



STEWART + REINDERSMA ARCHITECTURE, PLLC.

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June 1<sup>st</sup>, 2020

Mr. Patrick St. Clair  
Planning Development Manager  
City of Flagstaff - Community Development  
211 W. Aspen Avenue  
Flagstaff, AZ 86001

RE: **Project Narrative for Re-zoning Application**  
the Elkwood Flagstaff apartments  
PZ-18-00205-01  
1002 North 4th Street  
Flagstaff, AZ 86004

### **Project Narrative – Parcel Legal Description**

THAT PART OF THE WEST HALF OF SECTION 24, TOWNSHIP 21 NORTH, RANGE 7 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, COCONINO COUNTY, ARIZONA, AS SHOWN ON A ALTA/ ACSM LAND TITLE SURVEY BY SHEPHARD – WESNITZER, INC. AND SEALED BY EARL G. WATTS, R.L.S # 27253, SWI JOB NO. 02194, RECORDED AS BOOK 20 OF SURVEYS, PAGE 45, COCONINO COUNTY RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH QUARTER CORNER OF SAID SECTION 24, FROM WHICH THE NORTHWEST CORNER OF SAID SECTION 24 BEARS SOUTH 89 DEGREES 34 MINUTES 20 SECONDS WEST, 2655.62 FEET (MEASURED AND BASIS OF BEARINGS FOR THIS DESCRIPTION);

THENCE ALONG THE NORTH-SOUTH MID-SECTION LINE, SOUTH 00 DEGREES 30 MINUTES 41 SECONDS EAST, 850.64 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF BUTLER AVENUE;

THENCE LEAVING THE NORTH-SOUTH MID-SECTION LINE, NORTH 65 DEGREES 23 MINUTES 57 SECONDS WEST. ALONG SAID RIGHT-OF-WAY LINE, 479.49 FEET TO THE BEGINNING OF A CURVE TANGENT TO SAID LINE;

THENCE NORTHWESTERLY AND WESTERLY, 477.92 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF FOURTH STREET, ALONG SAID CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 1439.00 FEET AND A CENTRAL ANGLE OF 19 DEGREES 01 MINUTES 45 SECONDS;

THENCE LEAVING THE NORTHERLY RIGHT-OF-WAY LINE OF BUTLER AVENUE, NORTH 05 DEGREES 01 MINUTES 12 SECONDS EAST, ALONG THE EASTERLY RIGHT-OF-WAY LINE OF FOURTH STREET, 73.40 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 694.00 FEET AND A CENTRAL ANGLE OF 26 DEGREES 21 MINUTES 48 SECONDS AND BEING SUBTENDED BY A CHORD WHICH BEARS NORTH 08 DEGREES 09 MINUTES 52 SECONDS WEST, 316.52 FEET;

THENCE NORTHLY, ALONG SAID CURVE, 319.33 FEET;

THENCE NORTH 21 DEGREES 20 MINUTES 45 SECONDS WEST, TANGENT TO SAID CURVE, 143.27 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION 24;

THENCE LEAVING THE EASTERLY RIGHT-OF-WAY LINE OF FOURTH STREET, NORTH 89 DEGREES 34 MINUTES 20 SECONDS EAST, ALONG SAID NORTH LINE, 978.42 FEET TO THE POINT OF BEGINNING.

EXCEPT ALL OIL, GAS, OTHER HYDROCARBON SUBSTANCES, HELIUM OR OTHER SUBSTANCES OF A GASEOUS NATURE, COAL, METALS, MINERALS, FOSSILE, FERTILIZERS OF EVERY NAME AND DESCRIPTION, AND ALL URANIUM, THORIUM OR ANY OTHER MATERIAL WHICH IS OR MAY BE DETERMINED BY THE LAWS OF THE UNITED STATES, OR THE STATE OF

ARIZONA, OR DECISIONS OF COURT, TO BE PECULIARLY ESSENTIAL TO THE PRODUCTION OF FISSIONABLE MATERIALS WHETHER OR NOT OF COMMERCIAL VALUE AS RESERVED IN THE PATENT FROM THE STATE OF ARIZONA RECORDED IN DOCUMENT NO. 2004-3243206, COCONINO COUNTY RECORDS.

## **Project Narrative - General**

The proposed project is a new mixed-use development that will emulate the venerated design traditions of the City of Flagstaff, while simultaneously expressing a warm and contemporary rustic vernacular. The development will consist of (4) 4-story multi-family buildings with a total of (224) residential units, a community Clubhouse/Leasing Office building and a Commercial retail building, adjacent to a civic amphitheater and connecting pocket park. The proposed development provides lasting and sustainable applications of several key goals and policies within the Flagstaff Regional Plan 2030, once the parcel is approved for rezoning to Highway Commercial (HC). The site is located at 1002 North 4<sup>th</sup> Street, at the Northeast corner of N. 4<sup>th</sup> Street and E. Butler Avenue with dedicated site access from both major streets. The increased density of the site and proposed height increase of the buildings is to minimize the disturbance of site, minimize removal of the mature trees and to limit the alteration of the natural grades. The proposed buildings will provide safe and affordable homes and amenities to residents that blend natural & sustainable materials within the native terrain amid a landscape that complements the existing neighborhood surrounding and strives to become a valued addition to the overall community.



## **Project Narrative – Site**

The project site is an undeveloped, forested site, comprising 13.65 acres, which slopes from the northeast to the southwest, and is surrounded by existing residential and public-school developments. Sinagua Middle School is located to the north and east of the property. Their sports complex is located directly to the north of the site, which includes open grass areas for baseball, football and running tracks. The school's parking lot abuts the eastern boundary of the site. The boundary to the west is N. 4<sup>th</sup> Street and across N. 4<sup>th</sup> Street is an existing multi-family project. The south boundary is E. Butler Avenue. Figure 1 (shown on page 3), shows the

existing site location and aerial. Some of the great benefits afforded on the proposed site plan encourage use of energy-efficient modes of transportation, such as buses at a new stop, high-volume bicycle storage lockers, a pedestrian-friendly pocket park, an accessible pocket plaza, as well as a series of inter-connected walking trails. A landscaped amphitheater, nestled within the site's natural grades, will provide a unique open-air space for community-scaled events of all types.



Figure 1 Location Map

The siting and more compact layout of the buildings is purposeful to minimize the disturbance of the trees and natural grades and to serve to protect the buildings during heavy rain and snow storms. The grading and drainage plans are designed to utilize landscaped retaining walls in order to minimize land disturbance while keeping the site grades and environment as natural as possible.

Primary access to the development will be from the west, off of North 4th Street. The 4<sup>th</sup> Street entrance has been moved further north to align with the drive aisle of the multi-family development to the West. A second right-in/ right-out auxiliary access is proposed off East Butler Avenue. The two will be connected through the development, providing central access routes for fire and waste management vehicles, as required. A planned expansion of the Butler Avenue and 4<sup>th</sup> Street intersection has been considered in the project's site planning.

The onsite parking lot drive aisles are designed to maximize longitudinal slope at 10% and cross grades at 5%. The Site layout and preliminary grading concept can be seen in the Grading and Drainage Plans. Terraced split face CMU retaining walls are utilized along the drive aisles, specifically the drive aisle connection from Butler Avenue, to achieve the desired slopes through the existing terrain. The Civil drawings show the retaining walls with section cut details. The drive aisle off Butler Avenue serves as an alternate access to both the commercial and residential areas of the site, into account the mobility and connection goals and policies defined in the Flagstaff Regional Plan 2030.

To provide a secondary access for the Flagstaff Fire Department, the project (Flagstaff at 4<sup>th</sup>, LLC) is entering into a private cross-access agreement with Assistant Superintendent Bob Kuhn

and the Flagstaff Unified School District #1 to provide the Fire Department a quick and exclusive access to the east side of the site in the event of a major fire. This connection will be to the existing fire access route at the south end of Sinagua Middle School, through a new gated, paved, and maintained fire department access drive. At the request of the Asst. Superintendent, a pedestrian walkway at the northeast corner of the site will connect the apartment residences with the school and its athletic fields, for future students and their family's convenience.

Parking areas are designed to be as close to the apartment buildings as possible, to provide easy access to parking within such a heavily sloped site. The majority of the parking is concentrated at the gently sloped, northeast portion of the site, devoted for use by the residents. Parking has been afforded on (2) sides of the commercial retail building, for both commercial and recreational civic space use.

The site will have mixed uses throughout, blending activities for all members of the community, utilizing multiple methods of transportation, within a natural and serene setting. Pedestrian activity of the residents will be encouraged by providing interconnected access to the site's amenities, through a series of accessible sidewalks and developed trails.

At each of the site's two entry points, a monumental sign will be located, to mark the project's presence off the major thoroughfares of Fourth Street and of Butler Avenue and to draw the community within. The signs will be constructed of the materials used on the buildings, showcasing the aesthetics of the design scheme.

In an effort to respect stormwater best practices, onsite vegetated swales will be used along the proposed access drives to direct water away from the roadways and building and to maintain a natural feeling to the site in accordance with the low impact development standards. The swales will be vegetated and help to reduce the sediment and pollutants from storm runoff. Additionally, retention and detention basins will be utilized in order to meet the pre vs post drainage requirement and in capturing the 1" first flush for impervious areas as required to meet the LID. The storm drain crossing of Butler Avenue will be analyzed in full detail to determine its capacity and to eliminate any flooding at this intersection.

The included Natural Protection Resource Plan depicts the steeper slopes on the site and also depicts the areas where those slopes are located. The Natural Protection Resource Plan can be viewed as a reference to see existing topography of the site.

A limited portion of the site is located within FEMA Flood Zone AE. No structures and or sidewalks will be located within this area. Currently, the site is affected by offsite flows. These flows run along a swale that conveys water along 4<sup>th</sup> Street from the northwest portion of the site to the southern portion. Additionally, flows from the west enter the site via culverts and are conveyed in the same swale to the south. This swale outfalls the site to the south via, (8) 48" CMP culverts. The site itself slopes runoff into the swale. The high point of the site is in the northeast corner at an elevation of 6,878.84 feet above sea level, with the low point located at the culverts, on the southeast side of the site, at an approximate elevation of 6,788.00 feet. The Concept Plan shows the direction and location of the existing Drainage Swales. The swales vary in width from approximately 15 feet to 30 feet. Existing swales are located on the west and south side of the properties. These swales convey runoff offsite to the south, across Butler Avenue. The offsite flows enter the site at the northwest corner as well as the southwest corner conveys upstream water across 4<sup>th</sup> Street via the CMP Culverts.

Current zoning for this parcel is Medium Density Residential. We are submitting for the project to

be re-zoned to Highway Commercial (HC), as other adjacent parcels have, in keeping with the General Plan and the designated Activity Center at 4<sup>th</sup> St. and E. Butler Ave. With the addition of a suburban-scaled commercial building and civic spaces, local residents will be provided with a source of convenience and activity, adding amenities that cater to the existing neighborhood infrastructure, while engaging the natural beauty of the site and its surroundings. This project compliments and furthers urban area goals and realizes the policies of the Flagstaff Regional Plan 2030. A Highway Commercial (HC) zone will allow both greater density and building height limit, allowing the project to concentrate the residential units, amenities and associated parking into a smaller footprint, creating less disturbance to the existing natural resources of the site.

With the relocation of 4<sup>th</sup> Street entry further north, the civic space extends from the primary entry and connects south to the commercial building's zone. The civic space will include a pocket park, small amphitheater in a pocket plaza and connecting accessible walk ways and trails that weaves through the majority of intact mature trees and forms a strong, yet natural, connection between the major functions and nodes of the project. The civic space provided makes use of a large area, in excess of the minimum 5% requirement, of available space along 4<sup>th</sup> Street and will help to enliven the approach to the intersection, while not interfering with the increasingly busier traffic patterns. Convenient parking will be shared with the commercial building nearby.

Waste will be collected and retained on-site at (4) trash enclosures, conveniently located nearby all of the residential buildings and to the commercial building. Double bins will be sized to accommodate both trash and recycling equally within each residential enclosure. A single enclosure will be dedicated to collecting waste at the commercial building with a single bin and space for additional rolling recycling containers. The enclosures are designed of materials integrated with the design aesthetic of the site, while serving their function of keeping waste out of view.

There have been no previous developments or heritage resources identified on the property. A cultural resources study has been conducted and a report prepared identifying no historic resources exist on the property. A copy of this report has been filed with the Flagstaff Heritage Preservation Commission and is included with the Site Plan submittal. No public utilities have been extended into the project site. Traffic poles for the intersection are located within easements of Butler Avenue and 4<sup>th</sup> Street. Apartment unit utilities are proposed to be all electric, including heating/ air conditioning, in-unit washers & dryers, and water heaters. A liquid propane gas tank will be located near the Clubhouse, dedicated for the building, pool heater and barbeque grills at the patio.

Being environmentally sensitive to the land, the project focuses on minimal disturbance to the site. All areas not graded or developed will remain in their natural state. Disturbed and graded areas will be seeded with a native seed mix to restore to pre-development conditions. All plant materials selected are native to the City of Flagstaff plant list and will be irrigated manually until maturation, when they will be sustainable without out the use of an additional irrigation system.

### **Project Narrative - Buildings**

The proposed buildings consist of (4) four-story residential apartment buildings, for a total of 250,720 SF of building area, (with an approx. 227' x 80' building footprint) totaling 224 apartment units. The buildings consist of a blend of Studio, 1 & 2- Bedroom units. Centrally located to the

apartment buildings is a two-story, 4,756 SF Community Clubhouse/ Leasing Office with an outdoor pool and patio. A 6,000 SF commercial retail building anchors the project and marks its neighborhood presence at the intersection of North 4<sup>th</sup> Street and E. Butler Avenue. A combination of sidewalks and maintained trails, with benches interspersed, connect the buildings and traverse across the site.

Each apartment building will be type V-A construction, with a fully sprinkled fire suppression system. Each apartment building will be equipped with a central elevator, allowing for required Type A & B accessible units to be distributed throughout. The combined square footage represents a 43.98% total developed lot coverage (F.A.R.).

The apartment building development will be centralized in upper portion of the site, in the less forested and gently sloped portion of the property. Thus, tree removal will be minimized and the buildings will be aligned to take in the views to Mt. Eldon, the nearby San Francisco Peaks towards the north and Mogollon Rim views to the south. The commercial retail building is located near the Southeast corner of the site, and is situated to integrate and enhance the suburban community context.

Each of the building types on site, residential, commercial, and administrative, are all constructed of similar materials, in a common palette, sharing details & design elements, but each with a character unique to their own site and use. Stone veneer, wood-look siding, gabled metal roofs, and exposed wood members are all combined to exhibit an overall, unifying “theme”, appropriate and responsive to the well-established traditional and historic context of the city of Flagstaff.

The buildings will provide views to significant landmarks and their placement on site will foster connectivity to neighboring residential and future retail developments, with various pedestrian walking and biking opportunities. The commercial component to the site has the potential to create both economic stimulus and promote the development as a suburban activity center for the area.

This project aspires to grow from its site; to be rooted within its immediate neighborhood; within the greater context of Flagstaff; the rustic and wooded northern region of Arizona; not to just be dropped within it.

## **Project Narrative – Conformance with Flagstaff Regional Plan 2030**

### **Environmental Planning & Conservation – Ch. IV:**

- *Goal E&C.2 Reduce greenhouse gas emissions.*
- *Policy E&C.2.1. Encourage the reduction of all energy consumption, especially fossil-fuel generated energy, in public, commercial, industrial, and residential sectors*
- *Goal E&C.5. Preserve dark skies as an unspoiled natural resource, basis for an important economic sector, and core element of community character.*
- *Policy E&C.5.2 Encourage and incentivize voluntary reduction of “exempt” lighting that degrades night sky visibility, and work to prevent light trespass whenever possible in both public and private areas.*
- *Policy E&C.5.3. Continue to enforce dark sky ordinances.*
- *Goal E&C.6. Protect, restore and improve ecosystem health and maintain native plant and animal community diversity across all land ownerships in the Flagstaff region.*
- *Policy E&C.6.3. Promote protection, conservation, and ecological restoration of the*

*region's diverse ecosystem types and associated animals.*

- *Policy E&C.6.8. Disturbed area for improvements and landscaping for new developments shall emphasize the use of native, drought-tolerant or edible species appropriate to the area.*
- *Goal E&C.9. Protect soils through conservation practices.*
- *Policy E&C.9.2. Construction projects employ strategies to minimize disturbed area, soil compaction, soil erosion, and destruction of vegetation.*
- *Goal E&C.10. Protect indigenous wildlife populations, localized and larger-scale wildlife habitats, ecosystem processes, and wildlife movement areas throughout the planning area.*
- *Policy E&C.10.6 Conserve and restore important wildlife corridors throughout the planning area to allow wildlife to find suitable habitat in the face of climate change by moving along vegetational and elevational gradients.*

All of the apartment units will be furnished with high efficiency electric appliances, keeping operating costs lower annually, due to electric rates 4% lower than the National average and avoiding the average 16% higher cost of natural gas. Emissions from the burning of natural gas for heating will be eliminated. Residents will have the ability to program and control unit systems remotely, reducing heating or cooling needs during unoccupied hours. Gas heated water in the pool and gas for a fireplace in the clubhouse will be from an on-site propane tank, appropriately sized to a more limited usage. Low-flush toilets, high efficiency dish & clothes washers, energy efficient lighting and water conserving sink faucets & shower heads will be installed to actively reduce water and energy usage throughout the entire project. Water demand will be further reduced by using landscaping only native to the region, without the need for an installed irrigation system to grow, sustain and thrive. The project site lighting adheres to all City code dark skies measures to maintain appropriate light levels without additional light pollution bleeding into other areas. The native old growth tree line being maintained along the sloped portion of the site will further aid in keeping areas requiring 24-hour overhead lighting for safety, more hidden from the rest of the neighborhood and from contributing to over-lighting of the night skies. The commercial and public areas of the site will have lighting on timers that will turn off during the latest overnight hours. In re-zoning of this parcel from a Medium Density Residential (MR) to that of a Highway Commercial zone (HC), the apartment buildings can be taller and utilize a denser unit-per-acre ratio, allowing for a clustered development yielding more open space for nature trails, protecting soils, leaving native wildlife habitats and vegetation unaltered and not disturbing more natural areas. The existing sloped corridor bisecting the site will be preserved and maintained, allowing the free passage of wildlife along established routes.

#### **Open Space – Ch. V:**

- *Goal OS.1 The region has a system of open lands, such as undeveloped natural areas, trails, access to public lands, and greenways to support the natural environment that sustains our quality of life, cultural heritage, and ecosystem health.*
- *Policy OS.1.4. Use open space as opportunities for non-motorized connectivity, to interact with nature, and to enjoy the views and quiet.*
- *Policy OS.1.5. Integrate open space qualities into the built environment.*

A Highway Commercial zone is a mixed-use zone, where open spaces can be used by members of the entire community to gather and interact in nature. The development includes meandering trails with benches within a pocket park, connecting to a central pathway through the undisturbed

forested areas at the center of the parcel, opening towards other existing trails within Flagstaff's developed interconnected system (FUTS). The existing landscape will serve to buffer these natural amenities from the apartment buildings higher up and further back on the parcel.

#### **Water Resources – Ch. VI:**

- *Goal WR.5. Manage watersheds and stormwater to address flooding concerns, water quality, environmental protections, and rainwater harvesting.*
- *Policy WR.5.1. Preserve and restore existing natural watercourse corridors, including the 100-year floodplain, escarpments, wildlife corridors, natural vegetation, and other natural features using methods that result in a clear legal obligation to preserve corridors in perpetuity, where feasible.*
- *Policy WR.5.3. Identify downstream impacts as the result of development, and provide for mitigation measures to address impacts. When Possible, mitigations should be non-structural in nature.*

Through the Concept and Site processes, this project has been designed to conform with all of the City's requirements to retain and mitigate site storm water run-off, to an acceptable level. Being an in-fill project on a currently undeveloped property will serve to reduce the total amounts of water already flowing off and through the established floodplain routes, including leading into the Rio de Flag. Part of the site sits within the 100-year flood plan, which will be deeded to the City for continued improvement and long-term maintenance. To further improve the quality and reduce the need for additional water utility demand, all of the structure's grading divert water away and into the landscaped areas. The landscape Concept for the development aims to support the City's long-term goals to encourage low-impact design principles and responsible development through the use of native and regionally-adapted plant materials, passive water harvesting techniques, preservation of natural vegetation and slope areas, and the engagement of public spaces and nature. The proposed plant materials are all selected from the City's approved low-water use plant list (Appendix 3). After the initial establishment period, the plant materials will be sustained by local rainfall and rainwater collection, with only occasional supplemental water required during periods of low rainfall. Disturbed landscape areas (grading and retention) without programmed uses will be revegetated with a native seed mix to reduce the need for supplemental irrigation. In addition, proposed landscape areas will be strategically graded to divert and catch surface runoff to take advantage of the use of local rainfall for plant use (Sec. 10-50.60.070). Rainwater harvesting also helps reduce off-site flooding and erosion by holding rainwater on the site (See diagram below). Significant topographic and native plant stands are preserved with thoughtful site design. The preserved natural vegetation enhances the site character, provides immediate user amenities, and promotes the long-term health of the overall natural system on site. Residents and visitors engage with the natural areas by way of low-impact trails and a public plaza and park. All of the plumbing fixtures and appliances will be of the type that conserve water, actively lowering the overall water use from the project.



*Example of harvesting rainwater by directing runoff to landscaped areas.*

*(Source: [www.harvestingrainwater.com](http://www.harvestingrainwater.com), by Brad Lancaster)*

## **Energy – Ch. VII:**

- *Goal E.1. Increase energy efficiency.*
- *Policy E.1.4. Promote cost-effective, energy-efficient technologies and design in all new and retrofit buildings for residential, commercial, and industrial project.*
- *Policy E1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation:*
  - *Public transportation*
  - *Bicycles*
  - *Pedestrians*
- *Policy E.1.13 Promote and encourage the use of fuel-efficient vehicles that use renewable fuels.*

This project will be constructed using smart and green building practices throughout. Materials will be from sustainable sources utilizing recycled content when possible. All of the appliances and equipment in each of the buildings in the development will be electric, except for the pool equipment, barbeques and fireplace, which will use an on-site propane tank for heating supply. The project will connect to the local electric utility, producing zero emissions from natural gas burning and the benefit of ease and safety in connecting to the main utility existing infrastructure. The local electric utility off-sets power demand through partnering with larger companies and schools to build on-site solar farms. This contributes to the project's commitment to using the most energy efficient practices during the life-cycle of the buildings. The development has features aimed at reducing resident's dependence on gasoline powered transportation, including a proposed bus stop along an established NAPIDA route. Enclosed secure bicycle lockers will be available in each apartment building, with a capacity well in excess of the minimum required by City codes. Additional to exterior racks are located convenient to each of the apartment buildings and outside the commercial building, near the pocket plaza and amphitheater. Accessible pedestrian routes will connect to and supplement those already well-established within the

neighborhood. An electric vehicle charging station will be installed and additional locations stubbed in for future access, convenient to the buildings on site. All of these features combine to allow for a reduction in the overall volume of parking stalls, leading to even more open area and undeveloped space.

### **Community Character – Ch. VIII:**

- *Goal CC.1. Reflect and respect the region’s natural setting and dramatic views in the built environment.*
- *Policy CC.1.2. Continue to define and further develop the community character by incorporating the natural setting into the built environment at all design scales.*
- *Goal CC.3. Preserve, restore, enhance, and reflect the design traditions of Flagstaff in all public and private development efforts.*
- *Policy CC.3.1. Encourage neighborhood design to be respectful of traditional development patterns and enhance the overall community image.*
- *Policy CC.3.2. Maintain and enhance existing buildings and blend well-designed new buildings into existing neighborhoods.*
- *Policy CC.3.3. Emulate the most celebrated design traditions of Flagstaff, particularly the pre-Route 66 and early Route 66 eras.*
- *Goal CC.4. Design and develop all projects to be contextually sensitive, to enhance a positive image and identity for the region.*
- *Policy CC.4.3. Employ design solutions that balance the interface of the natural and built environments, with the most urbanized core activity areas being the most built, and the most rural areas being the most natural.*
- *Policy CC.4.5. Encourage local landscaping using Xeriscape, low-impact principles, and native vegetation wherever possible.*
- *Policy CC.4.6. Use landscaping to benefit the environment and improve aesthetics, in order to maximize the economic benefit that a well landscaped community provides.*
- *Goal CC.5. Support and promote art, science, and education resources for all to experience.*
- *Policy CC.5.3. Encourage the integration of art into public and private development projects.*

Through rezoning, this project’s overall scale and character will be distributed and grouped into areas on the site that will blend and merge within the existing natural environment. The smaller scale commercial center is planned to be out near the busier intersection of 4<sup>th</sup> Street and Butler Avenue, connected by sidewalks and near a new proposed bus stop, surrounded by the sloping landscape and tall pines of native to the site. While the taller residential buildings are moved back, closer to the school and athletic fields, out of sight from surrounding residential developments and removed from the vehicle traffic of the intersection. Remaining spaces are left open and in their mostly natural state, made more available by increasing the density within the residentially developed areas, putting community services and civic and commercial amenities together at the commercial center. The multi-use features are located where they are most needed and most accessible, by the highest volume of intended users. Residents of the development and members of the community neighborhood will be free to commune and interact on more than half of the project’s total site. All buildings will use materials common in appearance to those traditionally used in Flagstaff, at a scale proportional to the buildings themselves and to the context of the surrounding neighborhood. Exposed timber trusses and wood brackets recessed under cross gabled metal seam roofs follow the traditional forms found in the historic homes within Flagstaff.

(See images below), built to shed snow in the winter and provide shade in the sunny summers. Cut stone applied along the bases of the buildings and as accents up the walls calls back to stones being pulled from the site and stacked with thick mortar to build the solid foundations. Wood-style lap siding is trimmed-out at each corner and outside of the deep recessed windows harkening to long standing traditional building techniques. The building components used will be of high-quality, durable and sustainable modern materials, performing better and with less maintenance than their original counterparts. The buildings are designed to nestle into the wooded site to fit within and compliment the context of their setting. These buildings strive to belong to this site and not to just be placed upon it.



(Riodan Mansion, 1904, Flagstaff, AZ)



(Remodeled Historic Home, Flagstaff, AZ)



(Recent Multi-family Project, Flagstaff, AZ)

Residents will be able to access the site's commercial and public centers via a connecting pathway through the center of the more densely forested, high-sloped area, providing a pedestrian connection to the greater neighborhood trails and transportation nodes, through a natural environment.



(Intersection of 4<sup>th</sup> St. & E. Butler Ave., showing sloping terrain of site, Flagstaff, AZ)

The site's arrangement will encourage visits to activity nodes from the surrounding neighborhood residents via bus, bicycle, or by walking through any of the City's established sidewalk or FUTS pathways. Any natural areas not being developed will left untouched and all others being thoughtfully landscaped using only native, low-water demand species. All native old-growth trees on the site will be counted, cataloged and marked so that only those absolutely necessary to be removed would be, and a proportionate number replanted were appropriate. Public art and performances would be encouraged in the tiered amphitheater located on the site.

#### **Growth Areas & Land Use – Ch. IX:**

- *Goal LU.1. Invest in existing neighborhoods and activity centers for the purpose of developing complete, and connected places.*
- *Policy LU.1.1. Plan for and support reinvestment within the existing city centers and*

- neighborhoods for increased employment and quality of life.*
- *Policy LU.1.2. Develop reinvestment plans with neighborhood input, identifying the center, mix of uses, connectivity patterns, public spaces, and appropriate spaces for people to live, work, and play.*
  - *Policy LU.1.3. Promote reinvestment at the neighborhood scale to include infill of vacant parcels, redevelopment of underutilized properties, aesthetic improvements to public spaces, remodeling of existing buildings and streetscapes, maintaining selected appropriate open space, and programs for the benefit and improvement of the local residents.*
  - *Policy LU.1.4. Attract private investment by reinvesting in transportation infrastructure improvements as well as public utilities infrastructure for desired development size.*
  - *Policy LU.1.5. Maintain and upgrade existing infrastructure and invest in infrastructure to make redevelopment and infill an attractive and more financially viable development option.*
  - *Policy LU.1.6 Establish greater flexibility in development standards and processes to assist developers in overcoming challenges posed by redevelopment and infill sites.*
  - *Goal LU.3. Continue to enhance the region’s unique sense of place within the urban, suburban, and rural context.*
  - *Policy LU3.1. Within the urban, suburban, and rural context, use neighborhoods, activity centers, public spaces, and connectivity as the structural framework for development.*
  - *Goal LU.5. Encourage compact development principles to achieve efficiencies and open space preservation.*
  - *Policy LU.5.2. Promote infill development over peripheral expansion to conserve environmental resources, spur economic investments, and reduce the cost of providing infrastructure and services.*
  - *Policy LU.5.5. Plan for and promote compact commercial development as activity centers with mixed uses, allowing for efficient multi-modal transit options and infrastructure.*
  - *Policy LU..5. Encourage the distribution of density within neighborhoods in relationship to associated activity centers and corridors, infrastructure, transportation, and natural constraints such as slopes and drainages.*
  - *Goal LU.6. Provide for a mix of land uses.*
  - *Policy LU.6.3. Encourage new mixed-use neighborhoods in appropriate location within the growth boundary.*
  - *Policy LU.6.4. Provide appropriate recreational and cultural amenities to meet the needs of residents.*
  - *Goal LU.13. Increase the variety of housing options and expand opportunities for employment and neighborhood shopping within all suburban neighborhoods.*
  - *Policy LU.13.1. Prioritize connectivity for walking, biking, and driving within and between surrounding neighborhoods.*
  - *Policy LU.13.2. Consider public transit connections in suburban development.*
  - *Policy LU.13.8. Locate civic spaces, parks, and institutional uses within neighborhood pedestrian sheds.*
  - *Policy LU.13.9. Use open space and FUTS trails to provide walking and biking links from residential uses to employment, shopping, schools, parks, and neighbor-woods.*
  - *Goal LU.18. Develop well designed activity centers and corridors with a variety of employment, cultural opportunities, and residential choices.*
  - *Policy LU.18.1. Design activity centers and corridors appropriate to and within the context of each area type: urban, suburban, or rural.*

- *Policy LU.18.2. Strive for activity centers and corridors that are characterized by contextual and distinctive identities, derived from history, environmental features, a mix of uses, well-designed public spaces, parks, plazas, and high-quality design.*
- *Policy LU.18.4. Encourage developers to provide activity centers and corridors with housing of various types and price points, especially attached and multi-family housing.*
- *Policy LU.18.6. Support increased densities within activity centers and corridors.*
- *Policy LU.18.7. Concentrate commercial, retail, services, and mixed use within the activity center's commercial core.*
- *Policy LU.18.8. Increase residential densities, live-work units, and home occupations within the activity center's pedestrian shed.*
- *Policy LU.18.9. Plan activity centers and corridors appropriate to their respective regional or neighborhood scale.*
- *Policy LU.18.10. Corridors should increase their variety and intensity of uses as they approach activity centers.*
- *Policy LU.18.12. Corridors should focus commercial development to the corridor frontage and residential to the back.*
- *Policy LU.18.13. Promote higher density development in targeted areas where economically viable and desired by the public.*
- *Policy LU.18.18. New development within existing activity centers should enhance the existing street pattern to meet goals and policies of the Regional Plan related to connectivity and complete streets.*

A Suburban Activity Center is envisioned to be a node of denser, mixed-use activities: housing, commercial buildings, parks, and civic spaces grouped at connected points spaced throughout Flagstaff. It was the recommendation of the High Occupancy Housing Specific Plan (Adopted February 20, 2018, Resolution 2018-08, Effective March 22, 2018, Pg. 100, Map 16) that the S18 – Canyon Del Rio Activity Node (as identified in the Regional Plan 2030) be upgraded from being a “Neighborhood scale” to a “Regional scale” activity center, indicating a desire by all the parties involved in that Plan’s creation that this area encourage more higher-density projects to support and fulfill the goals of the 2030 Regional Plan. All that currently exists on the project’s corner is an undeveloped forested space, with residential housing, a school, athletic fields and more undeveloped land adjacent to it, none of which is actively rounding out the character of an identified suburban activity center in the 2030 Regional Plan. This project parcel, once rezoned, seeks to include some of those elements which have yet to be developed, while maintaining a scale and character appropriate to the existing neighborhood context. It adds small-scale commercial, to support services suited to a suburban center, visible and inviting from the streets, making the corner desirable and attractive to long-term commercial tenants. The apartment buildings and clubhouse provide safe, affordable housing with walkable connections to amenities for enjoyment, clustered more densely together on an area flatter and with sparser vegetation growth, allowing mature areas to remain open and undeveloped, and vistas above and beyond the Northern pines surrounding the site to be open and clear. It adds open park space, a plaza and trails to connect the gaps between existing Flagstaff Urban Trail System (FUTS) paths. At the request of the school superintendent, there will be a direct connection from the development to Sinagua Middle School for students and staff to use if they live there. It seeks to add a special space uniquely suitable for small gatherings, art expression and cultural performance, while still being appropriate for sitting quietly and enjoying the serene environment, easily accessible but safe from the roads nearby. All landscaping is selected from native plant species, requiring nothing but natural irrigation and placed to anchor the built forms into the natural ones. This project upholds and enhances the

design traditions of Flagstaff and endeavors to be a seamless fit into the natural and scenic site to become a cherished part of the rich neighborhood fabric. The goal of this in-fill project is to provide quality, affordable housing for a variety of residents and their families, set within a connected series of spaces for activity, business growth, employment, entertainment and the enjoyment of nature. The project developers are entering into a development agreement with the City of Flagstaff, to provide a share of the costs associated with much needed infrastructure upgrades to both the utilities and street intersection that will extend beyond that required by the project alone, and serve the other residents of the neighborhood, current and future. It also includes transferring the portions of land within the 100-year floodplain along Butler Avenue to the City, to provide continuous and uninterrupted management along its whole course, back to the Rio de Flag Watershed. The project is conveniently located to the downtown area, being just over (3) miles away, less than a mile from the commercial activities developing along historic Route 66, near to Foxglenn Park, and the Flagstaff Aquaplex recreation center; all reachable by public bus, walking or by bicycle along existing sidewalks and FUTS trails, while being connected and easily accessible by traditional vehicle traffic. Many people working in the area will find living in this development ideally located for reaching destinations all across the rest of the city. With a mix of housing options, commercial services, employment opportunity, developed civic space, and open natural spaces this project seeks to provide a variety of scales and uses, all in-line and according to the policies and goals for its location on a suburban activity center, in the neighborhood context, within the city of Flagstaff urban boundaries, and within the greater context of the region.

#### **Transportation – Ch. X:**

- *Goal T.1. Improve mobility and access throughout the region*
- *Policy T.1.3. Transportation systems are consistent with the place type and needs of people.*
- *Policy T.1.4. Provide a continuous transportation system with convenient transfer from one mode to another.*
- *Policy T.1.6. Provide and promote strategies that increase alternate modes of travel and demand for vehicular travel to reduce peak period traffic.*
- *Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals.*
- *Policy T.1.8. Plan for development to provide on-site, publicly-owned transportation improvements and provide adequate parking.*
- *Goal T.3. Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built environment.*
- *Policy T3.3 Couple transportation investments with the desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places.*
- *Policy T3.8. Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emission and promote walkable community design.*
- *Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.*
- *Policy T.4.2. Design all gateway corridors, streets, roads, and highways to safely and attractively accommodate all transportation users with contextual landscaping and appropriate architectural features.*

- *Goal T.5. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.*
- *Policy T5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.*
- *Goal T.6. Provide for bicycling as a safe and efficient means of transportation and recreation.*
- *Policy T.6.2. Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails.*
- *Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.*
- *Policy T.6.5. Provide short – and long-term bicycle parking where bicyclists want to travel.*
- *Goal T.7. Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.*
- *Policy T.7.2. Provide public transit centers and options that are effectively distributed throughout the region to increase access to public transit.*
- *Policy T.7.3. Support a public transit system design that encourages frequent and convenient access points, for various transportation modes and providers, such as private bus and shuttle systems, park-and-ride lots for cars and bicycles, and well-placed access to bus, railroad, and airline terminal facilities.*
- *Goal T.8. Establish a functional, safe, and aesthetic hierarchy of roads and streets.*
- *Policy T.8.6. Maintain the City’s street infrastructure in a cost-effective manner to ensure the safety and convenience of all users.*
- *Goal T.11. Build and sustain public support for the implementation of transportation planning goals and policies including the financial underpinnings of the Plan, by actively seeking meaningful community involvement.*
- *Policy T.11.1. Maintain the credibility of the regional transportation planning process through the adaption of professional standards in the collection and analysis of data and in the dissemination of information to the public.*
- *Policy T.11.2. Approach public involvement proactively throughout regional transportation planning, prioritization, and programming processes, including open access to communications, meetings, and documents related to the Plan.*
- *Policy T.11.5. Promote effective intergovernmental relations through agreed-upon procedures to consult, cooperate, and coordinate transportation-related activities and decisions, including regional efforts to secure funding for the improvement of transportation services, infrastructure, and facilities.*

As a designated suburban activity center, pedestrian transportation is essential to ensure connectivity across the entire city. The project is catered to providing connections to active nodes both on the site and to points beyond. The site is located along an established route for the Flagstaff NAIPTA bus system. The developers are working with the public bus service, seeking to add a new bus stop as part of the project site. The accessible walks serve to provide residents with easy walkable connections to the bus stop, pocket park, pocket plaza and amphitheater, and commercial building, before connecting to the existing walks along Butler and 4<sup>th</sup> streets. The system of trails allows for persons with greater mobility to traverse the entire length of the site, to points close to and convenient to existing FUTS trails to the north and south. The project’s location is ideal for bicycle enthusiasts, as it is amid and connected Flagstaff’s established & interconnected system of paths and walks. In addition to bicycle racks located adjacent to each of the buildings in the development, residents have access to fully enclosed & secure bicycle lockers, (20) located

at each apartment building, with a capacity for (2) bicycles each, far exceeding minimum's required by city codes. By accommodating more alternate and pedestrian modes of travel, the project has reduced the number of parking stalls to encourage less automobile traffic. The project's varied amenities make it a viable activity destination, easy for residents, members of the community and others to enjoy all year round. Existing plans for upgrades to the 4<sup>th</sup> Street and Butler Avenue intersection are being accommodated in the design for access to and from this project, and through a development agreement, part of the associated costs will come from the project's developers. All impacts of the project's future residents on the existing local traffic patterns have been studied and complied, with the cooperation of the City's traffic engineering staff, into a comprehensive Traffic Impact Analysis (TIA), which will be made available for review and comment by all member's of the City staff, local residents and neighbors, or any interested parties in the public population.

### **Cost of Development – Ch. XI:**

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

Part of the rezoning actions taken for this project include cooperating with the City in the creation and execution of a development agreement, where the City and the developers work together to make sure needed infrastructure upgrades are made around the project's site and that the cost of the upgrades is shared proportionally. This additional cost being provided by the developers will be an added benefit to the whole community, to help get improvement projects out of the planning stages and into a reality of improved infrastructure.

### **Public Buildings, Services, Facilities & Safety – Ch. XII:**

- *Goal PF.2. Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.*
- *Policy PF.2.1. Prioritize infrastructure upgrades to encourage redevelopment and infill and meet land use goals.*
- *Policy PF.2.2. Require new developments to pay their fair share towards the cost of the additional capital improvements, infrastructure, and public service needs created by the development.*

This in-fill project development seeks to improve and enhance the quality of the neighborhood, including contributing to the upgrading of the infrastructure adjacent to the site, by providing safe, quality housing and active nodes, each of an appropriate design and scale. Many amenities are designated for use by the greater community and resident's alike, encouraging a communal and mutually beneficial atmosphere. Residents will be drawn in to be integral parts of the growing community, not just a group of people placed within it. Waste management, law enforcement, fire and emergency services access have all been considered and accommodated within the

development, without any special considerations to normal operations. With the cooperative development agreement in place, a shared financial load for infrastructure upgrades will be a benefit to everyone in the area.

### **Neighborhood, Housing & Urban Conservation – Ch. XIII:**

- *Goal NH.1. Foster and maintain healthy and diverse urban, suburban, and rural neighborhoods in the Flagstaff region.*
- *Policy NH.1.1. Preserve and enhance existing neighborhoods.*
- *Policy NH.1.2. Respect traditions, identifiable styles, proportions, streetscapes, relationships between buildings, yards, and roadways; and use historically appropriate and compatible building and structural materials when making changes to existing neighborhoods, especially historic neighborhoods.*
- *Policy NH.1.3. Interconnect existing and new neighborhoods through patterns of development, with complete streets, sidewalks, and trails.*
- *Policy NH.1.4. Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.*
- *Policy NH.1.6. New development, especially on the periphery, will contribute to completing neighborhoods, including interconnecting with other neighborhoods; providing parks, civic spaces, and a variety of housing types; and protecting sensitive natural and cultural features.*
- *Policy NH.1.8. Prioritize the stabilization of a neighborhood's identity and maintain cultural diversity as new development occurs.*
- *Goal NH.3. Make available a variety of housing types at different price points, to provide housing opportunity for all economic sectors.*
- *Policy NH.3.1. Provide a variety of housing types throughout the City and region, including purchase and rental options, to expand the choices available to meet the financial and lifestyle needs of our diverse population.*
- *Policy NH.3.3. Increase the availability of affordable housing for very low-income persons, through innovative and effective funding mechanisms.*
- *Policy NH.3.5. Encourage and incentivize affordable housing.*
- *Goal NH.4. All housing is safe and sanitary*
- *Policy NH.4.3. Address accessibility issues and other housing barriers to persons with disabilities or special needs.*
- *Policy NH.4.4. Encourage green practices in housing construction and rehabilitation that support durable, healthy, and energy efficient homes.*
- *Policy NH.4.6. Consider and integrate public transportation when possible in planning housing developments, to help reduce a household's transportation costs and minimize impact on the community's roads and transportation system.*
- *Goal NH.6. Neighborhood conservation efforts of revitalization, redevelopment, and infill are compatible with and enhance our overall community character.*
- *Policy NH.6.1. Promote quality redevelopment and infill projects that are contextual with surrounding neighborhoods. When planning for redevelopment, the needs of existing resident should be addressed as early as possible in the development process.*
- *Policy NH.6.2 Use urban conservation too to revitalize existing underutilized activity centers to their potential.*

The main goal of this entire section is to ensure that every new development be designed and

planned to protect & enhance the quality and livelihood of all the varied and unique neighborhoods that make Flagstaff a quality, safe, growing, and prosperous city, in one of the most beautiful natural environments around. The Elkwood will feature units of studio, 1-bedroom and 2-bedroom sizes, all at rates consistent with the local fair housing market. A portion of the units will be made available to lower-income residents, consistent with the city's needs for affordable housing to be available. Each unit's all-electric appliances will be new and of a high efficiency, to keep utility rates lower and more affordable. Central elevators in each apartment building and a forward-thinking design will allow for any unit in the residential buildings to be fitted for persons with disabilities. They can be situated on any of the four floors and be any of the studio, 1-bedroom, or two-bedroom unit sizes, serving as diverse a population as possible. A lift in the clubhouse allows for complete access to the workout space on the 2<sup>nd</sup> floor. An accessible route following sidewalk paths connects each of the buildings to the clubhouse and its amenities, and then continues throughout the site to other activity areas of the bus stop, existing city sidewalks, the commercial building, the pocket park and the amphitheater. Rezoning to a Highway Commercial zone, allows for the mixed-use aspects of this development to round out and fill in with the needed activities, services and natural open spaces that define a suburban activity zone for the entire neighborhood, while reflecting its established sense of scale and overall quality of design. A healthy mix of higher density developments help to round out and bring increased levels of diverse activity into less sustainably developed suburban neighborhoods. Following design standards, the project seeks to meld a mildly contemporary style, using modern and durable materials that mimic wood siding and rough-cut stone, within traditional forms and detail features venerated in the building of the city's historic districts like gabled roofs and exposed wood framing.

#### **Economic Development – Ch. XIV:**

- *Goal ED.4. Support efforts to recruit diverse new businesses and industries compatible with the region.*
- *Policy ED.4.4. Identify and support community resources that assist new business, such as workforce development, marketing, building processes, venture capital, financing, and management.*
- *Goal ED.7. Continue to promote and enhance Flagstaff's unique sense of place as an economic development driver.*
- *Policy ED.7.1. Support planning, design, and development that positively, creatively, and flexibly contribute to the community image.*
- *Goal ED.8. Promote the continued physical and economic viability of the region's commercial districts by focusing investment on existing and new activity centers.*

The Elkwood's commercial building will open the opportunity for businesses of a variety of types, to provide needed goods and services for an activity center of an appropriate suburban context and scale. Every effort will be made on the part of the developers to secure leases from businesses that will serve to uphold and enhance the character of the neighborhood, and to become a permanent part of its fabric. The commercial building's spaces are small, simple, and flexible allowing for a wide variety of small businesses the opportunity to provide necessary services to the existing and available community market, in addition to serving the new residents in the development. Being conveniently located from both the downtown and the local airport will help to encourage businesses realize the greater workforce and economic potential afforded at this undeveloped location. They will be encouraged to be taking advantage of the existing steady traffic patterns along 4<sup>th</sup> Street and Butler Avenues as a viable and attractive market. This development's

residential market will not be aimed at students, as many of the recent higher density residential projects have been, but to supply much needed additional affordable workforce housing for a diverse and growing Flagstaff population and their families. With close proximity to jobs and services, non-personal vehicle public transportation links and bicycle and pedestrian connections being included, coupled with household energy savings incorporated into fixtures and appliances, residents will have many options available to make living at The Elkwood more affordable above and beyond the cost of rent alone.

#### **Recreation – Ch. XV:**

- *Goal REC.1. Maintain and grow the region's healthy system of convenient and accessible parks, recreation facilities, and trails.*
- *Policy Rec.1.2. Promote public and private partnerships to offer parks, recreation facilities, and resources.*
- *Policy Rec.1.5. Incorporate sustainable building and maintenance technologies and universal design into parks and recreation facilities.*

Once rezoned, the project's clustering of developed areas will leave a high proportion of the space open and natural. While the project's intent is to leave these spaces as untouched as possible, the needs of getting out and interacting within nature will be accommodated by established trails and comfortable benches across the entire site. A pocket park on the site provides a quiet and peaceful respite off to the side of nearby 4<sup>th</sup> street, including those with disabilities. These trails will serve as links and portals to Flagstaff's existing FUTS network, the nearby aquatic center, and to neighborhood parks, schools, and other areas close by for recreational activities.

#### **Project Narrative – Non- Conformance with Flagstaff Regional Plan 2030**

#### **Growth Areas & Land Use – Ch. IX:**

- *Goal LU.13. Increase the variety of housing options and expand opportunities for employment and neighborhood shopping within all suburban neighborhoods.*
- *Policy LU.13.7. Include employment opportunities in all suburban activity centers.*

While the development will bring some employment opportunities to the activity center, for the permanent on-site office and maintenance staff and for the commercial properties, the parcel will not be developed as an employment center. Instead, the development's location makes it an ideal and safe place for employees and their families to reside, being located conveniently to downtown three short miles away, new and emerging businesses to the west along Butler Avenue, situated less than a mile to the north using 4<sup>th</sup> street at the intersection with Huntington Drive/ Industrial Drive, or continuing on to the growing economic corridor of Route 66. Teachers and educational staff would find living at Elkwood ideal, being within walking distance of Sinagua Middle School, Knoles Elementary, Northland Preparatory Academy, or the Flagstaff Public School District headquarters, or a short bus trip to nearby Northern Arizona University. Having so many diverse employment opportunities nearby makes the project a welcome and needed asset to any company looking to house their workforce.

#### **Water Resources – Ch. VI:**

- *Goal WR.3. Satisfy current and future human water demands and the needs of the*

*natural environment through sustainable and renewable water resources and strategic conservation measures.*

- *Policy WR.3.4. Use reclaimed water and rainwater harvesting wherever appropriate and practical.*

Active rainwater harvesting will not be employed on the site, opting instead to employ a landscape design strategy utilizing only drought-resistant native plant species, irrigation of which being the most commonly accepted use for harvested rain or grey water. These plantings will place a zero demand on the water supply of the site.

#### **Energy – Ch. VII:**

- *Goal E.2. Expand production and use of renewable energy.*
- *Policy E.2.4. Encourage small-scale renewable energy production and use on the local level on appropriate residential, commercial, and industrial parcels.*

Through efforts to retain and keep natural as much of the existing forested area as possible, the addition of an on-site ground-based renewal production array (i.e. solar) would require additional land disturbance and clearing. Each building's rooftop will have areas designated to meet the criteria as "solar-ready zones", as defined by the 2018 International Energy Conservation Code, Appendix CA. While no solar power generation will be included at this time, all of the buildings will be capable of supporting the installation of rooftop arrays in the future. A conscious decision was made to equip all of the site with highly efficient electric appliances and mechanical systems, provided by a single source utility, designed to make the demand as low as possible.

Thank you for your consideration, please let us know if you have any questions.

Sincerely,

**Stewart + Reindersma Architecture, pllc**



Sake Reindersma, AIA  
Sr. Partner