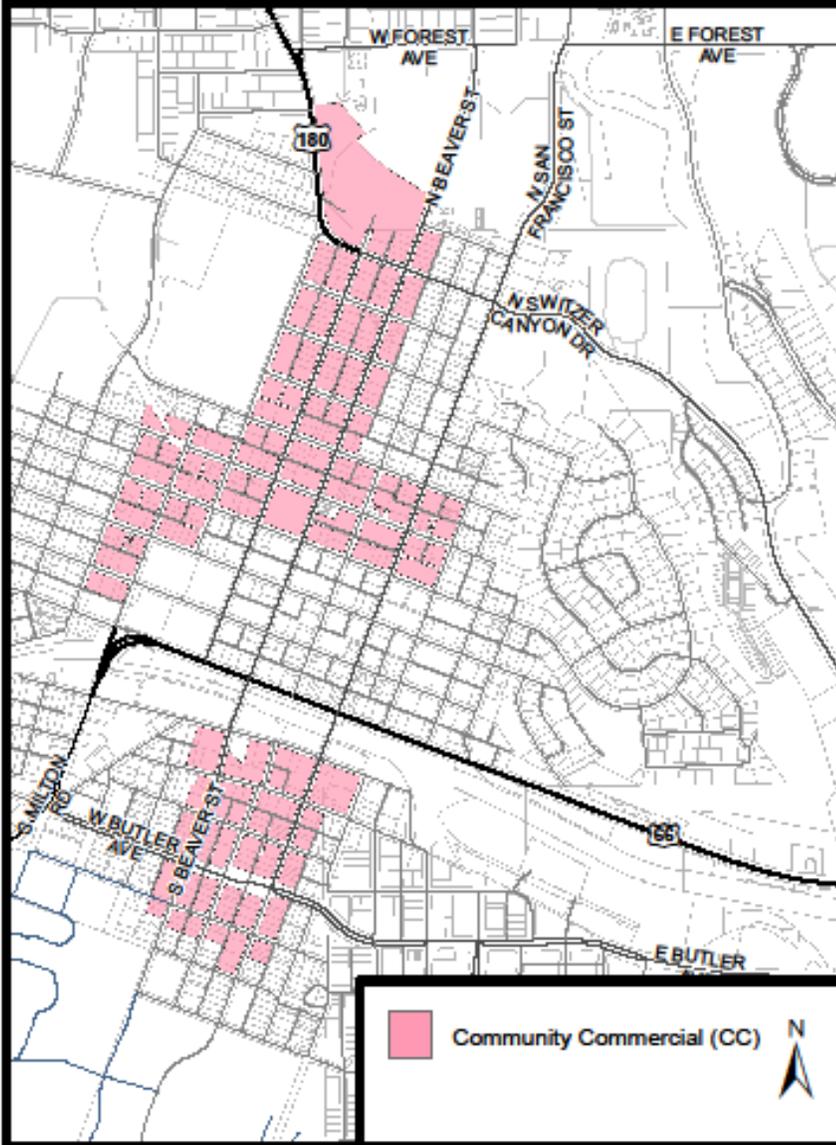
Existing Locations of the Community Commercial (CC) in the Sunnyside Neighborhood Area



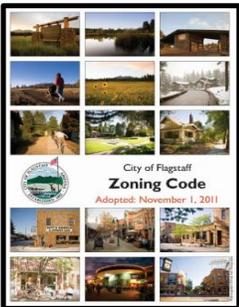
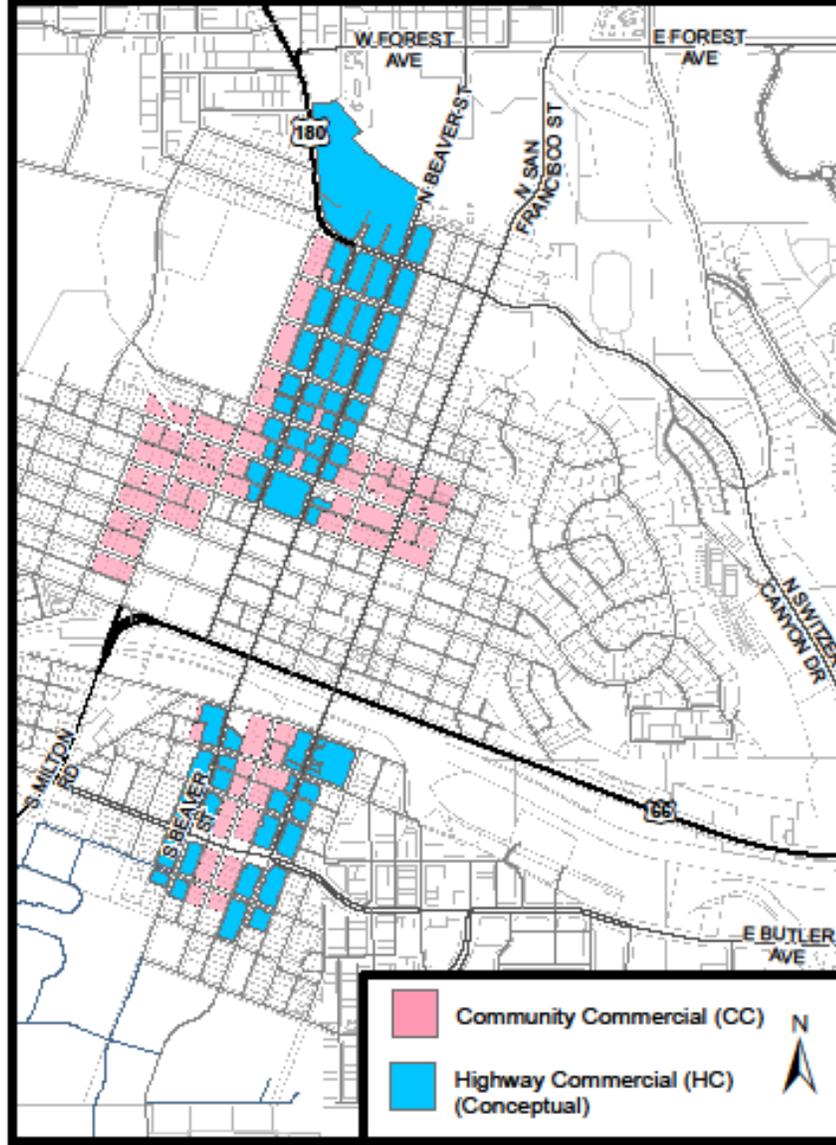
Conceptual locations to Rezone to Highway Commercial (HC) in the Sunnyside Neighborhood Area



Existing Location of the Community Commercial (CC) in the Southside and North of Downtown Neighborhood Areas



Conceptual locations to Rezone to Highway Commercial (HC) in the Southside and North of Downtown Neighborhood Areas





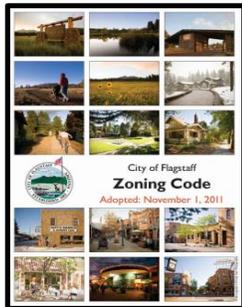
City Council Work Session



Proposed Zoning Code Concepts

- **Modify the allowed building height from 60 feet to 45 feet**

City Council Questions and Comments



CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Dan Symer, Zoning Code Manager
Date: 09/17/2019
Meeting Date: 10/08/2019



TITLE

Case No. PZ-19-00124 Updates to Zoning Code 2019 - High Occupancy Housing Land Use

STAFF RECOMMENDED ACTION:

Provide direction to staff on the proposed Zoning Code Text Amendments.

EXECUTIVE SUMMARY:

The Zoning Code was adopted by the City Council on November 1, 2011, to replace the former Land Development Code. Since its adoption, the code has been amended several times to address procedures, add clarity, resolve conflicts, address planning initiatives (accessory dwelling units), incorporate applicant's requests (West University Drive Entrance Sign District), and to address changes in state law and U.S. Supreme Court decisions (i.e., Reed vs the Town of Gilbert). In addition, on July 2, 2019 the City Council approved an amendment to the Zoning Code to address a series of technical, conflict resolution, and clarity modifications – as well as the addition of the Seasonal Amusement/Entertainment and Sales, Indoor and related provision to the into the Light Industrial (LI) zone.

The request for a work session with the City Council is to discuss concepts to amend the Zoning Code (Case No. PZ-19-00124) pertaining to the goals, policies, and implementation strategies of the High Occupancy Housing Specific Plan. More specifically, to replace the **Rooming and Boarding land use** with the High Occupancy Housing Development and Mixed-use High Occupancy Housing Development land uses, including related provisions.

INFORMATION:

In February 2018, the City Council adopted the citywide High Occupancy Housing Specific Plan (HOH Plan). The plan was developed in response to the community's dialogue pertaining to previously proposed high-intensity mid-rise developments that primarily catered to college students and large-scale developments near historic neighborhoods. The HOH Plan is intended to provide direction in the form of goals, policies, and strategies to accommodate a variety of housing options in areas of the city that can support infill, redevelopment, and mixed-use activities. The HOH Plan:

- Fulfills the Regional Plan Policy NH.1.7. to, "Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale.";
- Refines goal and policies for High Occupancy Housing (HOH) mixed-use development in

activity centers;

- Incorporates goals and policies to preserve the character of existing and historic neighborhoods;
- Incorporates goals, policies, and strategies that provide guidance for future HOH developments to enhance and maintain the city's character; and
- Addresses the public concerns related to large buildings and unintended consequences of past zoning in Flagstaff (1972, 2011).

As indicated above, the HOH Plan addresses a broad spectrum of topics (Please refer to Chapters 4 and 5 of the HOH Plan). To address the Zoning Code specific items, staff will break up the implementation tasks into smaller and related topics. Goals, policies, and implementation strategies of the HOH Plan that are not specific to an HOH development may be incorporated into related amendments. Staff is anticipating that at least four related Zoning Code amendments will be proposed. It is the intent that these amendments will not be reliant on each other. Each separate amendment is anticipated to address specific items that are closely related.

Proposed Amendment

Case No. PZ-19-00124: Updates to Zoning Code 2019 – High Occupancy Housing is a request to amend multiple divisions of the Zoning Code to implement several goals, policies, and implementation strategies of the HOH Plan. The initial concepts (**Attachment 1**) that this amendment is anticipated to include are:

1. Definitions for the High Occupancy Housing Development (HOHD) land use, and Mixed-Use High Occupancy Housing Development (MHOHD) land use;
2. Conditional Use Permit criteria specific to use;
3. Maximum bedroom densities;
4. Specific to use property development criteria;
5. Parking requirements; and
6. Parking reduction allowances.

In addition to the concepts above, the HOH Plan Strategies to be Implemented by 2019 (bullet 2, page 102) includes replacing the Rooming and Boarding land use in all zones with the HOHD and MHOHD land uses. The following are the primary reasons for the recommendation to remove the Rooming and Boarding land use:

- Is based on leasing arrangements that are difficult to enforce;
- Allows the HOH style of development in locations in the City that are not supported by the Regional and HOH Plans;
- Does not have criteria pertaining to the maximum number of dwelling units or number of bedrooms per acre;
- Does not address building mass, scale, or form; and
- It requires significantly more parking, which may result in large parking garages and lots, which are typically associated with increased vehicle trips and limited use of other multi-model options.

Community Involvement

On August 14, 2019, a work session with the Planning and Zoning Commission was held. The purpose of the work session was to inform the Commission of the upcoming public open house meetings and to receive initial feedback on the proposed amendment. A summary of the Planning and Zoning Commission comments are:

- It is appreciated that the proposed definition captures the HOHD development that is occurring in single-family neighborhoods.

- The proposed definition and Conditional Use Permit criteria will assist the community and developers identify locations where HOHD developments would be acceptable and the City's desires.
- It appears that the intent of the proposed Conditional Use Permit criteria is to direct HOHDs to locations indicated in the HOH Plan rather than increase the number of the HOHDs.
- The concept of compatibility as a Conditional Use Permit criterion needs to be more specific.
- We need to incorporate strict criteria that assist in protecting the City's character and historic buildings and neighborhoods by including proximity requirements for large scale HOHDs.
- Incorporate requirements for a compatibility study of a HOHD within and/or near a historic building and neighborhood by an independent qualified architectural historian to determine the compatibility, impact, and relationship that the HOHD may have on these structures and areas.
- Additional data is needed to demonstrate that the high-security bike parking spaces actually reduce the parking requirements. *This information is available in the HOH Plan.*
- It's hard to qualify the benefit of providing car share options to reduce the parking requirements due to the limited data, although it is an important piece to reduce parking and vehicle trips that should be explored in more depth.
- The replacement of the Rooming and Boarding use with the HOHD is not appropriate in all districts (i.e. such as the Manufactured Housing (MH) zone).

Public open house meetings were held on August 19, 2019, at 8:30 a.m. at the Murdock Center, and 5:30 p.m. at the East Flagstaff City-Coconino County Public Library. In accordance with the Zoning Code and State statute, the meetings were advertised in the Arizona Daily Sun on August 3, 2019. Persons of interest on file with the Planning and Development Services Department, and the property owners on file with the Coconino County Assessor's Office of lots and parcels that contain Community Commercial (CC) zoning were notified of the open house meeting via first class mail. Persons on the HOH Plan contact list were also notified. In addition, the open house information was posted on the City's Zoning Code Amendments webpage. Forty persons attended the open house meetings.

In addition to the open house meetings, public comments were accepted through the City's Flagstaff Community Forum website from July 26, 2019, to September 15, 2019. The public was notified of the option to participate and provide comments utilizing the City's Flagstaff Community Forum website through the Flagstaff Community Forum subscriber's notification, in the Arizona Daily Sun on August 3, 2019, on the City's Zoning Code Amendments webpage, and on the first-class mailings that were sent to the property owners. A total of 260 persons viewed the Flagstaff Community Forum website regarding this topic.

A majority of the comments received offer support for the proposed concepts to implement the HOHD and MHOHD. Although due to the low number of responses to some of the concepts, some percentage results may not be an accurate statistical representation of the community's desires. In these situations, the HOH Plan policies, technical expertise, the City's commissions, and the City Council will be utilized to continue vetting the concepts. A summary of the open house and Flagstaff Community Forum comments are included as **Attachment 2**. Also, comments received via email are included as **Attachment 3**.

On August 21, 2019, staff attended the ECONA Business Attraction Meeting. At this meeting, staff provided an overview of all of the current amendments proposed and the Zoning Code amendment work program. The attendees were concerned regarding several of the

amendments and current zoning allowances. Although, it did appear that a majority of the attendees were supportive of cleaning-up, shortening, and resolving conflicts in the Zoning Code. A summary of the comments received is included as **Attachment 4**.

Timeline

The anticipated timeline for these amendments is:

- August 14, 2019 – Planning and Zoning Commission Work Session
- August 19, 2019 – Public Open House Meeting
- October 8, 2019 – City Council Work Session
- October 23, 2019 – Potential Planning and Zoning Commission Work Session
- November 2019 – Potential Second Public Open House Meeting
- November 2019 – Potential Planning Work Session
- December 2019 – Potential Planning and Zoning Commission Hearing
- January 2019 – Potential City Council Public Hearing (1st Reading of Ordinance)
- January 2019 – Potential City Council Hearing (2nd Reading of Ordinance/Adoption)

Conclusion:

As indicated above, the purpose of the work session is to present concepts to amend the Zoning Code pertaining to the goals, policies, and implementation strategies of the High Occupancy Housing Specific Plan. More specifically, to replace the Rooming and Boarding land use with the High Occupancy Housing Development and Mixed-use High Occupancy Housing Development as new land uses, including related provisions. Also, the work session is to allow the Council to ask questions, seek clarification, have discussions, and offer comments/direction on the proposed amendments. Additional opportunities for discussion, public comment, and action by the City Council will occur at a future public meeting and hearings - see timeline above. No formal action is to occur at the work session.

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- Attachments:**
1. High Occupancy Housing Development Draft Concepts
 2. Summary of HOH Open House and Flagstaff Community Forum Comments
 3. Email Comments Received
 4. ECONA Business Attraction Meeting Summary of Comments PowerPoint Presentation

High Occupancy Housing Development Draft Concepts

I. High Occupancy Housing Development and Mixed-use High Occupancy Housing Development Definitions.

A. This amendment introduces two new land use definitions to the Zoning Code for a High Occupancy Housing Development (HOHD). Based on the High Occupancy Housing Plan (HOH Plan) (Strategies to be Implemented by 2019, bullet 2, page 102), and public comments received during and after the HOH PLAN development and adoption, a HOHD occurs in many forms. The most common characteristics of a HOHD include a large number of dwelling units per acre, bedrooms per acre, bedrooms per dwelling unit, and a ratio of bedrooms to sanitation facility (bathrooms) near to one-to-one.

1. **High Occupancy Housing Development:** Is defined as any of the following:

- a. A mixed-use or multiple-family development that consists of one or more structures, or portion thereof, with three or more dwelling(s) units, and:
 - 1. has a density greater than 29 dwelling units per gross acre;
 - 2. has a bedroom to gross acre ratio greater than 72.5;
 - 3. has a bedroom to dwelling unit ratio greater than 2.5;
 - 4. has a per dwelling unit bedroom to sanitation facility ratio less than 1.3, excluding 1- and 2-bedroom units; or
 - 5. more than 10 percent of the dwelling units have four bedrooms, or more; or
- b. A single-family attached or detached dwelling, duplex, or triplex, that contains one or more dwelling units with four bedrooms or more, and a bedroom to sanitation facility ratio of less than 1.3, excluding developments in the Rural Residential (RR) and Estate Residential (ER) zones and an accessory dwelling units.

2. **Mixed-use High Occupancy Housing Development:** Is a development that conforms with the definitions of High Occupancy Housing Development and Mixed-use.

II. Conditional Use Permit Additional Criteria Considerations.

A. The purpose of Conditional Use Permits is to provide a process for reviewing uses that are permitted in an applicable zone, but that requires a discretionary review to ensure specific criteria are complied with, and the possible imposition of conditions to mitigate the effects of the use. The Planning and Zoning Commission, and on occasion the City Council, decides whether or not to approve a Conditional Use Permit.

All uses that require a Conditional Use Permit are subject to the following criteria:

- 1. Property damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination;
- 2. Hazard to persons or property from possible explosion, contamination, fire or flood; and
- 3. Impact on surrounding areas arising from unusual volume or character of traffic.

In addition to the above criteria, a use that requires a Conditional Use Permit may be subject to additional criteria that are only applicable to a specific use.

B. Proposed Zoning Code Additional Conditional Use Permit Criteria for a HOHD and MHOHD.

To address the goals and policies of the Regional Plan and the HOH Plan, the proposed Zoning Code amendment concepts includes adding additional Conditional Use Permit criteria specific to any HOHD and MHOHD.

1. The property owner has submitted plans that demonstrate how the development can be converted from a high occupancy housing development, without substantial structural or substantial plumbing modifications, to a traditional multiple-family development consisting of studio, 1 bedroom, 2 bedroom, and 3 bedroom units.
2. The HOHD and MHOHD is located in an activity center delineated in the General Plan.
(Based on Regional Plan Policies LU 7.1, LU 18.2, LU 18.7, LU 18.14, HOH PLAN Policies 2.1 and 2.6).
3. The HOHD and MHOHD that contains more than 50 dwelling unit per acre or 125 bedrooms per acre, shall be located in a regional activity center delineated in the General Plan.
(Based on Regional Plan Policy LU 18.17).
4. The lot or parcel that contains the HOHD and MHOHD shall be connected to a permanent transit stop by a continuously improved pedestrian sidewalk or improved trail that does not exceed more than 1200 feet.
(Based on Regional Plan Policy E1.5, HOH PLAN Policy 2.5)
5. The HOHD and MHOHD is designed with a character, including mass, scale, height, colors and other elements, that is compatible with the existing structures of the neighborhood were the HOHD and MHOHD is located.
(Based on Regional Plan Policies CC 2.8, CC 3.1, CC 3.2, NH 1.2, NH 1.7, LU 18.9, LU 18.14, HOH Plan Policy 2.1)
6. Property owner, and owner's management company or representative(s) shall operate the HOHD and MHOHD in accordance with a safety plan and, a "good neighbor" plan approved by the Flagstaff Police Department's Crime Free Multihousing program. The property owner shall obtain a new approval of the safety plan from the Flagstaff Police Department's Crime Free Multihousing program every two years, and each time there is a change in the property ownership, owner's management company and/or representative(s).
(Based on HOH PLAN Policies 7.4 and 7.7, HOH Plan Strategies to be implemented 2023, bullet 7, page 105)

III. **Specific to Use Requirement.**

- A. Specific to use requirements are site planning, development, and operating standards for certain land uses. Typically, these requirements must be met before to the issuance of a building permit for the development. To address the goals and policies of the Regional Plan and HOH Plan, the proposed Zoning Code amendment includes adding specific requirements for a HOHD and MHOHD.
- B. Proposed Zoning Code Specific to Use Requirements for any HOHD and MHOHD.
 1. A mixed-use High Occupancy Housing Development shall comply with the mixed-use development standards of the Zoning Code.
(Based on HOH PLAN Policies 2.2, 2.4, and 4.1)
 2. Prior to the issuance of a building permit for the HOHD or MHOHD, the property owner shall obtain approval of a safety plan from the Flagstaff Police Department's Crime Free Multihousing program.

(Based on HOH PLAN Plan Policy 7.7)

3. Prior to the issuance of a building permit for the HOHD or MHOHD, the property owner shall obtain approval of a “good neighbor” plan from the Flagstaff Police Department’s Crime Free Multihousing program that all tenants are required to sign and comply with as part of the tenant’s lease.

(Based on Regional Plan CC 3.1, on HOH PLAN Plan Policy 7)

4. Prior to the issuance of a building permit for the HOHD or MHOHD, the property owner shall obtain approval of a waste management plan from the City’s Public Works Director that shall be implemented to the reduce waste generated by the development.;

(Based on HOH Plan Policy 6.1)

5. Prior to the final approval of a subdivision that creates one or more lots or parcels that would contain a development conforming to the definition of a HOHD or MHOHD, the property owner shall obtain approval of a Conditional Use Permit for the property that would contain the HOHD or MHOHD.

(Based on the proposed definition of HOHD)

IV. **Vehicle Parking Requirement Considerations.**

- A. The purpose of the Zoning Code's parking requirements are to regulate and ensure that developments provide adequate motor vehicle parking, and meet different community goals. As it pertains to the residential parking requirements, the Zoning Code has different requirements for different dwelling unit types.

In accordance with the HOH Plan Strategies to be implemented by 2019, bullet 3, the parking regulations for residential development are recommended to modified to be based on the bedrooms in a unit.

During and after the public outreach and hearings on the HOH Plan, and comments received to date of the Southside Plan, single, duplexes, and triplexes that are considered HOHD (based on the proposed definition) have the greatest negative impacts pertaining to overflow parking on the streets of the neighborhood. On the other hand, larger HOHDs with managed private parking has not shown to have a significant impact on the streets of a neighborhood.

- B. Proposed Zoning Code Parking Requirement Amendment for a High Occupancy Housing Developments with Three Dwelling Units or Less:
 1. High Occupancy Housing Developments, with three dwelling units, or less (single-family, duplex, and triplex):
 - 1 parking space per bedroom.
- C. Proposed Zoning Code Parking Requirement Amendment Options for a High Occupancy Housing Development with Four Dwelling Units and Above.
 1. For consideration, three options are proposed. These are:
 - Option 1
 - 1 parking space per bedroom.
 - Example using the "The Standard" mixed-use development as an example, the residential parking requirement would be:
 - 942 bedrooms x 1 space per bedroom = 942 spaces

Note: The total parking requirements for a development based on Option 1 above would be allowed to be reduced for transit incentives and providing high-security bicycle parking.

Option 2

- First 100 bedrooms: 0.90 parking spaces per bedroom.
- Remaining bedrooms greater than 100: 0.80 parking space per bedroom.
 - Example using the "The Standard" mixed-use development as an example, the residential parking requirement would be:
 - $942 \text{ bedrooms} \rightarrow (100 \times 0.90 \text{ space per bedroom}) + (842 \times 0.80 \text{ space per bedroom}) = 764 \text{ spaces}$

Option 3 (This option is based on the City's 2015 parking study of student housing developments)

- 0.77 parking space per bedroom.
 - Example
 - "The Standard" mixed-use would be requirement would be:
 - $942 \text{ bedrooms} \times 0.77 \text{ space per bedroom} = 726 \text{ spaces}$

Note: The total parking requirements for a development based on Option 2 and 3 would not be allowed to be reduced for transit incentives and providing high-security bicycle parking. These ratios have a reduction for transit and bike parking built into the ratios.

V. **Parking Reductions Concepts.**

- A. To address and incentivize the goals and policies of the Regional Plan and the HOH PLAN pertaining to multi-modal transportation (walking, cycling, public transit, etc.) and alternative transportation options, the proposed Zoning Code amendment includes adding specific options to reduce a High Occupancy Housing Development's parking requirement.
 - B. Concept 1. Proposed Zoning Code Amendment Pertaining to Reductions for Providing Free Annual Transit Passes to Residents:
 - 1. A HOHD shall be allowed up to a maximum 20% reduction in the total required parking for providing free transit passes to residents, subject to the following criteria:
 - a. The reduction may not be used for a Single Family Residential, Duplex, or Triplex HOHD
 - b. May only be used for developments that have a parking requirement of 50 spaces, or greater.
 - c. The number of free annual parking passes to be provided shall be at least equal to the number of parking spaces that are reduced.
 - d. The property owner's requirement to provide the free parking passes shall be perpetual.
 - e. The lot or parcel that contains the HOHD shall be connected to a permanent transit stop with a continuously improved pedestrian sidewalk or improved trail that does not exceed more than 1200 feet.
- (Based on HOH PLAN Policies 3.1, 3.3, and 3.5).
- C. Concept 2. Proposed Zoning Code Amendment to Incorporate a Reduction in the Requirement for Providing Additional High-security Bike Parking Spaces.

1. A HOHD with a parking requirement equal to or greater than 50 parking spaces may be allowed to reduce the parking requirements by one parking space for every four high-security (a separate secured and monitor bike room, bike lockers, etc.) spaces, up to a maximum of 10 percent of the total parking required. The high-security bike parking spaces provided to achieve a reduction are in addition to the minimum required high-security bike parking requirements for an HOHD.

(Based on Regional Plan Policies E1.5, and T1.6 and HOH PLAN Policies 3.1, 3.2 and 3.3)

D. Concept 3. Proposed Zoning Code Amendment to Incorporate a Reduction in the Requirement for Providing Additional High-security Bike Parking Spaces.

1. A High Occupancy Housing Development that provides car share options with dedicate parking for the vehicles within the development is being considered as a method to reduce a development's required number of parking spaces. Car share is a method of providing vehicles for persons to use when they do not have their own vehicle. Car share programs allow residents to rent a vehicle when needed, typically by the hour, day, etc. Therefore, the general intent is to reduce the number of parking spaces that are provided for each bedroom or dwelling unit.

There are a variety of different car share programs. Zipcar, Enterprise CarShare, Car2go, Maven, and UHaul CarShare are some companies that provide carshare services. Zipcar and Enterprise CarShare operate in and around Northern Arizona University.

(Based on High Occupancy Housing Plan, Strategies to be implemented by 2023, bullet 1, page 106)

VI. **Maximum Bedrooms per Acre Allowances for the Medium Density Residential (MR) and High Density Residential (HR) zone.**

- A. The proposed Zoning Code amendment is intended to address the Strategies to be Implemented by 2019, bullet 2, page 102, of the HOH Plan that recommends adding maximum bedroom densities to the Medium Density Residential (MR) and High Density Residential (HR). Currently, these zones do not have maximum bedroom per acre density regulations. Consistent with the HOH Plan, the proposed bedrooms per acre is based on the allowed unit densities of the zone multiplied by 2.5.
- B. The Proposed Zoning Code Amendment to Add Maximum Bedrooms per Acre Density Regulations to the Medium Density Residential (MR) and High Density Residential (HR)
 1. Medium Density Residential (MR):
 - a. Maximum bedrooms per acre outside of the Resource Protection Overlay: 35
(2.5 bedrooms per dwelling unit x 14 dwelling units per acre = 35 bedrooms per acre)
 - b. Maximum bedrooms per acre in the Resource Protection Overlay: 22.5
(2.5 bedrooms per dwelling unit x 9 dwelling units per acre = 22.5 bedrooms per acre)
 2. High Density Residential (HR) maximum bedrooms per acre: 72.5
 - a. Maximum bedrooms per acre outside of the Resource Protection Overlay: 72.5
(2.5 bedrooms per dwelling unit x 29 dwelling units per acre = 72.5 bedrooms per acre)
 - b. Maximum bedrooms per acre in the Resource Protection Overlay: 55
(2.5 bedrooms per dwelling unit x 22 dwelling units per acre = 55 bedrooms per acre)

VII. **Delete and Replace of the Rooming and Boarding Land Use.**

- A. One of the objectives of the HOH Plan is to replace the Rooming and Boarding land use with the HOHD or MHOHD land use (Strategies to be implemented by 2019, bullet 2, page 102).

- The Rooming and Boarding land use is defined in the Zoning Code as: A residence or dwelling, other than a hotel, wherein three or more rooms, with or without individual or group cooking facilities, are rented to individuals under separate rental agreements or leases, either written or oral, whether or not an owner, agent, or rental agent is in residence. Includes dormitories, single room occupancy, fraternities and sororities.
- B. The concept amendment is to replace the Rooming and Boarding land use with the HOHD land use as a Conditional Use Permit these residential zones:
- Residential Zones:
 - Manufactured Housing (MH)
 - Medium Density Residential (MR)
 - High Density Residential (HR)
- C. The concept amendment is to replace the Rooming and Boarding land use with the HOHD and MHOHD land use as a Conditional Use Permit these commercial zones
- Commercial Zones:
 - Suburban Commercial (SC)
 - Community Commercial (CC)
 - Highway Commercial (HC)
 - Commercial Service (CS)
 - Central Business (CB)

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

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

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

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

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

	<p>Example, The Standards has 942 bedrooms: $942 \text{ bedrooms} \rightarrow (100 \times 0.90 \text{ space per bedroom}) + (842 \times 0.80 \text{ space per bedroom}) = 764 \text{ spaces}$</p> <p>(This is option is alternative requirement that would require more parking for smaller development, and less for larger developments.)</p>				<ol style="list-style-type: none"> 2. I like option 3. Flagstaff is at a fantastic juncture to either embrace a lifestyle that provides more high-quality public transportation options... or go the way of Phoenix and remain shackled to our cars. 3. 1 parking space/bedroom, plus secure indoor bike storage of 1 bike spot/bedroom 4. One space per bedroom with NO allowances for proximity to mass transit or secure bicycle storage. It is way too optimistic to think that one can live in Flagstaff easily without a car. 5. For these monolithic supposedly 'mixed use' HOH developments 1:1 - Option 1 is appropriate. However, I am wary about the allowances that could be granted for transit & bike parking. Are the numbers spelled out somewhere? 6. Option 3 seems reasonable 7. Option 3, make people dependent on alternative modes of transportation. 8. Option 1.
	<p>Option 3 0.77 parking space per bedroom</p> <p>(Not eligible for transit and bike reductions)</p> <p>Example, The Standards has 942 bedrooms: $942 \text{ bedrooms} \times 0.77 \text{ space per bedroom} = 726 \text{ spaces}$</p> <p>(This is option is based on an actual City of Flagstaff Transportation Engineering Study of several High Occupancy Housing type developments.)</p>	14	36%	64%	
	<p>Please provide your thoughts as to whether or not the parking requirements in Option 2 and 3 should be allowed to be reduced for providing transit pass to residents and/or additional high-security bike parking.</p>	Total Respondents: 5	Support: 60%	Do not support: 40%	<ol style="list-style-type: none"> 1. I support the reductions 2. Yes, but the total parking provided should not exceed the reduction. 3. I do not support the reductions 4. I support the reductions 5. I do not support the reductions
7.	<p>Proposed Parking Reduction Requirements</p> <p>A. Transit:</p> <p>Should a High Occupancy Housing Development that provides free transit passes for residents be allowed up to a maximum 20% reduction in the required parking spaces?</p>	14	88%	22%	<ol style="list-style-type: none"> 1. The free transit pass requirement stay with the same development perpetually, regardless of change of ownership. 2. The actual car usage reductions created by providing the transit passes is needed to determine the allowable reduction percentage. 3. All Depends. Could be ok if the goals are met 4. Great idea, but let's be realistic. The tenant will pay the cost of the transit pass in their monthly rent. I think this should be available and optional if the tenant chooses as they might desire other forms of transportation based on their needs - walking, Lyft/Uber, bicycle, etc. However, I do think that there should be a cost/fee to utilize a parking space. If we make driving a car more expensive, that will change behavior that this rule may be trying to achieve. 5. "Before this is put into anything official, the verbiage needs to be corrected since it currently states ""free PARKING"" passes and not 'free TRANSIT' passes 2x." 6. Besides that, maybe a 10% reduction not 20%." 7. Great idea. 8. Too high. 5% max.
	<p>B. Bike Parking:</p> <p>Should a High Occupancy Housing Development that provides at least 50 parking space be eligible for a reduction of one parking space per 4 high security bike parking spaces (e.g. bike lockers, monitored bike rooms or enclosures, or similar), up to maximum 10% of the required parking spaces.</p>	10	60%	40%	<ol style="list-style-type: none"> 1. I believe there is a place for reducing parking, but 4:1 is not acceptable. 2. All Depends. Could be ok if the goals are met. 3. Yes, but increase the bike ratio and lower the cap 4. I support the reductions 5. This is a great idea and along with bus passes should be encourage and incentivized. 6. I like this idea and believe it is this type of innovative thinking that we need for a multi-solution approach the a multi-faceted problem. I believe this should remain on the table as another option. 7. I don't think that there should be any reduction in the parking requirements of HOHD under any circumstances. 8. "No reduction in parking should be made for access to carshare programs especially in the 50+ HOH category. I believe the majority of the HOHD occupants are people who come from outside of Flagstaff. The primary purpose of carshare programs is to provide a vehicle for a short period of time for a particular 'task' that requires a motor vehicle.

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

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

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

10.	Replace Rooming and Boarding in the following Zones with High Occupancy Housing Development land use in the following zones: Manufactured Housing (MH)	5	40%	60%	<ol style="list-style-type: none"> 1. So does this mean that HOH is rent by room housing? If that is not the case then there should still be an additional hoop a developer has to jump through if they want to exclude families and only have students. Our goal should be to have housing that serves all and doesn't discriminate against families or anyone who cannot afford the expensive rent by room costs. If all of these changes are happening to regulate student housing or rent by room housing than you should call it what it is. It seems with this change you are just making it easier for developers to have this type of rental property. Rent by room should be approved with careful consideration of the neighborhood and the needs of the whole community not just NAU. 2. I don't think there should be any housing with multiple tenants each having separate rental agreements. This just promotes developers targeting their units to college students - we have enough of that already. 3. I am not sure I understand this. So, my comment may not apply. However, Flagstaff needs to somehow increase regulation of AIRBNB / VRBO, etc units as much as our restrictive Arizona state regulations allow. AIRBNB / VRBO and other short term rentals are out of control. 4. What new requirements will be imposed on landlords who have been renting their property under this classification in prior years? The structures that have been utilized under the Rooming and Boarding land use may not meet the new requirements for HOHD. How will this be addressed?
	Estate Residential (ER)	7	29%	71%	
	Medium Density Residential (MR)	6	67%	33%	
	High Density Residential (HR)	6	83%	17%	
	Suburban Commercial (SC)	5	40%	60%	
	Community Commercial (CC)	7	57%	43%	
	Highway Commercial (HC)	5	80%	20%	
	Commercial Service (CS) Central Business (CB)	4 6	50% 50%	50% 50%	
11.	Please provide your thoughts pertaining to whether a high occupancy housing development should be allowed as a Conditional Use Permit without including commercial as a mixed use development.	Total Respondents: 1	Support: 100%	Do not support: 0%	<ol style="list-style-type: none"> 1. I support HOH without Mixed Use
12.	Proposed Zoning Code Specific to Use Requirements for a High Occupancy Housing Development: <ol style="list-style-type: none"> 1. A mixed-use High Occupancy Housing Development shall comply with the mixed-use development standards of the Zoning Code. 2. Prior to the issuance of a building permit for the HOHD, the property owner shall obtain approval of a safety plan from the Flagstaff Police Department's Crime Free Multihousing program. 3. Prior to the issuance of a building permit for the HOHD, the property owner shall obtain approval of a "good neighbor" plan from the Flagstaff Police Department's Crime Free Multihousing program that all tenants are required to sign and comply with as part of the tenant's lease. 4. Prior to the issuance of a building permit for the HOHD, the property owner shall obtain approval of a waste management plan from the City's Public Works Director that shall be implemented to the reduce waste generated by the development.; 5. Prior to the final approval of a subdivision that creates one or more lots or parcels that would contain a development conforming to the definition of a HOHD, the property owner shall obtain approval of a Conditional Use Permit for the property that would contain the HOHD. <p>Please share your thoughts about the proposed use requirements for a High Occupancy Housing Development. Does the propose requirements capture your thoughts as it pertains to this use?</p>	4	50%	50%	<ol style="list-style-type: none"> 1. These are all good but why isn't recycling included with the waste management section. If we are to have this kind of density producing so much more waste in our community, why isn't there requirement for some of this waste to not go in the landfill. Why are these types of developments exempted? 2. Agreed.
Total Comments Received		271	Total Written Comments Received		90
Total Participates (40 - Open House Attendees) + (260 - Online Community Forum Views)		300			

Daniel Symer

From: Michael Banker <michael.banker7@gmail.com>
Sent: Friday, August 2, 2019 2:28 PM
To: Daniel Symer
Subject: Zoning Amendments Comments

Daniel,

I tried the OpenTownHall web site but had some trouble, so I am sending my comments via email. Should the web site issues get resolved I will enter my comments there as well. The problem is that I entered my password incorrectly, and have requested help to fix it.

I strongly agree with both amendments. In fact, I would like to see even stronger zoning restrictions for high rise or high density developments in any area of Flagstaff that might be considered historic or "Old Town". The Hub and Standard have already destroyed some of the character, and I am astounded the City of Flagstaff and the City Council let it happen. Maybe they had not choice because of weak zoning.

The developers who bring these projects care little about the impact on the character of Flagstaff. Their primary and only interest is \$\$\$\$\$. They entice the city into agreement for their project with cash and the highly suspect claim that these projects will add "affordable" housing. Hardly!! Who wants to live in an apartment building that is predominantly occupied by rowdy college kids.

These high rise developments should be pushed out to areas where they will not impact the unique character of Flagstaff. Most students have cars and bikes to commute to NAU. For those that don't they can take public transportation.

Of course, local land owners of large pieces of vacant property do not want zoning restrictions. I say shame on them.

Michael Banker
602-820-1372 Cell

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Michael Banker
602-820-1372

Daniel Symer

To: robin becher
Subject: RE: Flagstaff zoning code text amendments

From: robin becher <becher4381@hotmail.com>
Sent: Wednesday, August 14, 2019 7:27:37 AM
To: Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Subject: Re: Flagstaff zoning code text amendments

Good morning Dan. Here is my take on the high occupancy housing issue. I believe, that since this is all directly and indirectly a result of the growth of the university, the city is caught between a rock and a hard place. Maybe when the housing market took a dive in 2008, cities may have been able to change their codes. but now? Where i live, you have people buying homes, and renting them to college students or turning them into short term rentals which i have been told they are called air b and b's. What ever happened to long term rentals? The answer is simple in that the owners are making a heck of a lot more money. There is areas along Butler that easily could mixed land use housing. The one i see is the one near the bus depot. The housing next to Whole Foods is quite beautiful. I would build a similar one there, but, increase it to 4 or 5 stories. I think that would require a variense. People may not like it but they did that in West Palm beach and it was accepted. However, that is the only place i see that could handle it. The only other thing i could suggest that is crazy is this. Before any new structure is built again, housing or commercial, is to grandfather all of the other structures and change the building codes. I don't know if this is legal nor i don't know if the state would go along with it. I am sure that some people wouldn't be happy. Otherwise, i don't know what else would stop people like the owner who is renting that home to 6 people and the codes. After you read this, i know you will think i lost my mind but some times radical ideas are the only things that work. thank you. Richard

Sent from [Outlook](#)

Daniel Symer

To: David Carpenter
Subject: RE: Mixed Use Zoning Updates

From: David Carpenter <dc@hopeaz.com>
Sent: Tuesday, August 20, 2019 4:29 PM
To: Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Subject: RE: Mixed Use Zoning Updates

Thanks for the clarification.

Thank You,

David Carpenter



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From: Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Sent: Sunday, August 18, 2019 4:49 PM
To: David Carpenter <dc@hopeaz.com>
Subject: RE: Mixed Use Zoning Updates

David,

I misstated B. below. The correct statement is:

B above does not apply until a dwelling unit has four bedrooms with three bathrooms (sanitation facilities) A four bed with three bath is 1.33. etc. or similar.

Dan

From: Daniel Symer
Sent: Sunday, August 18, 2019 2:55 PM

To: David Carpenter <dc@hopeaz.com>

Subject: RE: Mixed Use Zoning Updates

David,

Thank you for comments. They are informative. An HOH development based on the conceptual definition is any of a or b below:

- a. Mixed use or multi-family development, with three or more dwelling(s) units, and:
 1. Has a density greater than 29 dwelling units per gross acre;
 2. Greater than 72.5 bedrooms an acre;
 3. Greater than 2.5 bedrooms per unit average;
 4. Contains bedroom to sanitation (bathroom) ratio of less than 1.3, excluding 1- and 2-bedroom units; or
 5. More than 10 percent of the dwelling units have four bedrooms, or more.
- b. A single-family attached or detached dwelling, duplex, or triplex, that contains one or more dwelling units with four bedrooms or more, and a bedroom to sanitation facility ratio of less than 1.3, excluding developments in the Rural Residential (RR) and Estate Residential (ER) zones and an accessory dwelling units.

B above does not apply until a dwelling unit has four bedrooms or more. A four bed with three bath is 1.33. etc.

Dan

From: David Carpenter <dc@hopeaz.com>

Sent: Saturday, August 17, 2019 1:28 PM

To: Daniel Symer <Daniel.Symer@flagstaffaz.gov>

Subject: RE: Mixed Use Zoning Updates

Dan-

I thought the proposed definition of HOH is to be based on several triggers not just 29DU/AC. Don't the following also trigger the CUP process under your proposal? 72.5 bedrooms an acre, or greater than 2.5 bedrooms per unit average, bed to sanitation ratio of less than 1.3, and any single, duplex, or triplex, with 4 bedrooms or more. Am I understanding that correctly?

In reading below it seems like you are talking about traditional "apartment complexes" where you are getting your metrics from. It seems to me that parking, just like many other issues on the code, cannot be a one size fits all like this. I built the Elden townhomes 6-plex with a 3beds/unit average, Mr Flagstaff 9-plex with a 3beds/unit average, and the Hilltop Gardens 5-plex with a 3.2beds/unit average, all over the past 10 years and none of those projects had ever had a single parking problem and are parked per the current standards. I do also own many 4 to 6 bedroom duplexes and triplex all of which are parked per the existing standards. Most of the duplexes and triplexes are parked great and the ones off an alley work the best by far (which is most of them on the Southside). There are two on the west side of South Fountain where the parking is a mess because there is no alley, and the street is not fully built. Once the city builds the street edge improvements then the tenants would not be able to park all over the place anymore and the police can enforce the rules. It's the lack of curbs that causes the "carmageddon" down that one small stretch of street.

I would hate to see such an over correction in parking based on a few isolated issues. The new parking program is working great. Let's build the rest of the curbs, paint them red where we don't want parking and then there won't be any parking issues. Please don't make us park double the cars we currently have to, it will derail future projects, and reduce our property values. We are entering a time when nationally the trend is to reduce parking requirements not increase them, and I think the proposed changes are a mistake.

For the record every unit I have ever built or owned is not, and has never been rented by the bedroom. Please don't sweep us all up together in one group and force a one size fit all solution.

Of course I'm happy to discuss any of this further with you as the proposed rule changes evolve.

Thank You,

David Carpenter



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From: Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Sent: Friday, August 16, 2019 4:15 PM
To: David Carpenter <dc@hopeaz.com>
Subject: RE: Mixed Use Zoning Updates

David,

I understand your comment. The challenge is what is High Occupancy Housing. I do believe you are aware that HOH plan start with a definition, and density used in the HOH plan is development's with greater than 29 DU/AC, which is the maximum allowed in the High Density Residential (HR) zone. The commercial zones also allows this density with traditional apartmetns. The concepts proposed is to allow up 50 DU/AC in the Regional Activity Centers without a CUP, with would be in conformance with the Regional Plan. The proposed average bedroom density in the HOH plan is 2.5 bedrooms per dwelling unit. The national and Arizona average is ~ 1.5 to 1.7 bedrooms per dwelling unit for traditional apartments (studio, 1, 2, 3, bedroom units). Flagstaff's traditional apartment average 1.55 bedrooms per dwelling unit. The proposed threshold of 2.5, on average, is much greater. The current flagstaff trend that would qualify as HOH on the low end is 2.52 bedrooms per dwelling unit, with an average of 3.35. So far all developments I am aware of that have opened or operating with a bedroom density of great that 2.5 are leasing by the bedroom, either with or without a Conditional Use permit. There are some below also.

I hope this is helpful

Dan

From: David Carpenter <dc@hopeaz.com>
Sent: Friday, August 16, 2019 3:42 PM
To: Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Subject: RE: Mixed Use Zoning Updates

Dan-

Thanks for your time on this. It's true that the parking calculations exist for "Rooming and Boarding," but the triggers that you are proposing to call something HOH and therefore parking by the bed seem very low, and almost everything I've ever built would have ended up being HOH under the proposed calculations. The added parking would have rendered those projects impossible to build. So looking forward with that lens I can predict that parcels that I currently own with projects in mind, would no longer be viable, reducing the value of our land acquisitions. So I am very concerned about my properties and how these rules will affect my ability to develop them in the future. I will stay engaged in this process and hopefully you/council will reconsider setting the bar so low to trigger HOH.

I do look forward to sitting down again with you and continuing this discussion in person.

Thank You,

David Carpenter



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From: Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Sent: Friday, August 16, 2019 8:10 AM
To: David Carpenter <dc@hopeaz.com>
Subject: RE: Mixed Use Zoning Updates

David,

I understand your comments, I will be looking at additional considerations for smaller lots – which I agreed to when we met last. I am planning to sit down with you again when I have been able to get back to this amendment and have begun address all of the comments I have received. Also, a lot comes down to the design of a development as well.

Regarding your questions:

A. What is the strategy behind reducing the amount of space for parking to fit?

Why are the code provisions being proposed to modified:

1. The City design guidelines state "Place parking ... behind buildings to increase the walkability of the block and create a more pedestrian-friendly environment" and "Parking is provided at the rear of buildings, usually reached by alleys, or is permitted on the street."
2. The modifications are being proposed to conform with the enabling state laws regarding zoning;

3. To incorporate predicable standards and allowances, including related predicable criteria, that may be approved without a conflicting with enabling zoning provisions of state statutes – and remove arbitrary and lackluster provision;
4. To remove multiple conflicting and unclear provisions;
5. Incorporate and utilize a consistent set of standards that applicable to similar and the same types development. Many of the revised standards are consist with the transect code -

6. The current code in many ways is more restrictive that what is proposed. As I indicated my previous email that there no specific allowance currently in the zoning code to allow parking to occupy a street frontage in the Zoning Code for mixed use. There is a potential misconception out there that someone may extrapolate that they could ask for a modification, to allow parking adjacent to a street. A vast majority of the requests can not comply with b. c. of 10-20.40.090. (D)(3) (These are essentially are variance criteria) which is required per Table 10-40.60.260.B. and Section 10-20.40.090. Also, modifications to development standards are strictly regulated by ARS Section 9-462.04. Most of the requests I have seen typically require a public hearing as specified in ARS Section 9-462.04. since the modification is related to a use requirement, or is greater than 10%.

Therefore, the intent of the proposed modifications to the code is to incorporate exception and allowance flexibility in to the development standards based on specific predicable criteria so that a property does not have to meet the minor modification criteria of 10-20.40.090., and are not considered a modifications to the development standards which would fall under ARS Section 9-462.04 and require a public hearing. To do this the criteria has to be specific.

B. Increasing the quantity of parking required in the HOH plan changes.

The HOH land use is to replace the Rooming and Boarding Land Use, as directed in the adopted HOH plan. The current parking requirements for a Rooming and Boarding use pursuant to Table 10-50.80.040.A: Number of Motor Vehicle Parking Spaces Required is:

Rooming and Boarding Facilities	
Private Rooms	1 per bedroom or sleeping room plus 1 for owner or manager
No Private Rooms	1 per 100 gsf plus 1 for owner or manager

The current requirement is equally or greater than the proposed parking requirement (below). Therefore, your comment regarding the

The proposed parking requirement is incorrect.

1. For consideration, three options are proposed. These are:

Option 1

- 1 parking space per bedroom.

Option 2

- First 100 bedrooms: 0.90 parking spaces per bedroom.

Option 3 (This option is based on the City's 2015 parking study of student housing developments)

- 0.77 parking space per bedroom.

Rooming and Boarding has been regulated by the zoning code in some for since 1949 when the original code was adopted. I am aware of many developments that are renting by the room, whether by one lease per room or a master lease with subleases – regardless, they are still Rooming and Boarding uses operating without a conditional use. These non-complig uses may still need a conditional use permit if HOH is approved.

Almost all of the proposed provisions for the HOH are based on the existing regulations and the HOH plan.

I hope this is helpful

Dan

From: David Carpenter <dc@hopeaz.com>
Sent: Thursday, August 15, 2019 1:43 PM
To: Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Subject: RE: Mixed Use Zoning Updates

I have seen the proposed “discretionary” allowance of up to 50%. Using your example of a 100’ lot 50’ it is too small. A double loaded parking lot is 60’ plus the structure itself, and in most cases more parking than that is needed to make the project work. What is the strategy behind reducing the amount of space for parking to fit, but increasing the quantity of parking required in the HOH plan changes. You are burning the candle at both ends. These changes are going to prove too onerous for infill on the Southside and that neighborhood is going to just continue to sit in blight. I have been working for more than a decade to redo that neighborhood at the encouragement of the city of Flagstaff staff. I have invested millions as a result. We need to find some middle ground on the parking and ground floor commercial depth in the “urban areas” as defined by the area in red in the regional plan or these changes are going to result in stagnated redevelopment in that area, the part of our city that needs it the most.

Thanks for continuing this dialog with me. I hope we find the solution for the smaller in fill parcels.

Thank You,

David Carpenter



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Daniel Symer

From: Daniel Symer
Sent: Thursday, August 22, 2019 12:24 PM
To: Ken Berkhoff; Tyler Mark; Housing Solutions of Northern Arizona; John Stigmon; Kat Ross; PFerris@winslowaz.gov; cpasterz@coconino.az.gov
Cc: Gail Jackson; Daniel Symer
Subject: Summary of ECONA's Business Attraction Meeting Regarding the Future Zoning Code Amendment

Thank you all for meeting with me yesterday regarding the Zoning Code's current work program. We discussed several items and questions pertaining the future amendments. Below is my summary of comments. Please let me know if I need to add an item or correct a statement.

- A. The City Council should conduct a cost analysis for each Zoning Code amendment to determine the additional cost that a zoning code amendment may add to doing business in the City.
- B. Concerns were raised that the proposed amendments may spur Private Property Rights Protection Act issues.
- C. The city is in need of work force housing. Additional student housing allows other types of housing choices to become more available. In turn, this will lower to cost of the other types of housing (simple supply and demand). By making it harder to develop student housing, it will minimize the ability of market rental rates to decrease for other housing types.
- D. The higher densities are necessary to provide lower development costs and lower rental rates. Concerns were expressed that having a requirement for a Conditional Use Permit to develop over a specific density, bedroom ratio, etc. would cause developers to construct at lower densities to avoid the Conditional Use Permit process. Also, the additional regulation for the High Occupancy Housing will make it harder to do business in the City; and, the Council wants to know when a new regulation will make it harder to do business.
- E. The requirement for a Conditional Use Permit may cause developers to develop larger areas of land and use surface parking instead of structured parking, which could fuel additional sprawl of the city.
- F. The City needs to find ways to assist in reducing cost for developers. The water and waste water impact fee are excessive, particularly compared to other cities in the state. Is there a way to remove the water and waste water fees from an enterprise fund so that fees may be waved or reduced to assist with the cost of affordable housing without the City having cover the costs?

As indicated yesterday, I do recommend that you separately email me any comments or suggestions so that may be considered. It is my preference to attach written comment's to reports.

I do encourage the community to share alternative solutions and considerations for the proposed amendments to address the adopted policies and citizen petition proposed amendments.

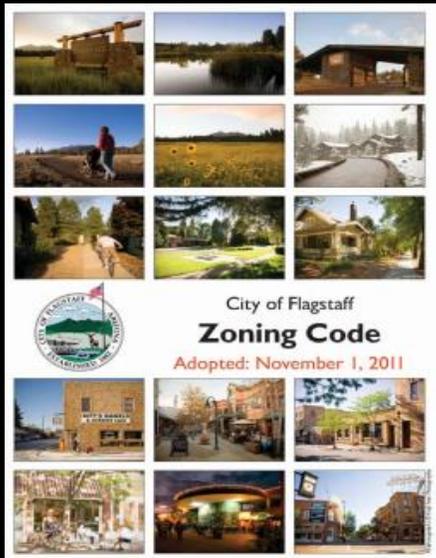
Dan Symer, AICP
Zoning Code Manager
City of Flagstaff
Planning & Development Services
928-213-2613
daniel.symer@flagstaffaz.gov

City Council

Updates to the Zoning Code High Occupancy Housing Plan



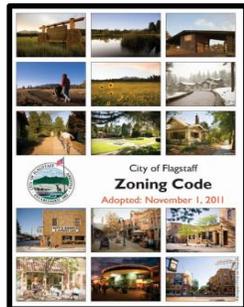
Dan Symer, AICP
Zoning Code Manager





Why did the City adopt the HOH Plan?

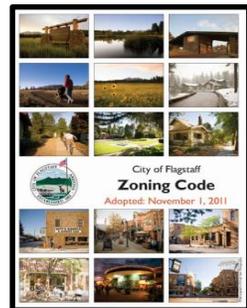
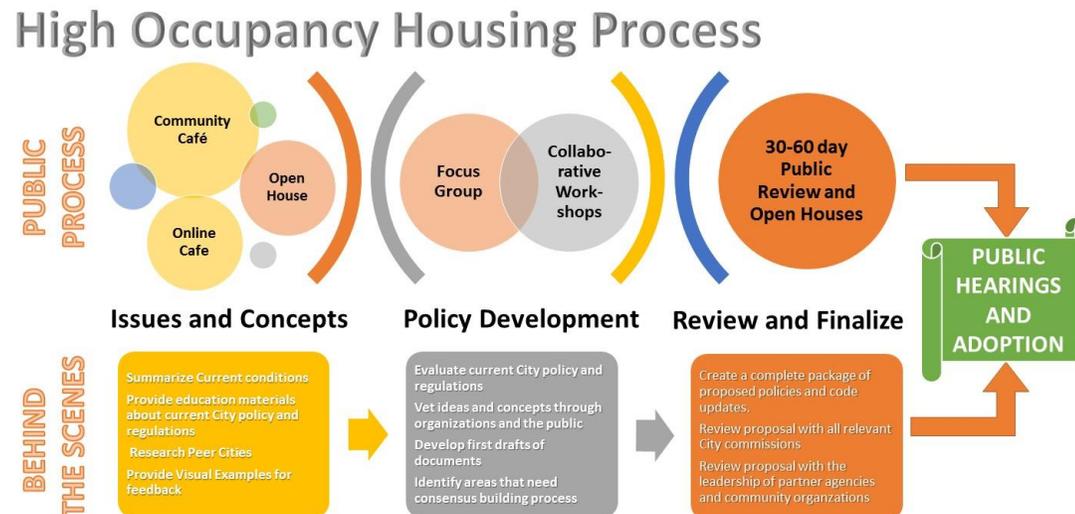
- **Fulfills the Regional Plan Policy NH.1.7. “Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale.”**
- **Refines the goal and policies pertaining to the location of HOH mixed use building in activity centers**
- **Preserve the of character of existing and historic neighborhoods**
- **Address public concerns related to large buildings and unintended consequences of past zoning in Flagstaff (1972, 2011).**





What happened leading up to the HOH Plan

- 2015 HUB Rezoning case – spurred issues
- 2016 – Hub was approved using existing zoning case, was upheld on appeal
- 2016 – Student housing action plan external working group convened
- 2017 – 2018 Public participation for HOH plan

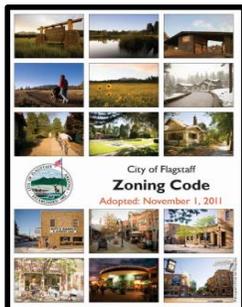




Proposed Zoning Code Concepts from the HOH Plan

Purpose:

- Amend the Zoning Code to begin implementing the High Occupancy Housing (HOH) Plan.
- Replace the Rooming and Boarding provisions

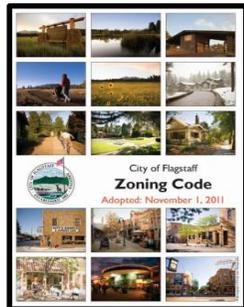




Proposed Zoning Code Concepts

Replace the Rooming and Boarding provisions with new HOH land uses:

- a. Definitions;**
- b. Conditional Use Permit HOH Specific Criteria Considerations;**
- c. Maximum bedroom densities.**
- d. Specific to use property development criteria;**
- e. Parking requirements and allowance; and**
- f. Delete and replace the Rooming and Boarding land use in the zones**





Why replace the rooming and boarding provisions?

- **Is based on leasing arrangements that are difficult to enforce;**
- **Allows the HOH style of development in locations in the City that are not supported by the Regional and HOH Plans.**
- **Does not have criteria pertaining to the maximum number of dwelling per units or number of bedrooms per acre.**
- **Does not address building mass, scale, or form.**
- **Requires significantly more parking, which may result in large parking garages and lots, which are typical associated with increased vehicle trips and limited use of other multi-model options.**



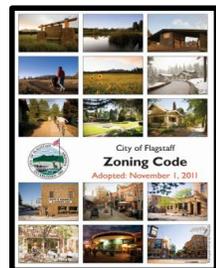
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Proposed Zoning Code Concepts, Definitions:

1. **High Occupancy Housing Development (HOHD):** Is any of the following:
 - a. **A mixed-use or multiple-family development, with three or more dwelling(s) units, and:**
 1. has a density greater than 29 dwelling units per gross acre;
 2. has a bedroom to gross acre ratio greater than 72.5;
 3. has a bedroom to dwelling unit ratio greater than 2.5;
 4. has a per dwelling unit bedroom to sanitation facility ratio less than 1.3, excluding 1- and 2-bedroom units; or
 5. more than 10 percent of the dwelling units have four bedrooms, or more.
 - b. **A single-family attached or detached dwelling, duplex, or triplex, that contains with four bedrooms or more, and a bedroom to sanitation facility ratio of less than 1.3,**
 - excluding developments in the Rural Residential (RR) and Estate Residential (ER) zones and an accessory dwelling units.
2. **Mixed-use High Occupancy Housing Development (MHOHD):** Is development that conforms with the definitions of High Occupancy Housing Development and Mixed-use.

(Strategies to be Implemented by 2019, bullet 2, page 102)



Case No. PZ-19-00124



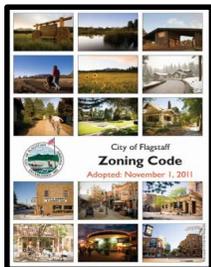
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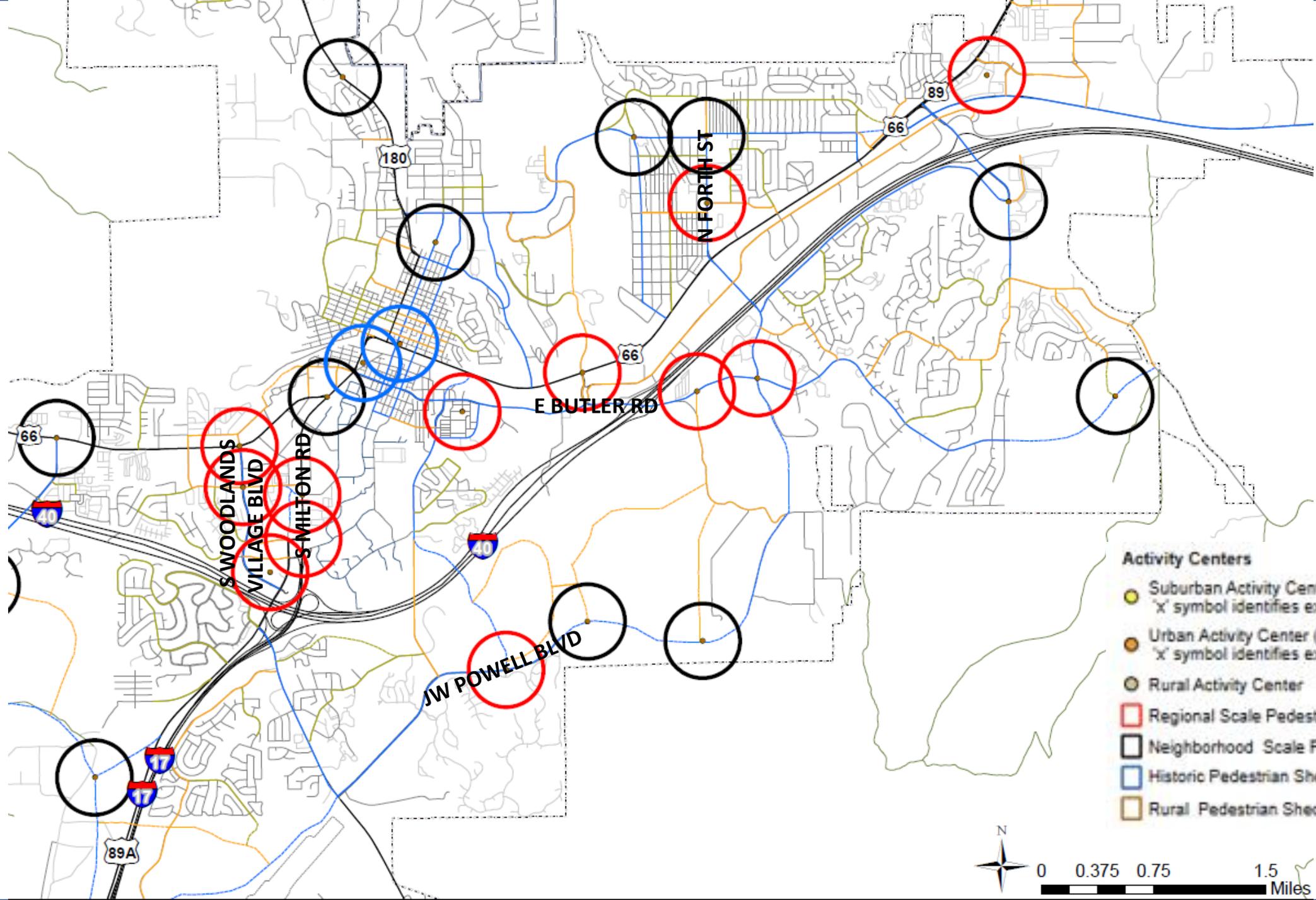


Proposed Zoning Code Concepts, Definitions:

Follow Up Questions Pertaining to the High Occupancy Housing Development Definition:

1. The Regional Plan Policy LU.18.17. states, "Mixed-use developments over 50 dwelling units per acre should be located in regional-scale activity centers."
 - Should MHOHD in a Regional Activity Center be allowed up to 50 dwelling units per acre without a CUP before being considered a MHOHD if the development does not trip one of the other HOHD definition criteria?





- Activity Centers**
- Suburban Activity Center (S1)
'x' symbol identifies existing center
 - Urban Activity Center (U1)
'x' symbol identifies existing center
 - Rural Activity Center
 - Regional Scale Pedestrian Shed
 - Neighborhood Scale Pedestrian Shed
 - Historic Pedestrian Shed
 - Rural Pedestrian Shed



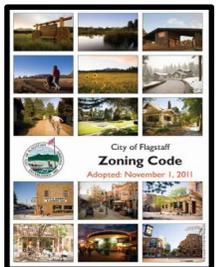


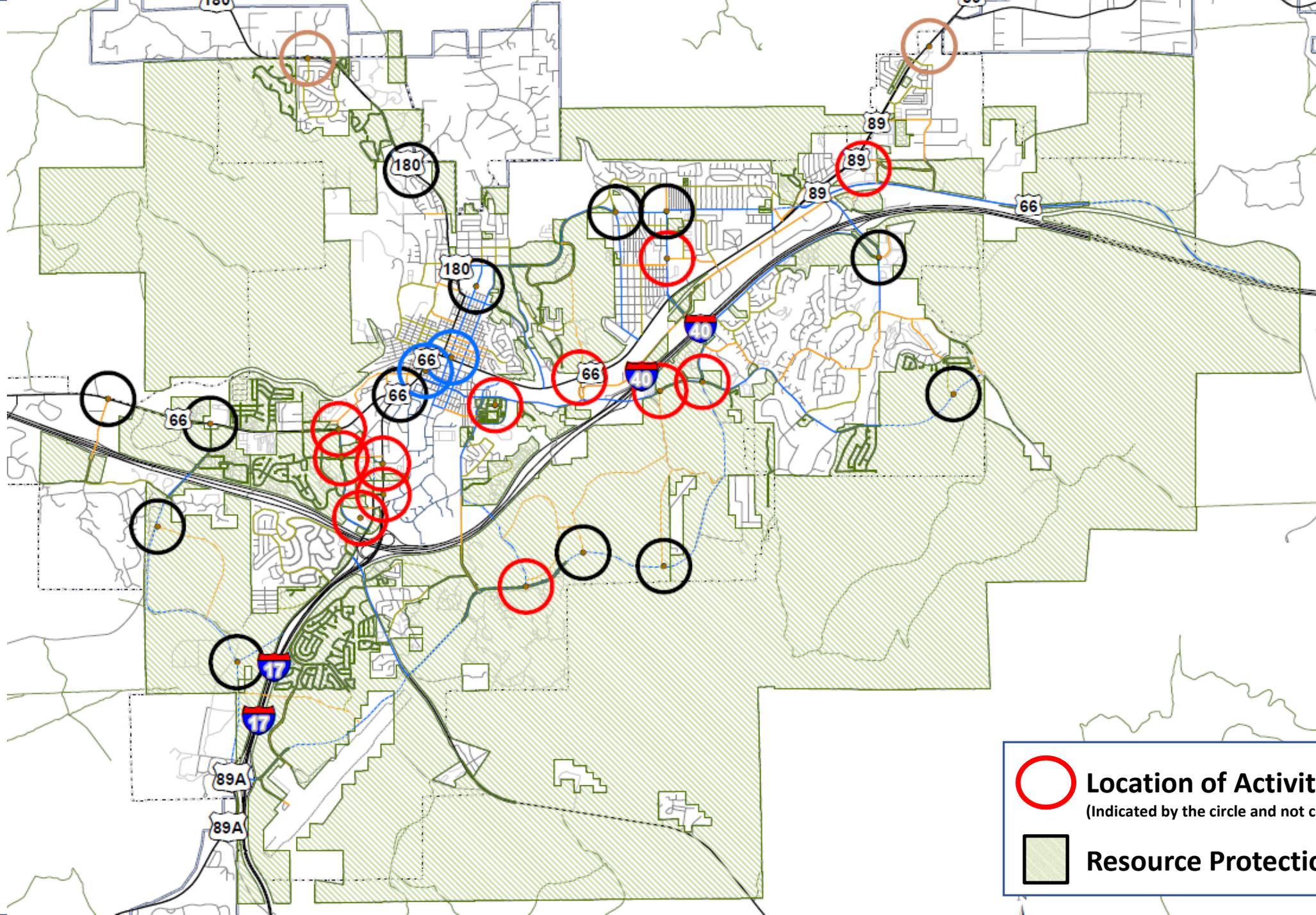
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Proposed Zoning Code Concepts, Definitions:

- **Except for mixed-use developments, the maximum density of a residential development in areas of the City that have the Resource Protection Overlay zone is 22 dwelling units per acre.**





-  **Location of Activity Centers**
(Indicated by the circle and not color specific)
-  **Resource Protection Overlay**



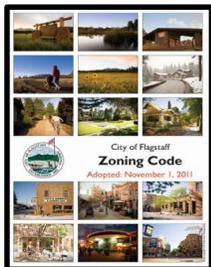
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Conditional Use Permit Criteria:

All uses that require a Conditional Use Permit are subject to the following criteria:

- 1. Property damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination;**
- 2. Hazard to persons or property from possible explosion, contamination, fire or flood; and**
- 3. Impact on surrounding areas arising from unusual volume or character of traffic.**





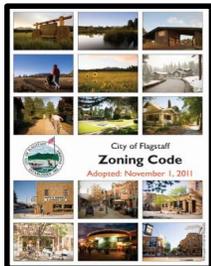
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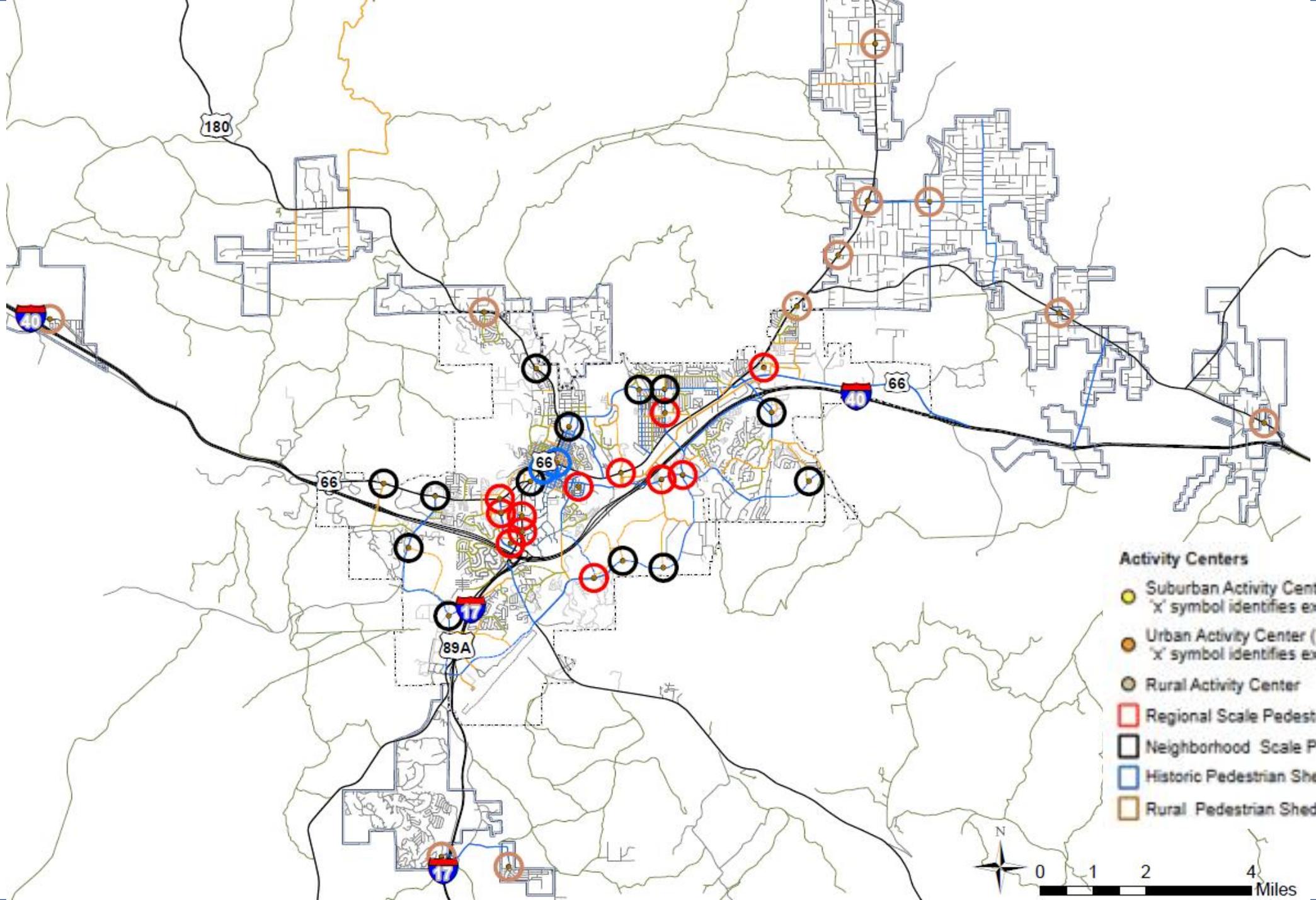


Conditional Use Permit HOH Specific Criteria Considerations:

- 1. The property owner has submitted plans that demonstrate how the development can be converted from a high occupancy housing development, without substantial structural or substantial plumbing modifications, to a traditional multiple-family development consisting of studio, 1 bedroom, 2 bedroom, and 3 bedroom units;**
- 2. The HOHD and MHOHD is located in an activity center delineated in the General Plan.**

(Based on Regional Plan Policies LU 7.1, LU 18.2, LU 18.7, LU 18.14, HOHP Policies 2.1 and 2.6).





- Activity Centers**
- Suburban Activity Center (S1)
'x' symbol identifies existing center
 - Urban Activity Center (U1)
'x' symbol identifies existing center
 - Rural Activity Center
- Pedestrian Sheds**
- Regional Scale Pedestrian Shed
 - Neighborhood Scale Pedestrian Shed
 - Historic Pedestrian Shed
 - Rural Pedestrian Shed





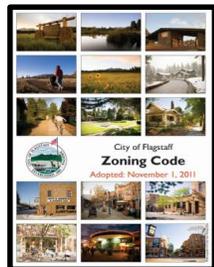
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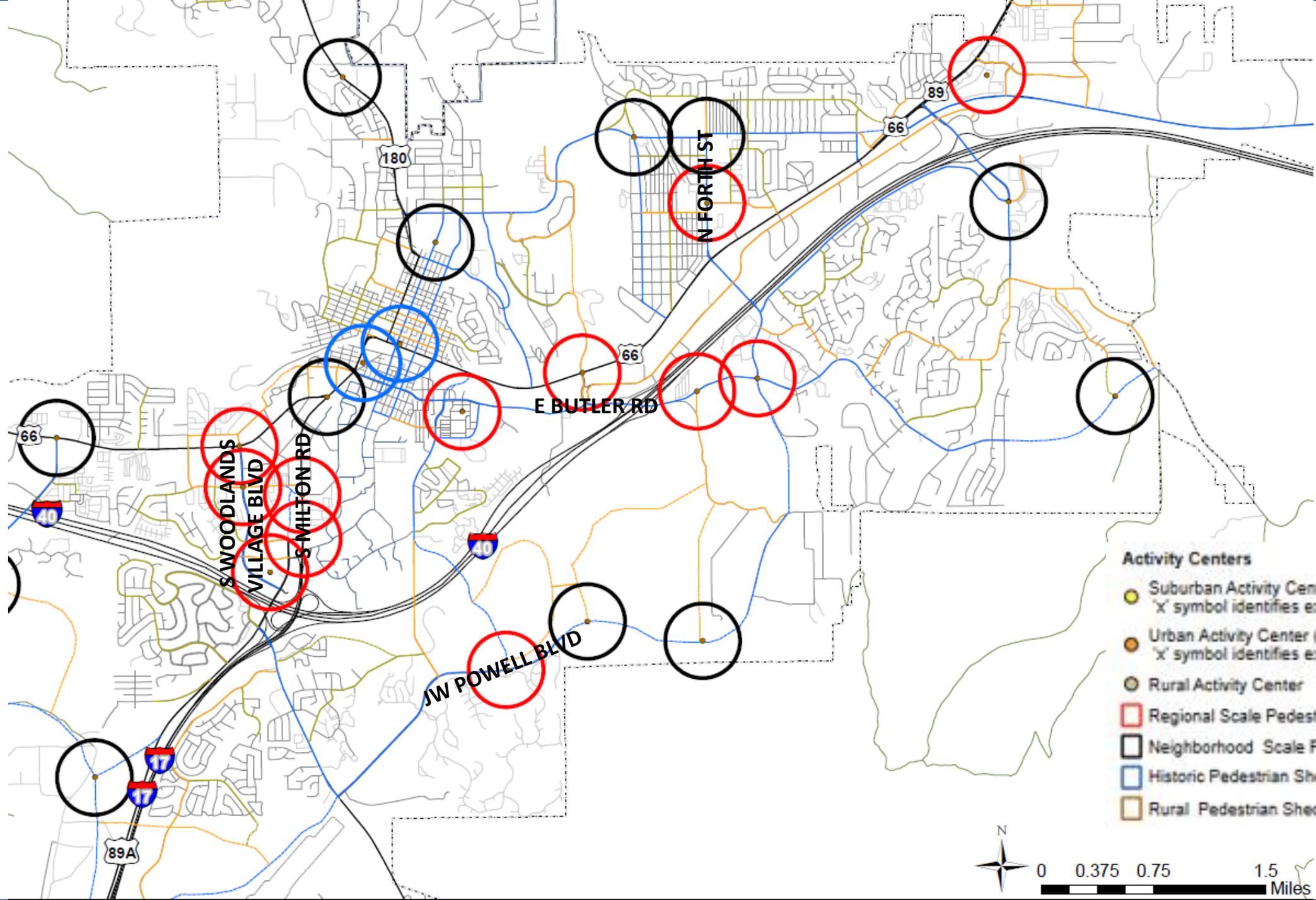
Conditional Use Permit HOH Specific Criteria Considerations:

3. The HOHD that contains more than 50 dwelling unit per acre or 125 bedrooms per acre, shall be located in a regional activity center delineated in the General Plan.

(Based on Regional Plan Policy LU 18.17).



Case No. PZ-19-00124



- Activity Centers**
- Suburban Activity Center (S1)
'x' symbol identifies existing center
 - Urban Activity Center (U1)
'x' symbol identifies existing center
 - Rural Activity Center
 - Regional Scale Pedestrian Shed
 - Neighborhood Scale Pedestrian Shed
 - Historic Pedestrian Shed
 - Rural Pedestrian Shed



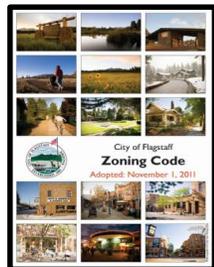


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Conditional Use Permit HOH Specific Criteria Considerations:

4. The lot or parcel that contains the HOHD shall be connected to a stop on the permanent transit network by a continuously improved pedestrian sidewalk or improved trail that does not exceed more than 1200 feet.
5. The HOHD and MHOHD is designed with a character, including mass, scale, height, colors and other elements, that is compatible with the existing structures of the neighborhood were the HOHD and MHOHD is located.
6. Obtain an approved safety plan and, a “good neighbor” plan approved by the Flagstaff Police Department’s Crime Free Multihousing program.





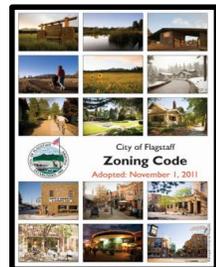
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Conditional Use Permit HOH Specific Criteria Considerations:

Planning Commission Comments:

- **The concept of compatibility as a Conditional Use Permit criterion needs to be more specific.**
- **We need to incorporate strict criteria that assists in protecting the City's character and historic buildings and neighborhoods by including proximity requirements for large scale HOHDs.**
- **Incorporate requirements for a compatibility study of a HOHD within and/or near a historic building and neighborhood by an independent qualified architectural historian to determine the compatibility, impact and relationship that the HOHD may have on these structures and areas.**





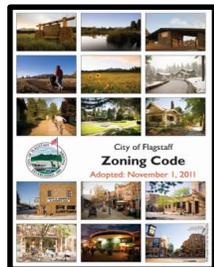
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Proposed Zoning Code Specific to Use Requirements for any HOHD

- 1. A MHOHD shall comply with the mixed-use development standards.**
(Based on HOHP Policies 2.2, 2.4, and 4.1)
- 2. Prior to the issuance of a building permit, approval of a safety plan is required.**
(Based on HOHP Plan Policy 7.7)
- 3. Prior to the issuance of a building permit, approval of a “good neighbor” is required.**
(Based on Regional Plan CC 3.1, on HOHP Plan Policy 7)
- 4. Prior to the issuance of a building permit, approval of a waste management plan is required;**
(Based on HOHP Plan Policy 6.1)
- 5. Prior to the final approval of a subdivision that creates one or more lots or parcels that would contain a development conforming to the definition of a HOHD and MHOHD, approval of a Conditional Use Permit is required.**

(Based on the proposed definition of HOHD)





Parking – What is the right balance?

- Risks of providing too much parking
 - **Contrary to Climate Action and Adaption Plan**
 - **Increases trip generation**
 - **Free parking is not free – it gets incorporated into the cost of housing**
 - **Technology may change the demand for parking**
 - **Discourages multi-modal transportation**
 - **Reduces the ability to adaptively reuse historic properties.**



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Parking – What is the right balance?

- **Other issues**
 - **Neighborhood nuisance issues – blocked driveways, low availability for residents**
 - **Winter parking ordinance enforcement**
 - **Uniformity requirement for the zoning code**

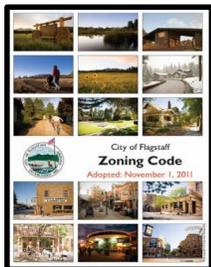


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Proposed Vehicle Parking Requirement Considerations

1. **HOHD and MHOHD, with three dwelling units, or less (single-family, duplex, and triplex):**
 - **1 parking space per bedroom.**





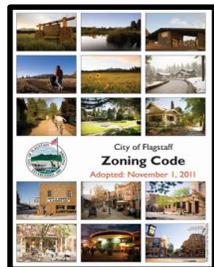
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Proposed Vehicle Parking Requirement Considerations

2. HOHD and MHOHD, with Four Dwelling Units and Above:

- **Option 1 – Current rooming and Boarding requirement**
 - 1 parking space per bedroom
- **Option 2**
 - **First 100 bedrooms: 0.90 parking spaces per bedroom**
 - **Remaining bedrooms greater than 100: 0.80 parking space per bedroom.**
- **Option 3 – Ratio supported by 2017 Student Housing Parking study**
 - **0.77 parking space per bedroom**





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Proposed Vehicle Parking Reduction Considerations

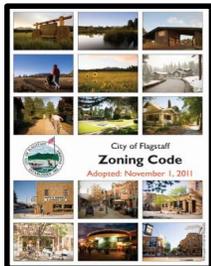
Transit:

1. A HOHD shall be allowed up to a maximum 20% reduction in the total required parking for providing free transit passes to residents

- **Criteria:**

- The reduction may not be used for a Single Family Residential, Duplex, or Triplex HOHD**
- Shall have parking requirement of 50 spaces, or greater.**
- Annual parking passes shall be at least equal to the number of parking spaces that are reduced.**
- Requirement shall be perpetual.**
- Shall be within 1200 feet of a permanent transit stop**

(Based on HOHP Policies 3.1, 3.3, and 3.5)





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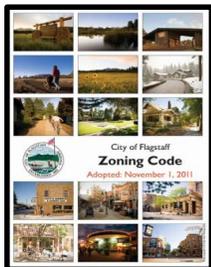


Proposed Vehicle Parking Reduction Considerations

Bike Parking:

- 1. A HOHD and a MHOHD with a parking requirement equal to or greater than 50 parking spaces may be allowed to reduce the parking requirements by one parking space for every four high-security (a separate secured and monitor bike room, bike lockers, etc.) spaces, up to a maximum of 10 percent of the total parking require**

(Based on Regional Plan Policies E1.5, and T1.6 and HOHP Policies 3.1, 3.2 and 3.3)





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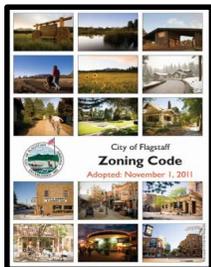


Proposed Vehicle Parking Reduction Considerations

Car Share:

1. Should the parking requirements of a HOHD and MHOHD be allowed to be reduced when carshare facilities and vehicles are provided in a HOHD and MHOHD?
2. What considerations should be required to allow a reduction in the parking requirements of HOHD and MHOHD when carshare facilities and vehicles are provided?

(Based on High Occupancy Housing Plan, Strategies to be implemented by 2023, bullet 1, page 106)





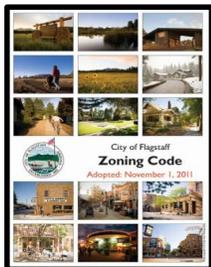
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Proposed Replacement of the Rooming and Boarding Land Use

The use is allowed as a conditional use with the approval of a Conditional Use Permit in the following:

- **Residential Zones:**
 - **Manufactured Housing (MH)**
 - **Estate Residential (ER)**
 - **Medium Density Residential (MR)**
 - **High Density Residential (HR)**
- **Commercial Zones:**
 - **Suburban Commercial (SC)**
 - **Community Commercial (CC)**
 - **Highway Commercial (HC)**
 - **Commercial Service (CS)**
 - **Central Business (CB)**



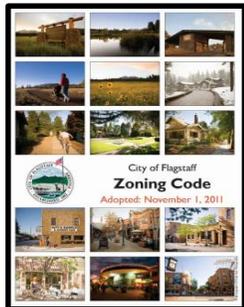


City Council Work Session



Proposed Zoning Code Concepts

City Council Comments, Questions and Discussion



**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Date: 10/03/2019
Meeting Date: 10/08/2019



TITLE

Discussion: Possible regulations on new developments coming into town with a retail component for the benefit of higher density and not providing the retail.

STAFF RECOMMENDED ACTION:

Discussion/Direction

EXECUTIVE SUMMARY:

Mayor Evans provided the Future Agenda Item Request on August 27, 2019, which was supported by the required number of Councilmembers.

INFORMATION:

Attachments:

**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Date: 10/03/2019
Meeting Date: 10/08/2019



TITLE

Discussion: A text amendment to city code allowing council salaries to be considered by Council earlier than what is currently stated.

STAFF RECOMMENDED ACTION:

Discussion/Direction

EXECUTIVE SUMMARY:

Mayor Evans provided the Future Agenda Item Request on August 27, 2019, which was supported by the required number of Councilmembers.

INFORMATION:

Attachments:

CITY OF FLAGSTAFF
STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Co-Submitter: Greg Clifton, City Manager
Date: 10/03/2019
Meeting Date: 10/08/2019



TITLE:

Discussion and Direction: December Lobbying Trip to Washington D.C.

DESIRED OUTCOME:

1. Direction on which Councilmembers will be representing the City in upcoming Washington D.C. Lobbying Trip
2. Direction on the inclusion of a practice for determining Council attendees for future lobbying trips in the Council Rules of Procedure.

EXECUTIVE SUMMARY:

It has been the City Council's practice since roughly 2010 that there must be two Councilmembers in attendance at any meetings with state and federal representatives. The purpose of this practice was to ensure that messaging is consistent and focused. There has also generally been a limit of only three Councilmembers in attendance at these meetings. The reason for this limit is to ensure compliance with Open Meeting Law. If a quorum of the Council is present there has to be an official meeting called with an agenda posted and minutes prepared. This in turn necessitates additional staff to assist in the official meeting, which will span multiple days, and greatly increase costs associated with the travel.

The Mayor typically attends these meetings, and this practice should continue insofar as the Mayor, pursuant to the City Charter, serves as the Chairperson of the Council. The Mayor is typically accompanied by two other Councilmembers as well as City staff. Again, this prevents issues with a quorum of the Council being present and provides for manageable logistics in terms of travel, delivery of messaging, and staying on schedule. It is a travel consortium that is strongly recommended by our lobbyist.

These practices have never been officially codified and staff recommends including Council's direction on the matter in the next update to the Council Rules of Procedure.

INFORMATION:

The following are the attendees for the last four trips to Washington D.C.:

March 2019 - Mayor Evans, Councilmember Whelan, and Councilmember Salas

September 2018 - Mayor Evans, Councilmember Odegaard

March 2018 - Mayor Evans, Councilmember Odegaard, and Councilmember Putzova

March 2017 - Mayor Evans, Councilmember Overton, and Councilmember McCarthy

Attachments: