

WORK SESSION AGENDA
A M E N D E D

CITY COUNCIL WORK SESSION
TUESDAY
AUGUST 25, 2020

STAFF CONFERENCE ROOM
SECOND FLOOR - CITY HALL
211 WEST ASPEN AVENUE
3:00 P.M.

ATTENTION

IN-PERSON AUDIENCES AT CITY COUNCIL MEETINGS HAVE BEEN SUSPENDED UNTIL FURTHER NOTICE

The meetings will continue to be live streamed on the city's website
(<https://www.flagstaff.az.gov/1461/Streaming-City-Council-Meetings>)

PUBLIC COMMENT PROTOCOL

The process for submitting a public comment has changed and public comments will no longer be read by staff during the Council Meetings.

All public comments will be taken either telephonically or accepted as a written comment.

Public comments may be submitted to publiccomment@flagstaffaz.gov

If you wish to address the City Council with a public comment by phone you must submit the following information:

First and Last Name
Phone Number
Agenda Item number you wish to speak on

If any of this information is missing, you will not be called. We will attempt to call you only one time. We are unable to provide a time when you may be called.

All comments submitted otherwise will be considered written comments and will be documented into the record as such.

If you wish to email Mayor and Council directly you may do so at council@flagstaffaz.gov.

AGENDA

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 September 1, 2002 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. Case No. PZ-19-00125 Updates to Zoning Code 2020 - High Occupancy Housing Specific Plan

7. Case No. PZ-19-00123 Updates to Zoning Code 2019 – Neighborhood Community Commercial (NCC)

8. Consideration of a Zoning Map Amendment to Rezone Areas of the City to the Proposed Neighborhood Community Commercial (NCC) Zone

9. Southside Community Specific Plan and associated minor Regional Plan map and text amendments (PZ-20-00001)

10. Engineering Standards - Street Lighting and Traffic Signals

11. Update on Downtown Visioning Plan

- 12. **Streets - Sweeping operations discussion**
- 13. **Discussion:** Restate that the City of Flagstaff is a “Golden Rule City” by pledging Resolution #2008-68 or updating the Resolution to the Council wishes.
- 14. **Public Participation**
- 15. **Informational Items To/From Mayor, Council, and City Manager; future agenda item requests**
- 16. **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 _____, 2020.

Stacy Saltzburg, MMC, City Clerk

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Dan Symer, Zoning Code Manager
Date: 08/11/2020
Meeting Date: 08/25/2020



TITLE

Case No. PZ-19-00125 Updates to Zoning Code 2020 - High Occupancy Housing Specific Plan

STAFF RECOMMENDED ACTION:

Hold a work session to allow the City Council and the public to ask questions, seek clarification, have discussions, offer comments, and provide direction on the proposed amendment.

EXECUTIVE SUMMARY:

The proposed amendment (Attachment 1) is intended to implement the High Occupancy Housing Specific Plan (HOH Plan) that was adopted by the City Council in February 2018. To implement the goals, policies, and implementation strategies of the HOH Plan, multiple changes to the Zoning Code are being proposed. First and foremost, the amendment removes the Rooming and Boarding Land Use and adds the High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD) related land uses to the Zoning Code as conditional uses. The proposed land uses address small-, medium-, and large-scale HOHDs and MHOHDs. In addition to the land uses, the amendment includes provisions related to vehicle and bicycle parking, a transit pass parking reduction program, locational criteria, density and bedrooms per acre allowances, Use Specific criteria, and Conditional Use Permit criteria.

INFORMATION:

I. City Council Questions:

For your reference, below is a general overview of the questions on which staff is seeking the City Council's comments and direction.

- Does the City Council have any recommended modifications or considerations on the proposed Zoning Code Text Amendment?
- Does the City Council desire to maintain staff's proposal to apply the proposed Bedroom-to-Dwelling Unit Distribution to large HOHDs and MHOHDs, and Bedroom-to-Dwelling Unit Ratio to small and medium HOHDs and MHOHDs?

Please refer to the discussion in section V.A. of the report.

- Does the City Council desire to maintain staff's proposed definition of a Single-Family HOHD, or one of the alternative definitions?

Please refer to the discussion in section V.C. of the report.

II. Introduction:

In February 2018, the City Council adopted the citywide HOH Plan. The HOH Plan was developed in

response to the community's dialogue about previously proposed high-intensity mid-rise developments near historic neighborhoods that primarily catered to college students. The HOH Plan is intended to provide direction in the form of goals and policies to accommodate a variety of housing options in areas of the city that can support infill, redevelopment, and mixed-use activities. These goals and policies are intended to enhance and maintain the city's character and guide future developments that would be considered High Occupancy Housing (HOH). It should be noted that the HOH Plan's listed implementation strategies about the Zoning Code amendments (Pages 102, 103, 105, and 106 of the HOH Plan) "...may be accomplished through another method..." to achieve "...the goals and policies of the HOH Specific Plan and the Regional Plan" (Page 99 of the HOH Plan).

After the adoption of the HOH Plan, staff received direction and affirmation from City Council on October 8, 2019, to address smaller developments that may also be considered as HOH. The smaller HOH developments that staff was directed to consider are single-family, two-unit (duplex), three-unit (triplex), and multiple-family developments that were not addressed in the HOH Plan.

It should be noted that the HOH Plan did not scrutinize addressing smaller HOH developments. For context, the HOH Plan defines an HOH development as any development that has at least 30 units or 75 bedrooms per acre (Page 2 and 110 of the HOH Plan). When the HOH Plan was developed, the Plan primarily focused on large-scale developments. Developments that were included in the HOH Plan analysis were The HUB, The Standard, Village at Aspen Place, Fremont Station, etc.

III. Overview of Proposed Amendment:

To implement the goals, policies, and implementation strategies of the High Occupancy Housing Specific Plan, the proposed amendment (Attachment 1) includes multiple changes to the Zoning Code. New provisions are being added, and several existing regulations are being modified. The most significant of the modifications include the:

- Removal of the Rooming and Boarding Land Use;
- Incorporation of the proposed HOHD and MHOHD related land uses;
- Incorporation of the maximum bedrooms per acre allowed for developments in the Non-Transect Zones, and additional allowances in the pedestrian shed of an activity center;
- Incorporation of the maximum dwelling units per acre allowed for mixed-use developments in Commercial Zones without a Conditional Use Permit, and additional allowances in the pedestrian shed of an activity center;
- Incorporation of a Conditional Use Permit requirement for an HOHD and MHOHD in the Transect Zones;
- Incorporation of the HOHD and MHOHD use specific standards;
- Incorporation of the Transit Pass Parking Reduction Pilot Program;
- Incorporation and modifications to the parking requirements;
- Incorporation of bicycle space requirements for an HOHD and MHOHD; and
- Incorporation of design requirements for bicycle racks, bins, and storage facilities.

It should be noted that the density bonus provisions for complying with the Affordable Housing Incentives or the Residential Sustainable Building Standards are not being modified by this amendment. Therefore, as a matter of practice, a corresponding 2.5 bedrooms per acre will be allowed for each dwelling unit that is allowed as a density bonus without requiring a Conditional Use Permit for a HOHD or MHOHD.

Summary of the Staff Revisions to the Zoning Code:

The proposed amendment includes:

1. Residential Zones (Section 10-40.30.030):

- The following land uses have been added to Table 10-40.30.030.B.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.

- The Rooming and Boarding Facilities land use has been deleted from Table 10-40.30.030.B.
- The gross density provisions of Table 10-40.30.030.C. have been updated to include provisions for the properties zoned with the Resource Protection Overlay in and outside of a pedestrian shed of an activity center.
- Bedrooms per acre provisions have been added to Table 10-40.30.030.C. for multiple-family developments that have more than four dwelling units.

2. Commercial Zones (Section 10-40.30.040):

- The following land uses have been added to Table 10-40.30.040.B.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; and Mixed-Use High Occupancy Housing Development.
- The Rooming and Boarding Facilities land use has been deleted from Table 10-40.30.040.B.
- The gross density provisions of Table 10-40.30.040.C. have been updated to include provisions for an HOHD and MHOHD in and outside of a pedestrian shed of an activity center.
- Bedrooms per acre provisions have been added to Table 10-40.30.040.C. for multiple-family developments that have more than four dwelling units.

3. T3 Neighborhood I (T3N.1) Standards (10-40.40.050):

- The following land use has been added to Table H.: High Occupancy Housing Development, Single-Family.
- The Rooming and Boarding Facilities land use has been deleted from Table H.

4. T3 Neighborhood 2 (T3N.2) Standards (10-40.40.060):

- The following land uses have been added to Table H.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.
- The Rooming and Boarding Facilities land use has been deleted from Table H.

5. T4 Neighborhood 1 (T4N.1) Standards (10-40.40.070):

- The following land uses have been added to Table I.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.
- The Rooming and Boarding Facilities land use has been deleted from Table I.

6. T4 Neighborhood 2 (T4N.2) Standards (10-40.40.080):

- The following land uses have been added to Table I.: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater.
- The Rooming and Boarding Facilities land use has been deleted from Table I.

7. T5 Main Street (T5) Standards (10-40.40.090):

- The following land uses have been added to Table I.: High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; and Mixed-Use High Occupancy Housing Development.
- The Rooming and Boarding Facilities land use has been deleted from Table I.

8. T6 Downtown (T6) Standards (Section 10-40.40.100):

- The following land uses have been added to Table H.: High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; and Mixed-Use High Occupancy Housing Development.
- The Rooming and Boarding Facilities land use has been deleted from Table H.

9. Specific to Uses (Division 10-40.60): Added Section 10-40.60.175, High Occupancy Housing

Developments, and Mixed-Use High Occupancy Housing Developments. This section includes the use of specific standards and regulations related to:

- General Requirements;
- Building Footprint Sizes and Separation Requirements;
- Waste Management Plan;
- Crime Free Multi-Housing Program; and
- Additional Conditional Use Permit Criteria.

10. Mixed Use (10-40.60.260): Subsection D has been updated to remove the regulations that conflict with the proposed HOHD and MHOHD provisions.

11. Parking Standards (Division 10-50.80): Added Section 10-50.80.061, Transit Pass Parking Reduction Pilot Program, and related regulations.

12. Number of Motor Vehicle Parking Spaces Required (Section 10-50.80.040): Modified the existing parking requirements for single-family dwellings, added clarifications, and incorporated parking requirements for the HOHD and MHOHD.

13. Bicycle Parking (Section 10-50.80.050): Updated the existing requirements and added requirements for the HOHD and MHOHD, including design requirements.

14. Parking Adjustments (Section 10-50.80.060): Updated the existing requirements to include provisions for HOHDs and MHOHDs. Also, the parking study requirements have been updated to include requirement clarifications and when a request for a parking reduction requires the City Council approval.

15. Parking Standards (Division 10-50.80): Incorporated a provision for a Transit Pass Parking Reduction Pilot Program for HOHDs and MHOHDs.

16. Parking Spaces, Parking Lot Design and Layout (Section 10-50.80.080): Updated the existing requirements to limit the use of tandem parking spaces to single-family attached and detached dwelling units and duplex developments in the Non-Transect Residential Zones.

17. Specific to Building Types (Division 10-50.110): The following sections have been modified to remove the allowance for tandem parking: 10-50.110.080, 10-50.110.090, 10-50.110.100, 10-50.110.110, and 10-50.110.120.

18. Definition of Specialized Terms, Phrases, and Building Functions (Division 10-80.20): The following definitions have been added: High Occupancy Housing Development (HOHD); High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; High Occupancy Housing Development, Four-units and Greater; Mixed-Use High Occupancy Housing Development (MHOHD); Ratio, Bedroom-to-Dwelling Unit; and Ratio, Bedroom-to-Sanitation Facility.

19. Flagstaff Zoning Code, Appendices (Title 10): Added Appendix 1.4 Bicycle Parking Space Design Requirements. This appendix includes regulations and design requirements for bicycle parking spaces.

IV. Summary of May 27, 2020, Planning and Zoning Commission Work Session Comments:

At the May 27, 2020 Planning and Zoning Commission meeting, a member of the Planning and Zoning Commission requested City staff to return with the dwelling unit distribution for the Commons at the Sawmill. This request pertained to having a minimum number of studio/one-bedroom units and a maximum number of four bedrooms or more units. The dwelling unit distribution is:

- Studio units: 52 ≈ 27% of the total units
- Two-bedroom units: 86 ≈ 44% of the total units

- Three-bedroom units: 56 ≈ 29% of the total units
- Total: 194 dwelling units

V. Summary of June 11, 2020, City Council Work Session Comments and Directions:

At the June 11, 2020 City Council Work Session meeting, the City Council requested staff to:

- Incorporate a requirement for large HOHD and MHOHD developments to have a minimum number of studio/one-bedroom units and a maximum number of four bedrooms or more units (Bedroom-to-Dwelling Unit Distribution);
- Return with information regarding the cost implication of requiring alternative floor plans as part of the application for an HOHD or MHOHD; and
- Consider an alternative definition for a single-family attached or detached dwelling unit that may be considered an HOHD.

Staff's responses to the City Council's requests are described below.

A. Bedroom-to-Dwelling Unit Distribution

To accommodate the City Council request, the proposed draft incorporates two provisions. The Bedroom-to-Dwelling Unit Distribution would regulate large-scale HOHDs and MHOHDs, and the Bedroom-to-Dwelling Unit Ratio would regulate medium- and small-scale HOHDs. Below are the provisions.

1. Bedroom-to-Dwelling Unit Distribution. An HOHD or MHOHD that has more than 29 dwelling units per acre, or more than 72.5 bedrooms per acre, excluding a Single-Family HOHD, shall have:
 - A minimum of 20% of the bedrooms contained in studio and/or one-bedroom dwelling units; and
 - A maximum of 30% of bedrooms contained in dwelling units with four bedrooms or more.
2. Bedroom-to-Dwelling Unit Ratio. An HOHD or MHOHD that has 29 dwelling units per acre or less, or 72.5 bedrooms per acre or less, excluding a Single-Family HOHD, shall not exceed a Bedroom-to-Dwelling Unit Ratio greater than 3.5.

Example of the Bedroom-to-Dwelling Unit Distribution.

- An HOHD Development Site in the Highway Commercial (HC) zone exceeds 29 dwelling units per acre and has more than 72.5 bedrooms per acre. The HOHD Development Site contains 850 bedrooms. In accordance with the provision, the following would apply:
 1. Minimum number of studio and/or one-bedroom dwelling units: $850 \times 20\% = 170$.
 2. Maximum number of bedrooms that may be contained in dwelling units with four or more bedrooms: $850 \times 30\% = 255$ bedrooms.
- Based on the calculations above, the bedrooms of the HOHD Development Site could be divided among the different unit types as follows:

Studio units: 20	Three-bedroom units: 73
One-bedroom units: 150	Four-bedroom units: 60
Two-bedroom units: 103	Five-bedroom units: 3

Note. The Bedroom-to-Dwelling Unit Ratio in the example is approximately 2.08.

It should be noted that the maximum Bedroom-to-Dwelling Unit Ratio that can be obtained with the Bedroom-to-Dwelling Unit Distribution requirement is approximately 2.72.

Example of a medium-sized HOHD with a Bedroom-to-Dwelling Unit Ratio.

- A two-acre HOHD Development Site contains 87 bedrooms and 25 dwelling units. Since the HOHD Development Site is less than 29 dwelling units per acre and has less than 72.5 bedrooms per acre, the Bedroom-to-Dwelling Unit Ratio would be used.

- The Bedroom-to-Dwelling Unit Ratio allows the bedrooms of an HOHD and MHOHD Development Site to be distributed in different configurations. Below is a possible bedroom distribution for the development example above.

Three-bedroom units: 19
Five-bedroom units: 6

This example has a Bedroom-to-Dwelling Unit Ratio of approximately 3.48.

The Bedroom-to-Dwelling Unit Ratio provides the property owner the most flexibility to distribute the bedrooms among the dwelling units and to address market conditions. Also, it allows small- and medium-sized HOHDs and MHOHDs to consist entirely of three-bedroom dwelling units, which would not be allowed with the Bedroom-to-Dwelling Unit Distribution.

It should be noted that the Bedroom-to-Dwelling Unit Ratio allows a maximum of seven bedrooms in a two-unit HOHD or MHOHD, and a maximum of 11 bedrooms in a three-unit HOHD or MHOHD.

Alternatively, it may be desirable to use the Bedroom-to-Dwelling Unit Ratio or the Bedroom-to-Dwelling Unit Distribution for all HOHDs and MHOHDs. If it is chosen to use the Bedroom-to-Dwelling Unit Ratio for all HOHDs and MHOHDs, the desired Bedroom-to-Dwelling Unit Distribution would not be a requirement. If it is chosen to use the Bedroom-to-Dwelling Unit Distribution for all HOHDs and MHOHDs, there are bedroom distribution challenges with smaller HOHDs and MHOHDs.

The Bedroom-to-Dwelling Unit Distribution could cause smaller HOHDs or MHOHDs to have fewer bedrooms than the amount allowed for a development that would not be considered an HOHD or MHOHD. For example, if a property owner wants to develop a three-unit HOHD with 12 bedrooms, the Bedroom-to-Dwelling Unit Distribution would require two one-bedroom dwelling units and one unit would be allowed to have four bedrooms. The total allowed bedrooms would be six, which is less than the number of bedrooms allowed before the development would be required to obtain an HOHD or MHOHD Conditional Use Permit. The number of bedrooms allowed in a three-unit HOHD without an HOHD or MHOHD Conditional Use Permit is nine.

If the Bedroom-to-Dwelling Unit Distribution is to be incorporated for small and medium HOHDs and MHOHDs, staff recommends using the Bedroom-to-Dwelling Unit Ratio for the two- and three-unit HOHDs and MHOHDs. The Bedroom-to-Dwelling Unit Ratio would allow a more practical distribution of bedrooms in these development types.

B. Cost Implication of Requiring Alternative Floor Plans

The City Council asked the staff to return with information regarding the cost implication of requiring alternative floor plans as part of the application for an HOHD or MHOHD. Staff spoke with Todd & Associates Inc, ORB Architecture, LLC, Humphreys & Partners Architects, L.P., and Shepley Bulfinch Richardson & Abbott, Inc. These architectural firms have all submitted apartment designs to the City of Flagstaff. All of the individuals that staff spoke with indicated that the cost is minimal if the client requests the alternative designs as part of the initial design development. Three representatives indicated that a request for alternative floor plan configurations is not unusual, especially in the current financial market.

C. Alternative Definition for a Single-Family Attached or Detached Dwelling Unit HOHD

For discussion, the staff was requested to return to the City Council with an alternative definition for a single-family attached or detached dwelling unit that may be considered an HOHD. Members of the City Council expressed concerns that the proposed definition of a Single-Family HOHD may allow a single-family house on a lot over 10,000 square feet to be used as an HOHD. Below are two alternative definitions of a Single-Family HOHD:

- High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with:

- a. A Bedroom-to-Sanitation Facility Ratio less than or equal to 1.2, and
 - b. Five or more bedrooms.
- High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with:
 - a. Seven or more bedrooms, or
 - b. Five or more sanitation facilities.

Attachment 2 is a table distribution demonstrating how the above provisions would apply to a Single-Family HOHD.

Staff's proposed definition of a Single-Family HOHD is provided below:

- High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with five bedrooms or more:
 - a. On a lot or parcel containing 10,000 square feet or less; and
 - b. Has a Bedroom-to-Sanitation Facility Ratio less than or equal to 1.2.

It should be noted that an applicant for a single-family dwelling unit on a platted lot is allowed to submit for a building permit without any prior review by City staff. Therefore, it will be possible that an applicant of a Single-Family HOHD may not be informed that they need to obtain a Conditional Use Permit until after they have submitted for permit review. Considerable consternation is feasible since the applicant will have invested time and money in construction documents that will not be approved if they do not obtain a Conditional Use Permit for a Single-Family HOHD. Also, the applicant may not be able to comply with the requirements of a Single-Family HOHD. In addition, the time necessary to submit and obtain a decision for a Single-Family HOHD Conditional Use Permit would be an additional delay. Furthermore, there will be an additional cost to the applicant to submit for a Conditional Use Permit and produce the required information.

As it pertains to single-family dwelling units on unplatted lots, an applicant is required to submit a Concept Site Plan for staff review before submitting for a building permit. Therefore, an applicant may be notified of a Single-Family HOHD Conditional Use Permit requirement at that time. It should be noted that additional information that is currently not required to be submitted may be necessary for staff to decide if an HOHD Conditional Use Permit is required. Also, there will be an additional delay and cost associated with submitting and obtaining a Single-Family HOHD Conditional Use Permit decision.

VI. Findings: At a future City Council meeting, the City Council will be requested to make the required findings specified in the Zoning Code and adopt the proposed amendment. For your reference and discussion purposes, the necessary findings are specified below.

1. The proposed amendment is consistent with and conforms to the objectives and policies of the General Plan and any applicable specific plan;
2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience or welfare of the City; and
3. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code.

VII. Community Involvement:

Public input was received at the public meetings held on August 19, 2019, February 13 and 14, 2020, and through the City's online Community Forum (https://www.opentownhall.com/portals/227/Issue_7685) (Attachment 3). Also, work sessions with the Planning and Zoning Commission were held on August 14, 2019 and May 27, 2020, and with the City Council on October 8, 2019 and June 11, 2020. In addition, staff received several comments regarding HOH developments from the Southside stakeholders' group that was formed to assist in the development of the proposed Southside specific plan. These meetings were held over the past year.

On August 12, 2020, the Planning and Zoning Commission voted to continue its work session on the proposed amendment to the August 26, 2020 Planning and Zoning Commission meeting. Persons of interest on file with the Planning and Development Services section of the Community Development department were notified of the Planning and Zoning Commission work session via first class mail. Also, notification of the work session was published on the City's Facebook web page and in the Arizona Daily Sun.

VIII. Conclusion:

As indicated above, the purpose of the work session is for staff to present an overview of the proposed amendment to the Zoning Code and allow interested individuals, residents, and business owners to provide commentary. In addition, the work session allows the City Council to ask questions, seek clarification, have discussions, and offer comments on the proposed amendment. No formal recommendation or action by the City Council is to occur at the work session. Additional opportunities for discussion, public comment, and action by the Commission will occur at a future public hearing.

The anticipated timeline for the amendment is as follows:

- August 25, 2020 – City Council Work Session
- August 26, 2020 – Planning and Zoning Commission Work Session
- September 23, 2020 – Potential Planning and Zoning Commission Public Hearing
- October 2020 – Potential City Council Public Hearing (1st Reading of Ordinance)
- October 2020 – Potential City Council Public Hearing (2nd Reading of Ordinance/Adoption)

Attachments: 1. Draft Zoning Code Amendment
 2. Single-Family High Occupancy Housing Development Concept Definition
 Distribution
 3. Public Comments
 Staff Presentation

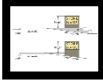
Case No. PZ-19-00125 Updates to Zoning Code 2020 - High Occupancy Housing Land Use
 Amendment for Adoption in Flagstaff Zoning Code

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 with a 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, Division 10-40.30 Non-Transect Zones, Section 10-40.30.030 Residential Zones, Subsection B. Residential Zones – Allowed Uses, as follows:

Section 10-40.30.030 Residential Zones

B. Residential Zones – Allowed Uses. The allowed land uses of each of the Residential Zones are shown in Table 10-40.30.030.B.

Table 10-40.30.030.B. Residential Zones – Allowed Uses.								
Primary Land Use¹	Specific Use Regulations	Residential Zones						
		RR	ER	R1	R1N	MR	HR	MH
Ranching, Forestry and Animal Keeping								
Animal Keeping	10-40.60.070	p ⁶	p ⁶	--	--	--	--	--
Recreation, Education and Assembly								
Commercial Campgrounds	10-40.60.130	UP	--	--	--	--	--	--
Equestrian Recreational Facilities		UP	UP	UP	--	--	--	--

Golf Courses and Facilities		UP	UP	UP	--	--	--	--
Libraries, Museums		UP	UP	UP	UP	UP	UP	UP
Meeting Facilities, Public and Private	10-40.60.230							
Regional		--	--	--	--	--	--	--
Neighborhood		P/UP ²	P/UP ²	P/UP ²	P/UP ²	P/UP ²	P/UP ²	P/UP ²
Outdoor Public Uses, General		P	P	P	--	P	P	P
Places of Worship		P/UP ⁵	P/UP ⁵	P/UP ⁵	P/UP ⁵	P/UP ⁵	P/UP ⁵	P/UP ⁵
Schools – Private		P	P	P	P	P	P	P
Schools – Public and Charter		p ³	p ³	p ³	p ³	P	P	p ³
Trade Schools		--	--	--	--	--	--	--
Residential								
Co-housing	10-40.60.120	P	P	PRD	--	P	P	--
Congregate Care Facilities		UP	UP	UP	UP	P	P	UP
Day Care, Centers	10-40.60.150.B	UP	UP	UP	UP	UP	UP	UP
Day Care, Home	10-40.60.150.A	P	P	P	P	P	P	P
Development, Duplex		PRD	PRD	PRD	P	P	P	--
Development - Cluster, Single-Family	10-40.60.170	P	P	-- PRD	--	--	--	--
Development, Multiple-Family		PRD	PRD	PRD	--	P	P	--
Development, Single-Family		P	P	P	P	PRD ⁴	PRD ⁴	P
Dormitories		--	--	--	--	UP	UP	--
Group Home		P	P	P	P	P	P	P
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	UP	UP	UP	UP/PRD	UP/PRD	UP
High Occupancy Housing Development, Two-units	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	UP	UP	UP	--
High Occupancy Housing Development, Three-units	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	--	UP	UP	--

High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	--	UP	UP	--
Home Occupation	10-40.60.180	P	P	P	P	P	P	P
Institutional Residential								
Custodial Care Facilities		UP	UP	UP	UP	UP	UP	UP
Homeless Shelters	10-40.60.190							
Emergency Shelters		UP	UP	UP	UP	UP	UP	UP
Short Term Housing		UP	UP	UP	UP	UP	UP	UP
Transitional Housing		UP	UP	UP	UP	UP	UP	UP
Sheltered Care Homes		UP	UP	UP	UP	UP	UP	UP
Nursing Homes		--	UP	UP	UP	UP	UP	UP
Live/Work	10-40.60.200	--	--	--	--	UP/PRD	UP/PRD	--
Manufactured Home	10-40.60.210	--	--	--	--	--	--	P
Manufactured Home Park	10-40.60.210.D	--	--	--	--	--	--	P
Manufactured Home Subdivision	10-40.60.210.C	--	--	--	--	--	--	P
Mobile Home		--	--	--	--	--	--	P
Planned Residential Development	10-40.60.280	P	P	P	P	P	P	--
Rooming and Boarding Facilities		--	UP	--	--	UP	UP	UP
Single Room Occupancy, Fraternities and Sororities		--	--	--	--	UP	UP	--
Retail Trade								
Neighborhood Market								
≤ 1,500 sf		--	--	UP	--	--	--	UP
≤ 2,500 sf		--	--	--	--	UP	--	--
≤ 5,000 sf		--	--	--	--	--	UP	--
Offices		--	--	--	--	--	UP	--

Services								
Bed and Breakfast Establishments	10-40.60.110	P	P	P	P	P	P	P
Cemeteries		UP	UP	UP	--	UP	UP	UP
Hospitals		UP	UP	UP	UP	UP	UP	UP
Public Services								
Emergency Services		UP	UP	UP	UP	UP	UP	UP
Public Services Minor		P	P	P	P	P	P	P
Public Services Major		--	--	--	--	--	--	--
Telecommunications Facilities								
AM Broadcasting Facilities	10-40.60.310	UP	UP	UP	UP	UP	UP	UP
Antenna-supporting Structure	10-40.60.310	UP	UP	UP	UP	UP	UP	UP
Attached Telecommunication Facilities	10-40.60.310	P	P	P	P	P	P	P
Colocation Facility	10-40.60.310	P	P	P	UP	P	P	P
FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.310	UP	UP	UP	UP	UP	UP	UP
Stealth Telecommunication Facilities	10-40.60.310	P	P	P	P	P	P	P
Transportation and Infrastructure								
Accessory Wind Energy Systems	10-40.60.040	P	P	P	--	P	P	P
Urban Agriculture								
Community Garden	10-40.60.140	P	P	P	P	P	P	P
Nurseries		UP	--	--	--	--	--	--
End Notes								
1. A definition of each listed use type is in Chapter 10-80, Definitions.								
2. A conditional use permit is required if liquor is sold or if facilities exceed 250 seats.								
3. Charter schools proposed in existing single-family residences shall be located on residential lots one acre or greater. Charter schools shall be subject to the review processes established in A.R.S. §15-189.01., as amended.								

4.	Existing single-family uses and lots recorded in MR and HR, prior to the effective date of this Zoning Code, are considered legal, conforming uses.
5.	A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.
6.	Use is allowed only on a lot or parcel with a net lot area of five acres, or greater.
Key	
P	= Permitted Use
UP	= Conditional Use – Requires the Approval of a Conditional Use Permit
PRD	= Allowed Use only when part of a Planned Residential Development (see Section 10-40.60.280)
UP/PRD	= Conditional Use – Requires the Approval of a Conditional Use Permit, and the use shall be part of a Planned Residential Development (see Section 10-40.60.280)
--	= Use Not Allowed

Section 2. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.30 Non-Transect Zones, Section 10-40.30.030 Residential Zones, Subsection C. Residential Zones – Building Form Standards and Property Development Standards, as follows:

10-40.30.030 Residential Zones

C. Residential Zones – Building Form Standards and Property Development Standards. The building form and property development standards shown in Table 10-40.30.030.C. shall apply to all property within the corresponding residential zone.

Table 10-40.30.030.C. Residential Zones – Building Form and Property Development Standards.							
	Residential Zones						
	RR	ER	R1	R1N	MR	HR	MH
Residential development subdivided by a plat that was recorded before December 5, 2011							
Lot sizes	(1) Lot sizes and setbacks shall be provided in accordance with the requirements delineated on the final plat approved by the City Council and recorded. When a recorded plat does not have setbacks delineated, the Building Placement Requirements of this table shall govern. (2) Any lot(s) created or reconfigured in accordance with the subdivision code shall conform with the current requirements of						
Setbacks							

	the property's zone, unless alternate lot sizes and setbacks are approved by the City Council on a final plat that is recorded.							
Building Placement Requirements								
Setbacks								
Front (min.)								
	2nd Floor and Below	75'	50'	15'	15'	10'	10'	15'
	Above 2nd Floor	75'	50'	15'	15'	15'	15'	15'
	For Parking	--	--	25' ¹¹	--	--	--	--
Side (min.)								
	Side Yard	10'	20'min./ 45'total	8'	6'	5'	5'	8'
	Street Side Yard	25'	20'	15'	6'	5'	5'	12'
Rear (min.)								
		10'	60'	25' ¹²	15'	15' ¹³	15' ¹³	10'
Building Form Requirements								
Building Height (max.) ^{12,13, and 14}		35'	35'	35'	35'	35'	60' ¹⁴	30'
Coverage (max.)		20%	17%	35%	35%	40%	50%	43%
Density Requirements (See Division 10-30.20, Affordable Housing Incentives)								
Gross Density (units/acre)								
	Min.	--	--	2	2	6	10	--
	Max. Outside the RPO	1	1	6	14	14	29⁵	11
	Maximum without the Resource Protection Overlay (RPO)	1	1	6	14	14	29 ⁵	11
	Maximum with the RPO, inside of a pedestrian shed of an activity center ⁽¹⁸⁾	1	1	6	14	14	29 ⁵	11
	Max. Within the RPO Maximum with the RPO, outside of a pedestrian shed of an activity center ⁽¹⁸⁾	1	1	5	--	9	22	4
Multiple-Family Developments with four dwelling unit or more, Bedrooms per Acre								
	Maximum without the RPO	---End note 15---		15	--	35	72.5	--
	Maximum without the RPO with a Conditional Use Permit for a High Occupancy Housing Development inside of a	---End note 16---		21	--	49 ¹⁷	101.5 ¹⁷	--

pedestrian shed of an activity center ⁽¹⁸⁾								
Maximum with the RPO	---End note 15---	12.5	--	22.5	55	--		
Maximum with the RPO and a Conditional Use Permit for a High Occupancy Housing Development inside of a pedestrian shed of an activity center ⁽¹⁸⁾	---End note 16---	17.5	--	31.5 ¹⁷	77 ¹⁷	--		
Lot Requirements								
Area								
Gross (min.)	1 ac ⁶	1 ac	6,000 sf	6,000 sf	6,000 sf	6,000 sf	5 ac	
Per Unit (min.)	1 ac ⁶	1 ac	6,000 sf	3,000 sf	End note 5	End note 5	4,000 sf	
Width								
Interior Lots (min.)	100 ¹⁷	149 ¹⁸	60 ^{18,9}	50'	50 ^{18,9}	50 ^{18,10}	--	
Corner Lots (min.)	100 ¹⁷	149 ¹⁸	60 ^{18,9}	50'	50 ^{18,9}	50 ^{18,10}	--	
Depth (min.)	200 ¹⁷	--	100 ¹⁸	100'	100 ¹⁸	75 ^{18,10}	--	
Other Requirements								
Open Space (% of Development Site Area) ¹¹	--	--	--	--	See Table 10-40.30.030.A			
Fences and Screening	See Division 10-50.50							
Landscaping	See Division 10-50.60							
Lighting	See Division 10-50.70							
Parking	See Division 10-50.80							
Signs	See Division 10-50.100							
End Notes								
1. 15' for side entrance garages, where the garage is designed as an integral element of the primary dwelling (i.e., doors and windows are consistent with the overall architectural character).								
2. One or two story residential buildings and decks attached to those buildings may be built to 15' from the rear property line; provided, that any portion of the structure located closer than 25' to the rear property line does not exceed 50% of the lot width.								
3. May be reduced for zones not subject to the Resource Protection Overlay when a minimum of 350 sf of open yard area per unit is provided, see Section 10-40.30.030(H).								
4. Building height can be exceeded with approval of a Conditional Use Permit.								
5. The maximum number of units for each lot is based on the following:								

Area of Lot	Required Lot Area Per Dwelling Units
5,000 to 14,000 square feet	2,500 square feet
14,001 to 24,000 square feet	2,000 square feet
24,001 square feet and over	1,500 square feet

6. Five-acre minimum where public water supply and public streets are not available to serve the property.
7. Where public water supply and public streets are not available to serve the property a minimum lot width of 200' and lot depth of 250' are required.
8. Within a Planned Residential ~~Development~~ **Development**, the minimum width and depth of a lot may vary based on the minimum lot standards applicable to the building types selected for application within a Planned Residential Development (See Section 10-40.60.280, Planned Residential Development).
9. Lot width measured at the setback line.
10. On lots greater than 9,000 sf: 70' minimum width on interior lots, 75' minimum width on corner lots and 100' minimum depth on all lots.
11. ~~Any required common~~ **Common** open space as required in Division 10-50.110, Specific to Building Types, and areas set aside for resource preservation such as floodplains, slopes and forests (Division 10-50.90, Resource Protection Standards) may be used to satisfy this standard. In this context, "open space" includes active and passive recreation uses, landscape areas, and community gardens.
12. Primary structures, excluding accessory structures, with a roof pitch greater than, or equal to, 6:12 shall be allowed an additional five feet above the maximum building height.
13. The elevator and stairwell bulkheads shall be architecturally integrated with the building. Elevator and stairwells bulkheads are allowed an additional 15 feet above the maximum building height. The Director may approve a height greater than 15 feet when the additional height is necessary to accommodate an elevator or stairwell bulkhead, related equipment, or the requirements of the Building or Fire Code.
14. Steeples, solar collectors, towers and other unoccupied architectural features are allowed an additional height above the maximum building height equal to 20 percent multiplied by the maximum building height allowed for property's zone. The total area of the referenced allowances above the building height shall not exceed 20 percent of the total roof area.
15. **Multiple-Family Developments are allowed 3 bedrooms for the first acre of a Development Site and 2.5 bedrooms per acre for each additional acre of a Development Site.**
16. **Multiple-Family Developments are allowed 4 bedrooms for the first acre of a Development Site and 3.5 bedrooms per acre for each additional acre of a Development Site.**
17. **Additional bedrooms per acre may be approved on a lot or parcel inside of a pedestrian shed of a Regional Activity Center delineated on the General Plan or applicable Specific Plan with an HOHD Conditional Use Permit.**
18. **Activity centers are delineated on the General Plan or applicable Specific Plan.**

Key
-- Not Applicable

Section 3. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.30 Non-Transect Zones, Section 10-40.30.040 Commercial Zones, Subsection B. Commercial Zones – Allowed Uses., as follows:

10-40.30.040 Commercial Zones

B. **Commercial Zones – Allowed Uses.** The allowed land uses of each of the Commercial zones are shown in Table 10-40.30.040.B.

Table 10-40.30.040.B.						
Commercial Zones – Allowed Uses						
Primary Land Use ¹	Specific Use Regulations	Commercial Zones				
		SC	CC	HC	CS	CB
Industrial, Manufacturing, Processing and Wholesaling						
Carpenter or Cabinet Shops		--	--	--	P	-
Flammable Liquid, Gas, and Bulk Fuel – Storage and Sale		--	--	UP	--	
Machine or Metal Working Shops		--	--	--	P	--
Manufacturing and Processing – Incidental		--	P	P	P	P
Micro-brewery or Micro-distillery	10-40.60.240	--	P	P	P	P
Mini-storage Warehousing	10-40.60.250	--	--	UP ²	P	--
Research and Development Uses	10-40.60.300	--	--	UP	--	--
Transportation or Trucking Yards		--	--	--	P	--
Vehicle Towing/Impound Yard		--	--	p ⁴	--	--
Warehousing	10-40.60.330	--	p ³	p ³	--	p ³

Wholesaling and Distribution		--	--	--	P	p ³
Recreation, Education and Assembly						
Automobile, Go-kart, Miniature Automobile Racing	10-40.60.080	--	UP	UP	--	--
Commercial Campgrounds	10-40.60.130	--	--	P	--	--
Commercial Recreation Facilities, Indoor		P	P	P	--	P
Commercial Recreation Facilities, Outdoor	10-40.60.270	--	UP	UP	--	--
Libraries, Museums		P	P	P	P	P
Meeting Facilities, Public or Private	10-40.60.230					
Regional		--	P/UP ⁵	P/UP ⁵	P/UP ⁵	P/UP ⁵
Neighborhood		P ⁵	P/UP ⁵	--	--	--
Outdoor Public Uses, General		P	P	P	--	--
Places of Worship		P/UP ¹⁰	P/UP ¹⁰	P/UP ¹⁰	P/UP ¹⁰	P/UP ¹⁰
Schools – Public and Charter		P	P	P	P	P
Schools – Private		P	P	P	P	P
Theaters		P	P	P	--	P
Trade Schools		--	UP	UP	UP	UP
Residential⁷						
Co-housing	10-40.60.120	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
Congregate Care Facilities		UP	P	P	P	UP
Day Care, Centers	10-40.60.150.B	P	P	P	UP	UP
Day Care, Home	10-40.60.150.A	P	P	P	P	P
Development, Duplex		p ⁶	p ^{6,9}	p ⁶	p ⁶	p ⁶
Development, Multiple-Family		p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
Development, Single-Family		--	p ⁹	--	--	--

Dormitories		UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
Fraternities and Sororities		UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
Group Homes		p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
High Occupancy Housing Development, Single-Family	10-40.60.175	--	UP	--	--	--
High Occupancy Housing Development, Two-units	10-40.60.175	UP⁶	UP⁶	UP⁶	UP⁶	UP⁶
High Occupancy Housing Development, Three-units	10-40.60.175	UP⁶	UP⁶	UP⁶	UP⁶	UP⁶
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP⁶	UP⁶	UP⁶	UP⁶	UP⁶
Home Occupation	10-40.60.180	P	P	P	P	P
Institutional Residential						
Custodial Care Facilities		p ⁸	p ⁸	p ⁸	p ⁸	p ⁸
Homeless Shelters	10-40.60.190					
Emergency Shelters		p ⁸	p ⁸	p ⁸	p ⁸	p ⁸
Short Term Housing		p ⁸	p ⁸	p ⁸	p ⁸	p ⁸
Transitional Housing		P	P	P	P	P
Nursing Homes		UP	UP	UP	UP	UP
Sheltered Care Homes		P	P	P	P	P
Live/Work	10-40.60.200	P	P	P	P	P
Planned Residential Development	10-40.60.280	P/UP	P/UP ⁹	UP	UP	UP
Residence for Owner, Caretaker or Manager		p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
Rooming and Boarding Facilities-		UP⁶	UP⁶	UP⁶	UP⁶	UP⁶

Single Room Occupancy		UP	--	P	--	P
Retail Trade						
Bars/Taverns		P	P	P	P	P
Crematorium		P	P	P	P	--
Drive-through Retail	10-40.60.160	P	P	P	--	--
Drive-through Service		P	P	P	--	--
Farmers Markets and Flea Markets		--	P	P	P	P
General Retail Business		P	P	P	P	P
Mixed Use	10-40.60.260	P	P	P	P	P
Mixed-Use High Occupancy Housing Development	10-40.60.175 and 10-40.60.260	UP	UP	UP	UP	UP
Restaurant or Cafe		P	P	P	P	P
Services						
Bed and Breakfast Establishments	10-40.60.110	P	P	P	P	P
Cemeteries		UP	UP	UP	UP	--
Dry-cleaning, Processing		P	P	P	--	--
Equipment Rental Yard		--	UP	P	P	--
Funeral Homes, Chapels and Mortuaries		--	P	P	--	UP
General Services		P	P	P	P	P
Hospital		UP	UP	UP	UP	UP
Kennel, Animal Boarding	10-40.50.195			UP ¹¹		
Medical Marijuana Dispensary	10-40.60.220	--	--	P	--	--
Office		P	P	P	P	P
Public Services						
Public Services Major		--	--	--	--	--

	Public Services Minor		P	P	P	P	P
	Emergency Services		UP	UP	UP	UP	UP
	Travel Accommodations		UP	--	P	--	P
	Veterinary Clinics		P	P	P	P	--
	Veterinary Hospitals		--	--	UP	UP	--
Telecommunication Facilities							
	AM Broadcasting Facilities	10-40.60.320	UP	UP	UP	UP	UP
	Antenna-Supporting Structure	10-40.60.320	UP	UP	UP	UP	UP
	Attached Telecommunication Facilities	10-40.60.320	P	P	P	P	P
	Collocation Facility	10-40.60.320	P	P	P	P	P
	FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.320	P	P	P	P	P
	Stealth Telecommunication Facilities	10-40.60.320	P	P	P	P	P
Transportation and Infrastructure							
	Accessory Wind Energy Systems	10-40.60.040	P	P	P	P	P
	Garages, Off-Street		P	P	P	P	P
	Parking Lots, Off- Street	10-50.80	P	P	P	P	P
	Passenger Transportation Facilities		--	--	UP	UP	UP
Urban Agriculture							
	Community Gardens	10-40.60.140	P	P	P	P	P
	Food Production		--	--	UP ²	UP ²	--
Vehicle Sales and Services							
	Automobile Service Station and Convenience Store	10-40.60.090	P	P	P	P	--

Automobile and Trailer Rental		--	--	P	P	--
Automobile/Vehicle Sales and Service, New and Used		--	UP	P	P	UP
Automobile/Vehicle Repair Garages – Minor	10-40.60.100	--	UP	P	P	--
Automobile/Vehicle Repair Garages – Major	10-40.60.100	--	--	P	P	--
Car Washes		P	P	P	--	--
Mobile Homes and Recreational Vehicles, Sales, and Service		--	--	P	--	--

End Notes

1. A definition of each listed use type is in Chapter 10-80, Definitions.
2. Only allowed on lots that do not have highway frontage or behind existing/new commercial uses.
3. Only permitted when incidental to permitted use.
4. This use shall be screened. See Division 10-50.50, Fences and Screening, for fencing and screening requirements.
5. A conditional use permit is required if liquor is sold or if facilities exceed 250 seats.
6. Residential uses with more than two units are allowed as part of a mixed-use development located above or behind the commercial uses, or as a planned residential development (~~Section 10-40.60.280~~).
7. Residential uses in the CC, HC, CS and CB zones, and residential uses and properties listed on the National Historic Registry or within the Landmarks overlay zone existing prior to the effective date of this Zoning Code are considered legal, nonconforming uses. Residential uses in the CC, HC, CS and CB zones shall be subject to the development standards established in the HR zone.
8. Conditional use permit is required if proximity between shelter facilities is less than one-quarter mile.
9. Single-family and duplex land uses are permitted by right on lots ≤9,000 sf and existing prior to November 1, 2011, subject to the building placement and building form requirements of the MR zone.
10. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.
11. Outdoor kenneling of animals is prohibited.

Key

P = Permitted Use
UP = Conditional Use Permit Required
-- = Use Not Allowed

Section 4. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.30 Non-Transect Zones, Section 10-40.30.040 Commercial Zones, Subsection C. Commercial Zones – Building Form Standards., as follows:

Section 10-40.30.040 Commercial Zones

C. Commercial Zones – Building Form and Property Development Standards. The building form and property development standards shown in Table 10-40.30.040.C. shall apply to all property with the corresponding commercial zones.

Table 10-40.30.040.C. Commercial Zones – Building Form and Property Development Standards					
	Commercial Zones				
	SC	CC	HC	CS	CB
Building Placement Requirements					
Setback from property line					
Front (Also see Section 10-50.60.040.B)	15' ¹	0'	0' ²	0'	0'
Side	----- 15' min. ⁶ -----				
Adjacent to Residential Use	----- 15' min. ⁶ -----				
Street Side (min.)	10' ³	10' ³	10' ³	10' ³	0'
All Other sides	----- 0' -----				
Rear	----- 15' min. -----				
Adjacent to Residential	----- 15' min. -----				
All Other rears	----- 0' -----				
Building Form Requirements					
Building Height (max.) ^{8, 9, 10}	35'	60' ^{4, 7}	60' ⁴	60' ⁴	60' ⁴
Gross FAR (max.)	0.8	2.5	3.0	2.0	No max.
Density Requirements					
Gross Density (units/acre) (max.) (Not Applicable to Mixed Use)					
Areas of the City without the Resource Protection Overlay (RPO) Maximum without the Resource Protection Overlay (RPO)	13 13 ¹¹	----- 29 29 ¹¹ -----			
Areas of the City inside of a pedestrian shed of an activity center delineated on the General Plan, with or without the RPO Maximum with the RPO, inside of a pedestrian shed of an activity center ⁽¹³⁾	13 13 ¹¹	----- 29 29 ¹¹ -----			
Areas of the City with RPO, excluding areas of the City inside of a pedestrian shed of an activity center delineated on the General Plan	13 13 ¹¹	----- 22 22 ¹¹ -----			

Maximum with the RPO, outside of a pedestrian shed of an activity center ⁽¹³⁾					
Maximum Bedroom Requirements					
Bedrooms per Acre on a Development Site with Four Dwelling Units or More					
Maximum without the RPO for a development	35 ¹²	----- 72.5 ¹² -----			
Maximum with the RPO inside of a pedestrian shed of an activity center ⁽¹³⁾	35 ¹²	----- 72.5 ¹² -----			
Maximum with the RPO inside of a pedestrian shed of an activity center ⁽¹³⁾	35 ¹²	----- 55 ¹² -----			
Lot Requirements					
Area (Gross sf) (min.) ⁵	6,000	9,000	9,000	9,000	7,000
Width (min.) ⁵	50'	60'	60'	60'	50'
Depth (min.) ⁵	100'	100'	100'	100'	--
Open Space					
Developments with Two or More Dwelling Units	----- 15 percent of the net lot area -----				
Other Requirements					
Fences and Screening	See Division 10-50.50				
Landscaping	See Division 10-50.60				
Outdoor Lighting	See Division 10-50.70				
Parking	See Division 10-50.80				
Signs	See Division 10-50.100				
End Notes					
1. Front setbacks shall be equal to 15' or match adjacent residential development, whichever is less.					
2. No front setback required, except when required by the adoption of building setback lines along specified streets.					
3. Setback may be reduced to 5' min., if the landscape street buffer is reduced in accordance with Section 10-50.60.040(B), Nonresidential Zone Buffers.					
4. Conditional use permit required for structures over 60' in height.					
5. Within a planned residential development, the minimum area, width, and depth of a lot may vary based on the minimum lot standards applicable to the building types selected for application within a planned residential development (see Section 10-40.60.280, Planned Residential Development).					
6. Except that the setback from a proposed residential use in a commercial zone to other residential uses shall be 5' min.					
7. Single-family dwellings and duplexes in the CC zone shall be limited to a maximum height of 35 feet consistent with the height standard for the MR zone.					
8. Primary structures, excluding accessory structures, with a roof pitch greater than, or equal to, 6:12 shall be allowed an additional five feet above the maximum building height.					
9. The elevator and stairwell bulkheads shall be architecturally integrated with the building. Elevator and stairwells bulkheads are allowed an additional 15 feet above the maximum building height. The Director may approve a height greater than 15 feet when the additional					

height is necessary to accommodate an elevator or stairwell bulkhead, related equipment, or the requirements of the Building or Fire Code.
10. Steeples, solar collectors, towers and other unoccupied architectural features are allowed an additional height above the maximum building height equal to 20 percent multiplied by the maximum building height allowed for property's zone. The total area of the referenced allowances above the building height shall not exceed 20 percent of the total roof area.
11. Additional density may be approved with an HOHD or MHOHD Conditional Use Permit.
12. Additional bedrooms per acre may be approved with an HOHD or MHOHD Conditional Use Permit.
13. Activity centers are delineated on the General Plan or applicable Specific Plan.

Section 5. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.050 T3 Neighborhood I (T3N.1) Standards, H. Allowed Uses, as follows:

10-40.40.050 T3 Neighborhood I (T3N.1) Standards

H. Allowed Uses					
Land Use ¹	Specific Use Regulations	T3N.1	Land Use ¹	Specific Use Regulations	T3N.1
Residential			Places of Worship		P/UP ⁶
Accessory Buildings and Structures	10-40.60.020	P	Schools – Private		P
Accessory Dwelling Unit	10-40.60.040	P	Schools – Public and Charter		P ⁵
Co-Housing	10-40.60.120	P	Retail Trade		
Congregate Care Facilities		UP	Neighborhood Market ≤ 1,500 sf		UP
Dormitories and Fraternities/Sororities		UP	Services		
Dwelling: Multiple-Family		P ²	Bed and Breakfast	10-40.60.110	P
Dwelling: Single-Family		P	Cemeteries		UP
Duplex		P ²	Daycare	10-40.60.150	
Group Home		P	Home		P
Home Occupation	10-40.60.180	P	Centers		UP

H. Allowed Uses					
Land Use ¹	Specific Use Regulations	T3N.1	Land Use ¹	Specific Use Regulations	T3N.1
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	Public Services		
Institutional Residential	10-40.60.190	UP	Public Services Minor		P
Rooming and Boarding Facilities		UP	Emergency Services		UP
Recreation, Education and Public Assembly			Telecommunication Facilities		
Dance or Music Studio ≤ 650 sf		P ³	Stealth Telecommunication Facilities	10-40.60.310	P
Libraries, Museums			Transportation and Infrastructure		
≤ 2,500 sf		P	Accessory Wind Energy Systems	10-40.60.040	P
> 2,500 sf		UP	Urban Agriculture		
Meeting Facilities, Public and Private	10-40.60.230	P/UP ⁴	Community Gardens	10-40.60.140	P
Outdoor Public Use, General		P			
End Notes					
<p>1. See Chapter 10-80, Definitions, for use type definitions.</p> <p>2. Permitted only if the use exists at the effective date of this code.</p> <p>3. Not allowed on the ground floor unless behind an allowed ground-floor use.</p> <p>4. UP required if liquor is sold or if facilities exceed 250 seats.</p> <p>5. Charter schools proposed in existing single-family residences shall be located on residential lots 1 acre or greater.</p> <p>6. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.</p>					
Key					
P	Permitted Use				
UP	Permitted Use				

Section 6. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.060 T3 Neighborhood 2 (T3N.2) Standards, H. Allowed Uses, as follows:

10-40.40.060 T3 Neighborhood 2 (T3N.2) Standards

H. Allowed Uses					
Residential			Services		
Land Use ¹	Specific Use Regulations	T3N.2	Land Use ¹	Specific Use Regulations	T3N.2
Accessory Buildings and Structures	10-40.60.020	P	Bed and Breakfast	10-40.60.110	P
Accessory Dwelling Unit	10-40.60.030	P	Cemeteries		UP
Co-Housing	10-40.60.120	P	Crematoriums		UP
Congregate Care Facilities		UP	Daycare	10-40.60.150	
Dormitories and Fraternities/Sororities		UP	Home Centers		P
Dwelling: Multiple-Family		P	Public Services		UP
Dwelling: Single-Family		P	Public Services Minor		P
Duplex		P	Emergency Services		UP
Group Home		P	Telecommunication Facilities		
Home Occupation	10-40.60.180	P	Stealth Telecommunication Facilities	10-40.60.310	P
High Occupancy Housing Development, Single-Family	10-40.60.175	UP			
High Occupancy Housing Development, Two-units	10-40.60.175	UP			
High Occupancy Housing Development, Three-units	10-40.60.175	UP			
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP			
Institutional Residential	10-40.60.190	UP			

H. Allowed Uses					
Land Use ¹		Specific Use Regulations	T3N.2		
Live/Work			P	Transportation and Infrastructure	
Rooming and Boarding Facilities			UP	Accessory Wind Energy Systems	
				10-40.60.040 P	
Recreation, Education and Public Assembly Uses			Urban Agriculture		
Dance or Music Studio ≤ 650 sf			P ²	Community Gardens	
				10-40.60.140 P	
Libraries, Museums				End Notes	
≤ 2,500 sf			P	<ol style="list-style-type: none"> See Chapter 10-80, Definitions, for use type definitions. Not allowed on the ground floor unless behind an allowed ground-floor use. UP required if liquor is sold or if facilities exceed 250 seats. Charter schools proposed in existing single-family residences shall be located on residential lots 1 acre or greater. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use. 	
> 2,500 sf			UP		
Meeting Facilities, Public and Private		10-40.60.230	P/UP ³		
Outdoor Public Use, General			P		
Places of Worship			P/UP ⁵		
Schools – Private			P		
Schools – Public and Charter			P ⁴		
Retail Trade					
Neighborhood Market ≤ 1,500 sf			P		
Key					
P	Permitted Use				
UP	Permitted Use				

Section 7. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.070 T4 Neighborhood 1 (T4N.1) Standards, I. Allowed Uses, as follows:

10-40.40.070 T4 Neighborhood 1 (T4N.1) Standards

I. Allowed Uses							
Residential				Services			
Land Use ¹	Specific Use Regulations	T4N.1	T4N.1-O	Land Use ¹	Specific Use Regulations	T4N.1	T4N.1-O
Residential				Services			
Accessory Buildings and Structures	10-40.60.020	P ²	P ²	ATM		-	P
Accessory Dwelling Unit	10-40.60.030	P	P	Bed and Breakfast	10-40.60.110	P	p
Co-Housing	10-40.60.120	P	P	Cemeteries		UP	UP
Congregate Care Facilities		P	P	Crematorium		-	UP
Dormitories, Fraternities/Sororities and SRO (≤15 rooms)		UP	UP	Daycare	10-40.60.150		
Dwelling: Multiple-Family		P	P	Home		P	P
Dwelling: Single-Family		P	P	Centers		UP	UP
Duplex		P	P	Funeral Homes, Chapels, Mortuaries		-	P
Group Home		P	P	General Services		-	P
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	UP	Lodging			
High Occupancy Housing Development, Two-units	10-40.60.175	UP	UP	≤ 15 rooms		-	P
				Offices		-	P
				Public Services			

I. Allowed Uses							
Land Use ¹	Specific Use Regulations	T4N.1	T4N.1-O	Land Use ¹	Specific Use Regulations	T4N.1	T4N.1-O
High Occupancy Housing Development, Three-units	10-40.60.175	UP	UP	Public Services Minor		P	P
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP	UP	Emergency Services		UP	UP
Home Occupation	10-40.60.180	P	P	Veterinary Clinic		-	P
Institutional Residential	10-40.60.190	UP	UP				
Live/Work		-	P				
Rooming and Boarding Facilities	-	UP	UP				
Recreation, Education and Public Assembly				Telecommunication Facilities			
Libraries, Museums				Stealth Telecommunication Facilities	10-40.60.310	P	P
≤ 2,500 sf		P	P	Transportation and Infrastructure			
> 2,500 sf		UP	UP	Accessory Wind Energy Systems	10-40.60.040	P	P
Meeting Facilities, Public and Private	10-40.60.230	p ³	p ³	Urban Agriculture			
Places of Worship		P/UP ⁴	P/UP ⁴	Community Gardens	10-40.60.140	P	P
Schools – Private		P	P	End Notes			
Schools – Public and Charter		P	P	<ol style="list-style-type: none"> See Chapter 10-80, Definitions, for use type definitions. Not allowed on the ground floor unless behind an allowed ground-floor use. UP required if liquor is sold or if facilities exceed 250 seats. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use. 			
Retail Trade				Key			
Bars/Taverns		-	P				
General Retail Businesses, except with any of the following features		-	P				
Drive-Through		-	-				
Floor Area ≥ 3,500 sf		-	UP				

I. Allowed Uses								
Land Use ¹				Land Use ¹				
Specific Use Regulations	T4N.1	T4N.1-O	Specific Use Regulations	T4N.1	T4N.1-O	Specific Use Regulations	T4N.1	T4N.1-O
Markets			P	Permitted Use				
Neighborhood Market ≤ 2,500 sf		-	P	UP	Conditional Use Permit Required			
Micro-brewery/Micro-distillery	10-40.60.240	-	P	-	Use Not Allowed			
Restaurant, or Cafes		-	P					

Section 8. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.070 T4 Neighborhood 2 (T4N.2) Standards, I. Allowed Uses, as follows:

10-40.40.080 T4 Neighborhood 2 (T4N.2) Standards

I. Allowed Uses								
Land Use ¹				Land Use ¹				
Specific Use Regulations	T4N.2	T4N.2-O	Specific Use Regulations	T4N.2	T4N.2-O	Specific Use Regulations	T4N.2	T4N.2-O
Residential				Services				
Accessory Buildings and Structures	10-40.60.020	P ²	P ²	ATM		-	P	
Accessory Dwelling Unit	10-40.60.030	P	P	Bed and Breakfast	10-40.60.110	P	p	
Co-Housing	10-40.60.120	P	P	Cemeteries		UP	UP	
Congregate Care Facilities		P	P	Crematorium		-	UP	
Dormitories, Fraternities/Sororities and SRO (≤15 rooms)		UP	UP	Daycare	10-40.60.150			
Dwelling: Multiple-Family		P	P	Home		P	P	
				Centers		UP	UP	
				Funeral Homes, Chapels, Mortuaries		-	P	

I. Allowed Uses							
Land Use ¹	Specific Use Regulations	T4N.2	T4N.2-O	Land Use ¹	Specific Use Regulations	T4N.2	T4N.2-O
Dwelling: Single-Family		P	P	General Services		-	P
Duplex		P	P	Lodging		UP	UP
Group Home		P	P				
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	UP	Offices		-	P
High Occupancy Housing Development, Two-units	10-40.60.175	UP	UP	Public Services			
High Occupancy Housing Development, Three-units	10-40.60.175	UP	UP	Public Services Minor		P	P
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP	UP	Emergency Services		UP	UP
Home Occupation	10-40.60.180	P	P	Veterinary Clinic		-	P
Institutional Residential	10-40.60.190	UP	UP				
Live/Work		-	P				
Rooming and Boarding Facilities	-	UP	UP				
Recreation, Education and Public Assembly				Telecommunication Facilities			
Libraries, Museums				Stealth Telecommunication Facilities	10-40.60.310	P	P
≤ 2,500 sf		P	P	Transportation and Infrastructure			
> 2,500 sf		UP	UP	Accessory Wind Energy Systems	10-40.60.040	P	P
Meeting Facilities, Public and Private	10-40.60.230	P ³	P ³	Urban Agriculture			
Places of Worship		P/UP ⁴	P/UP ⁴	Community Gardens	10-40.60.140	P	P
Schools – Private		P	P				

I. Allowed Uses							
Land Use ¹				Specific Use Regulations			
Land Use ¹		Specific Use Regulations	T4N.2	T4N.2-O	Land Use ¹		Specific Use Regulations
Schools – Public and Charter			P	P	End Notes		
Retail Trade				1. See Chapter 10-80, Definitions, for use type definitions. 2. Not allowed on the ground floor unless behind an allowed ground-floor use. 3. UP required if liquor is sold or if facilities exceed 250 seats. 4. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.			
Bars/Taverns			-	P	Key		
General Retail Businesses, except with any of the following features			-	P	P	Permitted Use	
Drive-Through			-	-	UP	Conditional Use Permit Required	
Floor Area ≥ 3,500 sf			-	UP	-	Use Not Allowed	
Markets							
Neighborhood Market ≤ 2,500 sf			-	P			
Micro-brewery/Micro-distillery		10-40.60.240	-	P			
Restaurant, or Cafes			-	P			

Section 9. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.090 T5 Main Street (T5) Standards, I. Allowed Uses, as follows:

10-40.40.090 T5 Main Street (T5) Standards

I. Allowed Uses							
Land Use ¹				Specific Use Regulations			
Land Use ¹		Specific Use Regulations	T5	T5-O	Land Use ¹		Specific Use Regulations
Industrial, Manufacturing				Retail Trade			
			P	P	Bars/Taverns		
					P	P	

I. Allowed Uses							
Land Use ¹	Specific Use Regulations	T5	T5-O	Land Use ¹	Specific Use Regulations	T5	T5-O
Manufacturing and Processing, Incidental				General Retail Businesses, except with any of the following features		P	P
Residential					Drive-Through		-
Accessory Buildings and Structures	10-40.60.020	p ²	P	Floor Area ≥ 5,000 sf		UP	UP
Accessory Dwelling Unit	10-40.60.030	p ²	P	Mixed Use		P	P
Co-Housing	10-40.60.120	p ²	P	Mixed-Use High Occupancy Housing Development	10-40.60.175	UP	UP
Congregate Care Facilities		UP ²	UP	Micro-brewery/Micro-distillery	10-40.60.240	P	P
Dormitories, Fraternities/Sororities and SROs		UP ²	UP	Restaurants or Cafes		P	P
Dwelling: Multiple-Family		p ²	P	Services			
High Occupancy Housing Development, Three-units	10-40.60.175	UP²	UP				
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP²	UP	ATM		-	P
Group Home		p ²	P	Bed and Breakfast	10-40.60.110	P	p
Home Occupation	10-40.60.180	P	P	Cemeteries		UP	UP
Institutional Residential				Crematoriums		UP	UP
Custodial Care Facilities		UP ^{2, 3}	UP	Daycare	10-40.60.150		
Nursing Homes		UP ^{2, 3}	UP	Home		P	P
Homeless Shelter	10-40.60.190	UP ^{2, 3}	UP	Centers		UP	UP
Sheltered Care Home		UP ^{2, 3}	UP	Funeral Homes, Chapels, Mortuaries		P	P
Live/Work		P	P	General Services		P	P
		UP	UP				

I. Allowed Uses							
Land Use ¹	Specific Use Regulations	T5	T5-O	Land Use ¹	Specific Use Regulations	T5	T5-O
Rooming and Boarding Facilities				Lodging		P	P
Recreation, Education and Public Assembly Uses				Office		p ²	P
Commercial Recreation Facility, Indoor				Public Services			
≤ 5,000 sf		P	P	Public Services Minor		P	P
> 5,000 sf		UP	UP	Emergency Services		UP	UP
Libraries, Museums		P	P	Veterinary Clinic		p ²	P
Meeting Facilities, Public and Private	10-40.60.230	p ³	p ³	Transportation and Infrastructure			
Places of Worship		P/UP ⁶	P/UP ⁶	Accessory Wind Energy Systems	10-40.60.040	P	P
Schools – Private		P	P	Garages, Off Street		p ²	p ²
Schools – Public and Charter		P	P	Parking Lots, Off Street		p ²	p ²
Theaters, Walk-in		P	P	Urban Agriculture			
Telecommunication Facilities				Community Gardens	10-40.60.140	P	P
AM Broadcasting Facilities	10-40.60.310	UP	UP	Vehicle Sales and Services			
Antenna-Supporting Structure	10-40.60.310	UP	UP	Automobile/Vehicle Sales, New and Used		P	P
Attached Telecommunication Facilities	10-40.60.310	P	P	Automobile/Vehicle Repair Garage	10-40.60.100		
Collocation Facility	10-40.60.310	P	P	Minor		p ²	p ²
FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.310	P	P	Major		UP ²	UP ²

I. Allowed Uses							
Land Use ¹	Specific Use Regulations	T5	T5-O	Land Use ¹	Specific Use Regulations	T5	T5-O
Stealth Telecommunication Facilities	10-40.60.310	P	P				
End Notes							
<ol style="list-style-type: none"> See Chapter 10-80, Definitions, for use type definitions. Not allowed on the ground floor unless behind an allowed ground-floor use. Conditional use permit is required if proximity between shelter facilities is less than 1/4 mile. UP required if liquor is sold or if facilities exceed 250 seats. Residential uses, and residential properties listed on the National Historic Registry or within the Landmarks overlay zone, in T5 and T5-O zones existing prior to the effective date of this Zoning Code are considered legal, conforming uses. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use. 							
Key							
P	Permitted Use						
UP	Conditional Use Permit Required						
-	Use Not Allowed						

Section 10. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.40 Transect Zones, Section 10-40.40.100 T6 Downtown (T6) Standards, H. Allowed Uses, as follows:

10-40.40.100 T6 Downtown (T6) Standards

H. Allowed Uses					
Land Use ¹	Specific Use Regulations	T6	Land Use ¹	Specific Use Regulations	T6
Residential ⁵			Services		
Accessory Buildings and Structures	10-40.60.020	P ²	ATM		P
Accessory Dwelling Unit	10-40.60.030	P ²	Bed and Breakfast	10-40.60.110	P
Co-Housing	10-40.60.120	P ²	Cemeteries		UP

H. Allowed Uses					
Land Use ¹	Specific Use Regulations	T6	Land Use ¹	Specific Use Regulations	T6
Congregate Care Facilities		UP ²	Crematorium		UP
Dormitories, Fraternities/Sororities and SROs		UP ²	Daycare	10-40.60.150	
Dwelling: Multiple-Family		P ²	Home		P
High Occupancy Housing Development, Three-units	10-40.60.175	UP ²	Centers		UP
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP ²	Dry-cleaning, Pick-up Only		P
Group Home		P ²	Funeral Homes, Mortuaries		UP
Home Occupation	10-40.60.180	P	General Services		P
Homeless Shelter	10-40.60.190	UP	Hospitals		UP
Institutional Residential			Lodging		P
Custodial Care Facilities		UP ^{2, 3}	Office		P
Nursing Homes		UP ²	Public Services		
Homeless Shelter		UP ^{2, 3}	Public Services Minor		P
Sheltered Care Home		UP ^{2, 3}	Emergency Services		UP
Live/Work		P	Transportation and Infrastructure		
Mixed Use		P	Accessory Wind Energy Systems	10-40.60.040	P
Mixed-Use High Occupancy Housing Development	10-40.60.175	UP	Garages, Off Street		P ²
Rooming and Boarding Facilities		UP	Parking Lots, Off Street		P ²
Recreation, Education and Public Assembly Uses			Passenger Transportation Facilities		P6
Commercial Recreation Facility, Indoor			Industrial, Manufacturing, Processing and Wholesaling		
≤ 5,000 sf		P			

H. Allowed Uses

Land Use ¹	Specific Use Regulations	T6	Land Use ¹	Specific Use Regulations	T6
> 5,000 sf		UP	Manufacturing/Processing – Incidental		P
Libraries, Museums		P	Manufacturing/Processing – Incidental		P
Meeting Facilities, Public and Private	10-40.60.230	P ^{3, 4}	Telecommunication Facilities		
Places of Worship		P/UP ⁷	AM Broadcasting Facilities	10-40.60.310	UP
Schools – Private		P	Antenna-Supporting Structure	10-40.60.310	UP
Schools – Public and Charter		P	Attached Telecommunication Facilities	10-40.60.310	P
Theaters, Walk-in		P	Collocation Facility	10-40.60.310	P
Retail Trade			FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.310	P
Bars/Taverns		P	Stealth Telecommunication Facilities	10-40.60.310	P
General Retail Businesses, except with any of the following features		P	Vehicle Sales and Services		
Drive-Through		-	Automobile/Vehicles Sales, new and used		UP
Floor Area ≥ 5,000 sf		UP	Urban Agriculture		
Micro-brewery/Micro-distillery	10-40.60.240	P	Community Gardens	10-40.60.140	P
Restaurants or Cafes		P			

End Notes

1. See Chapter 10-80, Definitions, for use type definitions.
2. Not allowed on the ground floor unless behind an allowed ground-floor use.
3. Conditional use permit is required if proximity between shelter facilities is less than 1/4 mile.
4. UP required if liquor is sold or if facilities exceed 250 seats.
5. Residential uses, and residential properties listed on the National Historic Registry or within the Landmarks overlay zone, in the T6 zone existing prior to the effective date of this Zoning Code are considered legal, conforming uses.
6. Passenger facilities shall be on the ground floor with access to a public street or a public space.

7. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.

Key	
P	Permitted Use
UP	Conditional Use Permit Required
–	Use Not Allowed

Section 11. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.60: Specific to Uses, to add Section 10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments, to list of sections of the Division, in numerical order, as follows:

Division 10-40.60: Specific to Uses

10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments

Section 12. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.60: Specific to Uses, to add Section 10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments, in numerical order, as follows:

Division 10-40.60: Specific to Uses

10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments

A. General Requirements.

1. The applicant shall submit typical floor plans or a typical residential unit study that illustrates how the residential units of an HOHD or MHOHD could be converted to a residential unit that is no longer an HOHD or MHOHD with minimal structural or minimal plumbing modifications. The required study shall be designed and sealed by an Arizona Registrant.
2. An HOHD or MHOHD with four or more dwelling units shall be located inside of a pedestrian shed of an activity center delineated in the General Plan or applicable Specific Plan.
3. An HOHD or MHOHD that has more than 29 dwelling units per acre, or more than 72.5 bedrooms per acre, excluding a Single-family HOHD, shall have:
 - a. A minimum of 20% of the bedrooms contained in studio and/or one-bedroom dwelling units; and
 - b. A maximum of 30% of bedrooms contained in dwelling units with four bedrooms or more.

4. An HOHD or MHOHD that has 29 dwelling units per acre or less, or 72.5 bedrooms per acre or less, excluding a Single-family HOHD, shall not exceed a Bedroom-to-Dwelling Unit Ratio greater than 3.5.
5. Inside of a pedestrian shed a Regional Activity Center, an HOHD or MHOHD in a commercial zone may contain more than 50 dwelling units per acre and/or 125 bedrooms per acre.
6. An HOHD in a Commercial Zone shall be:
 - a. On a lot or parcel that is setback at least 300 feet from the centerline of a street classified as a Commercial Corridor identified on the General Plan; and
 - b. There shall be an existing primary mixed-use development or commercial use(s), excluding primary transportation and infrastructure uses, on the lot(s) or parcel(s) between the HOHD and the Commercial Corridor street.
7. An MHOHD shall comply with the mixed-use development standards of Section 10-40.60.260.
8. Prior to the final approval of a land division that creates one or more lots or parcels with a development that conforms to the definition of an HOHD or MHOHD, the property owner shall obtain approval of a Conditional Use Permit for the Development Site that will contain the HOHD or MHOHD.
9. An MHOHD shall be on a lot or parcel that:
 - a. Abuts a street classified as a commercial corridor shown on the General Plan; and
 - b. Is located inside of a pedestrian shed of an activity center delineated on the General Plan or applicable Specific Plan.

B. Building Footprint⁽¹⁾ Sizes and Separation Requirements.

1. Maximum building footprint⁽¹⁾ inside a pedestrian shed of a Historic Activity Center delineated in the General Plan or applicable Specific Plan, excluding properties zoned Commercial Business (CB): Equal to, or less than, 5,000 square feet.
2. Maximum building footprint⁽¹⁾ inside a pedestrian shed of a Historic Activity Center delineated in the General Plan or applicable Specific Plan, and on a property zoned Commercial Business (CB): Equal to, or less than, 22,000 square feet.
3. Maximum building footprint⁽¹⁾ inside a pedestrian shed of a Regional Activity Center delineated in the General Plan or applicable Specific Plan: No Maximum.
4. Maximum building footprint⁽¹⁾ inside a pedestrian shed of an activity center in all other areas not described in subsection B.1., B.2., and B.3. of this section: Equal to, or less than, 22,000 square feet.
5. Excluding the Commercial Business (CB) zone, the minimum separation between the building footprints of structures on the same lot or parcel, and structures on an abutting lot or parcel, shall be separated by a distance that is the greater of 10 feet, or 1/3 the height of the taller structure.

Note 1. For the purpose of the requirements of subsection B of this section, the maximum allowable building footprint is equal to the largest floor plate of a structure, including interior courtyards, abutting and interior, or partial interior, podium and above ground parking structure(s), and structures connected with a continuous roof.

C. Waste Management Plan.

1. The property owner shall obtain approval of a waste management plan from the City's Public Works Director, or designee, prior to the approval of the site plan.
2. Prior to the issuance of any building permit, the property owner shall incorporate into the construction documents the improvements required to comply with the approved waste management plan.
3. If a Certificate of Occupancy is not required, the property owner shall provide all necessary apparatus, equipment, and improvements within 182 days from the date of the approval of the CUP, or another date specified in the Conditions of Approval for the CUP.
 - a. The Director may approve a one-time 91-day extension, for no-more than 273 days from the date of the CUP approval, to allow the property owner to complete the improvements. The property owner shall request an extension at least 14 days prior to the date indicated in subsection C.3. of this section.
4. The HOHD or MHOHD shall be maintained in compliance with the approved Waste Management Plan.

D. Crime Free Multi-Housing Program.

1. Prior to the issuance of the Conditional Certificate of Occupancy, or Certificate of Occupancy, whichever is first, or within 63 days of the approval of the Conditional Use Permit for an HOHD or MHOHD if a Certificate of Occupancy is not required, the property owner shall enter into an agreement with the City to comply with the Flagstaff Police Department's Crime Free Multi-Housing Program.
2. The property owner, or agent, shall:
 - a. Utilize a Crime Free Lease Addendum, or an alternative approved by the Flagstaff Police Department's representative, as part of each tenant lease;
 - b. Obtain written verification as part of a tenant lease that each tenant has received and agreed to the Crime Free Lease Addendum or the approved alternative; and
 - c. Have completed the Flagstaff Police Department's Crime Free Multi-Housing Program required training within the Program's required time frames.
3. Within 182 days from the date of the agreement, the property owner, or managing agent, shall have completed the first phase requirements of the Flagstaff Police Department's Crime Free Multi-Housing Program.
4. A new Flagstaff Police Department's Crime Free Multi-Housing Program first phase training and related requirements shall be completed within 182 days from the date of a change of ownership, management company, or a site manager of an existing HOHD or MHOHD.
5. Every two years from the date of the agreement, the property owner, or managing agent, shall complete the required training that complies with the Flagstaff Police Department's Crime Free Multi-Housing Program.

E. Additional Conditional Use Permit Criteria. In addition to the criteria of Section 10-20.40.050.E., the Planning and Zoning Commission shall not approve a Conditional Use Permit unless:

1. For the properties subject to Division 10-30.30 Heritage Preservation, the City's Historic Preservation Officer or the Heritage Preservation Commission has made a determination that the proposed HOHD or MHOHD has no adverse effect or has appropriately mitigated its effects on the historic cultural resource .
2. The property owner has agreed to Conditions of Approval to maintain compliance with the Flagstaff Police Department's Crime Free Multi-Housing Program, at all times.
3. Adequate transit service is available to the Development Site. Adequate transit service from a Development Site to a permanent transit stop is:
 - a. Less than or equal to 1,320 feet; or
 - b. A distance greater than 1,320 feet when the Planning and Zoning Commission finds that the route to the permanent transit stop has adequate nighttime lighting and does not have a significant grade change, and the distance does not impede reasonable access to transit.

The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail.

Section 13. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-40.60: Specific to Uses, 10-40.60.260 Mixed Use, subsection D. Site Layout and Development Design Standards., to delete paragraph 2, as follows:

10-40.60.260 Mixed Use

D. Site Layout and Development Design Standards.

~~2. There is no density limitation established for residential uses in mixed-use developments. Instead, applicable floor area ratio, building height, parking, landscaping, etc., standards will apply to provide a control on the bulk and mass of the development and the number of residential units permitted.~~

Section 14. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, to add 10-50.80.061 Transit Pass Parking Reduction Pilot Program, to the list of sections in numerical order, as follows:

Division 10-50.80:

Parking Standards

Sections:

- 10-50.80.010 Purpose
- 10-50.80.020 Applicability
- 10-50.80.030 General Parking Standards

- 10-50.80.040 Number of Motor Vehicle Parking Spaces Required
- 10-50.80.050 Bicycle Parking
- 10-50.80.060 Parking Adjustments
- 10-50.80.061 Transit Pass Parking Reduction Pilot Program**
- 10-50.80.070 Parking Alternatives
- 10-50.80.080 Parking Spaces, Parking Lot Design and Layout
- 10-50.80.090 Development and Maintenance

Section 15. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, Section 10-50.80.040 Number of Motor Vehicle Parking Spaces Required, subsection C. General to All Zones., Table 10-50.80.040.A: Number of Motor Vehicle Parking Spaces Required, as follows:

Section 10-50.80.040 Number of Motor Vehicle Parking Spaces Required

C. General to All Zones.

Table 10-50.80.040.A: Number of Motor Vehicle Parking Spaces Required

Use	Number of Required Spaces
Residential	
Market Rate (all dwelling classifications)	
Single-Family Dwelling (Attached and Detached)[‡] (Attached and Detached)¹	2.0 spaces, plus 1 space for each additional bedroom above four bedrooms. The maximum number of required parking spaces shall not exceed 8 spaces.
Multifamily, Dwelling Duplex[‡] and Triplex Multiple-Family Development and Duplex ¹ Developments	
Unit Type	
Studio per unit	1.25
1 Bedroom per unit	1.5
2 – 3 Bedrooms per unit	2.0
4 Bedrooms per unit	2.5
5+ Bedrooms per unit	2.5 3.0 spaces for the first 4 5 bedrooms plus 0.5 space for each additional bedroom
Guest Spaces for Multifamily Dwelling Duplex and Triplex (Includes spaces for boats and RVs)	0.25 per spaces for each 2+ bedroom unit with two bedrooms and greater

Affordable (All Dwelling Classifications)	
Studio	1.0
1 Bedroom	1.0
2 – 3 Bedrooms	1.5
4+ Bedrooms	2.0
Guest Spaces for Multifamily Dwelling (Includes Boats and RVs)	0.25 per each 2+ bedroom unit
High Occupancy Housing Development	
a. Single-Family - Attached and Detached, Duplex, and Development Sites with three units or less	1 space per bedroom
b. Developments Sites with four units or more	The sum of: 1 to 75 bedrooms = 1 space per bedroom, plus 76 to 325 bedrooms = 0.90 spaces per bedroom, plus 326 to 650 bedrooms = 0.80 spaces per bedroom, plus Greater than 650 bedrooms = 0.70 spaces per bedroom
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
Mixed-Use Developments	
Mixed-Use	1. 1 per 300 gsf of non-residential floor area, plus 2. One dwelling unit: 2 spaces 3. Two or more dwelling units: The spaces required for a Multiple-Family Development
Mixed-Use High Occupancy Housing Development	1. 1 per 300 gsf of non-residential floor area, plus 2. The spaces required for a High Occupancy Housing Development

End Notes	
¹	Parking reductions allowed in Section 10-50.80.060, Parking Adjustments, shall not apply to single-family dwellings and duplexes.

Section 16. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, Section 10-50.80.050 Bicycle Parking., subsection B. Required Spaces., and add subsection C. Bicycle Parking Space Design., as follows:

10-50.80.050 Bicycle Parking

B. Required Bicycle Parking Spaces.

- ~~1. Two bicycle parking spaces, or five percent of required off-street parking spaces, whichever is greater, are required for all uses other than single-family uses.~~
- ~~2. Bicycle spaces shall be provided in accordance with the following requirements:~~

- a. ~~Bicycle parking shall consist of either a lockable enclosure (locker) in which the bicycle is stored or a rack to which the bicycle can be locked;~~
- b. ~~Lockers and racks shall be securely anchored to the pavement or a structure;~~
- c. ~~Racks shall be designed and installed to support the bicycle upright by its frame in two places in a manner that will not cause damage to the wheels and to permit the frame and one or both wheels to be secure;~~

Figure 10-50.80.050A

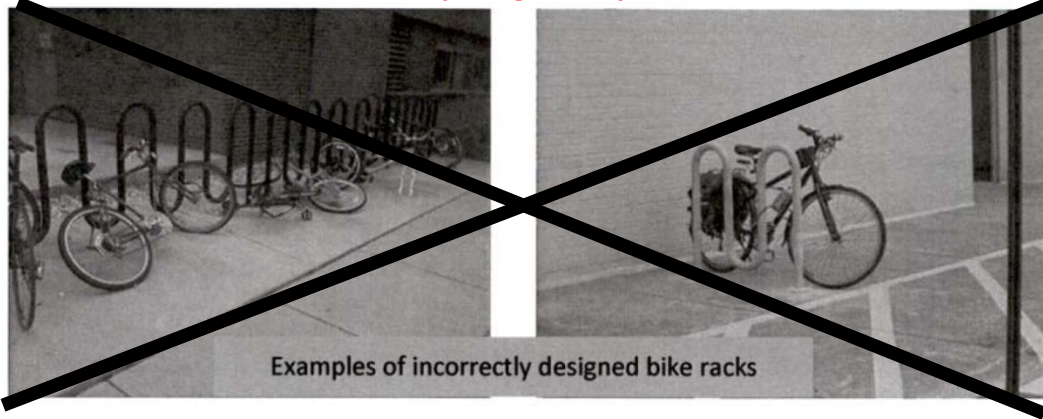
Correctly Designed Bicycle Rack



- d. ~~Areas containing bicycle spaces shall be surfaced with impervious surfaces such as concrete or pavers. Pervious pavements or gravel may be used where appropriate as determined by the Director;~~
- e. ~~When located within a parking area: curbs, fences, planter areas, bumpers, or similar barriers shall be installed and maintained for the mutual protection of bikes, motor vehicles, and pedestrians, unless determined by the Director to be unnecessary; and~~
- f. ~~Bicycle parking shall be placed in a convenient, highly visible, active, and well-lit location not more than 100 feet walking distance from the main entrance, but shall not interfere with pedestrian movements.~~

Figure 10-50.80.050B

Incorrectly Designed Bicycle Racks



~~C. Motor Vehicle Reduction. The Director may allow a reduction of motor vehicle parking spaces as established in Section 10-50.80.060(F).~~

~~D. Bicycle Parking Space Dimensions. All bicycle parking shall meet the following minimum dimensions:~~

- ~~1. Each bicycle parking space shall include a minimum area of 72 inches in length and 24 inches in width that is clear of obstructions;~~
- ~~2. No part of the rack shall be located closer than 30 inches to a wall or other obstruction;~~
- ~~3. The front or back of the rack shall be located no less than 48 inches from a sidewalk or pedestrian way; and~~
- ~~4. A minimum of 30 inches shall be provided between adjoining racks.~~

1. All uses, excluding a High Occupancy Housing Development and a Mixed-Use High Occupancy Housing Development.
 - a. Minimum standard bicycle parking spaces required: The greater of two bicycle spaces, or 5% of the required vehicle parking.
 - b. Maximum standard bicycle parking spaces required: 100 bicycle spaces.
 - c. Location: Within 50 feet of the primary pedestrian entrance to the development and in accordance with the provisions of Appendix 1.4. The bicycle parking spaces shall be distributed throughout a Development Site that has multiple primary pedestrian entrances.
 - d. Exceptions. Attached and Detached Single-Family and Duplex Developments are not required to provide standard bicycle parking spaces .
2. High Occupancy Housing Developments.
 - a. Standard bicycle parking spaces.
 - i. Minimum spaces required: Two bicycle spaces, or equal to 5% of the total number of bedrooms, whichever is greater.
 - ii. Maximum spaces required: 40 bicycle spaces.
 - iii. Location: Within 50 feet of the primary resident pedestrian entrance to the development and in accordance with the provisions of Appendix 1.4.
 - b. Secure bicycle parking spaces.
 - i. Minimum spaces required: Equal to 15% of the total number of bedrooms.

- ii. **Location:** A maximum of 20 secure bicycle parking spaces may be provided outside in secure bicycle lockers. The remainder of the required secure bicycle parking spaces shall be provided in a bicycle storage room or cage within a building or parking structure.
 - c. **Exceptions.** Single-Family and duplex High Occupancy Housing Developments are not required to provide standard or secure bicycle parking spaces .
 - 3. **Mixed-Use High Occupancy Housing Developments.**
 - a. **Minimum outdoor non-residential standard bicycle parking spaces required:** Two bicycle spaces, or 5% of the required non-residential vehicle parking spaces, whichever is greater.
 - b. **Location of non-residential standard bicycle parking spaces:** Within 50 feet of the primary pedestrian entrance to the non-residential development and in accordance with the provisions of Appendix 1.4. The bicycle parking spaces shall be distributed throughout a Development Site that has multiple primary pedestrian entrances.
 - c. **Minimum residential bicycle parking spaces required:** Compliance with the High Occupancy Housing Developments requirements, subsection B.2. of this section.
- C. **Bicycle Parking Space Design.**
- 1. **Secure Bicycle Parking Spaces.**
 - a. All indoor required secure bicycle parking spaces provided in a building or parking structure shall be designed in accordance with the provisions of Appendix 1.4., except as allowed in subsections C.1.b. of this section.
 - b. Bicycle lockers shall be designed in accordance with the provisions of Appendix 1.4.
 - 2. **Standard Bicycle Rack Design.**
 - a. All required bicycle racks shall be designed in accordance with the provisions of Appendix 1.4.

Section 17. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, Section 10-50.80.060 Parking Adjustments, as follows:

10-50.80.060 Parking Adjustments

- A. **Transit.** In all zones, a parking reduction of up to 10 percent may be approved by the Director for any use within ~~one-quarter of a mile~~ **1,320 feet** of a ~~bus stop~~ **permanent transit stop, except for a High Occupancy Housing Development (HOHD) or a Mixed-Use High Occupancy Housing Development (MHOHD). The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail.**
- B. **Shared On-Site Parking.** Where two or more uses on the same site or adjacent parcels have distinct and differing peak parking usage periods (e.g., a theater and a bank), a reduction in the required number of parking spaces as determined by the Director may be allowed in the following manner:
 - 1. The reduction in number of required parking spaces shall be based on a parking demand study. The parking demand study shall be in accordance with established professional practices.
 - 2. Approval shall also require a recorded covenant running with the land, recorded by the owner of the parking lot, guaranteeing that the required parking will be maintained exclusively for the uses served and remain for the duration of the use.

- C. **Parking Demand Study – Reduced Parking.** ~~Based on the completion and submittal of a parking demand study, the Director may approve a reduction in the amount of parking from that otherwise required by this division. The parking demand study shall be in accordance with established professional practices.~~
1. The property owner shall submit a study/plan prepared in accordance with the established professional traffic and parking practices by a registrant licensed to practice in the State of Arizona. The study/plan shall document how any reductions are calculated and the assumptions utilized in the calculations.
 2. The Director may approve a reduction equal to, or less than, 30 percent of the total parking spaces required by this Division, except as required in subsection C.3. of this section. Any request greater than 30 percent requires the approval of the City Council.
 3. Any request to use a Parking Demand Study to reduce the required parking for an HOHD or MHOHD shall be approved by the City Council.
- D. **Traffic Management Plan Parking Reduction.** The Director shall have the ability to reduce the parking requirements for office and other uses in Section 10-50.80.040, Number of Motor Vehicle Parking Spaces Required, **except for an HOHD or MHOHD.** A traffic management plan shall be submitted with an application for site plan review. A reduction may be granted if the following standards are met:
1. The amount of the reduction shall be no more than 90 percent of the proposed reduction in employee motor vehicle trips.
 2. The buildings shall have a single user/owner who can effectively exercise control over compliance with the plan.
 3. The traffic management plan shall be submitted by a registered traffic engineer and shall include data on the effectiveness of similar plans elsewhere.
 4. The traffic management plan shall contain information on the strategies, designated parking, incentives, company vehicles, staggered work hours, and information indicating the owner’s ability to provide and enforce these elements over time.
 5. The Director may impose conditions that are needed to ensure the long-term compliance to the plan, including but not limited to a reserve parking area, phasing, or contributions to transit or other alternative means of transportation.
- E. **Parking Reduction for Forest Resources.** The number of parking spaces required for a new development may be reduced by no more than five percent if existing native trees such as ponderosa pine trees are located within parking areas (but not circulation areas) and these trees are required to be preserved to satisfy the requirements for forest resource protection as defined in Division 10-50.90, Resource Protection Standards, **except for an HOHD or MHOHD.** An applicant shall demonstrate to the satisfaction of the Director that by incorporating these existing native trees within the parking area, adequate measures are taken during construction to ensure that the trees are protected from construction activity.
- F. **Bicycle Parking Reduction.** The Director may allow a reduction of one required motor vehicle parking space for each four bicycle parking spaces provided to a maximum of five percent of the required motor vehicle parking ~~spaces.~~ **spaces, except for an HOHD or MHOHD.**

- G. Motorcycle Parking Reduction. A reduction of one parking space for multifamily residential and nonresidential uses may be allowed by the Director if one motorcycle parking space for every 25 required motor vehicle spaces is provided, subject to the following standards:
1. Each motorcycle space shall be easily accessible and have adequate space for a standard-size motorcycle, i.e., a minimum dimension of four feet by nine feet.
 2. Motorcycle parking areas shall be clearly identified with appropriate striping.

Section 18. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, to add Section 10-50.80.061 Transit Pass Parking Reduction Pilot Program, as follows:

Division 10-50.80: Parking Standards

10-50.80.061 Transit Pass Parking Reduction Pilot Program

- A. The purpose of the Transit Pass Parking Reduction Pilot Program (TPPR) is to allow:
1. Property owners the option to reduce a development's vehicle parking requirements by providing annual transit passes to tenants and employees; and
 2. The City to determine the effectiveness of the program to reduce a development's parking demand, and to determine if the tenants and employees are utilizing transit.
- B. Program Term. Unless otherwise extended by a separate ordinance approved by the City Council, the TPPR shall terminate at 11:59 p.m. on December 31, 2026.
- C. Maximum Parking Reduction. The Director may approve up to a 20 percent reduction in the parking requirements of Section 10-50.80.040 in accordance with the minimum requirements of subsection D of this section, and the approval of a transit pass agreement specified in subsection E of this section.
1. This reduction shall not be approved on a site that utilizes any reduction specified in 10-50.80.060.
- D. Minimum Requirements.
1. The TPPR is only available to HOHD and MHOHD developments.
 2. This reduction may only be approved for an HOHD or MHOHD that has a vehicle parking requirement equal to, or greater than, 100 spaces.
 3. The total residential parking requirement shall not be reduced to an amount less than 0.65 spaces per bedroom. The required parking for a development shall be calculated in accordance with Table 10-50.80.040.A. before any reduction is applied.
 4. The TPPR is only available to a Development Site within 1,320 feet of a permanent transit stop. The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail..
 5. The property owner shall make available annual transit passes to all tenants and employees of the HOHD or MHOHD. The transit pass(es) shall be provided at no cost to the tenants and employees. No tenant and employee shall be refused a transit pass.

6. The requirement to provide the transit passes shall be perpetual, unless the property owner provides the minimum number of parking spaces required (without any TPPR parking reduction) by the Zoning Code for the Development Site, and the Transit Pass Agreement of subsection E of this section is terminated.
7. The termination of the TPPR does not alleviate a property owner from providing the transit passes that are required for participation in the TPPR until the Transit Pass Agreement is terminated and the minimum parking spaces are provided as set forth herein.

E. Transit Pass Agreement.

1. The Director may enter into a Transit Pass Agreement with the property owner to allow a reduction in the required number of residential parking spaces in accordance with the provisions of this section. The agreement shall be in a form satisfactory to the City Attorney, or designee.
2. The agreement shall be perpetual unless terminated in accordance with the provisions of this section and the agreement.
3. The agreement shall include, but is not limited to:
 - a. The type of transit passes to be provided;
 - b. Notification requirements to tenants and employees of the availability of transit passes to them at no cost;
 - c. A requirement to obtain, maintain, and provide the City with the following information:
 - i. The number and types of transit passes requested and provided;
 - ii. Utilization frequency reports from the transit provider;
 - iii. Documentation of the annual transit pass proof of purchase;
 - iv. Bedroom occupancy rates; and
 - v. The number of tenant vehicles stored onsite and offsite within the city of Flagstaff.
 - d. An agreement to assist the City of Flagstaff employee(s) and/or City contractor(s) in the collection of vehicle and/or transit usage data, and other City studies to determine the effectiveness of the TPPR;
 - e. Reasonable access for City of Flagstaff employee(s) and/or City contractor(s) to study and count onsite parking utilization rates upon delivery of a written notice;
 - f. Annual reporting requirements;
 - g. Violations and remedies; and
 - h. Any other provision necessary as determined by the City Attorney, Director, or designee to document the requirements and enforcement of this section and the agreement.
4. The agreement shall be approved by the Director and property owner prior to the issuance of any building permit for the Development Site.
5. The City shall record the approved Transit Pass Agreement against the real property of the Development Site. Recordation fees shall be paid by the property owner prior to the issuance of any building permit for the Development Site.

Section 19. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.80: Parking Standards, 10-50.80.080 Parking Spaces, Parking Lot Design and Layout, subsection K, as follows:

10-50.80.080 Parking Spaces, Parking Lot Design and Layout

K. **Tandem Parking.** ~~Tandem parking is permitted in all zones for single family residences, accessory dwelling units, and duplexes as follows:~~

1. **Tandem parking is allowed in all:**

a. **Zones for single-family attached and detached dwelling units, and accessory dwelling units; and**

b. **Non-Transect Residential Zones for duplex developments.**

~~1-2.~~ **Both tandem parking spaces satisfy the parking requirement of ~~one~~ one-dwelling unit. residential unit; and**

~~2-3.~~ **Neither of the tandem parking spaces shall be for required accessible parking spaces.**

Section 20. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.080 Bungalow Court, subsection F, as follows:

10-50.110.080 Bungalow Court

F. Vehicle Access and Parking

Parking spaces may be enclosed, covered or open.

Spaces may be individually accessible by the units and/or via a common parking area located at the rear or side of the lot.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 21. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.090 Duplex, Side-by-Side, subsection F, as follows:

10-50.110.090 Duplex, Side-by-Side

F. Vehicle Access and Parking

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 22. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.100 Duplex Stacked, subsection F, as follows:

10-50.110.100 Duplex, Stacked

F. Vehicle Access and Parking

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 23. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.110 Duplex, Front-and-Back, subsection F, as follows:

10-50.110.110 Duplex, Front-and-Back

F. Vehicle Access and Parking

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 24. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-50.110: Specific to Building Types, Section 10-50.110.120 Stacked Triplex, subsection F, as follows:

10-50.110.120 Stacked Triplex

F. Vehicle Access and Parking

Where an alley is present, parking and services shall be accessed from the alley.

Parking spaces may be enclosed, covered or open.

~~Tandem parking is allowed for off-street parking to meet the requirements for a residential unit.~~

Section 25. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-80.20: Definition of Specialized Terms, Phrases, and Building Functions, Section 10-80.20.080 Definitions, "H", to add the term "High Occupancy Housing Development (HOHD)" and related terms, as follows:

Section 10-80.20.080 Definitions, "H"

High Occupancy Housing Development (HOHD): Means any of following: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater (see definitions below).

High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with five bedrooms or more:

- a. On a lot or parcel containing 10,000 square feet or less; and
- b. Has a Bedroom-to-Sanitation Facility Ratio less than 1.2.

High Occupancy Housing Development, Two-units: A lot or parcel containing two dwelling units, excluding an Accessory Dwelling Unit, with:

- a. More than a total of six bedrooms; or
- b. One or more dwelling unit(s) containing four or more bedrooms with a Bedroom-to-Sanitation Facility Ratio less than 1.3.

High Occupancy Housing Development, Three-units: A lot or parcel containing three dwelling units with:

- a. More than a total of nine bedrooms; or
- b. One or more dwelling unit(s) containing four or more bedrooms with a Bedroom-to-Sanitation Facility Ratio less than 1.3.

High Occupancy Housing Development, Four-units and Greater: A Development Site containing four or more dwelling units where:

- a. More than 20 percent of the total dwelling units have four bedrooms or more;
- b. One or more of the dwelling unit(s) containing four or more bedrooms has a Bedroom-to-Sanitation Facility Ratio that is less than 1.3; or
- c. The total number of dwelling units per acre, or bedrooms per acre, requires a Conditional Use Permit for an HOHD in accordance with the building form and property development standards of the property's designated Non-Transect Zone; or, if the property owner has elected a Transect Zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre.

Section 26. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-80.20: Definition of Specialized Terms, Phrases, and Building Functions, Section 10-80.20.130 Definitions, “M”, to add the term “Mixed-Use High Occupancy Housing Development (MHOHD)”, as follows:

10-80.20.130 Definitions, “M”

Mixed-Use High Occupancy Housing Development (MHOHD):

- 1. A mixed-use development with:**
 - a. More than 20 percent of the total dwelling units have four bedrooms or more;**
 - b. One or more dwelling unit(s) containing four or more bedrooms with a Bedroom-to-Sanitation Facility Ratio that is less than 1.3; or**
 - c. The total number of dwelling units per acre, or bedrooms per acre, requires a Conditional Use Permit for an MHOHD in accordance with the building form and property development standards of the property’s designated Non-Transect Zone; or, if the property owner has elected a Transect Zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre.**

Section 27. Amend Title 10 FLAGSTAFF ZONING CODE, Division 10-80.20: Definition of Specialized Terms, Phrases, and Building Functions, Section 10-80.20.180 Definitions, “R”, to add the terms “Ratio, Bedroom-to-Dwelling Unit” and “Ratio, Bedroom-to-Sanitation Facility” as follows:

Section 10-80.20.180 Definitions, “R

Ratio, Bedroom-to-Dwelling Unit: The total number of bedrooms divided by the total number of dwelling units.

Examples: An HOHD has a total number of 1160 bedrooms and 350 dwelling units. The Bedroom-to-Dwelling Unit Ratio is:

$$\frac{\underline{1160 \text{ bedrooms}}}{350 \text{ dwelling units}} = 3.31$$

Ratio, Bedroom-to-Sanitation Facility: The total number of bedrooms divided by the total number of sanitation facilities in a dwelling unit.

Examples: A dwelling unit has five bedrooms and four sanitation facilities. The Bedroom-to-Sanitation Facility Ratio is:

$$\frac{\underline{5 \text{ bedrooms}}}{4 \text{ sanitation facilities}} = 1.25$$

Section 28. Amend Title 10 FLAGSTAFF ZONING CODE, APPENDICES to add Appendix 1.4 Bicycle Parking Space Design Requirements, to the list, as follows:

APPENDICES

Appendix 1.1	Design Guidelines
Appendix 1.2	Additional Information on Smart Growth and Traditional Neighborhood Developments
Appendix 1.3	Sustainability Guidelines
Appendix 1.4	Bicycle Parking Space Design Requirements
Appendix 2	Planning Fee Schedule
Appendix 3	City of Flagstaff Landscape Plant List
Appendix 4	Outdoor Lighting Reference Material
Appendix 5	Additional Information Applicable to Division 10-50.90, Resource Protection Standards
Appendix 6	Additional Information on Affordable Housing
Appendix 7	List of Major Arterial Streets

Section 29. Amend Title 10 FLAGSTAFF ZONING CODE, APPENDICES, to add Appendix 1.4 Bicycle Space Design Requirements, as follows:

APPENDICES

Appendix 1.4 Bicycle Space Design Requirements

1.4.010 Purpose

- A. It is the purpose of this Appendix to establish the minimum acceptable standards for bicycle parking spaces that are required by the Zoning Code.**

1.4.020 Applicability

- A. Requirements of this Appendix shall apply to all bicycle parking spaces provided on a Development Site within the Flagstaff city limits.**

1.4.030 Standard Bicycle Rack Design Requirements

A. Rack Design.

- 1. Each rack shall be provided in accordance with one of the designs indicated in Figure 1.4.030.A., unless an alternative design is allowed in accordance with subsection C of this section.**

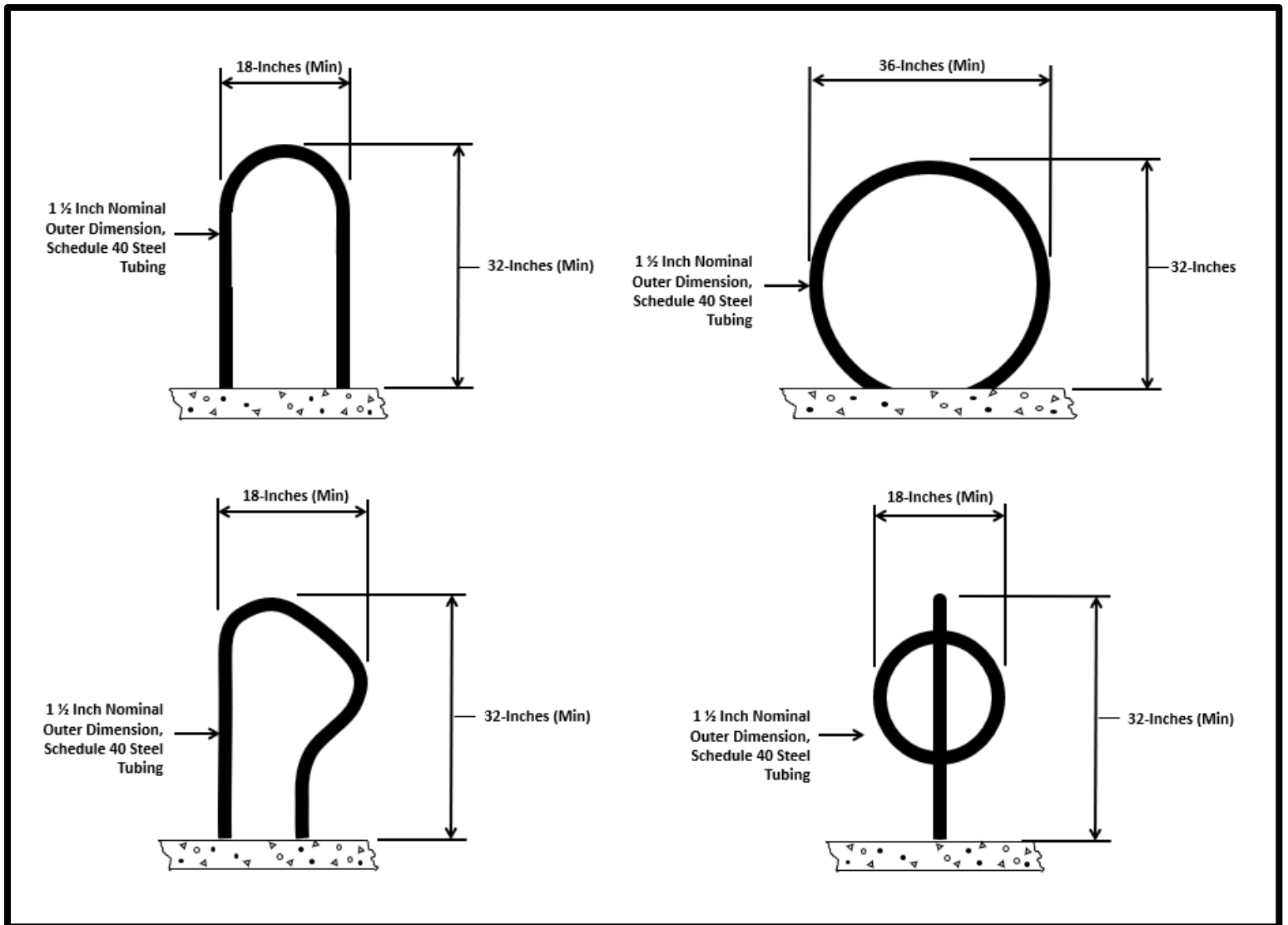


Figure 1.4.030.A. Rack Designs

B. Rack Placement.

1. The bicycle rack(s) shall be:

- a. Placed in an area that complies with the location provisions of Section 10-50.80.050.B., is highly visible, well-illuminated, has frequent pedestrian activity, and is in accordance with Figure 1.4.030.B.1.;and
- b. Securely mounted with a tamper-proof mounting technique to an impervious concrete, paver, or asphalt surface, unless an alternative surface is approved by the Director.

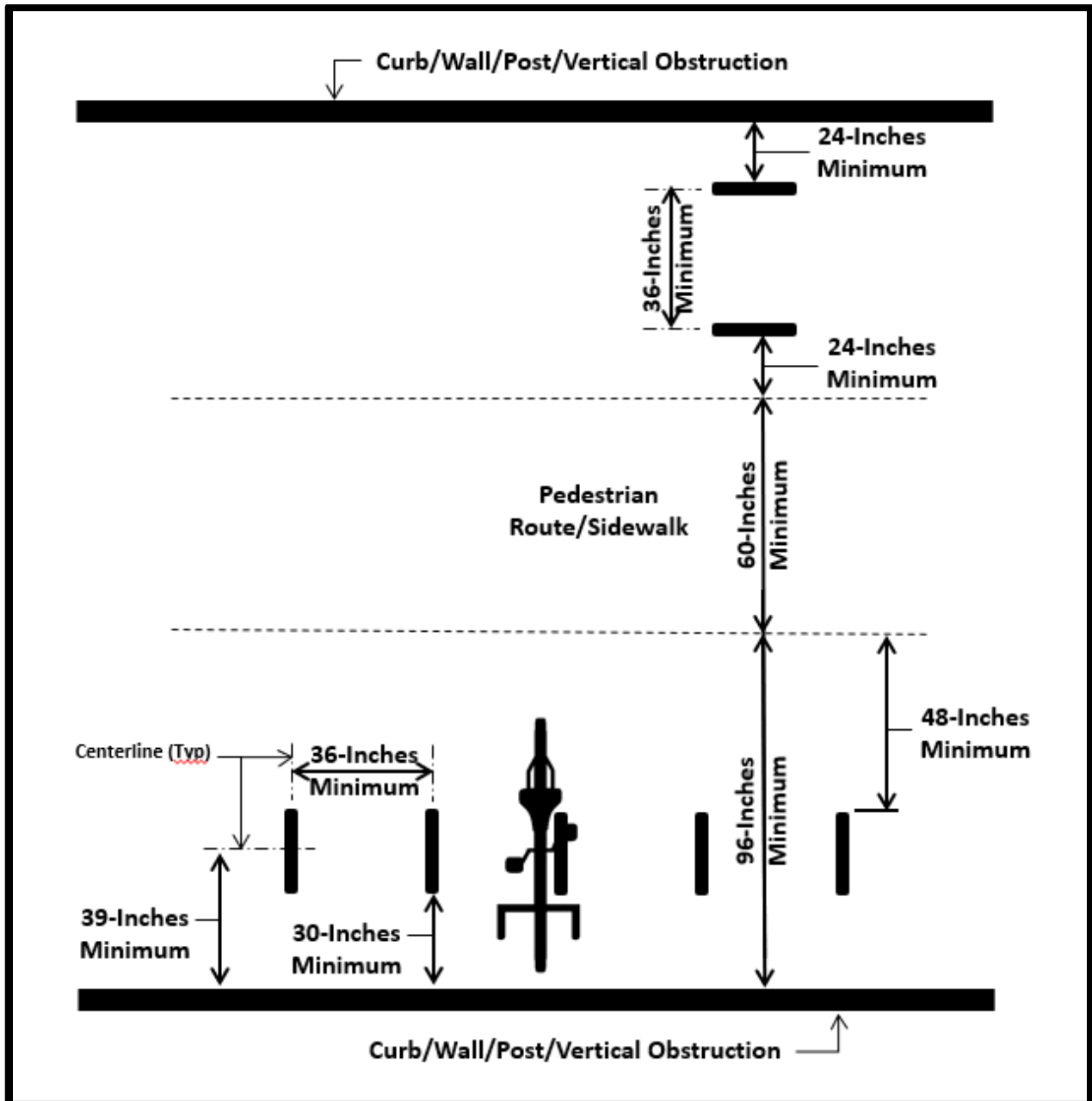


Figure 1.4.030.B.1. Bicycle Rack Placement

2. The placement of a bicycle rack shall not interfere with pedestrian movements.
 3. Any bicycle rack(s) located within a parking area shall be within a barrier consisting of bollards, curbs, curb-bumpers, fences, planting areas, or a similar barrier approved by the Director.
- C. Alternative Bicycle Rack Designs. The Director may approve an alternative rack design that complies with the following requirements:

1. The rack shall allow the bicycle frame and one or both wheels to be secured with a standard U-lock;
2. The rack shall be designed to support a bicycle frame in two places in a manner that does not cause damage to the wheels or allow the bicycle to tip over;
3. The rack shall be constructed of a material of sufficient strength that resists cutting, rust, bending, and deformation (Schedule 40 metal pipe is the minimum standard); and
4. The rack is not a design similar to types indicated in Figure 1.4.030.C.4.

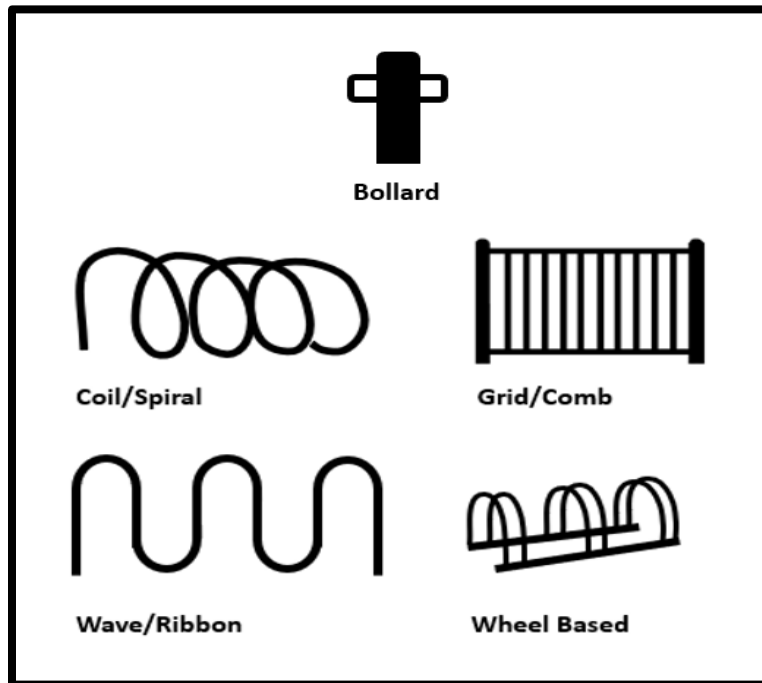


Figure 1.4.030.C.4. Unacceptable Bicycle Rack Designs

1.4.040 Standards for Indoor Secure Bicycle Parking Spaces

A. Secure Bicycle Parking Space Design.

1. The required secure bicycle parking spaces shall be in separate room(s) or cage(s) (the "Facilities") designed for bicycle storage within a building or parking structure.
2. The Facilities shall be:
 - a. On the ground level, or another level that has elevator access, provided that the elevator has an interior width or depth of at least six feet;
 - b. Accessed through a door or gate that utilizes an electronic keypad and code, security pass card, or a similar electronic system approved by the Director;
 - c. In a location that is illuminated in accordance with the Illuminating Engineering Society (IES) of North America (IESNA) standards for security;
 - d. Limited to the storage of bicycles; and
 - e. Include bicycle racks or lockers.

3. The bicycle rack(s) shall:
 - a. Conform with Section 1.4.030.A., unless an alternative design is allowed in accordance with Section 1.4.030.C.;
 - b. Be securely mounted with a tamper-proof mounting technique to an impervious concrete, paver, or asphalt surface; and
 - c. Be placed in accordance with Figure 1.4.040.A.3.c., unless an alternative configuration is approved by the Director.

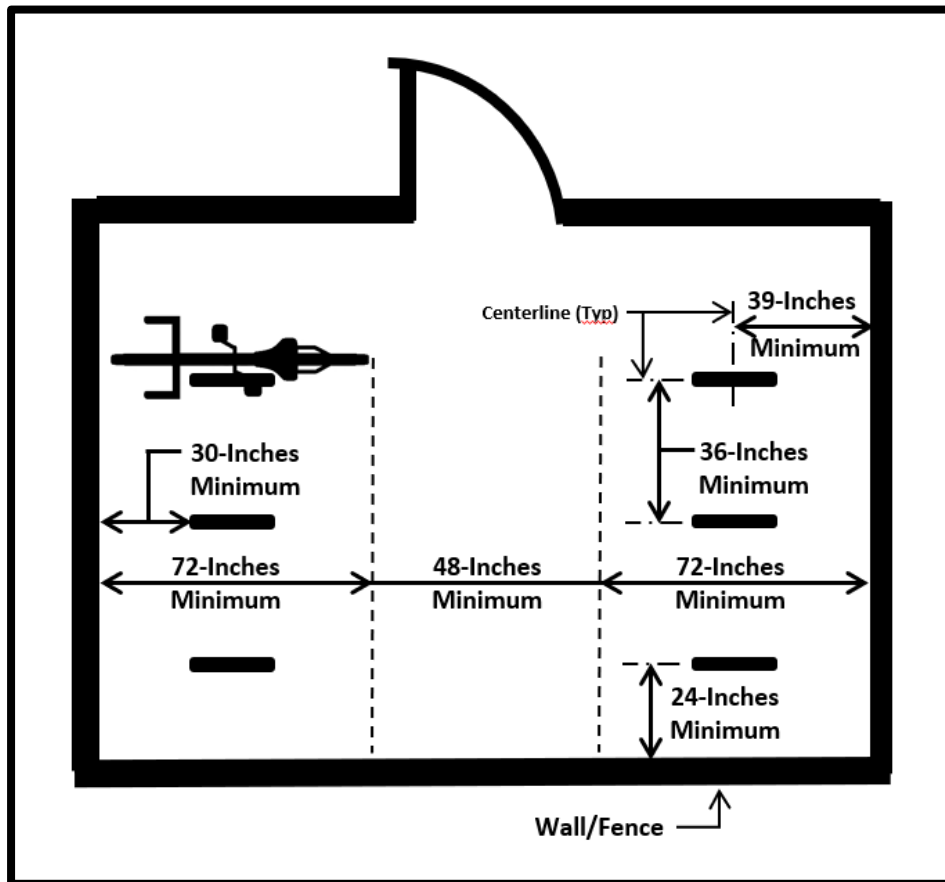


Figure 1.4.040.A.3.c. Bicycle Storage Room/Cage

1.4.050 Standards for Bicycle Lockers

A. Bicycle Locker Design and Location Requirements.

1. The lockers shall be constructed of metal. If windows are provided in the locker, the windows shall be constructed with unbreakable material. Plastic lockers are prohibited.
2. The lockers shall utilize an integral mechanical or digital ("smart") locking mechanism. Lockers that use hasp or mechanisms that allow the use of user locks is prohibited.
3. Stacked lockers shall have a wheel track to guide the bicycle into the locker.
4. Lockers located within a parking area shall be within a barrier consisting of bollards, curbs, curb-bumpers, fences, planting areas, or similar barriers approved by the Director.

5. Lockers placed outdoors shall be within 50 feet of a primary resident entry to a building. The locker(s) shall not be placed between a building and a street.
6. The lockers shall be in a location that is illuminated in accordance with the Illuminating Engineering Society (IES) of North America (IESNA) standards for security.
7. Lockers placed in a building or parking structure shall be on the ground level, or another level that has elevator access, provided that the elevator has an interior width or depth of at least six feet.
8. The placement of a locker shall not interfere with pedestrian movements.
9. The size and placement of the lockers shall conform with Figure 1.4.050.A.9., unless an alternative configuration is approved by the Director.

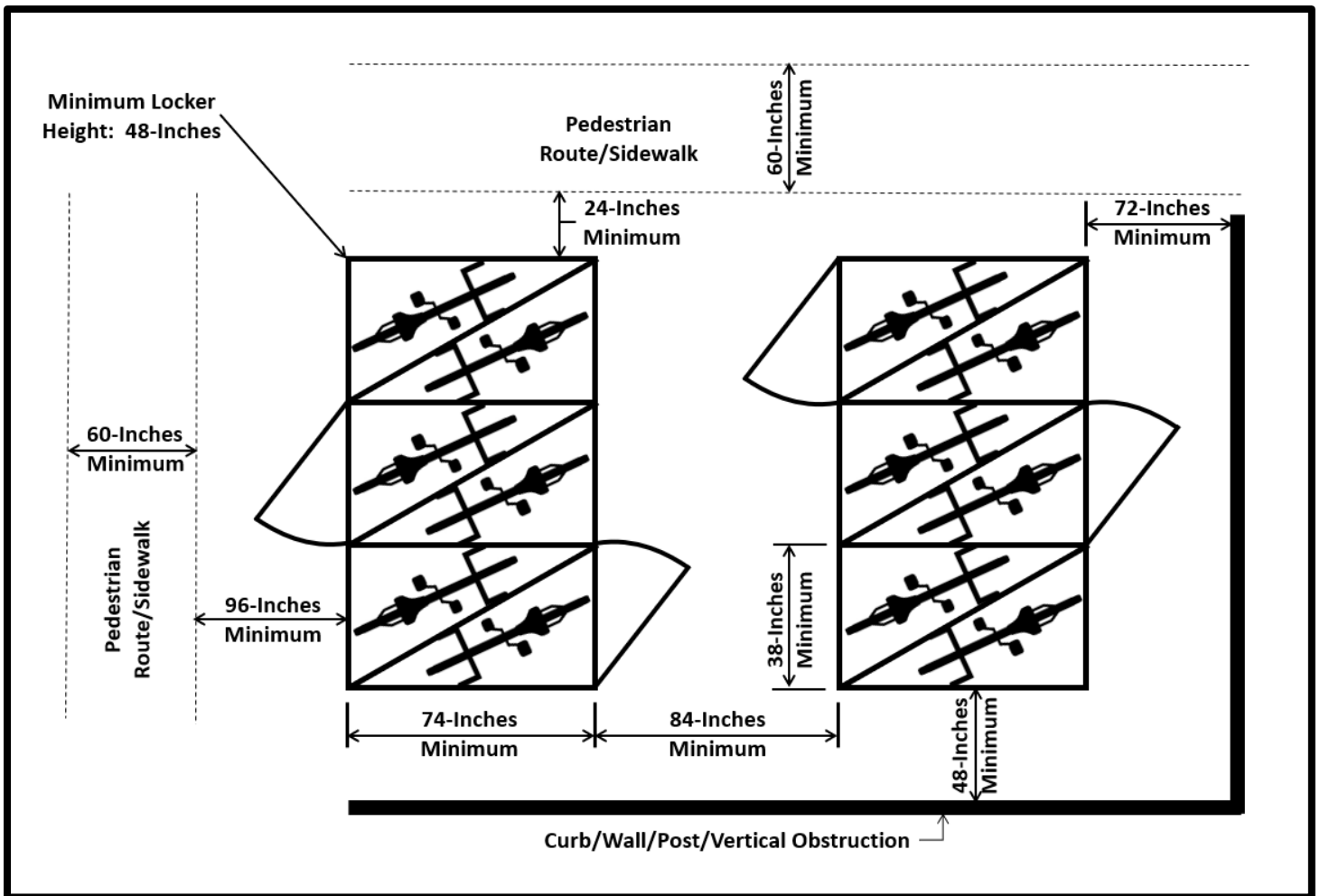


Figure 1.4.050.A.9. Bicycle Locker Size and Placement

Single-Family High Occupancy Housing Development Concept Definition Distribution

Alternative Definition 1

1. High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with:
 - a. A Bedroom-to-Sanitation Facility Ratio less than or equal to 1.2, and
 - b. Five or more bedrooms.

Single-Family Attached or Detached Dwelling Unit HOHD Definitions for Consideration (Color code):													
	Based on the definition above, the green shaded cells identify when a Single-Family HOHD Conditional Use Permit would be required. The table is read from up to down and from left to right. For example, the corresponding cell for a single-family dwelling unit with 9 bedrooms and 8 sanitation facilities has a Bedroom-to-Sanitation Facility Ratio of 1.13. This cell is green, and the ratio is less than 1.2. Therefore, a Single-Family HOHD Conditional Use Permit would be required.												
	# Sanitation Facilities →	1	2	3	4	5	6	7	8	9	10	11	82

	# Bedrooms ↓												
	5	5.00	2.50	1.67	1.25	1.00							
	6	6.00	3.00	2.00	1.50	1.20	1.00						
	7	7.00	3.50	2.33	1.75	1.40	1.17	1.00					
	8		4.00	2.67	2.00	1.60	1.33	1.14	1.00				
	9			3.00	2.25	1.80	1.50	1.29	1.13	1.00			
	10				2.50	2.00	1.67	1.43	1.25	1.11	1.00		
	11					2.20	1.83	1.57	1.38	1.22	1.10	1.00	
	12						2.00	1.71	1.50	1.33	1.20	1.09	
	100												1.22

Alternative Definition 2

- High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with:
 - a. Seven or more bedrooms, or
 - b. Five or more sanitation facilities.

Single-Family Attached or Detached Dwelling Unit HOHD Definitions for Consideration (Color code):												
	Based on the definition above, the blue shaded cells identify when a Single-Family HOHD Conditional Use Permit would be required. The table is read from up to down and from left to right. For example, the corresponding cell for a single-family dwelling unit with 7 bedrooms and 1 sanitation facilities would require Single-Family HOHD Conditional Use Permit. Also, a single-family dwelling unit with 8 bedrooms and 5 sanitation facilities would require Single-Family HOHD Conditional Use Permit.											
# Sanitation Facilities →	1	2	3	4	5	6	7	8	9	10	11	82

# Bedrooms ↓	1	2	3	4	5	6	7	8	9	10	11	82
5	5.00	2.50	1.67	1.25	1.00							
6	6.00	3.00	2.00	1.50	1.20	1.00						
7	7.00	3.50	2.33	1.75	1.40	1.17	1.00					
8		4.00	2.67	2.00	1.60	1.33	1.14	1.00				
9		4.50	3.00	2.25	1.80	1.50	1.29	1.13	1.00			
10		5.00	3.33	2.50	2.00	1.67	1.43	1.25	1.11	1.00		
11			3.67	2.75	2.20	1.83	1.57	1.38	1.22	1.10	1.00	
100												1.22

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 (08/18/2020) and Flagstaff Community Forum Comments (07/26/2019 – 09/03/2019)

	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"> 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. 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. 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. 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. "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? 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?" 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. 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 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"> 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		6	<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.	<p>Replace Rooming and Boarding in the following Zones with High Occupancy Housing Development land use in the following zones:</p> <p>Manufactured Housing (MH)</p> <p>Estate Residential (ER)</p> <p>Medium Density Residential (MR)</p> <p>High Density Residential (HR)</p> <p>Suburban Commercial (SC)</p> <p>Community Commercial (CC)</p> <p>Highway Commercial (HC)</p> <p>Commercial Service (CS)</p> <p>Central Business (CB)</p>	<p>5</p> <p>7</p> <p>6</p> <p>6</p> <p>5</p> <p>7</p> <p>5</p> <p>4</p> <p>6</p>	<p>40%</p> <p>29%</p> <p>67%</p> <p>83%</p> <p>40%</p> <p>57%</p> <p>80%</p> <p>50%</p> <p>50%</p>	<p>60%</p> <p>71%</p> <p>33%</p> <p>17%</p> <p>60%</p> <p>43%</p> <p>20%</p> <p>50%</p> <p>50%</p>	<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? 5. What about the Transect Zones? High Occupancy Housing should not be in allowed in these areas since they are mainly existing neighborhoods and are not consistent with existing developments. (Verbal comment at morning open house meeting at the Murdock Center) 6. The High Occupancy Housing allowed in the Transect zones should not be allowed. (Verbal comment at morning meeting at the Murdock Center) 7. How are you going to stop High Occupancy Housing in Transect Zones? They could not be allowed (Verbal comment at morning open house meeting at the Murdock Center). 8. Projects like the HUB, and multi bedroom triplexes and duplexes (four bedrooms and greater) High Occupancy Housing types that are allowed in transect zones and are out of scale with existing developments, impact parking, and neighborhood. These types of HOH development should not be allowed. (Verbal comments on southside meeting on Zoning).
11.	<p>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.</p>	<p>Total Respondents: 1</p>	<p>Support: 100%</p>	<p>Do not support: 0%</p>	<ol style="list-style-type: none"> 1. I support HOH without Mixed Use
12.	<p>Proposed Zoning Code Specific to Use Requirements for a High Occupancy Housing Development:</p> <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.; 	<p>4</p>	<p>50%</p>	<p>50%</p>	<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.

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>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> <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>				
Total Comments Received		271	Total Written Comments Received		90
Total Participates (40 - Open House Attendees) + (260 - Online Community Forum Views)		300			

Summary of Public Comments and Questions Received

from the February 13 and 14, 2020 Open House Meeting on the Zoning Code.

1. Does the proposed Zoning Code or High Occupancy Housing Plan allow for additional building height?

Staff Response: Neither the proposed zoning code and the High Occupancy Housing Plan allow for additional building height

2. Is the High Occupancy Housing Plan specific to any one area?

Staff Response: The High Occupancy Housing Plan address all areas of the City.

3. Where is High Occupancy Housing allowed?

Staff Response: There are large and small High Occupancy Housing developments. As defined, the proposed Zoning Code allows High Occupancy Housing all residential and commercial zones, and all transect zones (excluding the T1 Natural (T1) and T2 Rural (T2)).

4. Are there ways to getting around the High Occupancy Housing requirements? For example, a dwelling unit having 8 bedrooms

Staff Response: Only the single-family dwelling unit has a bedroom cap in any one dwelling unit. There is no bedroom cap in the two-unit/duplex or a multifamily development.

5. Is a request for a Conditional Use Permit subject to the surrounding neighborhood comment?

Staff Response: All Conditional Use Permits require a public meeting, at least, before the Planning and Zoning Commission. The Planning and Zoning Commission, or the City Council when applicable, may consider public comments in rendering their decision in the approval or denial of the Conditional Use Permit. The Planning and Zoning Commission's and the City Council's decision is limited to the Conditional Use Permit Criteria.

6. In a single-family neighborhood, is an accessory dwelling unit allowed.

Staff Response: An accessory dwelling unit is allowed in a lot with a single-family dwelling unit.

7. Is it correct that Northern Arizona University (NAU) attendance going down?

Staff Response: Staff has been informed that the attendance had decreased this past semester.

8. Does the development have to be compatible with the style of existing surrounding developments?

Staff Response: The Conditional Use Permit criteria requires a finding that the compatibility criteria have met.

9. The Standard is not 100% full, 90% full per the leasing manager. It has open parking on the ground floor that is set aside for the commercial areas. Currently the residents are using the spaces since the commercial is vacant. There is available parking on the upper floors.

10. Why are they building more rooms for students? The attendance is down as NAU.

Staff Response: Arizona is a free market state. Therefore, the property owners and developer can build what they want if it is allowed by the properties zone.

11. So, we will have just a bunch of slum housing in and next to downtown.

12. Arizona laws prohibit requiring affordable housing

13. Could the proposed standards require a minimum number of studio and one-bedroom units? For example, a minimum of 20 percent of the total dwelling units. Also, could the proposed

standards have a maximum number of 4 bedrooms or greater? For example, a maximum of 20 percent of the total dwelling units. Therefore, this would not allow 50 to 80 percent, or more, of the dwelling to be 4 bedrooms or greater

Staff Response: Yes, the proposed standards could.

14. Are there developer pushing to get their approval before the adoption of these proposed development standard.

Staff Response: We have been told that some developer desire to get their approvals before the proposed standard become effective.

15. The market demand is 1 and 2 bedrooms. We want the three, four, and five-bedroom unit apartment near NAU, where the student can walk.

16. What is there to protect the low-density developments?

Staff Response: Each zone has a list of allowed land uses and densities. The Zoning Code provided for protections within the zone, although almost all zones allow for multi-family developments at different densities. Also, single-family is allowed in almost all of the zones.

17. What regulates the Zoning Code?

Staff Response: All new zoning code amendment must be in conformance with the Regional Plan, and applicable specific plans.

18. The proposed parking standards are to high for small developments. They should be like the transect zones.

19. Allow smaller HOH developments by-right, without the requirements for a Conditional Use Permit.

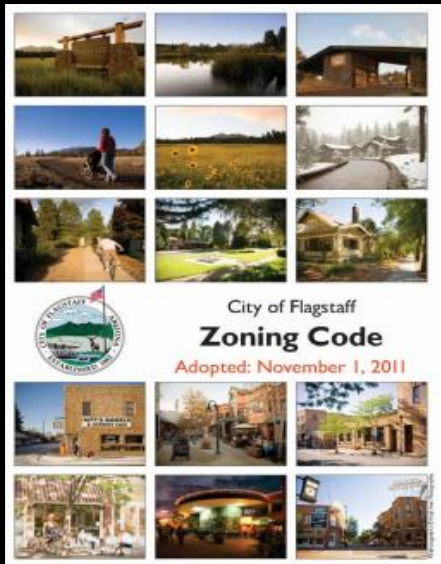
20. Provide incentives for infill developments with a lower parking requirement.

Updates to Zoning Code 2020 - High Occupancy Housing Specific Plan

City's Request to
Amend the Zoning Code
Case PZ-19-00125



Dan Symer, AICP
Zoning Code Manager

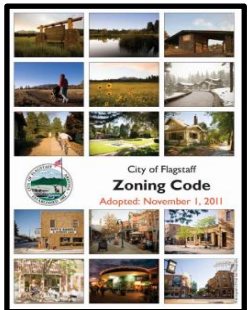




High Occupancy Housing Zoning Code Text Amendment

Work Session Objectives

- **To inform the public and allow for their suggestions and concerns to be heard**
- **To inform the City Council and allow for their suggestions, questions and discussion**
- **No action will be taken by the City Council at this work session**

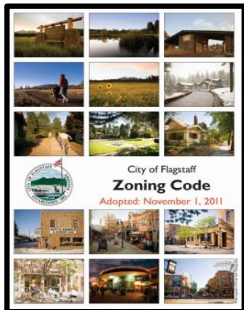




High Occupancy Housing Zoning Code Text Amendment

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**



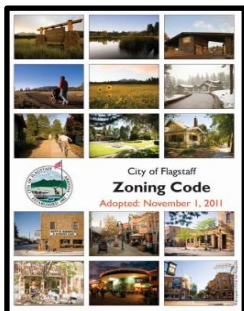


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Purpose:

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



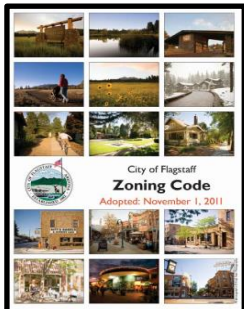


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

HOH land uses provisions:

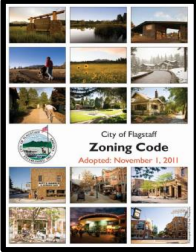
- a. Definitions
- b. Zones that the High Occupancy Housing Development (HOHD) and Mixed-Use High Occupancy Housing Development (MHOHD) are allowed
- c. Maximum dwelling unit and bedroom per acre provisions
- d. Specific to use property development criteria
- e. Conditional Use Permit HOH specific criteria
- f. Vehicle and bike parking requirements
- g. Transit Pass Parking Reduction Pilot Program





High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



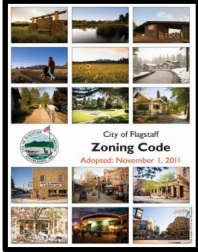
Definitions

- **High Occupancy Housing Development, Single-Family.** A single-family attached or detached dwelling unit with five bedrooms or more:
 - On a lot or parcel containing 10,000 square feet or less; and
 - Has a Bedroom-to-Sanitation Facility Ratio less than 1.2
- **High Occupancy Housing Development, Two-units.** A lot or parcel containing two dwelling units, excluding an Accessory Dwelling Unit, with:
 - More than a total of six bedrooms; or
 - One or more dwelling unit(s) containing four or more bedrooms with a Bedroom-to-Sanitation Facility Ratio less than 1.3



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



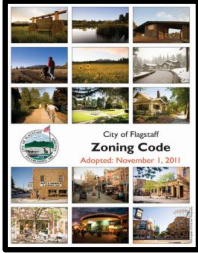
Definitions

- **High Occupancy Housing Development, Three-units.** A lot or parcel containing three dwelling units with:
 - **More than a total of nine bedrooms; or**
 - **One or more dwelling unit(s) containing four or more bedrooms with a Bedroom-to-Sanitation Facility Ratio less than 1.3**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



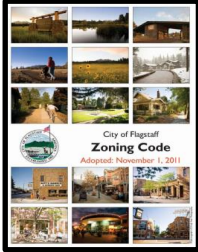
Definitions

- **High Occupancy Housing Development, Four-units and Greater. A Development Site containing four or more dwelling units where:**
 - **More than 20 percent of the total dwelling units have four bedrooms or more;**
 - **One or more of the dwelling unit(s) containing four or more bedrooms has a Bedroom-to-Sanitation Facility Ratio that is less than 1.3; or**
 - **The total number of dwelling units per acre, or bedrooms per acre, requires a Conditional Use Permit for an HOHD in accordance with the building form and property development standards of the property's designated Non-Transect Zone; or, if the property owner has elected a Transect Zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



Definitions

- **Mixed-Use High Occupancy Housing Development (MHOHD).**

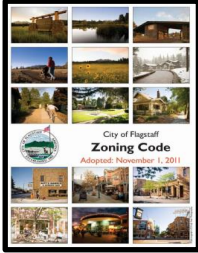
A mixed-use development with:

- **More than 20 percent of the total dwelling units have four bedrooms or more;**
- **One or more dwelling unit(s) containing four or more bedrooms with a Bedroom-to-Sanitation Facility Ratio that is less than 1.3; or**
- **The total number of dwelling units per acre, or bedrooms per acre, requires a Conditional Use Permit for an MHOHD in accordance with the building form and property development standards of the property's designated Non-Transect Zone; or, if the property owner has elected a Transect Zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



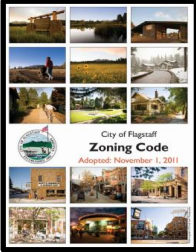
Definitions

- Does the City Council desire to maintain staff's proposed definition of a Single-Family HOHD, or one of the alternative definitions?
- **High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with five bedrooms or more:**
 - On a lot or parcel containing 10,000 square feet or less; and
 - Has a Bedroom-to-Sanitation Facility Ratio less than 1.2



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



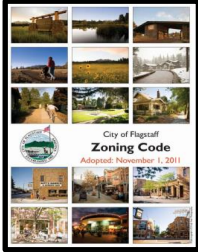
Alternative Definition – 1

- **High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with:**
 - **A Bedroom-to-Sanitation Facility Ratio less than or equal to 1.2, and**
 - **Five or more bedrooms.**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



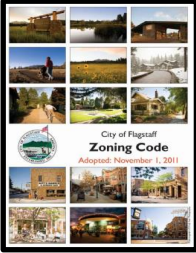
Alternative Definition – 2

- **High Occupancy Housing Development, Single-Family. A single-family attached or detached dwelling unit with:**
 - **Seven or more bedrooms, or**
 - **Five or more sanitation facilities**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



Definitions

- Does the City Council desire to maintain staff's proposed definition of a Single-Family HOHD, or one of the alternative definitions?



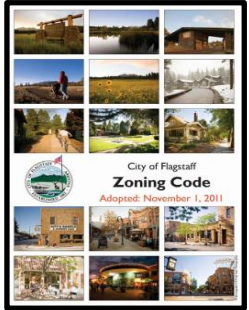
High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Zones that the HOHDs are allowed

- **Single-Family:**

- Rural Residential (RR)
- Estate Residential (ER)
- Single-Family Residential (R1)
- Single-Family Residential Neighborhood (R1N)
- Medium Density Residential (MR)
- High Density Residential (HR)
- Manufactured Housing (MH)
- Community Commercial (CC)
- T3 Neighborhood 1 (T3N.1)
- T3 Neighborhood 2 (T3N.2)
- T4 Neighborhood 1 (T4N.1)
- T4 Neighborhood 1 – Open (T4N.1-O)
- T4 Neighborhood 2 (T4N.2)
- T4 Neighborhood 2 – Open (T4N.2-O)





High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Zones that the HOHDs are allowed

- **Two-units:**

- Rural Residential (RR)
- Estate Residential (ER)
- Single-Family Residential (R1)
- Single-Family Residential Neighborhood (R1N)
- Medium Density Residential (MR)
- High Density Residential (HR)
- Suburban Commercial (SC)
- Community Commercial (CC)
- Highway Commercial (HC)
- Commercial Service (CS)
- Central Business (CB)
- T3 Neighborhood 2 (T3N.2)
- T4 Neighborhood 1 (T4N.1)
- T4 Neighborhood 1 – Open (T4N.1-O)
- T4 Neighborhood 2 (T4N.2)
- T4 Neighborhood 2 – Open (T4N.2-O)

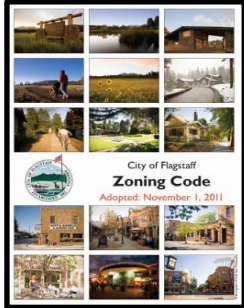


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Zones that the HOHDs are allowed

- **Three- and four-units and greater HOHDs:**
 - Rural Residential (RR)
 - Estate Residential (ER)
 - Single-Family Residential (R1)
 - Medium Density Residential (MR)
 - High Density Residential (HR)
 - Suburban Commercial (SC)
 - Community Commercial (CC)
 - Highway Commercial (HC)
 - Commercial Service (CS)
 - Central Business (CB)
 - T3 Neighborhood 2 (T3N.2)
 - T4 Neighborhood 1 (T4N.1)
 - T4 Neighborhood 1 – Open (T4N.1-O)
 - T4 Neighborhood 2 (T4N.2)
 - T4 Neighborhood 2 – Open (T4N.2-O)
 - T5 Main Street (T5)
 - T6 Downtown (T6)



* An HOHD with four units or more is only allowed in the pedestrian shed of an activity center

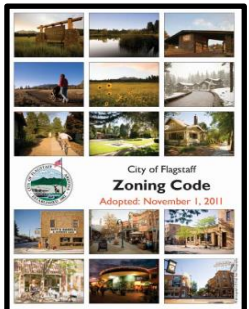


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Zones that the MHOHDs are allowed

- **Mixed-Use:**
 - **Suburban Commercial (SC)**
 - **Community Commercial (CC)**
 - **Highway Commercial (HC)**
 - **Commercial Service (CS)**
 - **Central Business (CB)**
 - **T5 Main Street (T5)**
 - **T6 Downtown (T6)**



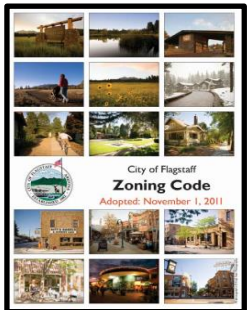


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Maximum Densities

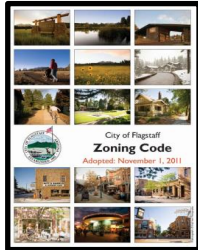
- **Residential Zones:**
 - **No change in the allowed densities**





High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



Maximum Bedrooms per Acre

Residential Zones Four-units and greater HOHDs	Bedrooms per Acre				
	W/O CUP in RPO	CUP in RPO	W/O CUP	CUP	CUP RAC
Rural Residential (RR) and Estate Residential (ER)	2.5 to 3	3.5 to 4	2.5 to 3	3.5 to 4	N/A
Single-Family Residential (R1)	12.5	17.5	15	21	
Medium Density Residential (MR)	22.5	31.5	35	49	per CUP
High Density Residential (HR)	55	77	72.5	101.5	per CUP

Without – W/O

Conditional Use Permit = CUP

Resource Protection Overlay = RPO

Inside of a pedestrian shed of a Regional Activity Center = RAC

Not Applicable – N/A



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Maximum Densities

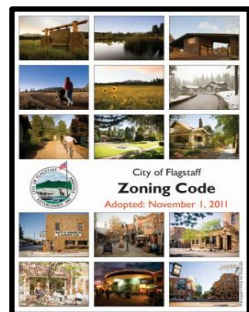
Commercial Zones	Dwelling Units per Acre			
	W/O RPO	RPO in AC	RPO	CUP AC
Suburban Commercial (SC)	13	13	13	per CUP
Community Commercial (CC)	29	29	22	
Highway Commercial (HC)				
Commercial Service (CS)				
Central Business (CB)				

Without = W/O

Conditional Use Permit = CUP

Resource Protection Overlay = RPO

Inside of a pedestrian shed of an activity center = AC





High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Maximum Bedrooms per Acre

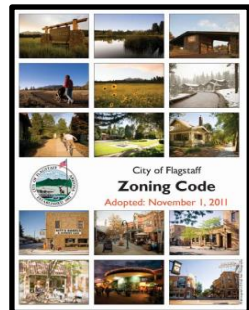
Commercial Zones Four-units and greater HOHDs	Bedrooms per Acre			
	W/O RPO	RPO AC	RPO	CUP
Suburban Commercial (SC)	35	35	35	per CUP
Community Commercial (CC)	72.5	72.5	55	
Highway Commercial (HC)				
Commercial Service (CS)				
Central Business (CB)				

Without = W/O

Conditional Use Permit = CUP

Resource Protection Overlay = RPO

Inside of a pedestrian shed of an activity center = AC



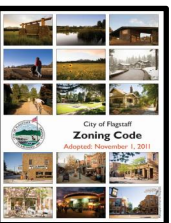


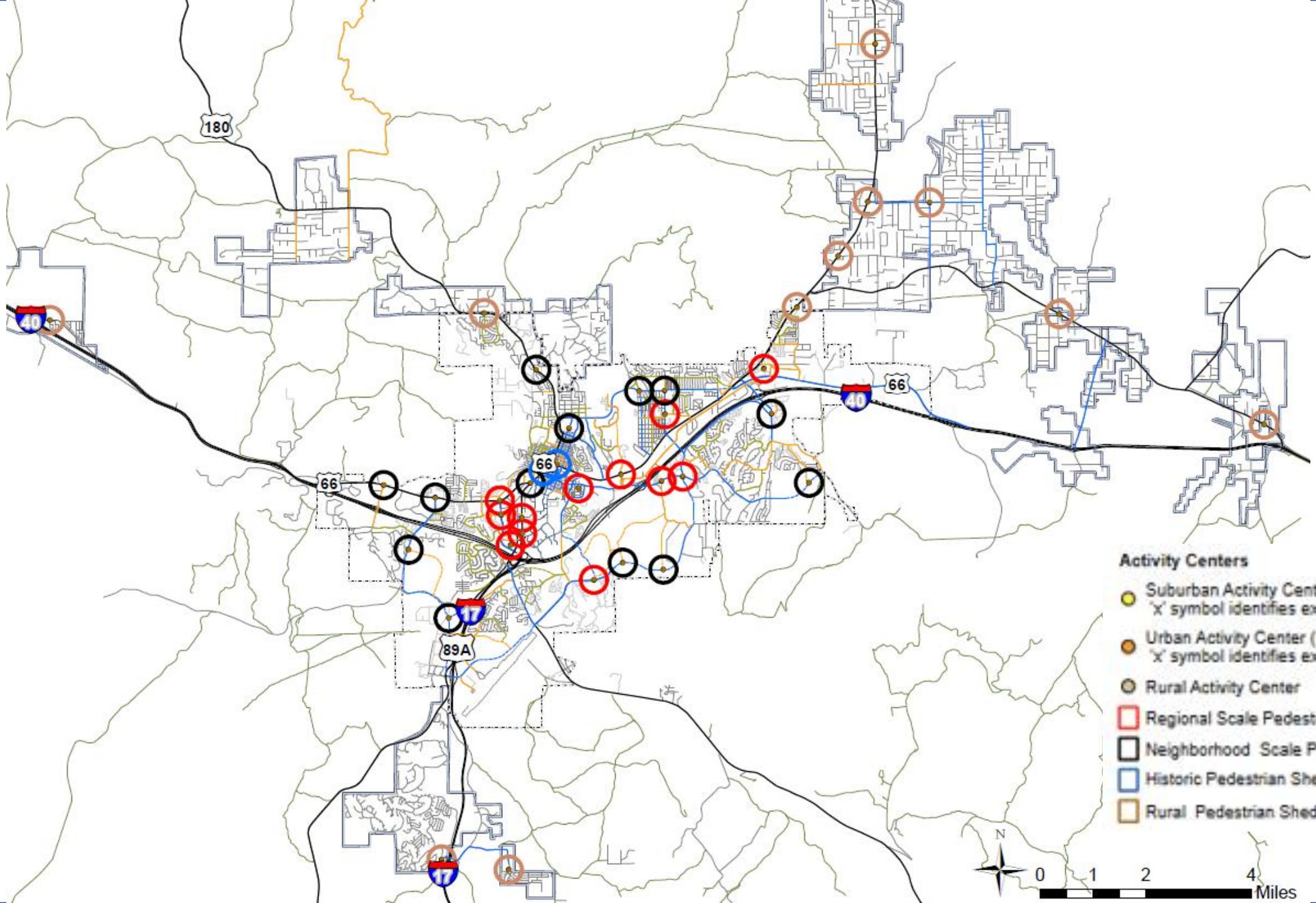
High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Specific to Use Requirements

- **HOHD or MHOHD with four or more dwelling units shall be located inside of a pedestrian shed of an activity center**





- 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



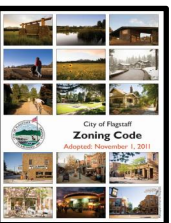


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Specific to Use Requirements

- **An HOHD in a Commercial Zone:**
 - **Shall be on a lot or parcel that is setback at least 300 feet from a Commercial Corridor, and**
 - **There shall be an existing primary mixed-use development or commercial use(s) between the HOHD and the Commercial Corridor street**
- **MHOHD shall comply with the mixed-use development standards**



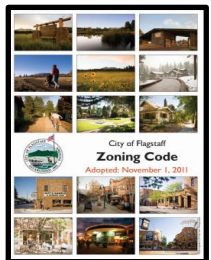


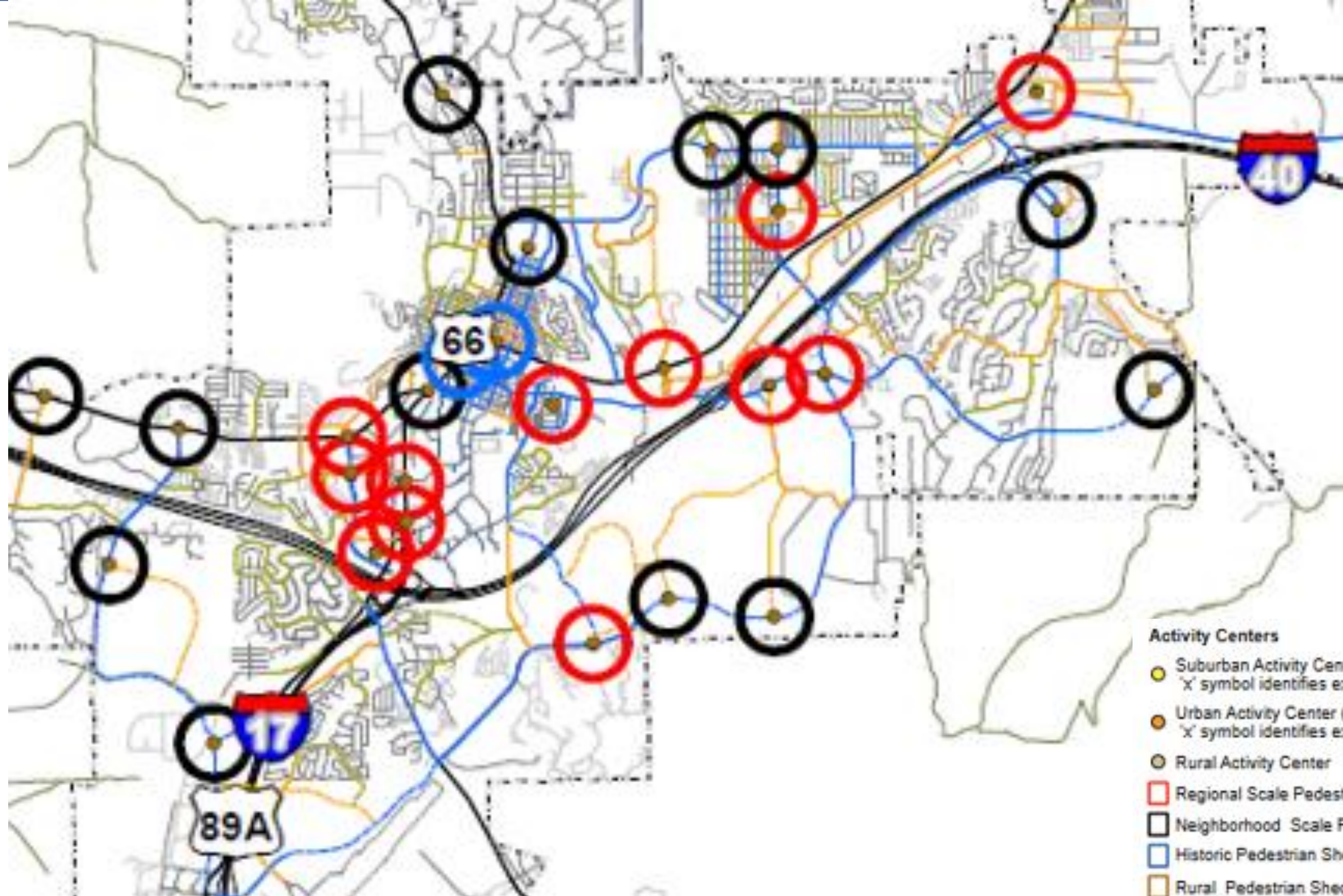
High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Specific to Use Requirements

- **HOHD or MHOHD in a commercial zone may contain more than 50 dwelling units per acre and/or 125 bedrooms per acre inside of a pedestrian shed a Regional Activity Center**





- 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

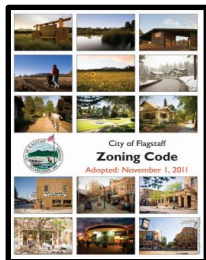


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Specific to Use Requirements

- **MHOHD shall be on a lot or parcel that:**
 - **Abuts a street classified as a commercial corridor shown on the General Plan; and**
 - **Is located inside of a pedestrian shed of an activity center delineated on the General Plan or applicable Specific Plan**



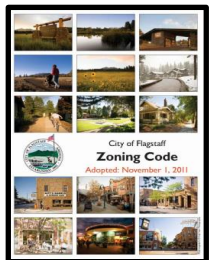


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Specific to Use Requirements

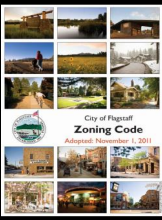
- **HOHD or MHOHD in a commercial zone may contain more than 50 dwelling units per acre and/or 125 bedrooms per acre inside of a pedestrian shed of a Regional Activity Center**
- **Prior to a land division that creates HOHD or MHOHD, a Conditional Use Permit shall be approved**
- **Requirement for typical floor plans or a typical residential unit study that shows how to convert an HOHD or MHOHD to a standard multiple-family development**





High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



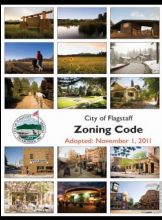
Specific to Use Requirements

- **An HOHD or MHOHD that has more than 29 dwelling units per acre, or more than 72.5 bedrooms per acre, excluding a Single-family HOHD, shall have:**
 - **A minimum of 20% of the bedrooms contained in studio and/or one-bedroom dwelling units; and**
 - **A maximum of 30% of bedrooms contained in dwelling units with four bedrooms or more**
- **An HOHD or MHOHD that has 29 dwelling units per acre or less, or 72.5 bedrooms per acre or less, excluding a Single-family HOHD, shall not exceed a Bedroom-to-Dwelling Unit Ratio greater than 3.5**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



Example: Large-Scale HOHD

- The HOHD Development Site contains 850 bedrooms
 - Minimum number of studio and/or one-bedroom dwelling units: $850 \times 20\% = 170$
 - Maximum number of bedrooms that may be contained in dwelling units with four or more bedrooms: $850 \times 30\% = 255$ bedrooms
- The bedrooms of the HOHD Development Site could be divided among the different unit types as follows:

Studio units: 20

One-bedroom units: 150

Two-bedroom units: 103

Three-bedroom units: 73

Four-bedroom units: 60

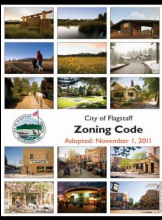
Five-bedroom units: 3

Note. The Bedroom-to-Dwelling Unit Ratio in the example is approximately 2.08



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



Example: Medium-Scale HOHD

- A two-acre HOHD Development Site contains 87 bedrooms and 25 dwelling units
- Bedroom-to-Dwelling Unit Ratio shall not exceed 3.5

Three-bedroom units: 19

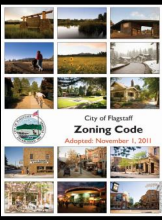
Five-bedroom units: 6

Note. The Bedroom-to-Dwelling Unit Ratio in the example is approximately 3.48



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



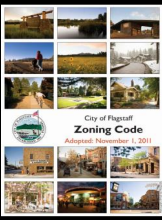
Specific to Use Requirements

- **The Bedroom-to-Dwelling Unit Ratio limits a:**
 - **Two-unit HOHD and MHOHD to 7 bedrooms**
 - **Three-unit HOHD and MHOHD to 11 bedrooms**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



Specific to Use Requirements

- Does the City Council desire to maintain staff's proposal to apply the proposed Bedroom-to-Dwelling Unit Distribution to large HOHDs and MHOHDs, and Bedroom-to-Dwelling Unit Ratio to small and medium HOHDs and MHOHDs?

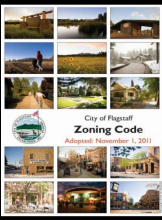
Alternatively, use the:

- Bedroom-to-Dwelling Unit Ratio, or
- Bedroom-to-Dwelling Unit Distribution



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



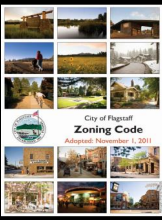
Specific to Use Requirements

- **Maximum building footprint size:**
 - **Inside a pedestrian shed of a Historic Activity Center: Equal to, or less than, 5,000 square feet**
 - **Zoned Commercial Business (CB): Equal to, or less than, 22,000 square feet**
 - **Inside a pedestrian shed of a Regional Activity Center: No Maximum**
 - **Inside a pedestrian shed of an activity center in all other areas: Equal to, or less than, 22,000 square feet**
 - **If two or more of the above categories conflict, than the more restrictive shall apply**



High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment



Specific to Use Requirements

- **Minimum building footprint separation: The greater of 10 feet, or 1/3 the height of the taller structure**
 - **Does not apply to a development in the Commercial Business (CB) zone**

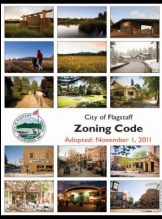


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Specific to Use Requirements

- **Waste Management Plan**
- **Crime Free Multi-Housing Program**



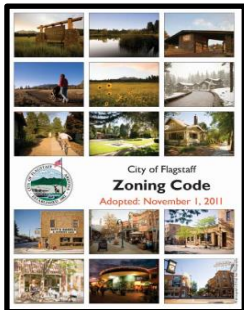


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Conditional Use Permit HOH Specific Criteria

- **Compliance with the Heritage Preservation requirements of the Zoning Code**
- **Agreement to maintain compliance with the Crime Free Multi-Housing Program**
- **Adequate transit service is available to the HOHD or MHOHD Development Site**



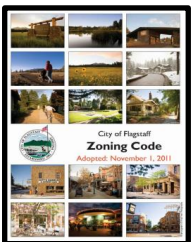


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Vehicle Parking Requirements

- **Single-family dwelling units with more than four bedrooms: 1 space for each additional bedroom with a maximum of 8 spaces**
- **Single-family, two- and three-unit HOHDs and MHOHDs: 1 space per bedroom**



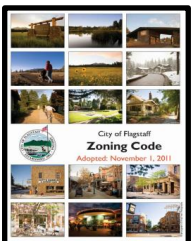


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Vehicle Parking Requirements

- **Four units and greater HOHDs and MHOHDs: The sum of:**
 - **1 to 75 bedrooms = 1 space per bedroom, plus**
 - **76 to 325 bedrooms = 0.90 spaces per bedroom, plus**
 - **326 to 650 bedrooms = 0.80 spaces per bedroom, plus**
 - **Greater than 650 bedrooms = 0.70 spaces per bedroom**
- **Commercial use in an MHOHD: 1 space per 300 square feet of gross floor area**



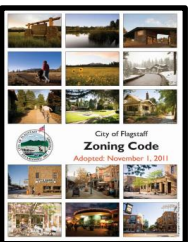


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Vehicle Parking Requirements

- **Parking demand reduction for an HOHD or MHOHD requires City Council approval**
- **Removed tandem parking allowance in the Transect and Commercial zones**



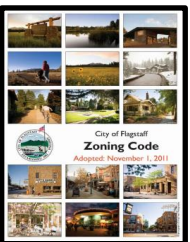


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Bicycle Parking Space Requirements

- **Minimum standard bicycle spaces required: Two bicycle spaces, or equal to 5% of the total number of bedrooms, whichever is greater**
- **Minimum secure bicycle parking spaces required: Equal to 15% of the total number of bedrooms**
- **Minimum standard bicycle spaces required for commercial uses: Two bicycle spaces, or 5% of the required non-residential vehicle parking spaces, whichever is greater**

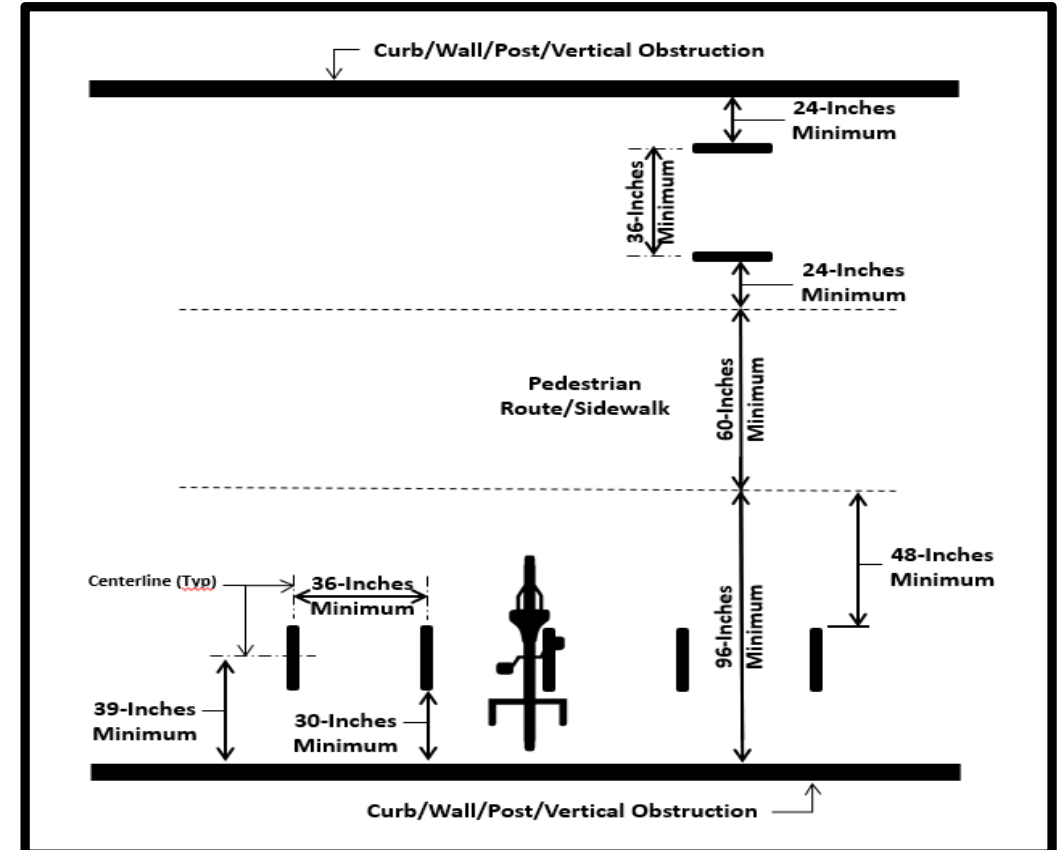
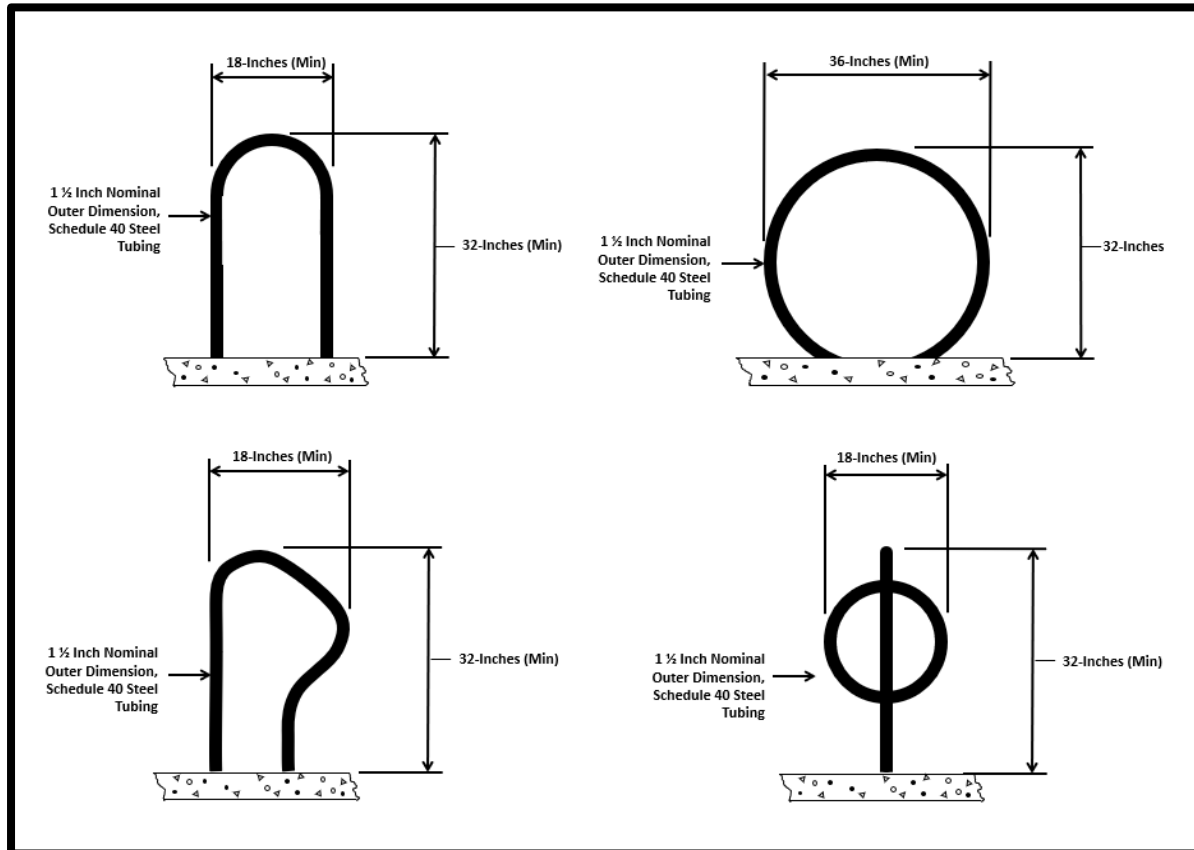




High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Bicycle Parking Space Requirements

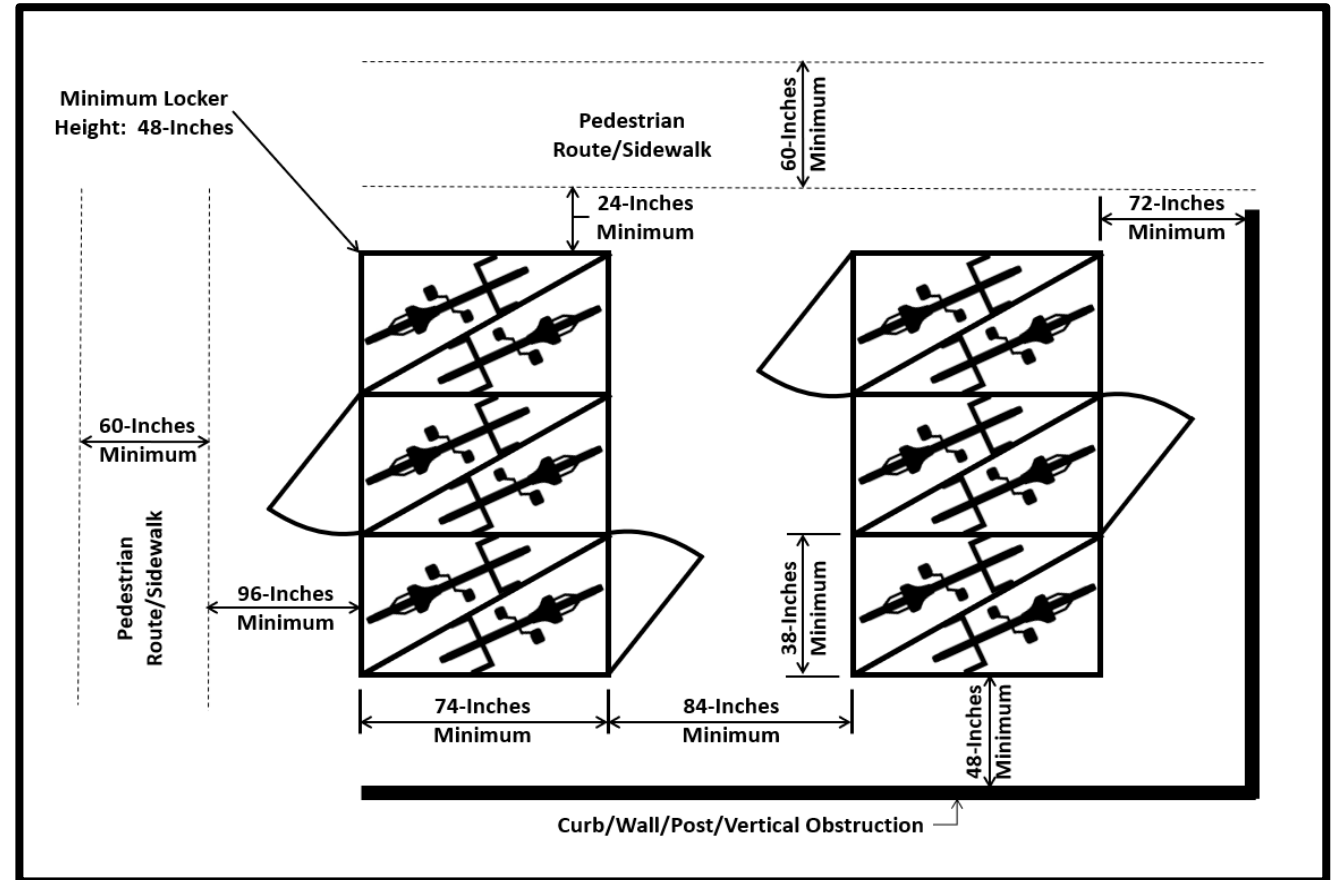
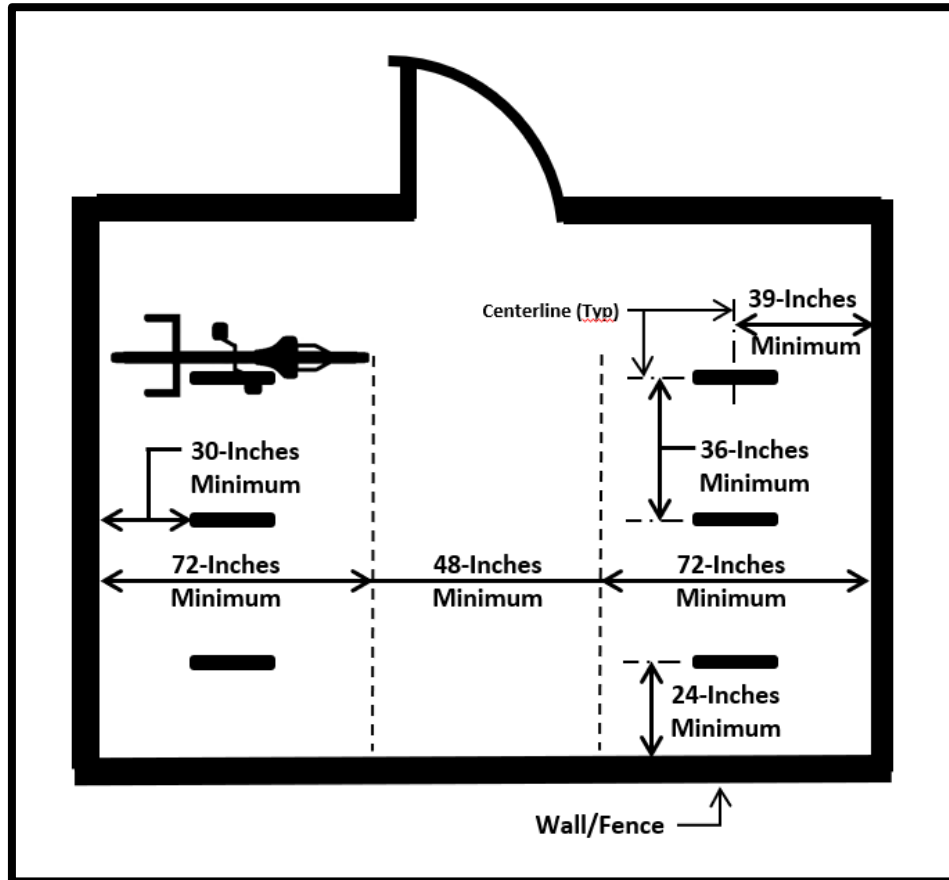




High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Bicycle Parking Space Requirements



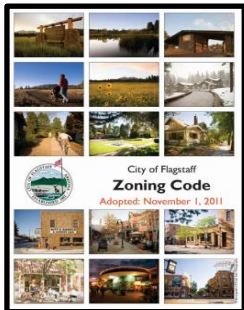


High Occupancy Housing Zoning Code Text Amendment

City's Proposed Zoning Code Text Amendment

Transit Pass Parking Reduction Pilot Program

- **Allows a 20% reduction in the required parking spaces**
- **Limited to HOHDs and MHOHDs with a parking requirement of at least 100 spaces**
- **Total residential parking requirement shall not be reduced to an amount less than 0.65 spaces per bedroom**
- **Requires an agreement**

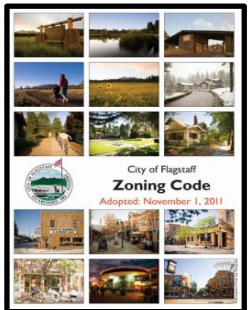




High Occupancy Housing Zoning Code Text Amendment



Comments, Questions and Discussion



CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Dan Symer, Zoning Code Manager
Date: 08/06/2020
Meeting Date: 08/25/2020



TITLE

Case No. PZ-19-00123 Updates to Zoning Code 2019 – Neighborhood Community Commercial (NCC)

STAFF RECOMMENDED ACTION:

Hold a work session to allow the City Council and the public to ask questions, seek clarification, have discussions, offer comments, and provide direction on the proposed amendment.

EXECUTIVE SUMMARY:

The proposed amendment (Attachment 1) is to create a new zone called the Neighborhood Community Commercial (NCC) zone. Specific to this application, the High Occupancy Housing (HOH) Plan's implementation strategies (see Chapters 4 and 5 of the HOH Plan) include lowering the building height in the Community Commercial (CC) zone from 60 feet to 45 feet (Strategies to be implemented by 2019, bullet 5, page 102). Rather than lowering the height standard in all of the CC Zone, staff identified neighborhood blocks where a reduced height standard would be appropriate. This new zone will be identical to the existing Community Commercial (CC) zone as it pertains to the allowed land uses and property development standards (setbacks, Floor Area Ratio, lot sizes, etc.), except that the allowed maximum building height would be limited to 45 feet. Using a separate zone to implement the above referenced HOH Plan strategy would enable the City Council to be precise with the locations where the Neighborhood Community Commercial (NCC) zone is placed while maintaining the existing Community Commercial (CC) zone in other areas within the city.

INFORMATION:

I. City Council Questions:

For your reference, below is a general overview of the questions on which staff is seeking the City Council's comments and direction.

- Does the City Council desire to proceed with the proposed Zoning Code Text Amendment to create the Neighborhood Community Commercial (NCC) zone?
- Does the City Council have any recommended modifications or considerations on the proposed Zoning Code Text Amendment?

II. Background Summary:

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

redevelopment, and mixed-use activities.

The HOH Plan's goals, policies, and implementation strategies address a broad spectrum of topics (see Chapters 4 and 5 of the HOH Plan). Specific to this application, the HOH Plan's implementation strategies include lowering the building height in the Community Commercial (CC) zone from 60 feet to 45 feet (Strategies to be implemented by 2019, bullet 5, page 102).

III. Overview of Proposed Amendment:

The proposed amendment is to create a new zone called the Neighborhood Community Commercial (NCC) zone. This new zone will be identical to the existing Community Commercial (CC) zone as it pertains to the allowed land uses and property development standards (setbacks, Floor Area Ratio, lot sizes, etc.), except that the allowed maximum building height would be limited to 45 feet. Attachment 1 is a draft of the proposed amendment.

The concept to have a separate zone to address the HOH Plan implementation strategy to change the building height of the Community Commercial (CC) zone from 60 feet to 45 feet is a result of the comments received at the public open house meetings and Planning and Zoning Commission's Work Session that occurred in August 2019 and the City Council Work Session that occurred in October 2019. In summary, instead of limiting the Community Commercial (CC) zone to a maximum building height of 45 feet, the comments received suggested restricting the locations where the 45-foot maximum building height would be applied. As a result of these comments, it became apparent that a separate zone would be an appropriate mechanism to implement the above-mentioned HOH Plan implementation strategy. A different zone would allow the option to rezone specific areas of the city to the Neighborhood Community Commercial (NCC) zone and maintain the existing Community Commercial (CC) zone in other areas. This approach would allow the City Council to determine which areas of the city with the Community Commercial (CC) zone should have a maximum building height of 45 feet and which areas should maintain the currently allowed maximum building height of 60 feet.

IV. Findings:

At a future City Council meeting, the City Council will be requested to make the required findings specified in the Zoning Code and adopt the proposed amendment. For your reference and discussion purposes, the necessary findings are specified below.

1. The proposed amendment is consistent with and conforms to the objectives and policies of the General Plan and any applicable specific plan;
2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience or welfare of the City; and
3. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code

V. Community Involvement

The August 25, 2020 City Council Work Session was advertised in the Arizona Daily Sun on July 25, 2020, which is 31 days before the scheduled meeting date. Also, persons of interest on file with the Planning and Development Services section of the Community Development department and property owners of lots and parcels that contain the Community Commercial (CC) zoning on file with the Coconino County Assessor's Office were notified of the Planning and Zoning and City Council Work Sessions via first class mail.

The virtual open house meetings for the proposed Neighborhood Community Commercial (NCC) zone were held on July 15, 2020, and July 20, 2020. As part of the discussion for the proposed Neighborhood Community Commercial (NCC) zone, rezoning the above-referenced neighborhoods was discussed. The virtual open house meetings were advertised in the Arizona Daily Sun on June 30, 2020, which is at least 15 days before the scheduled meeting dates. Also, persons of interest on file with the Planning and Development Services section of the Community Development department and property owners of lots and parcels that contain the Community Commercial (CC) zoning on file with the Coconino County Assessor's Office were notified of the virtual open house meetings via first class mail. Persons on the

HOH Plan and Regional Plan contact lists were also informed. In addition, the notification of the virtual open house meetings was posted on the City's Facebook page. Eight people attended the open house meetings.

In addition to the virtual open house meetings, a community survey was posted on the City's Community Forum website regarding the proposed Neighborhood Community Commercial (NCC) zone and the areas that could be rezoned. The notice was sent to individuals registered with the City's Community Forum website. Also, the option to provide public comments on the City's Community Forum website was included in the notices indicated above.

As of this memo's date, a total of 210 people, including emails, letters, meetings, and visits to the Flagstaff Community Forum topic web page, have participated. The public comments on the Community Forum web page were split up by general public comments and property owner comments. The property owners were provided a separate web page on the notices that they were mailed. The property owner web page was not publicly available.

Several of the individuals that contacted staff for the one-on-one discussions identified themselves as property owners. It should be noted that the property owner responses have been low.

In summary, approximately 83% of the general public that responded indicated that they support the 45-foot building height proposed for the Neighborhood Community Commercial (NCC) zone.

The following is a summary of the property owner responses:

- North End. Ten property owners responded to the Community Forum or had discussed the amendment with staff. Approximately 78% of the property owners did not support the 45-foot building height proposed for the Neighborhood Community Commercial (NCC) zone. One property owner did not provide a response.
- Southside. Eleven people viewed the Southside property owner Community Forum website, although no comments were provided. Three people that contacted staff or attended the open house meeting identified themselves as property owners. One person did not support the building height or a change to the Zoning Map. One person was supportive of the building height of 45 feet in the Neighborhood Community Commercial (NCC) zone. However, this comment was contingent upon the method used to implement the zone on the Zoning Map. One person did not provide a preference.
- Sunnyside. Nine property owners responded to the Community Forum or had discussed the amendment with staff. Approximately 78% of the property owners were supportive of the building height of 45 feet in the Neighborhood Community Commercial (NCC) zone. One person indicated that the building height should be lower, such as one or two stories.

A summary of the public comments received is included as Attachment 2.

VI. Conclusion

As indicated above, the purpose of the work session is for staff to present an overview of the Zoning Code's proposed amendment and allow interested individuals, residents, and business owners to provide comments. Also, the work session enables the City Council to ask questions, seek clarification, have discussions, offer feedback, and provide direction on the proposed amendment. No formal recommendation or action is to occur at the work session. Additional opportunities for discussion, public comment, and action by the City Council will occur at a future public hearing.

The anticipated timeline for the amendment is as follows:

- August 12, 2020 – Planning and Zoning Commission Work Session
- August 25, 2020 – City Council Work Session
- September 23, 2020 – Potential Planning and Zoning Commission Public Hearing
- October 2020 – Potential City Council Public Hearing (1st Reading of Ordinance)

- October 2020 – Potential City Council Public Hearing (2nd Reading of Ordinance/Adoption)
-

Attachments: Draft Neighborhood Community Commercial (NCC) Zone
 Public Comments
 Presentation

Case No. PZ-19-00123 Updates to Zoning Code 2019 – Neighborhood Community Commercial (NCC)

Amendment for Adoption in Flagstaff Zoning Code

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 with a 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.**

Modifications shown for reference:

Case No. PZ-19-00125 Updates to Zoning Code 2019 - High Occupancy Housing Land Use related changes are shown for reference in the following manor:

- Text additions shown in bold green text and gray highlights like this: **Provisions that are additions shown for reference are in bold green text.**
- Text deletions shown in bold purple strikethrough text and gray highlights like this: ~~Provisions that are being added are shown in bold green text.~~

Section 1. Amend Title 10 FLAGSTAFF ZONING CODE, Section 10-40.30.040 Commercial Zones, Subsection A. Intent., to add Neighborhood Community Commercial (NCC), as follows:

10-40.30.040 Commercial Zones

A. Intent.

1. SC. The Suburban Commercial (SC) zone applies in areas with suburban character that are appropriate for neighborhood commercial uses. This zone allows retail and service establishments that supply commodities or perform services meeting the needs of adjacent residential neighborhoods. The SC zone encourages the orderly development of dispersed commercial areas and diverse housing choices. The standards of this zone ensure that such commercial zones will be compatible with adjacent, noncommercial development and will minimize the undesirable effects of heavy traffic, type of activity, and site development requirements.
2. CC. The Community Commercial (CC) zone applies to areas of the City appropriate for dispersed commercial areas designed to serve communitywide needs. Such areas provide a wide variety of goods and services in predominately established, built up areas and must be consistent with the overall development of the City and its environs. The development of residential uses in addition to commercial uses is also encouraged in this zone to provide diversity in housing choices. The provisions of this zone are intended to ensure that such commerce will be compatible with adjacent, noncommercial development and to minimize the undesirable effects of heavy traffic, commercial activity, and site requirements.

3. **NCC. The Neighborhood Community Commercial (NCC) zone applies to pre-World War II urban areas, intense suburban areas, and new neighborhood-scale activity centers and urban neighborhoods of the City, which are appropriate for a mixed composition of live/work opportunities in a walkable neighborhood environment. The property development standards of this zone provide for a variety of densities and intensities in varying scales, while maintaining a building height that is compatible to older and historic structures within the City. The uses of this zone provide for a diversity of housing options and commercial opportunities that serve the neighborhood and the larger community. The specific provisions of the zone are intended to achieve a neighborhood of moderate sized compatible uses, while minimizing the undesirable effects of more intense commercial activities, large-scale high occupancy housing, and heavy traffic.**
- ~~3~~ 4. **HC. The Highway Commercial (HC) zone applies to areas of the City appropriate for a full range of automobile-oriented services. The development of commercial uses in addition to residential uses is encouraged in the HC zone to provide diversity in housing choices; provided, that residential uses are located above or behind commercial buildings so that they are buffered from adjoining highway corridors. The provisions of this zone are also intended to provide for convenient, controlled access and parking, without increasing traffic burdens upon the adjacent streets and highways. This zone is designated primarily at the commercial corridors of the City, with the intention of making the City more attractive as a tourist destination while providing needed commercial activity.**
- ~~4~~ 5. **CS. The Commercial Service (CS) zone applies to areas of the City appropriate for those service industries and support activities necessary to maintain viable commercial retail trade centers. The development of residential uses in addition to commercial uses is encouraged in this zone; provided, that residential uses are located above or behind the primary commercial service use.**
- ~~5~~ 6. **CB. The Central Business (CB) zone applies to the central core area which is appropriate for accommodating retail commercial, personal services, and governmental, business, financial, professional, and general offices. The uses in this area require a central location accessible to all routes entering the City and grouped so that the shopper or user can park once and visit a number of stores and offices on foot. The development of residential uses in addition to commercial uses is encouraged in this zone; provided, that residential uses are located on the second story or above or behind on the first floor.**

Section 2. Amend Title 10 FLAGSTAFF ZONING CODE, Section 10-40.30.040 Commercial Zones, Subsection B. Commercial Zones – Allowed Uses, Table 10-40.30.040.B. Commercial Zones – Allowed Uses, as follows:

10-40.30.040 Commercial Zones

B. **Commercial Zones – Allowed Uses.** The allowed land uses of each of the Commercial zones are shown in Table 10-40.30.040.B.

<p>Table 10-40.30.040.B.</p> <p>Commercial Zones – Allowed Uses</p>

Primary Land Use ¹	Specific Use Regulations	Commercial Zones					
		SC	NCC	CC	HC	CS	CB
Industrial, Manufacturing, Processing and Wholesaling							
Carpenter or Cabinet Shops		--	--	--	--	P	-
Flammable Liquid, Gas, and Bulk Fuel – Storage and Sale		--	--	--	UP	--	
Machine or Metal Working Shops		--	--	--	--	P	--
Manufacturing and Processing – Incidental		--	P	P	P	P	P
Micro-brewery or Micro-distillery	10-40.60.240	--	P	P	P	P	P
Mini-storage Warehousing	10-40.60.250	--	--	--	UP ²	P	--
Research and Development Uses	10-40.60.300	--	--	--	UP	--	--
Transportation or Trucking Yards		--	--	--	--	P	--
Vehicle Towing/Impound Yard		--	--	--	p ⁴	--	--
Warehousing	10-40.60.330	--	p ³	p ³	p ³	--	p ³
Wholesaling and Distribution		--	--	--	--	P	p ³
Recreation, Education and Assembly							
Automobile, Go-kart, Miniature Automobile Racing	10-40.60.080	--	UP	UP	UP	--	--
Commercial Campgrounds	10-40.60.130	--	--	--	P	--	--
Commercial Recreation Facilities, Indoor		P	P	P	P	--	P
Commercial Recreation Facilities, Outdoor	10-40.60.270	--	UP	UP	UP	--	--
Libraries, Museums		P	P	P	P	P	P
Meeting Facilities, Public or Private	10-40.60.230						
Regional		--	P/UP ⁵	P/UP ⁵	P/UP ⁵	P/UP ⁵	P/UP ⁵
Neighborhood		p ⁵	P/UP ⁵	P/UP ⁵	--	--	--
Outdoor Public Uses, General		P	P	P	P	--	--
Places of Worship		P/UP ¹⁰	P/UP ¹⁰	P/UP ¹⁰	P/UP ¹⁰	P/UP ¹⁰	P/UP ¹⁰
Schools – Public and Charter		P	P	P	P	P	P
Schools – Private		P	P	P	P	P	P
Theaters		P	P	P	P	--	P
Trade Schools		--	UP	UP	UP	UP	UP
Residential⁷							
Co-housing	10-40.60.120	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
Congregate Care Facilities		UP	P	P	P	P	UP

Day Care, Centers	10-40.60.150.B	P	P	P	P	UP	UP
Day Care, Home	10-40.60.150.A	P	P	P	P	P	P
Development, Duplex		p ⁶	p ^{6,9}	p ^{6,9}	p ⁶	p ⁶	p ⁶
Development, Multiple-Family		p ⁶	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
Development, Single-Family		--	p ⁹	p ⁹	--	--	--
Dormitories		UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
Fraternities and Sororities		UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
Group Homes		p ⁶	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
High Occupancy Housing Development, Single-family	10-40.60.175	--	UP	UP	--	--	--
High Occupancy Housing Development, two-units	10-40.60.175	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
High Occupancy Housing Development, three-units	10-40.60.175	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
High Occupancy Housing Development, four-units and greater	10-40.60.175	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
Home Occupation	10-40.60.180	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
Institutional Residential							
Custodial Care Facilities		p ⁸	p ⁸	p ⁸	p ⁸	p ⁸	p ⁸
Homeless Shelters	10-40.60.190						
Emergency Shelters		p ⁸	p ⁸	p ⁸	p ⁸	p ⁸	p ⁸
Short Term Housing		p ⁸	p ⁸	p ⁸	p ⁸	p ⁸	p ⁸
Transitional Housing		P	P	P	P	P	P
Nursing Homes		UP	UP	UP	UP	UP	UP
Sheltered Care Homes		P	P	P	P	P	P
Live/Work	10-40.60.200	P	P	P	P	P	P
Planned Residential Development	10-40.60.280	P/UP	P/UP ⁹	P/UP ⁹	UP	UP	UP
Residence for Owner, Caretaker or Manager		p ⁶	p ⁶	p ⁶	p ⁶	p ⁶	p ⁶
Rooming and Boarding Facilities		UP ⁶		UP ⁶	UP ⁶	UP ⁶	UP ⁶
Single Room Occupancy		UP	--	--	P	--	P
Retail Trade							
Bars/Taverns		P	P	P	P	P	P
Crematorium		P	P	P	P	P	--

Drive-through Retail	10-40.60.160	P	P	P	P	--	--
Drive-through Service		P	P	P	P	--	--
Farmers Markets and Flea Markets		--	P	P	P	P	P
General Retail Business		P	P	P	P	P	P
Mixed Use	10-40.60.260	P	P	P	P	P	P
Mixed-Use High Occupancy Housing Development	10-40.60.175 and 10-40.60.260	UP	UP	UP	UP	UP	UP
Restaurant or Cafe		P	P	P	P	P	P
Services							
Bed and Breakfast Establishments	10-40.60.110	P	P	P	P	P	P
Cemeteries		UP	UP	UP	UP	UP	--
Dry-cleaning, Processing		P	P	P	P	--	--
Equipment Rental Yard		--	UP	UP	P	P	--
Funeral Homes, Chapels and Mortuaries		--	P	P	P	--	UP
General Services		P	P	P	P	P	P
Hospital		UP	UP	UP	UP	UP	UP
Kennel, Animal Boarding	10-40.50.195	--	--	--	UP ¹¹	--	--
Medical Marijuana Dispensary	10-40.60.220	--	--	--	P	--	--
Office		P	P	P	P	P	P
Public Services							
Public Services Major		--	--	--	--	--	--
Public Services Minor		P	P	P	P	P	P
Emergency Services		UP	UP	UP	UP	UP	UP
Travel Accommodations		UP	--	--	P	--	P
Veterinary Clinics		P	P	P	P	P	--
Veterinary Hospitals		--	--	--	UP	UP	--
Telecommunication Facilities							
AM Broadcasting Facilities	10-40.60.320	UP	UP	UP	UP	UP	UP
Antenna-Supporting Structure	10-40.60.320	UP	UP	UP	UP	UP	UP
Attached Telecommunication Facilities	10-40.60.320	P	P	P	P	P	P
Collocation Facility	10-40.60.320	P	P	P	P	P	P
FM/DTV/Low Wattage AM Broadcasting Facilities	10-40.60.320	P	P	P	P	P	P
Stealth Telecommunication Facilities	10-40.60.320	P	P	P	P	P	P

Transportation and Infrastructure							
Accessory Wind Energy Systems	10-40.60.040	P	P	P	P	P	P
Garages, Off-Street		P	P	P	P	P	P
Parking Lots, Off-Street	10-50.80	P	P	P	P	P	P
Passenger Transportation Facilities		--	--	--	UP	UP	UP
Urban Agriculture							
Community Gardens	10-40.60.140	P	P	P	P	P	P
Food Production		--	--	--	UP ²	UP ²	--
Vehicle Sales and Services							
Automobile Service Station and Convenience Store	10-40.60.090	P	P	P	P	P	--
Automobile and Trailer Rental		--	--	--	P	P	--
Automobile/Vehicle Sales and Service, New and Used		--	UP	UP	P	P	UP
Automobile/Vehicle Repair Garages – Minor	10-40.60.100	--	UP	UP	P	P	--
Automobile/Vehicle Repair Garages – Major	10-40.60.100	--	--	--	P	P	--
Car Washes		P	P	P	P	--	--
Mobile Homes and Recreational Vehicles, Sales, and Service		--	--	--	P	--	--
End Notes							
1. A definition of each listed use type is in Chapter 10-80, Definitions.							
2. Only allowed on lots that do not have highway frontage or behind existing/new commercial uses.							
3. Only permitted when incidental to permitted use.							
4. This use shall be screened. See Division 10-50.50, Fences and Screening, for fencing and screening requirements.							
5. A conditional use permit is required if liquor is sold or if facilities exceed 250 seats.							
6. Residential uses with more than two units are allowed as part of a mixed-use development located above or behind the commercial uses, or as a planned residential development (Section 10-40.60.280).							
7. Residential uses in the CC, HC, CS and CB zones, and residential uses and properties listed on the National Historic Registry or within the Landmarks overlay zone existing prior to the effective date of this Zoning Code are considered legal, nonconforming uses. Residential uses in the CC, HC, CS and CB zones shall be subject to the development standards established in the HR zone.							
8. Conditional use permit is required if proximity between shelter facilities is less than one-quarter mile.							
9. Single-family and duplex land uses are permitted by right on lots ≤9,000 sf and existing prior to November 1, 2011, subject to the building placement and building form requirements of the MR zone.							
10. A conditional use permit is required if the facility exceeds 250 seats and/or if the facility is located adjacent to a toxic use.							

11. Outdoor kenneling of animals is prohibited.

Key

P = Permitted Use
 UP = Conditional Use Permit Required
 -- = Use Not Allowed

Section 3. Amend Title 10 FLAGSTAFF ZONING CODE, Section 10-40.30.040 Commercial Zones, Subsection C. Commercial Zones – Building Form Standards., as follows – including grid lines and shading:

Section 10-40.30.040 Commercial Zones

C. Commercial Zones – Building Form and Property Development Standards. The building form and property development standards shown in Table 10-40.30.040.C. shall apply to all property with the corresponding commercial zones.

Table 10-40.30.040.C. Commercial Zones – Building Form and Property Development Standards						
	Commercial Zones					
	SC	NCC	CC	HC	CS	CB
Building Placement Requirements						
Setback from property line						
Front (Also see Section 10-50.60.040.B)	15' ¹	0'	0'	0' ²	0'	0'
Side	----- 15' min. ⁶ -----					
Adjacent to Residential Use	----- 15' min. ⁶ -----					
Street Side (min.)	10' ³	10' ³	10' ³	10' ³	10' ³	0'
All Other sides	----- 0' -----					
Rear	----- 15' min. -----					
Adjacent to Residential	----- 15' min. -----					
All Other rears	----- 0' -----					
Building Form Requirements						
Building Height (max.) ^{8, 9, 10}	35'	45' ⁷	60' ^{4, 7}	60' ⁴	60' ⁴	60' ⁴
Gross FAR (max.)	0.8	2.5	2.5	3.0	2.0	No max.
Density Requirements						
Gross Density (units/acre) (max.) (Not Applicable to Mixed Use)						
Areas of the City without the Resource Protection Overlay (RPO) Maximum Without the Resource Protection Overlay (RPO)	13 13 ¹²	----- 29-29 ¹¹ -----				

Areas of the City inside of a pedestrian shed of an activity center delineated on the General Plan, with or without the RPO Maximum inside of a pedestrian shed of an activity center ⁽¹³⁾ , with the RPO	13 13 ¹²	-----29 29 ¹¹ -----
Areas of the City with RPO, excluding areas of the City inside of a pedestrian shed of an activity center delineated on the General Plan Maximum within the RPO, and outside of a pedestrian shed of an activity center ⁽¹³⁾	13 13 ¹²	-----22 22 ¹¹ -----

Maximum Bedroom Requirements

Bedrooms per Acre		
Maximum Without the Resource Protection Overlay (RPO)	35 ¹²	-----72.5 ¹¹ -----
Maximum inside of a pedestrian shed of an activity center ⁽¹³⁾ , with the RPO	35 ¹²	-----72.5 ¹¹ -----
Maximum within the RPO, and outside of a pedestrian shed of an activity center ⁽¹³⁾	35 ¹²	-----55 ¹¹ -----

Lot Requirements

Area (Gross sf) (min.) ⁵	6,000	9,000	9,000	9,000	9,000	7,000
Width (min.) ⁵	50'	60'	60'	60'	60'	50'
Depth (min.) ⁵	100'	100'	100'	100'	100'	--

Open Space

Developments with Two or More Dwelling Units	-----15 percent of the net lot area -----
--	---

Other Requirements

Fences and Screening	See Division 10-50.50
Landscaping	See Division 10-50.60
Outdoor Lighting	See Division 10-50.70
Parking	See Division 10-50.80
Signs	See Division 10-50.100

End Notes

1. Front setbacks shall be equal to 15' or match adjacent residential development, whichever is less.
2. No front setback required, except when required by the adoption of building setback lines along specified streets.
3. Setback may be reduced to 5' min., if the landscape street buffer is reduced in accordance with Section 10-50.60.040(B), Nonresidential Zone Buffers.
4. Conditional use permit required for structures over 60' in height.
5. Within a planned residential development, the minimum area, width, and depth of a lot may vary based on the minimum lot standards applicable to the building types selected for application within a planned residential development (see Section 10-40.60.280, Planned Residential Development).
6. Except that the setback from a proposed residential use in a commercial zone to other residential uses shall be 5' min.
7. Single-family dwellings and duplexes in the CC and NCC zone zones shall be limited to a maximum height of 35 feet consistent with the height standard for the MR zone.

8.	Primary structures, excluding accessory structures, with a roof pitch greater than, or equal to, 6:12 shall be allowed an additional five feet above the maximum building height.
9.	The elevator and stairwell bulkheads shall be architecturally integrated with the building. Elevator and stairwells bulkheads are allowed an additional 15 feet above the maximum building height. The Director may approve a height greater than 15 feet when the additional height is necessary to accommodate an elevator or stairwell bulkhead, related equipment, or the requirements of the Building or Fire Code.
10.	Steeple, solar collectors, towers and other unoccupied architectural features are allowed an additional height above the maximum building height equal to 20 percent multiplied by the maximum building height allowed for property's zone. The total area of the referenced allowances above the building height shall not exceed 20 percent of the total roof area.
11.	Additional density may be approved with a HOHD or MHOHD Conditional Use Permit.
12.	Additional bedrooms per acre may be approved with a HOHD or MHOHD Conditional Use Permit.
13.	Activity centers are delineated on the General Plan or applicable Specific Plan(s).

Summary of Comments and Questions Specific to Neighborhood Community Commercial (NCC) Amendments from the July 15, 2020, Virtual Open House Meeting

1. I am opposed to down-zoning property that is applied as a broad stroke. Although, I am refreshed to see that you're open to the idea of making the process a mapping exercise, such as the example that was shown for Sunnyside with the 4th Street corridor maintaining the existing Community Commercial (CC) zone. It is recommended to allow properties adjacent to the street corridors the option to redevelop to their maximum potential. There are some corridors on the Southside that could use the same considerations as 4th Street. Most progressive communities around the country right now are up-zoning and raising their building heights so that they can solve issues with affordable housing, including minimizing the impacts on the infrastructure, transportation, and all things that lead to global warming. It's a little odd for our community to be considering to down-zone property. I'm sensitive to the idea that there are people wrapped up in the same community commercial (CC) zone that are in historic districts; and, for several years they have requested the City find a way to protect their neighborhood. I think you could find more broad support for a Zoning Map Amendment that is based on a mapping exercise rather than a blanket rezoning specific to certain areas.
2. It seems that the reduction in building height will reduce my property value by 25 percent. The reduction in building height could affect certain properties' developability, although 60 feet may be impractical on small properties.
3. The reduction in building height will make developing affordable housing on some sites a little more challenging.
4. A more appropriate approach to changing the zoning on properties would be based on an area-by-area and corridor-by-corridor analysis. Otherwise, a series of Prop 207 claims may result in a patchwork of 45-foot tall and 60-foot tall building allowances.
5. How does the existing traffic capacity of the streets, such as Humphreys and San Francisco, assist in addressing the Zoning Map's modification?

Staff response: A street's existing traffic capacity may be considered as part of a Zoning Map Amendment. At this time, the street network capacity is not being utilized as a determining factor.

6. Will the Neighborhood Community Commercial (NCC) zone be an opt-in zone?

Staff Response: The zone is being proposed to be added to the Zoning Code. Where the zone will be located, and its application, opt-in or not, will be based on the City Council's direction.

7. If a property is rezoned to the Neighborhood Community Commercial (NCC) zone, will they still have the ability to opt-in to their floating transect zone?

Staff response: Yes, a property owner will still have the option of opting into the floating transect zone.

From: Eve Ross <everossaz@gmail.com>
Sent: Thursday, July 2, 2020 3:34 PM
To: CD Front Counter <CDFrontCounter@flagstaffaz.gov>
Subject: Proposed Text Amendment to Zoning Code CC

I write to ask that my comments be read from the dais at the P& Z meeting considering amending the City of Flagstaff Zoning Code Community Commercial to Neighborhood Community Commercial by changing the maximum building height from 60 feet to 45 feet.

My comments are as follows:

We purchased our property many years ago in reliance on the zoning of CC and the 60ft height restriction. The property is commercial property and its assessed value has been based in part on the ability, under the zoning code, to increase the intensity of use by expanding the building footprint to 60 ft of height. This zoning code text change adversely impacts our ability to use the property as allowed under the current zoning code, which diminishes property value; we would regard such a change as a taking of partial value of the property.

This is not a situation where a zoning change that adversely impacts the neighborhood is being sought. Instead, every property owner is or could have been aware of the 60 ft height limitation via due diligence before purchasing.

When I served on the Regional Planning effort some years ago, the value of downtown density (infill) was repeatedly stressed because it was economical and sustainable. Downtown infrastructure is in place, downtown density reduces the need for sprawl and infrastructure extensions. New roadways, infrastructure, traffic and pollution are avoided by using downtown spaces to their utmost.

We are opposed to the proposed change to the text of the CC Zoning Code Text.
Please do not hesitate to contact me if you have any questions.

Eve Ross
everossAz@gmail.com
928.607.1778

**Cedar West Capital, LLC
10 E. Dale Ave
Flagstaff, AZ 86001**

July 21, 2020

Dan Symer
Zoning Code Manager
City of Flagstaff
211 W. Aspen
Flagstaff, AZ 86001

RE: CC Zoning, Proposed Amendment

I am the authorized member/spokesperson for Cedar West Capital, LLC.

Cedar West Capital owns two contiguous parcels of CC zoned property in east Flagstaff. (109-05-081-A; 109-05-001-G). This property is 6.6 acres and is currently developed as a shopping center. It is northeast of the intersection of Cedar Avenue and West Street.

This shopping center has worked well for 40 years. However, no one knows what the best use of the property will be in the future. There is a significant possibility that some day this property may be a high-rise office, housing, retail or even a campus like a hospital, medical facility.

This property is one of a handful of CC zoned properties located north of Forest/Cedar/Lockett. It is, by far, the largest.

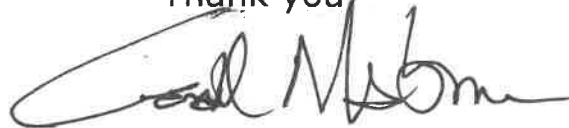
With this in mind, Cedar West objects to the proposed reduction in allowed height which would result from a change from CC to NCC zoning.

This property is large enough to handle a 60 foot high building quite easily. In that regard, it is one of the few properties in the area that could accommodate such a building. Therefore, the current 60 foot height allowance is a valuable entitlement of this property.

There are certainly CC parcels throughout the city that should be restricted to 45 feet. This property is not one of them.

If this property is re-zoned against our will we will seek a waiver of the height restriction or compensation for the loss in value.

Thank you

A handwritten signature in black ink, appearing to read "Gerald Nabours". The signature is fluid and cursive, with a large initial "G" and "N".

Gerald W. Nabours
(928) 525-6128
gnabours@gmail.com



July 9, 2020

Via Regular Mail

Dan Symer, AICP, Zoning Code Manager
Planning and Developmental Services
211 West Aspen Avenue
Flagstaff, AZ 86001

RE: Zoning Code Amendment

I am the manager for D&L Property, LLC which owns property at 6 E. Dale Avenue, Flagstaff. I received a letter from the City indicating a zoning code text amendment (PZ 19-00123) and Map amendment (PZ 20-00211) for the property at the address.

First, I would like to request a copy of both of the proposed amendments.

Second, I absolutely oppose any amendment which would reduce or further restrict the development rights related to the property. This includes the proposed height restriction from 60 to 45 feet. Should any amendment pass restricting my vested development rights, I would either opt out (to the extent allowed, as the City usually allows) or bring an appropriate claim against the City for a regulatory taking by abrogating my vested development rights without compensation (i.e. prop 207 claim).

Sincerely,

A handwritten signature in blue ink, appearing to read "Tevis Reich".

Tevis Reich

From: David Carpenter <dc@hopeaz.com>
Sent: Tuesday, August 11, 2020 10:13 AM
To: Daniel Symer <Daniel.Symer@flagstaffaz.gov>; Sara Dechter <SDechter@flagstaffaz.gov>
Cc: Daniel Folke <DFolke@flagstaffaz.gov>; Tiffany Antol <TAntol@flagstaffaz.gov>; Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: Regional Plan Amendment Required for NCC Downzoning

Dan/Sara-

I think the council should have to do a major regional plan amendment to down zone 1000 +/- CC properties in the central core of the city. The net affect could be the reduction of hundreds of housing units in the Flagstaff core. This not only flies in the face of several goals and policies of the plan but the entire guiding principal of the plan itself. The citizens overwhelmingly choose infill urban form vs. sprawl, suburbs, and exurbs.

If the council wants to reduce housing options in the center of the city, and go back on our commitment to slowing climate change under the vail of historic preservation, they should need to overtly chose that in a public forum. The process should not be as easy as one or two meetings cloaked as historic preservation. This is a wholesale reversal of the public will. I realize that historic preservation and environmental responsibility are competing progressive goals, but unfortunately they can't have it both ways.

How can we demand as the public that this happens?

Thank You,

David Carpenter



Hope Construction
495 S River Run Rd.
Suite 100
Flagstaff, AZ 86001

P 928-527-3159
F 928-527-0357
C 928-380-5808

From: Sara Dechter <SDechter@flagstaffaz.gov>
Sent: Tuesday, August 11, 2020 10:34 AM
To: David Carpenter <dc@hopeaz.com>; Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Cc: Daniel Folke <DFolke@flagstaffaz.gov>; Tiffany Antol <TAntol@flagstaffaz.gov>;
Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: RE: Regional Plan Amendment Required for NCC Downzoning

Hi David,

If you will remember, when the City adopted the High Occupancy Housing Specific Plan, we also amended the Regional Plan concurrently to change the activity centers in the downtown area from Regional to Historic and explicitly called out the strategy of the NCC zoning as an implementation of that policy change. So the City Council has already amended the Regional Plan to allow for the Zoning Code amendments that Dan is working on now. I am uncertain what we would be amending after that or why it would be a major amendment.

As you know from other rezoning cases, having a conflicting policy is not necessarily a reason to require a plan amendment. However, the policy you are pointing to is certainly something we will disclose to Council when we present the Regional Plan conformance analysis for these rezoning updates. I agree it is a conflicting policy.

If there is more detail about this that I am missing, please let me know.

All the best,
Sara Dechter

Sara Dechter, AICP, CP3
Comprehensive Planning Manager
City of Flagstaff, AZ
928-213-2631

www.flagstaffaz.gov/comprehensiveplanning
Learn about the 2020 Census at: iCount2020.info



From: David Carpenter <dc@hopeaz.com>
Sent: Thursday, August 13, 2020 2:46 PM
To: Sara Dechter <SDechter@flagstaffaz.gov>; Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Cc: Daniel Folke <DFolke@flagstaffaz.gov>; Tiffany Antol <TAntol@flagstaffaz.gov>; Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: RE: Regional Plan Amendment Required for NCC Downzoning

Sara-

Im not sure that the HOH specific plan even conforms with the regional plan. Myself an others will be doing all that we can in the future to stop the implementation of those code amendments when they come. However, since NCC and building height are the first takings on the docket it is where our energy is currently focused.

Unlike a specific case where competing goals and polices can be mitigated on a case by case basis for their impacts on adjacent parcels, you are proposing a truly massive taking on over 1,000 parcels simultaneously. This is unprecedented in scale and represents a fundamental direction change from what the citizens of Flagstaff voted for with their current regional plan.

I think the main detail that is missing is that you (the government) are proposing to take away development rights, property value, and the future of our city to be able to grow inward and adapt to climate change with a few quick Zoom meetings. This is way too big for that and the process needs to happen in public. This should require a plan amendment so that the citizens can chime back in on whether they want to reverse course on the voted and implemented plan to build our city inward and upward. It took 5 years and hundreds of meetings, and then a vote of over 5,000 people to decide for urban infill vs. sprawl. This is not a conflicting goal or policy. The entire regional plan is based on the infill development pattern. We had a choice when we wrote the plan for Urban v. Exurb v. Suburb and the citizens choose Urban. That is why a plan amendment is required. It's a complete reversal of course from the current progressive policy of building our city. This is so big it might even need to wait until the next rewrite in 2030!

I think you have all done a great job adapting to our current situation. I give accolades for switching to online and working from home to keep the city running. Thanks! But this is different than processing a development case or a permit, and 5 people in a Zoom meeting does not represent the will of the people. The city should table this until we are out of this current emergency and people can focus on this issue with a clear lens. This is too massive to do on Zoom.

I hope you give this the consideration it deserves, and when COVID ends draft a regional plan amendment that honors the magnitude of this direction change, that is honest about what it means to the redevelopment of the entire core of the city for the next 20-50 years, and debate it in person in City Hall when we are out of the current crisis!

Thank You,

David Carpenter

HOPE

CONSTRUCTION

GENERAL CONTRACTING & CONSTRUCTION MANAGEMENT

Hope Construction
495 S River Run Rd.
Suite 100
Flagstaff, AZ 86001

P 928-527-3159
F 928-527-0357
C 928-380-5808

From: Daniel Folke <DFolke@flagstaffaz.gov>

Sent: Friday, August 14, 2020 10:04 AM

To: David Carpenter <dc@hopeaz.com>; Sara Dechter <SDechter@flagstaffaz.gov>; Daniel Symer <Daniel.Symer@flagstaffaz.gov>

Cc: Tiffany Antol <TAntol@flagstaffaz.gov>; Alexandra Pucciarelli <APucciarelli@flagstaffaz.gov>

Subject: RE: Regional Plan Amendment Required for NCC Downzoning

Good morning David,

I appreciate your comments and questions. Internally we have also discussed the proposed zoning code amendments that are coming out of the HOH plan and the most recent Council action declaring a Climate Emergency. This will certainly be part of the discussion as these amendments proceed.

In regards to the benefit of in person hearings vs. virtual participation. I believe we would all prefer to be in the chambers holding a traditional public meeting. What has been interesting is that we have seen better participation for some meetings held virtually compared to what we have traditionally seen for in person. Some topics will fill city hall, others it seems may draw better virtually. It seems to depend on the issue.

City Council has emphasized the importance of the HOH amendments and ask about them with regularity. Because we don't know how long City Hall will be closed, it is difficult for staff to put these important matters on hold. In either case, we will certainly include your comments as part of the record on this amendment and Council can consider your request.

Hope you are well.

Dan Folke

Community Development Director
City of Flagstaff



City Wide Public Survey

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

July 22, 2020, 7:11 PM

Contents

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ii.	Survey questions	4
iii.	Individual registered responses	5

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Summary Of Registered Responses

As of July 22, 2020, 7:11 PM, this forum had:	Topic Start
Attendees: 144	June 23, 2020, 8:27 PM
Registered Responses: 60	
Hours of Public Comment: 4.2	

QUESTION 1

Do you support changing the zoning designation of properties with the Community Commercial (CC) that allows a maximum building height of sixty (60) feet to the new Neighborhood Community Commercial (NCC) zone with a maximum building height of forty-five (45) feet?

		%	Count
Yes		81.7%	49
No		16.7%	10
Neutral		1.7%	1

QUESTION 2

What neighborhoods properties with the existing Community Commercial (CC) zone should be limited to forty-five (45) feet?

		%	Count
Northend, Southside, and Sunnyside properties		81.7%	49
Sunnyside properties only		1.7%	1
No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.		16.7%	10

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

QUESTION 3

Do you support keeping certain properties that abut and/or are adjacent to commercial corridor streets, e.g. N Fourth St, E Cedar Ave etc, zoned Community Commercial (CC) with a maximum building height of sixty (60) feet?

(Please note that specific streets and properties have not been determined.)

		%	Count
Yes		23.3%	14
No		68.3%	41
Neutral		8.3%	5

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

Answered	43
Skipped	17

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Survey Questions

QUESTION 1

Do you support changing the zoning designation of properties with the Community Commercial (CC) that allows a maximum building height of sixty (60) feet to the new Neighborhood Community Commercial (NCC) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 2

What neighborhoods properties with the existing Community Commercial (CC) zone should be limited to forty-five (45) feet?

- Northend, Southside, and Sunnyside properties
- Northend and Southside properties only
- Northend and Sunnyside properties only
- Southside and Sunnyside properties only
- Northend properties only
- Southside properties only
- Sunnyside properties only
- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

QUESTION 3

Do you support keeping certain properties that abut and/or are adjacent to commercial corridor streets, e.g. N Fourth St, E Cedar Ave etc, zoned Community Commercial (CC) with a maximum building height of sixty (60) feet?

(Please note that specific streets and properties have not been determined.)

- Yes
- No
- Neutral

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Individual Registered Responses

Alan Perersen

inside City Limits

July 1, 2020, 5:06 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Yes - large student housing projects such as the the Hub, and the Standard (I know some of the names have changed) are a visual blight in our community and should NEVER have been built as large as they are. They are a disgrace as was the process and zoning that allowed them.

Name not shown

inside City Limits

July 1, 2020, 5:10 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

We are not Phoniex and do not need high rise properties. We have mountains and other beautiful views which have been destroyed by past codes. Let's get this right for we the people now.

Name not available

inside City Limits

July 1, 2020, 6:01 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Neutral

Question 4

We need to support infill as a community and by reducing the size of the building will drastically reduce occupancy. 45 feet is only enough for 4 stories in areas where infill should be happening to help with the cost of housing. The community needs to understand that there are trade offs and if we are serious about affordable housing then we need. To let infill happen where it needs to.

Name not shown

inside City Limits

July 1, 2020, 6:04 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

Question 2 doesn't allow a more nuanced answer. I don't want to see

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

existing housing be demolished for large projects however in each of the areas there a great properties to allow 60 foot structures. For example, I support tall and dense redevelopment along 4th Street, the Bashas shopping center and sling the tracks East of San Fran to name a few. Density is the only way we will develop truely walkable neighborhoods, lack of housing and climate action.

Melissa Felder

inside City Limits

July 1, 2020, 6:17 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I think Flagstaff needs to decrease and limit all growth. There should not be high density housing at all.

If there does need to be some high density housing, it should be for low income and not to serve NAU.

What a shame to watch our sweet town grow at such a horrendous rate!

Name not available

inside City Limits

July 1, 2020, 6:37 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 6:47 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 6:49 AM

Question 1

- Neutral

Question 2

- Sunnyside properties only

Question 3

- Yes

Question 4

No response

Name not shown

inside City Limits

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

July 1, 2020, 6:56 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The livability of our city is being diminished by the scale of buildings, lack of set backs from the sidewalk and inadequate parking requirements. Also, views of the Peaks and natural beauty are being eliminated. The development of our City should preserve beauty, not eliminate it.

Name not shown

inside City Limits

July 1, 2020, 7:29 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

All this overdevelopment is stealing our views of where we live. Despicable.

There are shadows from these monster buildings that create the formation of ice nearly year-long, causing significant dangers to all travelers, all of us.

I truly hope that all, yes all, of these out of town, out of state developers go bankrupt and the units are seized and turned into low income housing.

It's way past time to stop giving developers exemptions from full taxes,

modification to parking and occupancy rules. It's time for all new projects to demonstrate that they have independent water sources, and solid plans for reducing congestion. Any one of these errors should and shall cancel all permits to build anything. Stop coddling developers. There should be an end to corporate welfare; require developers to pay the full cost of their intrusion and to act to reduce (not add to) congestion, traffic, water and sewage issues, and cancer cell ideology growth.

Name not shown

inside City Limits

July 1, 2020, 7:57 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Neutral

Question 4

The reason I support changing the maximum building height to 45 feet is that:

1) The San Francisco Peaks, it's beautiful and it's the view that all Flagstaff residents love to see. Lowering the maximum building heights will allow us and future generations to see more mountain views instead of building views. We have something special here worth protecting. Once it's gone, it's gone.

2) Taller buildings mean higher density; more parking will be needed, more water will be needed, and there will be more traffic in these three already congested areas.

Name not available

inside City Limits

July 1, 2020, 8:00 AM

Question 1

- Yes

Question 2

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

We all love the views our city has of the peaks and Elden but we need to be able to house the members of our community affordably and safely. Allowing the 60ft limit to remain will jeopardize some views but the benefit of true high density housing outweighs some views being obscured. Planning for these high buildings should be strategic to minimize the visual impact caused by their construction, but it's the right thing to do to allow for more vertical infill within our city.

Wade Thorson

inside City Limits

July 1, 2020, 8:06 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No neighborhood should have to endure an oversized out of character building next door. It harbors resentment and ire toward developers and city planning entities. Citizens in large part should not be at the odds of the entities that serve them.

Name not shown

inside City Limits

July 1, 2020, 8:20 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Neutral

Question 4

No response

Jackie Thomas

inside City Limits

July 1, 2020, 8:39 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

AS a cyclist, the taller the buildings next to thoroughfare roads, the greater the chance of ice on the roads all winter due to the shadowing. I noticed on immediate change after the Radisson hotel went up downtown. I suspect the new Courthouse will do the same to Beaver. In addition, the viewsheds are being dramatically impacted by the 3+story building going in on Butler now. And the Hub also impacted what we can see. Those skylines views are a very important part of the beauty of Flagstaff but also provide the distant view that is important for sanity. I also noticed how the Barnes and Nobel store changed what we can see.

Name not available

inside City Limits

July 1, 2020, 8:44 AM

Question 1

- Yes

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

let's keep this city in harmony with its beautiful natural setting and not make a metropolis out of it. High-rises belong in large cities, not in bucolic Flagstaff.

L. Reuter

inside City Limits

July 1, 2020, 8:47 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Please reduce height and density of development and keep FILG from becoming PHX. Too many huge developments. Soon to be known as NauTown

Name not shown

inside City Limits

July 1, 2020, 8:48 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 8:52 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The quality of this mountain town needs to be preserved by allowing the view of the natural surroundings as much as possible. 45 feet height is a good balance between needing to allow growth and keeping the small town feel of Flagstaff. Folks don't choose to live here or visit here - to feel like they never left Urban environments.

Name not shown

inside City Limits

July 1, 2020, 9:35 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Question 4

No response

Matt Mitchell

inside City Limits

July 1, 2020, 9:47 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

I do not understand the conflict with building height to match our existing Native Ponderosa Pine tree heights. We are surrounded by public lands. One must walk less than a mile in any direction to gain a vast view of the horizon. We are limited geographically to grow our town, plus any fans of cheaply developed urban sprawl need not travel more than 100 miles south to experience the beauty of that disaster. I like the phrase "Flagstaff its time to grow up; we don't have the option to grow out". I watched a movie on Architecture years ago when I was a student in college, which pointed out how the most important things to a community could be seen from their skyline and tallest building. Long ago it was a church steeple, then shifted to Court Houses being the tallest, and sometime during the 80 & 90s it was Banks and corporate building. Currently in Flagstaff our tallest building is the BANK south of the county court house. I would like to envision in the future Flagstaffs tallest building be an affordable house type structure that would send the message to outside visitors that people are the focus of are community, not self centered private home owners that care more about their bathroom window view, then the homeless living in their back alley. I feel building height is a waste of our planning and zoning commission and Councils time and energy. We have far more important issues to discuss. I don't see this as something that is broken.

Name not shown

inside City Limits

July 1, 2020, 10:30 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

They should all be reduced to 45 feet.

Mike Purcell

inside City Limits

July 1, 2020, 10:44 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

This should have been done years ago !!!

Name not shown

inside City Limits

July 1, 2020, 10:46 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Question 3

- No

Question 4

Anything that can be done to reduce the height / size of the buildings in Flagstaff would have my support. The scale of recent buildings in the city is frankly disgusting.

Ed Dunn

inside City Limits

July 1, 2020, 10:50 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

It would go against the recently passed climate change resolution to decrease density. Higher density is environmentally sound way to decrease carbon footprint because mass transit and walkability work better. Social justice and citizen involvement work better when folks are able to interact more in densely populated neighborhoods. I'm not talking about NYC style but a plan with a lot of green space for people and less cars. Beauty should be the guiding principle in design, not ugliness like the Hub. If the city or a citizen group could acquire land and hold competitions for development that meet our climate goals, places of people and beautification we would see a very positive change. As for peak views, a 45' building does not do a better job than a 60' building. I can't see the peaks from any point on my property and I live in a neighborhood of single story homes.

Name not shown

inside City Limits

July 1, 2020, 11:05 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Neutral

Question 4

No response

Name not available

inside City Limits

July 1, 2020, 11:16 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Flagstaff isn't a metropolis & we don't need to turn our neighborhoods into one. Although these areas are Zoned Community Commercial they are still primarily Neighborhoods where people live, 1st and commercial 2nd. Allowing 60 foot/6 story buildings to infiltrate these areas, in my opinion, will diminish the quality of life for the residents of these neighborhoods rather than improve it. Yes, Flagstaff needs affordable housing, but #1. is that what developers would Really build with the freedom of 60'? Or would the door be swung wide open for more over-priced NAU student housing projects to infect the rest of the Southside & spread to the Northend? #2. Do we need to eliminate one of the primary reasons people choose to live in Flagstaff...the views of the mountains?

Name not available

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

outside City Limits
July 1, 2020, 11:42 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Taller building ruin Flagstaff.

KEN PHILLIPS

inside City Limits
July 1, 2020, 11:44 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

The proliferation of high occupancy "podium construction" multi-story buildings is now a blight on the Flagstaff community. The ground floor retail spaces go unoccupied. These have been built to support off-campus housing for NAU students, along high traffic corridors creating additional congestion. Stop this repeated mistake. Make NAU build on-campus housing and/or limit their enrollment. This is a vicious circle of development that only supports the University.

Uncle Don Fanning
inside City Limits

July 1, 2020, 12:28 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Neutral

Question 4

The only reason I marked the last question as "neutral" is that I do not understand its wording and intention. The footprints of these three districts are still *WAY* too large as is even the amended 45 foot building height limitation. Just because I did not tag some questions as neutral does not mean that I support either the 45 or 60 foot height limit or the zoning footprints which put districts within the CC zone. A more community scale height limit is 35 feet and no more than three stories in height. Existing residential and small business/small profile character styled blocks must be removed from CC zoning entirely so that the character of the community does not continue to be altered in a negative fashion. My support for elected and appointed officials continues to degrade when equally untenable alternatives such as the above are repeatedly presented in a T.I.N.A. ("There is no alternative.") way.

Sherman Stephens

inside City Limits
July 1, 2020, 12:57 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

The more residential an area is, the more important it is to preserve a low density residential. It is important to not revert to previous height guidelines to allow an already taller building, or commercial development to encroach on the surrounding neighborhood.

Name not shown

inside City Limits

July 1, 2020, 12:57 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

This looks like a solution in search of a problem. Everything about it strikes me as arbitrary. Why change the height limit for buildings in this area? If we reduce the height limit, why change it to 45 feet instead of 50 feet or 55 feet? The impact of any such change will likely be to increase the cost of housing per dwelling unit, or the cost per square foot for commercial space. Does Flagstaff really need more expensive property? The purpose of these changes can't be to preserve views, because there are no meaningful views remaining in these developed areas. If there are existing viewsheds to be preserved, why not define them and focus an ordinance on them. At least that would have a meaningful effect, although it would also result in more expensive property. Instead, I would like to see the Staff and Council really buckle down to the task of proposing an ordinance that would permit development of more affordable owner-occupied housing in Flagstaff. The proposed zoning amendment will have the opposite effect,

Name not available

inside City Limits

July 1, 2020, 1:44 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Stop building for NAU and not considering the impact on the lifelong resident population

Name not shown

inside City Limits

July 1, 2020, 2:07 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 2:18 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- No

Question 4

No response

Name not available

inside City Limits

July 1, 2020, 4:02 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 7:53 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Jose Dominguez

inside City Limits

July 1, 2020, 7:59 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I would like to see all areas of Flagstaff that currently allow the 60' to be changed to the 45' max

Name not shown

inside City Limits

July 1, 2020, 10:46 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Stop allowing buildings higher than 45 feet or three stories. It's absolutely disgusting that you've allowed so many tall, worthless buildings to be built. It's even worse that the reason they are built is to support the University which is not supporting Flagstaff. If we wanted to live in a big urban town we would. The only reason people want this town to grow so much is because they're greedy. We're not under some sort of moral obligation to build a bunch of crappy buildings so more people can move here.

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Name not available

inside City Limits

July 2, 2020, 1:45 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- No

Question 4

Flagstaff has become a true city with its population. The city has run out of land to support the population so the only possible with to expand is to allow skyscrapers to be built. I would say that 60 feet will work for now but Flagstaff may need to change the limits to more than 100 feet.

Brittain Davis

inside City Limits

July 2, 2020, 2:25 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

I would rather see infill with taller multifamily and commercial developments than look to expanding development outward.

Name not available

inside City Limits

July 2, 2020, 5:21 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 3, 2020, 8:24 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

60' height for N Fourth Street, because it's already all commercial. 45' height for all of the other areas currently zoned CC.

Name not available

inside City Limits

July 3, 2020, 11:30 AM

Question 1

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown
inside City Limits
July 4, 2020, 3:55 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not available
inside City Limits
July 5, 2020, 5:12 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

The community made a decision during the regional planning process to grow up not out. All the affordable housing talk while bagging density/tall buildings is double talk and childish. Its time for a staff and council that can make the hard trade off decisions this commitment entails. Every action currently contemplated by council increases the cost of housing in FLG. Go learn from Bend, OR where they are increasing density. Who can see the peaks with a 45' neighbor but not a 60' neighbor? You don't get views and affordable housing. You have to choose, rather the owner of the property owner chooses. This is the USA, we have private ownership not central planners. Municipal governments are the great equalizers and they are not HOA's. When they act as such, we get sued and it's then the citizens paying the settlements, not the officials who have long since moved on to other goals.

Name not shown
inside City Limits
July 8, 2020, 7:17 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Other than Milton Ave and portion W. Rt 66 corridor, keep citywide building heights at 45'. I support the reduction to 45' in DT, but why would City think it appropriate to pose 45' limits in DT and then allow for 60' in eastside corridor area (Cedar/N 4th) that abuts established neighborhoods that actually have semi-affordable single family homes and schools. Seems like this proposed zoning policy favors protecting wealthy DT neighborhood property owners from congested high density development but encourages this type of development to take place adjacent to lower socio-economic area of town. What the heck will be use of a strip of 60' buildings? Commercial? Residential? Fewer people in future will be working in an office and most people that grow roots here

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

would prefer to raise a family in a home not a crammed apartment.

Name not shown

inside City Limits

July 8, 2020, 7:38 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The value of Flagstaff is the nature and wild lands. The taller structures obstruct views from everyone.

Name not shown

inside City Limits

July 9, 2020, 9:36 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Clearly there is a balance sought between limiting sprawl and Flagstaff's image of a town nestled in the forests and mountains that residents and visitors appreciate and treasure. Views are part of that image and everyday experience if even subliminal. This code change will help a little in years to come.

Marc Murison

inside City Limits

July 9, 2020, 10:57 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

60-foot building heights are destroying the fundamental character of Flagstaff. If we want Flagstaff to be the charming, beautiful, welcoming city that we love, building heights *must* be reduced. Five storeys is utterly absurd and cannot be made to look anything but horrible; it is a destructive blight on our city. Four storeys, if well done, can work more or less harmoniously *in certain places*. Three storeys is much, much more generally acceptable and consistent with longstanding Flagstaff identity and character.

Name not shown

inside City Limits

July 9, 2020, 12:58 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The north Bashes area should be kept at 60 ft.

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Name not available
outside City Limits
July 9, 2020, 3:03 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not available
inside City Limits
July 11, 2020, 3:08 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

First, at this time 60' buildings in Flagstaff would not be medium height. They are tall so your language is possibly leaning toward where the City wants the community character to GO, not where we are (though the buildings are quickly getting tall, which no one is happy to see rather than the Peaks). The survey questions seem to imply that there will be blanket determinations, which is not a proper approach as areas differ. The character of existing residential areas need to be taken into consideration. People live in these residential areas and residents' quality of life needs to be respected. I doubt people want their neighborhood urbanized with buildings built to the sidewalk, taller than the

neighborhood character, less green space, etc. Your area designations include parts of the area called "Townsite" as "Northend," which is not accurate and so can be misleading. There is also no mention of the Townsite Historic Overlay which limits height in the included "commercial" areas, so that is inaccurate--unless the City is changing the Overlay without property owner knowledge and permission.

Charlie Silver
inside City Limits
July 11, 2020, 3:11 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

This proposed reduction in building height is long overdue. Thank you for listening and figuring out a way to act. I am in full support.

Name not shown
inside City Limits
July 12, 2020, 1:22 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

marcus ford

inside City Limits

July 15, 2020, 5:42 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

April Smith

inside City Limits

July 15, 2020, 6:55 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The 60' height limit should be changed to 45' where ever that limit was established by code. Lower building heights are in keeping with Flagstaff architectural standards. If I had my way no buildings over 2 stories would be permitted in perpetuity throughout the entire town of Flagstaff. Failing the control to enact my wishes NO BUILDINGS OVER 45' PERMITTED IN PERPETUITY THROUGHOUT OUR TOWN. This should be written so that no "Executive Order" emanating from ANY city government entity could override this limit. This should be written so NO entity from AZ state government could override this limit. You know the state will try to control local autonomy on this issue-their need to control dissenting

governing voices from local town governments is to be recognized and responded to on a "pre-need" basis. Remember the plastic bag ban and Phx dictates on that issue? Take heed.

Name not shown

inside City Limits

July 20, 2020, 2:53 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I agree with the statement above that there should be "NO BUILDINGS OVER 45' PERMITTED IN PERPETUITY THROUGHOUT OUR TOWN." We are quickly losing Flagstaff's character. We should be thinking about beauty and how buildings fit into their surroundings when we think about developments. It's unforgivable to plunk something like the Hub into a neighborhood of small, family homes. Not only is it WAY out of scale, but introducing all those students into a neighborhood is just wrong. No more catering to NAU by rezoning properties for student housing.

Name not shown

inside City Limits

July 21, 2020, 5:04 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- Yes

5 or T-6, could simply choose transect zoning and still build to 60 feet. I think that the city should include the possibility of limiting T-5 and T-6 heights if any properties zoned that way are in potential Neighborhood Community Commercial area. More information is needed to truly understand the impacts of a new zone and lower height limit.

Question 4

It seems that the main arguments in support of such a change largely come down to wanting to maintain privileges for some (views, subjective notions of urban beauty) at the expense of basic affordable accommodations for our poorest residents, along with animosity toward the understandably callous NAU growth. Given current developments, the latter issue is unlikely to persist (enrollment is dropping and for the short-term, more students will be attending remotely), so this really will only perpetuate the social injustices that are the true blight to our town.

Rick Moore

inside City Limits

July 22, 2020, 12:42 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I strongly support creating a Neighborhood Community Commercial zone with a 45' height limit. Much of the Community Commercial Zone was created when older homes were not nearly as highly valued as they are today and it makes sense to develop a new zone that helps protect their value as residences that are not surrounded by towering multi-family buildings.

I agree that infill is important from a walkability and climate change perspective. However, there are certain areas of our community with historic/traditional neighborhood character that need to be preserved and the Neighborhood Community Commercial zone would help do that.

I'd also like to suggest that the city planning staff develop maps that show how ALL zoning applies to the Community Commercial and the potential Neighborhood Commercial Community zones. For instance, some of the Community Commercial zone is also subject to Transect Zoning, including T-5 and T-6 zones, which allow building to 60 feet. A developer with a property in a Community Commercial zone that is also zoned as T-



North End Property Owner Survey

45-foot Building Height Maximum on Your Property in North End

July 22, 2020, 7:29 PM

Contents

i.	Summary of responses	2
ii.	Survey questions	4
iii.	Individual responses	5

Topic Registration Type: No registration

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

Summary Of Responses

Topic Registration Type: No registration

As of July 22, 2020, 7:29 PM, this forum had:	Topic Start
Attendees: 15	June 25, 2020, 9:41 PM
Responses: 3	
Minutes of Public Comment: 9	

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
No		100.0%	3

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
No		100.0%	3

QUESTION 3

What is the current use of your property?

		%	Count
Commercial		100.0%	3

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

Answered	2
Skipped	1

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

Survey Questions

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 3

What is the current use of your property?

- Residential
- Commercial
- Mixed-use (Commercial and Residential)
- Vacant Lot (Undeveloped)
- Other

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

Individual Responses

Topic Registration Type: No registration

Name not available

July 1, 2020, 12:51 PM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

The proposed zoning change limits what we can do with the property thus reducing its value.

Name not available

July 2, 2020, 3:11 PM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

I oppose this change. When I served on the REgional Planning effort a number of years ago, the value of "infill" was repeatedly stressed - to make maximum use of existing infrastructure, and to prevent sprawl and attendant costs of roads, infrastructure extensions, and wider roadways. Limiting building height reduces the density of urban property use and is inappropriate for the reasons stated above. All properties in this area were purchased with knowledge of the 60 ft height and therefore it would

be a taking to reduce the height, as well as counter to the principle of denser downtown development, to make this change. The city does not need to court expensive litigation on this matter. I oppose this change.

Name not available

July 4, 2020, 10:42 AM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

No response



Sunnyside Property Owner Survey

45-foot Building Height Maximum on Your Property in Sunnyside

July 22, 2020, 7:36 PM

Contents

i.	Summary of responses	2
ii.	Survey questions	4
iii.	Individual responses	5

Topic Registration Type: No registration

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Summary Of Responses

Topic Registration Type: No registration

As of July 22, 2020, 7:36 PM, this forum had:	Topic Start
Attendees: 18	June 25, 2020, 9:43 PM
Responses: 6	
Minutes of Public Comment: 18	

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
Yes		83.3%	5
No		16.7%	1

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
Yes		83.3%	5
No		16.7%	1

QUESTION 3

What is the current use of your property?

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?



QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

Answered	2
Skipped	4

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Survey Questions

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 3

What is the current use of your property?

- Residential
- Commercial
- Mixed-use (Commercial and Residential)
- Vacant Lot (Undeveloped)
- Other

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Individual Responses

Topic Registration Type: No registration

Name not available

June 30, 2020, 2:55 PM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

No response

Name not available

July 2, 2020, 5:14 PM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

No response

Name not available

July 2, 2020, 7:00 PM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

Is building height the only change?

Name not available

July 3, 2020, 8:38 AM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

No response

Name not available

July 3, 2020, 10:01 AM

Question 1

- Yes

Question 2

- Yes

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Question 3

- Mixed-use (Commercial and Residential)

Question 4

60' always seemed pretty tall for this area. I think that there should be an exemption for current owners who would want to exercise the right to build that high, but it should not be transferred to future owners. For the record, my property is built, and well under 45', so this doesn't affect me personally. After seeing some of the buildings that have gone up on the West side of town, it doesn't seem like structures of that size are a good fit for the Sunnyside area.

Name not available

July 19, 2020, 8:55 AM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

No response



Southside Property Owner Survey

45-foot Building Height Maximum on Your Property in Southside

July 22, 2020, 7:41 PM

Contents

i.	Summary of responses	2
ii.	Survey questions	3
iii.	Individual responses	4

Topic Registration Type: No registration

45-foot Building Height Maximum on Your Property in Southside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Southside neighborhood?

Summary Of Responses

Topic Registration Type: No registration

As of July 22, 2020, 7:41 PM, this forum had:		Topic Start
Attendees:	12	June 25, 2020, 9:45 PM
Responses:	0	
Minutes of Public Comment:	0	

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet in the Southside neighborhood?

No response

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

No response

QUESTION 3

What is the current use of your property?

No response

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

No response

45-foot Building Height Maximum on Your Property in Southside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Southside neighborhood?

Survey Questions

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet in the Southside neighborhood?

- Yes
- No
- Neutral

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 3

What is the current use of your property?

- Residential
- Commercial
- Mixed-use (Residential and Commercial)
- Vacant lot (undeveloped)
- Other

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum on Your Property in Southside

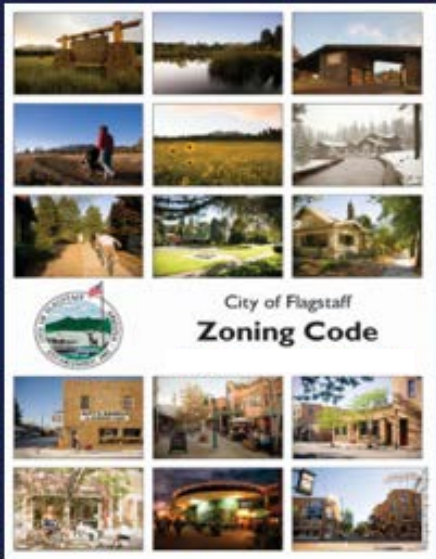
Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Southside neighborhood?

Individual Responses

Topic Registration Type: No registration

Updates to the Zoning Code Neighborhood Community Commercial (NCC) Zone

Zoning Code Text Amendment
and
Zoning Code Map Amendment



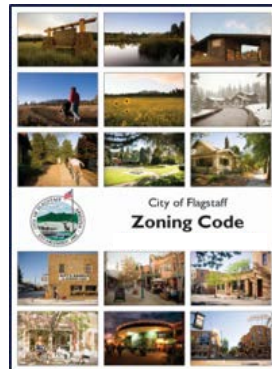
Dan Symer, AICP
Zoning Code Manager



Neighborhood Community Commercial (NCC) Zone

Purpose of the Work Session

- **Discuss, receive comments and obtain direction pertaining to the:**
 - **Zoning Code Text Amendment – Neighborhood Community Commercial (NCC)**
 - **Zoning Code Map Amendment – Concept to rezone certain properties to the Neighborhood Community Commercial (NCC) zone**



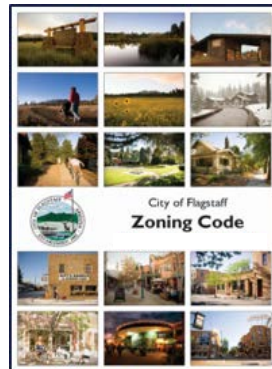


Neighborhood Community Commercial (NCC) Zone

Reason for the Proposed Zoning Code Text Amendment

Purpose:

- **Amend the Zoning Code to begin implementing the High Occupancy Housing (HOH) Plan (Strategies to be Implemented, bullet 5, Page 102)**
 - **Modifying the building height in the Community Commercial (CC) zone from 60 feet to 45 feet**

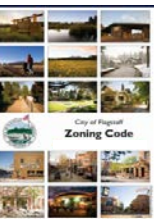


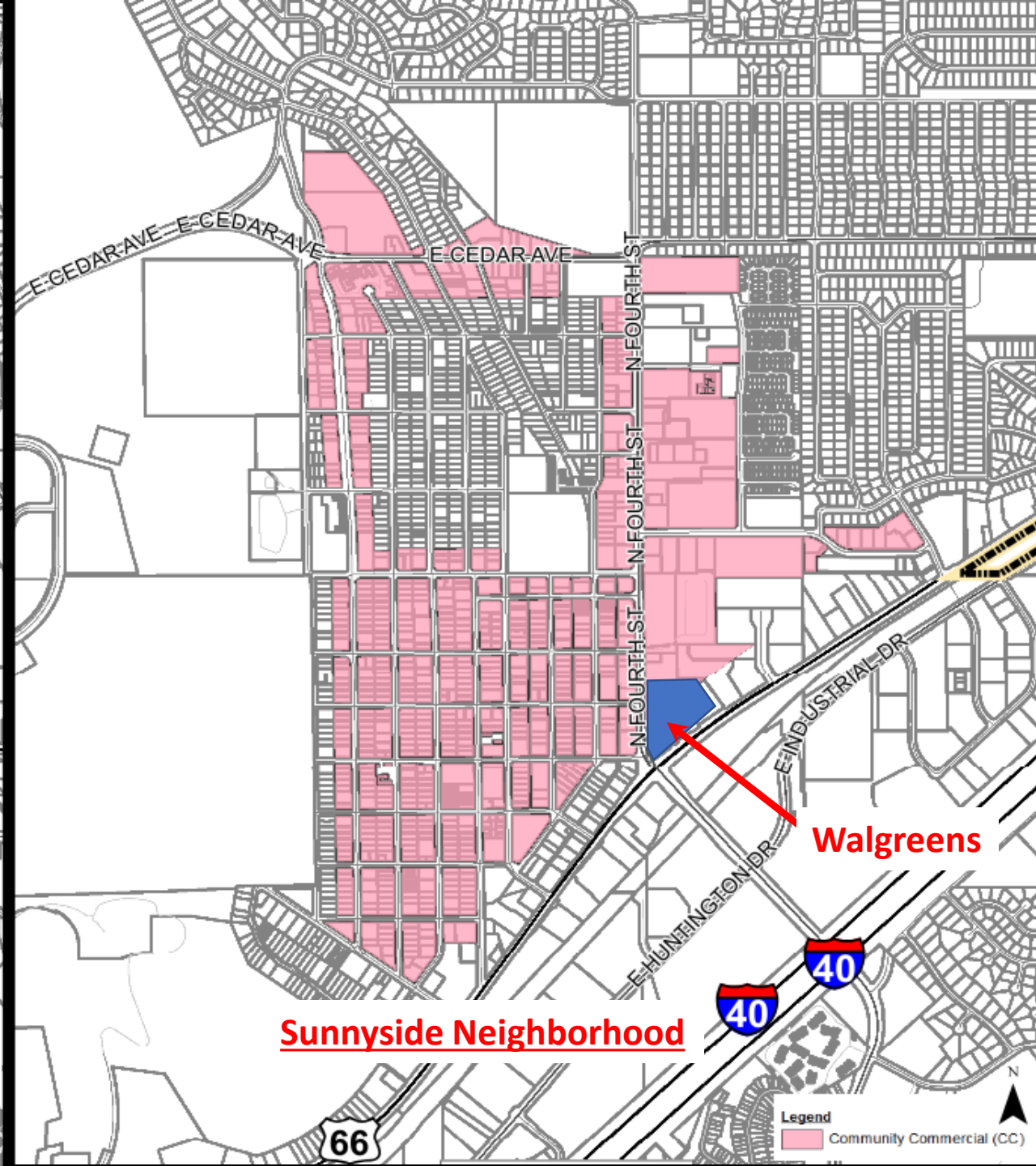
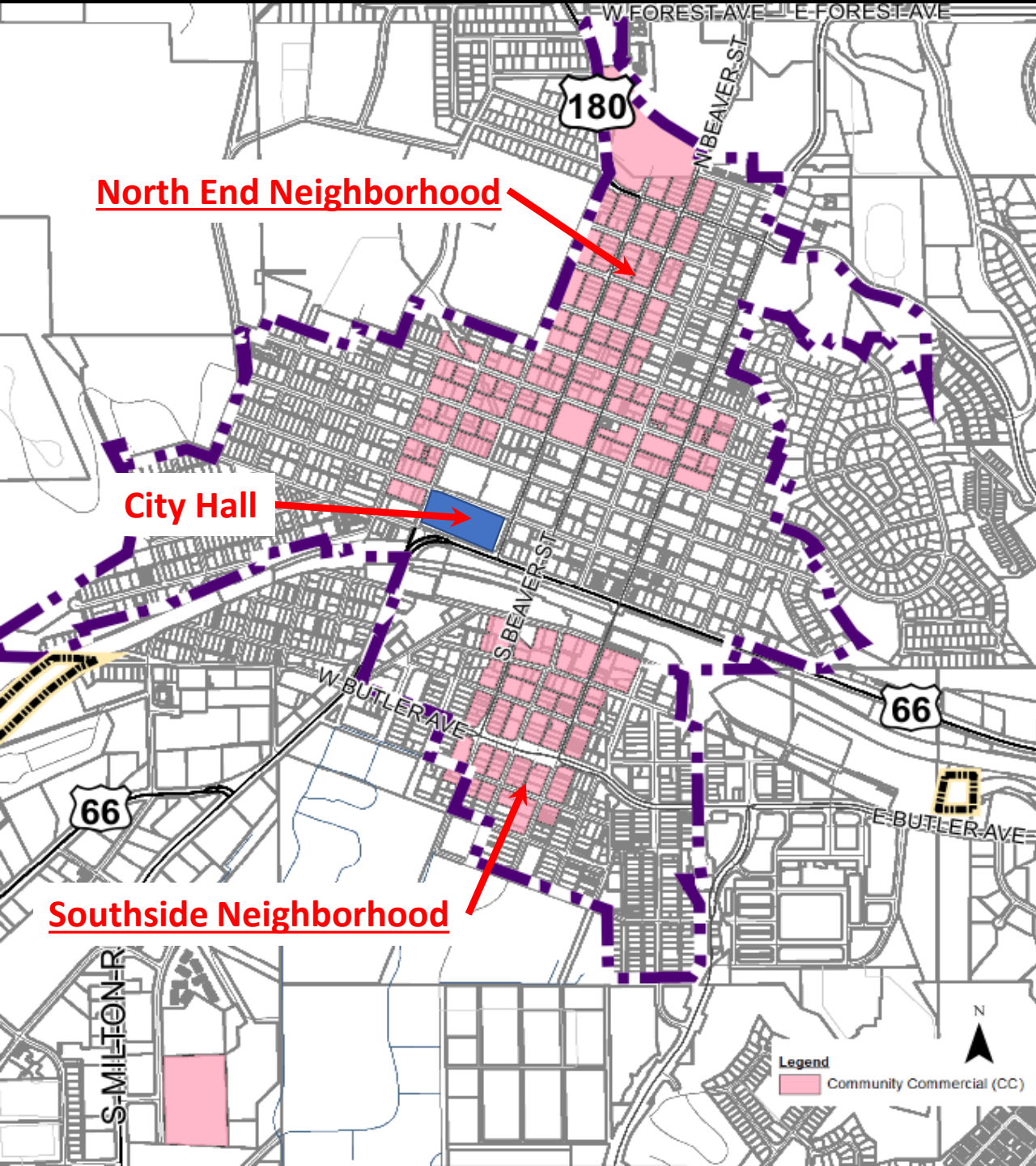


Neighborhood Community Commercial (NCC) Zone

Reason for the Proposed Zoning Code Text Amendment

- **Address public concerns:**
 - **To preserve the character of existing and historic neighborhoods**
 - **Related to large buildings and unintended consequences of past zoning decisions in Flagstaff (1972, 2011)**
- **The Community Commercial (CC) zone significantly overlaps with low income communities that may be displaced by gentrification and redevelopment; and**
- **Some Community Commercial (CC) areas contain localized limited utility capacity to support large-scale High Occupancy Housing developments**



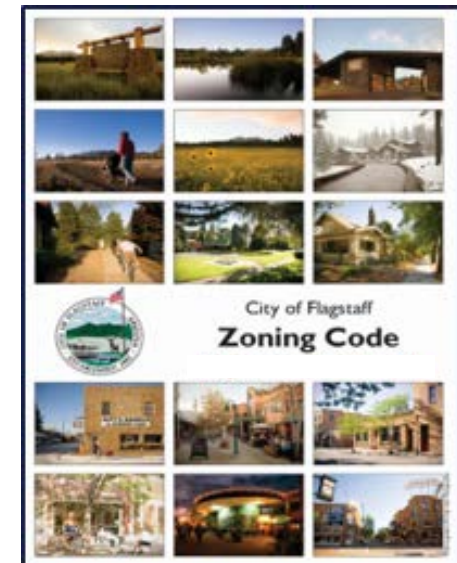




Neighborhood Community Commercial (NCC) Zone

Recap of Previous Work Sessions and Public Comments

- **Consider an alternative method to implement the 45-foot building height that would maintain the Community Commercial (CC) zone's 60-foot building height in certain areas**
- **Conduct additional property owner and public outreach**



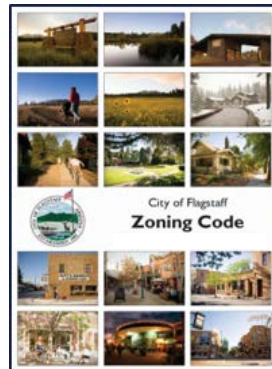


Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Step One:**
 - **Create the Neighborhood Community Commercial (NCC) zone**
 - **Maximum Building Height: 45 feet**
 - **Remainder of NCC zone is identical to the Community Commercial (CC) zone**

Note: This amendment does not affect the Transect zones



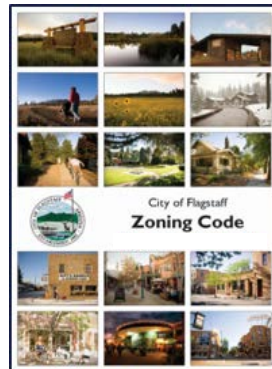


Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

Types of land uses allowed would remain the same:

- Residential
- Recreation, Education and Assembly
- Retail Trade
- Services
- Telecommunication Facilities
- Transportation and Infrastructure
- Urban Agriculture
- Vehicle Sales and Services
- Manufacturing and Processing – Incidental

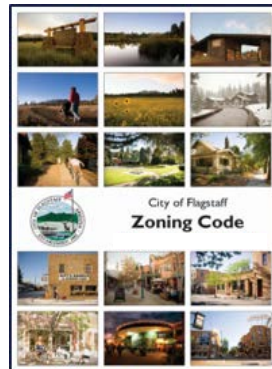




Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Building Form and Property Development Standards would remain the same:**
 - **Setbacks**
 - **Gross Floor Area Ratio**
 - **Density**
 - **Lot Area and Size Requirements**
 - **Open Space**





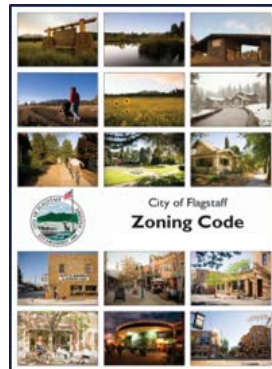
Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Neighborhood Community Commercial (NCC) allowed building height: 45 feet**



Southeast corner of E Butler Ave and S Agassiz St





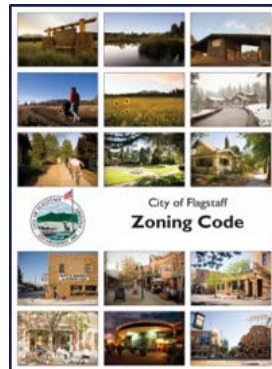
Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Neighborhood Community Commercial (NCC) allowed building height: 45 feet**



Southeast corner of E Benton Ave and S San Francisco St

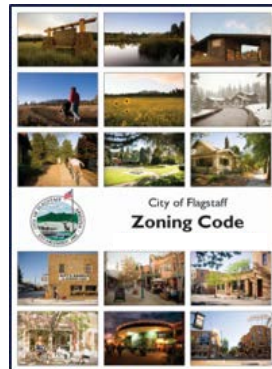




Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Potential Timing:**
 - **Planning and Zoning Commission – Work Session, August 12, 2020**
 - **City Council – Work Session, August 25, 2020**
 - **Potential Planning and Zoning Commission – Public Hearing, September 2020**
 - **Potential City Council – Public Hearing, October 2020**

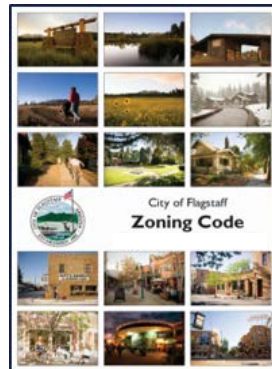




Neighborhood Community Commercial (NCC) Zone

Questions to Consider

- **Does the City Council desire to proceed with the proposed Zoning Code Text Amendment to create the Neighborhood Community Commercial (NCC) zone?**
- **Does the City Council have any recommended modifications or considerations on the proposed Zoning Code Text Amendment?**

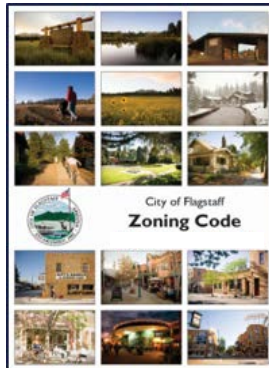




Neighborhood Community Commercial (NCC) Zone



Questions and Comments!

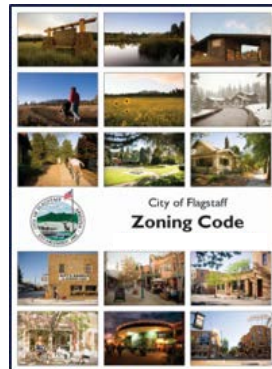




Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Map Amendment

- **Step Two**
 - **Rezone existing Community Commercial (CC) areas of the City to Neighborhood Community Commercial (NCC)**

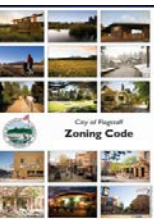


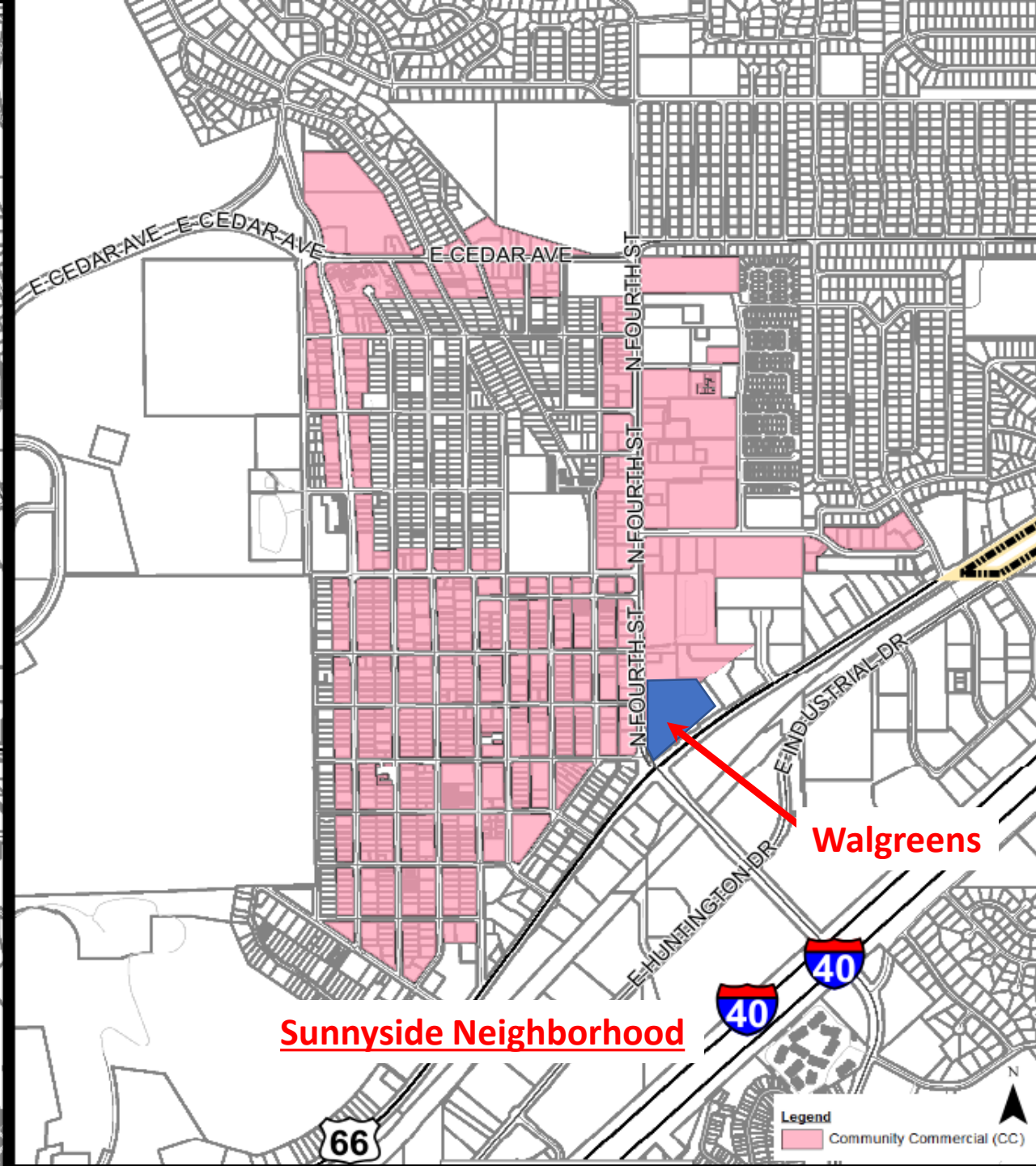
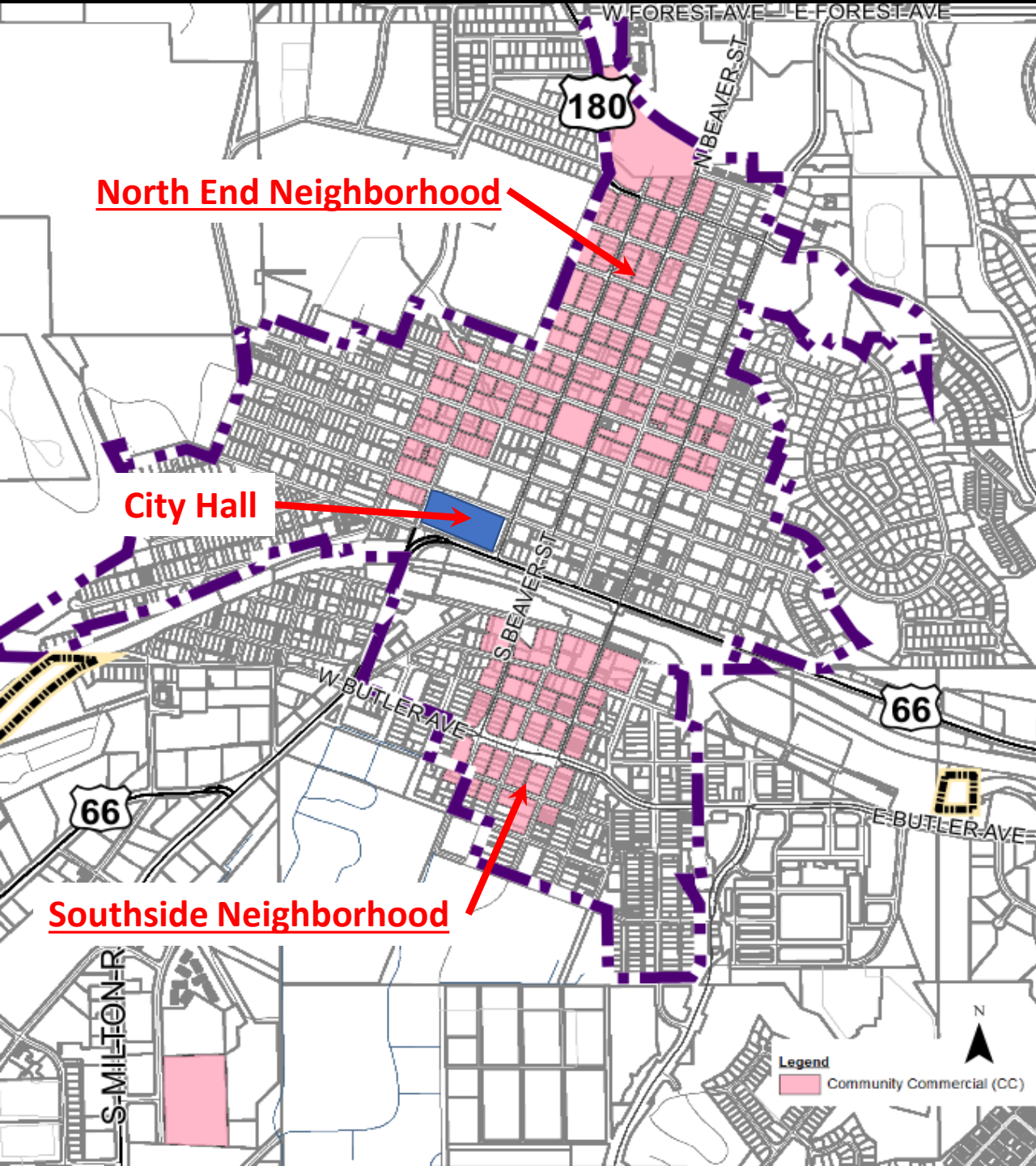


Neighborhood Community Commercial (NCC) Zone

Reason for the Proposed Zoning Map Amendment

- **Address public concerns:**
 - **To preserve the of character of existing and historic neighborhoods**
 - **Related to large buildings and unintended consequences of past zoning decisions in Flagstaff (1972, 2011)**
- **The Community Commercial (CC) zone significantly overlaps with low income communities that may be displaced by gentrification and redevelopment; and**
- **Some Community Commercial (CC) areas contain localized limited utility capacity to support large-scale High Occupancy Housing developments**



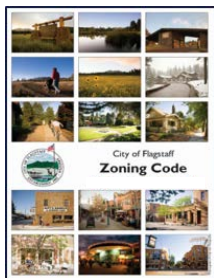




Neighborhood Community Commercial (NCC) Zone

Questions to Consider

- **What neighborhoods should be rezoned to the Neighborhood Community Commercial (NCC) zone?**
- **Should properties that abut and/or are adjacent to commercial corridor streets maintain the Community Commercial (CC) zone?**
- **Are there other specific areas that should maintain the existing Community Commercial (CC) zoning?**

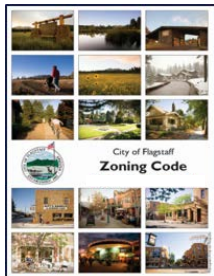




Neighborhood Community Commercial (NCC) Zone

General Public Comments

- **Approximately 83% of the general public that responded to the Community Forum topic supported applying the 45-foot building height in all of the neighborhoods**
- **Approximately 68% of the general public comments received did not support keeping the Community Commercial (CC) zone adjacent to the commercial corridor streets**



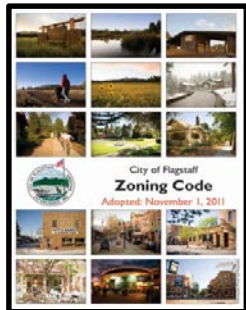


Neighborhood Community Commercial (NCC) Zone



North End

- Ten property owners responded
- Approximately 78% of the property owners did not support a Zoning Map Amendment to change the Community Commercial (CC) zone
- One person did not provide an opinion of whether or not to support the amendment



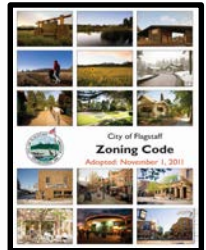


Neighborhood Community Commercial (NCC) Zone



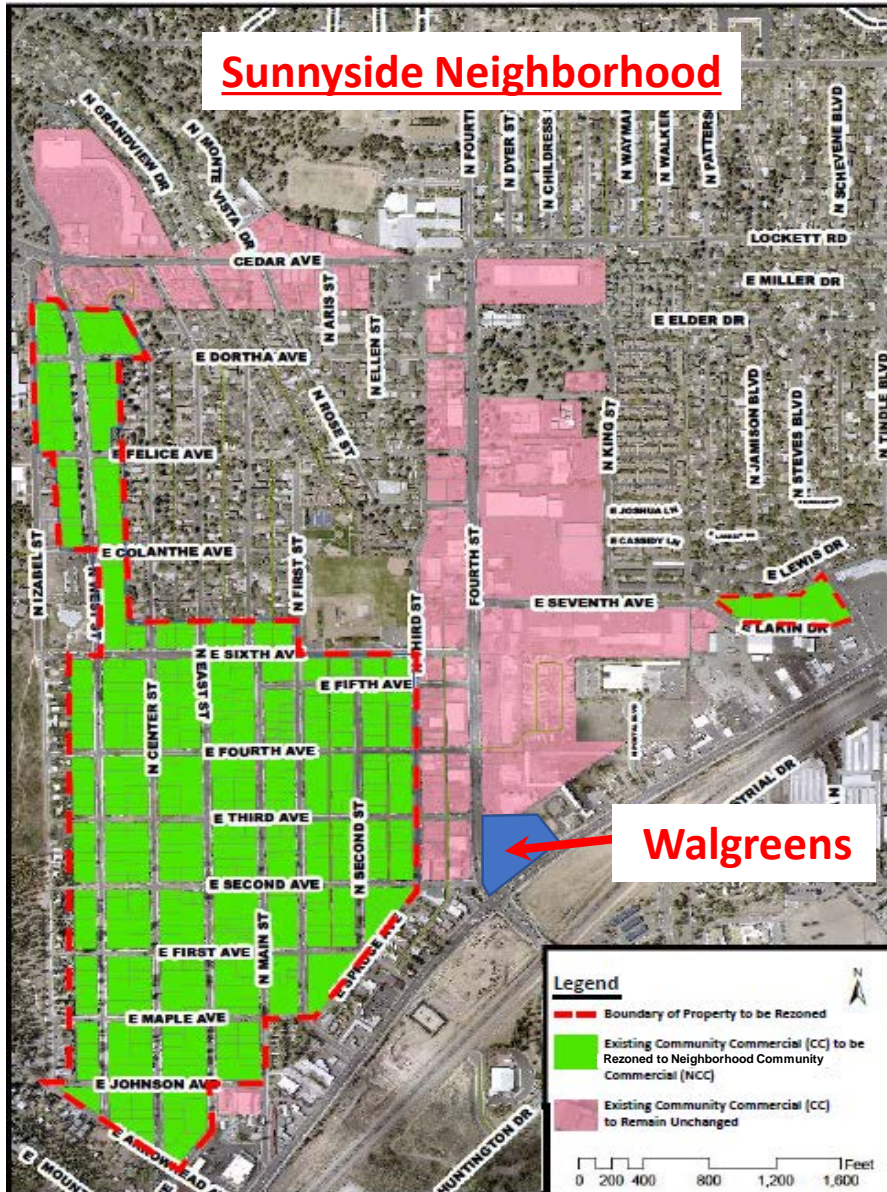
Southside

- Three property owners responded
- One person did not support a Zoning Map Amendment to change the Community Commercial (CC) zone
- One person indicated that they might be supportive contingent upon implementing the change in a systematic manner
- One person did not provide a specific response



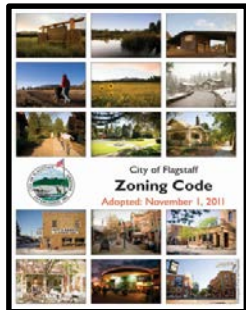
Note: Southside Plan contemplates all CC zoned areas to be 45 feet

Neighborhood Community Commercial (NCC) Zone



Sunnyside

- Nine property owners responded
- Approximately 78% of the property owners supported an amendment to the Neighborhood Community Commercial (NCC) zone with maintaining the Community Commercial (CC) zone adjacent to the commercial corridors
- One person indicated that they would support a Zoning Map Amendment if the building height was one or two stories

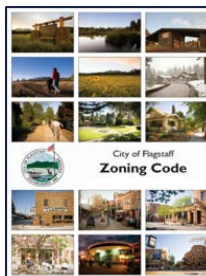




Neighborhood Community Commercial (NCC) Zone

Questions to Consider

- **What neighborhoods, North End, Southside and/or Sunnyside, with the existing Community Commercial (CC) zone should be rezoned to the Neighborhood Community Commercial (NCC) zone?**
- **Should properties that abut and/or are adjacent to commercial corridor streets that are currently zoned Community Commercial (CC) be excluded from the rezoning to the Neighborhood Community Commercial (NCC) zone?**
- **Are there any other areas of the North End, Southside and Sunnyside neighborhoods that should maintain the existing Community Commercial (CC) zone?**





Neighborhood Community Commercial (NCC) Zone

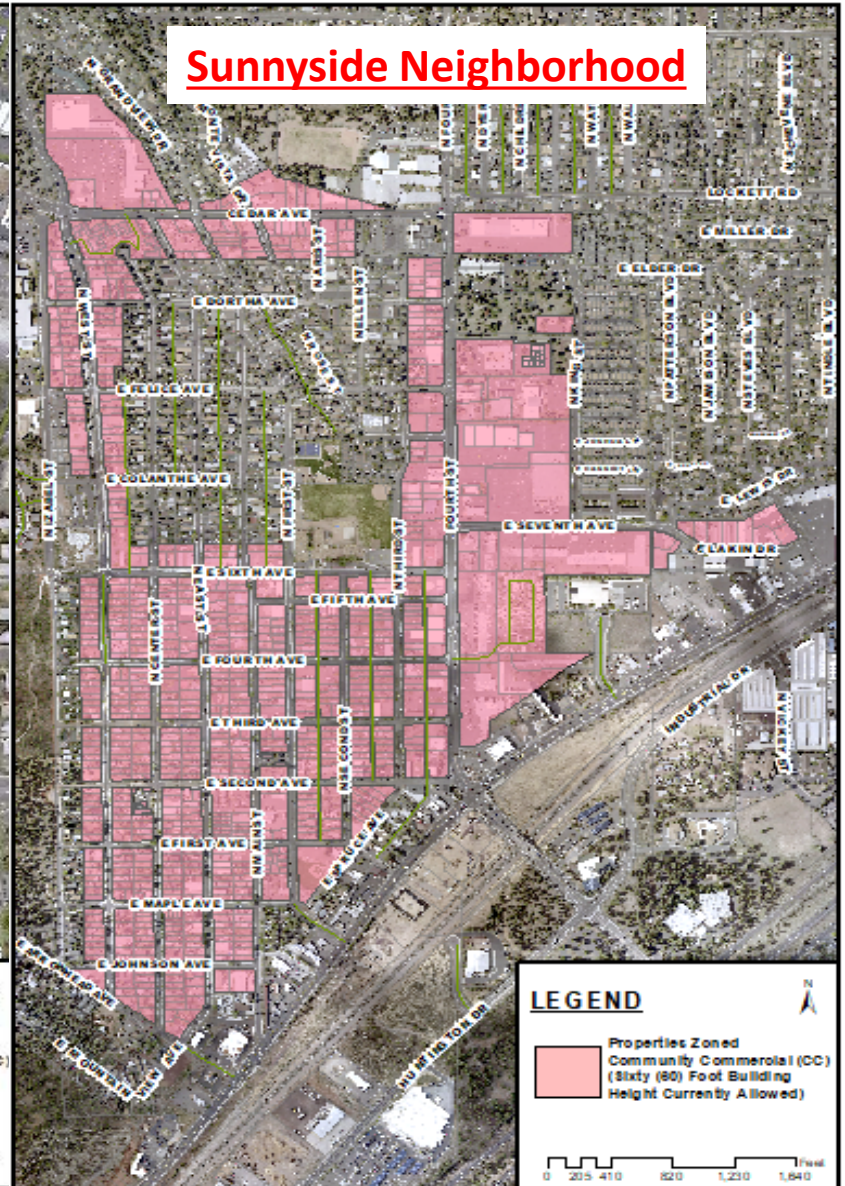
North End Neighborhood



Southside Neighborhood



Sunnyside Neighborhood

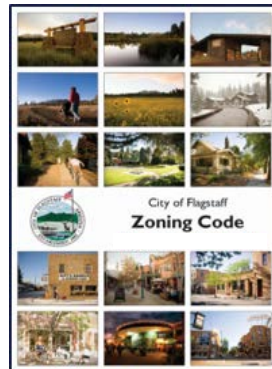




Neighborhood Community Commercial (NCC) Zone



Questions and Comments!



CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Dan Symer, Zoning Code Manager
Date: 08/06/2020
Meeting Date: 08/25/2020



TITLE

Consideration of a Zoning Map Amendment to Rezone Areas of the City to the Proposed Neighborhood Community Commercial (NCC) Zone

STAFF RECOMMENDED ACTION:

Hold a work session to allow the City Council and the public to ask questions, seek clarification, have discussions, offer comments and provide direction on the concept of a Zoning Map Amendment to rezone areas of the city to the proposed Neighborhood Community Commercial (NCC) zone.

EXECUTIVE SUMMARY:

To achieve the intent of the High Occupancy Housing (HOH) Plan's implementation strategies (see Chapters 4 and 5 of the HOH Plan) to lower the Community Commercial (CC) zone's allowed building height from 60 feet to 45 feet (Strategies to be implemented by 2019, bullet 5, page 102), the staff is seeking direction from the City Council on the concept of a Zoning Map Amendment to rezone areas of the North End, Southside, and Sunnyside neighborhoods from the Community Commercial (CC) zone to the proposed Neighborhood Community Commercial (NCC) zone. The proposed Neighborhood Community Commercial (NCC) zone allows a maximum building height of 45 feet. The Zoning Map Amendment will enable the City Council to be precise with the locations where the Neighborhood Community Commercial (NCC) zone is placed while maintaining the existing Community Commercial (CC) zone in specific areas.

INFORMATION:

I. City Council Questions

For your reference, below is a general overview of the questions on which the staff is seeking the City Council's comments and direction.

- Does the City Council desire to initiate a Zoning Map Amendment to rezone areas of the city to the Neighborhood Community Commercial (NCC) zone?
- What neighborhoods, North End, Southside, and/or Sunnyside, with the existing Community Commercial (CC) zone, should be rezoned to the Neighborhood Community Commercial (NCC) zone?
- Should properties that abut and/or are adjacent to commercial corridor streets (e.g., Fourth St, Cedar Ave, Butler Ave, Humphreys St, Beaver St, San Francisco St, etc.) maintain the existing Community Commercial (CC) zone?
- Are there any other areas of the North End, Southside, and Sunnyside neighborhoods that should maintain the existing Community Commercial (CC) zone? (e.g., Fort Valley Shopping Center (north of the intersection of Humphreys St and Columbus Ave), the properties on the north side of Cherry Ave between Humphreys St and Agassiz St, etc.)

II. Background Summary

As a result of the comments received at the public open house meetings and Planning and Zoning Commission's Work Session that took place in August 2019 and the City Council's Work Session that occurred in October 2019 related to changing the building height of the Community Commercial (CC) zone from 60 feet to 45 feet, a new zone is being proposed (Case No. PZ-19-00123 and High Occupancy Housing Specific Plan (HOH Plan), Strategies to be implemented by 2019, bullet 5, page 102.) The new zone, Neighborhood Community Commercial (NCC), is proposed to be identical to the Community Commercial (CC) zone, except that the maximum building height allowed would be 45 feet. This approach is being proposed to enable the City Council the flexibility to determine which areas of the city with the Community Commercial (CC) zone should maintain the currently allowed maximum building height of 60 feet, and which areas should have a maximum building height of 45 feet.

III. Discussion

If the Neighborhood Community Commercial (NCC) zone is adopted to implement the above referenced HOH Plan strategy, it is contemplated that the City Council may initiate a Zoning Map Amendment to rezone certain properties that are currently zoned Community Commercial (CC).

Staff is seeking the City Council's input and direction regarding the locations that the proposed Neighborhood Community Commercial (NCC) zone could be applied. There are three primary areas of the city where the Community Commercial (CC) zone currently exists. These areas include the North End, Southside, and Sunnyside neighborhoods. Attachment 1 consists of the locations of the Community Commercial (CC) zone in these neighborhoods.

Throughout the community outreach and public hearings for the HOH Plan, the above-referenced neighborhoods are the areas of the city that:

- Allow a building height of 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.

During the public outreach conducted in August 2019 to change the maximum building height of the Community Commercial (CC) zone, almost all of the individuals that were opposed to the amendment in the Sunnyside neighborhood area did not support the height reduction adjacent to the commercial corridors (7th Ave, Route 66, and Cedar Ave). These individuals were supportive of the proposed building heights within the interior of the neighborhood. As a compromise, a majority of these individuals recommended maintaining the 60-foot building height adjacent to Fourth St, 7th Ave, Route 66, and Cedar Ave. Attachment 2 is a conceptual map of the Sunnyside neighborhood where the Neighborhood Community Commercial (NCC) zone could be applied that corresponds with the public comments.

IV. Community Involvement

The August 25, 2020 City Council Work Session was advertised in the Arizona Daily Sun on July 25, 2020, which is 31 days before the scheduled meeting date. Also, persons of interest on file with the Planning and Development Services section of the Community Development department and property owners of lots and parcels that contain the Community Commercial (CC) zoning on file with the Coconino County Assessor's Office were notified of the Planning and Zoning and City Council Work Sessions via first class mail.

The virtual open house meetings for the proposed Neighborhood Community Commercial (NCC) zone were held on July 15, 2020, and July 20, 2020. As part of the discussion for the proposed Neighborhood Community Commercial (NCC) zone, rezoning the above-referenced neighborhoods was discussed. The

virtual open house meetings were advertised in the Arizona Daily Sun on June 30, 2020, which is at least 15 days before the scheduled meeting dates. Also, persons of interest on file with the Planning and Development Services section of the Community Development department and the property owners of lots and parcels that contain Community Commercial (CC) zoning on file with the Coconino County Assessor's Office were notified of the virtual open house meetings via first class mail. Persons on the HOH Plan and Regional Plan contact lists were also sent notifications. In addition, the notification of the virtual open house meetings was posted on the City's Facebook page. Eight people attended the open house meetings.

In addition to the virtual open house meetings, a community survey was posted on the City's Community Forum website regarding the proposed Neighborhood Community Commercial (NCC) zone and the areas that could be rezoned. The notice was sent to individuals registered with the City's Community Forum website. Also, the option to provide public comments on the City's Community Forum website was included in the notices indicated above.

As of this memo's date, a total of 210 people, including emails, letters, meetings, and visits to the Flagstaff Community Forum topic web page, have participated. The public comments on the Community Forum web page were split up by general public comments and property owner comments. The property owners were provided a separate web page on the notices that they were mailed. The property owner web page was not publicly available and was separated by each of the above-referenced neighborhoods.

Several individuals that contacted staff for the one-on-one discussions identified themselves as property owners. It should be noted that the property owner responses have been low. Additional public outreach may be warranted.

In summary, approximately 83% of the general public that responded to the Community Forum topic supported applying the 45-foot building height in all of the above-referenced neighborhoods. Also, about 68% of the general public comments received did not support keeping the Community Commercial (CC) zone with the 60-foot building height adjacent to the commercial corridor streets.

The following is a summary of the property owner responses:

- North End. Ten property owners responded to the Community Forum or had discussed the amendment with staff. Approximately 78% of the property owners did not support a Zoning Map Amendment to rezone the properties from Community Commercial (CC) to Neighborhood Community Commercial (NCC). One property owner did not provide a response.
- Southside. Eleven people viewed the Southside property owner Community Forum website, although no comments were provided. Three people that contacted staff or attended the open house meeting identified themselves as property owners. One person did not support a Zoning Map Amendment to rezone properties from the Community Commercial (CC) zone to the Neighborhood Community Commercial (NCC) zone. One person indicated that they might be supportive of a Zoning Map Amendment to rezone properties from Community Commercial (CC) to Neighborhood Community Commercial (NCC). However, the preceding comment was contingent upon implementing a change to the Zoning Map in a systematic manner. This individual indicated that a change to the Zoning Map should be based on property owner desires and considerations, such as maintaining the 60-foot building height adjacent to commercial corridors. One person did not provide a preference.
- Sunnyside. Nine property owners responded to the Community Forum or had discussed the amendment with staff. Approximately 78% of the property owners supported an amendment to change the Zoning Map from the Community Commercial (CC) zone to the Neighborhood Community Commercial (NCC) zone. It should be noted that the respondents indicated that they were supportive of maintaining the Community Commercial (CC) zone adjacent to the commercial corridors. One person indicated that they would support a Zoning Map Amendment if the building height of the Neighborhood Community Commercial (NCC) zone were lower, such as one or two stories.

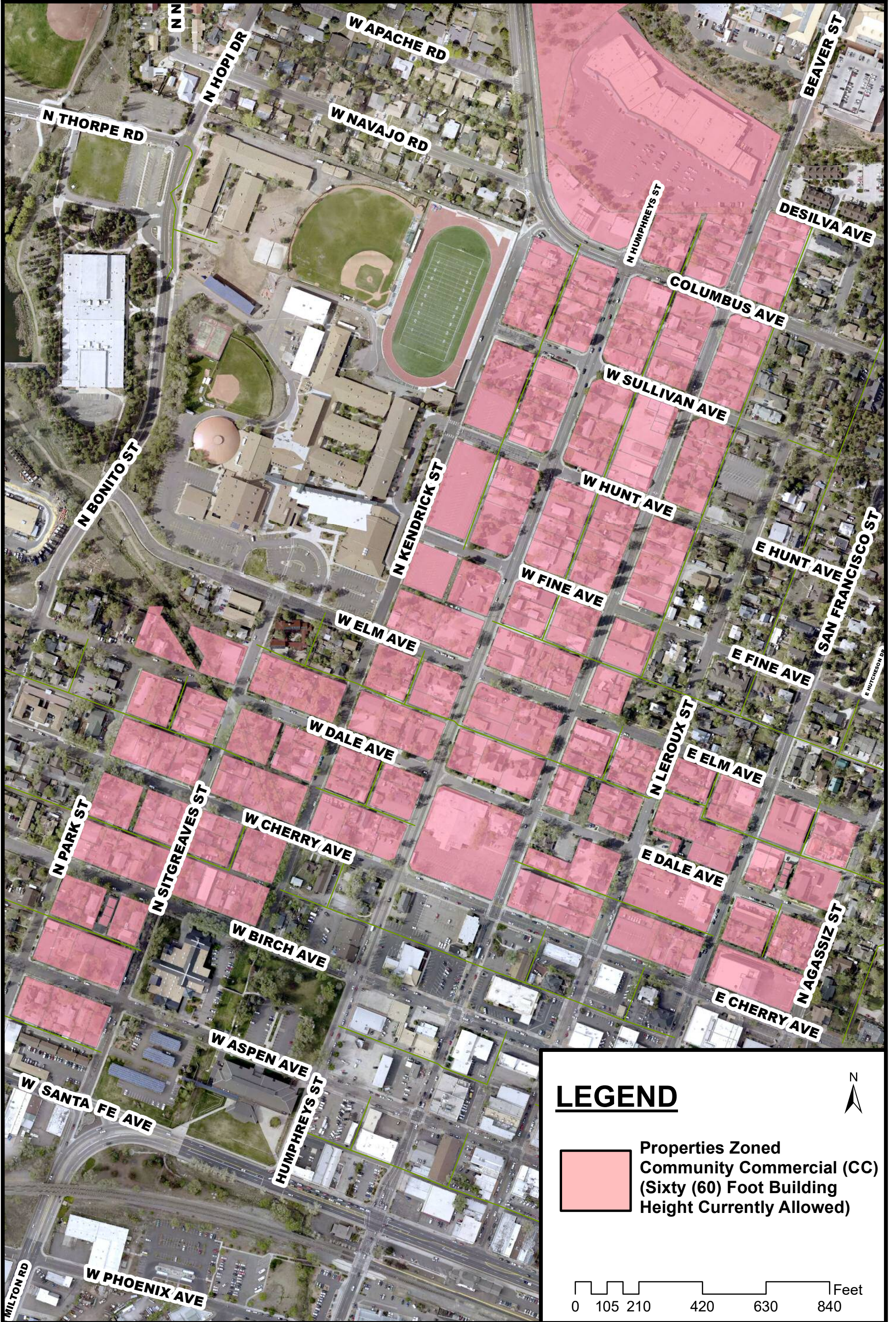
A summary of the public comments received is included as Attachment 3.

V. Conclusion

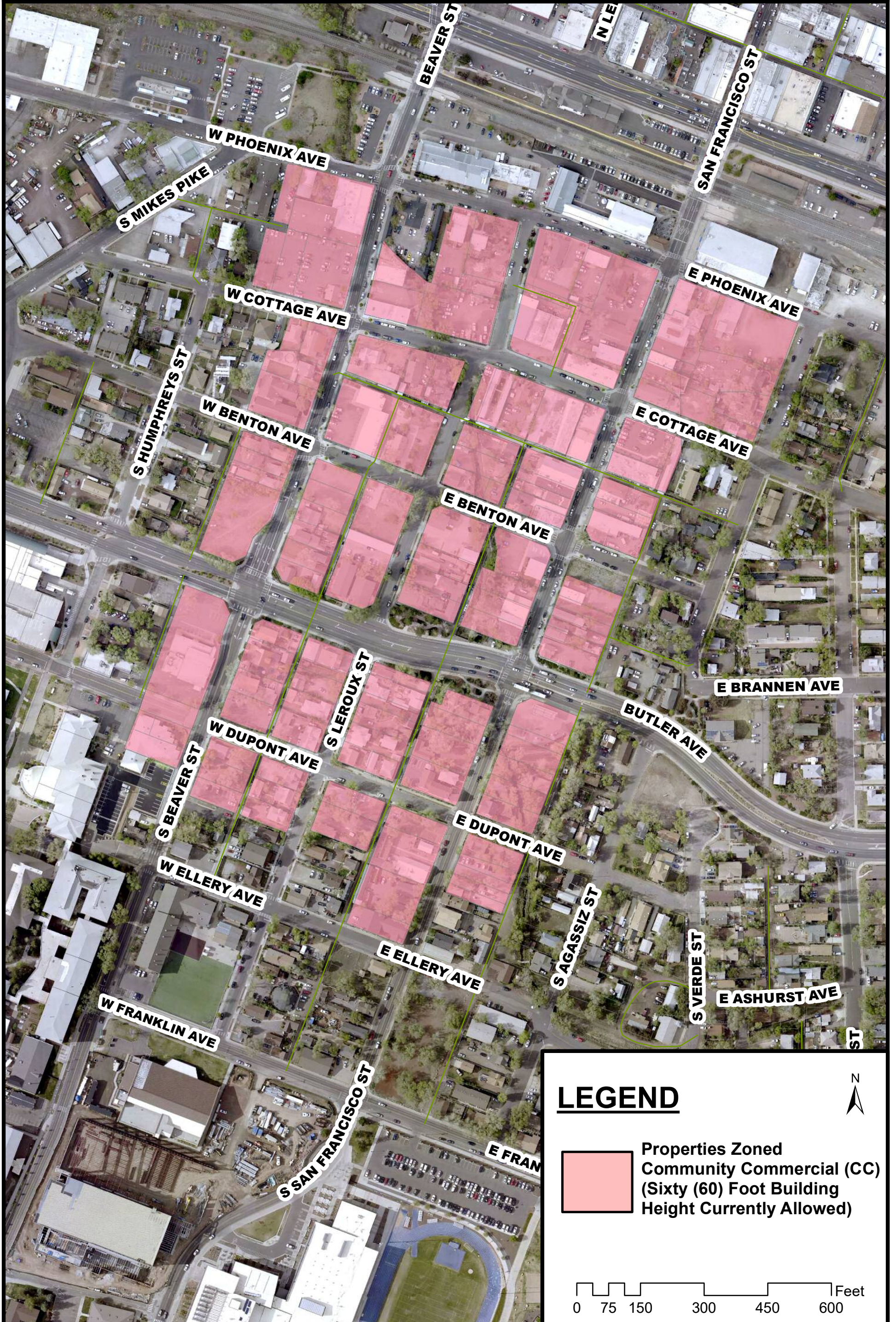
As indicated above, the staff is seeking direction from the City Council on the concept of a Zoning Map Amendment to rezone areas of the North End, Southside, and Sunnyside neighborhoods from the Community Commercial (CC) zone to the proposed Neighborhood Community Commercial (NCC) zone. Also, the work session enables the public and the City Council to ask questions, seek clarification, have discussions, and offer feedback on the proposed concept. Additional opportunities for discussion, public comment, and action by the City Council will occur at a future public hearing.

Attachments: 1. Community Commercial (CC) Zone Locations by Neighborhood
 2. Sunnyside Neighborhood Conceptual Neighborhood Community Commercial (NCC)
 Location Map
 Public Comments
 Presentation

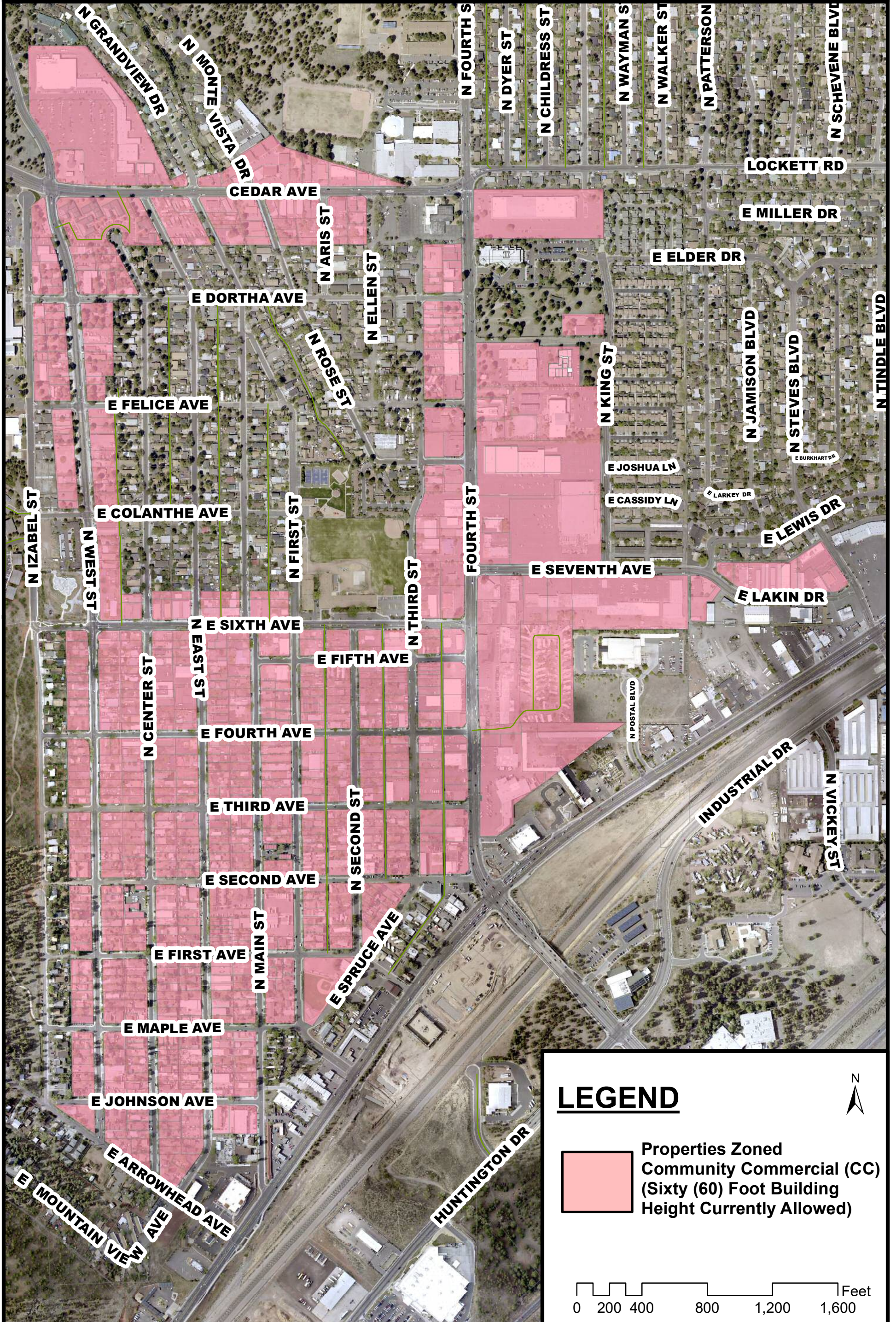
Existing Properties in the North End Neighborhood Zoned Community Commercial (CC)

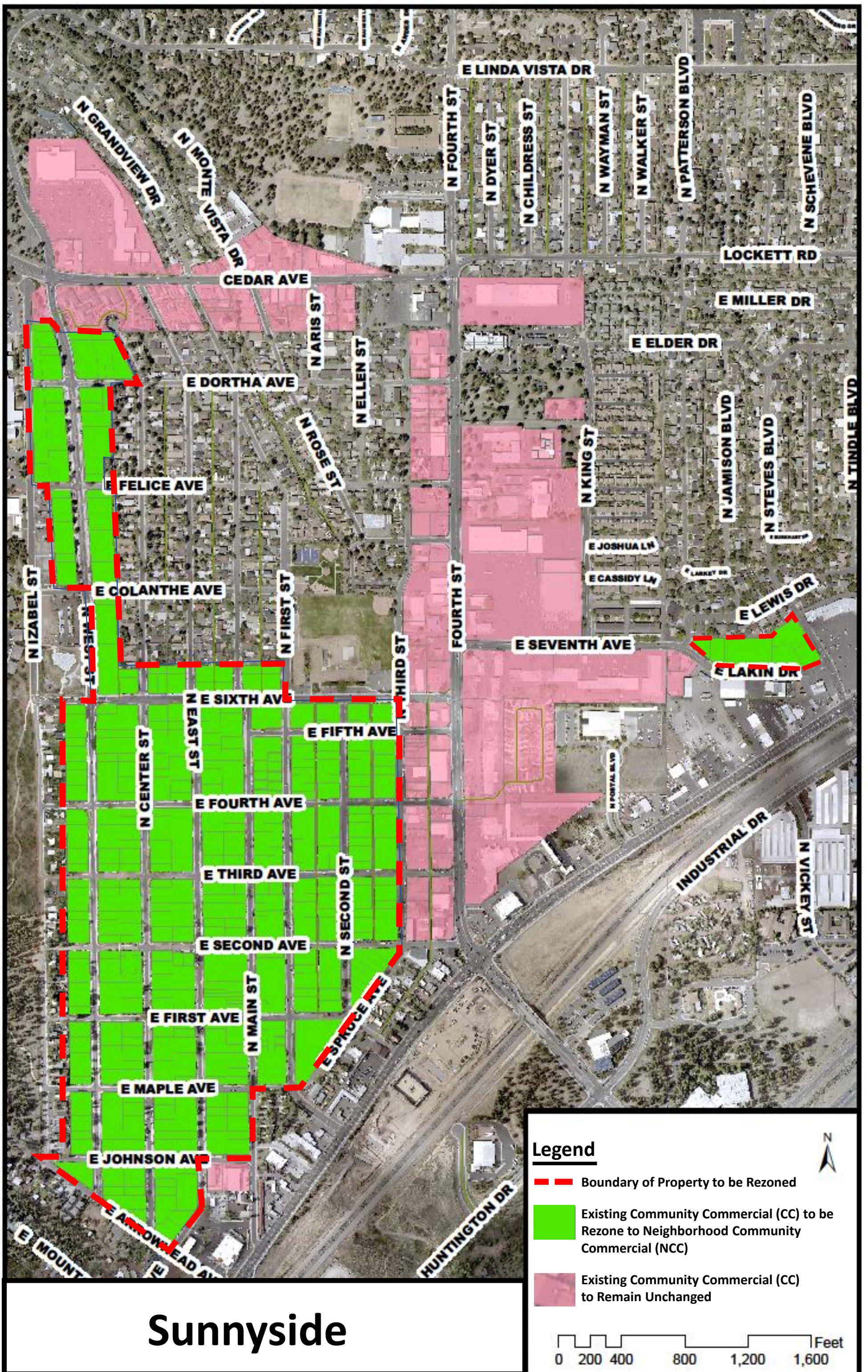


Existing Properties in the Southside Neighborhood Zoned Community Commercial (CC)



Existing Properties in the Sunnyside Neighborhood Zoned Community Commercial (CC)





Sunnyside

Summary of Comments and Questions Specific to Neighborhood Community Commercial (NCC) Amendments from the July 15, 2020, Virtual Open House Meeting

1. I am opposed to down-zoning property that is applied as a broad stroke. Although, I am refreshed to see that you're open to the idea of making the process a mapping exercise, such as the example that was shown for Sunnyside with the 4th Street corridor maintaining the existing Community Commercial (CC) zone. It is recommended to allow properties adjacent to the street corridors the option to redevelop to their maximum potential. There are some corridors on the Southside that could use the same considerations as 4th Street. Most progressive communities around the country right now are up-zoning and raising their building heights so that they can solve issues with affordable housing, including minimizing the impacts on the infrastructure, transportation, and all things that lead to global warming. It's a little odd for our community to be considering to down-zone property. I'm sensitive to the idea that there are people wrapped up in the same community commercial (CC) zone that are in historic districts; and, for several years they have requested the City find a way to protect their neighborhood. I think you could find more broad support for a Zoning Map Amendment that is based on a mapping exercise rather than a blanket rezoning specific to certain areas.
2. It seems that the reduction in building height will reduce my property value by 25 percent. The reduction in building height could affect certain properties' developability, although 60 feet may be impractical on small properties.
3. The reduction in building height will make developing affordable housing on some sites a little more challenging.
4. A more appropriate approach to changing the zoning on properties would be based on an area-by-area and corridor-by-corridor analysis. Otherwise, a series of Prop 207 claims may result in a patchwork of 45-foot tall and 60-foot tall building allowances.
5. How does the existing traffic capacity of the streets, such as Humphreys and San Francisco, assist in addressing the Zoning Map's modification?

Staff response: A street's existing traffic capacity may be considered as part of a Zoning Map Amendment. At this time, the street network capacity is not being utilized as a determining factor.

6. Will the Neighborhood Community Commercial (NCC) zone be an opt-in zone?

Staff Response: The zone is being proposed to be added to the Zoning Code. Where the zone will be located, and its application, opt-in or not, will be based on the City Council's direction.

7. If a property is rezoned to the Neighborhood Community Commercial (NCC) zone, will they still have the ability to opt-in to their floating transect zone?

Staff response: Yes, a property owner will still have the option of opting into the floating transect zone.

From: Eve Ross <everossaz@gmail.com>
Sent: Thursday, July 2, 2020 3:34 PM
To: CD Front Counter <CDFrontCounter@flagstaffaz.gov>
Subject: Proposed Text Amendment to Zoning Code CC

I write to ask that my comments be read from the dais at the P& Z meeting considering amending the City of Flagstaff Zoning Code Community Commercial to Neighborhood Community Commercial by changing the maximum building height from 60 feet to 45 feet.

My comments are as follows:

We purchased our property many years ago in reliance on the zoning of CC and the 60ft height restriction. The property is commercial property and its assessed value has been based in part on the ability, under the zoning code, to increase the intensity of use by expanding the building footprint to 60 ft of height. This zoning code text change adversely impacts our ability to use the property as allowed under the current zoning code, which diminishes property value; we would regard such a change as a taking of partial value of the property.

This is not a situation where a zoning change that adversely impacts the neighborhood is being sought. Instead, every property owner is or could have been aware of the 60 ft height limitation via due diligence before purchasing.

When I served on the Regional Planning effort some years ago, the value of downtown density (infill) was repeatedly stressed because it was economical and sustainable. Downtown infrastructure is in place, downtown density reduces the need for sprawl and infrastructure extensions. New roadways, infrastructure, traffic and pollution are avoided by using downtown spaces to their utmost.

We are opposed to the proposed change to the text of the CC Zoning Code Text.
Please do not hesitate to contact me if you have any questions.

Eve Ross
everossAz@gmail.com
928.607.1778

**Cedar West Capital, LLC
10 E. Dale Ave
Flagstaff, AZ 86001**

July 21, 2020

Dan Symer
Zoning Code Manager
City of Flagstaff
211 W. Aspen
Flagstaff, AZ 86001

RE: CC Zoning, Proposed Amendment

I am the authorized member/spokesperson for Cedar West Capital, LLC.

Cedar West Capital owns two contiguous parcels of CC zoned property in east Flagstaff. (109-05-081-A; 109-05-001-G). This property is 6.6 acres and is currently developed as a shopping center. It is northeast of the intersection of Cedar Avenue and West Street.

This shopping center has worked well for 40 years. However, no one knows what the best use of the property will be in the future. There is a significant possibility that some day this property may be a high-rise office, housing, retail or even a campus like a hospital, medical facility.

This property is one of a handful of CC zoned properties located north of Forest/Cedar/Lockett. It is, by far, the largest.

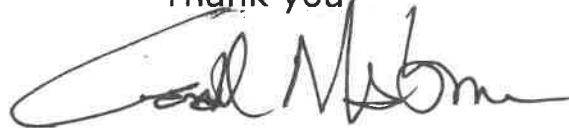
With this in mind, Cedar West objects to the proposed reduction in allowed height which would result from a change from CC to NCC zoning.

This property is large enough to handle a 60 foot high building quite easily. In that regard, it is one of the few properties in the area that could accommodate such a building. Therefore, the current 60 foot height allowance is a valuable entitlement of this property.

There are certainly CC parcels throughout the city that should be restricted to 45 feet. This property is not one of them.

If this property is re-zoned against our will we will seek a waiver of the height restriction or compensation for the loss in value.

Thank you

A handwritten signature in black ink, appearing to read "Gerald Nabours". The signature is fluid and cursive, with a large initial "G" and "N".

Gerald W. Nabours
(928) 525-6128
gnabours@gmail.com



July 9, 2020

Via Regular Mail

Dan Symer, AICP, Zoning Code Manager
Planning and Developmental Services
211 West Aspen Avenue
Flagstaff, AZ 86001

RE: Zoning Code Amendment

I am the manager for D&L Property, LLC which owns property at 6 E. Dale Avenue, Flagstaff. I received a letter from the City indicating a zoning code text amendment (PZ 19-00123) and Map amendment (PZ 20-00211) for the property at the address.

First, I would like to request a copy of both of the proposed amendments.

Second, I absolutely oppose any amendment which would reduce or further restrict the development rights related to the property. This includes the proposed height restriction from 60 to 45 feet. Should any amendment pass restricting my vested development rights, I would either opt out (to the extent allowed, as the City usually allows) or bring an appropriate claim against the City for a regulatory taking by abrogating my vested development rights without compensation (i.e. prop 207 claim).

Sincerely,

A handwritten signature in blue ink, appearing to read "Tevis Reich", written over a horizontal line.

Tevis Reich

From: David Carpenter <dc@hopeaz.com>
Sent: Tuesday, August 11, 2020 10:13 AM
To: Daniel Symer <Daniel.Symer@flagstaffaz.gov>; Sara Dechter <SDechter@flagstaffaz.gov>
Cc: Daniel Folke <DFolke@flagstaffaz.gov>; Tiffany Antol <TAntol@flagstaffaz.gov>; Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: Regional Plan Amendment Required for NCC Downzoning

Dan/Sara-

I think the council should have to do a major regional plan amendment to down zone 1000 +/- CC properties in the central core of the city. The net affect could be the reduction of hundreds of housing units in the Flagstaff core. This not only flies in the face of several goals and policies of the plan but the entire guiding principal of the plan itself. The citizens overwhelmingly choose infill urban form vs. sprawl, suburbs, and exurbs.

If the council wants to reduce housing options in the center of the city, and go back on our commitment to slowing climate change under the vail of historic preservation, they should need to overtly chose that in a public forum. The process should not be as easy as one or two meetings cloaked as historic preservation. This is a wholesale reversal of the public will. I realize that historic preservation and environmental responsibility are competing progressive goals, but unfortunately they can't have it both ways.

How can we demand as the public that this happens?

Thank You,

David Carpenter



Hope Construction
495 S River Run Rd.
Suite 100
Flagstaff, AZ 86001

P 928-527-3159
F 928-527-0357
C 928-380-5808

From: Sara Dechter <SDechter@flagstaffaz.gov>
Sent: Tuesday, August 11, 2020 10:34 AM
To: David Carpenter <dc@hopeaz.com>; Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Cc: Daniel Folke <DFolke@flagstaffaz.gov>; Tiffany Antol <TAntol@flagstaffaz.gov>;
Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: RE: Regional Plan Amendment Required for NCC Downzoning

Hi David,

If you will remember, when the City adopted the High Occupancy Housing Specific Plan, we also amended the Regional Plan concurrently to change the activity centers in the downtown area from Regional to Historic and explicitly called out the strategy of the NCC zoning as an implementation of that policy change. So the City Council has already amended the Regional Plan to allow for the Zoning Code amendments that Dan is working on now. I am uncertain what we would be amending after that or why it would be a major amendment.

As you know from other rezoning cases, having a conflicting policy is not necessarily a reason to require a plan amendment. However, the policy you are pointing to is certainly something we will disclose to Council when we present the Regional Plan conformance analysis for these rezoning updates. I agree it is a conflicting policy.

If there is more detail about this that I am missing, please let me know.

All the best,
Sara Dechter

Sara Dechter, AICP, CP3
Comprehensive Planning Manager
City of Flagstaff, AZ
928-213-2631

www.flagstaffaz.gov/comprehensiveplanning
Learn about the 2020 Census at: iCount2020.info



From: David Carpenter <dc@hopeaz.com>
Sent: Thursday, August 13, 2020 2:46 PM
To: Sara Dechter <SDechter@flagstaffaz.gov>; Daniel Symer <Daniel.Symer@flagstaffaz.gov>
Cc: Daniel Folke <DFolke@flagstaffaz.gov>; Tiffany Antol <TAntol@flagstaffaz.gov>; Alaxandra Pucciarelli <APucciarelli@flagstaffaz.gov>
Subject: RE: Regional Plan Amendment Required for NCC Downzoning

Sara-

Im not sure that the HOH specific plan even conforms with the regional plan. Myself an others will be doing all that we can in the future to stop the implementation of those code amendments when they come. However, since NCC and building height are the first takings on the docket it is where our energy is currently focused.

Unlike a specific case where competing goals and polices can be mitigated on a case by case basis for their impacts on adjacent parcels, you are proposing a truly massive taking on over 1,000 parcels simultaneously. This is unprecedented in scale and represents a fundamental direction change from what the citizens of Flagstaff voted for with their current regional plan.

I think the main detail that is missing is that you (the government) are proposing to take away development rights, property value, and the future of our city to be able to grow inward and adapt to climate change with a few quick Zoom meetings. This is way too big for that and the process needs to happen in public. This should require a plan amendment so that the citizens can chime back in on whether they want to reverse course on the voted and implemented plan to build our city inward and upward. It took 5 years and hundreds of meetings, and then a vote of over 5,000 people to decide for urban infill vs. sprawl. This is not a conflicting goal or policy. The entire regional plan is based on the infill development pattern. We had a choice when we wrote the plan for Urban v. Exurb v. Suburb and the citizens choose Urban. That is why a plan amendment is required. It's a complete reversal of course from the current progressive policy of building our city. This is so big it might even need to wait until the next rewrite in 2030!

I think you have all done a great job adapting to our current situation. I give accolades for switching to online and working from home to keep the city running. Thanks! But this is different than processing a development case or a permit, and 5 people in a Zoom meeting does not represent the will of the people. The city should table this until we are out of this current emergency and people can focus on this issue with a clear lens. This is too massive to do on Zoom.

I hope you give this the consideration it deserves, and when COVID ends draft a regional plan amendment that honors the magnitude of this direction change, that is honest about what it means to the redevelopment of the entire core of the city for the next 20-50 years, and debate it in person in City Hall when we are out of the current crisis!

Thank You,

David Carpenter

HOPE

CONSTRUCTION

GENERAL CONTRACTING & CONSTRUCTION MANAGEMENT

Hope Construction
495 S River Run Rd.
Suite 100
Flagstaff, AZ 86001

P 928-527-3159
F 928-527-0357
C 928-380-5808

From: Daniel Folke <DFolke@flagstaffaz.gov>

Sent: Friday, August 14, 2020 10:04 AM

To: David Carpenter <dc@hopeaz.com>; Sara Dechter <SDechter@flagstaffaz.gov>; Daniel Symer <Daniel.Symer@flagstaffaz.gov>

Cc: Tiffany Antol <TAntol@flagstaffaz.gov>; Alexandra Pucciarelli <APucciarelli@flagstaffaz.gov>

Subject: RE: Regional Plan Amendment Required for NCC Downzoning

Good morning David,

I appreciate your comments and questions. Internally we have also discussed the proposed zoning code amendments that are coming out of the HOH plan and the most recent Council action declaring a Climate Emergency. This will certainly be part of the discussion as these amendments proceed.

In regards to the benefit of in person hearings vs. virtual participation. I believe we would all prefer to be in the chambers holding a traditional public meeting. What has been interesting is that we have seen better participation for some meetings held virtually compared to what we have traditionally seen for in person. Some topics will fill city hall, others it seems may draw better virtually. It seems to depend on the issue.

City Council has emphasized the importance of the HOH amendments and ask about them with regularity. Because we don't know how long City Hall will be closed, it is difficult for staff to put these important matters on hold. In either case, we will certainly include your comments as part of the record on this amendment and Council can consider your request.

Hope you are well.

Dan Folke

Community Development Director

City of Flagstaff



City Wide Public Survey

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

July 22, 2020, 7:11 PM

Contents

i.	Summary of registered responses	2
ii.	Survey questions	4
iii.	Individual registered responses	5

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Summary Of Registered Responses

As of July 22, 2020, 7:11 PM, this forum had:	Topic Start
Attendees: 144	June 23, 2020, 8:27 PM
Registered Responses: 60	
Hours of Public Comment: 4.2	

QUESTION 1

Do you support changing the zoning designation of properties with the Community Commercial (CC) that allows a maximum building height of sixty (60) feet to the new Neighborhood Community Commercial (NCC) zone with a maximum building height of forty-five (45) feet?

		%	Count
Yes		81.7%	49
No		16.7%	10
Neutral		1.7%	1

QUESTION 2

What neighborhoods properties with the existing Community Commercial (CC) zone should be limited to forty-five (45) feet?

		%	Count
Northend, Southside, and Sunnyside properties		81.7%	49
Sunnyside properties only		1.7%	1
No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.		16.7%	10

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

QUESTION 3

Do you support keeping certain properties that abut and/or are adjacent to commercial corridor streets, e.g. N Fourth St, E Cedar Ave etc, zoned Community Commercial (CC) with a maximum building height of sixty (60) feet?

(Please note that specific streets and properties have not been determined.)

		%	Count
Yes		23.3%	14
No		68.3%	41
Neutral		8.3%	5

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

Answered	43
Skipped	17

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Survey Questions

QUESTION 1

Do you support changing the zoning designation of properties with the Community Commercial (CC) that allows a maximum building height of sixty (60) feet to the new Neighborhood Community Commercial (NCC) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 2

What neighborhoods properties with the existing Community Commercial (CC) zone should be limited to forty-five (45) feet?

- Northend, Southside, and Sunnyside properties
- Northend and Southside properties only
- Northend and Sunnyside properties only
- Southside and Sunnyside properties only
- Northend properties only
- Southside properties only
- Sunnyside properties only
- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

QUESTION 3

Do you support keeping certain properties that abut and/or are adjacent to commercial corridor streets, e.g. N Fourth St, E Cedar Ave etc, zoned Community Commercial (CC) with a maximum building height of sixty (60) feet?

(Please note that specific streets and properties have not been determined.)

- Yes
- No
- Neutral

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Individual Registered Responses

Alan Perersen

inside City Limits

July 1, 2020, 5:06 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Yes - large student housing projects such as the the Hub, and the Standard (I know some of the names have changed) are a visual blight in our community and should NEVER have been built as large as they are. They are a disgrace as was the process and zoning that allowed them.

Name not shown

inside City Limits

July 1, 2020, 5:10 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

We are not Phoniex and do not need high rise properties. We have mountains and other beautiful views which have been destroyed by past codes. Let's get this right for we the people now.

Name not available

inside City Limits

July 1, 2020, 6:01 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Neutral

Question 4

We need to support infill as a community and by reducing the size of the building will drastically reduce occupancy. 45 feet is only enough for 4 stories in areas where infill should be happening to help with the cost of housing. The community needs to understand that there are trade offs and if we are serious about affordable housing then we need. To let infill happen where it needs to.

Name not shown

inside City Limits

July 1, 2020, 6:04 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

Question 2 doesn't allow a more nuanced answer. I don't want to see

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

existing housing be demolished for large projects however in each of the areas there a great properties to allow 60 foot structures. For example, I support tall and dense redevelopment along 4th Street, the Bashas shopping center and sling the tracks East of San Fran to name a few. Density is the only way we will develop truely walkable neighborhoods, lack of housing and climate action.

Melissa Felder

inside City Limits

July 1, 2020, 6:17 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I think Flagstaff needs to decrease and limit all growth. There should not be high density housing at all.

If there does need to be some high density housing, it should be for low income and not to serve NAU.

What a shame to watch our sweet town grow at such a horrendous rate!

Name not available

inside City Limits

July 1, 2020, 6:37 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 6:47 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 6:49 AM

Question 1

- Neutral

Question 2

- Sunnyside properties only

Question 3

- Yes

Question 4

No response

Name not shown

inside City Limits

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

July 1, 2020, 6:56 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The livability of our city is being diminished by the scale of buildings, lack of set backs from the sidewalk and inadequate parking requirements. Also, views of the Peaks and natural beauty are being eliminated. The development of our City should preserve beauty, not eliminate it.

Name not shown

inside City Limits

July 1, 2020, 7:29 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

All this overdevelopment is stealing our views of where we live. Despicable.

There are shadows from these monster buildings that create the formation of ice nearly year-long, causing significant dangers to all travelers, all of us.

I truly hope that all, yes all, of these out of town, out of state developers go bankrupt and the units are seized and turned into low income housing.

It's way past time to stop giving developers exemptions from full taxes,

modification to parking and occupancy rules. It's time for all new projects to demonstrate that they have independent water sources, and solid plans for reducing congestion. Any one of these errors should and shall cancel all permits to build anything. Stop coddling developers. There should be an end to corporate welfare; require developers to pay the full cost of their intrusion and to act to reduce (not add to) congestion, traffic, water and sewage issues, and cancer cell ideology growth.

Name not shown

inside City Limits

July 1, 2020, 7:57 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Neutral

Question 4

The reason I support changing the maximum building height to 45 feet is that:

1) The San Francisco Peaks, it's beautiful and it's the view that all Flagstaff residents love to see. Lowering the maximum building heights will allow us and future generations to see more mountain views instead of building views. We have something special here worth protecting. Once it's gone, it's gone.

2) Taller buildings mean higher density; more parking will be needed, more water will be needed, and there will be more traffic in these three already congested areas.

Name not available

inside City Limits

July 1, 2020, 8:00 AM

Question 1

- Yes

Question 2

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

We all love the views our city has of the peaks and Elden but we need to be able to house the members of our community affordably and safely. Allowing the 60ft limit to remain will jeopardize some views but the benefit of true high density housing outweighs some views being obscured. Planning for these high buildings should be strategic to minimize the visual impact caused by their construction, but it's the right thing to do to allow for more vertical infill within our city.

Wade Thorson

inside City Limits

July 1, 2020, 8:06 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No neighborhood should have to endure an oversized out of character building next door. It harbors resentment and ire toward developers and city planning entities. Citizens in large part should not be at the odds of the entities that serve them.

Name not shown

inside City Limits

July 1, 2020, 8:20 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Neutral

Question 4

No response

Jackie Thomas

inside City Limits

July 1, 2020, 8:39 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

AS a cyclist, the taller the buildings next to thoroughfare roads, the greater the chance of ice on the roads all winter due to the shadowing. I noticed on immediate change after the Radisson hotel went up downtown. I suspect the new Courthouse will do the same to Beaver. In addition, the viewsheds are being dramatically impacted by the 3+story building going in on Butler now. And the Hub also impacted what we can see. Those skylines views are a very important part of the beauty of Flagstaff but also provide the distant view that is important for sanity. I also noticed how the Barnes and Nobel store changed what we can see.

Name not available

inside City Limits

July 1, 2020, 8:44 AM

Question 1

- Yes

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

let's keep this city in harmony with its beautiful natural setting and not make a metropolis out of it. High-rises belong in large cities, not in bucolic Flagstaff.

L. Reuter

inside City Limits

July 1, 2020, 8:47 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Please reduce height and density of development and keep FILG from becoming PHX. Too many huge developments. Soon to be known as NauTown

Name not shown

inside City Limits

July 1, 2020, 8:48 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 8:52 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The quality of this mountain town needs to be preserved by allowing the view of the natural surroundings as much as possible. 45 feet height is a good balance between needing to allow growth and keeping the small town feel of Flagstaff. Folks don't choose to live here or visit here - to feel like they never left Urban environments.

Name not shown

inside City Limits

July 1, 2020, 9:35 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Question 4

No response

Matt Mitchell

inside City Limits

July 1, 2020, 9:47 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

I do not understand the conflict with building height to match our existing Native Ponderosa Pine tree heights. We are surrounded by public lands. One must walk less than a mile in any direction to gain a vast view of the horizon. We are limited geographically to grow our town, plus any fans of cheaply developed urban sprawl need not travel more than 100 miles south to experience the beauty of that disaster. I like the phrase "Flagstaff its time to grow up; we don't have the option to grow out". I watched a movie on Architecture years ago when I was a student in college, which pointed out how the most important things to a community could be seen from their skyline and tallest building. Long ago it was a church steeple, then shifted to Court Houses being the tallest, and sometime during the 80 & 90s it was Banks and corporate building. Currently in Flagstaff our tallest building is the BANK south of the county court house. I would like to envision in the future Flagstaffs tallest building be an affordable house type structure that would send the message to outside visitors that people are the focus of are community, not self centered private home owners that care more about their bathroom window view, then the homeless living in their back alley. I feel building height is a waste of our planning and zoning commission and Councils time and energy. We have far more important issues to discuss. I don't see this as something that is broken.

Name not shown

inside City Limits

July 1, 2020, 10:30 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

They should all be reduced to 45 feet.

Mike Purcell

inside City Limits

July 1, 2020, 10:44 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

This should have been done years ago !!!

Name not shown

inside City Limits

July 1, 2020, 10:46 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Question 3

- No

Question 4

Anything that can be done to reduce the height / size of the buildings in Flagstaff would have my support. The scale of recent buildings in the city is frankly disgusting.

Ed Dunn

inside City Limits

July 1, 2020, 10:50 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

It would go against the recently passed climate change resolution to decrease density. Higher density is environmentally sound way to decrease carbon footprint because mass transit and walkability work better. Social justice and citizen involvement work better when folks are able to interact more in densely populated neighborhoods. I'm not talking about NYC style but a plan with a lot of green space for people and less cars. Beauty should be the guiding principle in design, not ugliness like the Hub. If the city or a citizen group could acquire land and hold competitions for development that meet our climate goals, places of people and beautification we would see a very positive change. As for peak views, a 45' building does not do a better job than a 60' building. I can't see the peaks from any point on my property and I live in a neighborhood of single story homes.

Name not shown

inside City Limits

July 1, 2020, 11:05 AM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Neutral

Question 4

No response

Name not available

inside City Limits

July 1, 2020, 11:16 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Flagstaff isn't a metropolis & we don't need to turn our neighborhoods into one. Although these areas are Zoned Community Commercial they are still primarily Neighborhoods where people live, 1st and commercial 2nd. Allowing 60 foot/6 story buildings to infiltrate these areas, in my opinion, will diminish the quality of life for the residents of these neighborhoods rather than improve it. Yes, Flagstaff needs affordable housing, but #1. is that what developers would Really build with the freedom of 60'? Or would the door be swung wide open for more over-priced NAU student housing projects to infect the rest of the Southside & spread to the Northend? #2. Do we need to eliminate one of the primary reasons people choose to live in Flagstaff...the views of the mountains?

Name not available

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

outside City Limits
July 1, 2020, 11:42 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Taller building ruin Flagstaff.

KEN PHILLIPS

inside City Limits
July 1, 2020, 11:44 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

The proliferation of high occupancy "podium construction" multi-story buildings is now a blight on the Flagstaff community. The ground floor retail spaces go unoccupied. These have been built to support off-campus housing for NAU students, along high traffic corridors creating additional congestion. Stop this repeated mistake. Make NAU build on-campus housing and/or limit their enrollment. This is a vicious circle of development that only supports the University.

Uncle Don Fanning
inside City Limits

July 1, 2020, 12:28 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Neutral

Question 4

The only reason I marked the last question as "neutral" is that I do not understand its wording and intention. The footprints of these three districts are still *WAY* too large as is even the amended 45 foot building height limitation. Just because I did not tag some questions as neutral does not mean that I support either the 45 or 60 foot height limit or the zoning footprints which put districts within the CC zone. A more community scale height limit is 35 feet and no more than three stories in height. Existing residential and small business/small profile character styled blocks must be removed from CC zoning entirely so that the character of the community does not continue to be altered in a negative fashion. My support for elected and appointed officials continues to degrade when equally untenable alternatives such as the above are repeatedly presented in a T.I.N.A. ("There is no alternative.") way.

Sherman Stephens

inside City Limits
July 1, 2020, 12:57 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

The more residential an area is, the more important it is to preserve a low density residential. It is important to not revert to previous height guidelines to allow an already taller building, or commercial development to encroach on the surrounding neighborhood.

Name not shown

inside City Limits

July 1, 2020, 12:57 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

This looks like a solution in search of a problem. Everything about it strikes me as arbitrary. Why change the height limit for buildings in this area? If we reduce the height limit, why change it to 45 feet instead of 50 feet or 55 feet? The impact of any such change will likely be to increase the cost of housing per dwelling unit, or the cost per square foot for commercial space. Does Flagstaff really need more expensive property? The purpose of these changes can't be to preserve views, because there are no meaningful views remaining in these developed areas. If there are existing viewsheds to be preserved, why not define them and focus an ordinance on them. At least that would have a meaningful effect, although it would also result in more expensive property. Instead, I would like to see the Staff and Council really buckle down to the task of proposing an ordinance that would permit development of more affordable owner-occupied housing in Flagstaff. The proposed zoning amendment will have the opposite effect,

Name not available

inside City Limits

July 1, 2020, 1:44 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Stop building for NAU and not considering the impact on the lifelong resident population

Name not shown

inside City Limits

July 1, 2020, 2:07 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 2:18 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- No

Question 4

No response

Name not available

inside City Limits

July 1, 2020, 4:02 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 1, 2020, 7:53 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Jose Dominguez

inside City Limits

July 1, 2020, 7:59 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I would like to see all areas of Flagstaff that currently allow the 60' to be changed to the 45' max

Name not shown

inside City Limits

July 1, 2020, 10:46 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Stop allowing buildings higher than 45 feet or three stories. It's absolutely disgusting that you've allowed so many tall, worthless buildings to be built. It's even worse that the reason they are built is to support the University which is not supporting Flagstaff. If we wanted to live in a big urban town we would. The only reason people want this town to grow so much is because they're greedy. We're not under some sort of moral obligation to build a bunch of crappy buildings so more people can move here.

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Name not available

inside City Limits

July 2, 2020, 1:45 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- No

Question 4

Flagstaff has become a true city with its population. The city has run out of land to support the population so the only possible with to expand is to allow skyscrapers to be built. I would say that 60 feet will work for now but Flagstaff may need to change the limits to more than 100 feet.

Brittain Davis

inside City Limits

July 2, 2020, 2:25 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

I would rather see infill with taller multifamily and commercial developments than look to expanding development outward.

Name not available

inside City Limits

July 2, 2020, 5:21 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown

inside City Limits

July 3, 2020, 8:24 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- Yes

Question 4

60' height for N Fourth Street, because it's already all commercial. 45' height for all of the other areas currently zoned CC.

Name not available

inside City Limits

July 3, 2020, 11:30 AM

Question 1

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not shown
inside City Limits
July 4, 2020, 3:55 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not available
inside City Limits
July 5, 2020, 5:12 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

- Yes

Question 4

The community made a decision during the regional planning process to grow up not out. All the affordable housing talk while bagging density/tall buildings is double talk and childish. Its time for a staff and council that can make the hard trade off decisions this commitment entails. Every action currently contemplated by council increases the cost of housing in FLG. Go learn from Bend, OR where they are increasing density. Who can see the peaks with a 45' neighbor but not a 60' neighbor? You don't get views and affordable housing. You have to choose, rather the owner of the property owner chooses. This is the USA, we have private ownership not central planners. Municipal governments are the great equalizers and they are not HOA's. When they act as such, we get sued and it's then the citizens paying the settlements, not the officials who have long since moved on to other goals.

Name not shown
inside City Limits
July 8, 2020, 7:17 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Other than Milton Ave and portion W. Rt 66 corridor, keep citywide building heights at 45'. I support the reduction to 45' in DT, but why would City think it appropriate to pose 45' limits in DT and then allow for 60' in eastside corridor area (Cedar/N 4th) that abuts established neighborhoods that actually have semi-affordable single family homes and schools. Seems like this proposed zoning policy favors protecting wealthy DT neighborhood property owners from congested high density development but encourages this type of development to take place adjacent to lower socio-economic area of town. What the heck will be use of a strip of 60' buildings? Commercial? Residential? Fewer people in future will be working in an office and most people that grow roots here

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

would prefer to raise a family in a home not a crammed apartment.

Name not shown

inside City Limits

July 8, 2020, 7:38 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The value of Flagstaff is the nature and wild lands. The taller structures obstruct views from everyone.

Name not shown

inside City Limits

July 9, 2020, 9:36 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

Clearly there is a balance sought between limiting sprawl and Flagstaff's image of a town nestled in the forests and mountains that residents and visitors appreciate and treasure. Views are part of that image and everyday experience if even subliminal. This code change will help a little in years to come.

Marc Murison

inside City Limits

July 9, 2020, 10:57 AM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

60-foot building heights are destroying the fundamental character of Flagstaff. If we want Flagstaff to be the charming, beautiful, welcoming city that we love, building heights *must* be reduced. Five storeys is utterly absurd and cannot be made to look anything but horrible; it is a destructive blight on our city. Four storeys, if well done, can work more or less harmoniously *in certain places*. Three storeys is much, much more generally acceptable and consistent with longstanding Flagstaff identity and character.

Name not shown

inside City Limits

July 9, 2020, 12:58 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The north Bashes area should be kept at 60 ft.

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

Name not available
outside City Limits
July 9, 2020, 3:03 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

Name not available
inside City Limits
July 11, 2020, 3:08 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

First, at this time 60' buildings in Flagstaff would not be medium height. They are tall so your language is possibly leaning toward where the City wants the community character to GO, not where we are (though the buildings are quickly getting tall, which no one is happy to see rather than the Peaks). The survey questions seem to imply that there will be blanket determinations, which is not a proper approach as areas differ. The character of existing residential areas need to be taken into consideration. People live in these residential areas and residents' quality of life needs to be respected. I doubt people want their neighborhood urbanized with buildings built to the sidewalk, taller than the

neighborhood character, less green space, etc. Your area designations include parts of the area called "Townsite" as "Northend," which is not accurate and so can be misleading. There is also no mention of the Townsite Historic Overlay which limits height in the included "commercial" areas, so that is inaccurate--unless the City is changing the Overlay without property owner knowledge and permission.

Charlie Silver
inside City Limits
July 11, 2020, 3:11 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

This proposed reduction in building height is long overdue. Thank you for listening and figuring out a way to act. I am in full support.

Name not shown
inside City Limits
July 12, 2020, 1:22 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

marcus ford

inside City Limits

July 15, 2020, 5:42 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

No response

April Smith

inside City Limits

July 15, 2020, 6:55 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

The 60' height limit should be changed to 45' where ever that limit was established by code. Lower building heights are in keeping with Flagstaff architectural standards. If I had my way no buildings over 2 stories would be permitted in perpetuity throughout the entire town of Flagstaff. Failing the control to enact my wishes NO BUILDINGS OVER 45' PERMITTED IN PERPETUITY THROUGHOUT OUR TOWN. This should be written so that no "Executive Order" emanating from ANY city government entity could override this limit. This should be written so NO entity from AZ state government could override this limit. You know the state will try to control local autonomy on this issue-their need to control dissenting

governing voices from local town governments is to be recognized and responded to on a "pre-need" basis. Remember the plastic bag ban and Phx dictates on that issue? Take heed.

Name not shown

inside City Limits

July 20, 2020, 2:53 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I agree with the statement above that there should be "NO BUILDINGS OVER 45' PERMITTED IN PERPETUITY THROUGHOUT OUR TOWN." We are quickly losing Flagstaff's character. We should be thinking about beauty and how buildings fit into their surroundings when we think about developments. It's unforgivable to plunk something like the Hub into a neighborhood of small, family homes. Not only is it WAY out of scale, but introducing all those students into a neighborhood is just wrong. No more catering to NAU by rezoning properties for student housing.

Name not shown

inside City Limits

July 21, 2020, 5:04 PM

Question 1

- No

Question 2

- No property should be limited to forty-five (45) feet. Keep the existing allowed sixty (60) feet.

Question 3

45-foot Building Height Maximum in the Northend, Southside, Sunnyside

The Community Commercial (CC) zone allows for a maximum building height of sixty (60) feet. Do you support changing the allowed height to forty-five (45) foot maximum building height in the Northend, Southside and/or Sunnyside neighborhoods?

- Yes

5 or T-6, could simply choose transect zoning and still build to 60 feet. I think that the city should include the possibility of limiting T-5 and T-6 heights if any properties zoned that way are in potential Neighborhood Community Commercial area. More information is needed to truly understand the impacts of a new zone and lower height limit.

Question 4

It seems that the main arguments in support of such a change largely come down to wanting to maintain privileges for some (views, subjective notions of urban beauty) at the expense of basic affordable accommodations for our poorest residents, along with animosity toward the understandably callous NAU growth. Given current developments, the latter issue is unlikely to persist (enrollment is dropping and for the short-term, more students will be attending remotely), so this really will only perpetuate the social injustices that are the true blight to our town.

Rick Moore

inside City Limits

July 22, 2020, 12:42 PM

Question 1

- Yes

Question 2

- Northend, Southside, and Sunnyside properties

Question 3

- No

Question 4

I strongly support creating a Neighborhood Community Commercial zone with a 45' height limit. Much of the Community Commercial Zone was created when older homes were not nearly as highly valued as they are today and it makes sense to develop a new zone that helps protect their value as residences that are not surrounded by towering multi-family buildings.

I agree that infill is important from a walkability and climate change perspective. However, there are certain areas of our community with historic/traditional neighborhood character that need to be preserved and the Neighborhood Community Commercial zone would help do that.

I'd also like to suggest that the city planning staff develop maps that show how ALL zoning applies to the Community Commercial and the potential Neighborhood Commercial Community zones. For instance, some of the Community Commercial zone is also subject to Transect Zoning, including T-5 and T-6 zones, which allow building to 60 feet. A developer with a property in a Community Commercial zone that is also zoned as T-



North End Property Owner Survey

45-foot Building Height Maximum on Your Property in North End

July 22, 2020, 7:29 PM

Contents

i.	Summary of responses	2
ii.	Survey questions	4
iii.	Individual responses	5

Topic Registration Type: No registration

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

Summary Of Responses

Topic Registration Type: No registration

As of July 22, 2020, 7:29 PM, this forum had:	Topic Start
Attendees: 15	June 25, 2020, 9:41 PM
Responses: 3	
Minutes of Public Comment: 9	

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
No		100.0%	3

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
No		100.0%	3

QUESTION 3

What is the current use of your property?

		%	Count
Commercial		100.0%	3

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

Answered	2
Skipped	1

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

Survey Questions

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 3

What is the current use of your property?

- Residential
- Commercial
- Mixed-use (Commercial and Residential)
- Vacant Lot (Undeveloped)
- Other

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum on Your Property in North End

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the North End neighborhood?

Individual Responses

Topic Registration Type: No registration

Name not available

July 1, 2020, 12:51 PM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

The proposed zoning change limits what we can do with the property thus reducing its value.

Name not available

July 2, 2020, 3:11 PM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

I oppose this change. When I served on the REgional Planning effort a number of years ago, the value of "infill" was repeatedly stressed - to make maximum use of existing infrastructure, and to prevent sprawl and attendant costs of roads, infrastructure extensions, and wider roadways. Limiting building height reduces the density of urban property use and is inappropriate for the reasons stated above. All properties in this area were purchased with knowledge of the 60 ft height and therefore it would

be a taking to reduce the height, as well as counter to the principle of denser downtown development, to make this change. The city does not need to court expensive litigation on this matter. I oppose this change.

Name not available

July 4, 2020, 10:42 AM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

No response



Sunnyside Property Owner Survey

45-foot Building Height Maximum on Your Property in Sunnyside

July 22, 2020, 7:36 PM

Contents

i.	Summary of responses	2
ii.	Survey questions	4
iii.	Individual responses	5

Topic Registration Type: No registration

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Summary Of Responses

Topic Registration Type: No registration

As of July 22, 2020, 7:36 PM, this forum had:		Topic Start
Attendees:	18	June 25, 2020, 9:43 PM
Responses:	6	
Minutes of Public Comment:	18	

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
Yes		83.3%	5
No		16.7%	1

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

		%	Count
Yes		83.3%	5
No		16.7%	1

QUESTION 3

What is the current use of your property?

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?



QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

Answered	2
Skipped	4

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Survey Questions

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 3

What is the current use of your property?

- Residential
- Commercial
- Mixed-use (Commercial and Residential)
- Vacant Lot (Undeveloped)
- Other

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Individual Responses

Topic Registration Type: No registration

Name not available

June 30, 2020, 2:55 PM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

No response

Name not available

July 2, 2020, 5:14 PM

Question 1

- No

Question 2

- No

Question 3

- Commercial

Question 4

No response

Name not available

July 2, 2020, 7:00 PM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

Is building height the only change?

Name not available

July 3, 2020, 8:38 AM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

No response

Name not available

July 3, 2020, 10:01 AM

Question 1

- Yes

Question 2

- Yes

45-foot Building Height Maximum on Your Property in Sunnyside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Sunnyside neighborhood?

Question 3

- Mixed-use (Commercial and Residential)

Question 4

60' always seemed pretty tall for this area. I think that there should be an exemption for current owners who would want to exercise the right to build that high, but it should not be transferred to future owners. For the record, my property is built, and well under 45', so this doesn't affect me personally. After seeing some of the buildings that have gone up on the West side of town, it doesn't seem like structures of that size are a good fit for the Sunnyside area.

Name not available

July 19, 2020, 8:55 AM

Question 1

- Yes

Question 2

- Yes

Question 3

- Residential

Question 4

No response



Southside Property Owner Survey

45-foot Building Height Maximum on Your Property in Southside

July 22, 2020, 7:41 PM

Contents

i.	Summary of responses	2
ii.	Survey questions	3
iii.	Individual responses	4

Topic Registration Type: No registration

45-foot Building Height Maximum on Your Property in Southside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Southside neighborhood?

Summary Of Responses

Topic Registration Type: No registration

As of July 22, 2020, 7:41 PM, this forum had:		Topic Start
Attendees:	12	June 25, 2020, 9:45 PM
Responses:	0	
Minutes of Public Comment:	0	

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet in the Southside neighborhood?

No response

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

No response

QUESTION 3

What is the current use of your property?

No response

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

No response

45-foot Building Height Maximum on Your Property in Southside

Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Southside neighborhood?

Survey Questions

QUESTION 1

Do you support the proposed Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet in the Southside neighborhood?

- Yes
- No
- Neutral

QUESTION 2

Do you support changing the zoning designation of your property from Community Commercial (CC) with a maximum building height of sixty (60) feet to the new Community Commercial Neighborhood (CCN) zone with a maximum building height of forty-five (45) feet?

- Yes
- No
- Neutral

QUESTION 3

What is the current use of your property?

- Residential
- Commercial
- Mixed-use (Residential and Commercial)
- Vacant lot (undeveloped)
- Other

QUESTION 4

Do you have any additional comments that you would like to share with the City Staff, Planning and Zoning Commission and City Council?

45-foot Building Height Maximum on Your Property in Southside

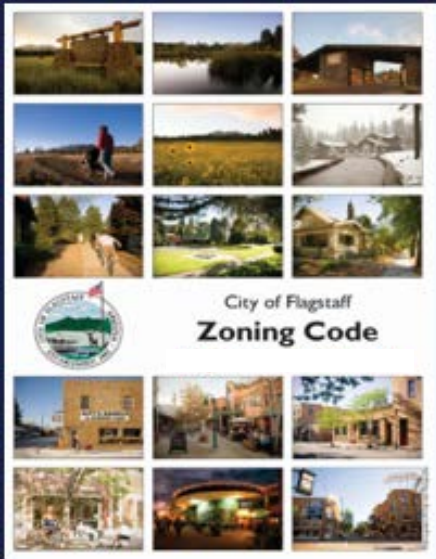
Your property is zoned Community Commercial (CC), which allows for a maximum building height of sixty (60) feet. Do you support a forty-five (45) foot maximum building height on your property in the Southside neighborhood?

Individual Responses

Topic Registration Type: No registration

Updates to the Zoning Code Neighborhood Community Commercial (NCC) Zone

Zoning Code Text Amendment
and
Zoning Code Map Amendment



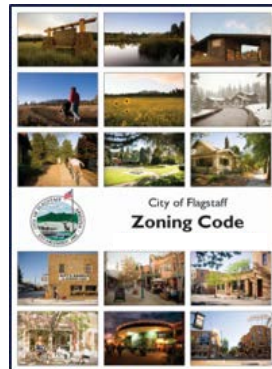
Dan Symer, AICP
Zoning Code Manager



Neighborhood Community Commercial (NCC) Zone

Purpose of the Work Session

- **Discuss, receive comments and obtain direction pertaining to the:**
 - **Zoning Code Text Amendment – Neighborhood Community Commercial (NCC)**
 - **Zoning Code Map Amendment – Concept to rezone certain properties to the Neighborhood Community Commercial (NCC) zone**



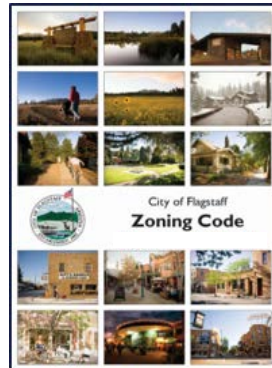


Neighborhood Community Commercial (NCC) Zone

Reason for the Proposed Zoning Code Text Amendment

Purpose:

- **Amend the Zoning Code to begin implementing the High Occupancy Housing (HOH) Plan (Strategies to be Implemented, bullet 5, Page 102)**
 - **Modifying the building height in the Community Commercial (CC) zone from 60 feet to 45 feet**

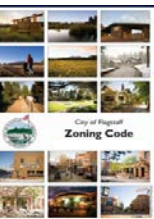


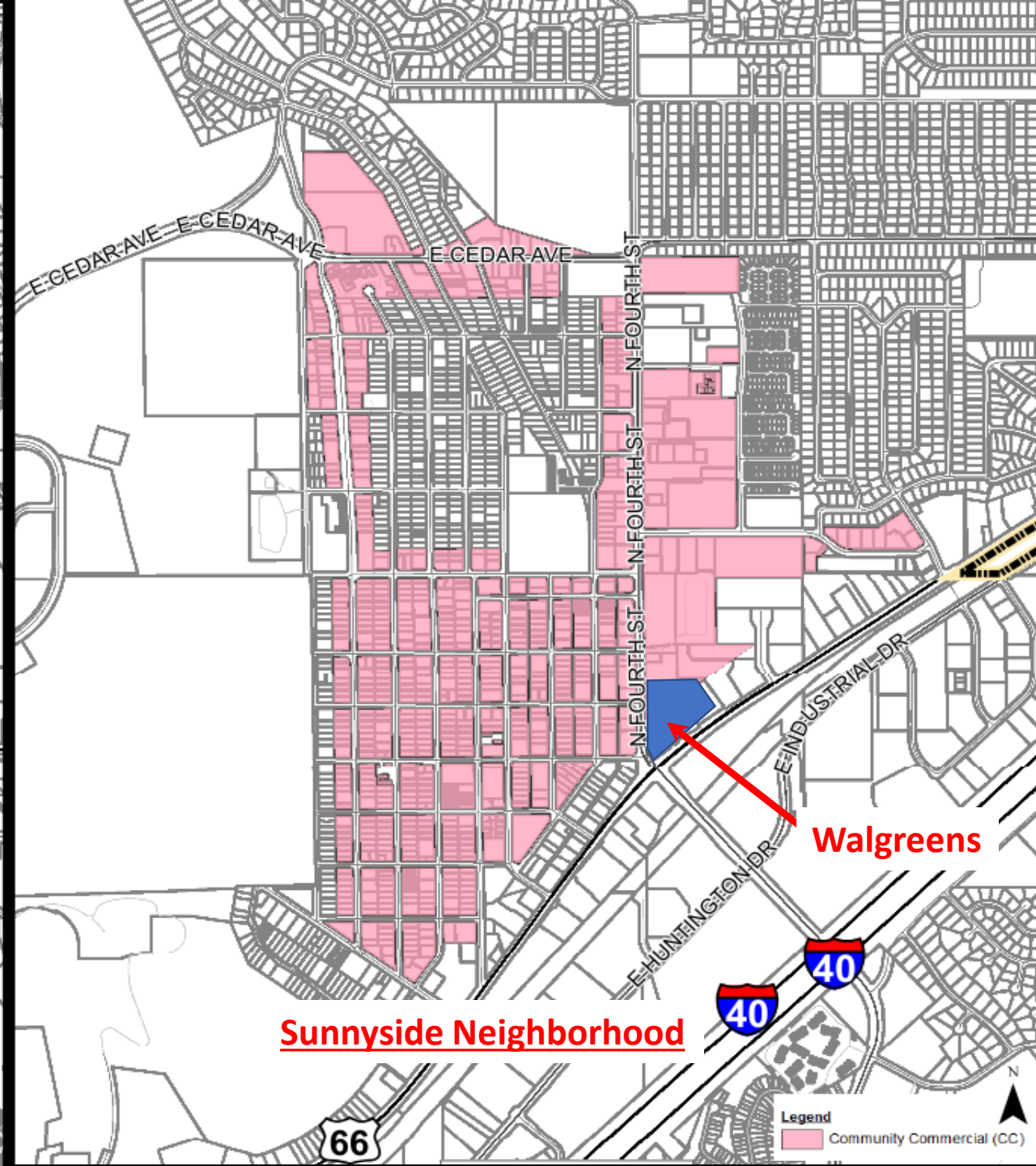
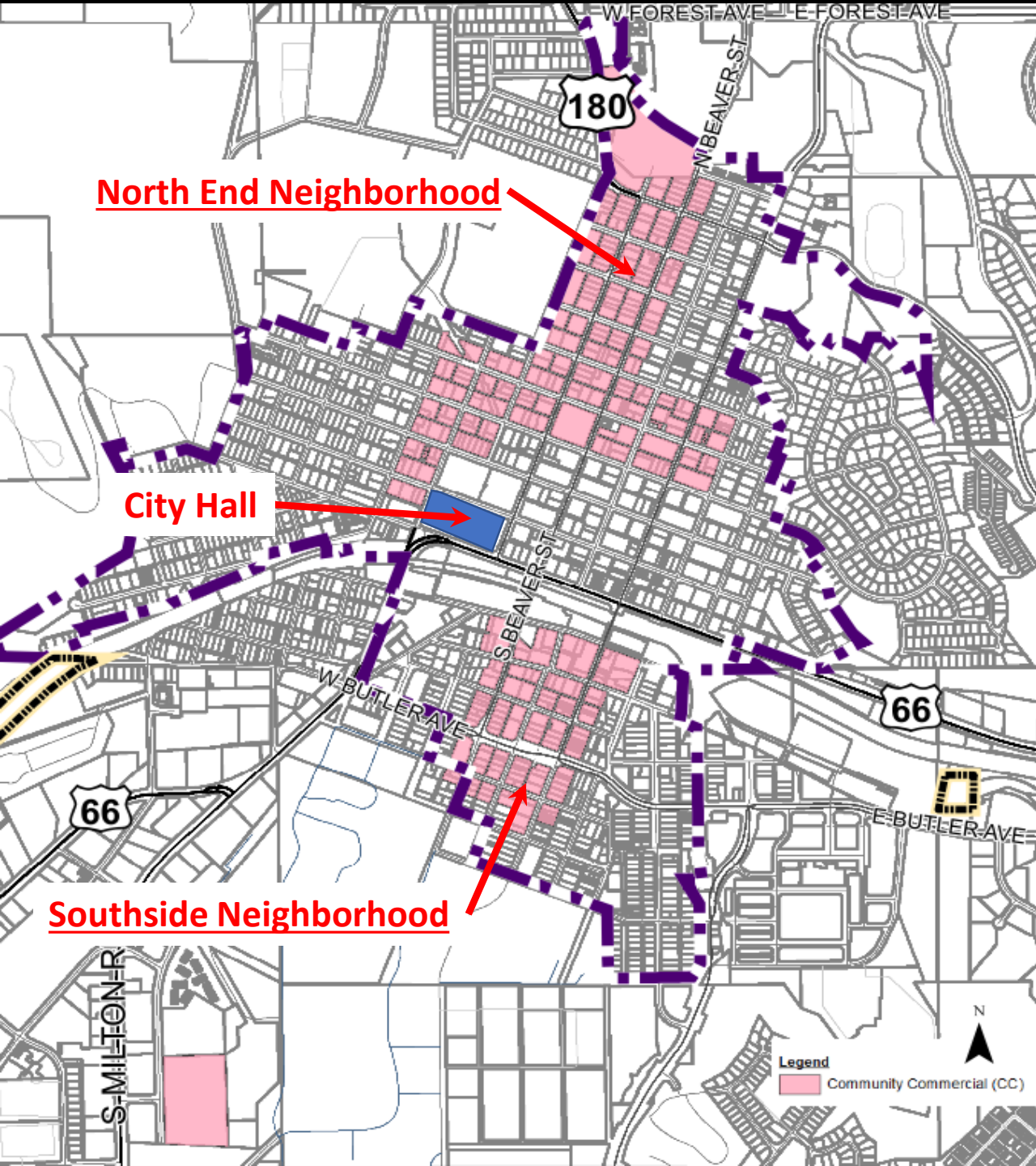


Neighborhood Community Commercial (NCC) Zone

Reason for the Proposed Zoning Code Text Amendment

- **Address public concerns:**
 - **To preserve the character of existing and historic neighborhoods**
 - **Related to large buildings and unintended consequences of past zoning decisions in Flagstaff (1972, 2011)**
- **The Community Commercial (CC) zone significantly overlaps with low income communities that may be displaced by gentrification and redevelopment; and**
- **Some Community Commercial (CC) areas contain localized limited utility capacity to support large-scale High Occupancy Housing developments**



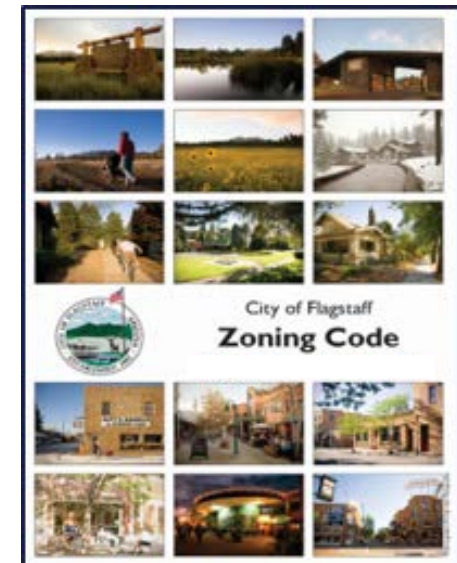




Neighborhood Community Commercial (NCC) Zone

Recap of Previous Work Sessions and Public Comments

- **Consider an alternative method to implement the 45-foot building height that would maintain the Community Commercial (CC) zone's 60-foot building height in certain areas**
- **Conduct additional property owner and public outreach**



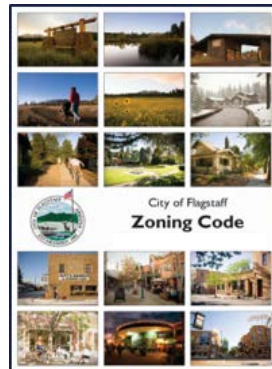


Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Step One:**
 - **Create the Neighborhood Community Commercial (NCC) zone**
 - **Maximum Building Height: 45 feet**
 - **Remainder of NCC zone is identical to the Community Commercial (CC) zone**

Note: This amendment does not affect the Transect zones



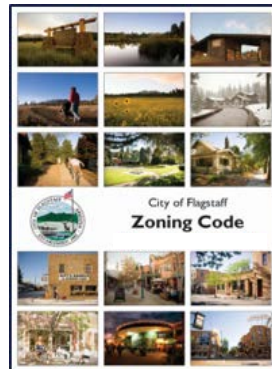


Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

Types of land uses allowed would remain the same:

- Residential
- Recreation, Education and Assembly
- Retail Trade
- Services
- Telecommunication Facilities
- Transportation and Infrastructure
- Urban Agriculture
- Vehicle Sales and Services
- Manufacturing and Processing – Incidental

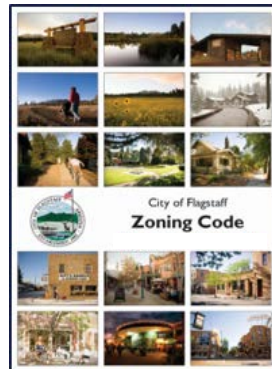




Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Building Form and Property Development Standards would remain the same:**
 - **Setbacks**
 - **Gross Floor Area Ratio**
 - **Density**
 - **Lot Area and Size Requirements**
 - **Open Space**





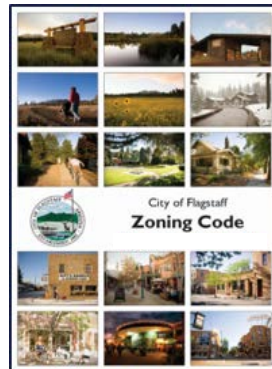
Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Neighborhood Community Commercial (NCC) allowed building height: 45 feet**



Southeast corner of E Butler Ave and S Agassiz St





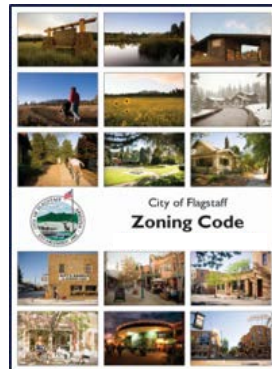
Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Neighborhood Community Commercial (NCC) allowed building height: 45 feet**



Southeast corner of E Benton Ave and S San Francisco St

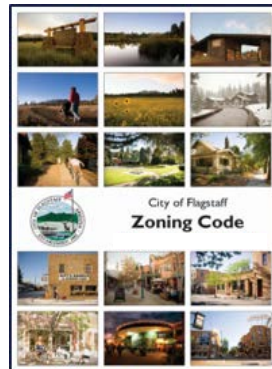




Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Code Amendment

- **Potential Timing:**
 - **Planning and Zoning Commission – Work Session, August 12, 2020**
 - **City Council – Work Session, August 25, 2020**
 - **Potential Planning and Zoning Commission – Public Hearing, September 2020**
 - **Potential City Council – Public Hearing, October 2020**

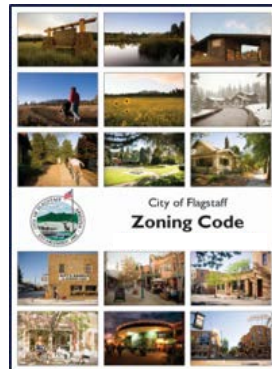




Neighborhood Community Commercial (NCC) Zone

Questions to Consider

- **Does the City Council desire to proceed with the proposed Zoning Code Text Amendment to create the Neighborhood Community Commercial (NCC) zone?**
- **Does the City Council have any recommended modifications or considerations on the proposed Zoning Code Text Amendment?**

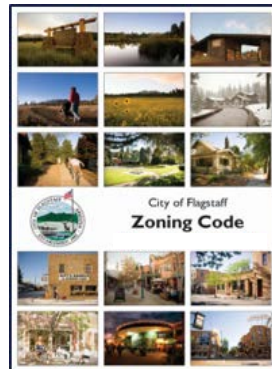




Neighborhood Community Commercial (NCC) Zone



Questions and Comments!

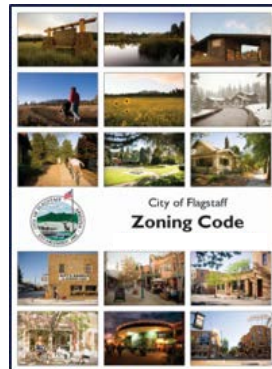




Neighborhood Community Commercial (NCC) Zone

Proposed Zoning Map Amendment

- **Step Two**
 - **Rezone existing Community Commercial (CC) areas of the City to Neighborhood Community Commercial (NCC)**

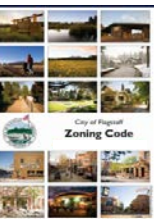


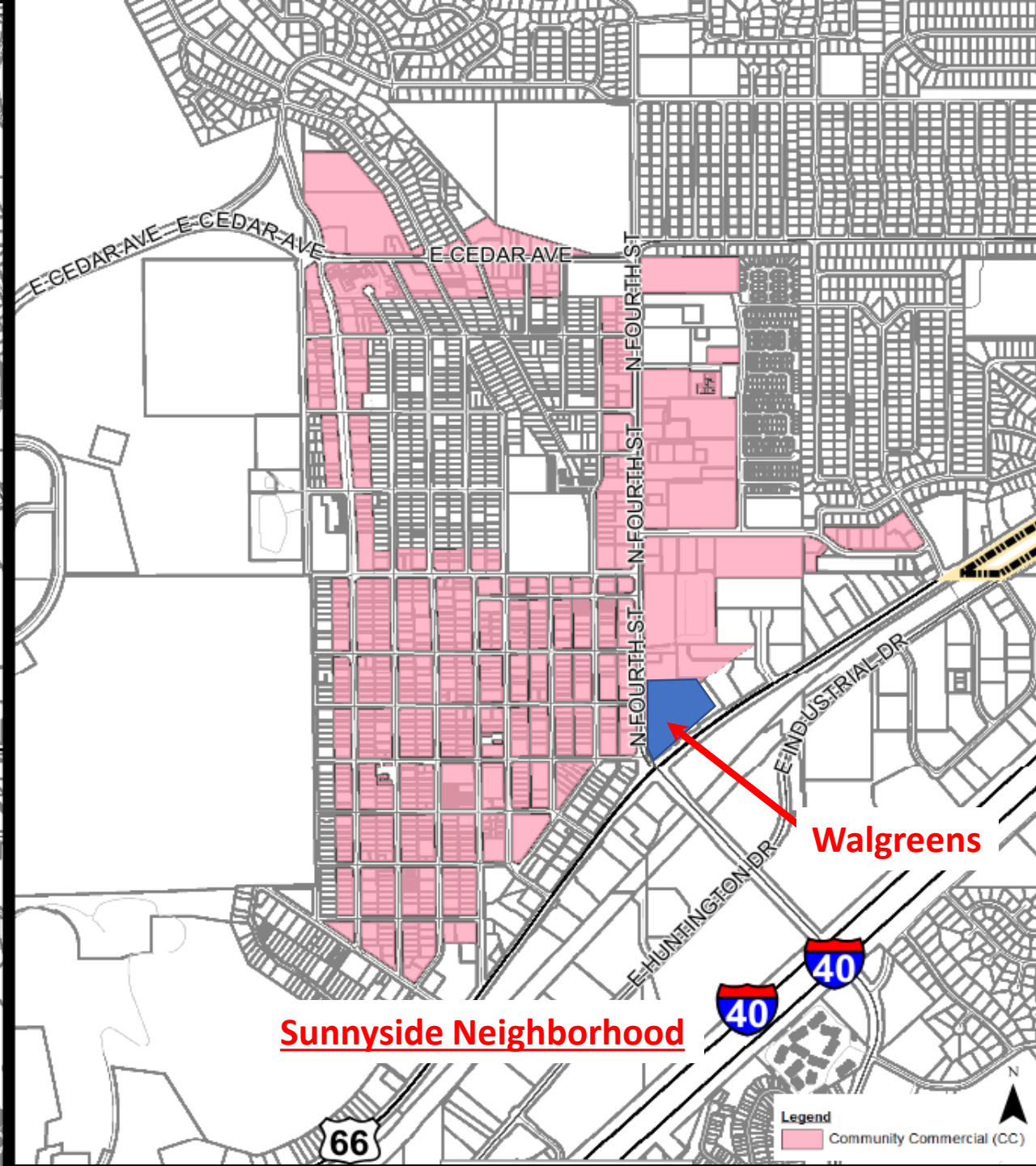
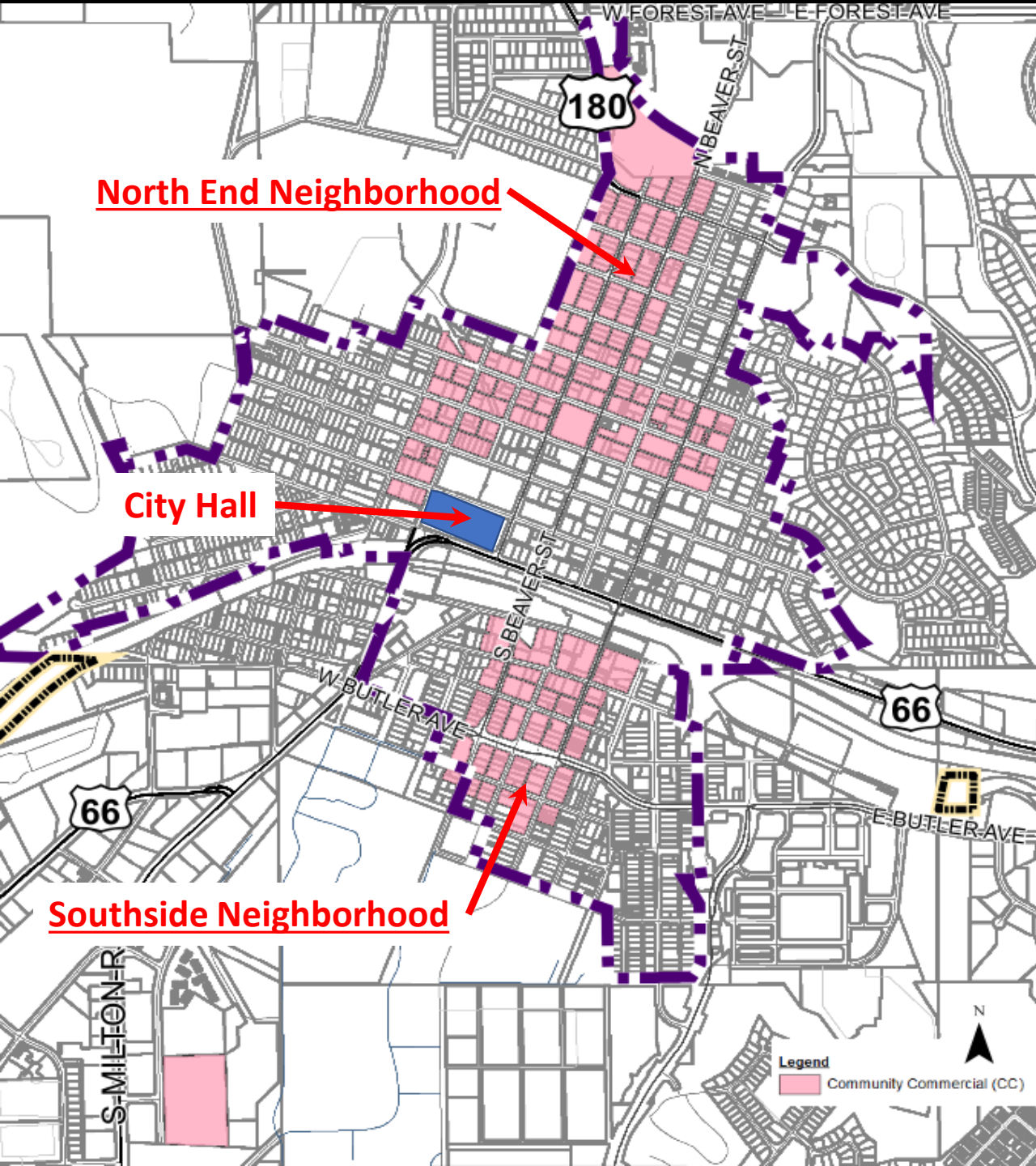


Neighborhood Community Commercial (NCC) Zone

Reason for the Proposed Zoning Map Amendment

- **Address public concerns:**
 - **To preserve the of character of existing and historic neighborhoods**
 - **Related to large buildings and unintended consequences of past zoning decisions in Flagstaff (1972, 2011)**
- **The Community Commercial (CC) zone significantly overlaps with low income communities that may be displaced by gentrification and redevelopment; and**
- **Some Community Commercial (CC) areas contain localized limited utility capacity to support large-scale High Occupancy Housing developments**



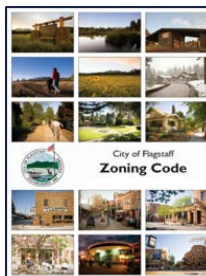




Neighborhood Community Commercial (NCC) Zone

Questions to Consider

- **What neighborhoods should be rezoned to the Neighborhood Community Commercial (NCC) zone?**
- **Should properties that abut and/or are adjacent to commercial corridor streets maintain the Community Commercial (CC) zone?**
- **Are there other specific areas that should maintain the existing Community Commercial (CC) zoning?**

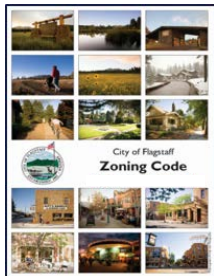




Neighborhood Community Commercial (NCC) Zone

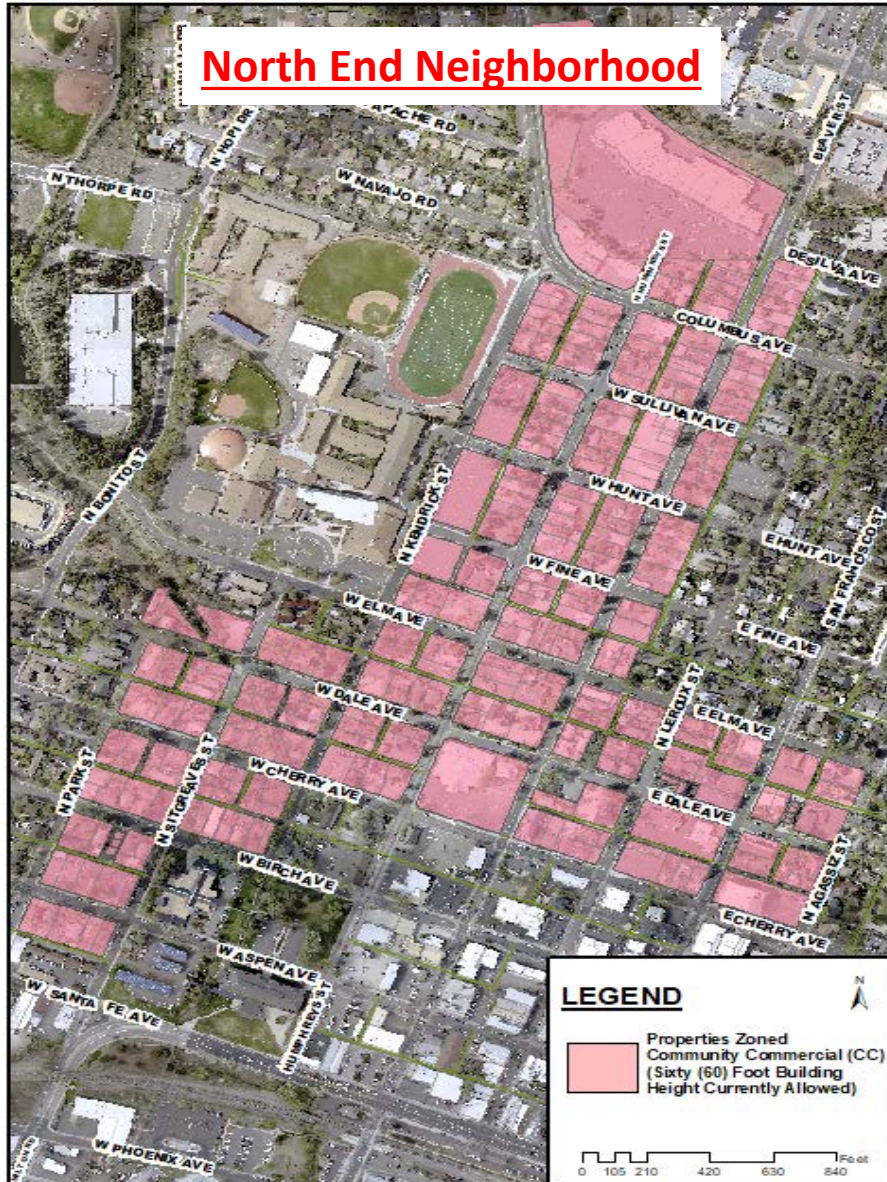
General Public Comments

- **Approximately 83% of the general public that responded to the Community Forum topic supported applying the 45-foot building height in all of the neighborhoods**
- **Approximately 68% of the general public comments received did not support keeping the Community Commercial (CC) zone adjacent to the commercial corridor streets**



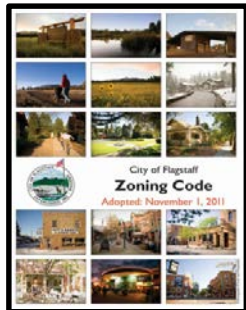


Neighborhood Community Commercial (NCC) Zone



North End

- Ten property owners responded
- Approximately 78% of the property owners did not support a Zoning Map Amendment to change the Community Commercial (CC) zone
- One person did not provide an opinion of whether or not to support the amendment

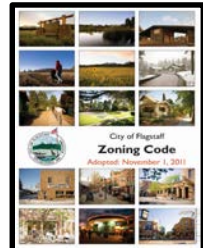


Neighborhood Community Commercial (NCC) Zone



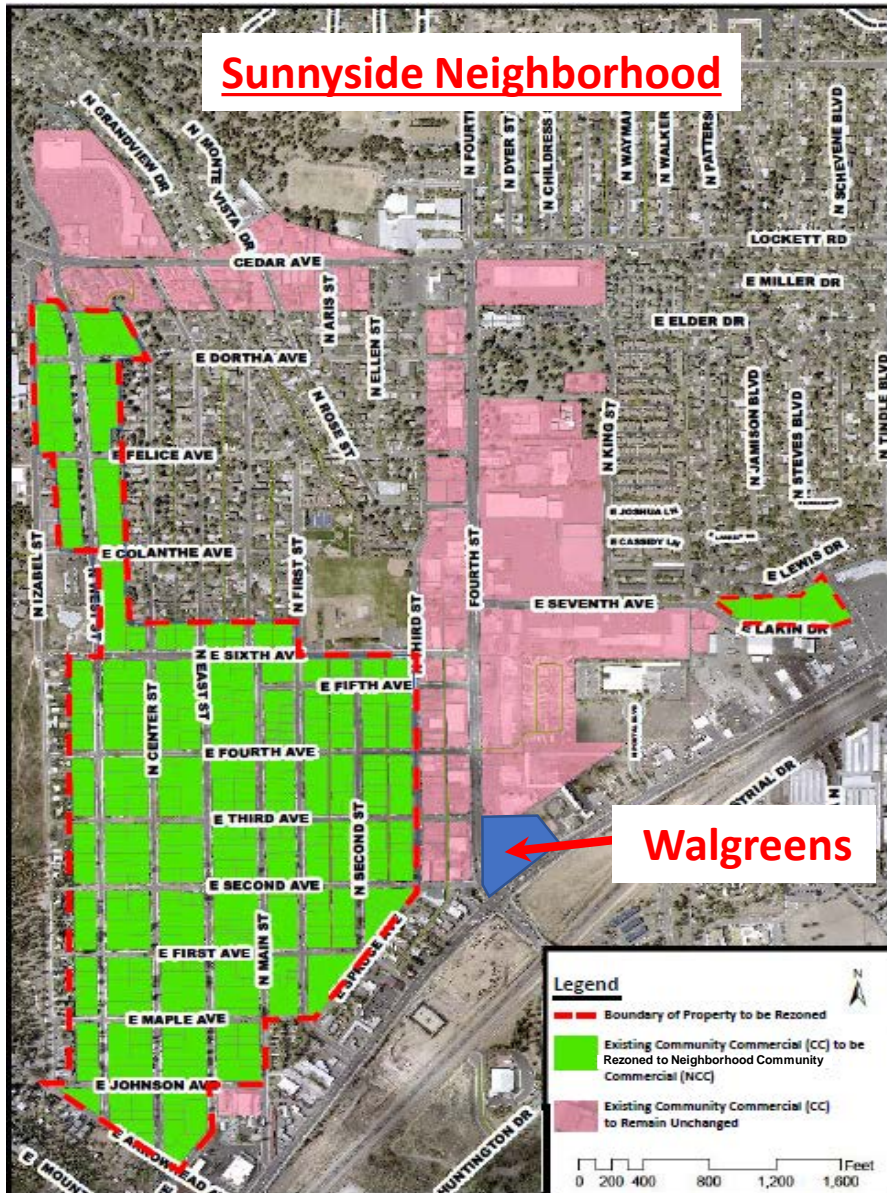
Southside

- Three property owners responded
- One person did not support a Zoning Map Amendment to change the Community Commercial (CC) zone
- One person indicated that they might be supportive contingent upon implementing the change in a systematic manner
- One person did not provide a specific response



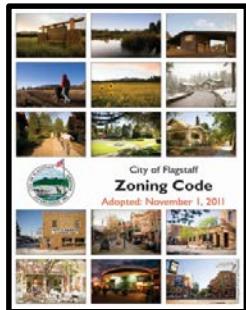
Note: Southside Plan contemplates all CC zoned areas to be 45 feet

Neighborhood Community Commercial (NCC) Zone



Sunnyside

- Nine property owners responded
- Approximately 78% of the property owners supported an amendment to the Neighborhood Community Commercial (NCC) zone with maintaining the Community Commercial (CC) zone adjacent to the commercial corridors
- One person indicated that they would support a Zoning Map Amendment if the building height was one or two stories

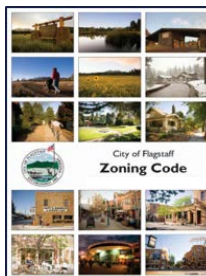




Neighborhood Community Commercial (NCC) Zone

Questions to Consider

- **What neighborhoods, North End, Southside and/or Sunnyside, with the existing Community Commercial (CC) zone should be rezoned to the Neighborhood Community Commercial (NCC) zone?**
- **Should properties that abut and/or are adjacent to commercial corridor streets that are currently zoned Community Commercial (CC) be excluded from the rezoning to the Neighborhood Community Commercial (NCC) zone?**
- **Are there any other areas of the North End, Southside and Sunnyside neighborhoods that should maintain the existing Community Commercial (CC) zone?**





Neighborhood Community Commercial (NCC) Zone

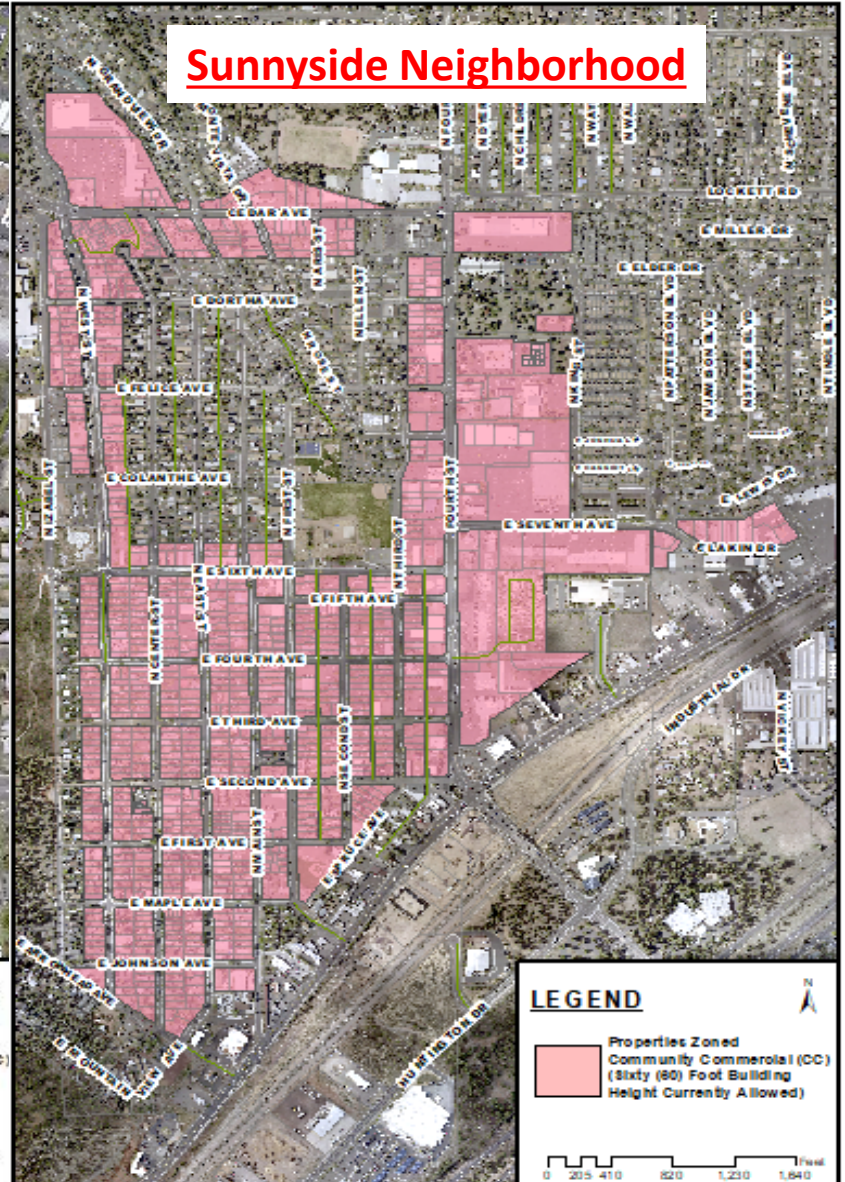
North End Neighborhood



Southside Neighborhood



Sunnyside Neighborhood

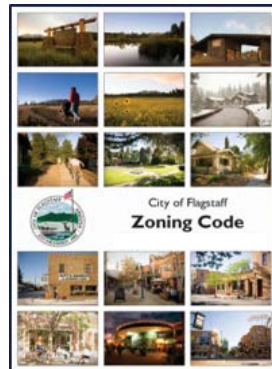




Neighborhood Community Commercial (NCC) Zone



Questions and Comments!



CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Stacy Fobar, Deputy City Clerk
Co-Submitter: Sarah Langley
Date: 07/23/2020
Meeting Date: 08/25/2020



TITLE

Southside Community Specific Plan and associated minor Regional Plan map and text amendments (PZ-20-00001)

STAFF RECOMMENDED ACTION:

Discussion only.

EXECUTIVE SUMMARY:

The Southside Community Specific Plan (Southside Plan) is a specific plan that is intended to become adopted policy for the City of Flagstaff. The Flagstaff Regional Plan 2030 (Regional Plan) states, "The purpose of a specific plan is to provide a greater level of detail for a geographic area or element of the Regional Plan, and to provide for the systematic implementation of the Regional Plan" (Page III-8 based on *Flagstaff City Code Section 11-10.30.010*). City staff and the Southside Community Association have been co-leading the effort to develop a Southside Community Plan since June 2017. Over the last three years, the community has come together through surveys, informal gatherings, and public meetings to draft a plan for the consideration of the Planning and Zoning Commission and the City Council.

This work session is an opportunity for the City Council to discuss the content of the amendment and specific plan and request any clarifications in advance of the public hearing scheduled for Tuesday, September 1, 2020.

INFORMATION:

On Wednesday, July 22, 2020, the Planning and Zoning Commission recommended that the City Council adopt:

- the proposed minor amendment the Regional Plan Maps 21 and 22 to change 36 acres of Existing Suburban to Existing Employment and text on page IX-35 to allow for a mix of residential, commercial, and light industrial (employment) activities in Urban Neighborhood and Urban Activity Centers, when permitted by a specific plan, and
- the Southside Community Specific Plan with additional Heritage Preservation goals, policies and strategies included on pages 38 and 51 of Volume 1.

Notable Content of the Southside Community Specific Plan

The content of the Plan was developed with collaboration from a Stakeholder Group appointed by the Southside Community Association. This group reviewed issues, draft content and public comment and provided advice to the project team on how to address complex issues and clarify draft material. The group also reconvened after the 60-day public review to provide feedback on conflicting public comments

and concerns. This process resulted in goals, policies, strategies and concepts that are focused on building community and embracing the heritage of the Southside. Some notable policies of the plan include:

- Emphasis on the importance of historic preservation of both the built environment and the human stories of the Southside, while maintaining choices for property owners and creating awareness of the community's history.
- Creation of Southside Subareas that can serve as a framework for future zoning districts that create a variety of buildings and that are designed to create compatible new development within the historic district.
- Creation of the Live-Make Center subarea that would blend old and new concepts by allowing for larger mixed use buildings in an appropriate location with an emphasis on integrating small scale and low nuisance industrial uses. (This new concept is the rationale for the Minor Regional Plan Amendment).
- Support for and promotion of Southside businesses as a unique and distinctive part of the Flagstaff Downtown.
- Maintenance of small flexible commercial and office spaces and adaptive reuse of the historic commercial buildings in the Southside.
- Support for the creation of new parks on existing City property that is underutilized and under the new Lone Tree Overpass.
- Preserving the community use of and improving the services and amenities at the Murdoch Community Center.
- Addressing incomplete street infrastructure and recommendations for tweaks to ParkFlag to accommodate unique circumstances in the Southside.
- Identification of potential sites for ParkFlag managed surface lots.
- New concepts for improving bicycling and pedestrian traffic through and within the Southside, taking the City's most walkable neighborhood to the next level of sustainability.
- Support for the Downtown Connection Center and a desire for complimentary facilities and design that make it an attractive amenity.
- Guidance for treatment of narrow rights of way within historic subdivisions as redevelopment and improvement projects occur.
- Support for removal of the FEMA floodplain, increasing emergency preparedness and homeowner education, and addressing localized flooding issues.
- Emphasis on Crime Prevention through Environmental Design and addressing nightlife-specific issues over a strategy of increased police presence and enforcement.
- Clarifying concept illustrations concerning the meaning and potential influences of the Southside Subareas to help guide future rezoning cases and Zoning Code updates.
- Unique and community driven conceptual designs for possible public improvements such as park space, landscaping and possible expansion at the Murdoch Center, signalized crossings, FUTS paths, and street cross sections.

Attachments: [Minor Regional Plan Amendment and Specific Plan narrative](#)
 [Work Session Powerpoint](#)
 [Southside Community Plan application](#)
 [Submittal Letter from Planning Director](#)
 [Southside Community Specific Plan, Volume 1: Goals, Policies and Strategies](#)
 [Southside Community Specific Plan, Volume 2: Concept Plan](#)
 [Flagstaff Regional Plan 2030 Chapter IX Land Use replacement pages](#)
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Public comments received during the 60 day public review

Southside Community Plan – O’Leary FUTS Outreach Summary, February 2020

If Not Why Not Comment Evaluation

Replacement Page Southside Plan Volume 1

PowerPoint from first Planning and Zoning Hearing

PowerPoint for second Planning and Zoning Hearing

Southside Community Specific Plan

Project Narrative

6/11/2020

List of Preparers

Staff report and project narrative prepared by Sara Dechter, AICP, CP3 Comprehensive Planning Manager.

See the Contributors section of the Southside Community Specific Plan, Volume 1 for full list of plan contributors.

Introduction

The City Council directed staff to work on a specific plan for the Southside community in January 2017. This work was initiated because the 2005 Southside Plan was accepted from the consultant but never adopted by resolution. Since the 2005 Plan, a new Historic District on the National Register of Historic Places had been designated, a new Zoning Code was adopted in 2011, and changes to the housing market have brought about new development pressures and building types.

The need for this amendment to the Flagstaff Regional Plan 2030 (FRP30) is to adopt a Southside Community Specific Plan (Southside Plan) that promotes the neighborhood's vision and improves the implementation of the Flagstaff Regional Plan 2030 (FRP30) in this area. The Plan also recommends a text and map amendment be adopted in coordination with the Southside Plan.

The Southside Community Plan is necessary for three reasons as outlined in Flagstaff City Code Title 11:

CENTRAL LOCATION—The central location of the Southside between Downtown and the Northern Arizona University campus attracts residents and businesses seeking a central location and desiring the benefits of a mixed-use walkable neighborhood (*Flagstaff City Code Section 11-10.30.020.A.3*).

DEVELOPMENT PRESSURE—The Southside has experienced a new era of development pressure that has threatened the community character. The neighborhood residents and businesses acknowledge that growth can be a positive force in a neighborhood, but do not want to displace residents and lose what makes the Southside a special place (*Flagstaff City Code Section 11-10.30.020.A.1*).

UNIQUE CHARACTER—The Southside is a unique place both culturally and in its built environment. The residents and businesses of the Southside see their own story in the community character and believe that preservation of the community's historic identity is important for all of Flagstaff (*Flagstaff City Code Section 11-10.30.020.A.2*).

Content of the Proposed Specific Plan

The Southside Plan is a specific plan that is intended to become adopted policy for the City of Flagstaff. The FRP30 states, "The purpose of a specific plan is to provide a greater level of detail for a geographic area or element of the Regional Plan, and to provide for the systematic implementation of the Regional Plan" (Page III-8 based on *Flagstaff City Code Section 11-10.30.010*). Flagstaff City Code, Title 11, sets out

what a specific plan may do and what it should contain. Some of the content in the Southside Community Plan includes these elements from Title 11:

1. *Recommendations or statements of intent regarding the location of buildings and other improvements with respect to existing rights-of-way, floodplains and public facilities;*
2. *Recommendations or statements of intent regarding the use of land, buildings, and structures, the height and bulk of buildings and structures, and the open spaces around buildings and structures;*
- ...
5. *Measures required to ensure the execution of the General Plan;*¹
6. *Other matters which will accomplish the purposes of this section and the General Plan, including procedures for the administration of the General Plan; and*
7. *Any other matter permitted by law. (Flagstaff City Code Section 11-10.30.020 Elements of a Specific Plan)*

The Specific Plan will be incorporated by reference and added to a list of amendments to FRP30 in Chapter XVI. The goals and policies of the Specific Plan will be placed in a new appendix for ease of reference.

Description of the Proposed Regional Plan Amendment

A map amendment is proposed to change 35.6 acres on Maps 21 and 22 of FRP30 from *Existing Suburban* to the *Existing Employment* area type. The areas would maintain its *Future Urban* area type designation overlaid with the existing area type

A text amendment is also proposed to page IX-35 in the Regional Plan next to the row heading “Employment” to change the statement “Industrial not appropriate for urban context” to “Industrial not appropriate for urban context unless allowed by a specific plan.”

Neither amendment meets the criteria for a major plan amendment because they are done in conjunction with a specific plan per Chapter III of FRP30. See attachment A for a full description of the proposed minor amendment.

Community Benefit and Considerations

Neighborhood residents, property owners and all of Flagstaff would benefit from the improved infrastructure, support for small businesses and entrepreneurship, and the historic and cultural preservation of the neighborhood. The goals of the Southside Plan reflect a comprehensive and broad review of the community issues and assets and community feedback on preferred methods of addressing them. The goals also considered the historic context of the neighborhood current trends and challenges. The main challenges to implementing the *Specific Plan* are:

- Funding for capital projects recommended by the plan,

¹ The Flagstaff Regional Plan 2030, ratified by voters in 2014, is the City’s current General Plan.

- Market feasibility associated with proposed zoning code changes,
- Completion of the Rio de Flag flood control project and localized flooding issues,
- Influence of the recession and other larger economic influences, and
- Risk of gentrification.

Plan Conformance

Flagstaff City Code Section 11-10.30.030.E states, “No Specific Plan may be adopted or amended unless the proposed plan or amendment is in substantial conformance with the General Plan.”

The *Specific Plan* improves the ability of the City and partners to implement the *FRP30* goals and policies by identifying the ones that are most relevant and should be more heavily weighted in this neighborhood than other factors. The Arizona Revised Statute refers to this as the “systematic execution of the general plan” (ARS 9-461.08). On Page 37, the Southside Plan states, “If a Regional Plan goal or policy is tied to a goal in the Plan, then it should be weighted more heavily in future decision-making than a goal that is not listed in this chapter.” The exception to this is if a Corridor Plan for South Milton Road or Route 66 comes to a different conclusion than the Specific Plan, then that Corridor Plan would take precedence in transportation and infrastructure decisions. Not all of the goals and policies included in the analysis of plan conformance are listed in the Specific Plan as those that should be more heavily weighted.

Proposed Regional Plan Amendment

The proposed Regional Plan map amendment is in conformance with the following goals and policies:

- Policy LU.6.1. Consider a variety of housing types and employment options when planning new development and redevelopment projects.
- Policy LU.6.2. Consider commercial core areas, corridors, activity centers, employment centers, research and development parks, special planning areas, and industrial uses as appropriate place types and area types for employment opportunities.
- Policy LU.15.2. Consider the compatible integration of residential uses and proposed employment centers to reduce vehicle trips and commute times.
- Policy LU.16.2. Ensure new industrial areas are compatible with surrounding areas.
- Policy LU.16.3. Locate new industrial areas near the rail line, major highways or the interstate, and ensure they are designed to be compatible with surrounding uses and gateway features.
- Policy LU.16.5. Consider all health impacts on the community in the design of new industrial uses, such as wastewater treatment, traffic safety, noise, and other impacts.
- Goal LU.18. Develop well designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.
- Policy ED.4.6. Encourage development of specific area plans for targeted industrial, and business park land, which have been identified as major employment centers in the Flagstaff Regional Plan.

There are no conflicting goals and policies found. There is conflicting descriptive text related to the *Urban* area type on Page IX-35, “Industrial not appropriate for urban context.” The proposed text amendment resolves this inconsistency with *FRP30*’s stated goals and policies by adding “unless allowed by a specific plan.” This change makes it clearer that all activity centers in the City can meet Policy LU.6.2

with proper mitigation and limitations on industrial uses. Industrial as a category has evolved in both form and effects that this allowance will create more adaptable opportunities to create employment areas within activity centers.

Conformance of Proposed Area-Specific Goals and Policies

Heritage Preservation

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.2. Preserve, restore, and rehabilitate heritage resources to better appreciate our culture

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

Policy LU.10.3. Value the Historic Neighborhoods established around downtown by maintaining and improving their highly walkable character, transit accessibility, diverse mix of land uses, and historic building form.

Policy LU.11.5. Encourage adaptive re-use of historic structures for a variety of commercial spaces and housing options.

The Flagstaff Southside National Historic District and the Railroad Addition National Historic District form the core of the Downtown Flagstaff's character and contain the majority of eligible historic buildings according to current surveys. Preserving heritage resources and supporting compatible infill is a central principle of the Heritage Preservation, Growth and Land Use and Business Live/ Work goals and policies. The Specific Plan's goals, policies and strategies support Regional Plan goal CC.2 and LU.11.5 by calling for:

- Locating and interpreting historic and cultural resources (S 1.5, S 8.1)
- Recognizing resources with appropriate overlays (S 1.2)
- Mitigating development impacts on historic resources and support their adaptive reuse (S 1.3, S 1.5, S 2.1, SMS 1.2, SMS 1.5, SLW 1.2, SLW 1.4, SLW 1.5, SNC 1.2, SNC 1.6, SNC 1.7, S 6.1)
- Defining the Historic Activity Centers (Southside Main Street and Live/Work Neighborhood)
- Education and assistance for property owners who are caretakers of these resources (S 1.2, S 2.1)

Each Southside subarea has policies that define compatibility in terms of scale, materials, and patterns and provides illustrations to demonstrate the implementation of Policy CC.3.1 and LU 10.3. In the Southside Main Street, Live/Work Neighborhood and the Neighborhood Core, the contribution of historic buildings to the community character and their preservation and adaptive reuse is highlighted in the illustrations' descriptions in order to demonstrate how Heritage Preservation, Growth and Change, and Business and Live/Work goals and policies could be appropriately integrated.

Historic Preservation Focus Areas

The Southside subareas map identifies Historic Preservation Focus Areas in the Southside. The community feedback received did not support an area-wide historic overlay for the Southside because of the diversity of buildings and development pattern in the neighborhood. Instead the preferred strategy is to identify smaller areas where property owners can work together to prepare overlays better tailored to the resources and development in that section of the neighborhood. The focus areas are those that were prioritized for this strategy because of the value and quality of the resources.

Historic Churches and individually significant buildings throughout the community will also be considered for landmark overlays if property owners would like to preserve them through that mechanism.

Growth and Change

Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

Goal CC.5. Support and promote art, science, and education resources for all to experience.

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

Goal LU.4. Balance housing and employment land uses with the preservation and protection of our unique natural and cultural setting.

Policy LU.5.6. 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.

Policy LU.10.4. Develop specific plans for neighborhoods and activity centers to foster desired scale and form.

Policy LU.10.5. Consider vacant and underutilized parcels within the City's exist-in urban neighborhoods as excellent locations for contextual redevelopment that adds housing, shopping, employment, entertainment, and recreational options for nearby residents and transit patrons.

Policy LU.10.6. In mixed use developments, encourage residential uses located above and behind commercial uses within urban areas as well as a variety of housing types where appropriate.

Policy LU.10.8. Include institutional uses, such as schools, within the urban context.

Policy LU.11.4. Encourage various housing types that appeal to a diverse range of ages and income.

Policy LU.11.6. Strive for a wide variety of activities in downtown to create a healthy mix of housing, employment, shopping, cultural, and civic uses.

Goal LU.15. Plan for and encourage employee-intensive uses throughout the area as activity centers, corridors, research and development offices, business parks, and light industrial areas to encourage efficient infrastructure and multimodal commuting.

Policy CD.1.6. Encourage redevelopment projects to utilize private/public partnerships in order to succeed.

Policy NH.1.1. Preserve and enhance existing neighborhoods.

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

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

Policy NH.1.5. Use traditional neighborhood design standards for new and revitalized urban neighborhoods, neighborhood plans, specific plans, or master plans.

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.

Policy NH.1.8. Prioritize the stabilization of a neighborhood's identity and maintain cultural diversity as new development occurs.

Policy NH.2.3. Continue the tradition of multi-story, multi-use buildings to maintain and increase a stable, mixed-income residential population when planning new structures in the downtown and Southside neighborhoods.

Goal ED.4. Support efforts to recruit diverse new businesses and industries compatible with the region.

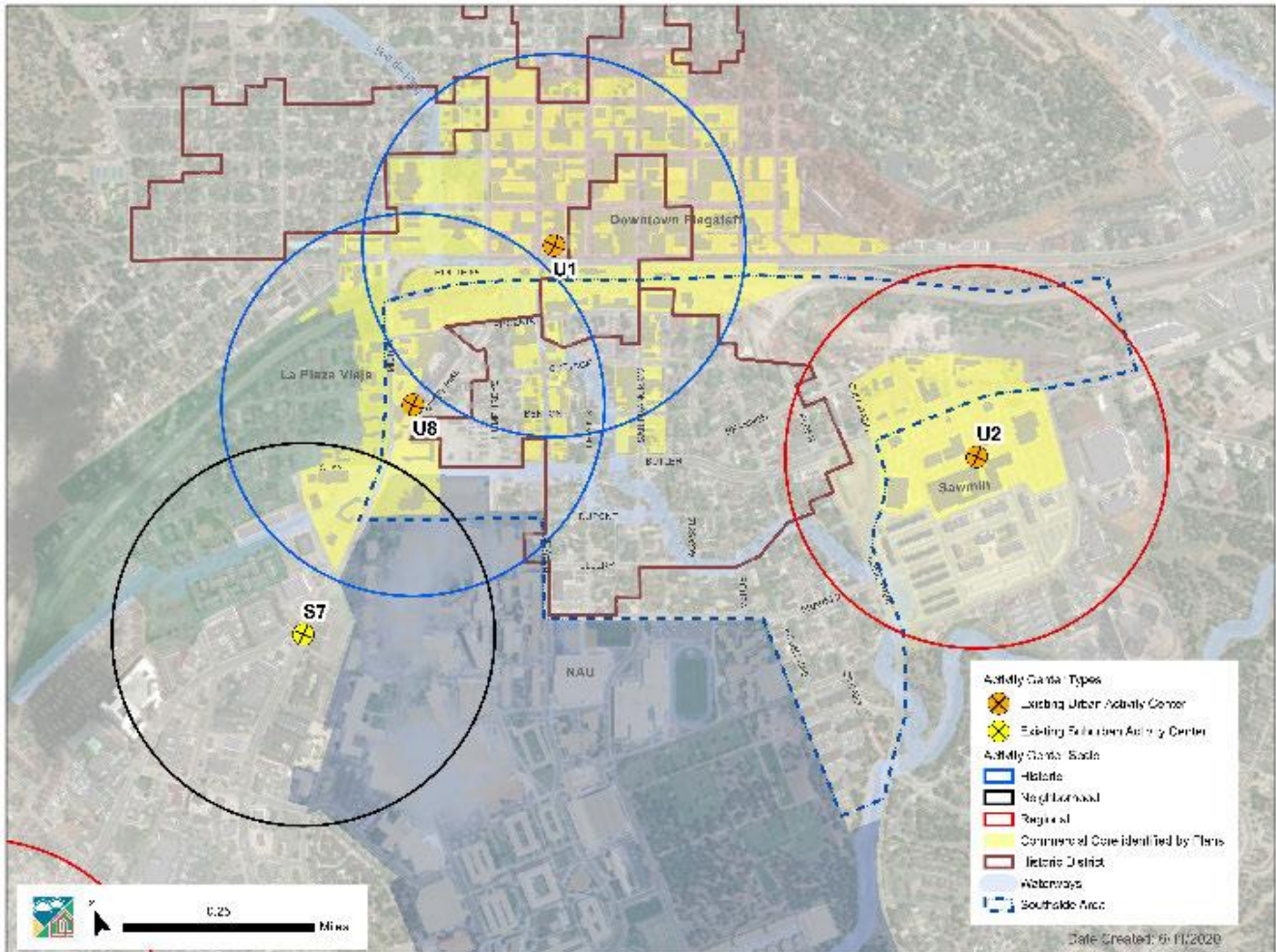
One of the primary purposes of the Southside Community Specific Plan is to further refine the Land Use goals and policies of the FRP30 and how they are applied within this area (Policy LU.10.4). For the Southside, this means a balance between new development that can create housing opportunities in a walkable and transit-oriented neighborhood, which supports the City's overall sustainability, and the important and character defining historic resources and cultural fabric of the community. At the same time, the Specific Plan had to also consider affordability, social and environmental justice, support for small business, market pressures and the desire to re-create public spaces the community has lost. In order to balance these diverse considerations, the plan outlines how the built environment can change in a manner that is guided by both the public and private sector in the Growth and Change and Business Live/Work goals and policies.

Under the area-wide Growth and Change goals, Goal S 3 supports CD.1.6 and NH.1.8 in a unique way. Some communities in other states have been able to use linkage funds, community benefit agreements and other methods to ensure a just transition of land uses that supports the neighborhood identity, affordability and diversity. Further legal and financial research that considers the effectiveness and feasibility of different approaches is needed to implement these concepts in Flagstaff. The Community expressed the importance of further research and partnership work in this area during the 60 day public review.

Goal S 4 focuses on the built environment's overall contribution of compatible materials, scale and patterns in the Southside in support of FRP30 Goals CC.3 and LU.1 and Policies LU10.5, NH1.2, NH.1.5, and NH1.8 by encouraging shopfronts consistent with the existing patterns, and identifying features of compatible frontages and how they are oriented to the street. In the Southside subareas, these goals and policies are further implemented by area-specific direction in policies that identify the scale, pattern, material, uses and intensities that contribute to Regional Plan Area Types of Neighborhood, Activity Center pedestrian sheds and commercial corridors.

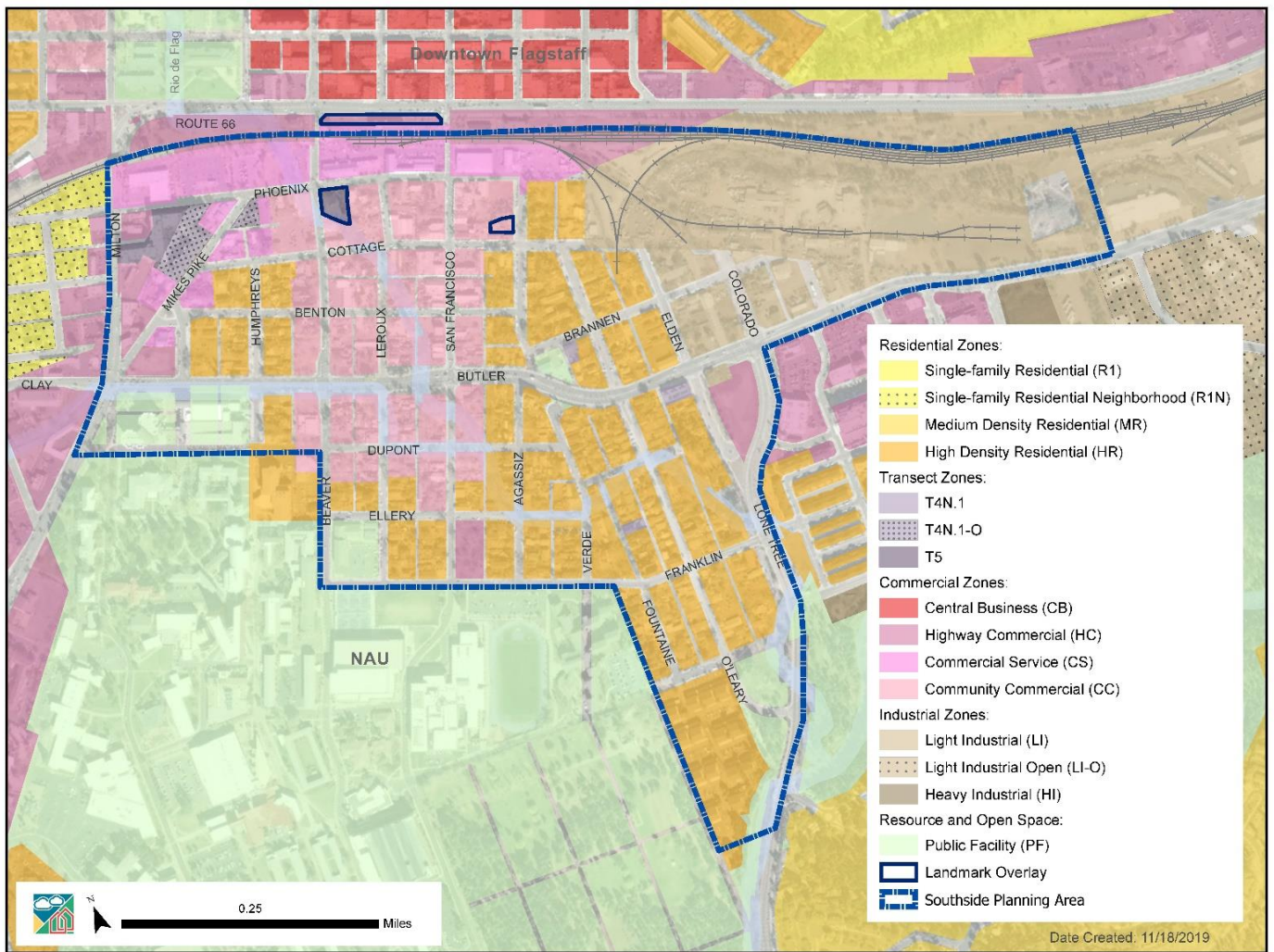
The Southside’s area and place types per the Flagstaff Regional Plan and the High Occupancy Housing Plan (which refined the central activity centers through a recent plan amendment) are Historic Activity Centers, Urban Neighborhoods, and Regional Activity Centers. The activity centers are stretched along several internal and external commercial corridors identified in Chapter 2 of the Specific Plan.

Activity Center and Commercial Core

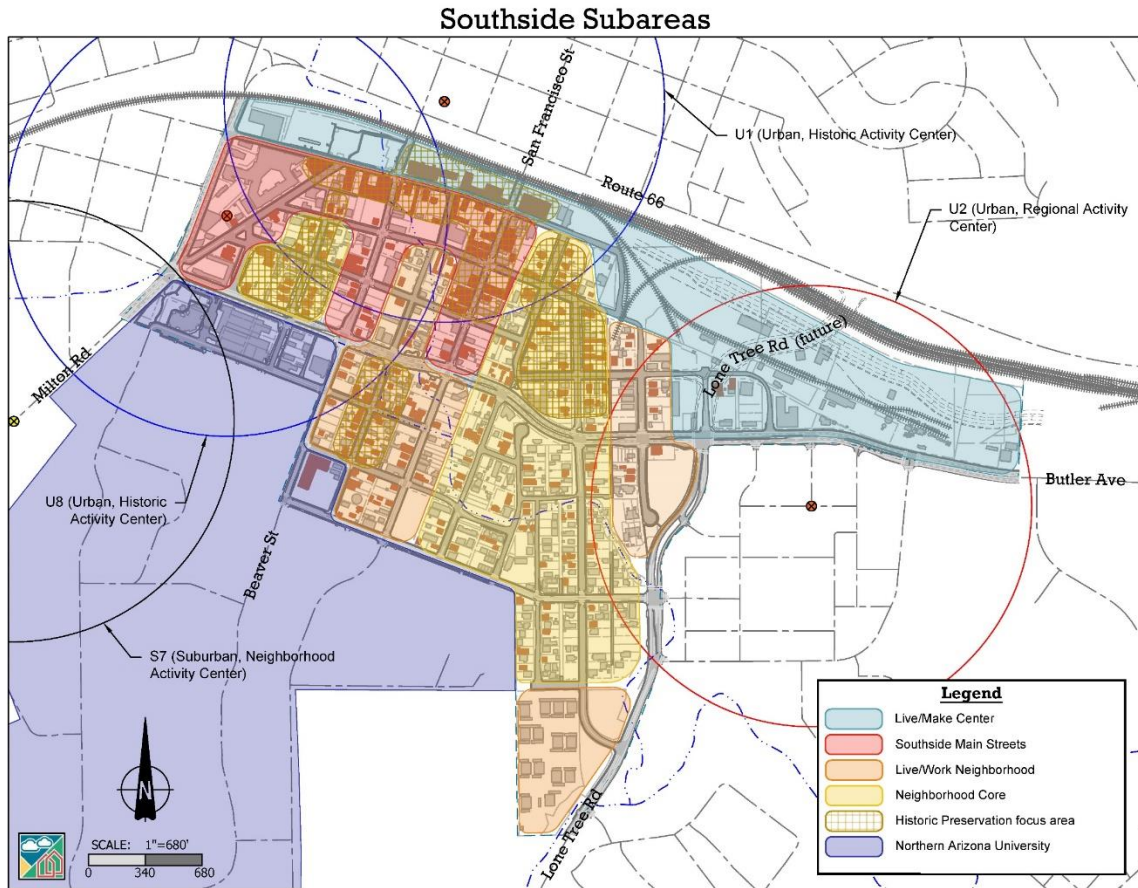


The current zoning for the Southside was developed prior to the identification of area and place types in the Regional Plan and their refinement through the High Occupancy Housing Plan in 2018. The conventional (Non-Transect) zoning requires larger setbacks and site planning elements that makes redevelopment of small lots more difficult. The transect zoning is closer to the distribution of the area and place types but is not calibrated to the built environment of the Southside Historic District. Based on the public feedback from Southside property owners about the current zoning code, and consideration of ways that incremental changes could be made to the existing zoning code, the Specific Plan recommends rescinding the current zoning code for the Southside and implementing a new area specific code with subareas. Therefore, the Specific Plan identifies subareas that have differences in desired character, scale and mix of uses as a framework for these future zoning code changes. In the period before these changes are made, the subareas can still provide information on compatibility and guide rezoning requests within the Specific Plan boundary.

Adopted Zoning



Identifying the subareas also allows a mix of uses and housing types in the neighborhood without allowing everything everywhere. This diversity of the built environment is intended to provide a variety of opportunities for people with different needs for housing and employment. The framework of subareas tied to the FRP30 area and place types will better implement Policy LU.5.6, Policy LU.11.4, and Policy LU.11.6 than the current Zoning Code and other regulations would.



Southside Main Street subarea

In the Specific Plan, the Southside Main Street subarea is identified as the commercial core of the Historic Activity Centers. This means that the urban commercial focus of these areas is maintained while incorporating the importance of historic preservation and the overall goals for the Downtown (LU.11 and LU.12 in the Regional Plan). The commercial core is the most intense part of the historic activity center and the subarea goals and policies support increases in scale and intensity from existing conditions for buildings up to 45 feet in height. It also recommends a more diverse and historically appropriate approach to shopfront design, and mitigations for historic private homes on commercial corridors. It also encourages the integration of light manufacturing and employment uses in the Southside Main Streets as support for small businesses and entrepreneurship and a continuation of the live/work traditions of the neighborhood.

Live/Make Center subarea

The Live/Make Center includes land adjacent to the railroad and the commercial core of the Regional Urban Activity Center that is associated with the Sawmill at Aspen Place, south of Butler Avenue. This is the largest of the three scales of activity center in FRP30. This activity center was relocated as part of the High Occupancy Housing Plan to eliminate its overlap with the Flagstaff Southside Historic District. This activity center provides a unique opportunity to implement FRP30 Goal LU.15, which encourages employment uses in activity centers. However, there is conflicting language in the Regional Plan under the Urban area type characteristics that states “Industrial not appropriate for urban context” The Regional Plan also mis-identifies this area as Existing Suburban area type within an urban activity center, when in fact there are very few suburban characteristics to the current built environment. The land is currently zoned Light Industrial and there are single family cottages intermixed with these manufacturing and distribution businesses that have co-existed for most of the twentieth century.

The Specific Plan therefore proposes an amendment to clarify the direction for this area. First, the amendment proposes that 35.6 acres of Existing Suburban/Future Urban in the Live/Make Center be changed to Existing Employment/Future Urban. It also proposes that the language on Page IX-35 be changed to allow exemptions where industrial uses can be allowed in urban settings via this and future Specific Plans. These amendments do not conflict with any policies in the Regional Plan and they better implement Goals LU.15 and LU.18.

The Live/Make Center also is the most appropriate place in the Community Plan boundary to implement Policy NH.1.4. Policy NH.1.7. which encourage increased densities and student housing developments. SLM 1 and associated policies state this area should evolve into both a housing and entrepreneurial center. The desired outcome of these policies is to absorb the demand for centralized higher density housing, where the impact on historic resources is minimized and while providing for the opportunity to incubate, grow and expand urban manufacturing. The Lone Tree Overpass will be the first of the large-scale structures that may someday be developed in this part of the community and therefore will provide an opportunity to set the tone and the character of the surrounding environment.

Other university communities have been successful in building places of learning, living and entrepreneurship. Strategies that support this subarea include working with NAU to make research, arts and sciences a central component of the placemaking that this area could support. Though this idea is new to Flagstaff and requires new programming for the City, it generated a lot of positive public comments during the 60-day public review. The public generated many ideas about placemaking, support for small businesses and the need for realistic market expectations that will support implementing FRP30 Goals ED.4 and CC.5. Specifically, SLM 1.4, SLM 1.8 and SLM 1.9 support these goals and their implementation in this subarea.

Live/Work Neighborhood subarea

The Live/Work Neighborhood subarea is the pedestrian shed for both the Live/ Make Center and the Southside Main Streets. Even though the Regional Plan identifies a quarter mile circle as a pedestrian shed, the plan allows for pedestrian sheds to be refined (either expanded or reduced for barriers and

other features) in Specific Plans.² In the case of these urban activity centers (historic and regional-scale), the commercial cores of the activity centers are larger than a typical suburban activity center and the pedestrian shed is a smaller transition area. This pattern was also identified in the La Plaza Vieja Neighborhood Specific Plan, which interacts with the same historic Urban Activity Center as the west side of the Southside. This pattern is sensible because the smaller lot sizes and higher densities of the urban neighborhoods are closer in density and intensity to a Suburban apartment complex than to a single-family neighborhood such as University Heights or Country Club. The scale of the buildings however is smaller because on-street parking, lower on-site parking requirements, and narrower streets are part of the historic patterns. These different site planning factors account for why a small lot was able to be built at a medium and high density without going over one or two stories in height. The Live/Work Neighborhood subarea is therefore a combination of the commercial parking and character of the activity centers with middle scale housing that can serve employers and property owners with opportunities for diversified income sources and work force housing. As stated in SLW 1, the objective is not to replace single family homes in this subarea but to preserve them and expand economic opportunities for property owners and residents in a manner that promotes a live/work environment. SLW 1.1, SLW 1.2, SLW 1.4 and SLW 1.5 provide the details on how the built environment can be developed in a manner that meets these objectives.

Neighborhood Core subarea

The Neighborhood Core subarea corresponds to the highest concentrations of historic single-family homes in the Flagstaff Southside Historic District and the areas where the community members most emphasized the “neighborhood” feel of streets and residences in the community outreach process. In the Regional Plan this area corresponds to the Urban Neighborhood area and place type. Goal SNC 1 works in concert with Goal S 1 under Heritage Preservation to preserve the integrity of the historic district. The historic patterns of residential lots in the Southside are not well represented in the building types identified in the Zoning Code. While the single family cottage is the primary building type on most lots there are typically a variety of accessory structures that provide “hidden” units and density to the neighborhood. In fact, most of the historic residential lots are also nonconforming with the conventional zoning standards because they have more density than is allowed by the High Density Residential (HR) zoning on a small lot. This regulatory issue disincentivizes the preservation of these historic structures and makes them unable to be restored and reoccupied if they are vacated. The Community Development counter also frequently has questions from property owners that want to add one unit, such as an Accessory Dwelling Unit (ADU) in a manner similar to surrounding lots and are unable to do so. The inability to let smaller property owners incrementally increase their financial investment in their properties can unintentionally incentivize lot consolidation which has been a threat to maintaining the historic character over the last few years. The policies under SNC 1 are intended make it easier to increase the intensity on the neighborhood core lots by a small amount in a way that allows the primary historic structures to be maintained and allows small property owners to receive a return on their investment without having to sell their property.

Likewise, the Neighborhood Core would seek to relieve restrictions on small commercial spaces that currently exist under the HR zoning. This allows smaller scale development to still serve the pedestrian

² Policy LU.18.15. Actual pedestrian-shed boundaries will be established considering opportunities and constraints posed by natural and man-made barriers like terrain or the interstate, road networks, and existing development patterns.

shed functions and to better meet the description of an urban neighborhood found on page IX-35 in the Regional Plan.

Business and Live/Work Community

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Policy LU.6.1. Consider a variety of housing types and employment options when planning new development and redevelopment projects.

Policy LU.11.5. Encourage adaptive re-use of historic structures for a variety of commercial spaces and housing options.

Policy LU.15.2. Consider the compatible integration of residential uses and proposed employment centers to reduce vehicle trips and commute times.

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 ED.3.2. Strengthen the arts, culture, and education sectors as important economic drivers in the community.

Policy ED.3.6. Foster entrepreneurialism and start-up businesses with incubator and accelerator programs in sectors that demonstrate considerable growth potential.

As discussed under Growth and Change, businesses and entrepreneurship are foundational values of the Southside. Historically, there were a variety of restaurants, services and retail scattered throughout the community and not just on the main corridors. This allowed for businesses to incubate in the residential areas and for properties to supplement their income without having to gather the capital to invest in a commercial storefront. The Southside subareas and the Business and Live/Work goals and policies are intended to create a diversity of opportunities for new and existing businesses to start and expand in the Southside, while providing for housing and the integration of the community's cultural heritage.

Goal S 5 promotes reintegration of a wider variety of commercial and light industrial uses into the Southside Main Street and the Live/Make Center subareas (LU.15.2, LU 18.2, ED.3.6). It supports adaptive reuse in the historic areas and job production and housing in the activity center. The goal also supports businesses throughout the Live/Work Neighborhood and Neighborhood Core that are for everyday needs and services at a smaller scale.

Goal S 6 promotes arts, culture and creativity that the business owners stated is important to their businesses and the sense of place that the Southside represents (ED.3.2). This goal also recommends adaptive re-use in order to keep the diversity of business ownership, incubation potential and historic resources thriving (LU.11.5) This goal also considers that some services are lacking in the neighborhood's current mix of commercial uses including child care and medical services, and encourages their addition to this central neighborhood.

Public and Community Spaces

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.5. Support and promote art, science, and education resources for all to experience.

Policy LU.10.9. Civic spaces must be well designed, accessible, and central to the urban fabric.

Policy LU.11.7. Include new and improved civic buildings and civic spaces into downtown redevelopment strategies.

Policy LU.12.1. Invest in downtown's streets and sidewalks so that they remain Flagstaff's premiere public spaces.

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 PF.2.4. Support quality civic design for all public facilities.

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.

The richest topic from public involvement in the Southside is what it has meant for a neighborhood that once thrived with families to lose all of its schools and public park space. Conversations around this topic were often tinged with grief and longing for what losing those places felt like for a community. Another theme of this public comment was the loss of culture and heritage felt as a result of both demographic changes in the neighborhood, and the loss of families that have moved out of the neighborhood. When we engaged in storytelling with the community, stories of gatherings at the South Beaver School and Our Lady of Guadalupe were told often and by many people. As evidenced by the efforts undertaken to preserve the Murdoch Center, the importance of these gathering places to the community is expressed by many.

In the plan, there are three goals for public and community spaces and five conceptual park illustrations that were included in Chapter 5. The City and partners are not likely to be able to deliver all five of these concepts easily, but they illustrate the kind of park and gathering place ideas that sparked interest, curiosity and creativity in the public. Goal S 7 talks about giving all residents a walkable green space or park to enjoy. The illustrations are examples of City-property on which that goal could be met with collaboration and good design. These goals, policies and illustrations support Regional Plan Goals LU.10.9 and LU.11.7.

Regional Plan Goal CC.5, LU.12.1 and PF.2.4 are supported in Goals S 8 and S 9. Goals S 8 and S 9 talk about integrations of history, art and culture and the ability to provide improved gathering and event space. These goals and policies also support tactical and creative placemaking on streets to encourage safety and promote the business and Live/Work atmosphere of the community.

Parking

Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

Policy LU.10.2. Support on-street parking, shared lots, and parking structures.

Goal LU.12. Accommodate pedestrians, bicyclists, transit riders, and private cars to supplement downtown's status as the best-served and most accessible location in the region.

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

Parking in neighborhoods that were built before World War II is often a contentious and complicated issue for cities to address. Cars were not owned by most households and sites for residential and commercial uses were not designed around the car the way suburban sites were. At the same time, these differences are the reason these neighborhoods are walkable and desirable from a business and sustainability standpoint.

Resolving these longstanding parking concerns requires both long term design solutions like completing curbs and gutters to delineate the right of way, and short term ones like painting the travel lanes or installing signs (S 10.3 and CC.4.4). The Plan also highlights under Goal S 10 policies that continue current practices that the Southside residents believe are effective such as allowing students to purchase overnight parking on campus even if they live off campus (LU.10.2, T.3.4). Overall, partnerships and communication will be the key to implementing all of these policies.

Flagstaff has implemented parking management for its central core in the last few years. As part of the Southside Plan process, parking issues were evaluated with ParkFlag on a street by street basis and, the new system of residential parking management was challenged, tested, and implemented on new streets (T.3.4). Through working with the neighborhood to implement the system where we could, a few issues that need additional attention were identified. Goal S 11 talks about the need to expand handicap parking and the need for commercial lots to serve customers from a central location (LU.12). It also talks about the need to ensure that new high occupancy development addresses the increased need for parking of those developments. The latter is a general policy but the implementation of how to adjust the Zoning Code is already in process based on the recommendations of the High Occupancy Housing Plan.

Transportation

Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

Policy LU.10.7. Invest in infrastructure and right-of-way enhancements that favor the pedestrian and transit as an incentive for private investment in urban neighborhoods and activity centers.

Policy LU.18.5. Plan for and support multi-modal activity centers and corridors with an emphasis on pedestrian and transit friendly design.

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

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

Policy T.1.6. 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.2.1. Design infrastructure to provide safe and efficient movement of vehicles, bicycles, and pedestrians.

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

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

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

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

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

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

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

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

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

Policy T.11.3. Include and involve all segments of the population, including those potentially underrepresented such as the elderly, low-income, and minorities (see Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Environmental Justice).

The transportation system in and through the Southside is important to both the walkability of the community and the regional transportation system. Southside residents describe their neighborhood as central, vibrant, walkable and transit friendly. While businesses recognize that vehicle traffic is also important to their business's viability. In addition, the improvements approved by voters in 2018 to South Lone Tree Road, will bring changes to the local transportation system. The Plan provides guidance for these existing and future conditions through three goals that focus on bicycle and pedestrian safety, the Downtown Connection Center (transit), and Complete Streets.

Under Goal S 12, the plan provides guidance for completing the network of bicycle and pedestrian connections, including bicycle improvements on and across Butler Ave. (T.1.3, T.1.6, T.6.6, T.6.8), discouraging speeding (T.8.3), increasing pedestrian comfort (T.2.1, T.3.3, T.4), consideration of pedestrian movement and nearby transportation impacts in the design of Lone Tree Road (CC.4.4, T.1.3, T.2.1, T.8.2, T.11.3). The objective of all of these policies is that the City's transportation projects recognize the importance of walkability in this neighborhood for residents, business patrons and the overall economic viability and sustainability of the community without sacrificing the ability to meet the regional transportation needs that the Lone Tree Improvements and potential improvements to Milton Road that ADOT may propose could provide. As we are in a time of regional transportation planning and infrastructure investment in and around the Southside, this acknowledgement of the public comments in these contemporary planning efforts is particularly important. There are many unknowns surrounding these major investments and so the goals, policies and illustrations had to be balanced between being general enough to have a clear intent if new challenges are discovered and specific enough that what was important to the community at this time is not lost.

Goal S 13 recognizes the importance and function of Mountain Line's Downtown Connection Center. There were very few negative comments about having a transit center in its current location. Most comments focused on the safety of the facility and that it adds vibrancy and transportation choices to the neighborhood that are appreciated by residents. It also provides employment opportunities and supports nearby businesses. It provides a complete and vibrant activity center to the Downtown and Five Points areas that is critical to the community. These features without any changes support LU.18.5 and T.7.2. Mountain Line is currently engaged in redesigning the DCC to increase its operational efficiency and to address neighborhood concerns. This plan includes consideration of how other complimentary transportation services could be provided on the site including, bike sharing, parking garages and possibly Amtrak (T.6.8, T.9.2). The Southside Plan encourages this integrative thinking and includes consideration of how the interface between Phoenix Avenue and the Downtown Connection Center could be integrated and beautified for the benefit of all.

Goal S 14 reiterates one of the most important transportation goals in the Regional Plan, Policy T.1.2 which supports Complete Streets. The US Department of Transportation describes Complete Streets as "streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders." The Concept varies by context and can be accomplished in many ways. Goal T.4 and Policies CC.4.4, T.1.3, T.3.3, and T.8.6 all reiterate these principles. The practice of Complete Streets in the Southside is more complex than providing curb, gutter, sidewalk and pavement of sufficient width that meets a similar standard everywhere. Road widths and right of way conditions are highly variable as described in Chapter 2 of the Plan and the Site and Area Analysis.

The policies under Goal S 14 and the strategies in Chapter 5 are written to address the unique scenarios presented in the Southside so that there is more predictability in terms of process for property owners, and staff even if the outcomes vary. This goal also recognizes that solid waste and parking in the commercial corridors of the Southside need to be improved to provide these services when roads are too narrow to accommodate them and the complete street transportation functions. A good example is the trash cans in the bike lane on Butler Ave. This is currently the only feasible way to provide efficient solid waste service to these properties. However, alley improvements could allow the City to improve the safety of this service and eliminate the conflict with bicycles.

Flooding and Other Hazards

Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

Goal PF.1. Work across all government operations and services to prepare for the impacts of natural and human-caused hazards.

Policy PF.3.4. Maintain emergency management operations to protect life and property during disaster events in natural hazard areas and built environments.

The Southside community has been one of the most heavily impacted areas for flooding for the last 100 years in the City of Flagstaff. This is not the only hazard that the neighborhood may experience but it is a significant one, due to its frequency and cost to property owners. The cost of flood insurance and the additional regulations that come with floodplain regulation has also been burdensome. The Southside Plan addresses this important issue by looking at the three elements laid out in the Regional Plan goals and policies listed above: directly addressing flooding, addressing indirect impacts occurring during before and after emergencies, and preparing the public in the Southside for effective emergency operations. Goals S 15 and S 16 of the Southside Plan include mitigating localized flooding, addressing regional flooding, minimizing displacement after the floodplain removal, providing education and increasing preparedness activities in the neighborhood. This plan does not guarantee that the City will always be able to maintain a very high level of all of these activities but it provides a toolbox that is based on the learning of staff and community through this process to provide future support in a manner that is effective and addresses the most pressing community issues.

Public Safety

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal PF.3. Provide high-quality emergency response and public safety services including law enforcement, fire, medical, and ambulance transport service.

The Regional Plan's goal to provide high quality emergency response and public safety has several components needed to achieve it. Government is responsible for providing staffing, resources, access and enforcement through police, fire, courts, and public health services. However, the built environment and the community's support can increase the health of those who live here and support safer community spaces. The Southside public often commented on the need for enforcement and police presence and concerns that new public spaces would be unsafe or unmonitored. Enforcement however, is the most expensive and least effective form of crime prevention according to the Police Department. It is an action that is necessary in many cases but through research and experience, the Police Department and Community Development have recognized that the design and passive surveillance (or "eyes on the street") can be a more cost effective and collaborative way to address public safety. Goal S 17 and associated policies recommend incorporation of principles that stem from the Crime Prevention Through Environmental Design Principles and are supported by strategies to create community consciousness and participation in the safety of all and a built environment that supports that outcome. Enforcement, resources and training will continue to be a community-wide

effort that includes strategies that take into account the constitutional rights of everyone and their safety.

Conflicting Goals and Policies

No conflicting goals and policies related to the Southside Community Specific Plan were identified.

Anticipated Impacts

Regional Plan Amendment

The changes of 35.6 acres in the Regional Plan from Existing Suburban to Existing Employment will have minimal impacts to the assumptions of the Flagstaff Regional Plan 2030. Over the last few years there has been a loss of 36.5 acres of Employment area type on McMillan Mesa that was redistributed to the Parks and Open Space area type in 2018. This adjustment to the plan restores that acreage to the regional job/housing balance and puts it in a viable location for similar uses because neither location was an excellent location for trucking or heavy industrial uses. This location is more likely to serve manufacturing than offices and medical than the McMillan Mesa because of its rail access.

Because this area was already part of a Regional Urban Activity Center, there is not expected change to the regional transportation models assumptions based on this change in area type.

Southside Community Specific Plan

The Southside Community Specific Plan is designed to implement the *Flagstaff Regional Plan 2030*, and therefore, has impacts that fall within the range predicted by *FRP30* in terms of populations, economic impact, natural resources, and transportation. *FRP30's* Future Growth Illustration was built on land use assumptions that showed how the City might build out to a population of approximately 150,000 residents and 70,000 jobs. Even though this assumption means a doubling of the population, it still did not represent a maximum build out of all zoning entitlements.

The following subject matter impact assessments are qualitative in nature because of the programmatic nature of the plan and because the outcomes may vary based on the consideration of specific sites and a variety of other social, economic and environmental factors. When regulations and projects implementing this plan are brought forward, their impacts will be analyzed in staff reports and other required analysis.

This assessment of impacts does not include analysis of the direct and indirect impacts of the Lone Tree Overpass or the Lone Tree corridor widening but the influence that the plan may have on the implementation of those projects and impacts that might be mitigated through the implementation of the Plan.

Social and Economic Impacts

The impacts of the Southside Plan on the built environment of the Southside are demonstrated in Chapter 4 of the Plan. The proposed plan will not prevent increasing densities in the neighborhood but new design guidelines will be needed to ensure compatibility. The objective of the strategy to fully revise the zoning code is to provide a bundle of property rights that is roughly the same economically but that does a better job of protecting the existing character and the comfort and quality of life for existing residents and for those moving into the neighborhood for the opportunity to live and work in a historic home.

There is often confusion for property owners about what they can do with their existing property rights. The majority of lots in the Southside can only support 2 to 3 dwelling units under the existing zoning even though the maximum density and building height of their zoning seem much higher. This is because the lot sizes are small and the Site Plan standards of the zoning code require them to accommodate parking and other features such as stormwater retention on site. The Live/Work Neighborhood and Neighborhood Core subareas if fully adopted in new zoning categories could help all property owners maximize the economic potential of their property through incremental changes and therefore allow more property owners to stay without selling to a better capitalized developer. New zoning in both of these areas could allow more small commercial spaces to be a part of these properties, which is more in keeping with the traditional land use pattern and would allow for a greater diversity of economic opportunities for tenants and property owners.

As demonstrated by the new Flag Town Lofts at the corner of E. Benton St. and S. San Francisco St., even smaller commercially zoned lots in the Southside cannot typically achieve the maximum height and density of the underlying zone. Retaining the zoning standards that exceed the site potential, even when they are not achievable, can encourage lot consolidation, encourage displacement of residents and gentrification, and disincentivize historic preservation and result in a loss of the community's unique character. Some larger lots exist in the Southside Main Streets subarea, where zoning can be built out to a larger scale. The development of these lots has the potential to drastically impact the character of the neighborhood. The concept plan demonstrates that design standards could be changed to achieve better outcomes in larger buildings.

The Live/Make Center is an area with few existing residents. There are residential properties that the City will purchase as part of the construction of this facility and will not be displaced due to the proposals of the Southside Plan. The objective of the Live/Make Center is to change the policy for this area, which currently discourages the existing industrial uses and encourages larger buildings, to create an area with a unique character that incorporates both and meets an unmet demand for urban industrial spaces and small scale manufacturing. Industrial land is in limited supply in the City of Flagstaff. Changing this policy allows the City to retain employment producing land in an area while allowing for a transition to provide more housing where it is in demand. The plan also provides guidance on mitigating the impacts of the overpass on the community and provides for placemaking and the creation of public space to be maximized when the overpass is completed.

Housing affordability

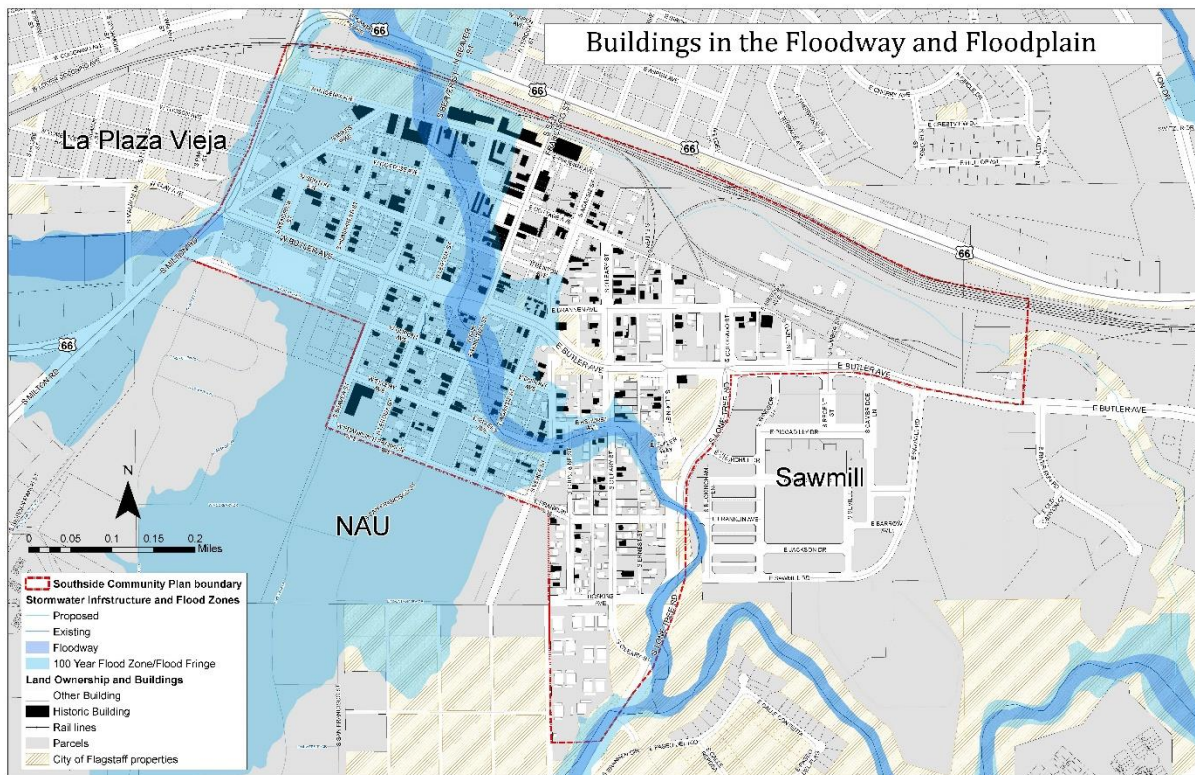
The Southside Plan identifies several potential locations for the City to provide small amounts of affordable housing within the neighborhood in the concept plan (Chapter 4). There are many factors affecting housing affordability discussed in the plan: preservation of existing housing stock and adaptive reuse, homeowner education and grant support, and consideration of displacement when developing policies in changing market conditions. It is difficult to depict impacts related to this topic as larger economic and market conditions may have a larger effect than neighborhood policies but the intent is set to maintain affordability and limit displacement, when it is within the City's authority to do so.

Proposition 207

Proposition 207 was passed by State ballot initiative in 2006 (ARS 12-1134). It is by title an eminent domain law. Eminent domain is the power of the government to take private property for public use or redevelopment. Proposition 207 redefined the rights of a property owner in addition to their existing

statutory and constitutional rights. when the state or a local government exercises this power. Proposition 207 requires local governments to compensate a private property owner if the value of a person's property is reduced by the enactment of a land use law. A land use law regulates the use or division of land, such as municipal zoning laws. Compensation is an expensive option for local governments in many cases.

The enactment of a Specific Plan by resolution does not constitute a land use law because it is not an action that changes zoning or other entitlements as stated in Chapter 1 of the Southside Plan. However, in order to achieve the goals and outcomes the community has described and endorsed, changes to the Zoning Code will be necessary. There is not enough consensus among property owners to assume waivers will not be requested after these future actions. However, there are several factors that encourage the City to proceed with caution.



First, due to the size of the underlying parcels and floodway and floodplain restrictions, most parcels in the Southside cannot achieve the maximum mass, bulk, and scale described in their applicable zoning category. 53 buildings are in the floodway which allows no expansion of the building footprint and massing and no reconstruction and hundreds of buildings are located in the floodplain which has limits to substantial improvements and requirements for floodproofing new construction. Based on recent site plan submittals and scenario based illustrations, lots smaller than 25,000 square feet cannot achieve site design and parking standards necessary to construct a 60 foot building or create structured parking. In most cases, a 45 or 50 foot building is the tallest achievable height when accounting for site conditions. Therefore, for most properties lowering the building height on paper will have no or little measurable impact on their true property potential or value.

Second, historic preservation overlays have been demonstrated to have a positive impact on property values. In Flagstaff, the Townsite neighborhood which has an overlay that restricts building heights and applies site design standards specific to the area demonstrated this effect. It is one of the highest value per square foot neighborhoods in the City. During the last recession, this neighborhood had the lowest drop in property values and rebounded the quickest of any neighborhood in Flagstaff. Therefore, an argument that historic overlay or design standards and guidelines enacted to preserve the historic character of an area reduces property values is unlikely to have merit in most circumstances.

Third, There are enough property owners who are dissatisfied with the zoning that currently exists in the Southside that an entirely new zoning category that they were able to better understand, that was designed for the unique circumstances of the community, and that they could actively participate in developing could have enough public support to proceed even if there are some Prop207 issues. The City would need to ensure a robust public participation strategy for these new zoning categories to ensure that they better meet the needs of property owners and implement the goals and objectives of the proposed Southside Plan. Hopefully, the City will be able to creatively and effectively rethink the zoning categories, so the benefit of the new categories outweighs the benefits of the old ones. These changes are unlikely to make everyone happy, and this was discussed with stakeholders and property owners as the zoning code proposal was considered and evolved. The feedback received from the majority of participants was in the end that it would be better to get some of what the community wants, then to keep doing the same thing and hope it will turn out differently.

How much risk the City takes on due to Proposition 207 will be an ongoing issue for all future land use planning that the City undertakes. The City Council will ultimately decide on the way to implement the community desires and the policies adopted through this process when ordinances and projects are considered in the future.

Anticipated Recession

In the short term, the Southside Plan is not a vehicle for economic stimulus, and limited funding due to the COVID-19 pandemic and the recession will delay implementation of capital projects outlined in the document. However, the revitalization of the Southside would benefit from reduced parking requirements for adaptive reuse, broadening allowed land uses, reducing the height of the first floor on new commercial block buildings, a stronger connection to downtown's businesses, and mechanisms for improvement funding and new marketing.

Transportation

The Transportation goals and policies of the Southside Community Plan would increase safety and improve the condition of streets and transportation system in the Southside. These outcomes are in keeping with the impacts expected by FRP30.

The illustrations and strategies identified in the Southside Plan are currently not funded or listed on any capital improvement plan for the City. This is typical of new specific plans. From this point forward, the Capital program will add these items to the unfunded list and consider ways of funding and carrying out these projects including applications for grants that may be appropriate.

Parking

The Southside Plan proposes some increases to residential on-site parking requirements for new development. It is likely that these policies will be met by the parking adjustments proposed with the High Occupancy Housing Zoning Code amendments.

Impacts on public and on-street parking are guided by both the ParkFlag program, current Traffic Engineering and Streets management, and some additional guidance from this document. The biggest impact would be to use the plan as a tool for identifying opportunities for new parking locations that can be shared throughout the neighborhood to meet the needs of different segments of the population. The planning process included the opportunity to work with property owners to begin implementing many of the existing programs to great success and continued outreach is an important strategy to continuing the progress made.

Water Services

There is no impact expected to water and sewer services as a result of the Southside Plan.

Stormwater impacts will be dependent on the completion of the Rio de Flag Flood control project. Appendix B of the Plan describes how goals, policies, concept plans and strategies would vary based on the scenarios that could apply to the future of the existing drainage through the Southside.

Under *Scenario 1: The Floodplain remains in the Current Location*, implementation of the goals and policies necessitate additional active management, design, studies and/or permits, or would work against financial realities. New construction would need to exist above the floodplain and would therefore be more difficult to match the surrounding character of buildings built before current floodplain rules. Individual property owners cannot build something small in their backyard, or onto the side of the house if in a floodplain, so it becomes more appealing to tear-down and build something new that is raised above the floodplain. Larger projects have a greater capacity to overcome floodplain requirements financially, therefore disincentivizing multiple separate small-scale projects by multiple property owners. Changing topography or adding obstructions (to create a trail, park, curb, sidewalk, or bridge) in a floodway would require a study that demonstrates a lack of impact to the flood elevation and a 404 permit from the U.S. Army Corps of Engineers that demonstrates steps taken for avoidance of any negative impacts. Parking cannot be overnight in the Floodway and must be constrained or attended in the flood fringe if the floodwater is mapped deeper than one foot. This scenario would raise the cost of redevelopment for private property owners and make it more difficult to mitigate risk to their properties.

Under *Scenario 2, The Floodplain is Remapped and its Current Location is identified as local drainage*, remapping of the floodplain will remove most but not all flood hazards in the neighborhood. Once these hazards are remapped and identified a new workplan that identifies the localized hazards, and possible means of mitigating those hazards. Once a workplan is prepared, it will need to be prioritized in the City-wide process for the allocation of stormwater funds before projects can be constructed. The extent of these issues is unknown at this time but their existence and persistence after completion of the flood control project was discussed with the public throughout the planning process. Under this scenario, most property owners would have reduced risk of flooding and the goals and policies of the plan would focus on preventing displacement through adaptive reuse incentives and education

Solid Waste

Solid waste services would be improved by improved alleys and consolidated trash pick up for areas where space along the front of the property is limited. safety of cyclists can be improved by eliminating the conflict between bicycle lanes and trash receptacles along Butler Avenue.

Police and Fire

Police levels of service will be improved by a built environment that better support crime prevention via strategically improved lighting, partnerships to address nightlife, and the management of public lands to provide clear lines of sight and passive surveillance of the public realm.

Fire prevention and access for fire trucks will be improved through completing streets and allowing for managed parking that does not impede their access to occupied spaces.

Schools

There will be no impact to schools or school age children demographics as a result of the Southside Plan.

Attachment A: Proposed Regional Plan Amendment

The Southside Community Plan has also identified the need for an amendment to the Regional Plan’s Future Growth Illustration in the area types within the *U2 Regional Activity Center*. Public input indicated no desire to introduce a suburban development pattern to this area despite it being displayed as *Existing Suburban*. In fact, the current land use pattern is primarily Industrial due to the Light Industrial zoning district. Community feedback showed the desired development pattern as a mix of “Urban” and “Employment” area types. Therefore, a map amendment is proposed to change 35.6 acres of *Existing Suburban* within the Southside Community Plan area with *Future Urban* and *Existing Employment* area types.

A text amendment is also proposed to page IX-35 in the Regional Plan next to the row heading “Employment” to change the statement “Industrial not appropriate for urban context” to “Industrial not appropriate for urban context unless allowed by a specific plan.”

Current Text Page IX-35

Commercial	Commercial development is to be located within activity centers and along corridors.
Public/ Institutional	As part of mixed-use development – vertical preferred. Make easily accessible to urban neighborhood and connected with transit and FUTS.
Employment	Industrial not appropriate for urban context. Research and Development offices, medical, services, professional offices, retail, hotel, and restaurants as part of urban form and within mixed-use development.

Proposed Text Page IX-35

Commercial	Commercial development is to be located within activity centers and along corridors.
Public/ Institutional	As part of mixed-use development – vertical preferred. Make easily accessible to urban neighborhood and connected with transit and FUTS.
Employment	Industrial not appropriate for urban context <u>unless allowed by a specific plan.</u> Research and Development offices, medical, services, professional offices, retail, hotel, and restaurants as part of urban form and within mixed-use development.

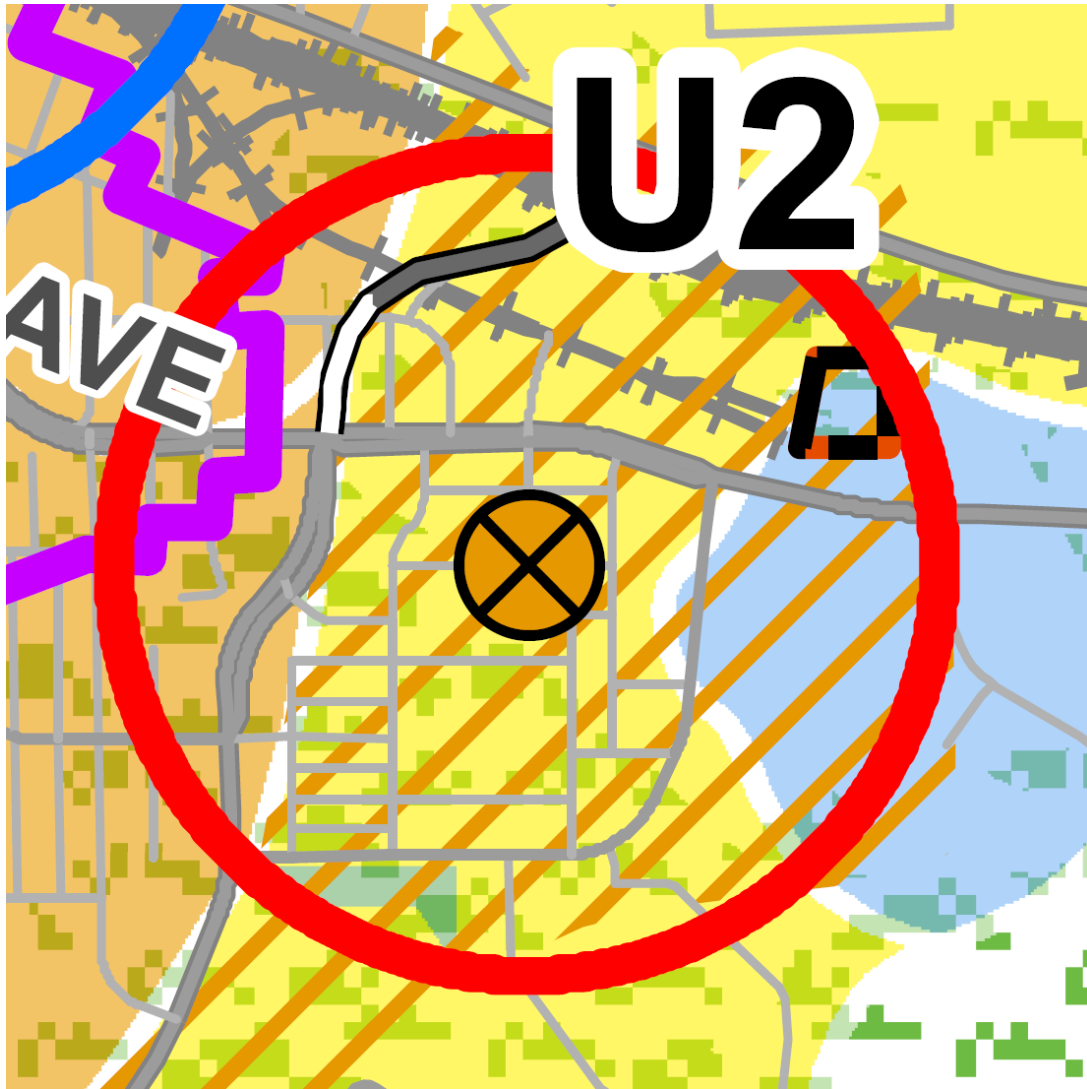


Figure 1: Current Future Growth Illustration

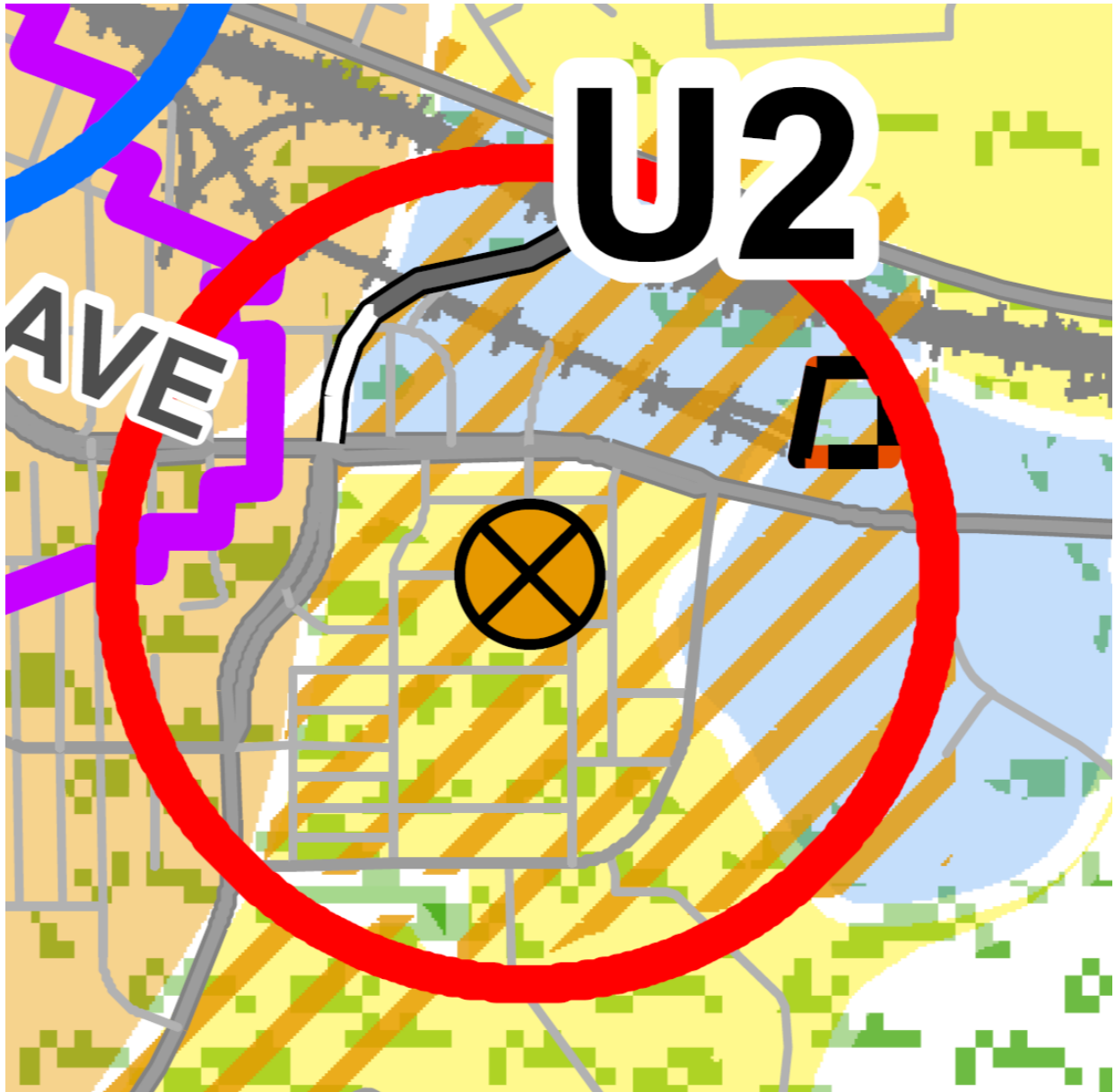


Figure 2: Proposed Future Growth Illustration

These amendments will be incorporated into the table in Chapter XVI: Plan Amendments along with the adoption of the Specific Plan by reference.



SOUTHSIDE COMMUNITY PLAN

EMBRACE OUR HERITAGE

ENHANCE OUR FUTURE

**City Council Work Session
for the
Southside Community Specific Plan**

PZ #20-00001

Work Session- Tuesday, August 25, 2020

Sara Dechter, AICP, CP3, Comprehensive Planning Manager

Deborah Ann Harris, Southside Community Association

Work Session Presentation Objectives



- Overview of Notable Goals, Policies, Strategies and Concepts

Public Hearing Presentation Objectives



- Overview of Specific Plan Application
- Public Participation Process
- Present Staff Summary and Findings
- Plan Adoption

Schedule of Public Hearings



Planning and
Zoning
Commission #1

Wed. July 8

Planning and
Zoning
Commission # 2

Wed. July 22

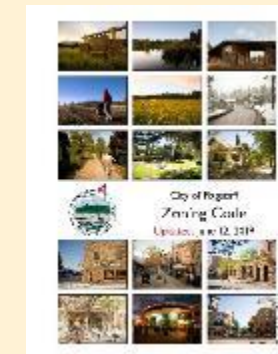
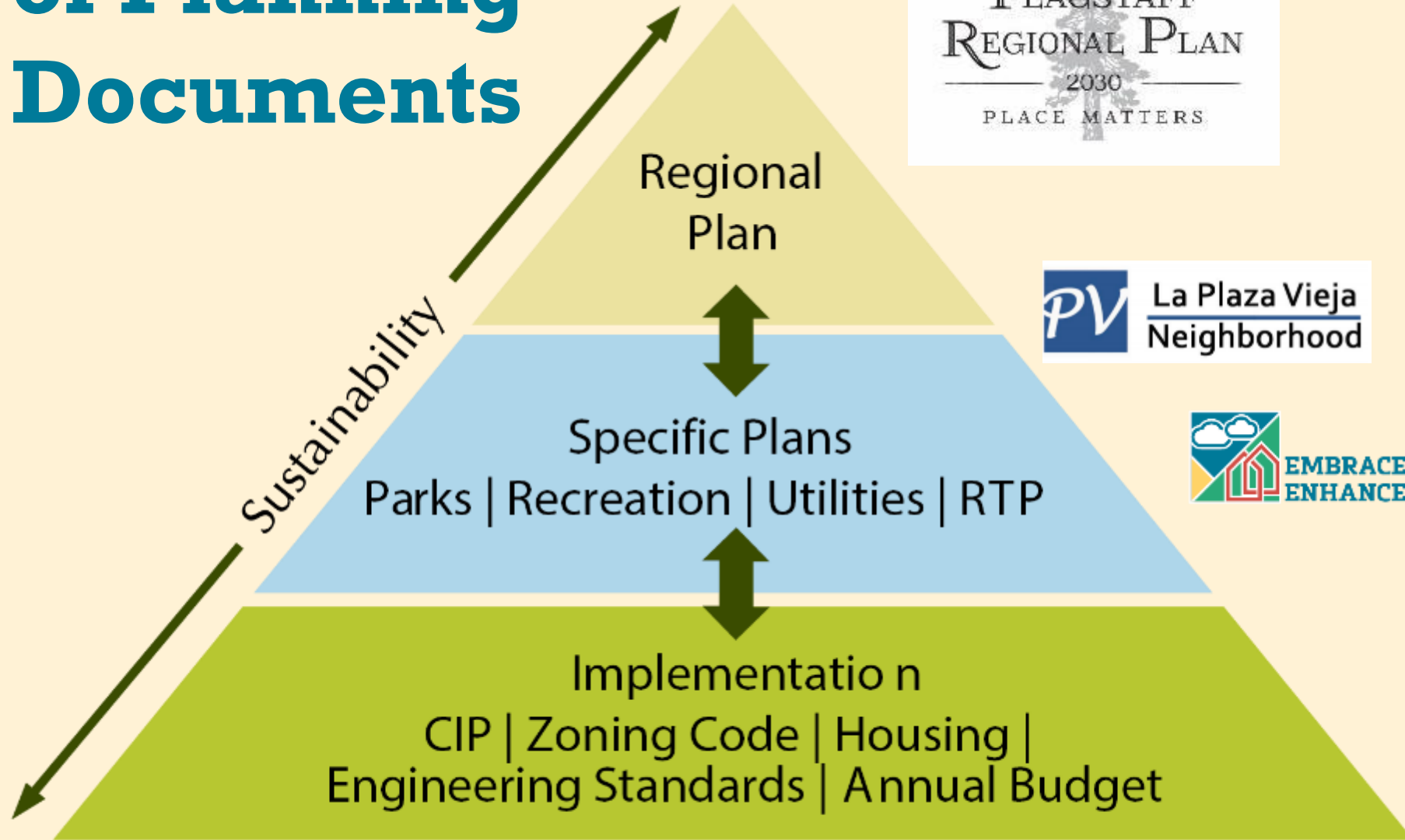
Work Session with
City Council

Tue. Aug 25

City Council Public
Hearing

Tue. Sept 1

Hierarchy of Planning Documents



IMPLEMENTATION STRATEGIES



GOALS AND POLICIES

VISION
The Southside Community shall promote sustainable improvements that enhance and embrace our heritage through CULTURAL STEWARDSHIP, retaining the unique character and cultural fabric and flavor of our neighborhoods.



Goals, Policies, and Strategies



1. Heritage Preservation
2. Growth and Change with Subareas
 - Live/Make Center
 - Southside Main Streets
 - Live/Work Neighborhood
 - Neighborhood Core
 - Historic Preservation Focus Areas
3. Business and Live/Work
4. Public and Community Spaces
5. Transportation
6. Parking
7. Flooding and Other Hazards
8. Public Safety

84
policies
114
implementation
strategies

Heritage Preservation

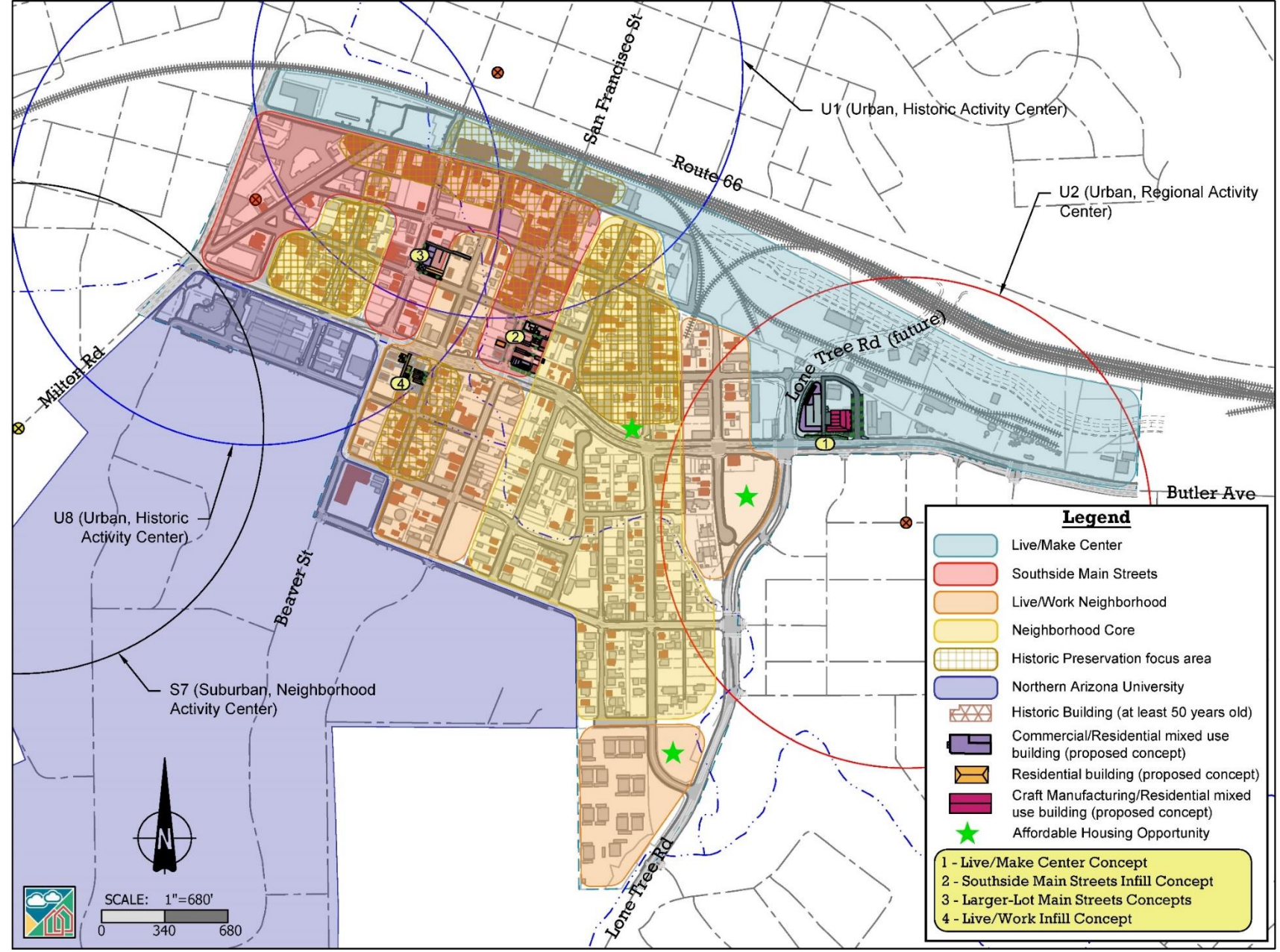
- Focus on adaptive reuse
- Maintain the NRHP District with context and new inventory
- Targeted and property owner supported overlays
- GOAL S1. Create awareness of the human stories that are the foundation of the Southside community.

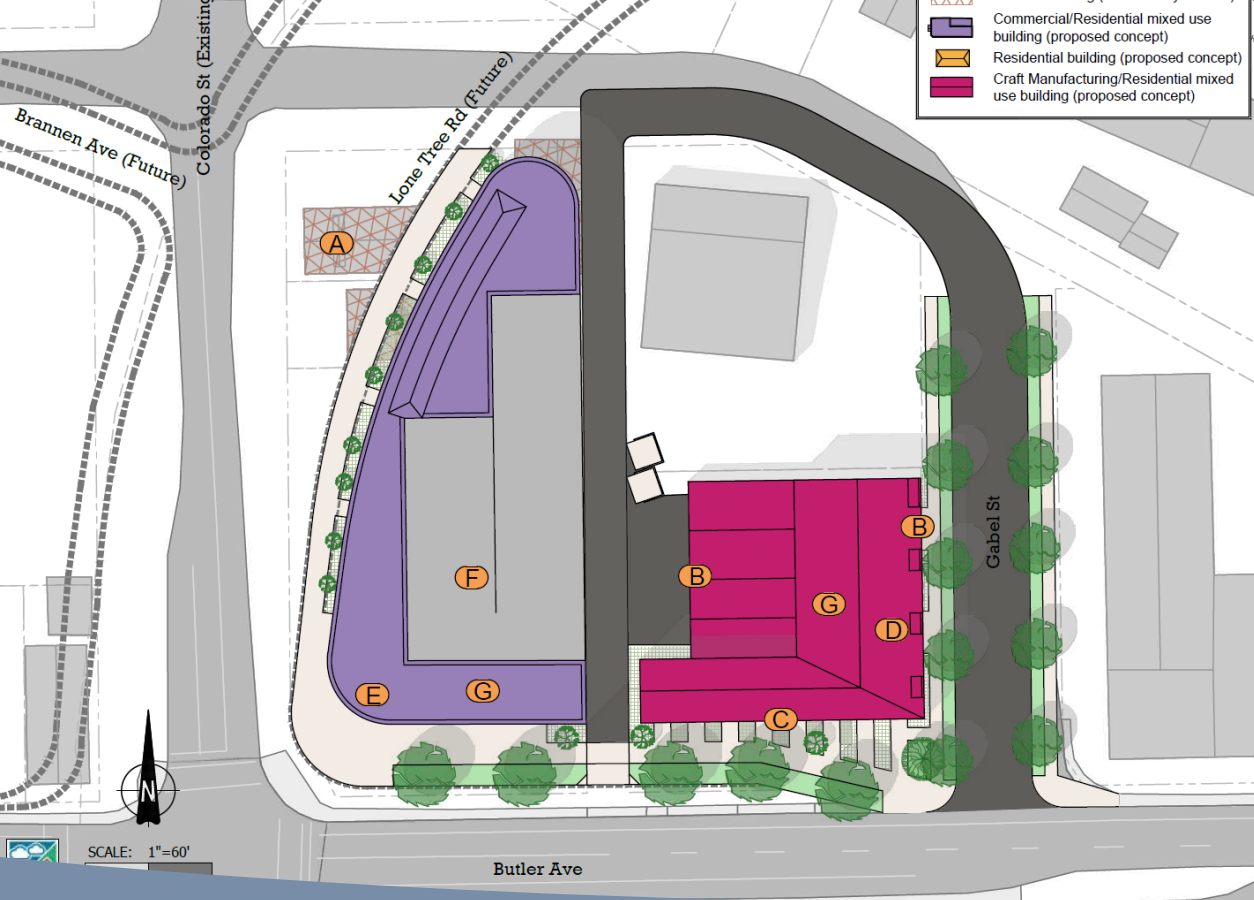


Growth and Change Subareas

- Framework for future zoning districts
- Create a variety of buildings
- Designed to create compatible new development within the historic district.

Concept Development and Preservation - Illustrations Overview





Live Make Center

- Goal: Entrepreneurial craft and manufacturing area with supporting commercial and residential uses, creating a live/work environment that provides economic opportunities for the neighborhood.

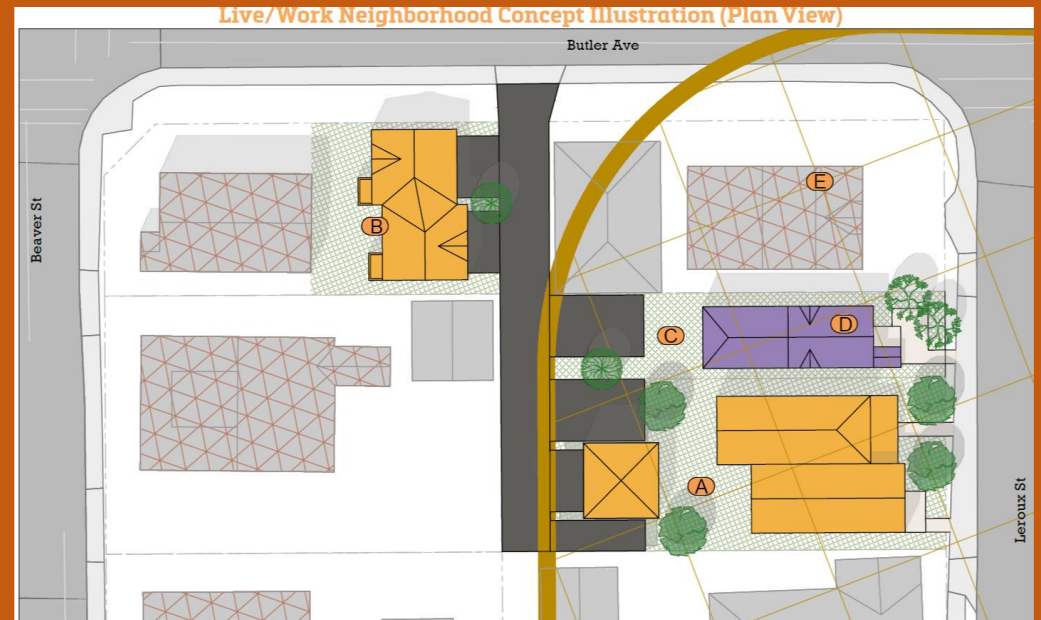
Southside Main Streets

- Goal: Preserves and adaptively reuses the commercial fabric of the National Register Historic Districts
- Goal: New infill is compatible in architecture, polishes and improves the urban fabric, and adds to the mix of business and residential opportunities



Live Work Neighborhood

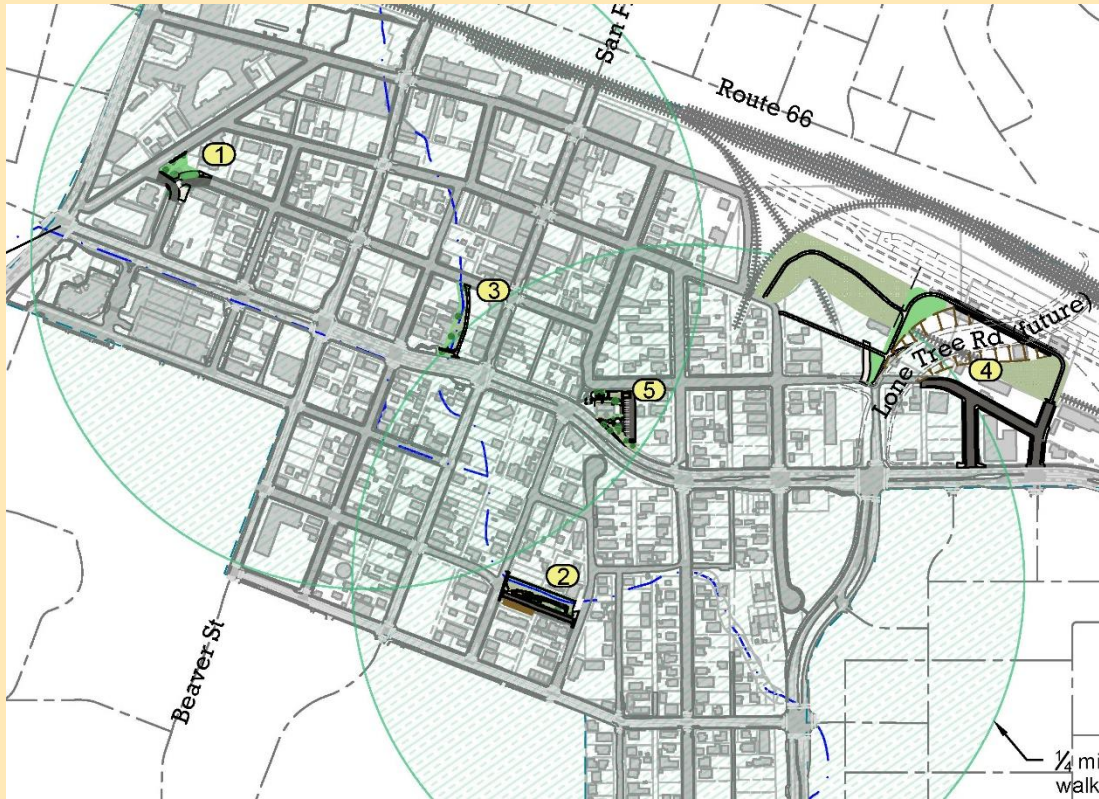
- Goal: Preserve historic single-family homes, while allowing for infill of single and multifamily housing, small commercial enterprises, and live/work studios on small lots.



Neighborhood Core



- Goal: protects the context of historic single-family homes by allowing single-family homes, and duplexes with the possibility of additional units in the rear of the property that can produce income

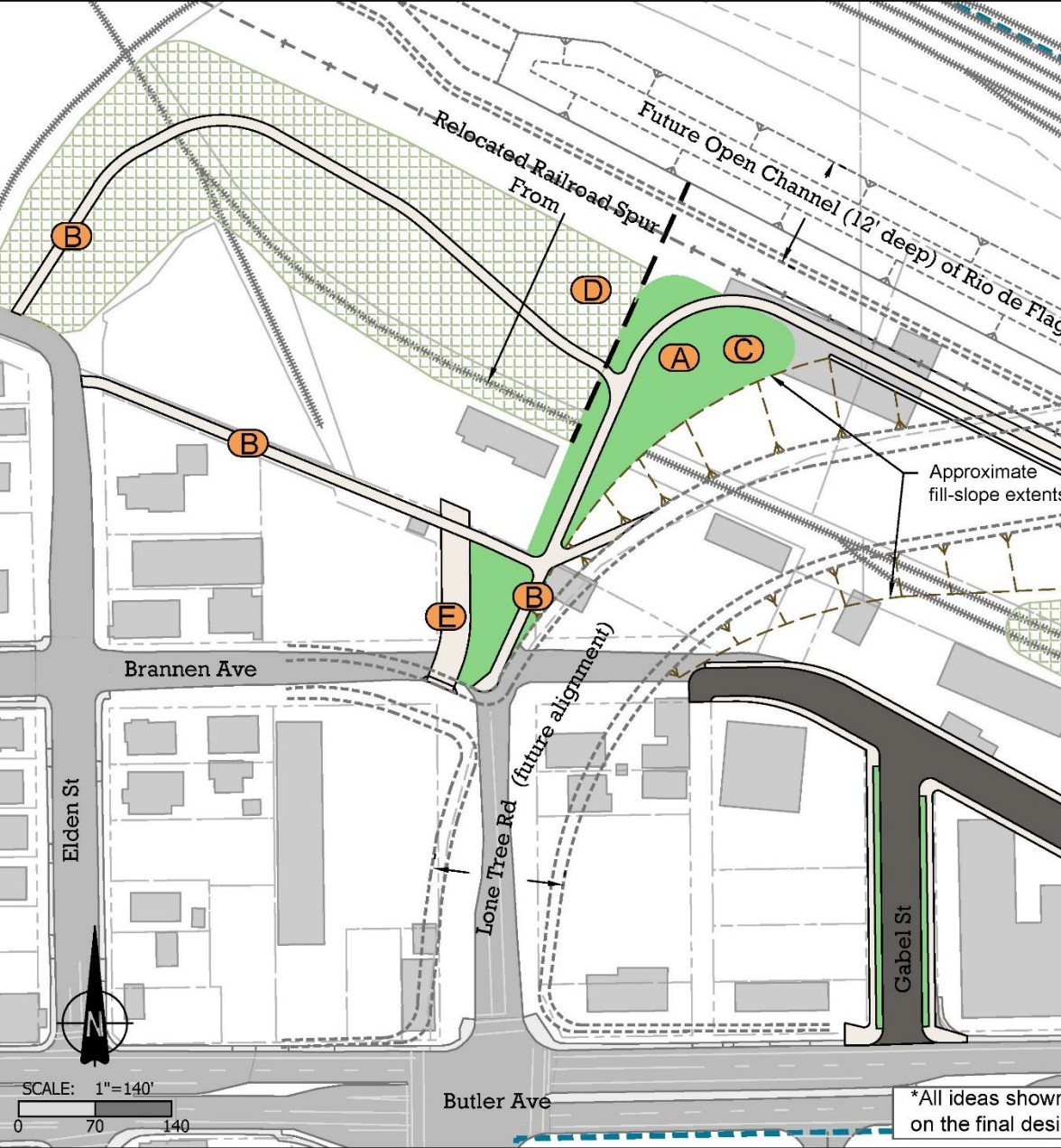
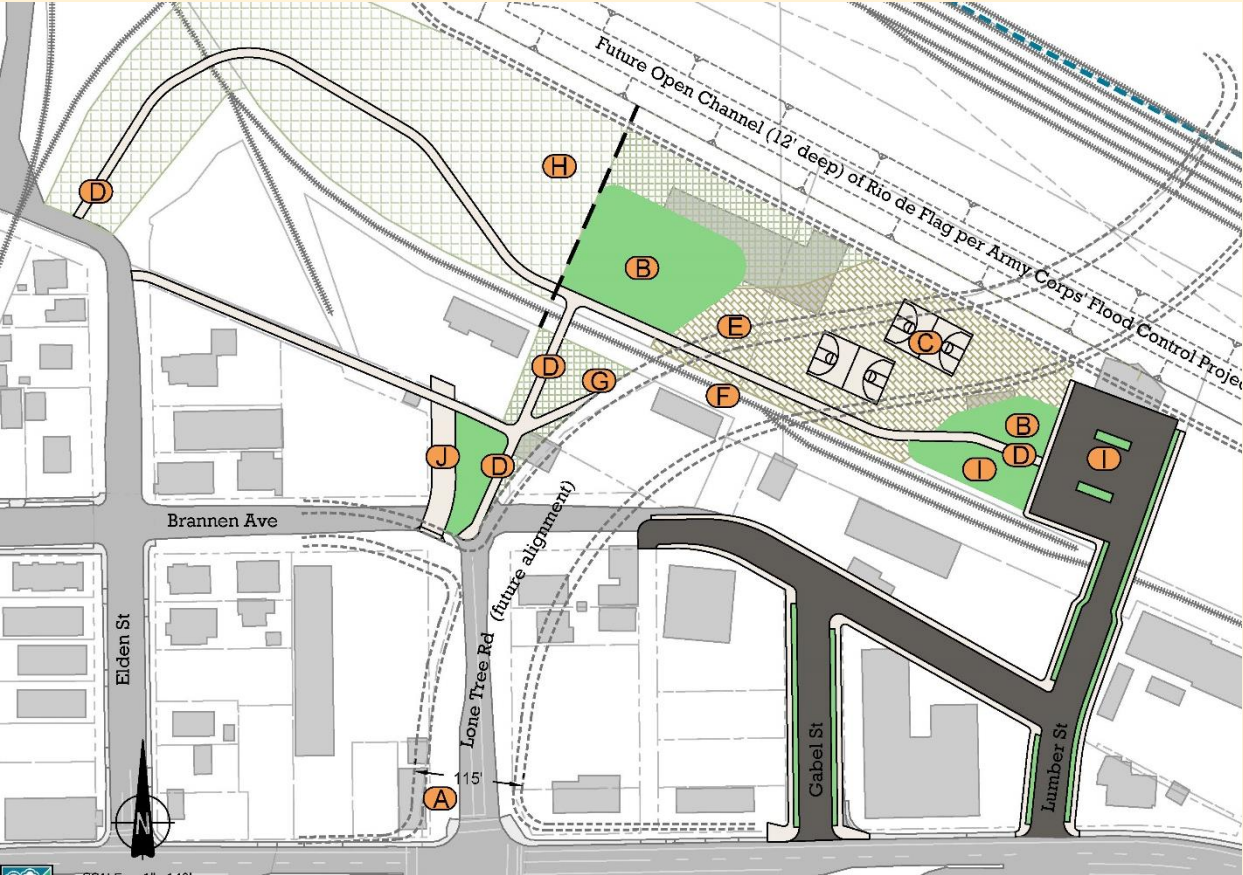


Parks

- Five potential locations for new park space in the Southside
- All on property the City owns or will own in the next few years

Lone Tree Overpass Park

- Uncertainty of final road design generated alternatives
- Park is not yet programmed



Murdoch Center

Clear identified need for park space

Potential Sites already owned by the City identified

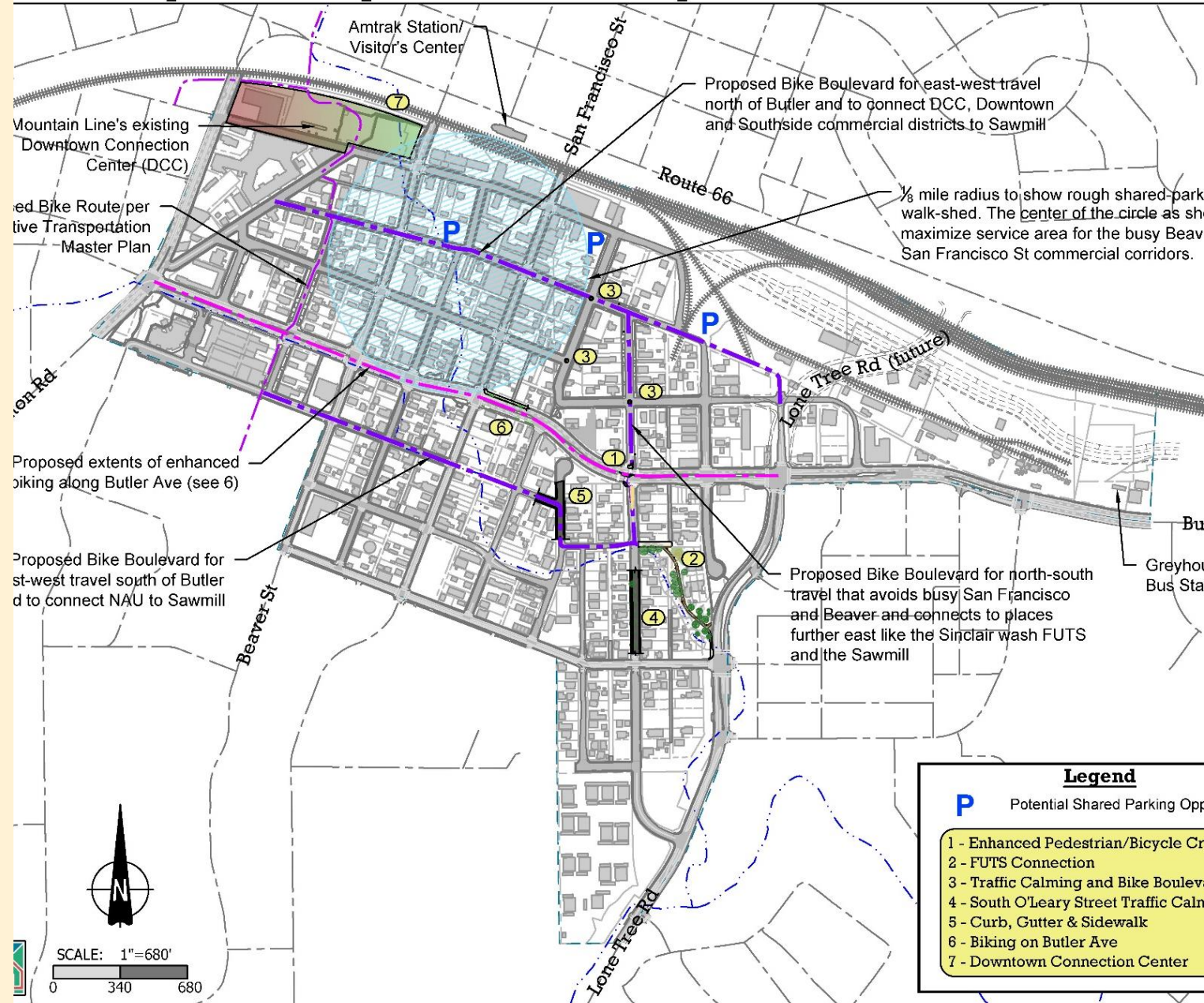
Not a commitment and not inclusive of all opportunities



Transportation Improvements

- Crossing at Butler and O'Leary
- Bicycle boulevards and traffic calming improvements
- Improvements along Butler
- Potential sites for ParkFlag surface lots
- Downtown Connection Center

Concept Public Improvements - Transportation Illustrations Overview





Transportation Improvements

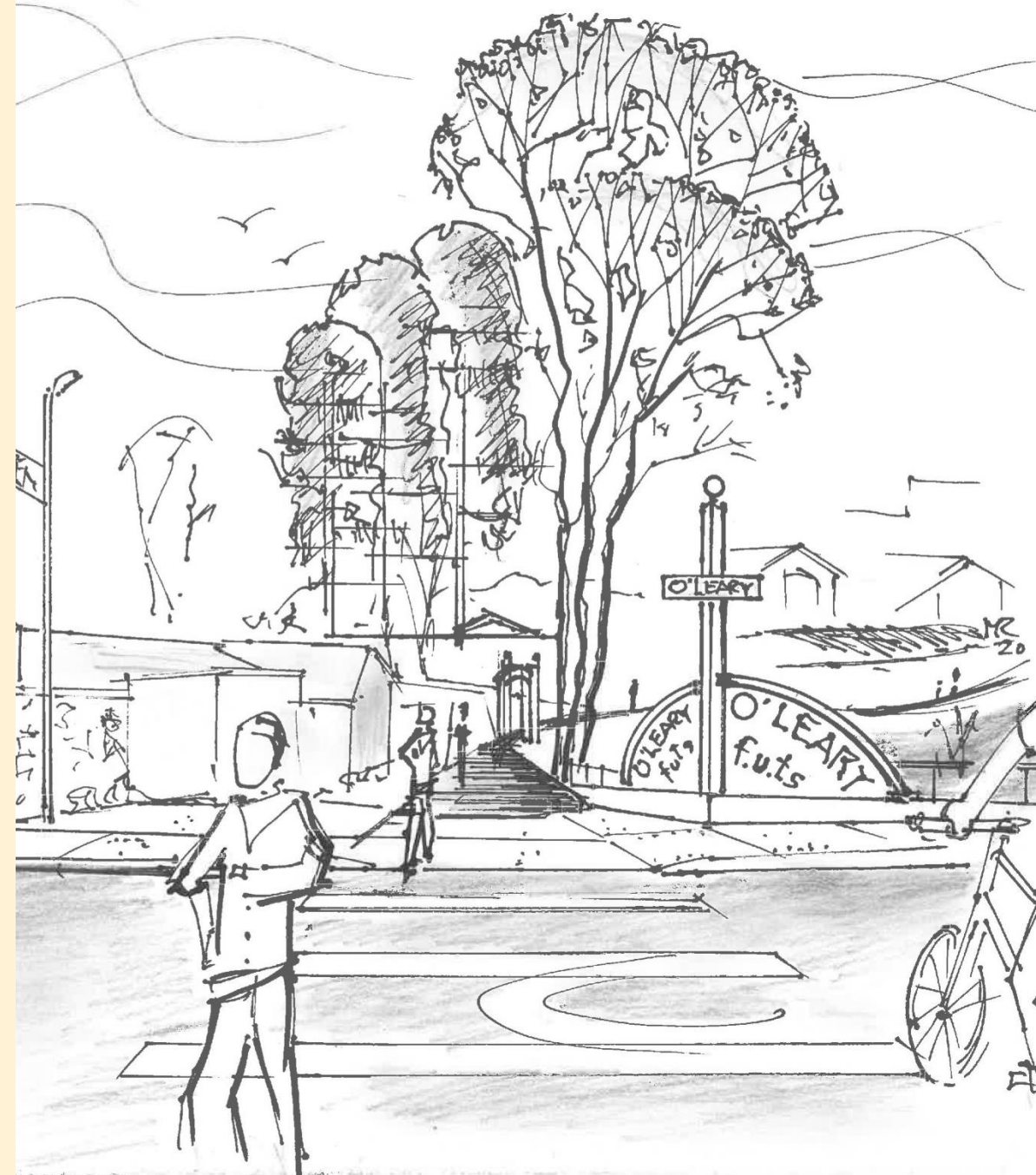
Complete incomplete streets and sidewalks

Solve issues within the right-of-way



O'Leary Street FUTS

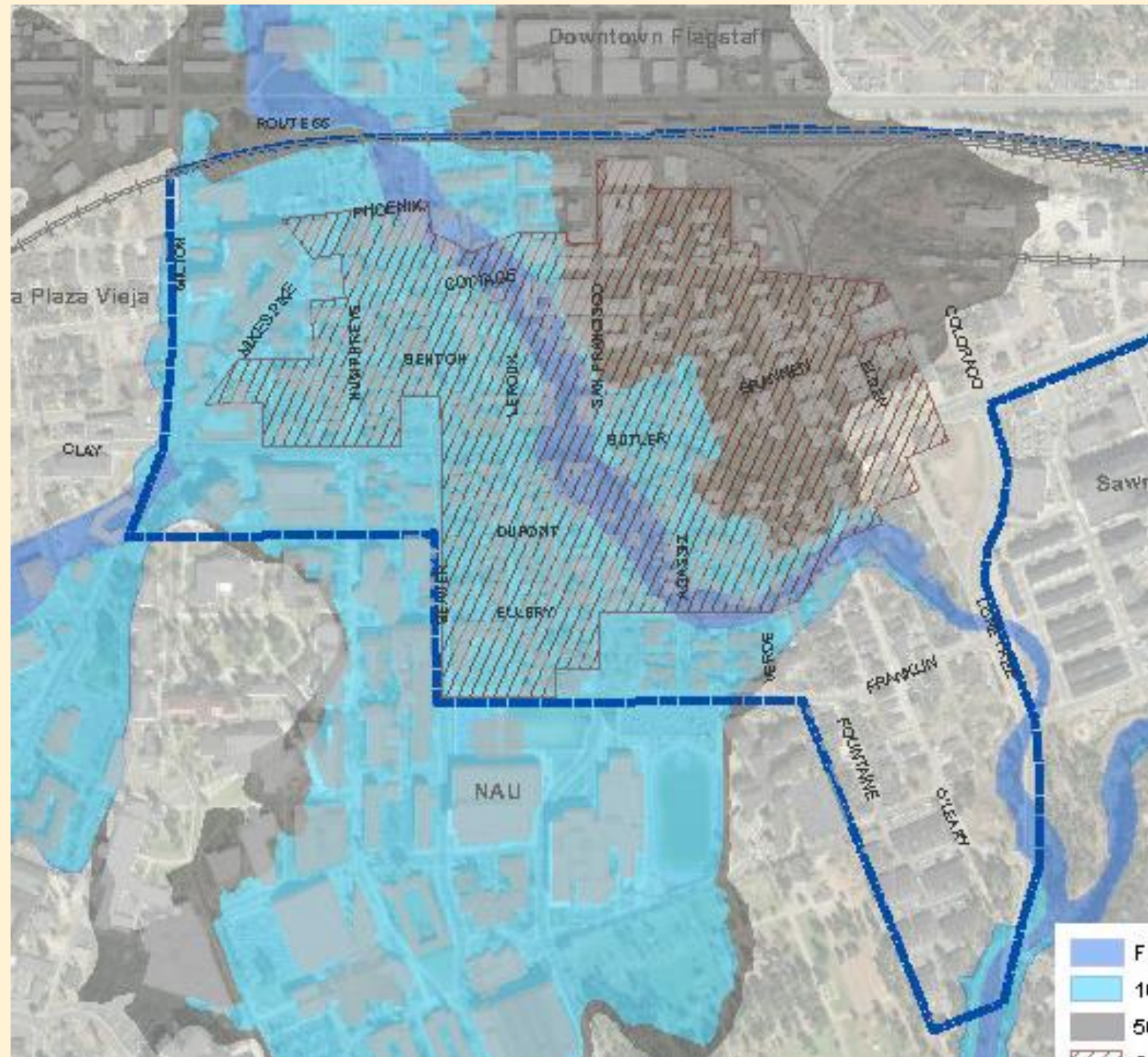
Additional Public Engagement in January included door to door canvassing, new conceptual drawings, and field trips





Flooding

- Main goal: Resolve longstanding flooding hazards in the Southside community.
- Removal of the FEMA floodplain
- Prepare for and make efforts to minimize displacement
- Address localized flooding after the Rio



Public Safety Goals and Policies



Public Safety

GOAL S 17. Reduce the occurrence of high-frequency low level crime that affects quality of life in the community through environmental design.

Policy S 17.1. Increase the number of “eyes on the street” at all times of the day in all Southside public spaces, through urban design and community programs, to create safety in numbers and improve the perception of safety in the neighborhood.

Policy S 17.2. Design parks to encourage structured and unstructured use at all times of the day and to be near other private spaces that have use spread throughout all times of the day.

Policy S 17.3. Design and maintain public spaces that are visible to typical neighborhood activity, especially along the Rio de Flag or in parks.

Policy S 17.4. Create an environment for safer nightlife in the neighborhood.

**City Council
Public Hearing
on
September 1st
at 3pm**



Sara Dechter

211 W Aspen Ave.

Flagstaff, AZ 86001

(928) 213-2631

sdechter@flagstaffaz.gov

Project Website:

www.flagstaff.az.gov/southsideplan



City of Flagstaff

Community Development Division

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

Sara Dechter, AICP, CP3
 (928) 213-2631
 SDechter@flagstaffaz.gov

Date Received		Application for Adoption or Revision of a Specific Plan¹		File Number
Property Owner(s) NA	Title	Phone	Email	
Mailing Address			City, State, Zip	
Applicant(s) City of Flagstaff	Title	Phone	Email	
Mailing Address			City, State, Zip	
Project Representative) Sara Dechter	Title Comprehensive Planning Manager	Phone 2631	Email sdechter@flagstaffaz.gov	
Mailing Address 211 W Aspen Ave			City, State, Zip	
Requested Review	<input checked="" type="checkbox"/> Adoption of a New Specific Plan		<input type="checkbox"/> Revision of a previously adopted Specific Plan	
	<input checked="" type="checkbox"/> Amendment of the Flagstaff Regional Plan as part of the Specific Plan adoption/amendment			

If the space below is insufficient for a complete response, please attach additional documentation.

City-wide or Area Specific? Southside Community area-specific		Parcel Number(s) NA			
Description of Geographic Area or Site Address See Introduction					
Title of Specific Plan Southside Community Specific Plan		Description of Proposed Revisions (if applicable)			
Element of the Regional Plan being implemented Growth and Land Use Neighborhoods, Housing and urban Conservation Community Character		Proposed Regional Plan Amendments (if applicable) Amend the Regional Plan Maps 21 and 22 to remove Suburban/ Employment and replace with Urban/Employment (approx. 36 acres)			
Property Information:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Located in an existing Local/National Historic District? (Name: <u>Railroad Addition and Southside Historic Districts</u>) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing structures are over 50 years old at the time of application? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Subject property is undeveloped land?				
Property Owner Signature(required)	Date:	Applicant Signature 		Date: 1-3-20	
For City Use					
Staff Assignments:	Planning	Engineering	Fire	Public Works/Utilities	Stormwater
Date Filed:	File Number(s):				

¹ This application is not for use with projects that accompany an application for rezoning or otherwise alter private property rights.

For City Use		
P & Z Hearing Date #1:	Publication and Posting Date:	
P & Z Hearing Date #2:	Publication and Posting Date:	
Council Hearing Date:	Publication and Posting Date:	
Fee Receipt Number:	Amount:	Date:
Recommendation by Planning and Zoning Commission:		Action by City Council:
<input type="checkbox"/> Approved		<input type="checkbox"/> Approved
<input type="checkbox"/> Denied		<input type="checkbox"/> Denied
<input type="checkbox"/> Continued		

Application for Adoption or Revision of a Specific Plan

The information included below is intended to help an applicant complete the necessary forms and provide the required information in support of an application for a Specific Plan adoption or revision. Specific Plans are treated as minor plan amendments to the Flagstaff Regional Plan 2030 but they must follow all the procedural requirements for a major plan amendment.

In order to file an application, the applicant should complete a pre-application meeting with the Planning Director and Comprehensive Planning Manager. Before a final proposal can be submitted, the Concept Plan must be preliminarily approved by the Planning Director.

Specific Plan Adoption and Revisions shall be submitted in compliance with the submittal requirements established in City Code Title 11-10.30.030, and shall have fulfilled the procedural requirements in City Code Title 11-10.20.020. B (Supplemental Procedures for Major Plan Amendments), except for the Application Deadlines. Regional plan amendments and Specific Plans may be processed simultaneously.

Processing Information

- 1 Application(s) shall be made on the forms provided by the City which shall bear the signature of the owner of the property. If the applicant is other than the owner, the applicant shall also sign the application.
- 2 All applications shall be reviewed by staff to determine the completeness of the application prior to being released for the 60 day review period. Applications will not be released for review until the Concept Plan has received preliminary approval from the Planning Director, which requires some substantive review.
- 3 The Planning Director may request any additional information that is relevant to assist in the review of the Specific Plan adoption or amendment, or request that the required notifications be sent out to a larger area.
- 4 At least 60 days before notice of the first hearing of the Planning and Zoning Commission on a new, comprehensive update, an element, or a major amendment to the General Plan, the Planning Director shall transmit the proposal to the Planning and Zoning Commission and the City Council and shall submit a copy for review and further comment to:
 - a. Coconino County;
 - b. The Regional Planning agency within which the City is located;
 - c. The Arizona Department of Commerce or any other state agency that is subsequently designated as the general planning agency for the state;
 - d. The Arizona Department of Water Resources for review and comment on the water resources element, if a water resources element is required;
 - e. Any other entities required to be notified by A.R.S. 9-461; and
 - f. Any person or entity that requests in writing to receive a review copy of such proposals.

- 5 Each request for a Specific Plan adoption or amendment is required to be advertised in the Arizona Daily Sun at least 15 calendar days but not more than 30 days prior to the first public hearing with the Planning and Zoning Commission.
- 6 A Specific Plan adoption or amendment application is required to have two public hearings before the Planning and Zoning Commission at two locations. The Planning and Zoning Commission meets the second and fourth Wednesday of each month.
- 7 The requested Specific Plan adoption or amendment will be scheduled for a public hearing by the City Council. A two-thirds majority vote of the City Council is needed for approval.

Overview of Submittal Requirements

1. An applicant is required to submit the following; the Planning Director may require the submittal of additional materials to assist in the review of the Regional Plan amendment:
 - a. A Statement of Intent
 - b. A Site and Area Analysis
 - c. A Concept or Illustrative Plan
 - d. A Specific Plan Proposal
2. Fees established in the adopted fee schedule (Zoning Code Appendix 2, Planning Fee Schedule), are payable with the application, and are non-refundable.
3. The applicant shall provide a plan to carry out a neighborhood meeting that meets the requirements of City Code Title 11-10.20.020.D.1; Neighborhood Meeting, which shall be conducted at the cost of the applicant. If the application is for a City-wide Specific Plan, a Citizen's Review session with the Planning and Zoning Commission, may be substituted for the Neighborhood Meeting.
4. A correct and approved legal description and map of the property is required for projects that are not proposed by the City staff, Commission or Council. Please note that legal descriptions must have been approved by the City before the requested amendment will be considered by the City Council. A legal description and map must be submitted on paper and an electronic copy of text/drawings (.pdf or .tiff file format) must be submitted on a CD.
5. All maps submitted shall include: scale and north arrow, legend, date prepared, and subject property boundary.
6. Provide hard copies as stated in the checklist and one electronic copy of the complete application and supplemental information.

CITY OF FLAGSTAFF	<h1 style="margin: 0;">Adoption or Revision of a Specific Plan</h1> <h2 style="margin: 0;">Application Checklist</h2>
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Minimal Submittal Requirements:
 As part of the pre-application or impact scoping meeting, the Comprehensive Planning Manager (CPM) assigned to your project will identify those items from this Application Checklist that will be required for Specific Plan application submittal. All Specific Plan adoptions and amendments are processed as minor amendments to the General Plan. An application that does not include all required items will be rejected. By signing the application, the applicant acknowledges that all required documents/information are included within the application. If you have any questions regarding the information above or items indicated on this checklist, please contact your CPM at the contact information listed on Page 1 of this application checklist.

PART I – GENERAL REQUIREMENTS

Staff Use Only		Description of Documents Required for Complete Application. No application shall be accepted without all items marked below.
Req'd	Sub'd	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.1 Adoption or Revision of a Specific Plan Application Checklist (this list)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.2 Application Fee (check all that apply) <input type="checkbox"/> Regional Plan Amendment - Land Use <input type="checkbox"/> Regional Plan Amendment - Specific Plan Base fee \$ _____ + (Per acre fee \$ _____ x Number of acres _____) = *TOTAL: <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-top: 5px;">\$ _____</div> *Note: Fee is due at the date of application, please refer to the adopted fee schedule (Zoning Code Appendix 2, Planning Fee Schedule).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.3 Completed Application for Specific Plan Review – 1 copy The application must be signed by the applicant and the current property owner of record. If the property owner is unavailable to sign the application, a Letter of Authorization must be submitted.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.4 Legal Description – 2 copies A correct and approved legal description (metes and bounds) and sketch of the subject property is required. Please note that legal descriptions must have been approved by the City before the requested amendment will be considered by the City Council. The legal description must be submitted as a hard copy and in an electronic (.pdf or .tiff) format. Does not apply to City-led projects.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.5 Title Report – No older than 30 days from the submittal date – 1 copy Does not apply to City-led projects, Include complete Schedule A and Schedule B.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.6 Citizen Participation Plan – 1 copy A plan for how the applicant intends to conduct the neighborhood meeting. This plan shall include the following information: <ul style="list-style-type: none"> Property owners, citizens, jurisdictions, and public agencies within 300 feet of the development or that may be affected by the application, or a larger area if it is determined that the potential impact of the development extends beyond the required notification boundary by the Planning Director; Proposed notification methods (e.g. mail, e-mail, newspaper, or posting of the subject property with a 4 foot by foot sign 10 day prior to the meeting) for persons and organizations identified above. Form, structure, and agenda of the meeting (e.g. town meeting, workshop, charrette, or other appropriate public outreach technique). Opportunities for those particularly affected parties to discuss and provide input on the applicant's proposal. Location, date, and time of the neighborhood meeting. Methods to keep the Planning Director informed of the status and results of the neighborhood meeting.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.7 Neighborhood Notification – 1 copy Neighborhood notifications must include: <ul style="list-style-type: none"> A list of all property owners and addresses (the Planning Director may expand this notification area) within 300 feet of the subject property, Homeowners Associations (HOAs) within 1,000 feet of the subject property as well as all organizations, associations and other interested persons or groups that have registered their names and addresses with the City as being interested in receiving such; Pre-addressed stamped envelopes to such property owners, Homeowners Associations and citizens.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.8 Coconino County Assessor's Map – 1 copy A map indicating book, map, and parcel numbers of the subject property as well as surrounding properties located within a minimum of 300 feet or a larger area as determined by the Planning Director.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	I.9 Electronic Submittal – 1 copy An electronic copy of all submitted information (.pdf or .tiff format)
PART II –Specific Plan		
Staff Use Only		Description of Documents Required for Complete Application. No application shall be accepted without all items marked below. All plans shall be plotted at a scale for ease of reading and reproduction. The city’s GIS topographic and other data, as well as the city’s aerial photographs, are appropriate for use as the base layer for maps.
Req'd	Sub'd	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	II.1 Cover Sheet – 10 copies (minimum 8.5” x 11”) The cover sheet of the Specific Plan shall include the following: Project Data: <ul style="list-style-type: none"> • Specific Plan name Administrative Data: <ul style="list-style-type: none"> • Property owner’s name, address, and phone number • Developer’s name, address, and phone number • Preparers name, address, and phone number • The name, address, and phone number of all consultants assisting with the application • Date of plan preparation Property Data: <ul style="list-style-type: none"> • Site address • Assessor’s parcel number(s) • Site area (acres)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	II.2 Executive Summary – 10 copies The executive summary shall include the following: <ul style="list-style-type: none"> • A summary of the reason(s) for the request; • Identification of supporting key points discussed in the narrative or other submitted studies; • Statement of community benefits to be accrued as through the proposed amendment; and • An introduction to the applicant’s team (i.e. owner, developer, and/or representative), including contact information.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	II.3 A Statement of Intent for the Specific Plan – 10 copies
<input checked="" type="checkbox"/>	<input type="checkbox"/>	II.4 Vicinity Map – 10 copies (minimum 8.5” x 11”) A precise map showing the land to be included within the proposed specific plan, physical characteristics of the area, surrounding uses within 1,000 feet, and the existing character of the area.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	II.5 Site and Area Analysis – 10 copies Site and Area Analysis Report that shall include maps and text that thoroughly describe the following elements: <ul style="list-style-type: none"> ▪ Surface hydrology and water resources, including FEMA flood plain categories, if applicable; ▪ Topography and slope analysis; ▪ Summary of General Plan requirements, including a map of Existing Area and Place Types, Urban Growth Boundary and Corridors, Gateways identified in the Community Character Element, and other relevant Regional Plan Maps; ▪ Environmental overview and assessment, including soils and geology, type of vegetation, etc.; ▪ Existing structures, roads, and other development; ▪ Existing infrastructure and public services; • Existing zoning/land use information, including Built environment and land use context, Project area/property boundaries, Existing zoning, and Existing uses; ▪ Traffic analysis; • Cultural resource investigation, including Prehistoric and historic sites, structures, and routes; • Map of existing structures and other built improvements including residential building footprints built before 1946 or during the period of significance if established by an area plan and commercial building footprints that are over 50 years old at the time of application ▪ Synthesis and summary of analysis; and ▪ An analysis of the current context of the area in which the Specific Plan will be applied, including the identification of existing land uses, environmental conditions, public facilities/infrastructure and planning area issues.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	II.7 Concept Plan – 10 copies (minimum 11” x 17”) A Concept or illustrative plan must be provided at a size and scale as determined by the Planning Director. The Concept or Illustrative Plan is a graphic to generally illustration of potential land uses, including open space, with descriptive text. It needs to be preliminarily approved along with the Site and Area Analysis before the complete Specific Plan proposal can be submitted for approval.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>II.7 Specific Plan Proposal – 10 copies</p> <p>After preliminary approval of the Concept Plan, a complete Specific Plan proposal shall be submitted which includes, but may not be limited to, the following:</p> <p>Map Elements:</p> <ul style="list-style-type: none"> • The distribution, location, and extent of all land uses with proposed densities and building heights (include residential unit count and anticipated housing mix, if applicable); • Existing and planned land uses within 300 feet of the Specific Plan boundary; • Open space, recreational facilities, parks, and trails; • Public, educational, health care, and religious facilities; • Drainage strategy; • Name and location of existing or proposed arterial and collector streets located within the area to be regulated by the Specific Plan or needed for servicing that area; • Pedestrian, bicycle and transit opportunities; and • Location and extent of existing or proposed provisions for sewage disposal, effluent use, storm-water drainage, solid waste disposal and public utilities. <p>The text of the Specific Plan shall describe the following:</p> <ul style="list-style-type: none"> • A statement of the long term direction of the Specific Plan identifying development opportunities and formulating objectives, policies, and implementation measures; • A statement(s) indicating how existing and approved elements of the General Plan will be supported by the proposed Specific Plan; • The compatibility of the Specific Plan with adjoining land uses (including incompatibility issues, and proposed solutions, such as land use buffering techniques, if applicable); • Recommendations and programs for systematic implementation of the Specific Plan, and if applicable, recommendations regarding annexation agreements and required ordinance or policy changes; • Specific development standards for the map elements as described in the Site and Area Analysis; • Drainage strategy; • Configuration and criteria for the phasing and maintenance of arterial and collector streets proposed for the Specific Plan area or needed for servicing the project; • Configuration and criteria for the phasing and maintenance of sewage disposal, effluent use, storm water drainage, solid waste disposal, and public utilities; • Criteria for the conservation, development, or utilization of natural resources, including surface water, soils, vegetation, and wildlife; • General landscape program; • For single-phase plans, a draft schedule for the preservation of site features established by the plan and the construction, dedication and provision of public services; • For multi-phased plans, a draft schedule for the preservation of site features established by the plan, the development of the various planning areas of the Specific Plan, and the construction dedication and provision of public services; • Provisions to update the Specific Plan every five years to reflect changing market conditions, governmental regulations and physical conditions; and • (14) Demonstration of conformance with the General Plan, or, if required by the Director, a General Plan Amendment application.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>II.8 Project Narrative – 10 copies</p> <p>The narrative should include the following</p> <ul style="list-style-type: none"> • Project title and date • Description of the applicable section of the Regional Plan or Specific Plan for which amendments are requested; • Statement of current zoning, and proposed zoning if applicable; • An explanation of why the proposed amendment is necessary and the public benefit that will be realized by the amendment; • An explanation of how the proposed amendment(s) will affect the vision expressed in the written goals, objectives, and policies of the Regional Plan that are most relevant to the proposed amendment. When a proposed amendment(s) is inconsistent with Regional Plan goals, objectives, and policies, the proposed amendment(s) must include one of the following: <ul style="list-style-type: none"> ○ Justification for an exception to the written goals, objectives and policies; or ○ A proposal to modify or eliminate the inconsistent goals, objectives and policies. • Cumulative impact of the proposal on area and place types within the City based on the Future Growth Illustration; • Cumulative impact of the proposal on the supply of land zoned in the existing category for the property within the City; • Impact on transportation and service needs; • Impact and/or benefit to housing which may result from the proposal; and • Impact on the implementation of the Regional Plan goals and policies resulting from the proposal. • A description of how essential public services (i.e. water, wastewater, stormwater, solid waste) will be provided • An analysis of how the proposed amendment will benefit the community • Any additional information the applicant would like to submit in support of the requested amendment

PART III – REQUIRED REPORTS, STUDIES, ANALYSIS, & RELATED DATA

Staff Use Only		Description of Documents Required for Complete Application. No application shall be accepted without all items marked below.
Req'd	Sub'd	
<input type="checkbox"/>	<input type="checkbox"/>	<p>III.1 Public Services and Facilities Analysis - 5 copies</p> <p>Part 1: Address the current condition and configuration of stormwater infrastructure in the drainage basin. Analyze proposed on-site mitigations and discuss their impacts on the location, density and intensity of uses, and the estimated downstream impact of the proposed development. Scoping meeting with Stormwater staff is required.</p> <p>Part 2: Address parks and open space, and any other relevant public facility or service as determined by the Planning Director.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>III.2 Traffic Analysis or Report – 5 copies</p> <p>Address trip generation for existing and proposed place and area types, distribution/circulation, transit, intersection improvements, signals, impacts on local and arterial road planned capacities, and conformance with the all transportation goals and policies and the Road Network Illustration (Map 25). Scoping meeting with Traffic and Comprehensive Planning staff is required.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>III.3 Water and Wastewater Impact Analysis – 5 copies</p> <p>Address capacity of the existing situation and required improvements, and conformance with the Water Resources goals and policies, the effect of the development on the 100 year water supply, use of reclaimed water and the City's water and sewer master plan. Scoping meeting with Utilities staff is required.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>III.4 School Impact Analysis – 2 copies</p> <p>Provide a letter from the Flagstaff Unified School District that describes the impact of the proposed amendment on school enrollment and facilities. Please contact Comprehensive Planning staff for any additional submittal requirements.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>III.5 Police and Fire Protection analysis – 3 copies</p> <p>Please contact Police and Fire staff for submittal requirements.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>III.6 An Economic Development Analysis – 2 copies</p> <p>The Economic Development analysis analyzes and weighs the cumulative economic impacts of the proposed amendment, including if requested by the Planning Director, an economic impact study conducted by an economic consultant may be required.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>III.7 Cultural Resource Study – 2 copies</p> <p>A Phase 1 cultural resource study or letter report may be required to show consistency with Regional Plan Goal CC.1. Even if it is not required, it is encouraged because it is a requirement of rezoning and in some cases could require changes to the concept plan in order to mitigate effects. All Phase 1 cultural resource studies must include the following information:</p> <ul style="list-style-type: none"> • Introductory information (identification of the development, property owners, clients, study preparers, contents, and index) • A description of the study area and context and a description of the study boundaries and how these were determined • A description of existing conditions • A description of proposed work • A summary of research results; review of literature and records (AZSITE, ASLD, Government Land Office Maps, and Sanborn Maps, land use records and so forth) • A detailed description of the site history • A complete description and evaluation of the significance and integrity of actual and potential cultural resources • An evaluation of potential impacts of proposed work on actual or potential cultural resources including any indirect or residual impacts • Specific recommendations for mitigation of major impacts on actual or potential cultural resources • When appropriate, specific recommendations for additional research and documentation

PART IV – OTHER SUBMITTAL REQUIREMENTS

Staff Use Only		Description of Documents Required for Complete Application. No application shall be accepted without all items marked below.
Req'd	Sub'd	
<input type="checkbox"/>	<input type="checkbox"/>	IV.1 Other Requirements Please provide the following: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

PART V – Comprehensive Planning Manager

No application shall be accepted without a **Comprehensive Planning Manager** signature below.

V.1 Comprehensive Planning Manager Contact Information
 If you have any questions regarding this application checklist, please contact your **Comprehensive Planning Manager (CPM)**. If you did not receive a completed copy of this checklist as part of your Major Plan Amendment review, please contact the CPM assigned to your Major Plan Amendment application.

CPM Name (print): _____ **Phone:** _____

CPM E-mail: _____ **Date:** _____

CPM Signature: _____



COMMUNITY DEVELOPMENT

MEMORANDUM

Date: January 3, 2020

To: Sara Dechter, AICP, Comprehensive Planning Manager
From: Tiffany Antol, AICP, Planning Director

**Subject: Waiver of Submittal requirements for the Southside
Community Specific Plan**

The purpose of a specific plan and plan amendment application is to allow decision makers to conduct a proper evaluation of the proposed changes and their potential impacts to the future of the community. The requirements for such applications are typically geared towards amendments for a particular property and precede an application for rezoning. In order to facilitate transparent and clear communication, I have elected to not require items on the application checklist that do not contribute to decision making. Items on the checklist are excluded based on the following rationale:

Because the parcels in the Southside are owned by hundreds of individuals and title reports can be provided as necessary during implementation of the plan, a Legal Description and Title Report are not required.

Because it is not legible to show APN's for properties within 300 feet, a County Assessor's Map is waived.

Because the topography slope and environmental conditions are not central to the plan content based on public involvement, these elements of the Site and Area Analysis are not provided in detail.

Because the plan does not require any changes to water and sewer infrastructure, the configuration, phasing and maintenance of sewage disposal, effluent use, solid waste disposal and public utilities is not required.



**EMBRACE OUR HERITAGE
ENHANCE OUR FUTURE**

Southside Community Plan

Volume 1: Goals, Policies and Strategies

City Council Hearing Version



Acknowledgment

The City of Flagstaff would like to acknowledge and thank the Southside Community Association and the Friends of the Rio for their contributions to the Southside Community Specific Plan. These two organizations co-led the public outreach with the City of Flagstaff project team. The Southside Plan would not have been possible without the efforts of these organizations and the commitment of their leadership to an open and welcoming public engagement process with meaningful outcomes for the Southside community.

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Preamble

Project Purpose Statement

The Southside community and the City of Flagstaff will work in partnership to ensure that the City's growth and development will recognize the value and contributions of the Southside to the history of Flagstaff. We will accomplish this by ensuring new growth and development improves our neighborhood and honors our history and heritage by recognizing and retaining the unique character and cultural fabric of our neighborhood.

The Southside community came together in the twentieth century to work and live, while facing segregation, economic disparity, and social injustice. The patterns, stories, people, and places that make up the Southside are precious to the community members who lived there and those that live there today. The Southside's story is the story of families, churches, businesses, architecture, handball courts, and gathering spaces. The people of the Southside worked in railroad, lumber, shepherding, tourism and education.

The goal of this document is to develop a Specific Plan for the Southside community which refines future urban patterns identified by the Flagstaff Regional Plan 2030 (Regional Plan) and the community itself while preserving the stories and the places that tell them for future generations. These goals are expressed through

policies, maps, illustrations, and strategies specific to the Southside's unique character. In the process of developing these words and illustrations, meant to guide a future Southside, the City and Southside Community Association listened intently and reverently to the stories of the community members who were generous enough to share them. Respectful and thoughtful listening established the foundation of *EMBRACING OUR HERITAGE*. For the Southside's past to be respected, the community also spoke to the challenge of *ENHANCING OUR FUTURE*. This process required grappling with the realities of the twenty first century's markets, laws, and demographic social trends. The Southside will never be what the community was in the twentieth century, and there are those that have commented that the promises of this plan come too late to benefit those who needed them most. These are realities that are not easily overcome without looking with hope to a brighter future. This plan requires renewed commitment from the City and the community to mend what has seemed broken for too long and to renew trust and hope that the Southside can be a diverse and inclusive community for years to come.

The Southside Community Plan is necessary for three reasons as outlined in Flagstaff City Code Title 11:

CENTRAL LOCATION—The central location of the Southside between Downtown and the Northern Arizona University campus attracts

residents and businesses seeking a central location and desiring the benefits of a mixed-use walkable neighborhood.

DEVELOPMENT PRESSURE—The Southside has experienced a new era of development pressure that has threatened the community character. The neighborhood residents and businesses acknowledge that growth can be a positive force in a neighborhood, but do not want to displace residents and lose what makes the Southside a special place.

UNIQUE CHARACTER—The Southside is a unique place both culturally and in its built environment. The residents and businesses of the Southside see their own story in the community character and believe that preservation of the community's historic identity is important for all of Flagstaff.

In preparation for the Southside Community Plan, the project team surveyed 163 neighborhood residents by going door to door in 2018. When asked how residents would describe the values of the Southside, they named **unity, friendship, kindness, innovation, and creativity** as what drives this community. Those are lofty values for a specific plan—they provide excellent guideposts for what the community hopes to grow and nourish with the outcomes from this Plan.



Chapter 1: Introduction

This project, the Southside Community Plan, Volumes 1 and 2 (Southside Community Plan or Plan) is a specific plan that is intended to become adopted policy for the City of Flagstaff. The Flagstaff Regional Plan 2030 (Regional Plan) states, “The purpose of a specific plan is to provide a greater level of detail for a geographic area or element of the Regional Plan, and to provide for the systematic implementation of the Regional Plan” (Page III-8). Flagstaff City Code, Title 11, sets out what a specific plan may do and what it should contain. Some of the content in the Southside Community Plan includes these elements from Title 11:

1. *Recommendations or statements of intent regarding the location of buildings and other improvements with respect to existing rights-of-way, floodplains and public facilities;*
2. *Recommendations or statements of intent regarding the use of land, buildings, and structures, the height and bulk of buildings and structures, and the open spaces around buildings and structures;*
- ...
5. *Measures required to ensure the execution of the General Plan;*¹
6. *Other matters which will accomplish the purposes of this section and the General Plan, including procedures for the administration of the General Plan; and*
7. *Any other matter permitted by law. (Flagstaff City Code Section 11-10.30.020 Elements of a Specific Plan)*

While City Code and the Regional Plan form the framework for the Southside Community Plan, public engagement forms its heart and soul. From the Southside community’s perspective, the adoption of a specific plan presents the opportunity to balance the needs for preservation of the community’s historic and cultural assets with the need for redevelopment to maintain and improve neighborhood vibrancy and livability. The Southside Community Association consulted with the project team to select the motto, “Embrace our Heritage; Enhance our Future.” The commitment of participants and their openness to listen, share, and reconsider stories of community spirit, fellowship, disappointments, and hardships have shaped the content of this Plan profoundly.

The Southside Community Plan is split in to two volumes. The Southside Community Specific Plan Volume 1: Goals, Policies and Strategies includes a Summary of the Site and Area Analysis, the Goals, Policies and Strategies, and Appendices. This document provides the context for the decisions and the policies that will guide future decision-making by the City. The Southside Community Plan Volume 2: Concept Plan (Volume 2) includes drawings and designs that project how the goals, policies, and strategies could be interpreted to improve the built environment. The Southside Community Specific Plan’s Site and Area Analysis, which is summarized in this document, is also available in its full text on the project website.

Plan Boundaries

The planning boundary of the Southside Community Plan is roughly defined by the Burlington Northern Santa Fe (BNSF) railroad to the north, and South Milton Road to the west. The southern boundary from South Milton Road runs along West Dupont Avenue until South Beaver Road, then south to Franklin Avenue. It follows the rear property line of the homes on the west side of Fountaine Street south to South Lone Tree Road, then follows South Lone Tree Road north to Butler Avenue. The boundary then turns west. It then turns north between Sawmill Road and South River Run Road to reconnect with the railroad.

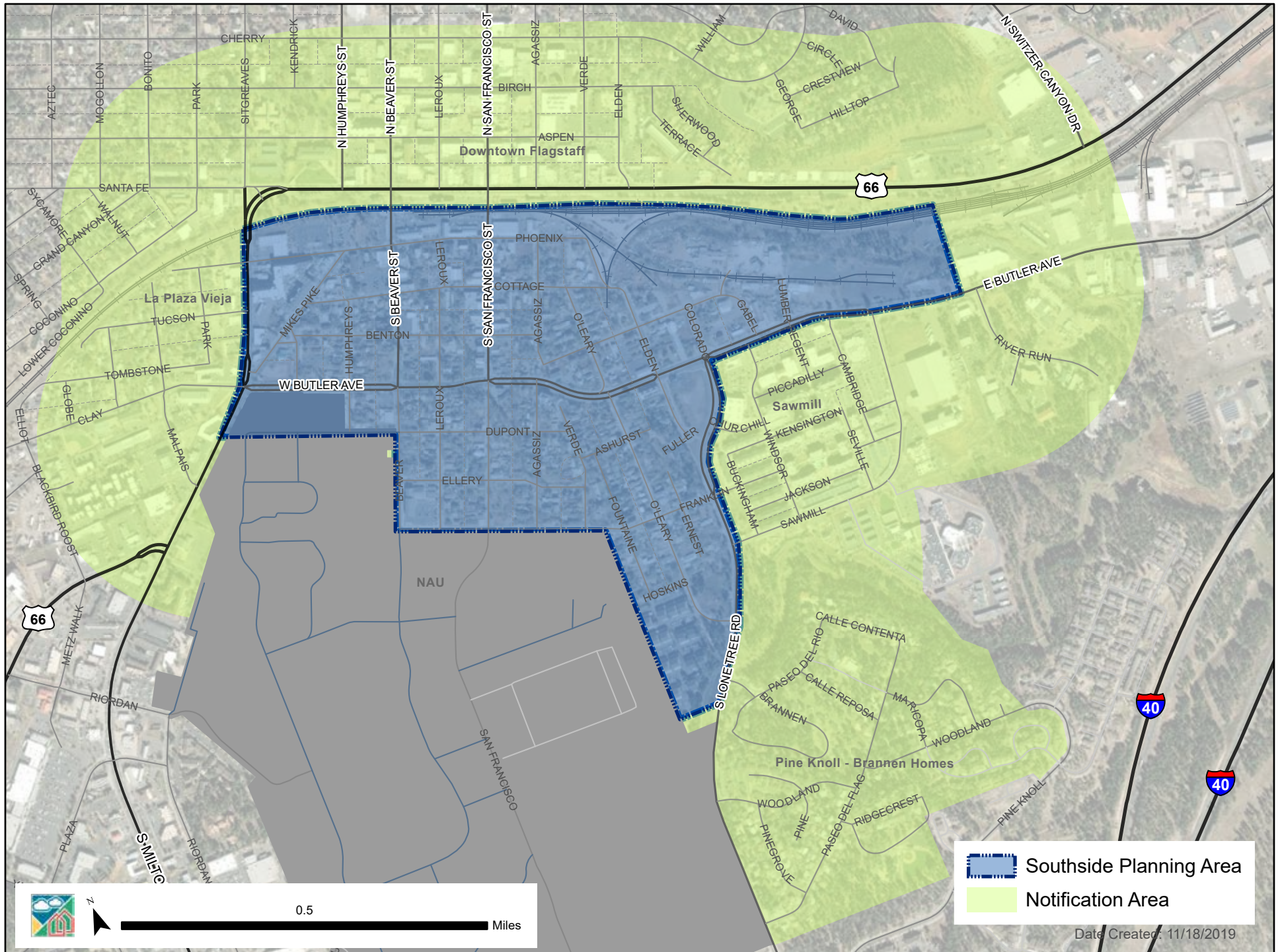
The historic subdivisions of the Normal School Addition, Brannen Addition, the Washington Subdivision (named for Booker T. Washington), and Stone Forest Subdivision are included.

Historically, many residents consider the Pine Knoll-Brannen neighborhood to be a part of the Southside. That neighborhood has strong cultural and familial ties to the planning boundary area. However, Pine Knoll-Brannen’s character, zoning and land use, future transportation issues, and market conditions are very different from the Southside west of South Lone Tree Road. Due to a scope of work decision, a separate plan for Pine Knoll-Brannen will be created in the future. However, the Pine Knoll-Brannen neighborhood was included in the notification boundary for all public meetings and project updates.

1. The Flagstaff Regional Plan 2030, ratified by voters in 2014, is the City’s current General Plan.



Southside Boundary and Plan Notification Area



Application of the Specific Plan

Flagstaff has three levels of policy and regulations that are used to direct growth and evolution of land uses. The first and most comprehensive level is the Regional Plan, which serves as the City's General Plan. The Regional Plan serves as a community vision for the public and private sectors. The Regional Plan also provides community goals and development policies that guide rezoning or annexation applications, and updates to the Zoning Code. Second, in order to ensure the systematic implementation of a general plan, specific plans, like this document, can be adopted to provide more detail about topics in the general plan, or about the general plan should be implemented in a part of the city. The third and most detailed level of implementation is the Flagstaff City Code (City Code), especially the Flagstaff Zoning Code (Zoning Code). The Zoning Code regulates the use, form, and pattern of the physical development of land within the City to protect the "public health, safety, convenience, and general welfare of the citizens." (HOH Plan 2018)

The Southside Community Plan serves as a roadmap to implement the community's vision within the boundary of this Plan. This Plan is not intended to require or preclude any particular action. Development criteria and standards are located in other documents, such as the Zoning Code. The Plan may recommend strategies, show guiding illustrations and concepts, and set objectives for amendments to City Code. However, none of these are effective until they go through separate adoption processes that incorporate them into City Code. Specific plans can be used to demonstrate compliance along with the Regional Plan in discretionary decisions such as rezoning cases, Zoning Code updates,

and roadway and park dedications. In this context, this Plan should be viewed as a guide to better understand the community's vision for the future of the Southside.

Specific plans, such as the Southside Community Plan, often influence the discretionary decisions of the City by identifying:

- projects in strategies and illustrations that are eventually incorporated into capital plans or funded by grants,
- policies and illustrations that demonstrate architectural styles, landscaping and site planning elements that increase the compatibility of new development with the existing community character,
- guidance for the development of new City Codes and Master Plans through goals, policies, strategies and illustrations,
- ways to address threats to historic resources and public safety
- partnerships that can support programs and services to residents, and
- ongoing needs for education and outreach on various issues.



Planning Pyramid from the Flagstaff Regional Plan 2030

The Plan also communicates the intent and rationale for the goals, policies and strategies to ensure consistent interpretation and understanding of Plan content.

All illustrations, diagrams, photographs, and depictions in this Plan are for illustrative purposes only and do not constitute a commitment by the City that any items depicted will be permitted by the City or that such depictions comply with City Code. Any proposed projects, even those depicted in this Plan, must go through the City's review process before approval. Moreover, the projects depicted are not currently included in any City capital plans nor are they based on development applications. They do not have identified funding, and the need for these improvements may change over time, given that they are not immediately planned for implementation.

The goals, policies, maps, and illustrations within the Plan do not preclude any property owner from exercising their private development rights. The goals and policies of the Plan are applicable, along with the adopted General Plan, when the City considers rezoning cases, capital improvement plans and designs, city programs, and property acquisitions. The Plan may also be used by the community to support grassroots and non-profit coordination and grant funding.

A Specific Plan cannot...

- Change existing entitlements without further action
- Commit City resources or preempt decisions of the current or future Council
- Compel a private property owner to develop a particular use or type of building
- Influence applications that are already under review

Community Approach

The public participation objectives of the Southside Community Plan have been to:

- Fully understand the needs and perspectives of a wide variety of residents, property owners, and business owners.
- Create an atmosphere of community inclusion and active listening that supports meaningful and difficult conversations.
- Respect and embrace the history of the Southside through storytelling as a foundation for the Plan.
- Collaboratively create a plan that speaks from the perspective of the City and the community and can achieve shared goals.

The motto for the plan of “Embrace Our History; Enhance Our Future” was developed collaboratively with community members early in the process as a guiding statement for the quality of the Southside Community Plan. Since that motto was announced, the neighborhood and community were involved in the update of the Southside Community Plan in the following ways:

- The Southside Community Association had a representative involved in the project team for all phases of the project.
- A November 2017 visioning meeting informed the public about the process, involved the public in identifying the needed updates to the Southside Plan, and engaged the public in gathering input to inform the concept plan, goals, and policies.
- From January 2018 to May 2018, the City posted an online survey about the Vision for the Southside. Staff also canvassed the neighborhood. The project team knocked on every residential door in the neighborhood and left a door hanger with contact information when residents were not at home. Information from the

survey provided a better understanding of vision, issues and assets.

- From June 2018 to September 2018, the project team held workshops, open houses, walking tours, and “on-the-street” meetings. The objective was to dive into the information and issues and develop solutions that work at multiple scales for residents, businesses, and property owners.
- From October 2018 to March 2019, the project team visited 64 local Southside businesses and provided them with a business specific survey. This survey was used to better assess the unique needs of Southside’s vibrant business environment.
- In March 2019, an Open House was held for the public to review all the potential strategies and policies up to that point.
- From April 2019 to October 2019, the Southside Community Association formed and convened a stakeholder group to review and provide feedback regarding the potential content for the draft plan to the project manager and the Planning Director. The Southside Community Association stakeholder group reviewed a complete pre-public review draft of the Plan in Fall 2018, which was unanimously endorsed.
- In December 2019, the endorsed draft was released for a 60-day public review. During those 60 days, additional public forums and meetings were held, including reviews with relevant City and County Boards and Commissions.



Bus field trip with community members



Southside community members at a South Beaver School workshop



Southside community members at a Murdoch Center workshop



History of the Southside

Historic Overview and Themes

From a historic perspective, the Southside community is the best representation of the ethnic diversity that evolved in Flagstaff from the early 20th century through the 1960s. It contains the largest neighborhoods associated with the historic Hispanic and African American populations in Flagstaff. Specific origins or national affiliations present in the Southside are Mexicans, New Mexicans, Creole, and Basques.

From the 1930s–1977, the neighborhood was subjected to redlining and, therefore, was a place of formal and informal segregation, with Anglo communities to the north of the tracks, African Americans to the south, and Hispanics to the south and west of downtown. African American, Basque, Hispanic, and to a lesser extent, Asian communities and businesses were established and grew to serve this community. Boundaries were enforced with an understanding of your place within the Southside, which became defined by the schools' children attended/ were permitted to attend and by churches established for worship. Most employment was either the in lumber mills, such as the one that exist in the Southside by 1910, with the railroad, or was generated within the community with small retail shops (official or not) and in “garage manufacturing”—making and selling items from one’s residence. Hard work from ethnic groups was the norm with determined children working at an early age selling papers or finding other means to support their families.

Entrepreneurship and activism, which reached its height during the Civil Rights movement

(1948–1968), eventually removed some systematic barriers to education and home ownership. However, removal of those barriers also created an opportunity for gentrification, which as one resident who was interviewed as part of the visioning survey said, “It used to be that no one cared about the Southside, and now developers are coming in with money and buying away family homes to tear down for students.” This pattern of gentrification has led to demographic changes over the last 20 years. The number of owner-occupied households in the Southside now total only about a quarter of the community’s households.

Historic Southside Milestones, Key People and Places

Flagstaff Southside’s historic overview would be incomplete without a summary of the key people and places that settled the neighborhood, worked and taught there, opened and operated businesses, resided and played in the Southside, worshipped at one of the handful of religious institutions, and left a legacy of action through their own works or those of their descendants. The timeline on the following pages highlights some of the most eventful milestones that shaped the Southside and the people and places connected with these events.

Significant Architectural Styles

The historic architecture of Flagstaff’s Southside is a vivid illustration of the cultural diversity of the community. The buildings reflect the area’s evolution from its beginnings as small enclaves settled by middle-class Anglos, to its emergence in the early 20th century as the predominant neighborhood of Flagstaff’s Hispanic and African American populations. Unlike the more prestigious historic residential areas north of the railroad tracks, the architectural character of the Southside is distinguished by a large number of modest Bungalow-style and Cottage residences, which also help illustrate the neighborhood’s growth and development in the 1920s, a period which corresponds with the popularity of the Bungalow style. The Southside equally contains a small but important number of vernacular adaptations of the Basque traditional house. These styles represent the culture and traditions of their builders. Commercial architecture along the Southside’s main streets are of variable structural styles.

The earliest buildings in the Southside represent its initial settlement by Flagstaff businessmen and area ranchers. Brannen’s Addition was the location of the first substantial residential area south of the railroad. Houses built in the early development period of 1885–1909 are excellent illustrations of modest **Anglo Vernacular Cottages** of the 19th century. These houses are readily distinguishable by their L- or T-shaped plans. Often referred to as gable-ell houses, they are typically single-story dwellings covered by an intersecting gable roof. Basic design components (such as gable heads, eaves, porches) may incorporate elements from





The corner of Mike's Pike and Phoenix Ave with the Hub in the background

the Queen Anne or Greek Revival styles, but the overall image of these houses is one of simplicity and functional necessity. A regionally rare variation of the vernacular gable-ell house form, called the double-ell plan, is found in Flagstaff and was frequently used in houses predating 1900. The best example of this style in the Southside was constructed between 1898 and 1901 at 102 South Beaver Street.

By the end of the first decade of the 20th century, the national popularity of the **Bungalow style** greatly influenced residential construction in Flagstaff. In the Southside neighborhoods, the Bungalow style was used almost exclusively for new houses built between 1909 and 1930. This period also coincided with the increased population of the Southside area by Hispanic families. Most bungalows found in the neighborhoods, however, do not necessarily reflect the cultural traditions of their occupants. Rather, the majority were built from pattern books provided by the local lumber supply companies.

The simplest house type of the Bungalow style is the Classical Bungalow. These houses are designed over simple rectangular plans with gabled fronts. The nearly symmetrical facades usually incorporate recessed porches, either full width or at one corner. Characteristic Bungalow-style details and elements are always present and include knee-braced purlins, exposed rafters, simple wood posts, and double-hung windows. Good examples of the Classical Bungalow exist in the Flagstaff Southside. The California Bungalow was the most widely used of all the Bungalow styles. Locally popular by 1915, they are distinguished from the Classical Bungalow by their irregular, box-like shapes and multiple gabled roofs. The California Bungalow incorporated Craftsman-style detailing in its design, particularly in the articulated timberwork around the eaves and porches. This version of the Bungalow employs an offset porch under its own roof, usually supported by truncated columns or multiple posts on masonry piers. Bungalows

built with hipped roofs were rare for the style, but one exists on the Southside at 201 South Leroux Street. Another rare interpretation of the California Bungalow format on the Southside are three double-ell cottages, all on South Leroux Street. A variation of the Bungalow style that appears in the Southside is a vernacular adaptation of traditional Basque houses referred to as **Amerikanuak Vernacular**. These houses are based on the rural folk houses found in the Euskaldunak provinces of Spain and France and are unique to the Basque culture. The simplicity of their house type that originated in the 16th century was well suited for its adaptation in the popular Bungalow style. The Classical Bungalow format, with its rectangular form and gable front, was quite similar to the Basque homeland dwellings and was used frequently for many Basque homes. The fusion of that cultural tradition with the bungalow produced a variation of the style that is distinct. All the buildings that exemplify Amerikanuak Vernacular are built on



a rectangular plan covered by a double-pitched roof with a symmetrical gable front. Most are one and a half stories high and contain a second-story window at the gable head. Another character-defining feature of many of these houses is the use of stone walls at the first floor and wood-frame walls for the second story. Built between 1920 and 1925 and constructed of stone, the Francisco Satrustegui House at 105 South Elden Street is the best example of the Amerikanuak Vernacular house in Flagstaff. The Marin House, also known as La Nacional Grocery, at 505 South San Francisco Street is another good example.

The **Creole Cottage** was a major type of vernacular house architecture indigenous to the Gulf Coast, becoming a dominant house type along the central Gulf Coast in former settlements of French Louisiana in Alabama, Louisiana, and Mississippi from about 1790 to 1840. The style is thought to have evolved from French and Spanish colonial house forms, and it was adapted into what is also termed the **Shotgun House** that was most popular in the southern United States from the end of the American Civil War through the 1920s. The form is a single-story, narrow, rectangular domestic residence, usually no more than about 12 feet wide, with rooms arranged one behind the other and doors at each end of the house. This architectural type was adopted and modified by the African American population who migrated to Flagstaff largely in the 1920s from McNary (aka Cooley), Arizona by way of McNary, Louisiana. Examples of this house style have not been formally documented within the Southside community. They largely occur in the southern portion of the Southside Study area south of Butler Avenue in the Ashurst Addition and Washington Addition subdivisions. A fair number of these structures were built in the 1940s and thereafter on individual lots, sometimes with more than one such house on a lot. Because of the

later construction dates, the architectural style was not recognized in earlier studies of the Southside's architectural history.

The **Commercial** architecture of the Southside includes buildings constructed in the popular *Panel Brick Commercial* style, structures with modest stylistic references to the Mission Revival style, and vernacular buildings based on the cultural traditions of their builders. Well preserved examples of the Panel Brick Commercial format are the Jiminez Building built about 1931 at 34–38 South San Francisco Street and the Lucerno Building built in 1937 at 110 South San Francisco Street. Built in 1925 by Francisco Mosqueda, the Hotel Paso del Norte at 123 South San Francisco Street is a good example of a two-story commercial building. Other modest examples of the Panel Brick Commercial style are the Flagstaff Steam Laundry at 210 W. Phoenix Avenue, a one-story flat-iron building constructed in 1925, the Abdon Cancino Building at 109–111 South San Francisco Street, De Miguel Building at 115–117 South San Francisco Street, and Villalva Building at 119–121 S San Francisco Street, all built from 1925–1931.

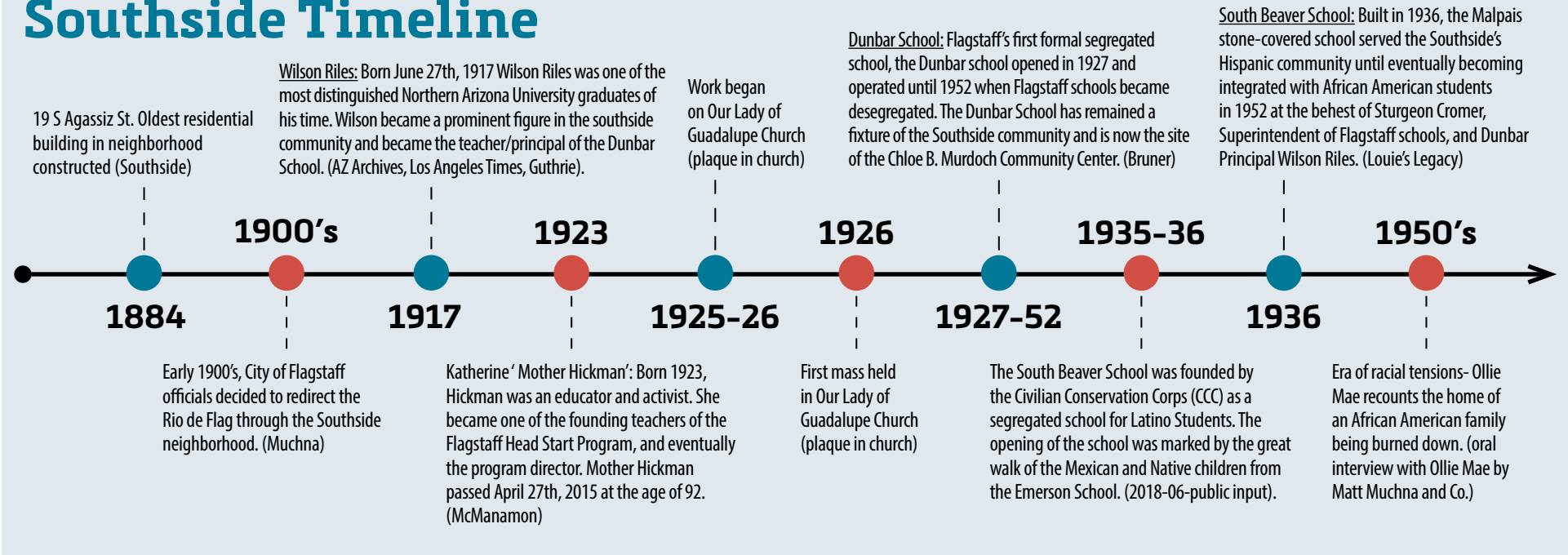
Malpais stone was a common choice for building commercial buildings during the early 20th century. Whereas the material did not lend itself to articulate detailing, it was economical and used for buildings with plain fronts or simple *Mission Revival-style* facades. A good example of the use of malpais stone in commercial buildings is the American Laundry Building at 26 South San Francisco Street built in 1937. There are several intact examples of malpais stone construction in a very simple format along the Southside Main Streets. The Hutchison and Sauer Building at 1–7 South Beaver Street, built in the early 1930s and modified in 1938 and again in the late 1940s, is a visually prominent commercial building

at the southwest corner of Phoenix Avenue and Beaver Street. The two-story building was stylistically changed to a *Pueblo Revival* theme and features rusticated concrete plaster sheathing to simulate random ashlar stone construction. One commercial building in the Southside is a locally unique example of design and use of materials. La Ciudad de Mexico Grocery at 217 South San Francisco Street where the street intersects with E. Butler Avenue, a commercial building with living quarters on the second floor, and it is patterned after the *Basque dorrea* house type. Constructed in 1923, it uniquely exemplifies the fusion of popular commercial and traditional residential styles.

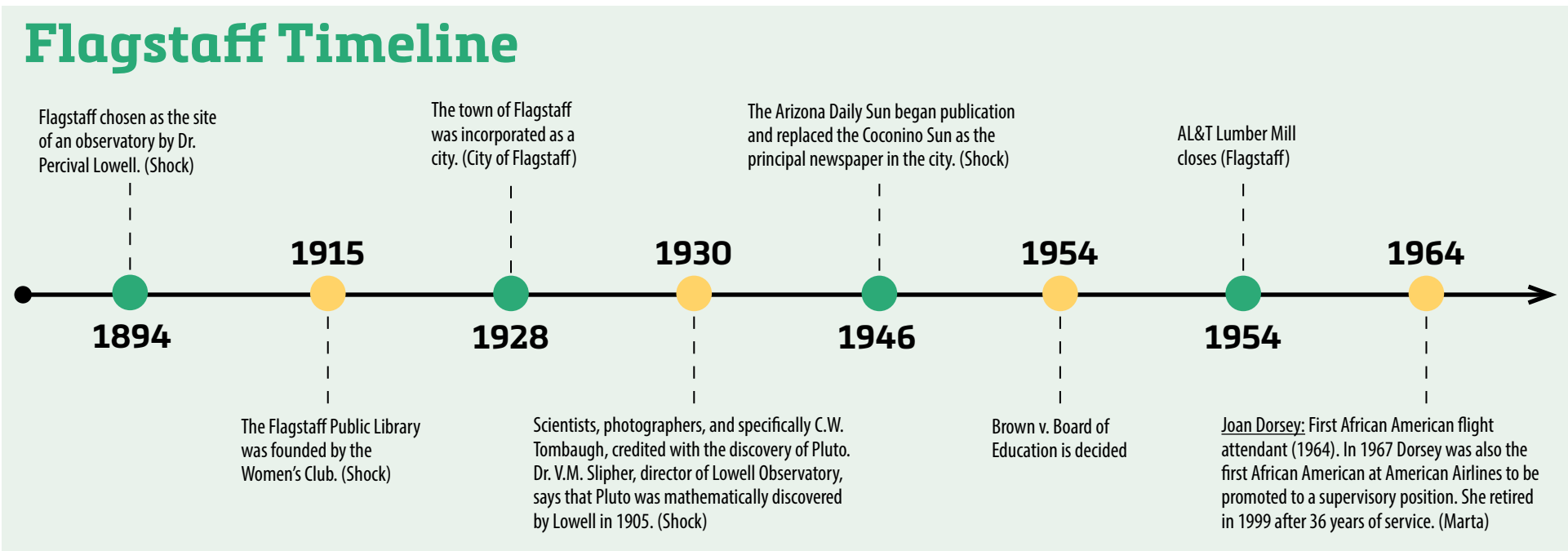
Representative of the Southside's ethnic heritage and therefore of particular interest to preserve, aside from or in addition to their architectural styles, are the historic school buildings, religious institutions, and community/congregating centers. These consist of the Beaver Street School, a building currently owned by Northern Arizona University at 506 South Beaver Street. The site of the Dunbar School, now occupied by the community-central Murdoch Community Center (Murdoch Center) at 203 E. Brannen Avenue, which is the focal point for the neighborhood's aspirations and community building. The significant churches are: Our Lady of Guadalupe Catholic Church at 302 S Kendrick Street built in 1926, the original First Baptist Church built in 1939 at 123 South Beaver Street, First Missionary Baptist Church established in 1914 with the present building at 219 South Elden Street built in 1950, Harbert Chapel African Methodist Episcopal (AME) Church established in 1916 with the present building at 424 South San Francisco Street built in 1978, Riverside Church of God in Christ built by 1950 at 419 South Verde Street, and Springhill Missionary Baptist Church built in 1973 at 624 South O'Leary Street.

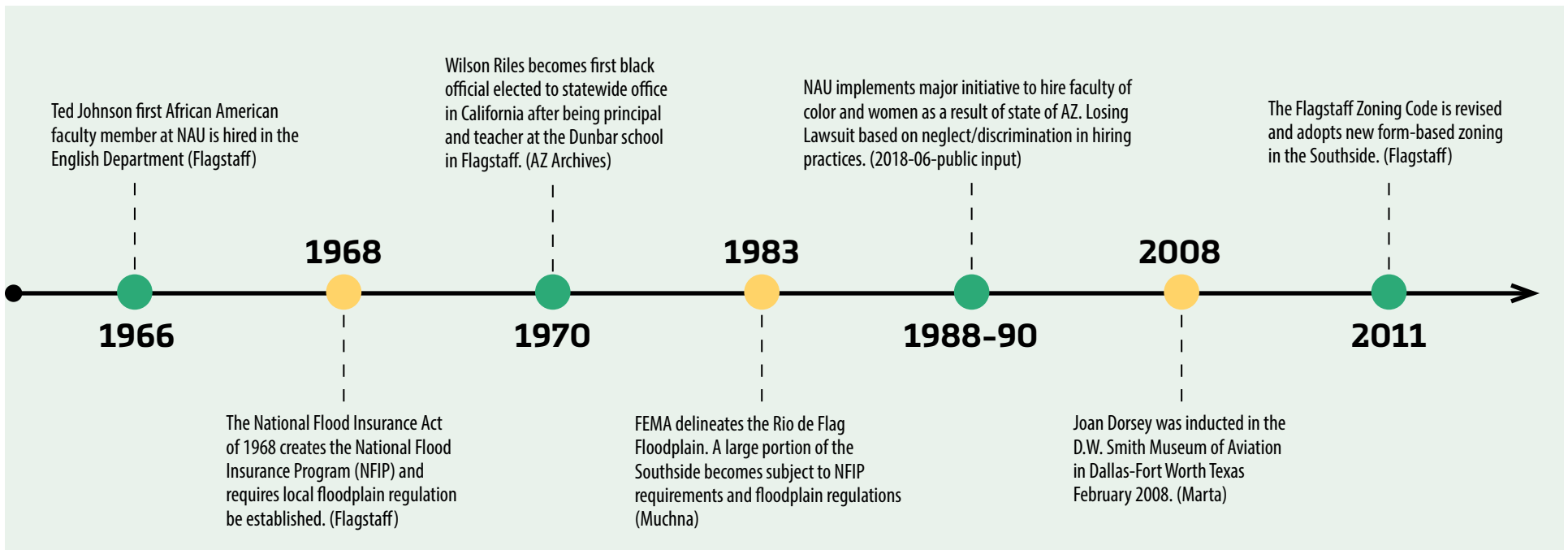
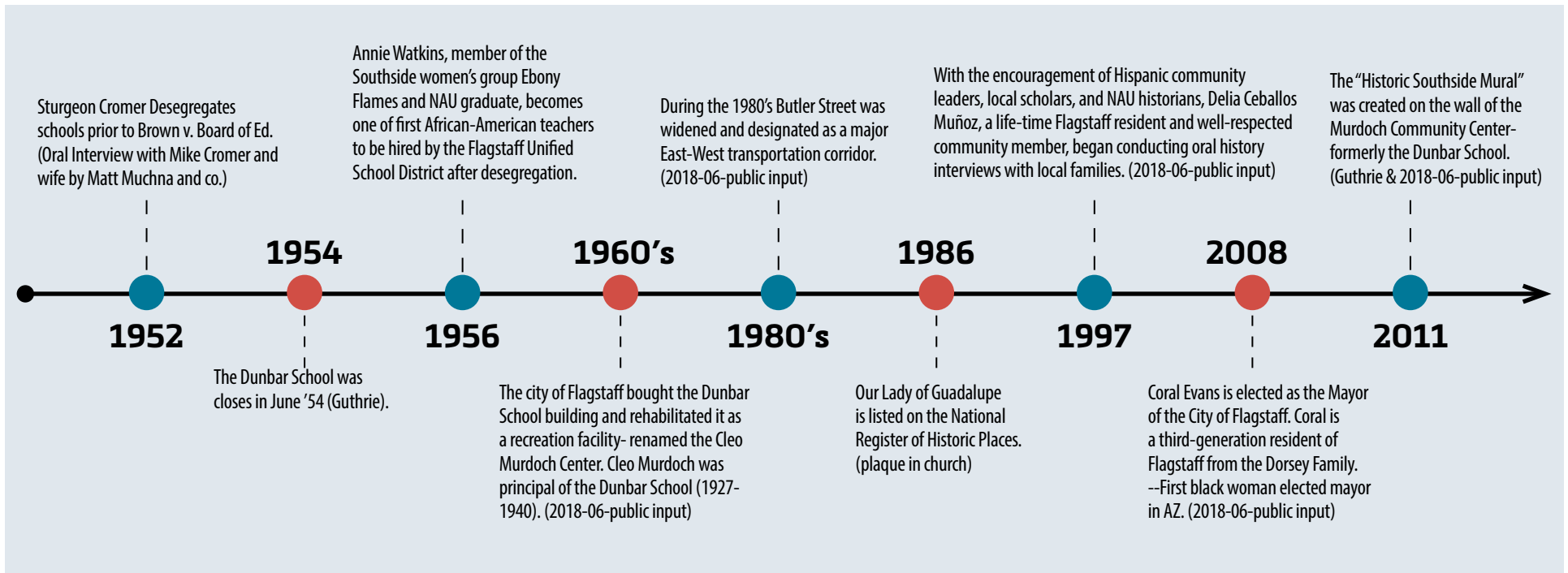


Southside Timeline



Flagstaff Timeline





Chapter 2: The Southside Community

This section provides a summary of the Southside Community Plan, Site and Area Analysis (Site and Area Analysis), a companion document to the Southside Community Plan. The purpose of the Site and Area Analysis is to:

- Tell the story of the place and people for which the planning effort is being undertaken.
- Capture the conditions and considerations that led to the development of the Plan's goals, policies, and strategies.
- Ensure that the intent of the document is interpreted consistently for the life of the Plan.

The Southside is one of the most complex, mixed-use walkable neighborhoods in the City of Flagstaff. The Site and Area Analysis endeavors to make sense of what makes the Southside "work" and what puts those characteristics of a diverse, unique, and beloved urban place at risk. You can find the full text of the Southside Community Plan Site and Area Analysis online at: <http://www.flagstaff.az.gov/southsideplan>.



Southside community members at Juneteenth celebration

Insights from Southside Visioning

The Southside is a neighborhood defined by its people and by its location. In 2018, the Southside Community Plan team went door to door within the Southside planning boundary to meet residents and get their preliminary feedback on the neighborhood and its future. Half of the 2018 survey respondents chose the neighborhood's proximity to Downtown and Northern Arizona University (NAU) as the most valuable feature about living in the neighborhood. The neighborhood's walkability and central location make it a crossroads in the social and cultural life of the Flagstaff community. In 2017, the Southside had 864 dwelling units and approximately 1,800 residents. In late 2017, The Hub was constructed on Mikes Pike, which added 236 units of student housing to the neighborhood. This increased the number of housing units in the neighborhood by twenty-seven percent. The occupancy of student housing units averages 2.8 people as the average household versus an average 1.9 persons per household in the rest of the neighborhood.

Heritage Preservation

In the 2018 visioning survey for the Southside, about one-fourth of respondents named the community's cultural and architectural history as the most important thing about the Southside.

The Southside neighborhood has two National Register Historic Places historic districts (National Register districts). Approximately 90 acres of the 217 acres of the Southside Community Plan falls within either national register district. A third historic district, Northern Arizona Normal School Historic District, also known as Old Main, on the NAU campus abuts the Southside.

The Railroad Addition National Register Historic District was designated in 1983. Its area was increased in 1986 to include approximately two blocks of Phoenix Avenue between South Beaver Street and South San Francisco Street. This is possibly the most historically intact portion of the early 1930s Route 66 in the United States.

The Flagstaff Southside National Register Historic District was designated in 2010. Within these two districts are 211 contributing historic properties, which have had an initial evaluation and been deemed eligible for historic designation, and nine properties that have been listed individually on the National Register.



Phoenix Avenue Historic Properties



Craftsman house on Cottage Avenue currently operating as a restaurant

The primary **historic themes or areas of significance**¹ for Southside are Community Planning and Development: Evolution of Flagstaff's Southside Neighborhood, Industry, Ethnic Heritage; Civil Rights Movement: Turning Segregation into Congregation; and Architecture, with the community demonstrating the growth and development of Flagstaff, particularly after the turn of the 19th to the 20th century. The overall period of significance² for placing the Southside's historical events into perspective is 1884–1968.

The subthemes under **Community Planning and Development** are Settlement and Early Development of Flagstaff and Initial Town Plan (Flagstaff Townsite/Old Town) and Its Additions (Railroad, Brannen, Normal School).

For **Industry**, the subthemes are Lumber Manufacturing in Flagstaff (focus on Flagstaff Lumber Company) and Extensive Sheep Husbandry in Flagstaff and Northern Arizona, and to a lesser extent Route 66 and Transportation. . The Southside's association with the lumber and sheep industries is well illustrated by the fact that much of the



Vernacular Malpais house on Cottage Avenue

labor force for both industries resided in the Southside.

Ethnic Heritage on the Southside covers the Evolution of Hispanic and African American Populations in Flagstaff including Hispanics from New Mexico and Mexico, Basque Colonization in the Flagstaff Area, African American Migration to Flagstaff; and Other Minority Populations (namely Asian).

The **Civil Rights Movement** theme illustrates the localized efforts to desegregate the Southside, mostly notably its schools. The Religious Institutions of the Southside are also an important component of Ethnic Heritage and the Civil Rights fight.

The theme of **Architecture** is subdivided into the different Trends in the Architectural Heritage of the Southside: Anglo Vernacular Cottage, Bungalow, Amerikanuak (New World Basques) Vernacular, Modified Creole Cottage (also called Shotgun Houses), and Commercial.

The nine individual property listings within the Southside neighborhood are: **C & M**



Commercial buildings that are all contributing properties in the Southside Historic District

Garage (currently Auto Rehab 2, 204 South Mikes Pike), **Our Lady of Guadalupe Catholic Church** (224 South Kenrick Street), **La Ciudad de Mexico Grocery building** (217 South San Francisco Street), **South Beaver School** (506 South Beaver Street), **First Baptist Church** (currently Flagstaff Christian Fellowship, 123 South Beaver Street), **La Iglesia Metodista Mexicana, El Divino Redentor** (currently Canterbury Flagstaff, 319 South San Francisco St reet), **Brannen-Devine House** (209 E. Cottage Avenue), Prochnow House (304 South Elden Street), and the **House at 310 South Beaver Street**.

“Preservation is simply having the good sense to hold on to things that are well designed, that link us with our past in a meaningful way, and that have plenty of good use left in them. There may have been a time when preservation was about saving an old building here or there, but those days are gone. Preservation is in the business of saving communities and the values they embody.”

- Richard Moe, Past President, National Trust for Historic Preservation

1. Historic Themes and Areas of Significance are an important tool in preserving the historic resources of the Southside as they are categories that can be used to establish significance under National Park Service rules.

2. Buildings constructed or existing with in the period of significance are considered eligible within the historic district pending further evaluation.



Heritage preservation is not just an attempt to freeze a place in time. Supporting the reuse of existing buildings is an important strategy for maintaining community character and keeping historic buildings viably intact. Heritage preservation, in places like the Southside, is also an important element of economic vitality because it increases economic diversity and support entrepreneurship. The reuse of older buildings and supporting neighborhoods with a mixed age of buildings has been shown to:

- *provide affordable, flexible space for entrepreneurs from all backgrounds,*
- *have a significantly higher proportion of non-chain restaurants and retailers,*
- *host a significantly higher proportion of jobs in small businesses,*
- *have greater population density and more businesses per commercial square foot than streets with large, new buildings,*
- *house significantly greater concentrations of creative jobs per square foot of commercial space, and*
- *have a higher percentage of women and minority owned business (NTHP Green Lab 2014).*

Recycling buildings through adaptive reuse

Often, the greenest building is the building that is already built. Building even the most energy-efficient building consumes natural resources and produces construction waste, both of which contribute to greenhouse gas emissions - the gases that cause climate change.

Adaptive reuse occurs when we reuse older buildings for new purposes. Not only does adaptive reuse create more vibrant streets and neighborhoods, but when used appropriately, it can have significant cultural and environmental benefits, too. Benefits include:

- Reusing materials reduced the need for new materials, from bricks to windows, to be created.
- Reusing a building reduces the amount of construction and demolition materials sent to the Flagstaff landfill, which like all landfills, has limited capacity.
- The production, manufacturing and transportation of building materials contribute significantly to pollution and greenhouse gas emissions; new construction is one of the most environmentally impactful sectors (USEPA 2009). Adaptively reusing buildings can be an important strategy for reducing a community's contributions to climate change.
- Older buildings like those in Southside were usually built for people to access them by foot, not cars. These traditional designs can contribute to a more pedestrian-friendly, dynamic neighborhood, while also supporting the density and mix of uses that contribute to more sustainable neighborhoods.

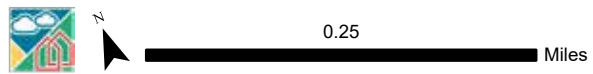
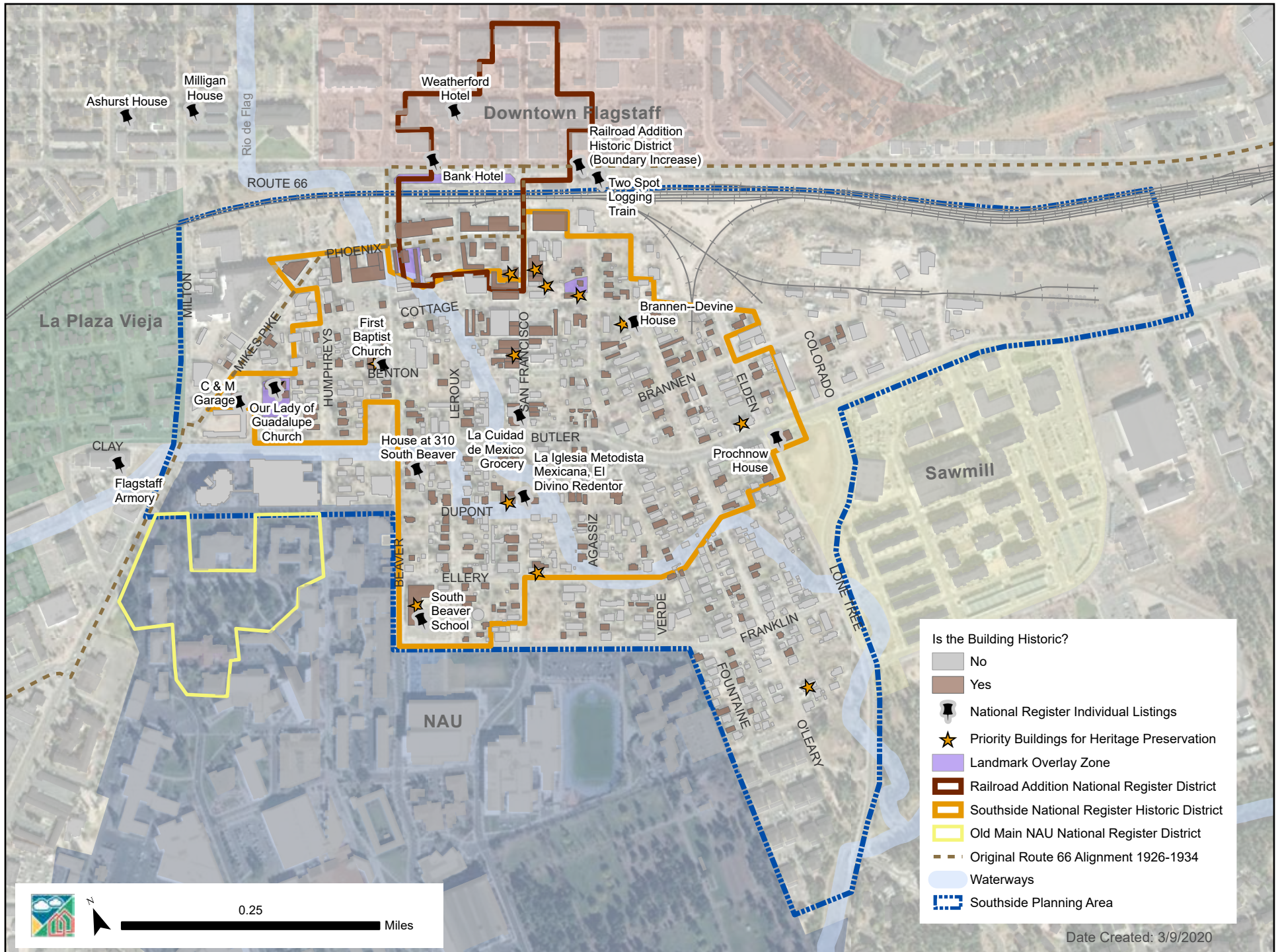
Resource on adaptive reuse and its environmental benefits can be found in *The Greenest Building, Quantifying the Environmental Value of Building Reuse*, by the National Trust for Historic Preservation.



Our Lady of Guadalupe Catholic Church, a National Historic Landmark in the Southside



Heritage Preservation - Assets and Designations



Date Created: 3/9/2020

Growth and Change

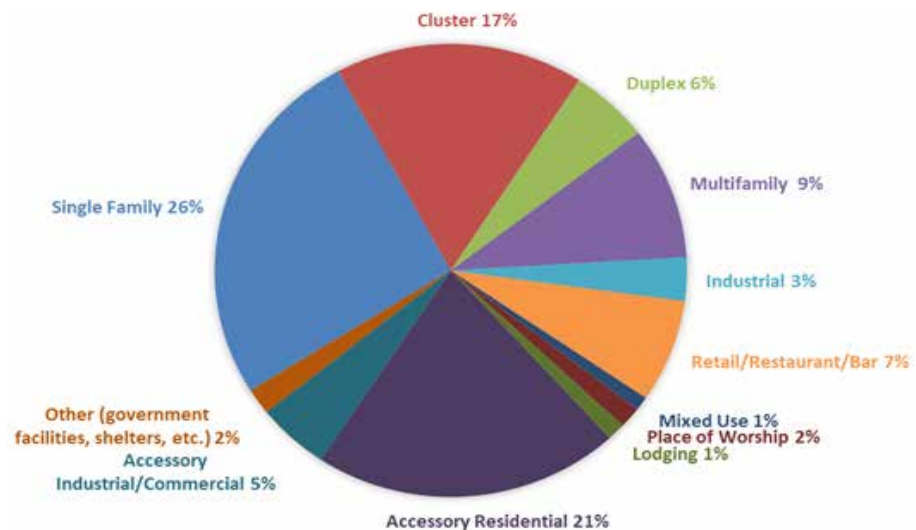
The Southside has evolved over the last 100 years from a working-class neighborhood supporting the lumber and sheep industry in the early 20th century to a neighborhood that created “congregation from segregation.”¹ The Southside was historically home to multiple minority groups and therefore housed many diverse cuisines, religions, and cultural practices, most of which transcended racial lines. The Southside of the 21st century is changing yet again. One purpose of this Plan is to understand the opportunities and risks that these changes present and provide policies to move the community forward in a manner that “Embraces Our Past” and “Enhances Our Future.”

Existing land uses include commercial, residential, industrial, and institutional uses. The neighborhood has three main commercial areas on the north of Butler Avenue: South Beaver Street, South San Francisco Street, and Phoenix Avenue. However, small-scale commercial and industrial uses occur throughout the neighborhood. Small cottages interspersed with one- and two-story apartment buildings are the typical residential pattern in the neighborhood. The eastern part of the neighborhood has long been a mix of houses and industrial uses that provide jobs to the community and services to the entire City. The diversity of land uses in the neighborhood is very high. Buildings in the main commercial districts and surrounding residential blocks of the Southside are generally older and have higher historic integrity than those on the peripheral. The fine scale urban pattern of development is what maintains the economic vibrancy of the Southside.

1. A saying by Dr. Ricardo Guthrie that was referenced by many community members throughout the process.

Gentrification and Neighborhood Change

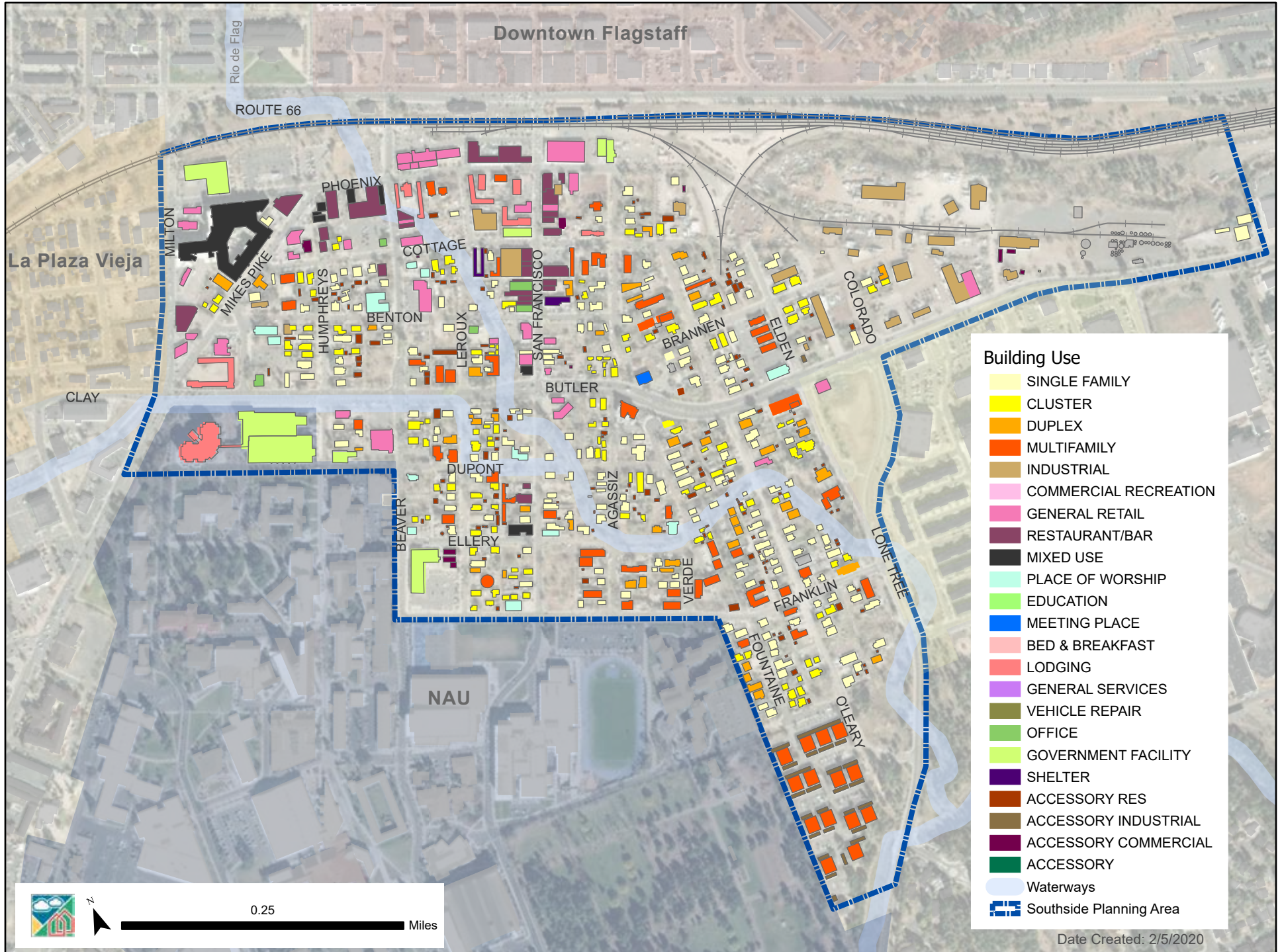
Gentrification was repeatedly raised as a concern in the Southside Community Plan public process. It is generally defined as upper and middle class individuals and families purchasing and renovating homes in central and lower income neighborhoods. This change in demographics can be followed by displacement, business change over and loss of culture, especially because gentrifying neighborhoods were often subject to housing discrimination in the 20th century. The Southside business district has experienced gentrification as what were once neighborhood-serving businesses and churches, have turned over to upscale restaurants, coffee shops and college student ministries. The housing stock of the Southside has also been experiencing redevelopment that has priced out longtime residents in favor of luxury and student housing. Whether gentrification is good or bad is a hotly debated social and economic topic. The scales between neighborhood revitalization, job creation, equity in properties and displacement, rising costs, and loss of community culture are difficult to balance. For residents who are not displaced while an area is gentrifying, the economic benefits of renewed investment can be beneficial; for those displaced in the process who are unable to find affordable housing the costs are great. There is no universally recognized cure or preventative for gentrification; however, policies that support community character and culture, affordable housing, and small business support and expansion can equip neighborhoods to weather the changes and support longtime residents. This effort is particularly important as the Southside is anticipated to go through another phase of reinvestment and potential gentrification, once the floodplain is remapped and more properties are able to be financed and relieved of the floodplain regulations related to redevelopment and renovation.



Building uses in the Southside



Building Use



Regional Plan and Community Character

The Future Growth Illustration of the Regional Plan and associated specific plans show three activity centers¹ that are within or that overlap the Southside Community Plan boundary: two historic urban activity centers (Five Points and Downtown) and one urban regional activity center (Sawmill). Activity Centers are the most intense and mixed use of the three place types identified in the Regional Plan. The Regional Plan states that “activity centers are vital in producing the compact urban form necessary for efficient infrastructure, transit, walkability, job creation, and protection of our natural resources.” In activity centers, compact development and walkability are emphasized and their character and densities varies by whether the activity center is urban, suburban or rural. Each activity center has a commercial core, which is defined as “the most important location for placemaking in each activity center.” The commercial core encourages commercial, mixed use, and high-density residential development, as well as bicycle, pedestrian and transit opportunities. The pedestrian shed of the activity center is an area within a five-minute walk of the commercial core (about one-quarter mile) and supports medium to high density development and a transition of the activity center and the surrounding neighborhoods character.

Activity centers are intended to have unique and distinctive characters that blend the old and new. Given the unique character of the Southside, the challenge for neighborhood character is style, massing and scale of buildings that bring

compatible infill and redevelopment to the historic district and surrounding area.

Of the 217 acres that comprise the Southside community, 125 acres are within one-quarter mile of an activity center. However, to protect the historic resources of the Southside Historic District, the High Occupancy Housing Plan limited the application of all activity center goals and policies to the commercial core (approximately 78 acres).² There are three scales of activity centers in the Regional Plan: historic, regional and neighborhood. The Southside’s commercial core is defined by the historic and regional activity centers that overlap the specific plan’s boundaries. The two *Historic Activity Centers* are meant to preserve historic resources while allowing for infill and redevelopment appropriate to the historic context. Within these activity centers, larger mixed-use infill is meant to be limited to the frontages of the commercial corridors between Butler Avenue and the railroad. Both of these activity centers overlap the Southside and the two related National Register historic districts.

The *Urban Regional Activity Center* located at Sawmill near the corner of Butler Avenue and Lone Tree Road allows a much larger scale of development. The area is largely industrial except for a new urban neighborhood that developed over the last 15 years on the site of the former Flagstaff Sawmill. This area has employment opportunities in services, manufacturing, and law enforcement, and provides space for many of the community’s entrepreneurs to start and expand their businesses. Even though the Regional Plan states that industrial uses are not appropriate in urban activity centers, this area of the Southside

may be an exception due to its history, location, and access opportunities.

The Southside’s *Urban Neighborhood* allows for small-scale commercial services, retail, and restaurants scattered throughout a medium- to high-density residential area. These neighborhood commercial spots are valuable assets that were recognized in the 2018 visioning survey. Even former commercial buildings that have been adaptively reused as housing are important character elements of the neighborhood’s fabric.

What is the Future Growth Illustration?

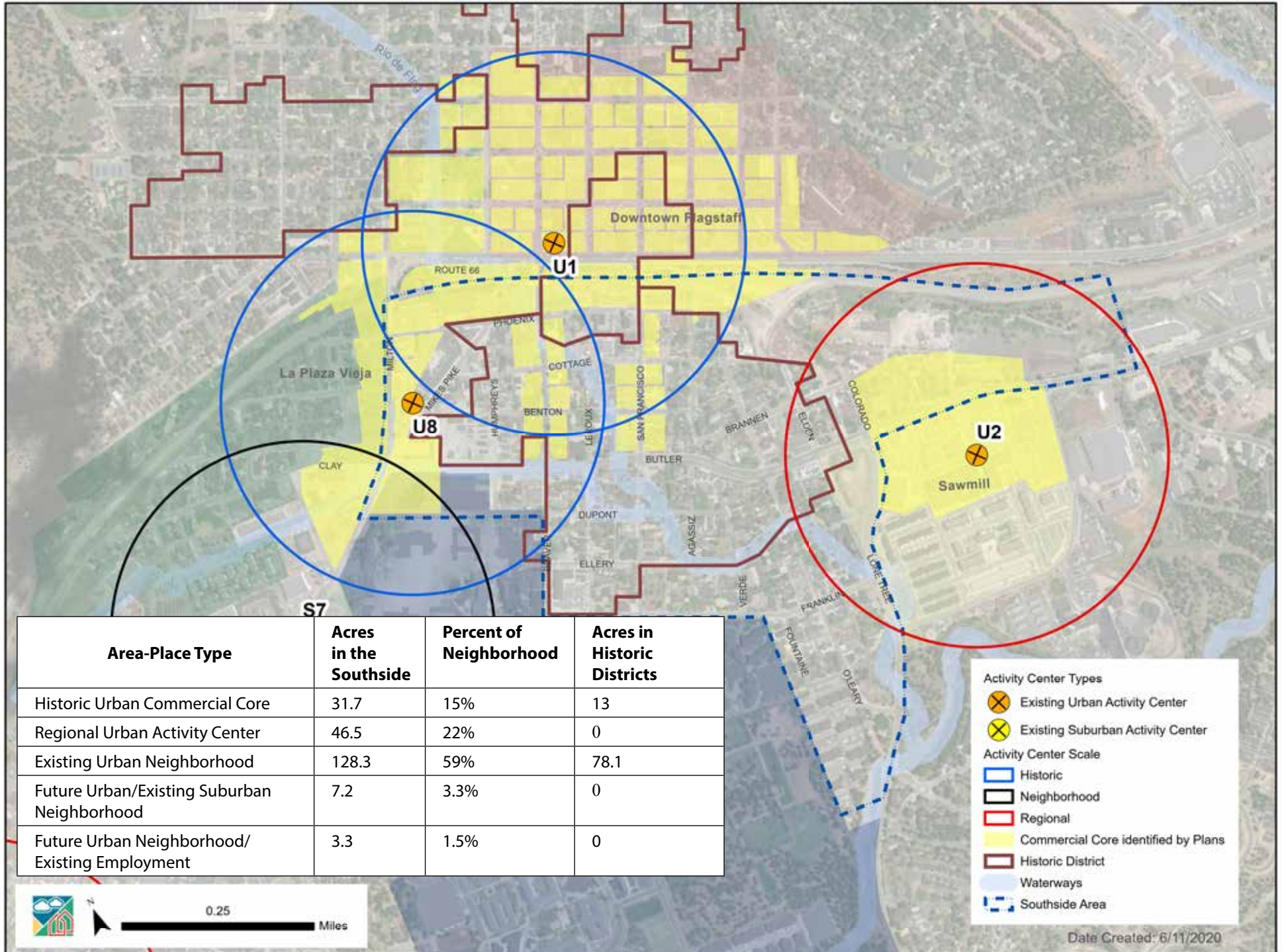
The Future Growth Illustration is a map in the Regional Plan that sets the characteristics, goals, and policies for every area of the community. One important function of specific plans like the Southside Community Plan is that they can clarify and refine this community-wide direction for a particular geographic area. The Future Growth Illustration includes area types (urban, suburban, rural, employment, special district) and place types (activity centers, neighborhoods, and corridors). The Southside is primarily a mix of urban activity centers, neighborhoods, and commercial corridors.

1. A fourth activity center is located at Route 66 and Milton Road that is within a quarter mile of the Drury Inn. However, the Drury Inn faces the historic activity center at Milton Road and Butler Avenue (Five Points). The proximity and orientation of the Drury Inn creates a stronger connection with the historic activity center; therefore, the nearby activity center is not considered further in this analysis.

2. The High Occupancy Housing Plan included concepts and policies limited only to High Occupancy Housing and those that applied to all development in Activity Centers.



Activity Center and Commercial Core



Zoning and Land Use

The Zoning Code tells a property owner what uses the owner is entitled to and what uses require a decision by the City Council or Planning and Zoning Commission. The Zoning Code includes a map that sets boundaries for districts that have different regulations. The Southside Community Plan area has both conventional or Euclidean zoning categories (residential, commercial, industrial) and an alternative transect zoning, which focuses more on the form and pattern of buildings than the uses, that can be elected by property owners administratively. The Landmark Overlay is the only overlay within the Southside Community Plan Area. Three properties have adopted the Landmark Overlay in the Southside so far to protect historic resources on the properties.

Conventional Zoning

The three largest conventional zones in the neighborhood are Community Commercial, High Density Residential, and Light Industrial.

The Community Commercial (CC) zone provides for commercial services within established neighborhoods. These areas provide dispersed commercial services and retail and a variety of housing choices. The CC zone is the only commercial district that allows single-family homes and duplexes by right on lots less than 9,000 square feet. The CC zone also allows a 60-foot maximum building height,¹ small setbacks, and a Floor-to-Area Ratio (FAR) of 2.5. A proposal, based on the 2018 High Occupancy Housing

Specific Plan, is currently pending to amend this zone's height standards and reduce the maximum building height to 45 feet.

The High Density Residential (HR) zone is intended to provide for residential densities of 10 to 29 dwelling units per acre. This zone is intended to provide an environment having maximum living amenities on-site while providing affordable housing, residential design flexibility, more efficient use of open space, and better separation of pedestrian and vehicular traffic. This zone allows affordable² and planned residential development that allow for higher densities. The HR zone allows a 60-foot maximum building height, has moderate setbacks, and a maximum lot coverage of fifty percent. In the Southside, HR properties in the Southside are small lots with a single-family house or duplex in the front and one to four small units located to the rear of the property. The HR zone in Southside also contains a handful of apartment buildings.

The Light Industrial (LI) zone is intended to provide clean and quiet industries in proximity to commercial development, including manufacturing, warehousing, and related uses with limited and screened exterior storage. The LI zone allows for very limited residential uses within the district, but in the Southside, several single-family homes preexisted this zoning and were allowed to continue as a nonconforming use. The setbacks in Light Industrial are larger and the maximum building height is 60 feet. The intensity for most uses is 1.5 FAR and 0.25 to 0.38 FAR for commercial uses of retail, office/lodging, heavy retail/service, and general services.

Transect Zoning

Transect zoning, also known as the form-based code, was added as an alternative for property owners in central Flagstaff, including the Southside, in 2011. The transect zones are an alternative to conventional zoning, and in order to elect it, the property owner must waive their rights under the conventional zones, and move their property into the transect code standards and guidelines. To date, only 3.8 acres across seven properties have opted into the transect zoning, which amounts to only four percent of the area within the Southside that could elect transect zoning. This form-based code is intended to deliver more compatible building types that are calibrated to the community.

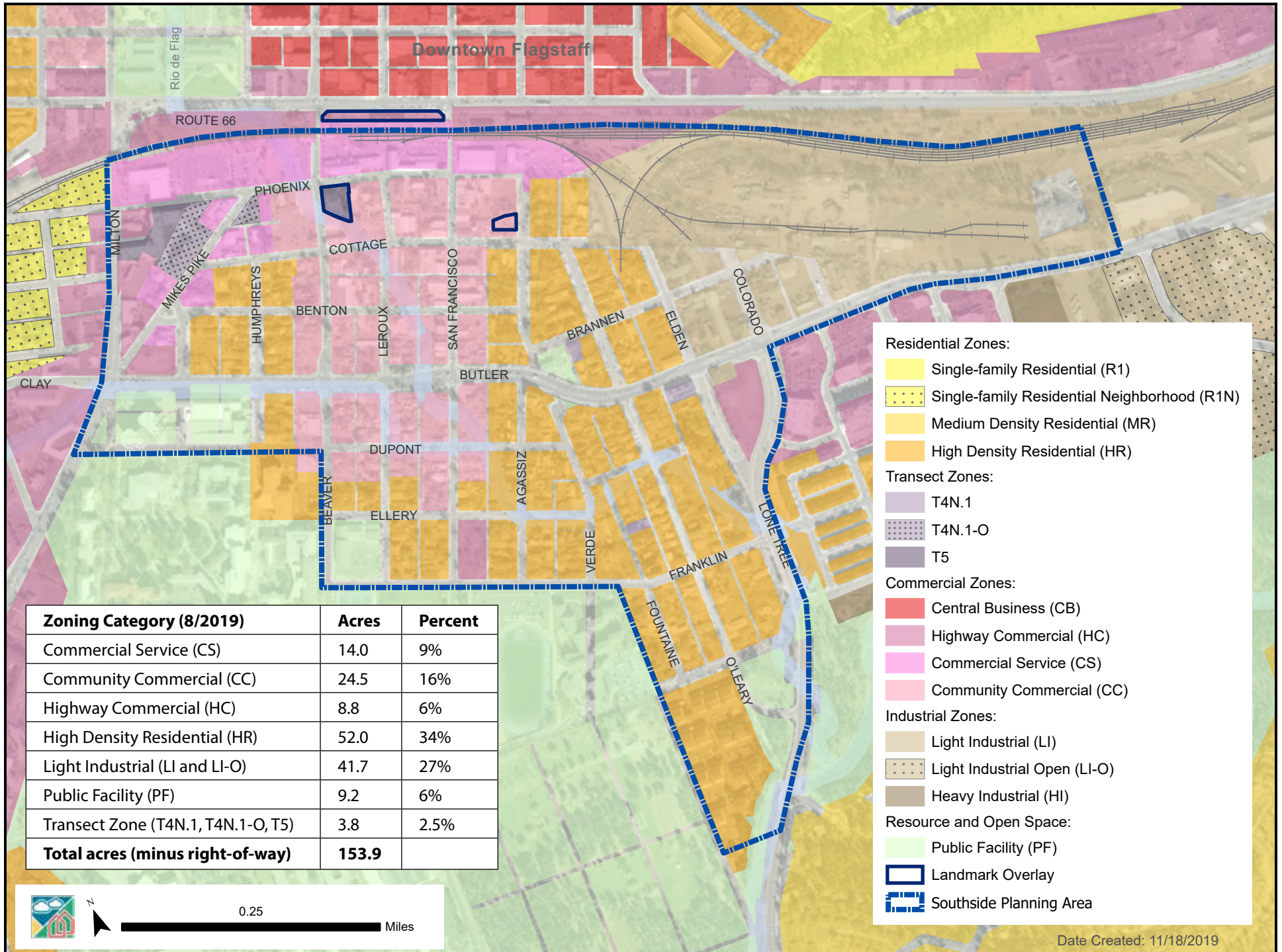
Unfortunately, the building types allowed in Flagstaff's Transect Code missed several building types historically present in the Southside. Some of the building and frontage types were calibrated using only buildings on the north side of the tracks. In addition, the intent of the transect zones and the drawings that describe compatible development do not accurately reflect the scale of buildings that could be developed using the standards in the text. Based on the findings of the 2018 High Occupancy Housing Plan, these zoning categories need to be revised to increase their compatibility with the Southside's historic character. Some issues with the Transect Code's calibration were identified in the High Occupancy Housing Plan. The City will address those issues by adopting an amendment to the Zoning Code.

1. All building heights include an additional 5-foot allowance for pitched roof slopes.

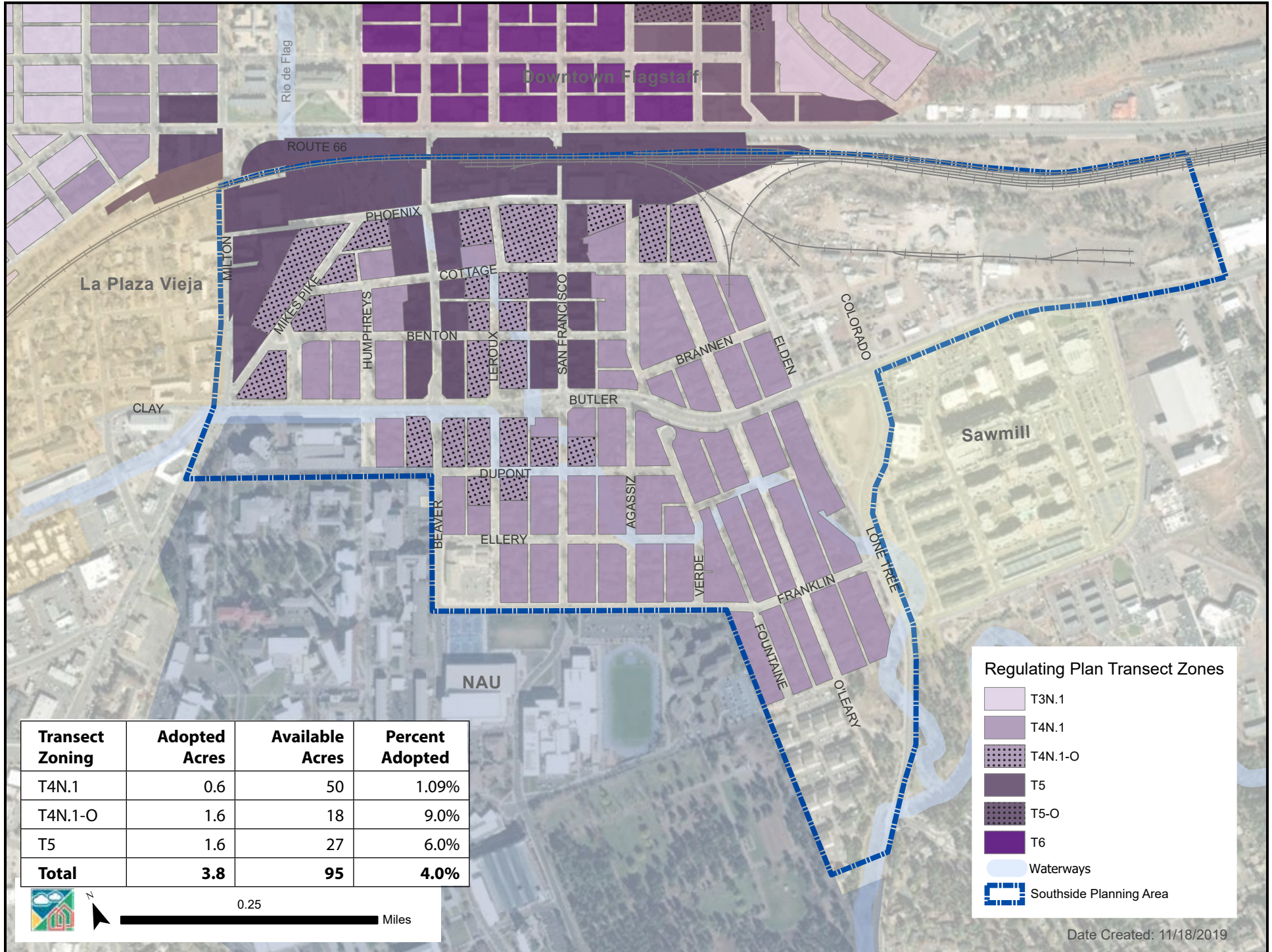
2. In the context of the Zoning Code and this statement, "affordable" is used broadly to describe market rate units that are affordable to an average household. Affordable Housing is also a formal term in the Zoning Code that is used to describe housing that has a legal mechanism such as a covenant or deed restriction to ensure its continued affordability,



Adopted Zoning



Transect Zoning



Transect Zoning	Adopted Acres	Available Acres	Percent Adopted
T4N.1	0.6	50	1.09%
T4N.1-O	1.6	18	9.0%
T5	1.6	27	6.0%
Total	3.8	95	4.0%

Regulating Plan Transect Zones

- T3N.1
- T4N.1
- T4N.1-O
- T5
- T5-O
- T6
- Waterways
- Southside Planning Area



0.25 Miles

Business and Live/Work

The Southside is home to 68 unique businesses ranging across a variety of commercial sectors. The two primary business sectors in Southside are accommodation and food services, and retail trade. Other businesses types and subsectors include arts, entertainment, recreation, automotive services, construction, finance and insurance, manufacturing, personal care services (beauty salons and parlors), real estate, and transportation and warehousing. The Flagstaff visioning survey found that fifty percent of respondents consider the dining and entertainment options in the Southside to be an asset for the community, either as an opportunity for personal time or for employment.

The distinctiveness of the Southside neighborhood is an important quality for Southside residents and business owners. Sixty-five percent of surveyed business owners thought that the unique character of the Southside was important or very important. These sentiments illustrate the importance for the character to be protected, or even enhanced, as the neighborhood evolves in the future. Thirty-eight percent of businesses in the Southside are in contributing historic buildings. These older and more traditionally designed commercial spaces provide a lot of flexibility in their use. Encouraging local business is important to the character and the economy. Local businesses keep \$43 in the local economy for every \$100 spent; national chains only contribute \$13 for every \$100 spent (Civic Economics, 2019).

Many businesses chose the Southside because of its central location. Sixty-two percent of surveyed businesses rated the proximity to downtown as very important; another twelve percent rated it as important. Proximity to NAU is an important piece to the success of most Southside businesses. Sixty-eight percent of surveyed businesses rated their proximity to NAU as important or very important. Creative partnerships between the university and community non-profits and businesses could provide avenues for innovation and equity to spill out into the neighborhood. Community members generally appreciate the variety of businesses that exist with the Southside neighborhood but see limited need for more restaurants and bars.

Large-scale industrial activities were an important part of the neighborhood's history. Small-scale industrial activities still exist throughout the neighborhood but many former industrial workers expressed that these jobs were not available for longtime residents who previously worked at the Lumber Mill and SCA Tissue. Industrial-like operations, like beer and coffee production, are also sprinkled throughout the neighborhood. A large-scale coffee roaster, or medium-scale microbrewery, requires large equipment, ample space for production, and emits odor. These are all qualities of an industrial operation, even if they do not have the title "factory" in the building.

Public and Community Spaces

A neighborhood should ideally have a park within easy walking distance of every resident, which equates to an approximate ten-minute walk,¹ or one-quarter mile. The closest thing to a park in the Southside is the landscaped area directly west of the Murdoch Center. Land is limited for any park in the Southside neighborhood. The City does not currently own any land within the Southside that is planned for a park.

Many members of the Southside community feel that the Rio de Flag is an underutilized space as it passes through the Southside neighborhood. Instead of a hidden space that feels unsafe and collects litter, it should become a community asset. However, developing a park or green space along this route has several hurdles including the need for flood control, concerns about public safety, and a mix of public and private ownership.

Another high priority for the community is to improve the sidewalks and streetscapes in front of businesses and throughout the neighborhood. However, this desire is not unrelated to the desire for gathering spaces. Instead it is to create an environment that encourages street life and to mimic successful events in the Downtown that use the streets (particularly Aspen Avenue) as temporary public spaces.

Public Art

The Southside has a rich tradition of public art that reflects the history and culture of the community. Over a dozen murals and six, three-dimensional art installations currently reside in the Southside and nearby on NAU's campus. In addition to the visible public art of the Southside, the first "Walk This Talk" project was installed in 2019. Several styles emerge from the current public art displays: folkloric art, abstract art, and magic realism. Themes of these art installations include nature, trade, cultural and ethnic representation, representations of NAU's identity, and spiritual practices. Opportunities for public art are highly prized. The desire to see and appreciate public art as part of a walkable neighborhood experience were popular in surveys and at public meetings throughout the Southside community planning process.

1. This timed walk is not associated with any distance and is the standard for a "walkable" park used by the National Recreation and Parks Association and the Flagstaff Master Parks Plan.





Murdoch Center Mural



Mother Myth Mural by Mural Mice Universal (top); Leroux Street Mural by Black Sheep Art Collective (bottom left); What Flows Beneath Our Feet by Cy Wagoner, Dave Loewenstein (bottom right)

Parking

Parking is one of the biggest community concerns in the Southside. Almost seventy-five percent of the residents and businesses surveyed in the Southside believe that “not enough parking” is somewhat of an issue or a big issue. Parking exists in three forms: on-site, off-site, and on-street. On-street parking is allowed on most streets in the Southside neighborhood, but is difficult to manage in some places due to a lack of sidewalk, curb, and gutter.

Much of the Southside was developed before car ownership was the norm. As such, many commercial and residential properties did not create on-site parking that would meet today’s standards. Although, a lack of parking is an inconvenience, it also contributes to the character of the neighborhood. For example, in an urban neighborhood like the Southside, large parking lots or frequent driveways crossing the sidewalk do not diminish the area’s walkability. Likewise, frequent buildings close to the street and a mix of uses and building types adds to the area’s walkability. In fact, “Walkable” was the third most common adjective used to describe the neighborhood during the 2018 Southside visioning survey.

A common sentiment in the Southside community is that most new development is not providing enough parking and exacerbating the neighborhood’s parking challenges. Increasing challenges in neighborhood parking is often connected to new development having more demand for parking than they provide on-site. The vehicles that don’t have a private space to park on-site find another parking space off of their parcel, typically in the public right-of-way. Lower parking requirements for the transect zones were implemented in order to support

new buildings that followed the pattern of the historic buildings in the Southside, which also have minimal or no parking. However, some of the newer developments are not like the historic development patterns in many other ways, including scale and occupancy numbers, which is likely the critical difference creating negative impacts.

ParkFlag was implemented in 2017 to manage public parking throughout Flagstaff, which included the Southside area. Initially, ParkFlag installed metered and two hour parking in the most intense commercial areas of the neighborhood north of Butler Avenue and along South San Francisco Street and South Beaver Street.

The residential streets in the Southside neighborhood have the option to opt-in to the ParkFlag residential parking management system. Residential programs are designed to allow for public and residential parking to occur in an organized fashion, and is typically done on a block-by-block basis when over fifty-one percent of the property owners with a meter on a block fill out a petition to opt-in. ParkFlag then works with the block to decide what management system will work with that block best. Common residential systems include a mix of restricting street parking to residents of the street for half of the block and implementing a two-hour limit for the other half of the block for everyone else. None of the techniques used to preserve the availability of residential parking on a street include an option that allows for reserved spaces.

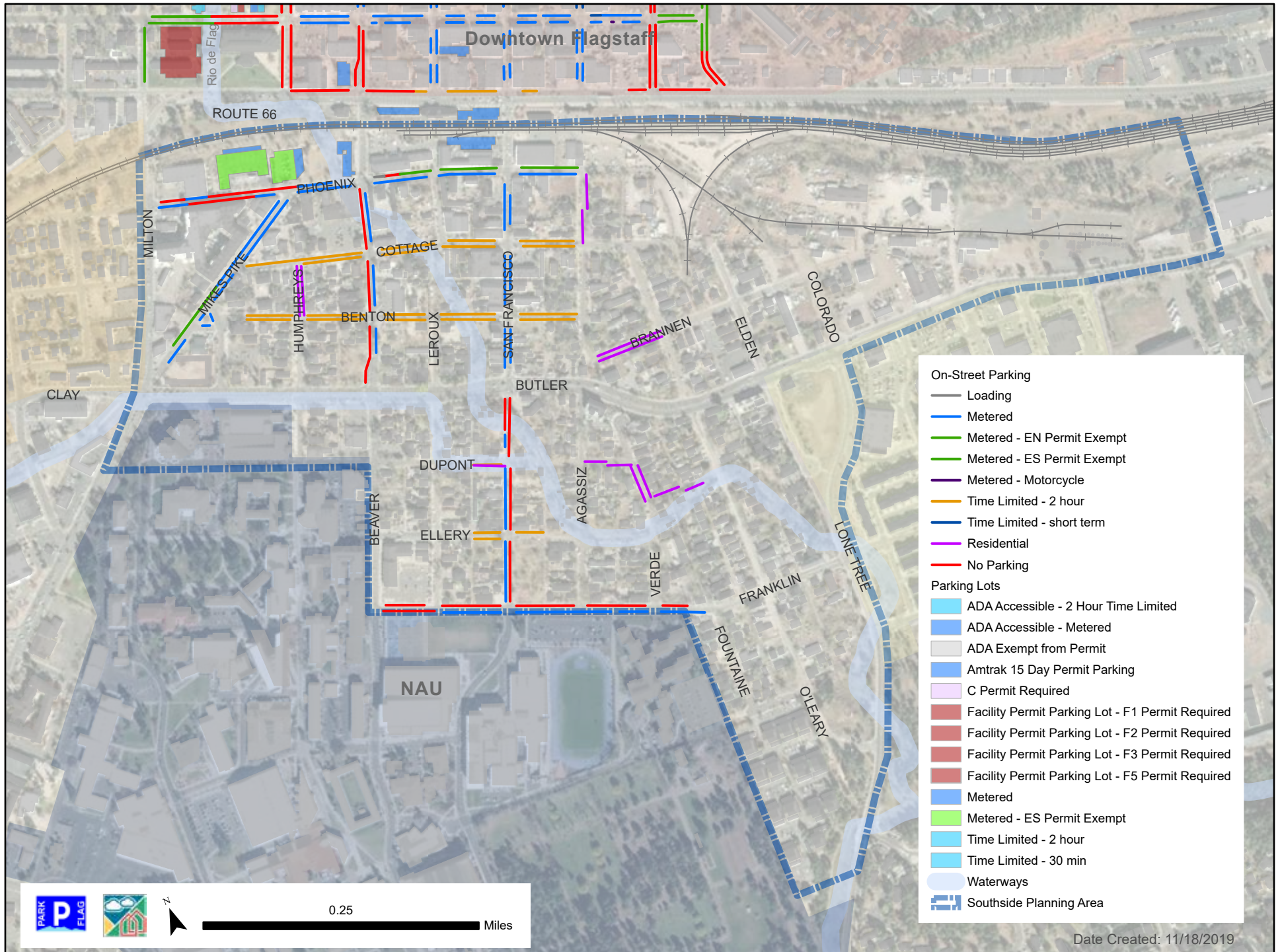
Pilot parking management projects have been implemented and are being evaluated for

blocks that have incomplete infrastructure in the Southside. As one of the pilot projects the Southside community has implemented as part of developing the Southside Community Plan, the City painted white lines on each side of drive aisles in order to delineate parking areas from driving lanes. While this did not permanently solve the parking issues on Fountaine Street, it provided a tactical improvement over the previous condition and was a collaborative solution developed with input and feedback from the residents.



Incomplete street infrastructure in the Southside contributes to parking issues

ParkFlag Implementation



Transportation

Three major roads bound and cross the Southside neighborhood: Butler Avenue, Milton Road, and Lone Tree Road. Major roads, for the purpose of this Plan, are those that carry regional traffic around and through the Southside neighborhood and prioritize general vehicle traffic over access to homes and businesses. The community's primary concern about major roads was improving the safety and comfort of crossing for bikes/pedestrians (seventy percent of respondents). Fifty-five percent of the Southside residents surveyed believed that traffic was somewhat of an issue or a big issue in the community.

South Beaver Street and South San Francisco Street work together to carry people north and south through the middle of the Southside neighborhood. North of Butler Avenue, Beaver Street has one-way travel to the south; San Francisco Street is one-way toward the north. The one-way traffic on these roads has allowed them to carry more traffic and allows for loading

necessary to the commercial businesses on these narrower streets. Fifty percent of all business in the Southside face these streets. Many Southside community members identified these two streets and their adjacent businesses as the primary asset for the entire neighborhood. Both streets were beautified with street trees, bike racks, and bulb-outs to improve the pedestrian and commercial environment in the mid-2000s.

The northeast part of the Southside neighborhood has a number of incomplete streets that serve adjacent industrial activities. Many have no curb, gutter, or sidewalk, while others are gravel. The conditions of these streets were not a high concern for most community members, as the streets appear to meet their intended function. This area, however, will change when the Lone Tree Road overpass is constructed. The proposed private redevelopment will likely shape the final design of these easternmost streets.



The BNSF railroad crosses South Beaver Street and South San Francisco Street between the Southside and Downtown

Influence of the Lone Tree Overpass on the future of Southside

Lone Tree Road will extend from its existing terminus at Butler Avenue, over the railroad, and connect to Route 66. Completion of this project is expected around 2027. From a business perspective, this extension has the potential to drastically change its adjacent land uses. Existing gravel roads that only provide access to small industrial operations may be replaced or be adjacent to a major regional thoroughfare.

All changes to the existing transportation network affect their surrounding roadways. The Lone Tree Overpass is expected to reduce traffic on Beaver Street and San Francisco Street by up to seventy percent based on the Regional Transportation Model. Neither Beaver Street nor San Francisco Street depends on pass-by traffic in the same way that a fast food restaurant does along a freeway interchange, but any amount of reduced visibility could have an effect on the variety and type of businesses in the Southside.

About one-sixth of Southside community survey respondents cite its walkability as a major asset (the second most common response). The neighborhood and adjacent amenities create countless useful and interesting destinations, and the gridded streets make the walking environment efficient and comfortable. Pedestrian use of the streets is high throughout the neighborhood, and Pedestrian involved crashes tend to be low to moderate severity, indicating that the overall walking environment is safe and comfortable. However, the community has presented some shortcomings in the neighborhood's safety and comfort. Most of the community would like completed sidewalk infrastructure but are cautious about the costs; past assessments for infrastructure improvements on local streets have led to displacement. One spot repeatedly mentioned for pedestrian improvement is to provide a safe crossing of Butler Avenue east of South San Francisco Street through what is called the S-curve.

Some residents expressed concerns for walking and biking in the winter when the streets are not maintained for those activities. Others expressed concerns that sections of the neighborhood feel too dark at night to walk safely. Cyclists also commented that they do not feel comfortable on the neighborhood's busiest streets. Bike crash data shows that the highest severity crashes in the Southside are located along Butler Avenue and South Beaver Street near the railroad tracks. These are the most congested internal streets for the Southside. The survey of residents in 2018 showed that the S curve along Butler was frequently flagged as an issue for cyclists and the Concept and Illustrations document proposes solutions to increase the perception of safety for



Downtown Connection Center

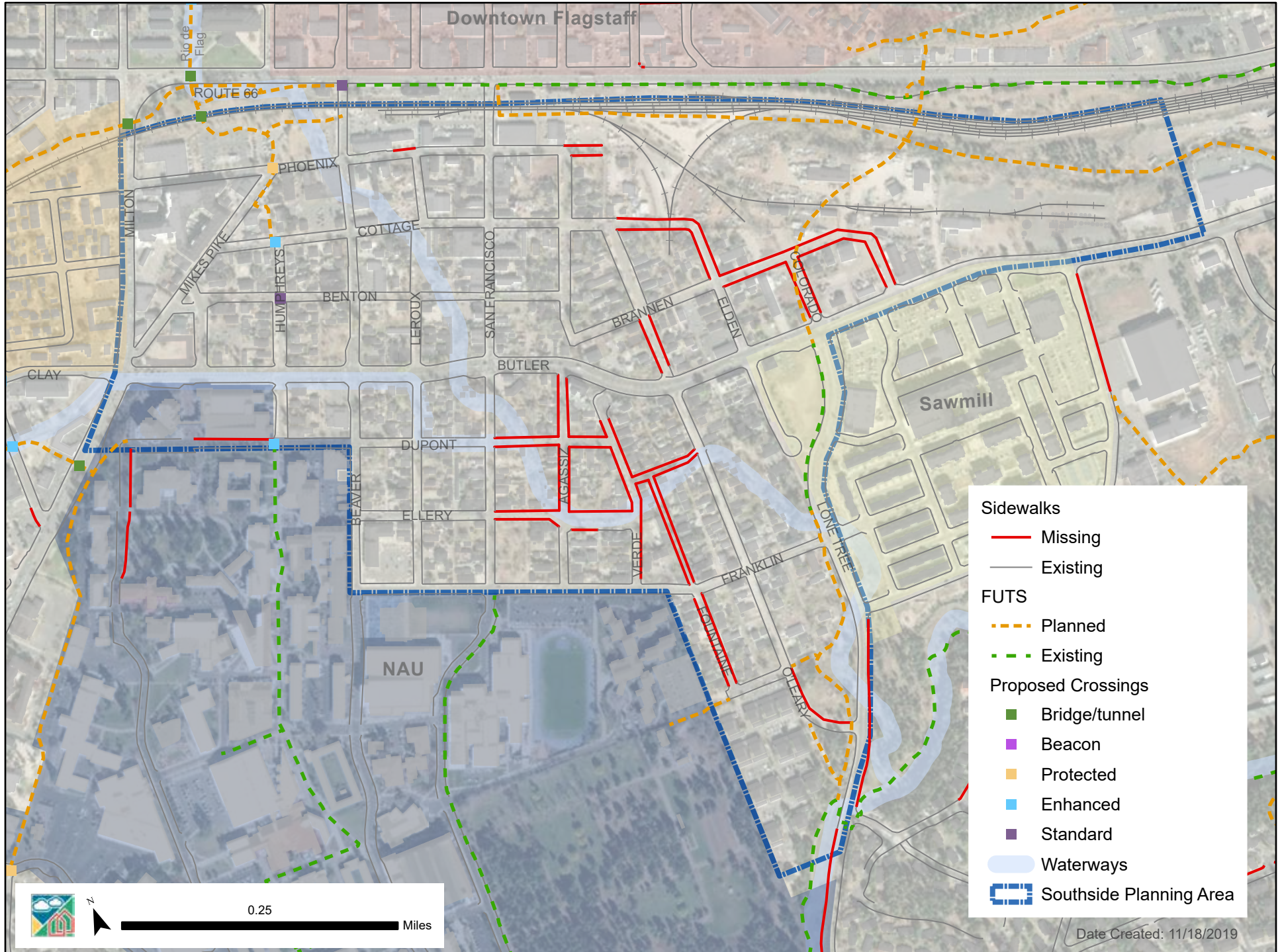
cyclists in this area (See the full Site and Analysis for more details).

Mountain Line's main connection center, the downtown connection center (DCC), currently exists in the Southside. Most members of the Southside community perceive the DCC and the availability of other bus stops throughout, and near, the Southside as an asset. It provides a great mobility option to and from most other areas of Flagstaff.



The S-curve on Butler Avenue

Active Transportation Master Plan Multi-Modal Infrastructure



Date Created: 11/18/2019

Flooding and Other Hazards

The Southside is vulnerable to several hazards, the most common of which is flooding. This makes preparedness and response important community issues even though public awareness of other hazards is low.

Most of the Southside neighborhood exists in the 100-year floodplain of the Rio de Flag or Clay Avenue Wash. The 100-year floodplain is the area modeled to be under water during a storm event that has a one percent chance of occurring any given year. Thirty-eight historic and 57 non-historic buildings exist in the floodway. Another 128 historic and 237 non-historic exist elsewhere in the floodplain. The issue of flooding has a complicated natural and social history in the Southside. In the late 19th century, the Rio de Flag floodplain followed a different alignment that caused regular flooding of the railroad and lumber mill facilities. In the 1910s and 1920s, the Flagstaff community rerouted the ditch where the flooding occurred into the Southside community. In the 1980s, when floodplain regulations went into effect in the Southside, no consideration was made for this man-made relocation, so the impacts of flood insurance and regulations limited development. Floodplain restrictions now impacting the Southside include:

- No new obstructions are allowed in the floodway. This includes fences, walls, and accessory structures.
- New residential structures are allowed in the flood fringe provided that their finished floor is at least one foot above the expected flood elevation¹.
- Commercial buildings can have their finished floor below the expected flood elevation provided that they have the ability to structurally floodproof their building.
- New paved parking areas are more limited under floodplain regulations. Property owners need to obtain a floodplain use permit. Residential, or unrestricted, parking is allowed on the flood fringe in areas that are predicted to have 1 foot of water depth or less during a 100 year flood event. Areas over 1 foot depth need to be enclosed, provide tie-downs for vehicles, or be actively monitored. This is not specific to residential or commercial parking, it is a blanket clause

Obtaining insurance for a non-conforming structure for flooding can be prohibitively expensive for some households. All buildings that have a mortgage and are in a floodplain are required to carry flood insurance by



Spring run-off flooding in the Southside

the Federal Emergency Management Agency (FEMA). For many years, the premiums for some properties were frozen under Preferred Risk (because the properties conditions preexisted the floodplain designation) and Subsidized Rate (pre-FIRM) insurance policies to prevent displacement. Those programs are in the process of being phased out and premiums for longtime residents in the Southside have been rising. Rising premiums can pose a risk of displacement to long term residents and lower income families.

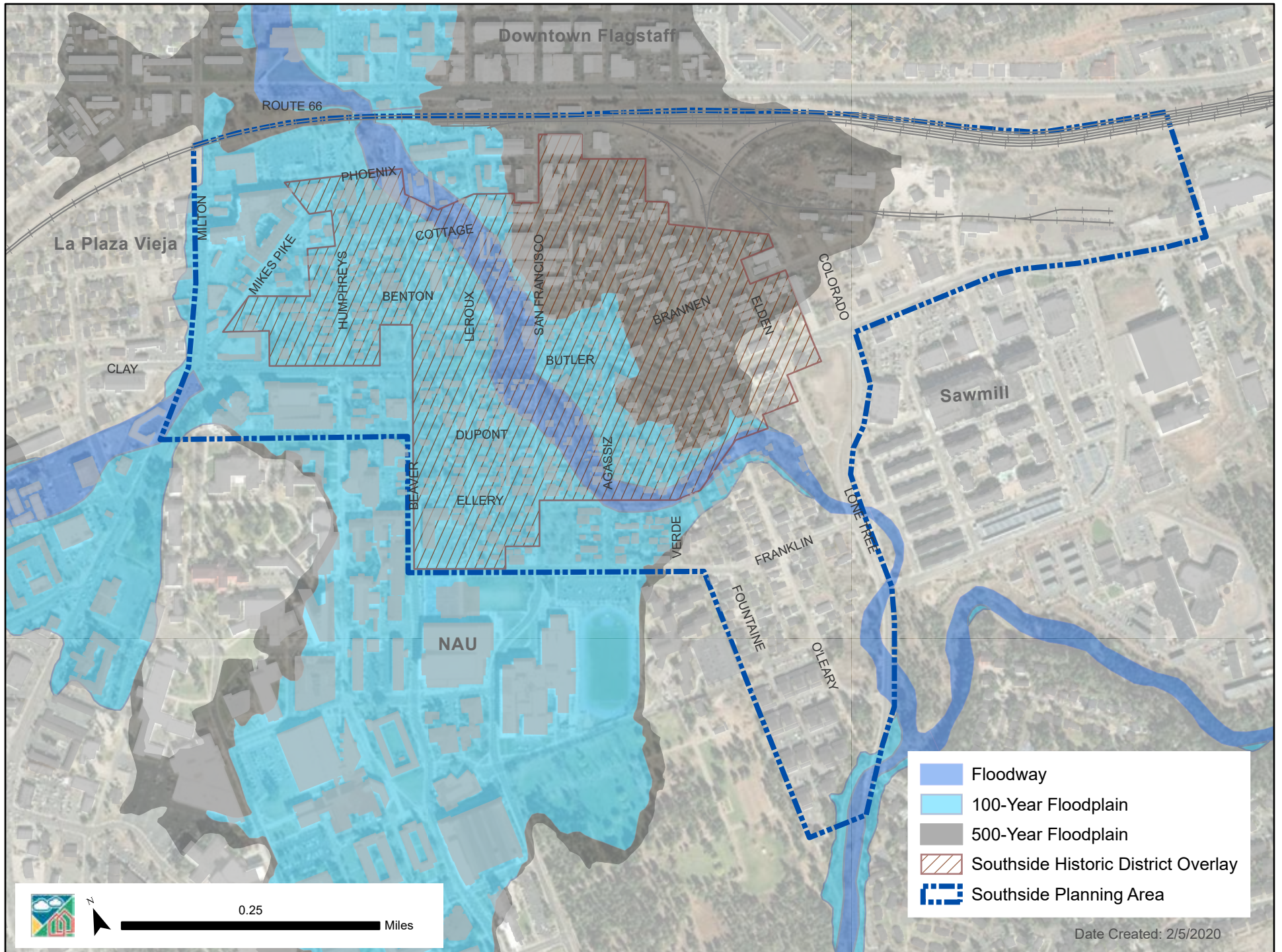
The City of Flagstaff and the Arizona Congressional delegation are working with the Army Corps of Engineers and BNSF on a flood control project that would remove most of the Southside and NAU from the floodplain. Design and planning for this system has been underway since the mid-1990s. Completion of a flood control project would allow for remapping of the floodway and floodplain designations and reduce if not eliminate their impacts on Southside properties.

In addition to floodwaters traveling into the Southside neighborhood, the topography and aging infrastructure create localized flooding issues.

¹. Within the Southside, this can be several inches to seven feet above the existing ground.



Flood Hazards



Localized low points such as at Dupont Avenue and Leroux Street (“Lake Dupont”) often pond with up to three feet of water from water that falls in its vicinity. The primary reason for this ponding relates to the areas topographic features which prevent the local storm drain at this location to drain to an outlet at a lower elevation.

Many other low points exist in the Southside neighborhood without or with inadequate outlets. The City of Flagstaff Stormwater Section has a running list of planned improvements throughout the City. The amount needed to fund the full capital list is larger than the available funding.

Flooding is not the only hazard that the Southside could experience. The proximity of residences to the BNSF rail line has two main hazards: the risk of derailment and train collisions with vehicles or pedestrians. Unfortunately, the number of collisions and fatalities at the railroad and South San Francisco Street spiked in 2018 at this location.

For the general public in the Southside, the most important step is to sign up for emergency alerts and to follow all evacuation and shelter in place orders if a train derailment were to occur.

Less is known about potential hazards aside from flooding. Most other emergencies cannot be predictively modeled as precisely as a floodplain. Many other events could happen in the Southside, such as a train derailment, or a wildfire. Climate change could exacerbate risk of a heat wave and a serious blizzard. Tornados and earthquakes do happen in the region.

Given the high annual turnover and rate of rental occupied housing in the Southside, preparing for an emergency to these hazards will require a sustained education effort. Another reason to be signed up for emergency alerts is that the Wildland Urban Interface with Sinclair Wash provides a vector for wildland fires to impact the neighborhood. Though the risk is slight, wildfires are a regular occurrence in the Flagstaff area and all residents should be prepared.

Climate Change and the Southside Community

Flagstaff’s preparations for climate change must include considering risks in each neighborhood. While Southside’s most prominent vulnerabilities relate to flooding, fire is an important consideration for all residents of Flagstaff.

Flooding and fire regimes may change in Flagstaff in several ways:

- While in general we expect the Southwest to get drier, climate change will cause an increase in heavy downpours and high-intensity storms (NPS 2018). These storms can result in a greater amount of precipitation over a shorter amount of time, increasing the potential for flooding on both the local and regional scales.
- Temperature increases caused by climate change are already changing the Southwest’s snow cover, snowmelt and runoff timing (NPS 2018). These changes make predicting the quantity and timing of spring flows of the Rio de Flag more difficult.
- The Ponderosa Pine ecosystem around Flagstaff thrives on low-intensity wildfire, sometimes referred to as ‘good fire.’ Climate change will cause the Flagstaff area’s forests more likely to see increased bad fire - unnatural, larger, and higher-intensity wildfires that are harmful to the landscape (NPS 2018) This changing fire regime will be harder to predict, and more likely to contribute to post-wildfire erosion and flooding. Fires close to Flagstaff can contribute to flooding in Flagstaff’s neighborhoods – post-fire floodina could occur in Southside via Sinclair Wash.



Dupont Avenue between South San Francisco Street and South Leroux Street (also known as “Lake Dupont”)



Rio de Flag flowing underneath Macy’s Coffee

Public Safety

Thirty-seven percent of residents surveyed in the Southside thought that public safety was somewhat of an issue or a big issue. Fifty percent of business owners/operators surveyed in the Southside thought similarly about public safety.

A common public safety complaint in the Southside relates to streets being too dark. As Flagstaff is a dark sky city, protecting our night skies from light pollution is a high priority to the Flagstaff community and the surrounding observatories. Any new streetlights must be dark sky compliant.

Some roads in the Washington Subdivision are narrower than any current City standard. In some cases, like Fontaine Street south of Franklin Avenue, the City owns more right-of-way than is paved, and in other cases, the City does not have right-of-way to widen roads. Narrow roads present a potential hazard to emergency responders, such as fire trucks and ambulances, because these vehicles are wider and larger than a standard truck. This situation can be exacerbated by irregular parking and snow



Seasonal Flooding on South Leroux Street causes period road closures and a barrier to walking

clearing. However, widening roads will increase the speed of vehicles and can impact fences and yards that unintentionally encroach into the right-of-way.

The community's concerns with crime include fear of break ins, property theft, vandalism, drug use, and harassment. Forty-seven percent of the businesses surveyed thought that vandalism and graffiti is somewhat of an issue or a big issue. One way property owners can take actions to prevent crime is by implementing Crime Prevention Through Environmental Design (CPTED) principles and strategies. "The theory is based on four principles: natural access control, natural surveillance, territoriality, and



South Fontaine Avenue south of Franklin Avenue demonstrating irregular parking due to lack of curb, gutter and sidewalk

maintenance (National Crime Prevention Council 2019).

Noise complaints due to outdoor music and loud parties are common in the Southside. Southside community members want to feel comfortable walking through pocket parks or public spaces, and do not want to be woken up by loud noises. The design of public spaces can play a large role in its safety and comfort.



Encroachment into the City right-of-way on Franklin Avenue



Chapter 3: Goals, Policies, and the Regional Plan

Goals and policies in the Southside Community Plan are area-specific ways of advancing the goals and policies of the Flagstaff Regional Plan 2030. They are written broadly so they can be viable for a 10- to 20-year planning horizon. During the next 20 years, physical, financial, political, and social environments may change, but the goals and policies should provide consistency in the path forward for reinvestment and revitalization in the Southside community. Strategies are ideas that could help achieve the outcomes but may be modified or updated as conditions change (Potential Strategies are found in Chapter 4).

City capital projects, and rezoning, annexation, and plan amendment applications, will be

reviewed by City staff to determine consistency with the Regional Plan and must also consider applicable goals and policies from specific plans. This specific plan does not directly change existing entitlements or code requirements of the Zoning, Engineering, Building, and Fire Codes. Development applications that use existing rights and comply with City standards are not subject to review for consistency with the Regional Plan and applicable specific plans. If a Regional Plan goal or policy is tied to a goal in this Specific Plan, then it should be weighted more heavily in future decision-making than a goal that is not listed in this chapter.

The Concept or Illustrative Plan in Volume 2 and the text of the Southside Community Plan

will provide supplemental information for the interpretation of goals and policies. In case of any conflict between the Concept or Illustrative Plan and the Southside Community Plan's goals and policies, the goals and policies will prevail. The Plan is also used to guide decisions related to the expansion of public infrastructure, for example, the building or improvement of new roads and trails, investment in parks or public buildings, and other facilities. Many initiatives to improve the community start at the grassroots level. Thus, the Southside Community Plan may be used by all residents and property owners in order to advocate for new development that conforms to the Plan and for assistance in implementing actions that will further the Plan's vision and direction.

A **GOAL** is a desired result a community envisions and commits to achieve.

A **POLICY** is a deliberate course of action, mostly direct at decision makers in government, but also may be for institutional and business leaders – to guide decisions and achieve stated goals.

STRATEGIES are suggested ideas of how to specifically implement policies

Vision Statement for the Southside Community Plan

*The Southside Community shall promote sustainable improvements that enhance and embrace our heritage through **CULTURAL STEWARDSHIP**, retaining the unique character and cultural fabric and flavor of our neighborhoods.*

Diagram of goals and policies hierarchy (Regional Plan)



Goals and Policies

Heritage Preservation

Goal S 1. Create awareness of the human stories that are the foundation of the Southside community.

Policy S 1.1. Create a collection of stories from Southside residents about people, places and events instrumental to the community, especially the stories of underrepresented people.

Policy S 1.2. Create platforms and experiences that connect visitors and residents to the historic stories of the Southside.

Policy S 1.3: Develop useable and accessible public art and historic interpretation that returns the value of research and storytelling to the community.

Goal S 2 Protect the landmarks and historic character that make Southside a unique community in Flagstaff.

Policy S 2.1. Support adaptive reuse through the adoption of incentives for the Southside's commercial buildings that provide relief from landscaping, parking, and other requirements.

Policy S 2.2. Preserve the integrity of contributing and individually significant historic commercial and residential buildings, through targeted landmark overlays and local historic or character preservation overlays.¹

Policy S 2.3. Protect and promote the adaptive reuse of landmarks in the Southside, including Route 66 signs, architecture and history, and cultural and familial landmarks and places of importance.

Policy S 2.4. Replicate patterns, materials, and architectural features of historic building in new construction.

Policy S 2.5. Encourage interpretation of demolished buildings with permanent installations with photos and stories tied to the people and events of the community's history when new buildings are proposed on site.

GOAL S 3. Create greater awareness of programs and incentives that support the preservation of historic properties, particularly single-family homes.

Policy S 3.1. Encourage the preservation and rehabilitation of, and allow for appropriate additions to small historic structures, such as cottages and family homes, over demolition and replacement in all subareas.

¹ Landmarks, historic properties, and historic overlay zones all fall under the Flagstaff Register of Historic Places per the Flagstaff Zoning Code.

Heritage Preservation - Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.2. Preserve, restore, and rehabilitate heritage resources to better appreciate our culture.

Policy LU.10.3. Value the Historic Neighborhoods established around downtown by maintaining and improving their highly walkable character, transit accessibility, diverse mix of land uses, and historic building form.



Growth and Change

GOAL S 3. Support investment in the Southside community that addresses longstanding issues and community concerns such as flood-proofing existing homes to help keep existing residents in place, job development for residents, public parking, parks, historic preservation, or other issues in the community.

Policy S 3.1. Create opportunities where new development can contribute financially to community initiatives that provide for community stability and public benefits.

GOAL S 4. Support a diversity of buildings and mix of uses that are compatible with the scale and architecture of historic landmarks and area character.

Policy S 4.1. Encourage housing types and prices for people with a variety of income levels and housing needs.

Policy S 4.2. Shopfronts respect the established setbacks, frontage types and floor plates either through the building itself or through the establishment of patios, courtyards and semi-public spaces

Policy S 4.3. Treat the north-south streets in Southside as the primary pedestrian environment for new buildings by facing entrances and porches towards them for all corner lots west of South Lone Tree Road.

Policy S 4.4. The historic pattern of gridded streets, alleys, small blocks and lot sizes are retained in the Neighborhood Core, Live/Work Neighborhood and Southside Main Streets.

Policy S 4.5. Along property frontages replicate distinctive neighborhood characteristics, including but not limited to:

- Trees in the front setback of residential properties
- Use of recycled and reclaimed materials
- Front yard fencing that is unique and artistic
- Public art, especially murals
- Distinctive dark sky lighting fixtures

Growth and Change - Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

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

Goal LU.4. Balance housing and employment land uses with the preservation and protection of our unique natural and cultural setting.

Policy LU.5.6. Encourage the distribution of density within neighborhoods in relationship to associated activity center and corridors, infrastructure, transportation, and natural constraints such as slopes and drainages.

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

Policy NH.2.3. Continue the tradition of multi-story, multi-use buildings to maintain and increase a stable, mixed-income residential population when planning new structures in the downtown and Southside neighborhoods.

Future Growth - Southside Subareas

In order to more clearly define the goals and policies of this Plan and the relevant policies of the Regional Plan, the Southside Community Plan identifies subareas that correspond to the Regional Plan's Future Growth Illustration. These subareas represent the desired development and preservation patterns of the Southside as defined by goals and policies. Concept Plan illustrations in Volume 2 are organized by these subareas and show how they define what is a compatible development in the context of a future Live/Make Center, Southside Main Streets, a Live/Work Neighborhood, and the Neighborhood Core.

The boundaries and descriptions of subareas are driven by the desired outcomes or goals that the community described during public participation and are balanced with the ability of the City and the community to influence change through policies, regulations, and incentives.

The Southside has activity centers (Live/Make Center and Southside Main Streets) identified in the Regional Plan that support walkable mixed-use places for residents and the larger community integrated with an urban neighborhood that is valued for its live/work opportunities. The location of activity centers along the periphery of the community also suggest strong pedestrian and bicycle connections and the importance of connections to NAU, Downtown, and the Sawmill redevelopment area.

Activity centers are an area of focus for infill and redevelopment. The Southside Main Streets are focused on a balance of preservation, adaptive reuse, and infill that is compatible with historic districts. The Live/Make Center envisions a more dramatic transformation that still retains the employment opportunities that support a strong neighborhood with economic development opportunities. These activity center subareas, due to their different goals, support different building heights, densities, intensities, and mix of uses, and are designed to benefit and fit the character of the Southside.

Urban neighborhoods envision residential communities that provide diverse housing choices at a variety of sizes and prices that serve many types of households. Two neighborhood subareas, Live/Work Neighborhood and Neighborhood Core, support medium- to high-density neighborhood areas. Both subareas envision supporting property owners to pursue achievable economic opportunities by adding rental units to their property or operating small businesses that can support their families. They also envision more diversity in the types of households the Southside can attract with an emphasis on live/work opportunities while preserving the historic properties on which the residential character of the community is based. The *Urban Neighborhood* is not considered part of an activity center's pedestrian shed.

The **Live/Make Center** subarea is unique to the Southside. The concept comes from the neighborhood's historic working class land use patterns and associated presence of industrial uses in a walkable neighborhood. In terms of the Regional Plan, the area and place type is Urban Regional Activity Center which is the largest scale and intensity category in the Regional Plan. The vision for this subarea is to create a mix of employment and more intense residential uses.

The **Southside Main Street** subarea is founded on a vision to preserve and enhance the historic character of the commercial core of the Southside. In terms of the Regional Plan, the area and place type is *Historic Activity Center*. Within a historic activity center, increases in scale and intensity of new buildings are designed in the context of the historic fabric and should occur incrementally.

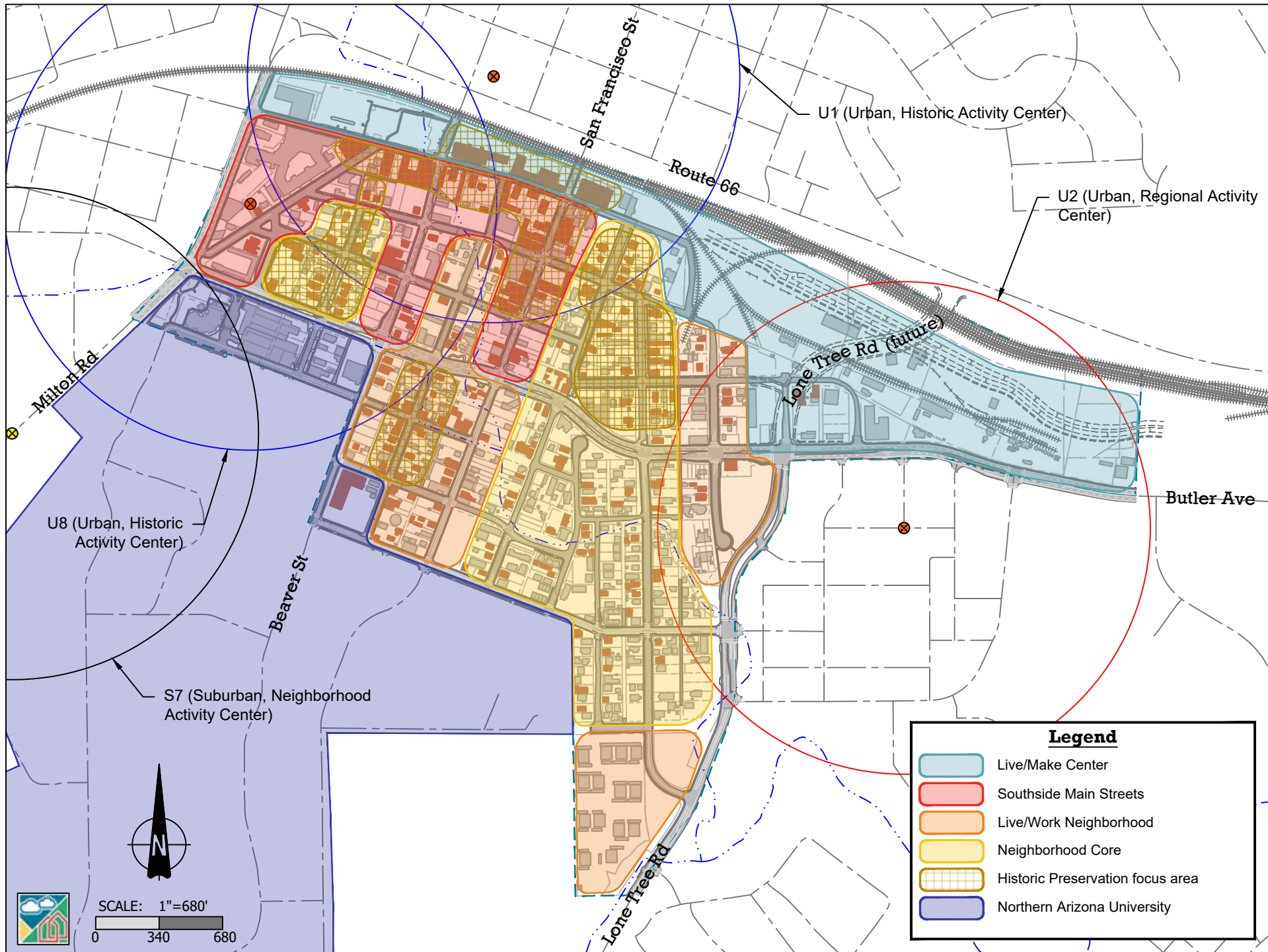
The **Live/Work Neighborhood** subarea is intended to provide primarily medium- to high-density housing intermixed with small scale commercial in a mixed-use environment. Mixed use in this subarea is defined at the neighborhood scale, rather than each parcel. In terms of the Regional Plan, the area and place type is Urban Neighborhood.

The **Neighborhood Core** is a primarily residential area of the urban neighborhood and provides medium- to high-density development in a walkable setting that does not overwhelm or overshadow the neighborhood's historic cottages and family homes. In terms of the Regional Plan, the area and place type is *Urban Neighborhood*.

The **Historic Preservation Focus Areas** are locations within the Southside's historic districts where the community would like to focus on achieving the Heritage Preservation goals, policies and strategies. The City would like to prioritize work on historic designations and overlays for those places with preserved integrity. Overlays are appropriate where property owners come to agreement on features and methods of preservation, while balancing the needs of property owners to gain value and income from their properties. Local historic and landmark overlays are desired in these areas as important steps to preserve places within the Flagstaff Southside and Railroad Addition Historic Districts. Each of these areas may have different characteristics to preserve.



Southside Subareas



Live/Make Center

GOAL SLM 1. Evolve the Southside's Live/Make Center subarea into an entrepreneurial craft and manufacturing area with supporting commercial and residential uses, creating a live/work environment that provides economic opportunities for the neighborhood.

Policy SLM 1.1. Balance the commercial, industrial and residential uses in the Live/Make Center to create a vibrant and creative district.

Policy SLM 1.2. The Live/Make Center accommodates larger scale residential and mixed use development and maximum 60- foot building heights that reduces the impact to historic resources in the other subareas.

Policy SLM 1.3. New development within the Live/Make Center incorporates building areas that accommodate small scale entrepreneurship and growth for small businesses.

Policy SLM 1.4. Incorporate studies of market trends and feasibility in the establishment of zoning for the Live/Make Center.

Policy SLM 1.5. New development within the Live/Make Center is a transition between the Sawmill Urban Regional Activity Center and the Southside Urban Neighborhood. Compatible development in this subarea includes:

- The use of traditional and contemporary materials that reflect the railroad, lumber and manufacturing history of the Southside
- Clear stories and rooflines that respect the historic lumber, manufacturing, and railroad architecture.
- Design traditions of other cities' productive and warehouse districts from their industrial heyday that complement the design traditions of Flagstaff.
- Opportunities for maintenance and expansion of existing businesses in the subarea.

Policy SLM 1.6. Provide for strong bicycle and pedestrian connectivity between the Live/Make Center and public spaces, the Southside Main Street and the Sawmill Activity Center.

Policy SLM 1.7. Shared parking and managed parking are encouraged in the Live/Make Center subarea.

Policy SLM 1.8. Develop collaborative partnerships with NAU and nonprofits to incubate small business and provide collaborative space for makers in the Live/Make Center.

Policy SLM 1.9. Incorporate green building practices to ensure the sustainability and affordability of commercial, industrial and residential space in the Live/Make Center.



Examples of Southside Live/Work character showing variability in form, color, and materials



Southside Main Streets

GOAL SMS 1. Preserves and adaptively reuses the commercial fabric of the National Register Historic Districts in the Southside Main Streets subarea. New infill is compatible in architecture, polishes and improves the urban fabric, and adds to the mix of business and residential opportunities.

Policy SMS 1.1. The appropriate mix of uses in the Southside Main Streets are:

- commercial shopfronts and complementary commercial uses,
- medium to high density residential buildings that blend into the historic fabric, and
- industrial uses, which complement the commercial environment and do not directly conflict with residential activities.

Policy SMS 1.2. New buildings in the Southside Main Streets are designed to increase gradually in scale and intensity in the context of the historic urban fabric. Building heights should not exceed 45 feet.

Policy SMS 1.3. Allow a wide variety of craft-scale employment activities to be located in the rear of, below, and above shopfronts, in the Southside Main Streets

Policy SMS 1.4. New development within the Southside Main Streets conforms to the Urban Historic Activity Center. Compatible development in this subarea includes:

- Materials that respect those found in historic Southside commercial buildings but are variable in color, pattern, and form, including stone, brick, metal and occasionally siding and stucco.
- Shopfronts that vary in form and material and which follow the existing building setback locations and floorplate patterns of adjacent buildings, with floors above the second story stepped back from the street.
- Celebrating the design traditions of the historic commercial building in the Southside, including commercial stoops and porches, and rooflines that incorporate flat roofs, steep gables, clear stories and cupolas.
- Public centralized parking to support the historic pattern and adaptive reuse.

Policy SMS 1.5. Allow for privacy screening for historic single family homes that have little or no setbacks from sidewalks on commercial streets of South San Francisco Street and South Beaver Street



Examples of Southside Main Street character showing variability in form, color, and materials

Live/Work Neighborhood

GOAL SLW 1. The Live/Work Neighborhood subarea is intended to preserve historic single-family homes, while allowing for infill of single and multifamily housing, small commercial enterprises, and live/work studios on small lots.

Policy SLW 1.1. The appropriate mix of uses in the Live/Work Neighborhood are:

- Single family homes and duplexes with accessory dwelling units,
- multiunit clusters, often including a cottage in front with medium to high density on site and one to two story buildings,
- clusters of apartment buildings¹ on lots less than one-half block in size,
- live/work units, and
- small studios and shops that support self-employment and neighborhood services.

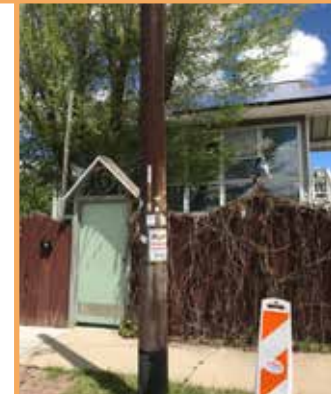
Policy SLW 1.2. Design new buildings in the Live/Work Neighborhood that include hidden density to the existing urban form, while preserving the patterns and shapes of the residential streets. Building heights should not exceed 45 feet.

Policy SLW 1.3. Rezoning in the Live Work Neighborhood is discouraged for the specific use of high occupancy housing.

Policy SLW 1.4 The Live/Work Neighborhood allows for the adaptive reuse of historic boarding homes and small apartments found on the side and rear of single family homes throughout the Southside.

Policy SLW 1.5. New development within the Live/Work Neighborhood provides a transition between the nearest activity center and the Southside Urban Neighborhood area-place type. Compatible development in this subarea includes:

- Materials that demonstrate creativity and respect for the historic context while complimenting the materials of other historic buildings on the street.
- Design traditions of the celebrated historic residential and small commercial building in the Southside.
- Public and shared parking to support the historic pattern and adaptive reuse.



Examples of Southside Live/Work Neighborhood character showing flexibility between residential and commercial environment

1. Apartments and other clusters of housing may be rented by tenants, owned by residents via a condominium association, or held under a co-housing model for the purposes of all policies in this section. Co-housing is listed as a separate use in the Zoning Code.



Neighborhood Core

GOAL SNC 1. The Southside Neighborhood Core subarea protects the context of historic single family homes by allowing single-family homes, and duplexes with the possibility of additional units in the rear of the property that can produce income.

Policy SNC 1.1. The appropriate mix of uses in the Southside Neighborhood Core are:

- single family homes and duplexes with or without accessory dwelling units,
- small shops with housing in the rear or above,
- home occupation, and
- neighborhood uses compatible with a residential setting.

Policy SNC 1.2. New buildings in the Southside Neighborhood Core are designed to maintain the scale and intensity in the context of the historic fabric. Building heights should not exceed 35 feet.

Policy SNC 1.3. Triplexes in this subarea should be no more than two and a half stories and should be located on lots larger than 7,500 square feet.

Policy SNC 1.4. Apartment buildings in this area should have a footprint smaller than one-quarter acre.

Policy SNC 1.5. Rezoning in the Neighborhood Core is discouraged for the specific use of high occupancy housing.

Policy SNC 1.6. The Neighborhood Core allows for the adaptive reuse of historic boarding homes and small apartments found on the side and rear of single family homes throughout the Southside.

Policy SNC 1.7. New development within the Southside Neighborhood Core conforms to the Southside Urban Neighborhood area-place type. Compatible development in this subarea includes:

- Materials that compliment those that are typical of historic single-family and accessory buildings along the street.
- Front doors and windows facing the streets that present a simple cottage pattern typical of the street.
- Rooflines and building heights that respect the patterns of historic single-family and accessory buildings in the area.



Examples of Neighborhood Core character throughout the Southside

Historic Preservation Focus Areas

GOAL SH 1. The Southside Historic Focus Areas preserve contributing and individually significant properties within the Flagstaff Southside and Railroad Addition Historic Districts, and facilitate property owner-agreement in preserving particular key features.



Examples of historic buildings and churches for Historic Preservation focus areas



Business and Live/Work Community

GOAL S 5. Support diverse mixed-use areas in the Southside for business and workforce development that have a balance of quality urban design, commercial opportunities, and production of goods and services.

Policy S 5.1. Create a unique mix of industrial and residential uses in the existing industrial areas (east of South Elden Street) that supports creativity, innovation, and jobs.

Policy S 5.2. Expand compatible office uses and light industrial activities like arts, food production, small batch production, and technology into existing commercial areas, like along South San Francisco Street, South Beaver Street, Mikes Pike, and Phoenix Avenue.

Policy S 5.3. Support diversity of private businesses throughout the neighborhood that meet every day needs of community residents.

GOAL S 6. Promote a unique, connected, and creative business community founded on character, diversity, and partnerships.

Policy S 6.1. Promote commercial and business spaces that can adapt over time through appropriate reuse of the community's historic fabric.

Policy S 6.2. Promote commercial and business spaces that are small, flexible, and simple to prevent vacant retail space and to provide opportunity for smaller scale entrepreneurs.

Policy S 6.3. Support the creation of a variety of attractions and events that are appropriately scaled to the neighborhood environment.

Policy S 6.4. Brand the Southside as a distinctive component of the greater downtown with its own unique neighborhood character, culture, and social story.

Policy S 6.5. Encourage financially sustainable partnerships with local organizations to expand community service offerings such as childcare and job training.

Business and Live/Work Community - Flagstaff Regional Plan 2030 Relevant Goals and Policies

Policy LU.6.1. Consider a variety of housing types and employment options when planning new development and redevelopment projects.

Policy LU.11.5. Encourage adaptive re-use of historic structures for a variety of commercial spaces and housing options.

Policy LU.15.2. Consider the compatible integration of residential uses and proposed employment centers to reduce vehicle trips and commute times.

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 ED.3.2. Strengthen the arts, culture, and education sectors as important economic drivers in the community.

Policy ED.3.6. Foster entrepreneurship and start-up businesses with incubator and accelerator programs in sectors that demonstrate considerable growth potential.

Public and Community Spaces

GOAL S 7. Provide opportunities for all Southside residents to access parks and green spaces within a ten-minute walk from their home.

Policy S 7.1. Create more small and large parks throughout the Southside.

Policy S 7.2: Create opportunities for more active and publicly accessible spaces along the Rio de Flag, after a flood control project is complete.

GOAL S 8. Activate streets and cultural gathering places to support community connections and vibrancy of the Southside for all who live there.

Policy S 8.1. Memorialize historic and existing culture in dedicated public spaces.

Policy S 8.2. Enhance the streetscapes throughout the neighborhood by incorporating street trees, landscaping, stormwater conveyances, traffic, public art, and tactical or creative placemaking projects in infrastructure projects.

Policy S 8.3. Allow for public events, such as food cart events, markets, holiday parties, and car-free events, to include public local streets in their programmed space.

GOAL S 9. Preserve the Murdoch Community Center as a permanent community space that shares the history, culture and art of the current and future residents of the Southside.

Policy S 9.1. Ensure the amenities and details of the Murdoch Community Center are designed with the community involved in the design process.

Policy S 9.2. Invest in improved amenities at the Murdoch Community Center, such as recreation, landscaping, parking, and improved space for events.

Public and Community Spaces - Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.5. Support and promote art, science, and education resources for all to experience.

Policy LU.10.9. Civic spaces must be well designed, accessible, and central to the urban fabric.

Policy LU.11.7. Include new and improved civic buildings and civic spaces into downtown redevelopment strategies.

Policy LU.12.1. Invest in downtown's streets and sidewalks so that they remain Flagstaff's premiere public spaces.

Parking

GOAL S 10. Make parking management more effective through partnerships and design.

Policy S 10.1. Continue to coordinate efforts between student-centric housing developers, the City, and NAU to mitigate parking impact on Southside residents.

Policy S 10.2. Promote and expand the residential parking program in the Southside.

Policy S 10.3. Address incomplete street infrastructure that affects parking management using short- and long-term strategies.

GOAL S 11. Develop the supply of public parking in the Southside to balance the needs of businesses and residents.

Policy S 11.1. Increase off-street parking availability for new residences on small lots through shared parking plans, and increase private parking lot development to address the increasing number of bedrooms and higher occupancy, especially south of Butler Avenue.

Policy S 11.2. Increase parking supply for employees and commercial customers in the walkable commercial areas of the Southside and close to NAU's campus.

Policy S 11.3. Continue to provide and expand on-street handicap parking opportunities where they are needed.

Parking - Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

Policy LU.10.2. Support on-street parking, shared lots, and parking structures.

Goal LU.12. Accommodate pedestrians, bicyclists, transit riders, and private cars to supplement downtown's status as the best-served and most accessible location in the region.

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



Transportation

GOAL S 12. Provide for pedestrian and bicycle safety, comfort, and connectivity throughout the Southside community.

Policy S 12.1. Improve the safety for bicyclists along Butler Avenue from South Milton Road to South Lone Tree Road by increasing protection from vehicles.

Policy S 12.2. Increase safe and comfortable crossing options on Butler Avenue between South Lone Tree Road and South San Francisco Street.

Policy S 12.3. Design residential streets to discourage speeding.

Policy S 12.4. Increase the comfort of walking along all streets at all times of the day within existing right-of-way and on private property through the design of vegetation and lighting in front yards and along buildings..

Policy S 12.5. Give preference to bike routes and boulevards on routes illustrated on the Transportation Overview in the Concept Plan with improved bike wayfinding through the Southside that reduce conflict with vehicular traffic on busy streets (see Transportation Improvement Concept Plan).

Policy S 12.6. Design pedestrian and bicycle crossings on S. Lone Tree Road to mitigate the widening of the road and maintain the connectivity between the Pine Knoll – Brannen community and the Southside.

Policy S 12.7. Monitor the impacts of the Lone Tree Overpass and Corridor Improvements on traffic circulation throughout the Southside, particularly on South San Francisco Street and South Beaver Street.

GOAL S 13. Support the Downtown Connection Center as a hub for multiple transportation options and effective mode transfer.

Policy S 13.1. Create a more attractive Downtown Connection Center at Phoenix Avenue that becomes an architectural amenity, community amenity, and quality public space for the Southside.

Policy S 13.2. Design Phoenix Avenue west of Beaver Street to support the transit, bicycle and pedestrian circulation in and around the Downtown Connection Center.

Policy S 13.3. Support innovative and complementary transportation facilities at the Downtown Connection Center, such as bike share or a parking garage.

GOAL S 14. Complete streets for all modes of transportation on all streets in the Southside.

Policy S 14.1. Prioritize completing sidewalks, curb, and gutter, and providing parking, where appropriate, throughout the Southside neighborhood on streets with at least 50 ft. of right-of-way.¹

Policy S 14.2. Utilize creative, non-standard design solutions that balance the safety needs for all transportation modes and parking for streets that have right-of-way widths less than 50 ft. or that have other impediments to creating complete streets.²

Policy S 14.3. Pave alleys and underground utilities to allow for improved parking access and solid waste removal, and to increase public safety.

Policy 14.4: Widening of right-of-way is discouraged in the historic district and residential streets.

1. The following streets have been identified as having 50 feet or more of ROW and are missing sidewalk, curb and gutter: South Agassiz Street, South Verde Street, Dupont Avenue and Ashurst Avenue southeast of Butler Avenue/San Francisco Street, South Fountaine Street south of Franklin Avenue, Ellery Street between South San Francisco Street and South Agassiz Street, Leroux Street between Benton Avenue and Cottage Avenue, South Elden Street north of Brannen Avenue.

2. Creative street designs that incorporate green building principles. should still be considered in the Live/Make Center per SLM 1.10.

Transportation - Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

Policy LU.10.7. Invest in infrastructure and right-of-way enhancements that favor the pedestrian and transit as an incentive for private investment in urban neighborhoods and activity centers.

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

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

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

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



Flooding and Other Hazards

GOAL S 15. Resolve longstanding flooding hazards in the Southside community.

Policy S 15.1. Mitigate localized flooding issues and take advantage of green infrastructure opportunities.

Policy S 15.2. Work towards the removal of the FEMA floodplain designation in the Southside.

Policy S 15.3. Minimize displacement and retain neighborhood character after the FEMA floodplain designation is removed to the greatest extent possible.

Policy S 15.4. Consider lobbying efforts to find solutions to the problems with the National Flood Insurance Program.

Policy S 15.5. Support education for homeowners, insurance professional and contractors about flood mitigations, regulations and insurance practices and provide opportunities that are accessible for Southside residents.

GOAL S 16. Ensure safety for all people and property during a flooding and other emergencies.

Policy S 16.1. Educate residents on preparedness strategies and hazard awareness through partnerships with Southside businesses, non-profits, and organizations, such as Coconino County Emergency Operations, Flagstaff Fire Department, and Flagstaff Police Department, and Operation Lifesaver.

Policy S 16.2. Consider the unique needs and characteristics of the Southside in planning for emergency response and recovery.

Public Safety

GOAL S 17. Reduce the occurrence of high-frequency low level crime that affects quality of life in the community through environmental design.

Policy S 17.1. Increase the number of “eyes on the street” at all times of the day in all Southside public spaces, through urban design and community programs, to create safety in numbers and improve the perception of safety in the neighborhood.

Policy S 17.2. Design parks to encourage structured and unstructured use at all times of the day and to be near other private spaces that have use spread throughout all times of the day.

Policy S 17.3. Design and maintain public spaces that are visible to typical neighborhood activity, especially along the Rio de Flag or in parks.

Policy S 17.4. Create an environment for safer nightlife in the neighborhood.

Flooding and Other Emergencies - Flagstaff Regional Plan 2030 Relevant Goals and Policies

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

Goal PF.1. Work across all government operations and services to prepare for the impacts of natural and human-caused hazards.

Policy PF.3.4. Maintain emergency management operations to protect life and property during disaster events in natural hazard areas and built environments.

Public Safety - Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal PF.3. Provide high-quality emergency response and public safety services including law enforcement, fire, medical, and ambulance transport service.



Chapter 4: Potential Strategies

As stated in Chapter 3, strategies are suggestions and ideas on how to achieve the goals and policies of the Southside Community Plan. Strategies were compiled from public participation, subject matter expertise, and the tools available to the City for plan implementation. All strategies in this Chapter are conceptual, and if they are implemented, may be adjusted based on changes in conditions, available technology, and further public input. Changing how a strategy is implemented does not require a plan amendment so long as the new strategy achieves the goals and policies of the Plan.

Heritage Preservation

- Invest seed funds and access grant funding for a Southside Historiography project to collect stories and make them accessible to all.
- Form collaborative partnerships with individuals, non-profits, and institutions centered on storytelling and documentation of historic populations underrepresented in the story of Flagstaff. Update the Southside National Historic District's context and inventory at least once every 10 years.
- Work with property owners to create targeted landmark overlays and local historic preservation districts and to support grants, which preserve the integrity of historic commercial and residential buildings, especially in the following locations:
 - Phoenix Avenue
 - Agassiz Street north of Butler Avenue
 - Humphreys Street and Mikes Pike
 - South San Francisco Street
 - South Leroux Street
- Consider a historic preservation overlay that gives the Heritage Preservation Commission the ability to review the design of exterior changes to contributing structures that change the material, bulk, mass, or scale of the structure.
- Require a public notice for Heritage Preservation Commission (HPC) agenda items in the Southside to be posted on the property 14 days prior to the Commission's review.
- Change the Zoning Code to allow a hold of demolition permits for contributing structures with significance and integrity for 30-90 days with the recommendation of the HPC in order to give the property owner and community time to consider the findings of the report.
- Ensure that homeowners are aware that the alternative building codes, such as the International Existing Building Code (IEBC), can be applied to contributing structures and their renovations.
- Work with congregations on Landmark Overlay designations for all historic churches within the Southside.

- Support grant applications for National Park Service African American Civil Rights Grants, Underrepresented Community Grants, Save America's Treasures, and other historic preservation grants in the Southside, along with any other grants that would assist with protecting and maintaining the character and recording the neighborhood's historic and cultural significance.
- If the contributing structures in the historic district fall below fifty percent, redraw the district to prevent delisting of the entire district.

Growth and Change

- Develop Zoning Codes Standards and guidelines for all subareas that reduce or eliminate nonconformity for historic buildings.
- Revise the Zoning Code to implement the Southside Community Plan policies by rescinding the Conventional and Transect Zoning in the Southside and replace with new zones that simplify regulations, add flexibility, and accommodate diverse incomes and lifestyles.
- Encourage redevelopment projects to involve local organizations to help them get necessary space to provide public services and facilities.
- Encourage the addition of childcare, school, and medical facilities in redevelopment projects.
- Allow for one-story commercial buildings in the transect zones south of Route 66, if the transect zoning is retained.
- Encourage affordable housing projects in the Southside, including those that adaptively reuse historic homes and buildings.
- The community will continue to research and investigate linkage funds, community benefits agreements, and other ways to ensure a just transition of land uses.
- Monitor and create response plans to the issue of short term rentals in the community. Consider limits and licensing if allowed by State law.
- Offer one-on-one discussions of current zoning code requirements and proposed changes to property owners.



Business and Live/Work Community

- Amend the Regional Plan to allow development to mix residential and light industrial activities in the Live/Make Center by:
 - Removing the Suburban area type in the Regional Plan's Future Growth Illustration and replace with Employment/Future Urban.
 - Changing the text of the Regional Plan to allow blending residential in with employment when addressed in a specific plan.
- Promote the Southside as a place for craft industries and entrepreneurship.
- Encourage grant writing efforts that support women and minority-owned business development in the Southside.
- Consider partnerships with NAU and CCC to support Business and Live/Work goals, policies, and strategies.
- Promote the creation of small museums and/or other cultural attractions that support the arts and heritage preservation communities in the Southside.
- Promote the creation of more event space (indoor and outdoor) for community gatherings and events that attract customers to Southside businesses.
- Support programming of more promotional events that are unique to the Southside, like a Second Saturday music walk.
- Form a Southside Business District to fund activities and improvements similar to Downtown's for the Southside Main Streets.
- Add wayfinding and visual cues to the north side that let people know there is more to see south of the tracks.
- Increase the safety and comfort level of people crossing Route 66 and the railroad tracks to encourage pedestrians.
- Create campaigns for and market the Southside and the north side as the two components of central Flagstaff that provide unique benefits to different types of businesses and entrepreneurs.
- Adjust zoning to create commercial suites typical of an urban environment within a larger building in order to encourage diversity and a mix of commercial uses.
- Adopt zoning that allows existing buildings to be adaptively reused without requiring additional parking, landscaping, or other nonconforming issues.

- Change transect zoning to allow shorter commercial first floor heights to match existing neighborhood characteristics and local business demand.
- Consider the creation of portals for the Southside that give a sense of welcome and community identity to those visiting commercial corridors and special cultural landmarks.

Public and Community Spaces

- Support an increase in public art to help create a unique feel when in the Southside.
- Instead of always providing required civic space on private property, allow developments to construct public improvements in a City-owned space off-site or to pay an in-lieu fee that goes toward improvements in a walkable public space, unless the civic space serves to mitigate historic preservation issues.
- Redevelopment of culturally important buildings should require a small portion of the newly designed site to be civic space that celebrates the past structure.
- Exempt affordable housing from civic space contributions.
- Prioritize park locations that are in an active area and include a mix of businesses and residents around them.
- The City should purchase or negotiate for individual parcels that can be used later as a park or as part of a park.
- Investigate the feasibility of creating a large park near new South Lone Tree Road that is large enough to throw a ball in and can be programmed by the community for art and events.
- Prioritize maximizing usable space and maximum parking at the proposed park at Mikes Pike and Benton Avenue.
- Consider the safety, speed, and volume of adjacent streets when designing new parks.
- Make alignment of the Little Rio de Flag more publicly accessible by purchasing strategic sections or creating a public easement that completes access through blocks where Crime Prevention through Environmental Design (CPTED) can be implemented.



- Improve landscaping along the Rio de Flag to manage the channel and improve passive surveillance of the area.
- Build more bridges for pedestrians at popular crossing locations across the Little Rio de Flag after the floodplain designation is addressed, prioritizing those that complete connections in the bicycle and pedestrian network.
- Improve Rio de Flag green space along South Ellery Street between South Verde Street and South Agassiz Street to create a linear park space.
- Consider civic space in-lieu fees, if collected, for community space improvements at the Murdoch Center.
- Identify existing gaps in services, such as a flooding information center, in the Southside that can be filled cooperatively through community partners, such as the Southside Community Association. Consider potential Community Development Block Grant (CDBG) funding for these services.
- The community could collect signatures for a petition and propose a special assessment, such as an Enhanced Municipal Service District, to fund expanded improvements, programming, and operations for the Murdoch Center.
- Create a cultural walk that showcases the neighborhood history and encourages walking through the neighborhood.
- Install informational plaques throughout the neighborhood.
- Encourage collaboration between multiple community gathering spaces to program community dinners and kitchens, art installations, and historic storytelling installations and events.
- Consider the inclusion of affordable housing and learning centers in larger park and public spaces.
- Plant more street trees and ensure that they don't conflict with traffic sight lines.
- Create a schedule of pole banners and holiday lighting that provide branding and marketing of the Southside's identity from a historical and commercial perspective.
- Consider land exchanges to allow for continuation of businesses and residences affected by the Lone Tree construction and to create more usable park space for the Southside community.

Parking

- Continue annual NAU Community Welcome and educational campaigns to disseminate parking updates and information to NAU students living off campus.
- Require more on-site parking for new residential development, especially where large numbers of bedrooms per unit exist, and when more than three dwelling units are on a lot.
- Create public, shared off-street lots that allow overnight and long-term parking for nearby residents.
- Encourage private off-street lots to lease spaces for nearby residents for overnight and long-term parking.
- Consider directing some ParkFlag revenues toward creating more public, off-street parking designed for short term needs, especially near the Southside's busiest commercial corridors of South San Francisco Street and South Beaver Street.
- Locate funding to construct drainage, curb, gutter, and sidewalk to better define driveways so they do not get blocked, and so all parking laws can be better enforced.
- Install temporary barriers to prevent driveways from being blocked. (Pilot project on South Verde Street, just south of West Dupont Avenue).
- Evaluate tactical painting and sign strategies to organize parking where curb, gutter, and sidewalk are missing (for example, success on Fountaine Street that keeps parking out of travel-way).
- Consider timed loading zones on the side streets near South San Francisco Street and South Beaver Street to address the need for deliveries for businesses.
- Create a process that allows parking restrictions to be relaxed on residential streets by petitions for recurring public events, such as church services or weekly community meetings, when the exemption would have a limited impact on ParkFlag revenues.



Transportation

- Redesign and reconstruct the bicycle facilities on Butler Avenue. Consider adding a painted buffer between the bike lane and vehicular lanes to create a protected bike lane (physically protected and separated by curb, bollards, etc.), or design solutions that move the bike lane on top of the curb.
- Continue to address winter maintenance issues (ice and cinders) in the bike lane on Butler Avenue as a high priority.
- Add a signalized pedestrian and bike crossing for Butler Avenue at South O'Leary Street if it can meet the proper traffic warrants and vehicular sight distance. Evaluate other locations between South San Francisco Street and South Lone Tree Road if the South O'Leary Street crossing is not feasible.
- Collect in-lieu fees for street improvements associated with that are pooled together to create complete blocks at a time rather than partial improvements that are disconnected.
- Develop Dupont Avenue as a bike boulevard that allows an east-west alternative to Butler Avenue with a crossing at the Little Rio de Flag east of South San Francisco Street.¹
- Support the Active Transportation Master Plan's grade separated crossings of South Milton Road between Butler Avenue and Route 66 and/or on a wider railroad bridge at its existing location.
- Support the Active Transportation Master Plan's route connecting NAU to the north side via Humphreys Street, the alley near the Cottage Place, and a tunnel under the railroad and Route 66.
- Add a new FUTS route that starts at the FUTS in Sinclair Wash, then connects Franklin Avenue to Ashurst Avenue along the Rio de Flag, then continues along South O'Leary Street and takes advantage of a pedestrian/bike signalized crossing at that location.
- Add more (dark sky compatible) streetlights, specifically on Phoenix Avenue east of South San Francisco Street and on Benton Avenue between South San Francisco Street and South Beaver Street.
- Add more street trees and/or other landscaping features that have longevity, are simple to maintain, don't negatively affect surrounding infrastructure, and encourage planting and preservation of trees in front yards.
- Move the curb in to increase sidewalk width, where possible, such as on South O'Leary Street south of Butler Avenue, and Phoenix Avenue between South Beaver Street and South San Francisco Street.
- Support keeping the Downtown Connection Center in the Southside.
- Encourage the Southside community work with Mountain Line on the Downtown Connection Center design.
- Contribute financially to help get the community's most desired amenities at the Downtown Connection Center.
- Consider how the redevelopment of the Downtown Connection Center may influence and support the redesign of multimodal traffic on Phoenix Avenue between South Milton Road and South Beaver Street, such as wider sidewalks or adding bike lanes, changing parking, and lessening conflicts with buses.
- Create easements or right-of-way in order to consolidate waste disposal facilities for blocks along the Southside Main Streets and Butler Avenue in order to reduce conflicts between trash cans and parking and trash cans and bicycle lanes. Reevaluate the street design of South San Francisco Street and South Beaver Street after the Lone Tree Overpass.
- Consider paving alleys in the Southside.

1. This project would be dependent on the completion of a flood control project that removes the floodway and floodplain restrictions that currently exist.



Flooding and Other Hazards

- Educate property owners and renters about changing regulations and anticipated flood conditions post FEMA floodplain removal.
- Encourage cooperation with property owners throughout the Southside to provide stormwater easements to the City for access, including improving, grading, and clearing sediment, obstructions, trees, weeds, and trash.
- Be proactive and work with property owners that have channel obstructions to keep the channel clear to address regional and localized flooding.
- Educate the community, realtors, and insurance agents on flood insurance options.
- Explore funding for an insurance subsidy program for qualifying households.
- Educate the community on options to physically protect their homes/businesses.
- Explore funding opportunities to assist in physical protection of homes/businesses.
- Get Southside residents signed up for alerts and on lists for evacuation assistance.
- Work with NAU City Liaisons to distribute alert information to NAU students in the Southside each school year.
- Train local residents through the Southside Community Association or other community organizations to assist the homebound, elderly, and disabled in the neighborhood to sign up for alerts about flooding and get on lists for evacuation assistance.
- Identify and create a plan to remediate environmental hazards like the railroad-related brownfields in the 500-year floodplain and other potential sources of water pollution.
- Continue existing and promote more community clean-ups along the Little Rio de Flag.
- Create work plan to systematically address localized flooding issues throughout the neighborhood.

Public Safety

- Increase (dark sky compatible) lighting in the Southside neighborhood.
- Add more (dark sky compatible) streetlights, especially on Phoenix Avenue east of South San Francisco Street, on Benton Avenue between South San Francisco Street and Beaver Street, on O'Leary Street south of Butler Avenue, and on other well-traveled, unsafe, or desired locations.
- Add more (dark sky compatible) lights in public spaces and give options for security lighting that is dark skies compliant on private buildings that are close to the sidewalk.
- Add pedestrian-scale (dark sky compatible) lights in heavily visited commercial areas.
- Create a more pleasant walking environment and more events in the neighborhood to draw additional people to the area.
- Work with private property owners to identify vegetation and hidden areas of their property, especially with private portions of the Rio de Flag and vacant parcels.
- Give people more places to hang out, like highly visible benches and pathways.
- Educate property owners on strategies they can implement to address nuisance issues on, or adjacent to, their property.
- Recommend that the directors of shelters and social service organizations in the neighborhood create cooperative partnerships between their clients and the wider Southside community.
- Create a Southside, Downtown, and NAU shared campaign to support bystander intervention to combat street harassment.
- Educate and encourage bar owners and bartenders to take part in programs that prevent underage drinking, harassment, and overserving.
- Educate, in partnership with the Police Department and their NAU liaison, nightlife participants and establishments on minimizing disturbance to their neighbors that often have different hourly needs.
- Continue the increased police presence around closing time for bars and restaurants to help control noise.



Glossary

R denotes a definition borrowed from the Flagstaff Regional Plan 2030.

Z denotes a definition borrowed from the Flagstaff Zoning Code.

Access (Z): A means of vehicular or non-vehicular approach or entry to or exit from property, a street, or highway. **Activity Centers (R):** Mixed-use areas where the City promotes a higher intensity of use that is well connected to its surroundings. Activity Centers are identified on the Future Growth Illustration, and are considered the most appropriate locations for high occupancy housing. Centers are expected to include a high degree of transit, pedestrian, and bicycle connectivity. Activity Centers are made up of a commercial core and a pedestrian shed. They are also identified by type (Urban, Suburban, and Rural) and scale (Regional, Historic, and Neighborhood).

Adaptive Re-use (R): Fixing up and remodeling a building or space, and adapting the building or space to fit a new use.

Affordable Housing (Z): Housing that is affordable to those who cannot afford market-priced housing locally to either rent or purchase. It is housing that may be provided with either public and/or private subsidy for people who are unable to resolve their housing requirements in the local housing market because of the relationship between housing costs and local incomes.

Alley (Z): A dedicated public right-of-way or passage or way affording a secondary means of

vehicular access to abutting property and not intended for general traffic circulation.

Annexations (Z): The incorporation of new territory into the corporate boundaries of the City.

Apartment (Z): Any real property that has one or more structures and that contains four or more dwelling units for rent or lease including mini-dorms.

Area Type (R): The Regional Plan designates three area types: urban, suburban, and rural on the Future Growth Illustration. Area types may also be future or existing and overlap in some places.

Bicycle Lane (Z): A dedicated lane for bicycle use demarcated by striping.

Bicycle Boulevard: Bicycle Boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. (Source: National Association of City Transportation Officials, Urban Street Design Guide)

Bicycle Route: A signed bicycle route designates a preferred set of roads from one destination to another.

Character District (Z): An identifiable neighborhood or district within the City of Flagstaff that exhibits unique or consistent

physical patterns of development including building form, scale, character, street layout, historic significance, or other unique features that define and make it distinct from surrounding areas.

Commercial (Z): Term collectively defining workplace, office, retail, and lodging functions for the purpose of describing general land use.

Community Garden (Z): An area where neighbors and residents have the opportunity to contribute and manage the cultivation of plants, vegetables, and fruits.

Compatibility (Z): Capable of existing in harmonious, agreeable, or congenial combination with other buildings, structures, blocks, or streets through the use of similar basic design principles including composition, rhythm, emphasis, transition, simplicity, and balance. Work is compatible if it is designed to complement the physical characteristics of the context and is cohesive and visually unobtrusive in terms of the overall patterns of development, scale, and continuity.

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

Concept Plan (R): A plan or map that depicts (illustrates, but does not regulate), for example, the streets, lots, buildings, and general landscaping of a proposed development.



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

Conventional Zoning: The traditional or Euclidean method of zoning that focuses on land-use, and the control of intensity by height limits, dwelling units per acre, open space, and setbacks.

Craft industries: Businesses that manufacture and sell goods that are made by artisans or skilled tradespersons, including art galleries, jewelry and clothing fabrication, and culinary products.

Crime Prevention Through Environmental Design (CPTED): The idea that law enforcement officers, architects, city planners, landscape and interior designers, and resident volunteers can create a climate of safety in a community right from the start. CPTED's goal is to prevent crime by designing a physical environment that positively influences human behavior. The theory is based on four principles: natural access control, natural surveillance, territoriality, and maintenance. (Source: National Crime Prevention Council)

Density (Z): The number of dwelling units within a standard measure of land area, usually given as units per acre.

Downtown: Downtown is mapped differently for several different purposes. It is sometimes considered only the central business district zoning; other times the entire area of the Downtown Regulating Plan is referred to as Downtown. In addition, there is a historic district, a special sign district, an activity center, and a Business Improvement and Redevelopment District (which has specific taxing and quasi-governmental authorities), all of which are identified as "Downtown." The Southside Plan considers Downtown, the area north of the railroad tracks and south of Elm Street between N Humphreys Street and N. Elden Street

Downtown Regulating Plan (Z): A set of maps that shows the transect zones, special districts, and special requirements for areas subject to, or potentially subject to, regulation by a form-based code for a Traditional Neighborhood Community Plan. It may also show street and public open spaces, and designate where various building form standards (based on intensity of urbanism) for building placement, design and use will apply. The Regulating Plan graphically shows, applies and places the regulations and standards established in a form-based code for a Traditional Neighborhood Community Plan.

Employment (area type) (R): An area type with research and development offices; medical offices; office space; business park; retail, restaurant, and tourism center; light-industrial; heavy-industrial; live-work spaces; and home-based businesses.

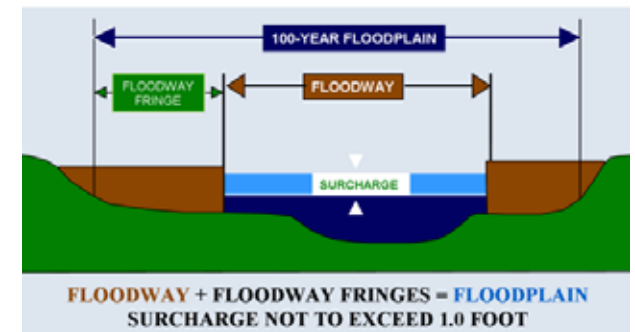
Entitlement: Allowed land uses, building form, and property development standards for a particular Zone as specified in the Zoning Code, and may thereby be processed administratively, without public hearing.

Flagstaff Regional Plan 2030: The City of Flagstaff's General Plan, ratified by voters on May 20, 2014.

FUTS (Flagstaff Urban Trails System) (Z): A city-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation.

Floor Area Ratio (FAR) (Z): An intensity measured as a ratio derived by dividing the total

Flood Fringe (or Floodway Fringe): "Flood Fringe is the portion of the floodplain outside of the floodway, which usually contains slow-moving or standing water" (FEMA 2020).



FEMA illustration of the definitions around flood regulations

Flooding, Localized: Urbanized runoff within the City limits that is not included in the regional flood control design.

Flooding, Regional: Runoff from the forest, undeveloped areas, and upstream urbanized areas that are planned for under the regional flood control project.

Floodplain (Z): Any areas in a watercourse that have been or may be covered partially or wholly by floodwater from a one hundred year flood.

Floodway: The area designated by FEMA as the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that upstream flood elevations do not increase.

Future Growth Illustration: Map 22 in the Flagstaff Regional Plan 2030 that shows land designations for future growth patterns and the areas designated for area types and activity centers.

Gable roof: The generally triangular portion of a wall between the edges of a dual-pitched roof.

Goals (R): A desired result that the community envisions and commits to achieve.

Green Alley: Green alleys use sustainable materials, pervious pavements, and effective drainage to create an inviting public space for people to walk, play, and interact. (Source: National Association of City Transportation Officials, Urban Street Design Guide)

High Density: A development with greater than 14 dwelling units per acre.

High Occupancy Housing (HOH): Refer to the definition in the High Occupancy Housing Specific Plan up to and until a definition is adopted by the City Council as part of the Zoning Code.

Historic Building (Property): A building with sufficient age, a relatively high degree of physical integrity, and historical significance and, therefore, may be eligible for listing on the National Register of Historic Places. Historic buildings may occur with or outside of a historic

district and may be protected regardless of their relationship to a historic district.

Historic District: A group of buildings or properties that have been nominated by the State Historic Preservation Officer for the National Register or that have been protected locally through an overlay zone. Districts are established based on their eligibility, significance, and integrity.

Historic District, National Register: A district (as opposed to a single property) that has been included in the National Register of Historic Places.

Historic Resource (Z): A type of cultural resource that refers to objects, structures, natural features, sites, places, or areas that are associated with events or persons in the architectural, engineering, archaeological, scientific, technological, economic, agricultural, educational, social, political, military, or cultural annals of the City of Flagstaff, the state of Arizona, or the United States of America.

Home Occupation: Businesses that do not have a commercial presence on the street and are generally run out of a residence.

Incentive (zoning): A rule that allows a developer to develop in a way that ordinarily would not be permitted in exchange for a public benefit that would otherwise not be required. Often written into the zoning ordinance, incentive zoning allows a city to leverage variations in existing zoning standards and obtain public goods (source: American Planning Association).

Industrial (Z):

Heavy: Construction, manufacturing, transportation, and public utilities, and

those uses which have severe potential for negative impact on any uses located relatively close to them.

Light: This use includes manufacturing, storage, transportation, construction, repair, and wholesale uses that do not include hazardous wastes or result in large truck usage/parking on the site.

Infill (R): Occurs when new buildings are built on vacant parcels within city service boundaries and surrounded by existing development.

Integrity, Historical Resource, or Cultural Resource (Z): The authenticity of a cultural resource's identity, judged by how evident is the general character of the period of significance, the degree to which the characteristics that define its significance are present, and the degree to which incompatible elements are reversible.

Intensity: The mass, bulk, and scale of buildings in commercial, industrial, institutional, and mixed-use settings. Typically, intensity is measured by the Floor Area Ratio.

Landmark (Z): A property with a specific historic district designation known as the landmark district.

Landscaping (Z): Flowers, shrubs, trees, or other decorative material of natural origin.

Live-Work (Z): A mixed-use unit consisting of a commercial and residential function. It typically has a substantial commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as workspace with incidental residential accommodations that meet basic habitability requirements.



Local Streets (R): Serve immediate access to property and are designed to discourage longer trips through a neighborhood.

Medium Density: A development with 7 to 14 dwelling units per acre.

Mixed Use (Z): The development of a single building containing more than one type of land use or a single development of more than one building and use including, but not limited to, residential, office, retail, recreation, public, or entertainment, where the different land use types are in close proximity, planned as a unified complementary whole, and shared pedestrian and vehicular access and parking areas are functionally integrated.

Multi-Family Housing (Z): A residential building comprised of four or more dwelling units.

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

Nonconforming Structure: Any building or structure legally established prior to the effective date of a regulation or law which does not fully comply with the standards imposed by the regulation or law but is allowed to continue to be used in the fashion it was intended within certain parameters.

One Hundred Year Flood: A flood that has a one percent chance of being equaled or exceeded in a one-year period. Also known as “base flood.”

Overlay Zone: A Zone applied to a property that grants additional development rights or land

uses and/or imposes restrictions on development without changing the underlying zone.

Parking, On-site: Surface lots or structures that meet the requirements for development-specific parking on each individual private development.

Parking, Off-site: Public or private parking areas that serve multiple properties and businesses.

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

Place Type (R): Place types include activity centers, neighborhoods, and corridors, and provide the framework around which our community is built. Land uses that occur within the different place types are further designated into categories such as residential, commercial, and institutional, which define the type of use and zoning for those place types.

Policy (R): An aspirational statement within the Regional Plan or other City document adopted by resolution, which should be followed by City staff in implementing plans and programs. Changes to the Zoning Code and to property rights must comply with the Regional Plan by State law. For example, if a development wants to change their existing rights, they would have to prove that the changes meet the Regional Plan’s policies.

Preservation (R): An endeavor that seeks to preserve, conserve, and protect buildings, objects, landscapes, or other artifacts of historical significance.

Redevelopment (R): Is when new development replaces outdated and underutilized development.

Redlining: “Redlining is an unethical practice that puts services (financial and otherwise) out of reach for residents of certain areas based on race or ethnicity. It can be seen in the systematic denial of mortgages, insurance, loans, and other financial services based on location (and that area’s default history) rather than an individual’s qualifications and creditworthiness. Notably, the policy of redlining is felt the most by residents of minority neighborhoods.” (Investopedia.com : Will Kenton)

Residential (Z): A land use type that is designated to accommodate single-family and multiple-family dwellings. Includes mobile and manufactured homes.

Rezoning: A change to the Zoning Code that requires an update to the Zoning Map.

Right-of-Way (Z): The strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities, that is either publicly owned or subject to an easement for right-of-way purposes benefiting the general public. Right-of-way typically includes streets, alleys, sidewalks, landscape areas, and drainage facilities.

Scale (Z): Similar or harmonious proportions, especially overall height and width, but also including the visual intensity of the development, the massing, and the shapes and

sizes of the various design elements, such as the windows and doors.

Setback (Z): The area of a lot measured from the lot line to a building facade or elevation that must be maintained clear of permanent structures with the exception of specifically permitted encroachments.

Shared Lane Markings (Z): Pavement marking that shows bicyclists where to position themselves to “take the lane” on streets where traffic lanes are too narrow for motor vehicles to safely share the lane side-by-side with bicycles.

Shared Street: A road that formally or informally functions as a shared environment for pedestrians, bicycles, and cars. On most shared streets, pedestrian activity is high and vehicle volumes are low or discouraged.

Sidewalk (Z): The portion of a street that is paved between the curb lines or the lateral lines of a roadway and the adjacent property lines and that is intended for the use of pedestrians.

Single-Family Cottage (Z): A small house usually located on smaller sized lots in more urbanized areas.

Specific Plan (Z): Detailed element of the General Plan enacted under the provisions of A.R.S. § 9-461.08 that provides a greater level of detail for a specific geographic area or element of the General Plan, and that provides specific regulations and standards for the systematic implementation of the General Plan.

Standards (R): Standards and regulations pertaining to the physical development of a site including requirements pertaining to yards, heights, lot area, fences, walls, landscaping area, access, parking, signs, setbacks, and other physical requirements.

Story (Z): A habitable level within a building.

Streetscape (Z): Those features of either the manmade or natural environment which abut, face, or are a part of a public street right-of-way, including but not limited to landscaping (materials and plants), street furniture, building facades and utilities, and facilities which are visible to the public such as fire hydrants, storm sewer grates, sidewalk, and street paving.

Subdivision (Z): Improved or unimproved land or lands divided for the purpose of financing, sale, or lease, whether immediate or future, into four or more lots, tracts, or parcels of land, or, if a new street is involved, any such property which is divided into two or more lots, tracts, or parcels of land, or any such property, the boundaries of which have been fixed by a recorded plat, which is divided into more than two parts.

Substantial Improvement: Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds fifty percent of the market value of the structure before the “start of construction” of the improvement (FEMA).

Traffic calming: Features in the physical environment of a roadway intended to discourage speeding and cut-through traffic.

Trail (Z): A bicycle way located separately and independent from a vehicular thoroughfare for the shared use of bicycles and pedestrians.

Transect Zone (Z): One of several areas on the Zoning Map regulated by the standards found within the Zoning Code. Transect zones are ordered from the most natural to the most urban. Transect zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated,

including those of the private lot and building and the public frontage (see Map 6).

Urban (area type) (R): Areas with a higher density of people, residences, jobs, and activities; buildings are taller and close to the street; streets and sidewalks are in a grid pattern of relatively small blocks; the area is walkable and a variety of services and goods are available; and is served by public transportation.

Wildland-Urban Interface (R): The Wildland-Urban Interface for Flagstaff and surrounding communities at-risk encompasses multiple jurisdictions and ownerships within a relatively large geographical area. It is sufficiently large to: (1) Reduce the potential of a high intensity fire from entering the community; (2) Create an area whereby fire suppression efforts will be successful; (3) Limit large amounts of wind-driven embers or “fire brands” from settling on the community; and (4) Protect critical infrastructure (See Community Wildfire Protection Plan for Flagstaff and Surrounding Communities in the Coconino and Kaibab National Forests of Coconino County, Arizona for more information).

Zoning: Zoning describes the control of the use of land, and of the appearance and use of buildings by the City of Flagstaff.

Zoning Code (R): A set of legally binding provisions adopted by the City Council consistent with state law regulating the use of land or structures, or both, used to implement the goals and policies of the Regional Plan.



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Southside Plan Contributors

Thank you to all the elected and appointed officials, professionals, and community members who contributed to the Southside Community Plan.

City Council

Mayor Coral Evans
Vice Mayor Adam Shimoni
Councilmember Regina Salas
Councilmember Austin Aslan
Councilmember Jamie Whelan
Councilmember Charlie Odegaard
Councilmember Jim McCarthy

Planning and Zoning Commission

Margo Wheeler, Chairperson
David Zimmerman, Vice Chairperson/Chairperson
Marie Jones
Carole Mandino
Dr. Alex Martinez
Eric Nolan
Gaylene Soper

Southside Community Association Stakeholder Committee

Deborah Ann Harris, Southside Community Association
David Hayward, Chair of the Heritage Preservation Commission and Commercial Property Owner
David Rodriguez, Residential Property Owner and Business Owner
Elson Miles, Commercial and Residential Property Owner
Khara House, Property Manager
Marie Jones, Residential Property Owner
NAU representative (see Interagency Partners)
Rick Lopez, Realtor
Shirley Sims, Community organizer and Commercial Property Owner

Friends of the Rio Environmental Justice Team

Chelsea Silva, Executive Director
Matt Muchna, EPA Project Manager and Outreach Coordinator
Rick Miller, Chairman of the Boards of Directors
Andi Rogers, via Southwest Decision Resources
Carrie Eberly, via Southwest Decision Resources

Interagency Partners

Emily Allen, NAU
Josh Maher, NAU
Blake Berner, Coconino County Emergency Operations
Anne Dunno, Mountain Line
Estella Hollander, Mountain Line
Kate Morley, Mountain Line
Daniel Okoli, NAU
Todd Whitney, Coconino County Emergency Operations
Erin Stam, NAU
David Wessel, FMPO

Professional Consultants

Southside Plan Public Participation and Preliminary Policy Recommendations

Celeste Werner, Matrix Design Group
Felipe Zubia, Matrix Design Group
Eric Ruberson, Matrix Design Group
Kirsten Anderson, Matrix Design Group
Marcela Mora, Matrix Design Group
Brenden Cox, Matrix Design Group

Southside Stakeholder Group Facilitation

Matthew Muchna, Facilitation Services

Update of Southside Historic Context

Lynn Neal, LA Neal Consulting
Dr. Ricardo Guthrie, Ethnic Studies
Clarreese Greene, student researcher
Alexa Hart, student researcher
Nicole Campbell, student researcher
Justis Daniels-Bezout, student researcher

Project Management Team

Sara Dechter, Comprehensive Planning Manager
Mark Reavis, Neighborhood Planner/Heritage Preservation Officer
Carlton Johnson, Associate Planner
Tiffany Antol, Planning Director

City Staff

Alaxandra Pucciarelli, Current Planning Manager
Amanda Burns, Comprehensive Planning Intern
Amy Hagin, Parks Manager
Andy Bertelsen, Public Works Director
Brandon DeLucas, Comprehensive Planning Intern
Christine Cameron, Capital Project Manager
Christina Rubalcava, Senior Assistant City Attorney
Daniel Folke, Community Development Director
Daniel Symer, Zoning Code Manager
Ed Schenk, Stormwater Project Manager
Elaine Averitt, Planning Development Manager
Jeff Bauman, Traffic Engineer
Jenny Niemann, Sustainability Specialist
Jerry Bills, Deputy Fire Chief
Jim Janecek, Stormwater Project Manager
John Portillo, Parking Manager
Kelsea Hundtoft, GIS Analyst
Matt Welker, Heritage Preservation Intern
Matt Welker, Historic Preservation Intern
Neil Gullickson, Planning Development Manager
Nicole Antonopoulos, Sustainability Director
Patrick St. Clair, Planning Development Manager
Rachael Smith, Comprehensive Planning Intern
Rebecca Sayers, Parks and Recreation Director
Rick Barrett, City Engineer
Scott Overton, Streets Section Director
Stephanie Sarty, Traffic Engineering Project Manager
Valeria Chase, Neighborhood Liaison



**Public Meeting
Participants**

Adrian Skabelund
Alert M Lopez
Almond Brewer
Alyssa Beckman
Amanda Wilson
Andrew McKeand
Anthony Garcia
Becca Ceballos
Bellicia Vaiza
Ben Johnson
Ben Koch
Bill Newlin
Brooke Edwards
Caitlyn Burford
Carol Scholing
Carolyn Salberg
Charles Wilson
Charlie Silver
Charlie Wilson
Chris Perez
Christopher McPherson
Cody Canning
Colette Endrizzi
Connie Luna
Corina Vanek
Cory David
Dana Thorson
Dania Camou
Daniel Folke
Danny Pitonak
Darren Griffith
Dave Hale
Dave Healey
David Bonnell
David Camacho

David Semanas
Debby Dewolf
Delia Muñoz
Dennis Moore
Diana Thorson
Diana White
Dina Barnese
Dolores Ceballos
Don Hulén
Dorothy Rissel
Elan Salberg
Elson Miles
Emily Davalos
Estella Hollander
Evan Clark
Evelyn Hickman (Sissie)
Francine Moore
Gillian Thomas
Gretchen McAllister
Hadassah Ziegh
Ignacia Vaiza
Irene Dominguez
Irene Matthews
Jan Hernandez
Jane Gruver
Jannette Bressler
Jason Rohr
Jesse Dominguez
Jill Hough
Jim David
Joe Nieto
John Dorskicz
John Livingston
Jonathan Wright
Julia Bianeoni
Kai Beattie
Karen Enyedy
Karen Kinne Herman

Karen Westbrook
Kay Jackson
Keri Postlewait
Kevin Parkes
Kristi Long
Kyle Marshall
Leslie Connell
Linda Breeding
Lisa Hatch
Lorenza Velasco
Loretta Velasco
Lupe Velasco
Manny Montoya
Marie Long
Mark Cox
Mark Hall
Martin Escalante
Matt Ziegler
Matthew McDaniel
Maury Herman
Megan Coe
Michael Dugan
Michelle Beckham
Michelle Galloway
Miguel Vazquez
Mike Cromer
Miranda Sweet
Nancy Branham
Nat White
Nathan M. King
Nicole Von Gaza-Reavis
Pam Smith
Patrick McCabe
Paul R. Lopez
Perei Brewer
Preeda Tan
Prudy Maestas
Rachael MCCann

Rachel Waters
Ralph Schmid
Ramon C Soto
Ray Jackson
Ray Morcee
Renee Brooks
Renee Valenzuela
Ricardo Guthrie
Rick Miller
Robert Larkin
Rose Vaiza
Roseanne Fulcher
Sacha Siskonen
Sandra McCoy
Sarah Cromer
Shaun Rost
Shawn Browning
Shirley Sims
Stacey Bouffard
Stefano Coala
Steve Grubart
Steven Mason
Steven Perales
Sue Newlin
Susan Immel
Susan Kerr
Tantiyatyanon Madeleine
Tarcia People
Teo Mesa
Tisha Cazel
Tony Zolghadri
Tracy McCoy
Wade Thorson
Will Cordeiro
Zach Held
Zach Schwartz
Zandra Vaiza



Appendix A: Strategic Implementation Priorities

This appendix identifies and provides details about the top priorities for the Southside Community Plan area. Ideally, these are considered potentially achievable within the **first five years** after the Plan is adopted. For those that are not, research and further project development is desirable in the first 5 years. These priorities do not represent a commitment of City resources. They do provide time-specific objectives that help track the Southside community's and the City's progress that may be reported in the Regional Plan annual report. Other strategies may be implemented in this timeframe as opportunities allow.

The implementation priorities may be updated with the annual review of the Flagstaff Regional Plan 2030, in coordination with the Southside community and an updated version of this appendix may be posted to the City's website. This review generally occurs once every 5 years or less.

Heritage Preservation 1

Priority Ranking	Lead Organization	Potential Partnerships
1	City of Flagstaff, Economic Vitality and Community Development	Southside Community Association, Townsite Community Land Trust, pastors and boards of historic churches, property owners
<p>Work with congregations on Landmark Overlay designations for all historic churches within the Southside.</p> <p>Work with property owners to create targeted landmark overlays and local historic preservation districts and to support grants, which preserve the integrity of historic commercial and residential buildings, especially in the following locations:</p> <ul style="list-style-type: none"> o Phoenix Avenue o Agassiz Street north of Butler Avenue o Humphreys Street and Mikes Pike o South San Francisco Street o South Leroux Street 		
<p>PATH FORWARD</p>		
<p><i>Reach out to the churches and Southside organizations.</i></p> <p><i>Look for key champions in each of the areas for targeted overlays.</i></p> <p><i>Develop plans that could be submitted for Beatification funds, Historic Facades and Signs Grant, and for National Park Service grants.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the processing a landmark overlay project is \$8,000 plus staff time to support and review the application. Costs would cover notices meeting materials and the creation of the application, including printing cost. This assumes that applications would be prepared with the Heritage Preservation Officer providing the expertise and not by an outside consultant. Costs for this activity are typically paid by the Heritage Preservation Program budget. Applicants are typically requested to help with mailings and the preparation of the written narrative and other documentation for the project.</p>		



Heritage Preservation 2

Priority Ranking	Lead Organization	Potential Partnerships
2	City of Flagstaff, Community Development	None
Require a public notice for Heritage Preservation Commission (HPC) agenda items in the Southside to be posted on the property 14 days prior to the Commission's review.		
<p>PATH FORWARD</p> <p>This change to the Zoning Code could be considered Citywide. Currently, there are only notices required for the review of Certificates of No Effect, Appropriateness and Economic Hardship in the Townsite Overlay. Many residents throughout the City have commented that they would like to be informed when a review is underway for the preparation of a Cultural Resource Study so that they can contribute the community's resources to document history. May also consider city-wide application and if it is appropriate to notice administrative processes that do not go to the Commission.</p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is less than \$4,000 for notices. Mailings would not be necessary if this is part of a Citywide set of amendments. The costs could be included in the Current Planning and Heritage Preservation program budgets. The cost of creating two 11"x 17" posters, laminated, is approximately \$10 per project for the applicant.</p>		

Growth and Change 1

Priority Ranking	Lead Organization	Potential Partnerships
1	City of Flagstaff, Economic Vitality and Community Development	Southside Community Association, EcONA, NAU, Urban Land Institute
<p>Revise the Zoning Code to implement the Southside Community Plan policies by rescinding the Conventional and Transect Zoning in the Southside and replace with new zones that simplify regulations, add flexibility, and accommodate diverse incomes and lifestyles.</p> <p>Develop Zoning Codes Standards and guidelines for all subareas that reduce or eliminate nonconformity for historic buildings.</p>		
<p>PATH FORWARD</p> <p><i>Conduct a market study of business and housing opportunities in the Southside, considering a partnership with EcONA, NAU or the Urban Land Institute.</i></p> <p><i>Develop Zoning Code amendments with a robust public participation plan.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is difficult to estimate at this time. Estimates can be included in the Comprehensive Planning and Zoning Code annual report to City Council. The costs could be included in the Current Planning and Heritage Preservation program budgets and may be combined with other Zoning Code amendments.</p>		

Growth and Change 2

Priority Ranking	Lead Organization	Potential Partnerships
2	City of Flagstaff, Economic Vitality and Community Development	Southside Community Association, health care providers
<p>Encourage redevelopment projects to involve local organizations to help them get necessary space to provide public services and facilities.</p> <p>Encourage the addition of childcare, school, and medical facilities in redevelopment projects.</p>		
<p>PATH FORWARD</p> <p><i>Consider these uses to the adaptive reuse policy as a bonus point.</i></p> <p><i>Look into ways to provide parking reductions for these uses.</i></p> <p><i>Consider partnerships to provide these uses in infill and redevelopment processes.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>There is currently no estimated cost for this strategy. The need for funding and support through grants will be evaluated if voluntary efforts and policy changes are unsuccessful.</p>		

Growth and Change 3

Priority Ranking	Lead Organization	Potential Partnerships
3	City of Flagstaff, Economic Vitality and Community Development	Southside Community Association, NAU, local non-profits, ECONA
<p>The community will continue to research and investigate linkage funds, community benefits agreements, and other ways to ensure a just transition of land uses.</p>		
<p>PATH FORWARD</p> <p><i>Find Case studies and examples that can be legally implemented in Arizona.</i></p> <p><i>Peer review.</i></p> <p><i>Share case studies and potential implementation steps with the community.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>There is currently no estimated cost for this strategy. The need for funding will be evaluated once a more detailed strategy has been developed.</p>		

Business and Live/Work Community 1

Priority Ranking	Lead Organization	Potential Partnerships
1	Flagstaff Convention and Visitor's Bureau	Southside Community Association, Southside businesses, Local First Arizona, EcONA, Greater Flagstaff Chamber of Commerce
<p>Create campaigns for and market the Southside and the north side as the two components of central Flagstaff that provide unique benefits to different types of businesses and entrepreneurs.</p> <p>Support programming of more promotional events that are unique to the Southside, like a Second Saturday music walk.</p>		
<p>PATH FORWARD</p> <p><i>Create focus group of Southside business owners</i></p> <p><i>Bring creative and marketing staff together to develop the campaign appropriate to the setting</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is unknown at this time. Estimates would be based on the nature of the campaign.</p>		

Business and Live/Work Community 2

Priority Ranking	Lead Organization	Potential Partnerships
2	NAU, Economic Vitality and Community Development	Southside Community Association, Southside businesses, Local First Arizona, EcONA, Chamber of Commerce, Urban Land Institute
<p>Consider partnerships with NAU and CCC to support Business and Live/Work goals, policies, and strategies.</p>		
<p>PATH FORWARD</p> <p><i>Include NAU staff and faculty in the market study process for the Live/Make Center</i></p> <p><i>Work on concepts that can leverage university research in an urban incubator setting</i></p> <p><i>Continue to explore ways to partner for business development and training in the Southside.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost and source of funding is unknown at this time. It will depend on the strategies and fields involved in this effort. Grant funding should be considered.</p>		



Business and Live/Work Community 3

Priority Ranking	Lead Organization	Potential Partnerships
3	City of Flagstaff, BNSF	Operation Lifesaver, Southside Community Association, Southside businesses
<p>Increase the safety and comfort level of people crossing Route 66 and the railroad tracks to encourage pedestrians.</p> <p>Add wayfinding and visual cues to the north side that let people know there is more to see south of the tracks.</p>		
<p>PATH FORWARD</p> <p><i>Incorporate safety concerns at San Francisco and Beaver Street without reducing access in coordination with BNSF railway improvements.</i></p> <p><i>Help distribute railway safety information throughout the Southside and Downtown and using City of Flagstaff communication channels.</i></p> <p><i>Have a meeting with Beautification staff and business owners to discuss wayfinding and identifying signage.</i></p> <p><i>Take a proposal to Beautification and Public Art Commission and the SCA.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is minimal because Operation Lifesaver produces education materials that can be requested and distributed. For the crossing, the BNSF railway is equally invested in improving safety at the intersections mentioned and these concerns will be a part of any improvements to these crossings.</p>		

Public and Community Spaces 1

Priority Ranking	Lead Organization	Potential Partnerships
1	City of Flagstaff, Community Development and Public Works	Southside Community Association, Parks and Recreation commission,
<p>Investigate the feasibility of creating a large park near new South Lone Tree Road that is large enough to throw a ball in and can be programmed by the community for art and events.</p> <p>Consider land exchanges to allow for continuation of businesses and residences affected by the Lone Tree construction and to create more usable park space for the Southside community.</p>		
<p>PATH FORWARD</p> <p><i>Complete design of the new Lone Tree Overpass, incorporating public art and identifying property remnants available for park design and possible exchanges that consolidate land for park space</i></p> <p><i>Develop conceptual plans for the park with community input</i></p> <p><i>Consider funding in coordination with other City Parks section's priorities and the possibility for in-lieu fee use for park improvements.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is unknown at this time. Some funding for public art will be included in the Lone Tree Overpass project but additional funds will be needed. Grant funding may also be considered.</p>		

Public and Community Spaces 2

Priority Ranking	Lead Organization	Potential Partnerships
2	City of Flagstaff Economic Vitality and Community Development	Southside Community Association, Pioneer Museum, Arizona Historical Society, NAU Ethnic Studies and Public History Departments
<p>Create a cultural walk that showcases the neighborhood history and encourages walking through the neighborhood.</p> <p>Install informational plaques throughout the neighborhood.</p> <p>Redevelopment of culturally important buildings should require a small portion of the newly designed site to be civic space that celebrates the past structure.</p> <p>Create a schedule of pole banners and holiday lighting that provide branding and marketing of the Southside's identity from a historical and commercial perspective.</p>		
<p>PATH FORWARD</p> <p><i>Create a list of properties that could be interpreted for the public. Heritage Preservation staff can direct research</i></p> <p><i>Work with Pioneer Museum and Arizona Historical Society on interpretive material</i></p> <p><i>Request beautification in action grants for on interpretive panels</i></p> <p><i>Think about permanent art installations that celebrate culture of the Southside, including the area south of Butler Avenue.</i></p> <p><i>Holiday lighting could be considered on Butler Avenue, South San Francisco Street, South Beaver Street, Phoenix Avenue.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is unknown at this time. BBB funding, Tourism, Heritage Preservation, Council for the Arts and other grants could all be considered as potential sources, depending on the project.</p>		

Public and Community Spaces 3

Priority Ranking	Lead Organization	Potential Partnerships
3	Southside Community Association	City of Flagstaff, Master Gardeners, local businesses and corporation
<p>Consider civic space in-lieu fees, if collected, for community space improvements at the Murdoch Center.</p> <p>Identify existing gaps in services, such as a flooding information center, in the Southside that can be filled cooperatively through community partners, such as the Southside Community Association. Consider potential Community Development Block Grant (CDBG) funding for these services.</p>		
<p>PATH FORWARD</p> <p><i>Work on harmonizing the adjacent pocket park with the Murdoch Center's outdoor space.</i></p> <p><i>Complete chess park and consider musical garden or other activation in the adjacent pocket park.</i></p> <p><i>Develop plans for redesigning the interior of the Murdoch Center to provide a more usable space, improving the front for better ADA access and reorganizing parking</i></p> <p><i>Identify funding for asbestos abatement and remodeling the interior of the building</i></p> <p><i>Develop long term plans for funding improvements and facility expansion</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is partially known. Completion of the chess park and landscaping improvements could cost between \$10,000 and \$30,000. Funding may come from beautification funding, CDBG funding or corporate and community grants. Master Gardeners has brought landscaping design resources to the team.</p> <p>The Neighborhood Planning and Heritage Preservation Office will provide design services for the potential long term improvements.</p>		

Public and Community Spaces 4

Priority Ranking	Lead Organization	Potential Partnerships
4	Southside Community Association	City of Flagstaff, Master Gardeners, local businesses and corporation
<p>Prioritize maximizing usable space and maximum parking at the park at Mikes Pike and Benton Avenue.</p>		
<p>PATH FORWARD</p> <p><i>Coordinate with Mike's Pike work associated with the Rio de Flag Flood Control project</i></p> <p><i>Incorporate beautification and public art into any Rio de Flag Flood Control related structure's design</i></p> <p><i>Design and construct passive park improvements and landscaping around any Rio de Flag Flood Control related structure</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project could be up to \$50,000. BBB, CDBG, and grants may be potential sources of funding.</p>		

Parking 1 and 2

Priority Ranking	Lead Organization	Potential Partnerships
1	ParkFlag	None
<p>Create public, shared off-street lots that allow overnight and long-term parking for nearby residents.</p>		
<p>PATH FORWARD</p> <p><i>Look at locations the community has identified for feasibility.</i></p> <p><i>Find a committed location and begin design work on new parking.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is dependent on the cost of land. Paving a parking lot and installing a meter is estimated to cost up to \$100,000 for about 50 spaces if the lot is flat and has no structures on it.</p>		
Priority Ranking	Lead Organization	Potential Partnerships
2	ParkFlag	Southside Community Association
<p>Create a process that allows parking restrictions to be relaxed on residential streets by petitions for recurring public events, such as church services or weekly community meetings, when the exemption would have a limited impact on ParkFlag revenues.</p>		
<p>PATH FORWARD</p> <p><i>Research best practices and procedures from other communities.</i></p> <p><i>Present potential options with pros and cons to a neighborhood meeting in the Southside and north of Downtown.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is dependent on the staff time required and the changes to signage requested.</p>		

Parking 3

Priority Ranking	Lead Organization	Potential Partnerships
2	City of Flagstaff	None
<p>Locate funding to construct drainage, curb, gutter, and sidewalk to better define driveways so they do not get blocked, and so all parking laws can be better enforced.</p>		
<p>PATH FORWARD</p> <p><i>Include local roads without curb, gutter and sidewalk in a Master Streets Plan to determine design treatments</i></p> <p><i>Estimate costs of design treatments recommended by Master Streets Plan</i></p> <p><i>Consider funding sources that limit the financial burden on existing residents so as to not result in displacement.</i></p> <p><i>Complete the Rio de Flag flood control project</i></p> <p><i>Determine funding and send decision to Council or voters, as necessary</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is unknown at this time. The cost in the first 5 years can be rolled into the cost of a Master Streets Plan or potentially be a use for the “Neighborhood Planning” funding identified in the 2020 transportation tax.</p>		

Transportation 1

Priority Ranking	Lead Organization	Potential Partnerships
1	City of Flagstaff	Southside Community Association
<p>Add a signalized pedestrian and bike crossing for Butler Avenue at South O’Leary Street if it can meet the proper traffic warrants and vehicular sight distance. Evaluate other locations between South San Francisco Street and South Lone Tree Road if the South O’Leary Street crossing is not feasible.</p>		
<p>PATH FORWARD</p> <p><i>This project is already included in the 5 year capital plan for bicycle and pedestrian improvements for 2023</i></p> <p><i>Conduct a study to determine design of light and if a full intersection is warranted before or after the Lone Tree overpass and intersection improvements.</i></p> <p><i>Design crossing and hold meeting with Southside community</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is approximately \$200,000 to \$360,000 for an enhanced of signalized pedestrian crossing or \$500,000 to \$750,000 if a fully signalized intersection is warranted. There is currently \$200,000 allocated in the 2023 pedestrian and bicycle capital budget for this project. Capital funding and grant funding may be considered for this project.</p>		



Transportation 2

Priority Ranking	Lead Organization	Potential Partnerships
3	City of Flagstaff, Community Development	None
<p>Add more (dark sky compatible) streetlights, specifically on Phoenix Avenue east of South San Francisco Street and on Benton Avenue between South San Francisco Street and South Beaver Street.</p>		
<p>PATH FORWARD</p> <p><i>Design, estimate costs and fund dark sky lighting to key pedestrian locations in the Southside. These are spot improvements and not a widespread project</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost for each new streetlight is \$5,000 to \$10,000 plus the cost of extending the city's streetlight electrical circuit to the site. The cost of utility expansion is highly variable. CDBG and capital money could be potential funding sources for this project.</p>		

Transportation 3

Priority Ranking	Lead Organization	Potential Partnerships
4	City of Flagstaff Community Development	None
<p>Add a new FUTS route that starts at the FUTS in Sinclair Wash, then connects Franklin Avenue to Ashurst Avenue along the Rio de Flag, then continues along South O'Leary Street and takes advantage of a pedestrian/bike signalized crossing at that location.</p>		
<p>PATH FORWARD</p> <p><i>Add this project to the FUTS and Active Transportation Master Plan</i></p> <p><i>Ensure that property lines are surveyed and are accurate.</i></p> <p><i>Complete the Rio de Flag Flood Control Project</i></p> <p><i>Engage nearby residents in design charettes for this trail</i></p> <p><i>Develop construction plans and identify funding</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is approximately \$250,000 to \$500,000 depending on the amount of grading, utility relocation issues, privacy screening for nearby property owners and landscaping improvements.</p>		

Flooding and Other Hazards 1

Priority Ranking	Lead Organization	Potential Partnerships
1	City of Flagstaff Water Services	Southside Community Association, Friends of the Rio
Create work plan to systematically address localized flooding issues throughout the neighborhood.		
<p>PATH FORWARD</p> <p><i>Complete the Rio de Flag Flood Control Project</i></p> <p><i>Complete a new hydrological analysis of localized flooding and monitor localized flood issues</i></p> <p><i>Create a communication plan for sharing new information from the analysis, the evaluation of localized flooding issues and any ongoing or future issues</i></p> <p><i>Develop and evaluate designs to address localized flooding based on their priority</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is unknown at this time. The process of developing a work plan will provide updates to the City Council and Southside community.</p>		

Flooding and Other Hazards 2

Priority Ranking	Lead Organization	Potential Partnerships
2	City of Flagstaff Water Services	Southside Community Association
Educate property owners and renters about changing regulations and anticipated flood conditions post FEMA floodplain removal.		
<p>PATH FORWARD</p> <p><i>Offer annual update and advertise one-on-one communication opportunities with property owners in the Southside.</i></p> <p><i>Create educational material that update residents on the progress of the Rio de Flag Flood Control Project as construction moves forward.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is minimal but will require an annual commitment of 5 to 20 hours of City staff time.</p>		

Flooding and Other Hazards 3

Priority Ranking	Lead Organization	Potential Partnerships
3	City of Flagstaff Community Development and Water Services	Non-profit housing organizations, Southside Community Association
Explore funding opportunities to assist in physical protection of homes/businesses.		
<p>PATH FORWARD</p> <p><i>Find funding sources for waterproofing retrofits for homes and businesses.</i></p> <p><i>Evaluate houses within areas of localized flooding and the floodplain for potential floodproofing strategies</i></p> <p><i>Contact eligible property owners and work with them on improvements based on risk or offer a grant to support the effort.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is could be \$1 million to \$3 million. Money could be made available over a number of years. Source is currently undetermined.</p>		

Public Safety

Priority Ranking	Lead Organization	Potential Partnerships
1	SCA	City of Flagstaff, churches and other community organizations
<p>Create a more pleasant walking environment and more events in the neighborhood to draw additional people to the area.</p> <p>Give people more places to go, like highly visible benches and pathways.</p> <p>Work with private property owners to control vegetation and hidden areas of their property, especially with private portions of the Rio de Flag and vacant parcels.</p>		
<p>PATH FORWARD</p> <p><i>Southside Community Association proposes potential sites for these improvements to the City</i></p> <p><i>City will assist in finding funding and design work.</i></p> <p><i>Work cooperatively on educational materials for property owners.</i></p>		
<p>COSTS AND POTENTIAL FUNDING SOURCES</p> <p>Estimated cost of the proposed project is unknown at this time. Costs of the physical improvements will vary based on design. Improvements could be funded by beautification funding or outside grants based on timing and type of improvement. This program would be voluntary for property owners and could vary based on interest.</p>		

Appendix B: Impact of the Rio de Flag Flood Control Project on Strategies

Scenario 1: The Floodplain Remains in Current Location

Things the Southside Community Plan could not accomplish:

This section lists the ideas directly connected with the floodplain and one recurring concept that could not exist unless the FEMA floodplain is removed. Most residential ground floors shown throughout the Concept Plan would need to be lifted higher. They would thereby interact with the street/public realm less. They would be more costly to construct therefore encouraging “larger-at-a-time” new development, and likely discouraging traditional, incremental add-ons.

Goals, Policies:

- GOAL S 15. Resolve longstanding flooding hazards in the Southside community.
- Policy S 15.2. Work towards the removal of the FEMA floodplain designation in the Southside.

Volume 2: Concept Plan:

- Southside Main Streets Concept Illustrations - Infill (p. 18)
- Southside Main Streets Concept Illustrations - Larger Lot 1 (p. 21)
- Southside Main Streets Concept Illustrations - Larger Lot 2 (p. 24)
- Live/Work Neighborhood Concept Illustration (p. 28)

Things that would be more difficult:

Most ideas in this section would be possible to accomplish. However, they would all necessitate additional active management, design, studies and/or permits, or would work against financial realities. New construction would need to exist above the floodplain and would therefore be more difficult

to match the surrounding character of buildings built before current floodplain rules. Individual property owners cannot build something small in their backyard, or onto the side of the house if in a floodplain, so it becomes more appealing to tear-down and build something new that is raised above the floodplain. Larger projects have a greater capacity to overcome floodplain requirements financially, therefore disincentivizing multiple separate small-scale projects by multiple property owners. Changing topography or adding obstructions (to create a trail, park, curb, sidewalk, or bridge) in a floodway would require a study that demonstrates a lack of impact to the flood elevation and a 404 permit from the U.S. Army Corps of Engineers that demonstrates steps taken for avoidance of any negative impacts. Parking cannot be overnight in the Floodway and must be constrained or attended in the flood fringe if the floodwater is mapped deeper than one foot.

Goals, Policies:

- GOAL S 4: Support a diversity of buildings and mix of uses that is compatible with the scale and architecture of historic landmarks and area character.
- Policy SMS 1.2 New buildings in the Southside Main Streets are designed to increase gradually in scale and intensity in the context of the historic urban fabric. Building heights should not exceed 45 feet.
- GOAL SNC 1: The Southside Neighborhood Core subarea protects the context of historic single family homes by allowing single-family homes, and duplexes with the possibility of additional units in the rear of the property that can produce income.
- Policy SNC 1.2. New buildings in the Southside Neighborhood Core are designed to maintain the scale and intensity in the context of the historic fabric. Building heights should not exceed 35 feet.
- Policy S 7.2. Create opportunities for more active and publicly accessible spaces along the Rio de Flag, after a flood control project is complete.



- Policy S 11.1. Increase off-street parking availability for new residences on small lots through shared parking plans, and increase private parking lot development to address the increasing number of bedrooms and higher occupancy, especially south of Butler Avenue.

Strategies:

- Public and Community Spaces:
 - Make alignment of the Little Rio de Flag more publicly accessible by purchasing strategic sections or creating a public easement that completes access through blocks where Crime Prevention Through Environmental Design (CPTED) can be implemented.
 - Build more bridges for pedestrians at popular crossing locations across the Little Rio de Flag after the floodplain designation is addressed, prioritizing those that complete connections in the bicycle and pedestrian network.
 - Improve Rio de Flag green space along South Ellery Street between South Verde Street and South Agassiz Street to create a linear park space.
- Parking:
 - Create public, shared off-street lots that allow overnight and long-term parking for nearby residents.
 - Encourage private off-street lots to lease spaces for nearby residents for overnight and long-term parking.

Volume 2: Concept Plan:

- Southside Main Streets Concept Illustrations - Infill (p. 18)
- Southside Main Streets Concept Illustrations - Larger Lot 2 (p. 24)
- Live/Work Neighborhood Concept Illustration (p. 28)
- Rio/Ellery Street Green Space Concept Illustration (p. 36)
- Example (*and all potential*) Rio Green Spaces with Trail Concept Illustration (p. 38)
- FUTS Connection Concept Illustration (p. 50)
- Curb, Gutter and Sidewalk Concept Illustration (p. 54)

Scenario 2: The Floodplain is Remapped and its Current Location is identified as local drainage

The following are things that would become unnecessary if the FEMA Floodplain designation is removed:

Goals, Policies:

- Policy S 15.3. Minimize displacement and retain neighborhood character after the FEMA floodplain designation is removed to the greatest extent possible.
- Policy S 15.4. Consider lobbying efforts to find solutions to the problems with the National Flood Insurance Program.
- Policy S 15.5. Support education for homeowners, insurance professionals and contractors about flood mitigations, regulations and insurance practices and provide opportunities that are accessible for Southside residents. (*Note: education to minimize localized flooding hazards may still be helpful but the majority of this policy relates to large-scale regional flooding issues.*)

Strategies:

- Flooding and Other Hazards:
 - Educate property owners and renters about changing regulations and anticipated flood conditions post FEMA floodplain removal.
 - Educate the community, realtors, and insurance agents on flood insurance options.
 - Explore funding for an insurance subsidy program for qualifying households.
 - Train local residents through the Southside Community Association or other community organizations to assist the homebound, elderly, and disabled in the neighborhood to sign up for alerts about flooding and get on lists for evacuation assistance.



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For more information about the Comprehensive Planning Section, please contact:

**Sara Dechter, AICP, CP3
Comprehensive Planning Manager
City of Flagstaff
211 West Aspen Ave.
Flagstaff, AZ 86001
Phone: (928) 213-2631
E-mail: sdechter@flagstaffaz.gov**

Or visit our website at: <http://www.flagstaff.az.gov/comprehensiveplanning>.



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Southside Community Plan

Volume 2: Concept Plan

Public Hearings Version

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Introduction

The Southside Community Specific Plan, Volume 2: Concept Plan (Concept Plan) provides supplemental information for the interpretation of goals and policies found in the Southside Community Specific Plan, Volume 1: Goals, Policies and Strategies (Volume 1). The Concept Plan is an illustration of how the goals, policies, and strategies of the Southside Community Plan could generate private and public improvements that move the community's built environment towards the community vision. The concepts and illustrations demonstrate what is possible but do not compel conformance with the illustrations. They are intended to assist by creating a reference point for future projects, both public and private.

Each set of illustrations starts with an overview map that shows the location and extent of all individual illustrations as well as concepts that do not have their own illustration. The overview maps are followed by two- and three-dimensional illustrations of desired conditions in locations that correspond to the numbers on the overview map. In case of any conflict between the Concept Plan and Volume 1's goals and policies, the goals and policies shall prevail.

New information and changes in conditions, objectives and technology may also lead project teams and the community to want different designs for these concepts. These concepts were created with the idea that future teams working on real world projects, whether they be private or public, can engage the community and use their up-to-date knowledge and creativity to

address the goals, policies and ideas of the entire Southside Community Specific Plan, Volumes 1 and 2 (Southside Community Plan). In other words, if a project achieves the desired outcome, but does it in a different way that doesn't look like the illustrations in this document, it can still be in conformance with the goals and policies of the Southside Community Plan. An analysis of all the goals and policies in the Flagstaff Regional Plan 2030 (Regional Plan) and any applicable specific plan is the tool used to determine plan conformance for future proposals. Further public engagement that builds on this Southside Community Plan is encouraged for all projects that use public funding or for when the property owner requests a Zoning Map Amendment to change a property's Zoning Code designation.

The first section, Development and Preservation Concept Plan, is focused on ways the Southside Community Plan's goals and policies could influence private development in each subarea. Each subarea, per the strategy in Volume 1, is proposed to be a new zoning category that replaces the current zoning in the Southside. The illustrations and associated text, therefore, discuss some elements of a new zoning category, such as building form, materials, height, parking, and other site planning features. Also, they give a sense of the character and potential land uses. The new zoning proposed will have its own public participation and technical processes that build off this specific plan's development. New public comments and direction from the City Council and the Planning and Zoning Commission will

be considered. If the public comments from the Zoning Code update conflict with the goals and policies of this plan, the Planning and Zoning Commission and City Council should consider all information and potential options and provide direction to staff. It is important to consider the illustrations as a starting point for future code work and projects and not a fully vetted design.

No property owner is required to construct in the way these illustrations present; all projects must comply with underlying zoning requirements. Proposals for concept or direct-to-ordinance rezoning may vary from these illustrations if the proposals meet the goals and policies in the Regional Plan and applicable specific plans, including this one. While, private development proposals may vary from these illustrations, they are encouraged to examine these illustrations to better understand compatible architectural features and the community character.

The second section, Public Improvements Concept Plan, looks at potential public improvements to provide a starting point for future capital projects that the City may undertake as funding becomes available and with the approval of the City Council. The concepts show the ideas that came from the public and project team about how infrastructure, and public and community spaces could be improved. In some cases, multiple scenarios are considered because the future conditions that may determine the technical constraints of designing the project have not yet been fully studied or confirmed.



Traffic studies, stormwater studies, and other technical examinations of the site conditions will be considered along with the concepts in this plan for future project designs. Public health and safety requirements at the time the project is implemented may also be different.

Appendix A of Volume 1 identifies which Strategies that in turn create these concepts the community would like to prioritize. This is an initial list of priorities; Other concepts may be implemented as opportunities arise. Every 5 years, the City may post updated implementation priorities to the project website in consultation with the community.



Scenes of vibrancy and community character in the Southside.

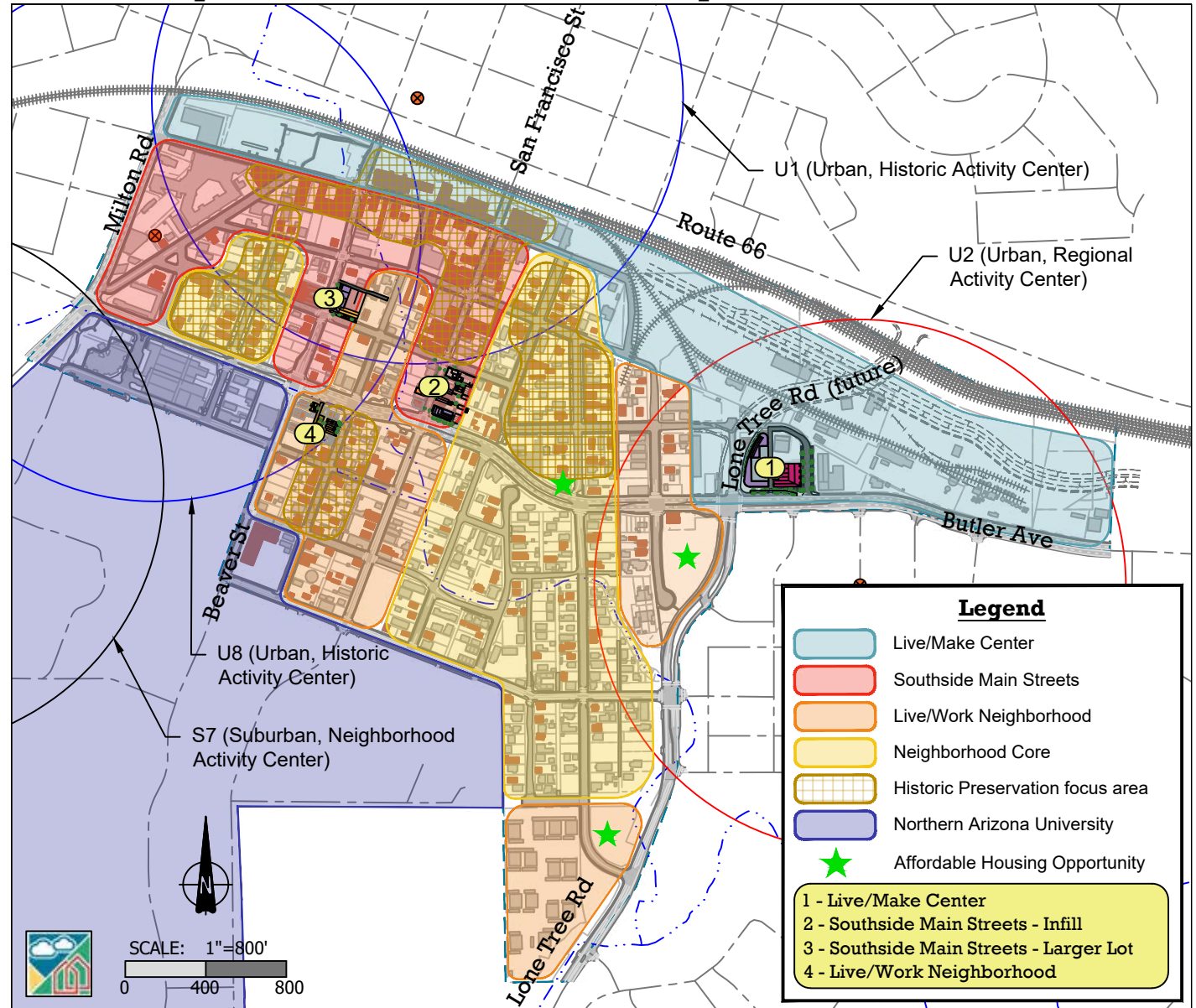


Development & Preservation Concept Plan

The objective of the Concept Plan illustrations is to demonstrate a pattern of redevelopment and historic preservation that will allow the Southside to evolve as an urban neighborhood without losing the assets that give the Southside its value as a historic, walkable, and diverse live/work neighborhood. Redevelopment occurs when new development replaces outdated and underutilized development. Preservation is an endeavor that seeks to preserve, conserve, and protect buildings, objects, landscapes, or other artifacts of historical significance. The balance between these two community values is the main focus of these illustrations and is demonstrated in a variety of ways in the context of each subarea. The Concept Plan has two- and three-dimensional illustrations, descriptions, and photos to visually demonstrate the application of principles from Volume 1. The text describing the features of the illustrations will often reference goals, policies and strategies from Volume 1.

Each subareas headings and outlines are color coded to the map to the right.

Development & Preservation - Concept Illustrations Overview



Live/Make Center Concepts

The Southside has always been the kind of neighborhood where a welding shop tucked into a pocket of single-family homes is a compatible set of uses. This area could evolve into a craft and manufacturing area with a live/work environment that provides economic opportunities for the Southside neighborhood.

The employment activities within this area would be light industrial activities that do not directly conflict with residential activities. Modern employment activities are often confined to industrial zones under this system of zoning, even if they do not create the public health issues or significant nuisances that conflict with residential activities. This lack of conflict is especially true for small-scale, craft industries like microbreweries, coffee roasters, jewelry manufacturing, and small batch goods in the back of a store. A large-scale manufacturing facility could be seen as a conflict with a residential setting, but people are happy to live across the street from craft food production facilities, such as the Lumberyard Brewery operations. Some further examples of uses that have been confined to mostly industrial zones but could work well with other commercial and residential uses include, cabinet shops, research offices, prototype development, and small and medium scale light manufacturing.

The Euclidean separation of uses can disconnect people from employment opportunities. This subarea would reconnect the people of the neighborhood to employment opportunities that take advantage of other community characteristics and make small-scale entrepreneurship more possible. An example could be manufacturing small batch goods or metal items in the back of a store or in residences above or behind a commercial use. This mix of uses might not suit everyone, but for individuals who want a live/work experience or want to lower their carbon footprint, it would be attractive if the scale of the operation is small and the selected uses are appropriate.

Live/Make Design Examples

The following pages of photos and descriptions are intended to supplement the concept illustrations. Some were inspirations for the illustrations, while others were recommended because of their unique qualities that the Southside could build upon. Materials and designs in this sub area should encourage diversity. Designs can vary from classic lines to modernist curves. Materials can vary from classic red brick to repurposed metal containers.

Because this concept is new to the Flagstaff community in the 21st Century, the Plan highlights examples from other communities as illustrations of how a new combination of form, fenestration, materials and style could be achieved in this new urban environment. These are meant to provide inspiration but are not intended to be mimicked exactly. The materials, patterns and forms shown in these examples could be applied to new or repurposed buildings in the Live/ Make Center.



Historic railroad buildings exemplify the Live/Make Center aesthetic

Internal Space

The internal spaces of the Live/Make Center buildings should facilitate a wide variety of activities, often supported with large sunlit windows. Examples may include craft manufacturing, artistic creations, and markets that support the local craftspeople/artists.



Flagstaff artist, Shonto Begay, at work in a Downtown Flagstaff studio
(photo credit: Flagstaff Arts Council)



Students working on stained glass sash restoration



Market on Granville Island in Vancouver, British Columbia (photo credit: Tourism Vancouver)



External Space: Classic Style

The following examples demonstrate some examples of classic and timeless styles. These buildings were initially constructed to be used to make things, or host activities more intense than a simple retail operation. The Old Ford Motors factory in Detroit, MI was the location of the initial production of the Model T. The Old Harmonie Club in Detroit, MI contains a music hall and large stage on the bottom floor. Ponce City Market in Atlanta, GA was a distribution center, now it contains a mix of shops, restaurants, food stalls and apartments. Their ability to evolve over time is derived from open spans and abundant window fenestration that lends itself to adaptive reuse within their urban frameworks. The portions of the building facing the street define the urban form of the entire neighborhood. The textures and patterns at the street level draw in the pedestrian and connect with the streetscape.



Old Ford Motors factory (photo credit: Jackdude101 via Creative Commons, creativecommons.org/licenses/by-sa/4.0/deed.en, no alterations were made)



Old Harmonie Club in Detroit (photo credit: Historic Detroit)

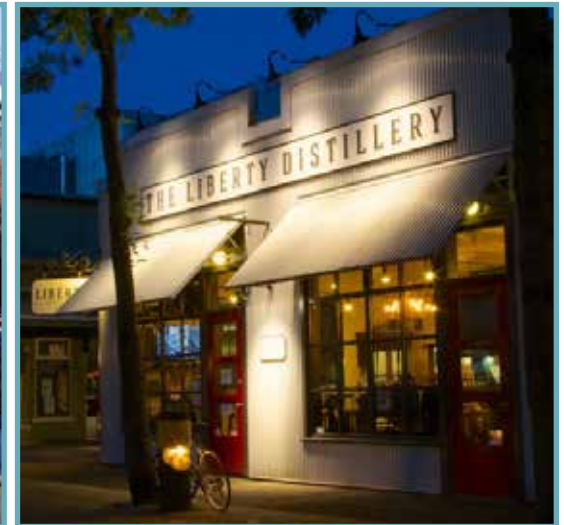


Ponce City Market in Atlanta (photo credit: Courtesy of the Georgia Department of Natural Resources)



External Space: Alternative Style

The following examples demonstrate some examples of alternative styles. Similar to the classical style, these buildings have abundant window fenestration and engaging pedestrian environments. However, their materials and forms draw on later architectural periods. Many of these buildings were initially constructed for uses with higher nuisance levels than are intended for the Live/Make Center. Now, they have adapted to changing conditions and facilitate a variety of more compatible activities. Granville Island in Vancouver, British Columbia was originally home to factories, plants and sawmills. Now it is a cultural district with theaters, artisan workshops and craft studios. The Armory in Phoenix, AZ is a re-purposing of an old armory that now includes spaces for artists to create. The simpler materials have lent themselves to art being incorporated into the interior and exterior of these buildings and can allow for whimsical flourishes and incorporation of culturally relevant murals and civic spaces.



Former Phoenix Armory Building (photo credit: Lynn Trimble/
Phoenix New Times)



Granville Island in Vancouver, BC (photo credits: Tourism
Vancouver (bottom left) CMHC - Granville Island (rest))



Live/Make Materials Examples

Architects should look toward successful urban activity centers that have achieved vitality through urban site planning and mix of activities and uses. An integral component of success is simple building forms with fitting materials, and structure and refined detailing. Material can be human scale and inviting or strange and unfamiliar. In general terms materials that are modular, such as brick, block and stone that can be placed by craft persons are human scale. Large monolithic surfaces or materials that require large machines to install are not human scale. The Live/Make Center concept envisions architectural forms that follow the function of the building. Many current successful examples of Live/Make projects are with the adaptive reuse of historic buildings. Large turn of last century manufacturing buildings such as textile mills are conducive to the Live/Make concept. Brick buildings with versatile open space and large windows lend themselves to the endeavors of artist and artisans. Flagstaff does not have an inventory of these buildings but does have the opportunity to look at these examples to accomplish Live/Make projects with new construction and available current materials.

Architectural Proportions: A building is often thought of as a classical column, with a base, a column shaft and a capital that is its finishing top detail. In order for a building to visually sit firmly on the ground, it deserves a substantial base. The stories above are treated in a consistent material, often of a somewhat less durable and simpler material and these floors are then capped by a roof or the upper floor and roof form that is the finishing capital with some higher level of detailing. Durable first floor materials add textural interest to the street level for pedestrians and drive-by viewers. Substantial and durable materials are resistant to water splash and less suitable to vandalism.



Old Athletic Club in Detroit (photo credit: Historic Detroit)

General Design Details

There is a lot of opportunity to create interesting forms with unique windows and mixes of materials while still following lessons of classic architectural form.



Examples of interesting design in Bozeman, MT, (photo credit: Gaylene Soper)

First Floor Materials

The selected material on the base of the building should remain consistent along the main face of the live-make building. It should be noted that the base material is for the primary façade and the secondary façade may be simplified in a more cost-effective manner yet still meet the general requirements of a durable first floor material (an example of this would be primary façade using split face CMU and secondary faces with plane face). The material selected is also dependent upon the architectural style that has been selected for inspiration. First floor materials that are not preferred unless appropriate to architectural style include: stucco and synthetic stucco (EFIS) like materials, wood, metal, and corrugated “farm” metal. Materials should be durable and resistant to impact and abrasion.



Cut stone, smooth or tooled face, “classical style”



Rough face cut stone, red sandstone, limestone, granite or others with mortar joints



Brick, a multitude of color and textural qualities available, color variation and architectural bond variations and details encourage the viewer reading the surface texture and depth more easily



Cultured stone or fake stone (replicated stone that simulates a stone’s quality and durability)



“Romanesque Style”



Rustic stone, Malpais basalt and stacked stone, “Flagstaff Vernacular”



Cement block (CMU) split face or textured face, used similar to rough cut stone, encourage colored block vs. plain cement, or utilize a combination of colored and cement



Tile or grid pattern



Upper Floors

The upper floor's siding material should be durable but not necessarily impact resistant. The façade material should be selected for compatibility of the design and the architectural style initiated by the base floor treatment.



Wood siding (or a wood composite pre-primed and painted siding) placed horizontally and lapped vertically with batton joints



Brick may be carried up from the base floor, and applied part way up or full height as a vertical accent for an area of the facade complimenting adjacent materials. The brick may also be the facade of the entire building, but the base first floor should have some differentiation and horizontal separation and/or detailing



Stucco: the use of stucco or synthetic stucco



Stone: the use of stone or stone like materials and detailing may be appropriate



Metal shall be panels of 6" plus face with folded or standing seams. Corrugated galvanized metal is not allowed.

Roof and Termination Details

The roof and detailing at the eave line are essential in completing a building's architectural look and style. The termination of a building may also include the upper most floor that may have a change in fenestration and/or a horizontal line separation. Material should be selected that is compatible with the architectural style and the other materials that have been selected.



Shingles: roof covering such as asphalt shingles and simulate shakes



Metal roofing, all types and all treatments including corrugated.



Classical projecting cornice



Add (architectural) interest to large roof forms

Live/Make Center Concept Illustrations

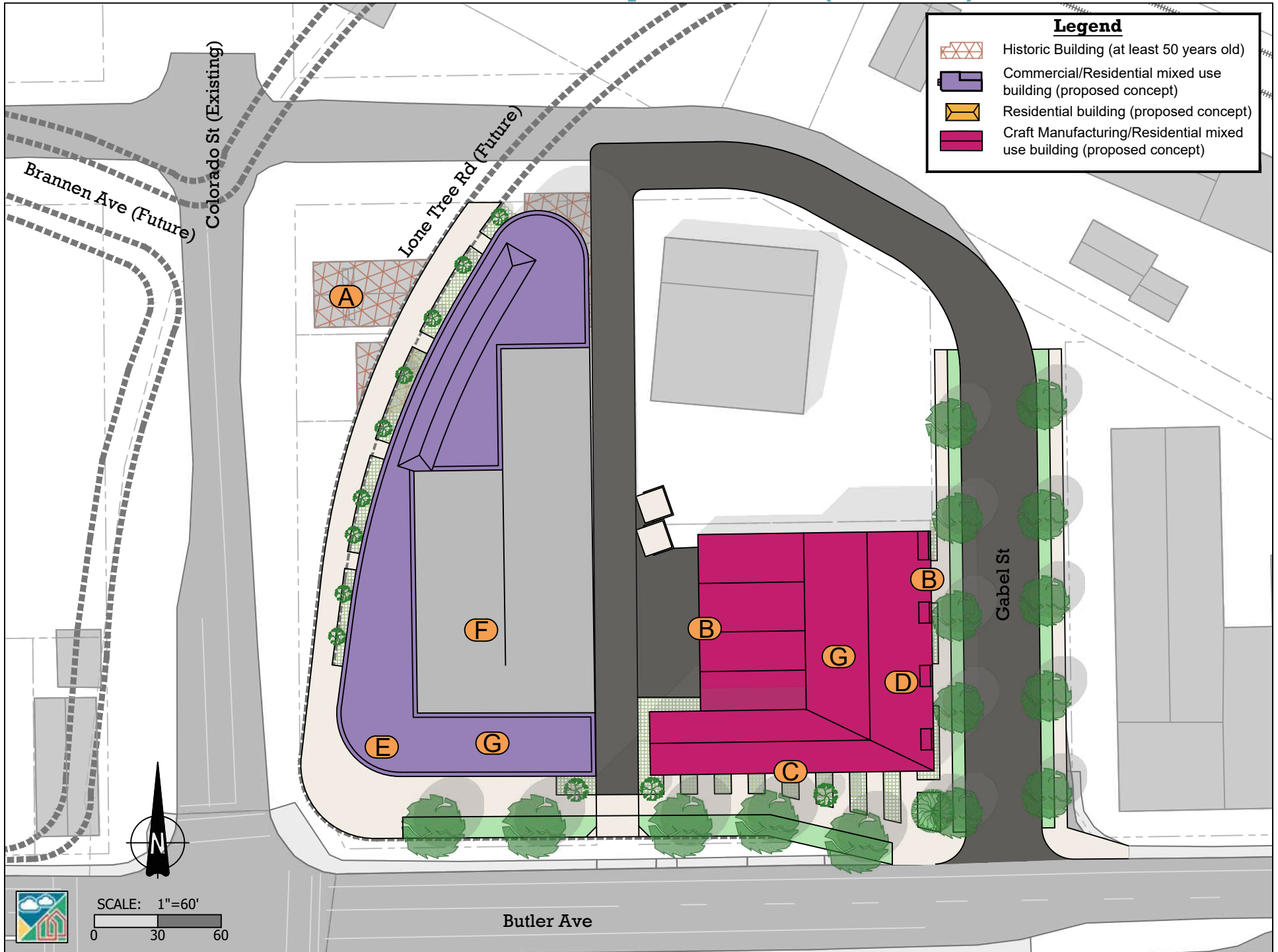
This illustration shows the redevelopment of the majority of a block. This block was selected because the Lone Tree Overpass will result in property acquisition and relocation or demolition of some buildings which could catalyze redevelopment. These properties could be redeveloped all together or as two separate projects.

Features:





- A. The Lone Tree Overpass final design and construction plan may consider relocating existing houses that will be impacted by future development or roadway construction, especially if they are historic and have integrity.
- B. The design concept of the Craft Manufacturing/Residential mixed use building (pink) provides large ground floor workspaces for craft manufacturing behind residential on Gabel Street and retail on Butler Avenue. (Policy S 5.1). These spaces could provide truck access from the alley and large doors providing other access and community interaction on the street side.
- C. Multiple small storefronts on the busier road could be used to directly sell goods manufactured on site, or from sites set back into the center (such as properties facing Brannen Avenue), that may not have enough traffic to support commercial activity (Policy S 5.3).
- D. Typical apartments could exist above the craft manufacturing ground floor.
- E. More traditional mixed-use buildings could also exist in this subarea. These would contain more traditional commercial ground floors and apartments above, and could provide housing while relieving redevelopment pressure from historic areas of the Southside (Policy SLM 1.2).
- F. In order to meet required parking, the pink building would need to share or lease parking in the nearby parking garage.
- G. Buildings should incorporate green building practices to ensure the sustainability and affordability of commercial, industrial and residential space.

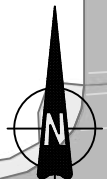


Live/Make Center Concept Illustration (Plan View)



Legend

-  Historic Building (at least 50 years old)
-  Commercial/Residential mixed use building (proposed concept)
-  Residential building (proposed concept)
-  Craft Manufacturing/Residential mixed use building (proposed concept)



SCALE: 1"=60'

0 30 60

Butler Ave

Gabel St



Live/Make Center Concept Illustration (3D Views)



Buildings in this view show the maximum height (60 feet) and bulk for the proposed Live/Make subarea.



Southside Main Streets Concepts

The ideal uses for this subarea would be similar to the Live/Work Center subarea but with fewer industrial uses and more commercial storefronts. Smaller scale employment activities are expected in this zone more than the Live/Work Center subarea because its location is more conducive to traditional commercial shopfronts, retail, offices, and restaurants.

Both the transect and conventional zoning currently allow height, bulk, mass, and scale that is not compatible with the existing character of the Southside Main Streets. Chapter 3 in Volume 1 recommends that building heights in this subarea do not exceed 45 feet, which is approximately the height of the climbing gym or the new mixed use building (see below right), both at the corner of East Benton Avenue and South San Francisco Street.

While it is ideal for redevelopment to happen for a single parcel at a time, the history of developments like The Hub at 215 W. Phoenix Avenue shows that the assembly of multiple parcels to develop larger and incompatible redevelopment is possible under the right economic conditions. The City has Policy HOH.1.5 in the High Occupancy Housing Plan that says it will not abandon alleys for the purpose of allowing more development or larger buildings to be constructed in the Downtown or surrounding neighborhoods, which includes the Southside.



A vibrant main street character looking north along S San Francisco Street after a Monsoon storm clears



Building elevation for Flag Town Lofts, a new mixed-use building under construction at E Benton Avenue and S San Francisco Street (designed by Updesign Studio)

Southside Main Streets Concept Illustrations - Infill

This illustration shows a variety of projects filling in a “main street” block and assumes that each project was done independently on existing lots. Setbacks were determined by adjacent existing buildings, proposed frontage types, and the desire to create small café spaces. Each building shown as infill worked within its existing small lot. The size of the lot and the usable space it creates determined some of the massing restrictions. Other massing decisions were chosen based upon showing one increment larger than the existing context. Smaller lots often have inefficiencies of scale that limit building’s size before the underlying zone’s codes would.

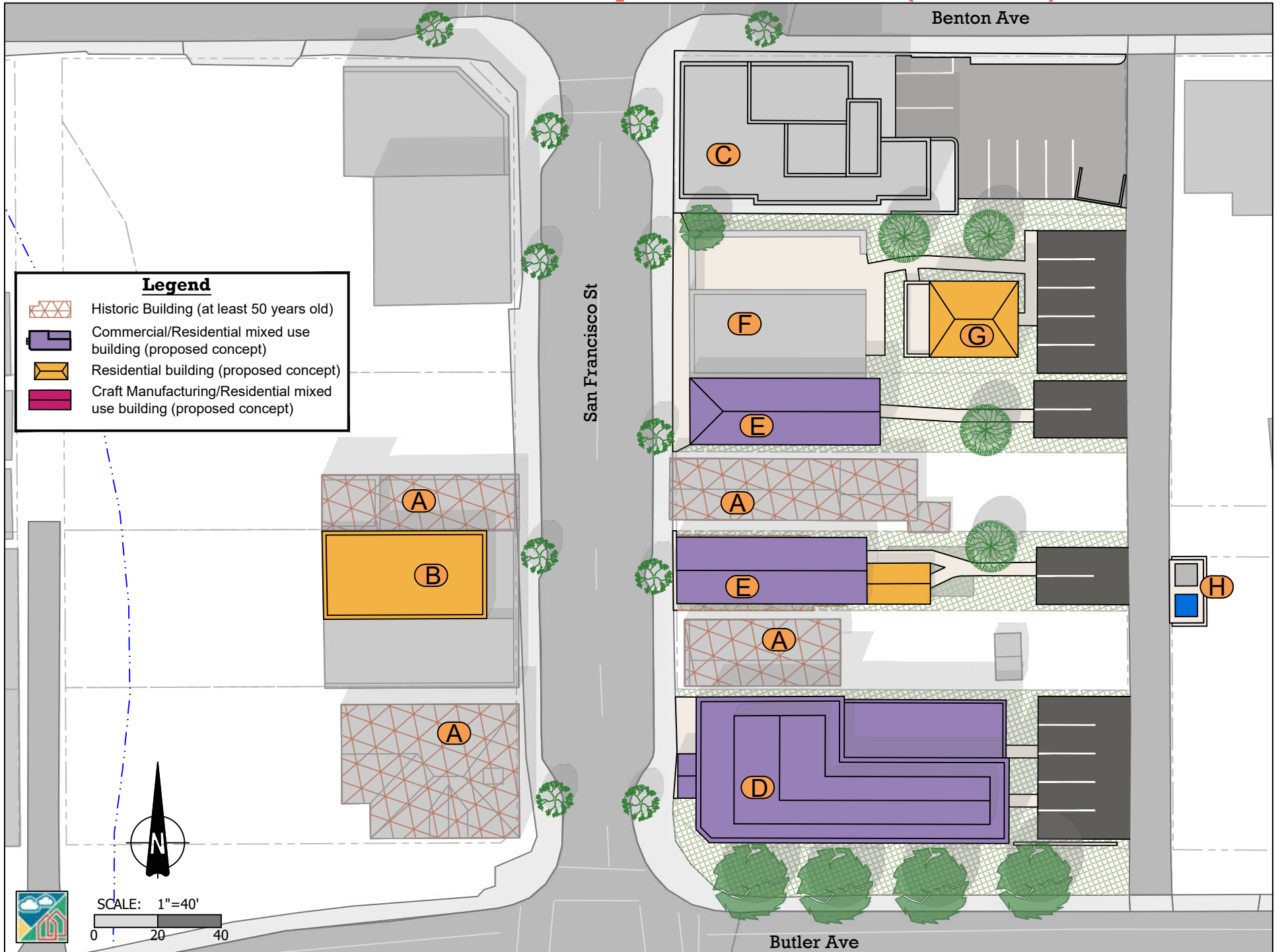
This block demonstrates an ability to increase intensity without completely losing the existing character. In 2019, before completion of The Lofts at the north end of the block, the block as a whole had a Floor Area Ratio (FAR) of 0.31. The build-out of the block as shown accomplishes a FAR of 0.65. This block shows that an area can more than double in intensity to respond to demand and keep a character popular with the community.

Features:

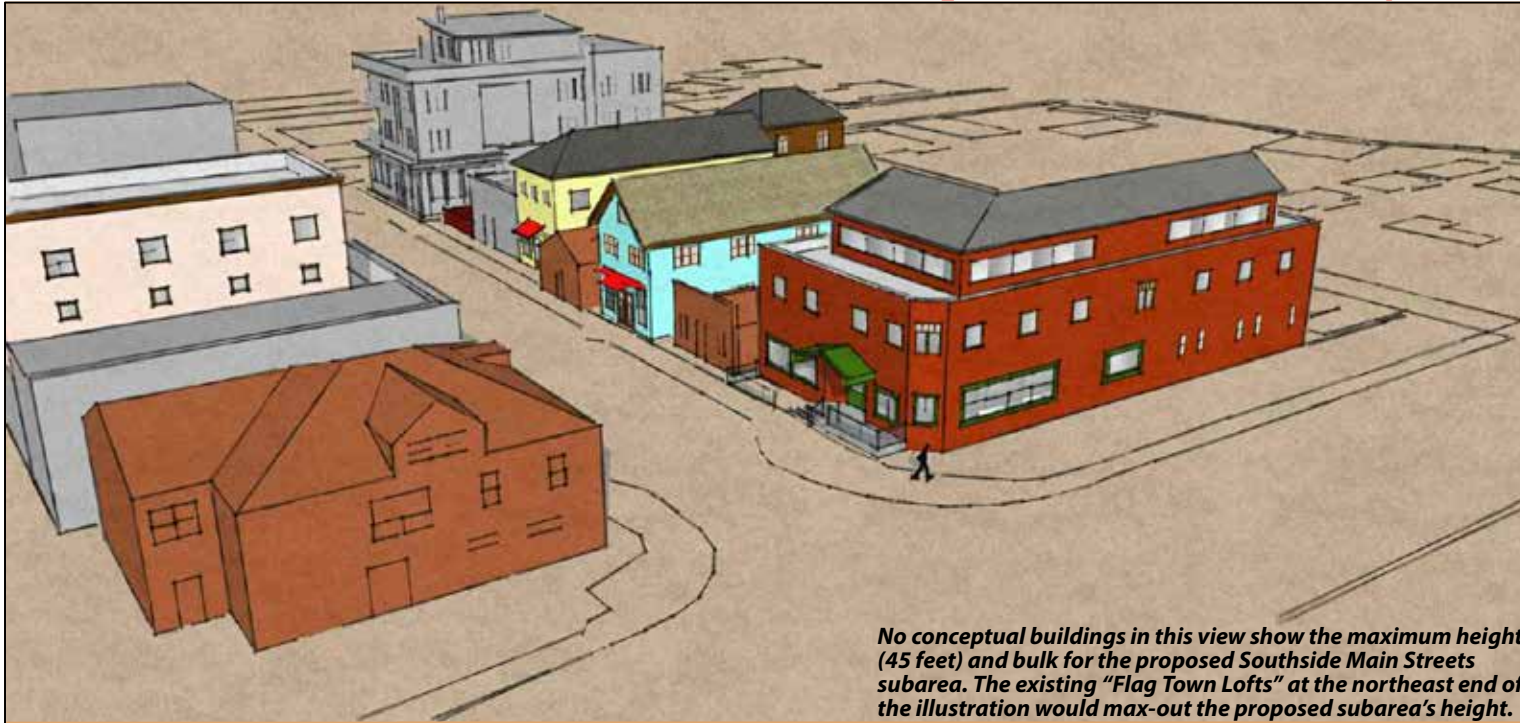
- A. Infill should work around and preserve historic buildings.
- B. This demonstrates compatible additions to existing buildings before scraping them and starting over. It may be difficult to add onto existing historic buildings in a way that maintains their integrity. This addition was chosen as an example because the building is not historic. The step-back from the street may help maintain the existing street-frontage feel.
- C. This shows the approximate design of Flag Town Lofts, which is under construction at the time of this Plan. The scale and architecture of this infill project demonstrates compatibility. It maximizes the site’s potential based on existing T5 zoning with three floors against the street and a small portion with a fourth floor toward the back of the site. (Note that T5 currently allows up to five stories when the lot is large enough to accommodate the site plan requirements.) On-site parking requirements limited the project’s square footage.
- D. This building represents a conceptual redevelopment that maximizes a corner site using the Southside Community Plan goals and policies. It could be a live/work building. It interacts with San Francisco Street (Policy S 4.3), not Butler Avenue, with a gabled entrance/frontage inspired by existing buildings in the Southside. After the second floor, it has a step-back and a third floor in the style of a clear story with a pitched roof inspired by the old Laundry (7 South Mikes Pike), and Lumberyard Brewing Company (5 South San Francisco Street).
- E. The buildings illustrated represent smaller, potentially compatible infill buildings on narrow lots. Because of the traffic on South San Francisco Street, both pedestrian and vehicle, these buildings would have a commercial component and would use a frontage type inspired by this plan for the Southside Main Streets subarea to improve their compatibility.
- F. Even though this building is not historic, it is a small flexible space that could be adaptively reused under Policy S 1.1.
- G. New residential buildings as an accessory at the back of commercial lots is a historic pattern in the Southside that could increase live/work opportunities.
- H. One of the challenges to increasing intensity in the Southside Main Streets is trash pickup. As shown on feature C, dumpster enclosures can take up a lot of space on a small lot. One solution could be to install dumpsters in the alley that are shared by multiple parcels. Increasing lot efficiency in this way can help avoid lot consolidation and incompatible redevelopment.



Southside Main Streets Concept Illustration - Infill (Plan View)



Southside Main Streets Concept Illustration - Infill (3D Views)



No conceptual buildings in this view show the maximum height (45 feet) and bulk for the proposed Southside Main Streets subarea. The existing "Flag Town Lofts" at the northeast end of the illustration would max-out the proposed subarea's height.



Southside Main Streets Concept Illustrations - Larger Lot 1

This illustration shows the redevelopment of a quarter-block. The design shows a representation of how a mixed-use building with structured parking could meet the goals and policies of the Southside Community Plan in the Southside Main Streets subarea. This concept attempts to maximize its bulk and mass per the proposed zoning. Horizontal articulation, and variation in setbacks, were designed with the existing Zoning Code's design standards in mind.

Features:

- A. A large building like the one shown can make its bulk and mass less apparent by appearing as multiple smaller buildings, each with their own style. The preference for the interior is to have it laid out as multiple smaller buildings. Side streets can provide residential opportunities for apartments, townhomes, and other high-density forms of housing.
- B. Access to the structured parking garage is provided by both an alley and Benton Avenue. Corner lots can reduce their traffic impacts by providing multiple access points and by taking advantage of the gridded streets of the Southside to disperse vehicles entering and exiting the parking structure.
- C. Between the buildings and the curb, the new buildings should improve the pedestrian environment and provide informal civic space for outdoor seating and public activities.
- D. This building shows upper floors stepped back above the second floor to make the building appear smaller at the pedestrian level. Space could be provided for commercial activities that service the community such as medical offices, childcare, and job training in larger developments (Policy S 6.5).



Southside Main Streets Concept Illustration - Larger Lot 1 (Plan View)



Southside Main Streets Concept Illustration - Larger Lot 1 (3D Views)



Buildings in this view show the maximum height (45 feet) and bulk for the proposed Southside Main Streets subarea.



Southside Main Streets Concept Illustrations - Larger Lot 2

This illustration shows the redevelopment of the same quarter-block as Concept 1. This second concept uses surface parking and creates a more permeable site with less intensity. Instead of trying to maximize the entire site, this concept attempts to show a greater mix of building heights and sizes, a concept more popular with the community. Some buildings max-out the height of the proposed zone to accurately reflect the realm of possibilities.

Features:

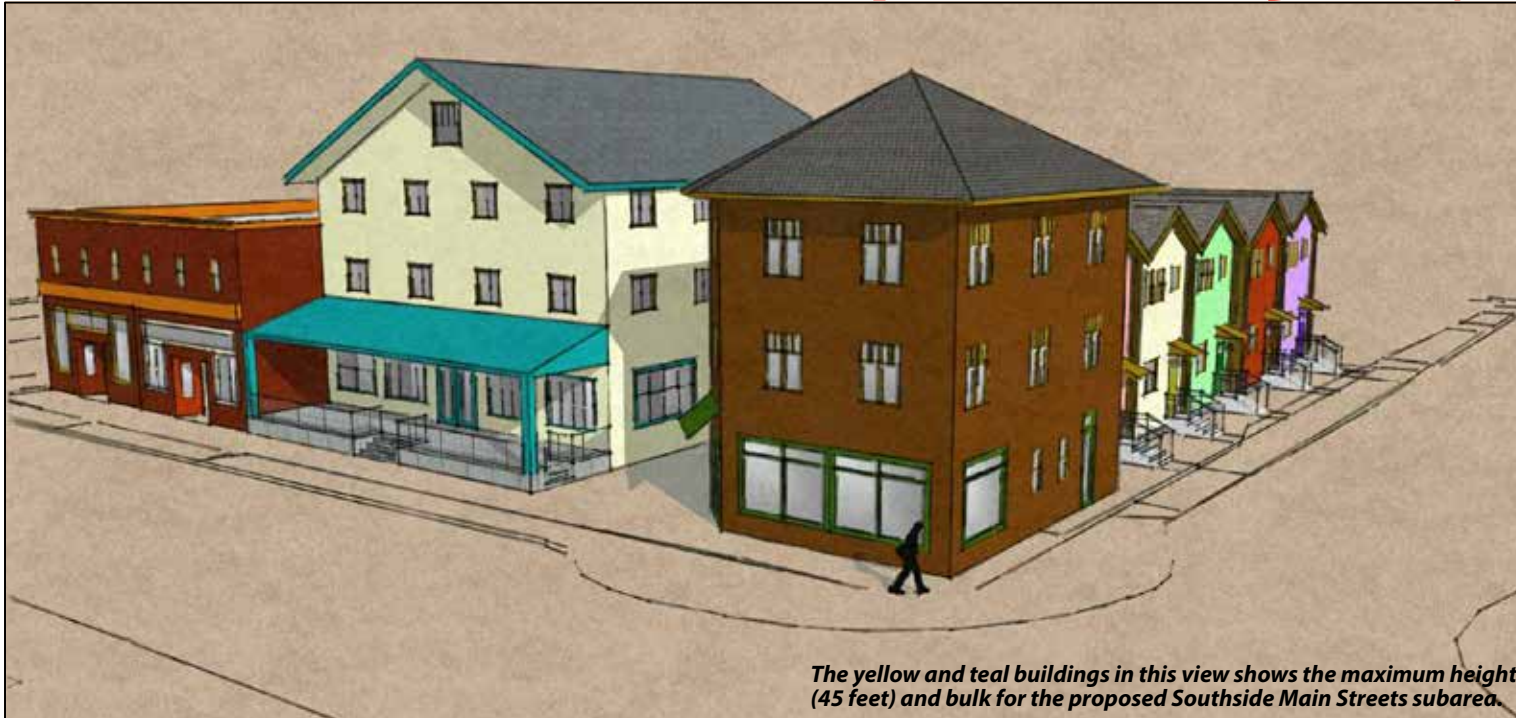
- A. This illustration shows multiple mixed use and residential buildings making up a site, each with their own style, in order to be more compatible with their diverse community surroundings. Three different frontage types along South Beaver Street are used that mimic historic buildings in the Southside Main Streets subarea in terms of architecture but with a slight increase in scale.
- B. Parking is accessed off the alley. Some Commercial and all residential parking is available on the site. The illustration assumes that the future zone has a low on-site parking requirement for the commercial buildings. In order to accomplish this desired building form, the commercial parking standard would need to be look at the Southside Main Streets as a district with managed and metered parking nearby.
- C. The site shows a civic space shared by adjacent buildings inspired by other locations in the Southside and is further activated by pedestrians who are accessing the parking lot in the rear of the building.
- D. A development like this could be subdivided by splitting the lot or creating condos in order to provide smaller-scale ownership opportunities for the Southside. This is particularly relevant to new residential units. As the Southside has a very high percentage of rental units, increasing home ownership can stabilize the residential character of the neighborhood.
- E. Frontage types could be inspired by existing buildings throughout the Southside. For instance, the central mixed-use building facing South Beaver Street is modeled after the historic dance hall at 113 South San Francisco Street.
- F. Instead of developing new residential units, developers could also relocate historic buildings or residences that are at risk of demolition within their project sites.



Southside Main Streets Concept Illustration - Larger Lot 2 (Plan View)



Southside Main Streets Concept Illustration - Larger Lot 2 (3D Views)



The yellow and teal buildings in this view shows the maximum height (45 feet) and bulk for the proposed Southside Main Streets subarea.



Live/Work Neighborhood Concepts

The area of the Southside between NAU and Downtown is envisioned as having the greatest commercial focus along South Beaver Street and South San Francisco Street north of Butler Avenue (Southside Main Streets) and more residential focused between these streets and south of Butler Avenue. The Live/Work Neighborhood would primarily be residential with small-scale commercial buildings and live/work opportunities throughout. This would create the advantage of operating small commercial enterprises without having to invest in rent or purchasing property on a commercial corridor. This could also advance entrepreneurship and workforce development in the Southside and throughout the City. In areas with single-family cottages, large development and additional dwellings could be located at the rear of the property.

The photos of commercial and residential buildings from the Southside in this section illustrate the scale and appropriate use of materials in this subarea, even though some of them are located elsewhere in the neighborhood.



Small-scale commercial and medium- to high-density housing appropriate to the Live/Work Neighborhood subarea

Live/Work Neighborhood Concept Illustration

This illustration shows compatible infill and redevelopment working around historic and fully utilized buildings. It shows incremental increases in intensity on existing lots. Smaller increases in intensity can be facilitated by flexibility in the lay out of multiple units on a lot without requiring a vertical arrangement (like the stacked triplex). Property owners frequently request the ability to add a modest third unit to existing residential properties. Allowing incremental change can allow existing property owners to stay in the neighborhood and increase their financial wellbeing without loss of historic cottages. It could slow or avoid the creation uncharacteristically large units with 4 or more bedrooms. The objective is to allow additions within an existing property, in a pattern consistent with Southside's past, that will benefit the existing property owner. It becomes less appealing to sell individual parcels to an outside developer that will consolidate lots, scrape the existing buildings, and rebuild to the maximum densities allowed that are often perceived to be incompatible with the existing character.

In addition, small commercial uses on otherwise residential streets can fit the neighborhood pattern so long as they are not tied to the dining and entertainment industries. Personal services are particularly appropriate to these settings because they do not need truck access and have hours that are often compatible with the residential environment.

Features:

- A. Site A shows a three-unit complex made up of a side-by-side duplex and smaller detached home. Currently, the HR zone limits lots like this to two units. A third unit could be appropriate based on the historic pattern if the total number of bedrooms on the site is also limited. Alternatively, a similar lot could have three smaller cottages on one lot at a scale that is more compatible with its surroundings.
- B. Contributing historic buildings could also add new units to their lot. These intensity increases would allow for infill/new units without losing neighborhood character.
- C. A modified zone could better support redevelopment/development on narrow lots by managing the form, allowing smaller setbacks, and supporting small-scale mixed-use opportunities.
- D. Small-scale businesses, like barber shops, could be located in the front of a house with residents living behind and/or above to create a residential-style live/work unit that is true to the historic pattern.
- E. Portions of this Illustration's area are within one of the proposed Historic Preservation focus areas. This illustration shows an area that still allows infill. Preservation of historic buildings could be addressed by only putting the buildings themselves in a historic overlay or writing the overlay in a way that allows compatible infill as defined by the overlay. The boundary of this and other Historic Preservation focus areas are not final.



Live/Work Neighborhood Concept Illustration (Plan View)



Neighborhood Core Concepts

Most of the Neighborhood Core subarea is currently zoned as High Density Residential (HR), and it is common for accessory dwelling units, duplexes, and townhomes to be interspersed with single-family homes. This subarea would support the continuation of these patterns and would encourage the preservation of existing single-family homes.

The Rio de Flag Flood Control project is being designed and constructed by the US Army Corps of Engineers and once the project is complete, most of the Southside buildings currently located in the 100 year floodplain and subject to floodplain regulations could be remapped and removed from the floodplain. However, there are still some areas of localized flooding that may not be resolved by the regional flood control project. Homes in these areas of the neighborhood may benefit from floodproofing and may continue to see elevated building construction typical of conforming houses in the Southside.

In order to preserve the existing housing stock, dry floodproofing could be installed on most of the pre-1980s units located in the 100-year floodplain in order to protect lives and property during a flood. Dry floodproofing does not lower flood insurance premiums, but it can be used to preserve property and prevent loss.

When a nonconforming structure is demolished, the building that replaces it must be raised above the base flood elevation. These requirements change the character of a residential area and diminish the connection between the front of the home and the streetscape. In the photo below, the home on the left is a conforming structure which mitigated the elevation of the building by flattening the roof pitch.



A conforming (left) and nonconforming structure (right) on South Humphreys Street

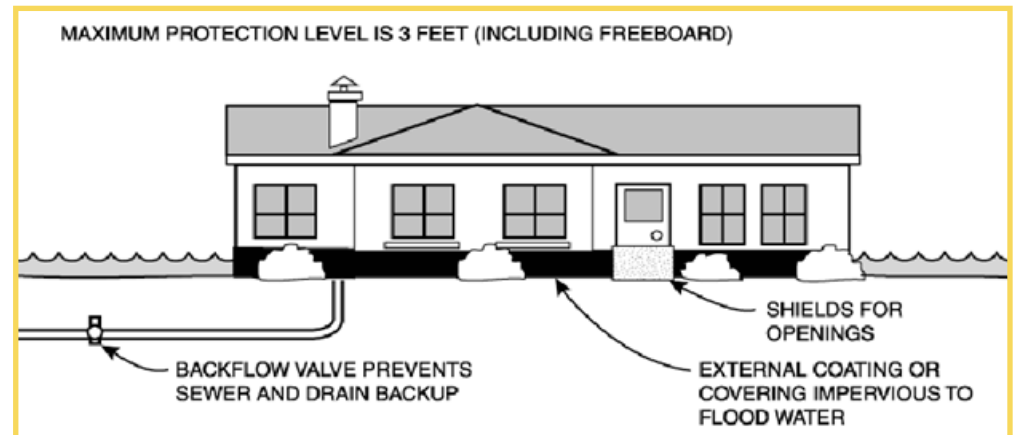


Illustration of dry floodproofing techniques (source: FEMA 2007)



Affordable Housing Concepts

Affordable housing should be considered in all subareas. Combined housing and transportation costs are estimated to take up fifty-six percent of the average household's income in Flagstaff (CNT 2019). When affordable housing is introduced in centrally located neighborhoods like the Southside, it has twice the impact. The availability of walkable employment opportunities and city-wide transit can lower a household's transportation costs.

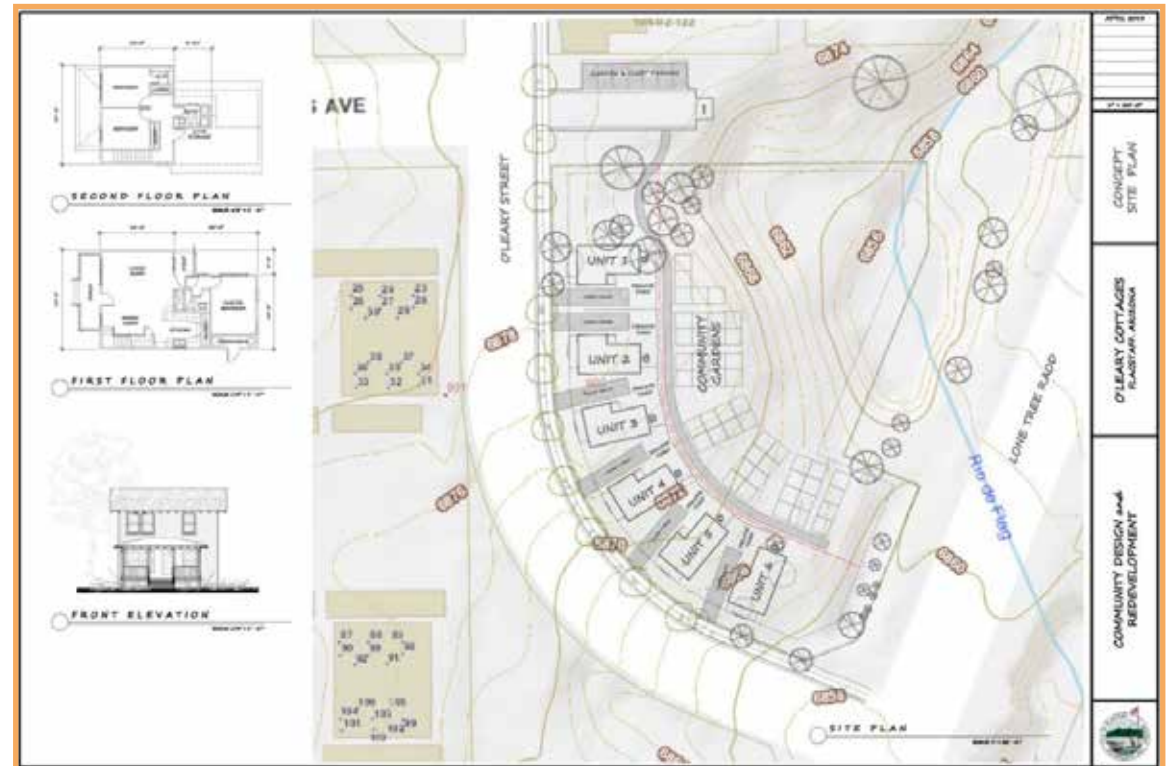
Several City-owned properties in the Southside have been considered for affordable housing development over the last few years. On the overview map, and denoted by green stars, are City properties that can provide single family and multifamily housing opportunities for families at various income levels. The properties on the northwest corner of South O'Leary Street and Butler Avenue are prime examples of small lots that with partnerships could provide an opportunity for one or two units. A similar parcel was turned into affordable housing through a partnership with Habitat for Humanity.



Homes built by Habitat for Humanity in the Southside

Another small parcel that has been discussed for a small affordable housing project is the property at the south end of South O'Leary Street where it connects to South Lone Tree Road. The property is currently a community garden and that use could be maintained along with several affordable units per a concept design prepared by the City. Neither of these parcels on South O'Leary Street have immediate plans for affordable housing development, but both have been discussed as potential locations for partnerships and affordable housing for several years. In fact, Housing funds paid to upsize the waterline at 900 South O'Leary Street in anticipation of future housing.

One Southside parcel committed to affordable housing is the property at the southwest corner of South Lone Tree Road and Butler Avenue. The City put out two Requests for Proposals for this property in recent years, however, neither of those plans were fully realized. As of Spring 2020 there are no immediate plans for affordable housing on this parcel, and the City is currently evaluating how to proceed with this parcel.



Concept plan for affordable housing and community gardens at 900 South O'Leary Street

Public Improvements Concept Plan

The Concept Plan is an illustration of how the goals, policies, and strategies of the Southside Community Plan could differently generate private and public improvements. This section is focused on public improvements that were discussed with the public and have been listed as potential strategies in Volume 1.

Each Concept Illustrations Overview map is followed by illustrations of each design element that corresponds with the number on the overview map. One overview map is for parks improvements, the other is for transportation improvements. All illustrations, diagrams, photographs, and depictions in this Plan are for illustrative purposes only. These do not constitute a commitment by the City that the items depicted will be permitted or that such depictions comply with City Code. Any proposed projects, even those depicted in this Plan, must go through the City's review process before approval. The projects depicted are not currently included in any City capital plans, do not have identified funding, and the need for these improvements may change over time, given that they are not immediately planned for implementation.

Parks Concept Plan

A recurring desire from public meetings and stakeholder conversations is to establish a park for the Southside neighborhood. Parks are culturally and socially important gathering places in an urban neighborhood. Both the stakeholder group and City staff recommend evaluating other City-owned or future City-owned parcels to create park space as the primary strategy for increasing the accessibility of parks for this community. The illustrations in this section primarily demonstrate how the City and community could take advantage of opportunities on City-owned parcels that are not set aside for another use. If purchasing a central parcel becomes feasible at some point in the future, the community would support that effort so long as it does not displace existing residents.

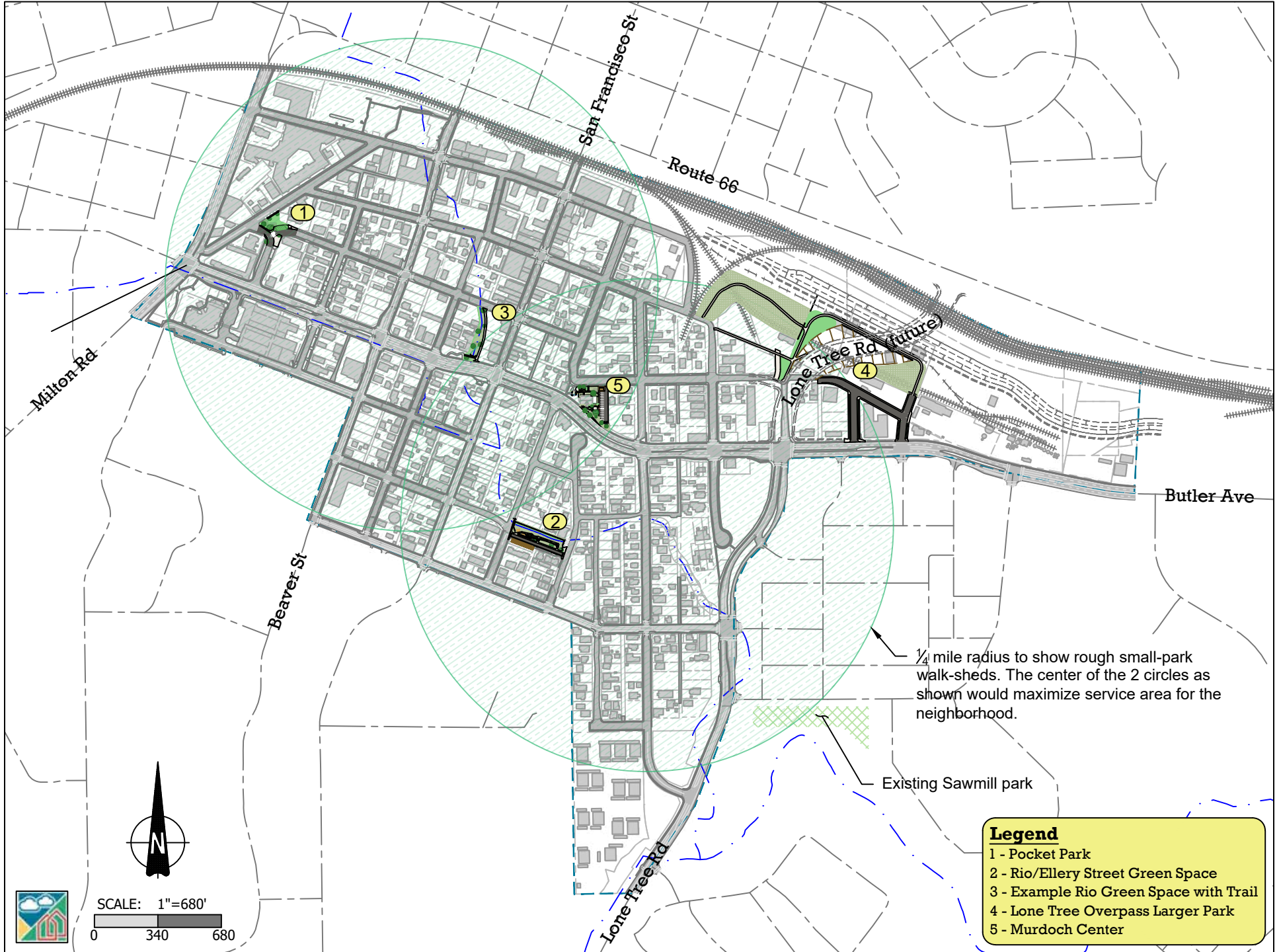
The Parks Concept Plan shows six illustrations for potential parks that can meet the Parks and Recreation Master Plan's criteria to provide a park within a 10-minute walk of the Southside residents. The Mikes Pike Pocket Park and the Rio/Ellery Street Green Space Concept Illustrations show properties currently owned by the City that could be reprogrammed for pocket park spaces.

The Example Rio Green Space with Trail Concept Illustration is a conceptual drawing of Policy S 7.2, which supports strategic easements to allow for mid-block public access along the Little Rio de Flag alignment through the Southside. The City does not currently own enough of the Rio de Flag in most blocks to provide this amenity nor does this illustration indicate that every block would have this connection.

The Lone Tree Overpass Larger Park Concept Illustrations show properties that the City plans to acquire as part of the Lone Tree Overpass project that was authorized and funded by voters in 2018. This could be the largest property the City owns in the Southside and could provide the greatest opportunity for a neighborhood park. However, the site has many challenges including the Burlington Northern Santa Fe (BNSF) spur and the location of pillars and features to support the overpass.



Public Improvements - Park Concept Illustrations Overview



Mikes Pike Pocket Park Concept Illustration

This is a conceptual park that takes advantage of land the City of Flagstaff already owns and currently uses as right-of-way. The existing crisscrossing roadways here are redundant and do not provide access to property on all sides. This illustration shows how the property could be re-allocated in a way that still allows travel through this intersection while maximizing the remaining space for a pocket park. This concept may move forward more quickly than others because beautification funding is currently programmed for improvements at this location.

Features:

- A. Some structure may be needed in support of the Army Corps of Engineers' Rio de Flag Flood Control Project. A manhole is shown for reference. The current plan is for a sewer syphon in the vicinity of the Mikes Pike Pocket Park. Those plans may change as the project is being finalized. The location of this necessary public facility should preferably attempt to save the mature tree on the site.
- B. Mountain Line currently runs buses north from Butler Avenue to Phoenix Avenue along Kendrick Street. The smaller roadway width for Kendrick Street still allows buses to move through the site based on model runs. A 60-foot articulated bus was tested through the shown design and worked. The roadway widths should be minimized while allowing the chosen design vehicle to move through the area.
- C. The angled parking with the hatch over it represents an optional parking concept. This park could be designed to have no net loss in public parking managed by ParkFlag. The design as shown adds ten new parking spaces and loses eight others for a net gain of two. The number of spaces provided for the public may vary based on final park design and how the City wants to balance the need for park space with parking. Eliminating the parking shown in this area would add approximately 1,000 square feet of usable park space, a 15 percent increase.
- D. The design shown shifts an existing driveway to still provide access to adjacent private property without interrupting the park. At the time of final design or parcel redevelopment, the City should work with the property owner to determine the access needs of the parcels.
- E. Final programming or landscape design of a park in this location is open to further technical review and public involvement. Active components, while also creating a green space for respite, are desired. One possible theme idea is to celebrate Mikes Pike's Route 66 heritage with amenities replicating transportation of the early days of Route 66.



Mikes Pike Pocket Park Concept Illustration



Rio/Ellery Street Green Space Concept Illustration

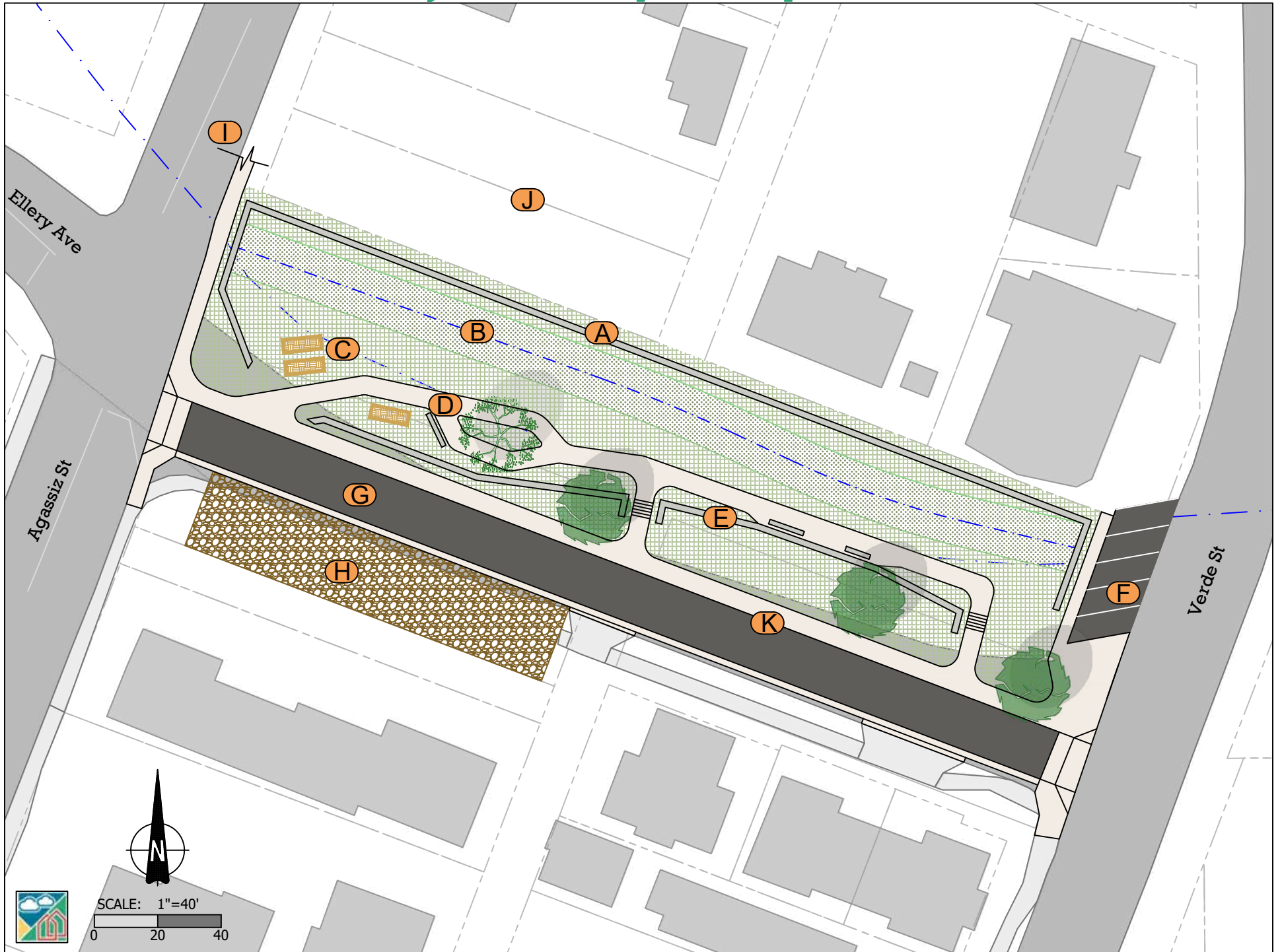
This park takes advantage of the widest piece of land along the Rio de Flag that the City of Flagstaff already owns. It is centrally located for access to the parts of the neighborhood south of Butler Avenue. The land is currently used for parking access, stormwater conveyance, and roads. The design as shown can only happen after a flood control project is implemented because the entire park is within the floodway. The Rio de Flag channel through the Southside will no longer be the main channel after a flood control project. In this document, this conveyance is referred to as the *Little Rio de Flag* or *Little Rio*. It will remain an important feature for conveyance of local stormwater.

Features:

- A. A wall is shown at the northern edge of the site to allow gradual grading south of the Little Rio, and to provide more usable space. Vertical faces could evaluate permeable materials during final design.
- B. The flowline of the Little Rio should incorporate native flora per Regional Plan policies and stormwater practices.
- C. The hatched green area represents a landscaped area (not necessarily turf). This area could include community gardens, native wash-inspired plants, pollinator space and possibly some grass depending on the availability of supplemental water.
- D. The park is designed to invite exploration and contemplation through unstructured use. Public art and interpretive panels could extend people's stay within the park, and could highlight the neighborhood's history and historical figures. Paths away from the alley could evaluate aggregate surfaces during final design.
- E. Walls between the street and the park should remain short enough so that all areas of the park remain highly visible and therefore do not invite illicit activity.
- F. The City may be able to modify or replace the box culvert to the west to provide additional parking, if the creation of visual barriers between the park and surrounding activity can be avoided.
- G. Ellery Street could be converted to an alley for this block to provide more park space and manage parking. This would eliminate public on-street parking. Other considerations may include fire access, parking management, and stormwater conveyance.
- H. Continued use of private parking on City-owned land is shown. The design should evaluate the needs of property owners and the possibility of bending the proposed alley into City parcel to expand park space.
- I. Sidewalk shown along the park could eventually extend further. See the *Curb, Gutter and Sidewalk Concept Illustration* for more information.
- J. The City could consider purchasing adjacent vacant parcels to expand the park or provide additional parking to this area.
- K. Consider a sidewalk that is flush with the alley to help create adequate hardscape-width for fire code compliance. Final design could evaluate permeable pavement and sidewalk options.



Rio/Elery Street Green Space Concept Illustration



Example Rio Green Space with Trail Concept Illustration

This is an example of an opportunistic linear park feature. An opportunistic design like this is not a guarantee as no funding is currently available and no agreement exists among property owners to give rights to the public for access. However, public input was split between people who wanted to see a similar design along the entire path of the Little Rio de Flag and those who did not want any design because of concerns about vagrancy, trash, safety, and trespassing.

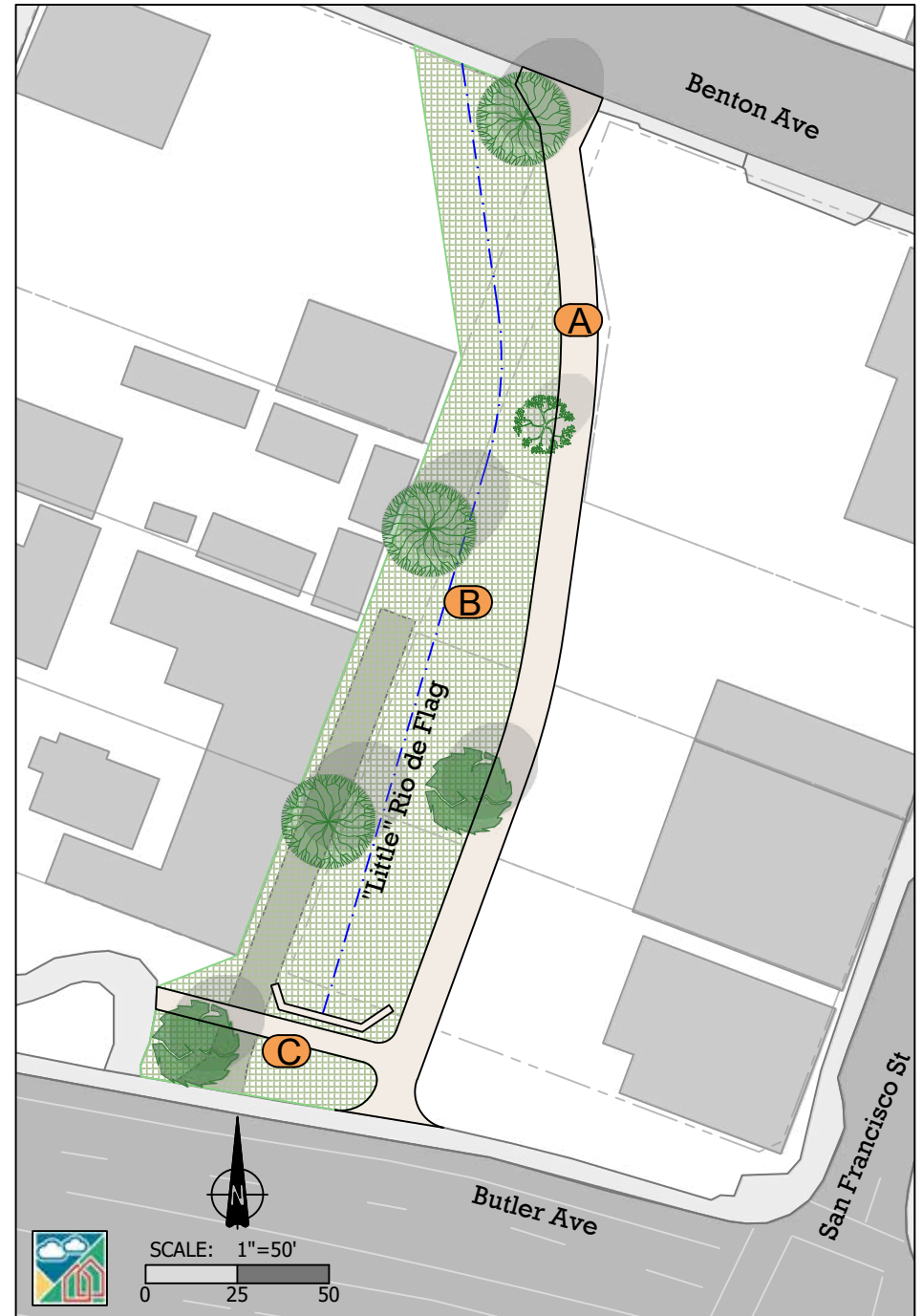
Re-grading and adding a path adjacent to the Rio de Flag anywhere along its length is very challenging unless this area is no longer a FEMA floodway. Eliminating the floodway will require completion of a flood control project.

This illustration demonstrates how a redevelopment or group of willing property owners in the block between Butler Avenue and Benton Avenue could work with the City to incorporate this design. The concept could be applied in numerous other blocks in the Southside.

In the case of this block, the City would need to obtain easements for all four properties that face South San Francisco Street and the northernmost property along Leroux Street. The design, as shown, would require moving the current access, solid waste disposal and parking in the existing alley. Other blocks in the neighborhood have more complexities such as the City not owning an alley nearby or the Rio de Flag splitting properties in half. Extensive legwork and property owner cooperation would be needed to create a green space with stable slopes and adequate space for a path.

Features:

- A. A multi-use path is located along one side of the green space to allow maximum space for stable slopes and water conveyance.
- B. The wash could be graded with stable slopes and native wash vegetation could be added alongside some trees for shade.
- C. This green space would invite more interaction and create larger, connected, public/green spaces if it is able to be connected to other public spaces. Consider design elements that celebrate the heritage of Southside.



Lone Tree Overpass Larger Park Concept Overview

The Lone Tree Overpass Project will require the City to purchase private properties and relocate businesses and residents for construction of the new road alignment. Some businesses may be relocated outside of the neighborhood and some businesses may be relocated to adjacent available land along the corridor if the size is suitable. After relocations are considered, land may be available for open space or a developed City park.

This park concept is the largest expected public space in the Southside neighborhood. However, it is also the most awkward to access. Careful design is necessary to ensure this park stays active and comfortable and does not turn into an area that invites illicit activity. The community has expressed a desire for landscaping that allows for active and passive recreation and creates “eyes on the park” as a form of passive surveillance. The community wants a design that turns an overpass that could be a detraction into a community attraction.

The designs for the overpass are not complete and there are many factors that could influence how much land could be useable for a public park space. Two scenarios are demonstrated in the plan based on a significant factor that may change. The railroad spur may move from its current location or may stay where it is currently. This factor could affect the height of the bridge, the design of the structure and the location of any other aspect of the site. Scenario 1 assumes the spur is moved north to align with the Rio de Flag flood control project and Scenario 2 assumes that the spur remains in its current location and that the City must work with BNSF for safe access to the usable park space. There are tradeoffs between these two potential futures and these illustrations may help anticipate those outcomes through the design process.

These illustrations are more conceptual than others. It intends to only give a feel for the potential space available and to ensure discussions on this amenity continue. Few ideas are drawn because there is too little known.



An example of an “under-road” park in San Diego, CA (photo credit: Creative Commons “Chicano Park Murals” by kellinahandbasket is licensed under CC BY 2.0)

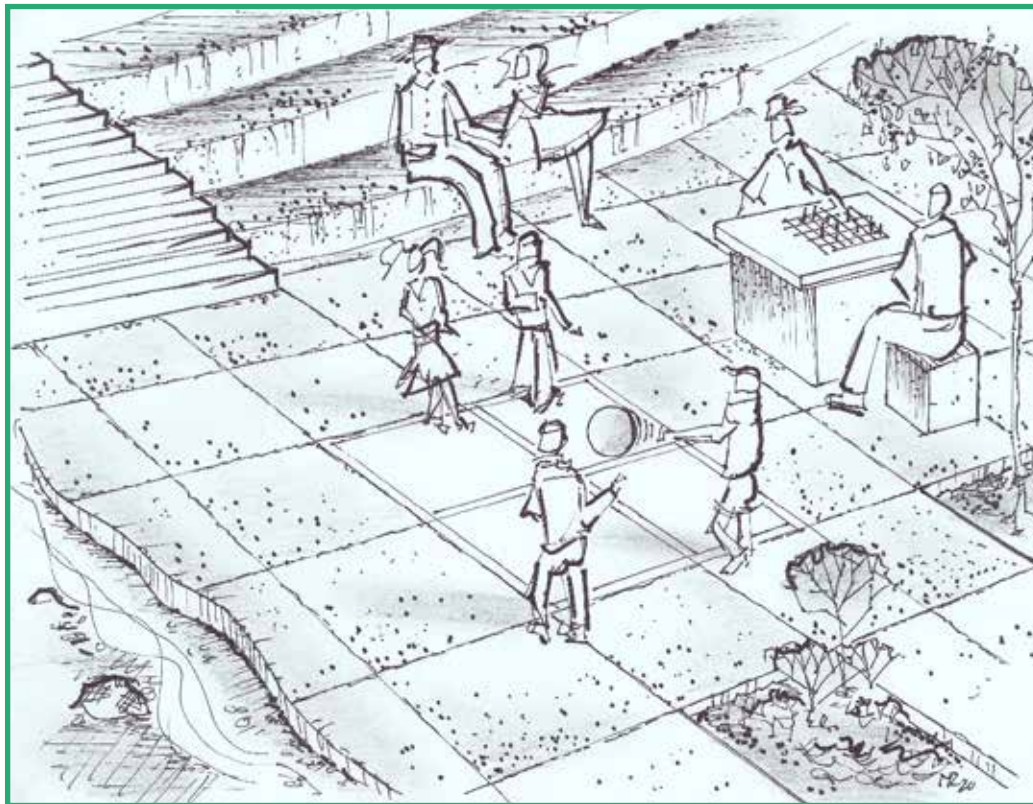


An example of an active recreational activity located under a road. (photo credit: “Under the Bridge” by wvs is licensed under CC BY-NC 2.0)

Lone Tree Overpass Larger Park Concept Illustration Scenario 1: Spur aligned with Rio de Flag channel

Features:

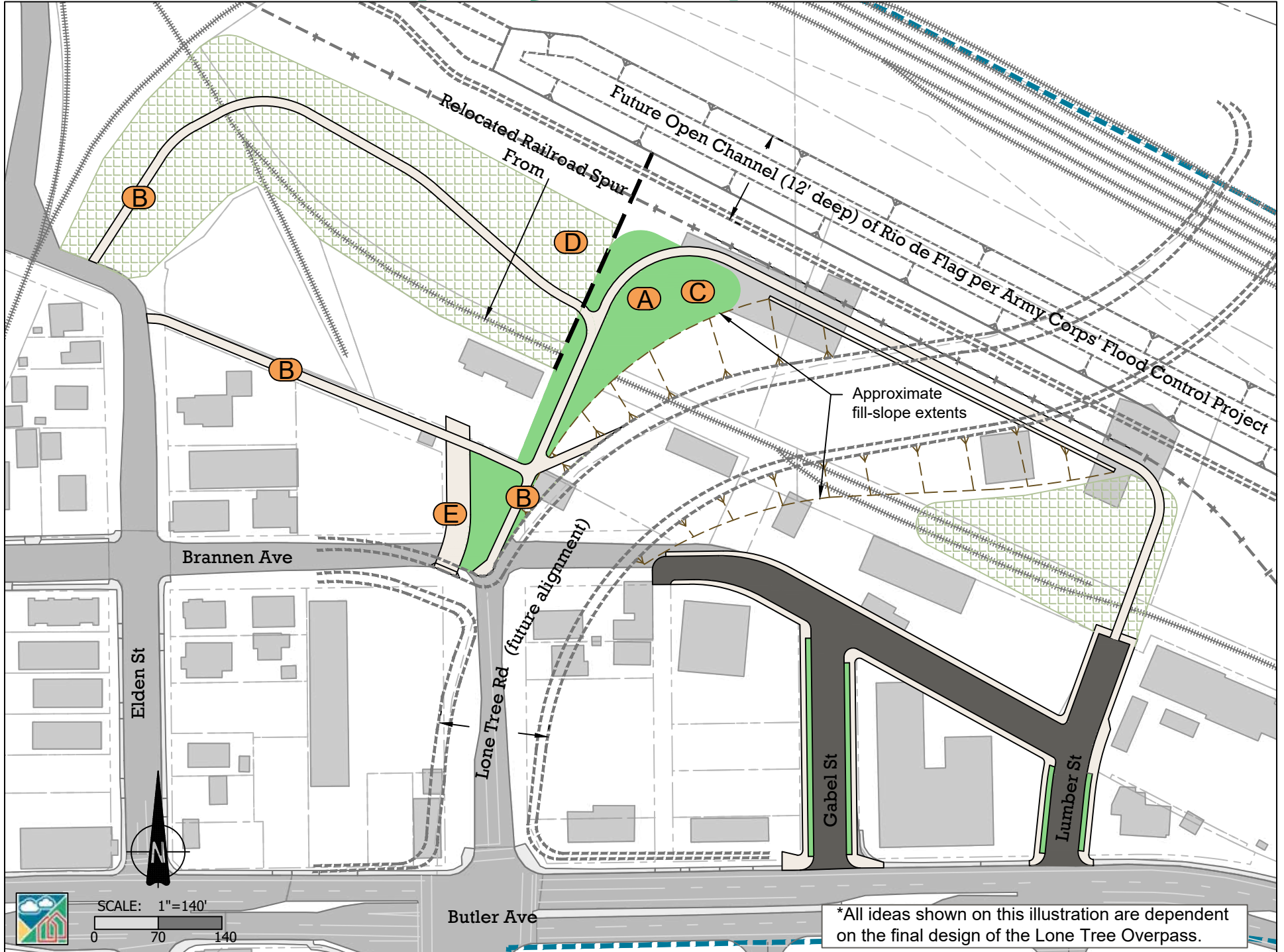
- A. Program the park with active attractions that invite regular use. Ideas to promote informal active use include creating a grassy area that is “large enough to throw a ball” which is an area at least 100 feet by 40 feet, basketball court(s), dog park, shuffleboard, handball, tennis, baseball, and picnic areas. Other use-ideas include adding a music venue, and programming cultural and food events. A full-service recreation building could include a full kitchen, an area that can host meetings, host nighttime events for all ages, boxing, and arts and crafts.
- B. Create multiple opportunities to enter the park from all directions with attractive and inviting paths. It is especially important to provide pedestrian and bicycle access from the west and south to provide easy access for neighborhood residents.
- C. Consider a sculpture garden and the incorporation of public art into this space. Ideas for themes include capturing the sawmill and/or railroad history of the area.
- D. Ultimate park extents are not known, the area west of the black dashed line may be included in a future expansion if not initially included.
- E. Preserve access for all private property.



Active space near overpass



Lone Tree Overpass Larger Park Concept Illustration Scenario 1



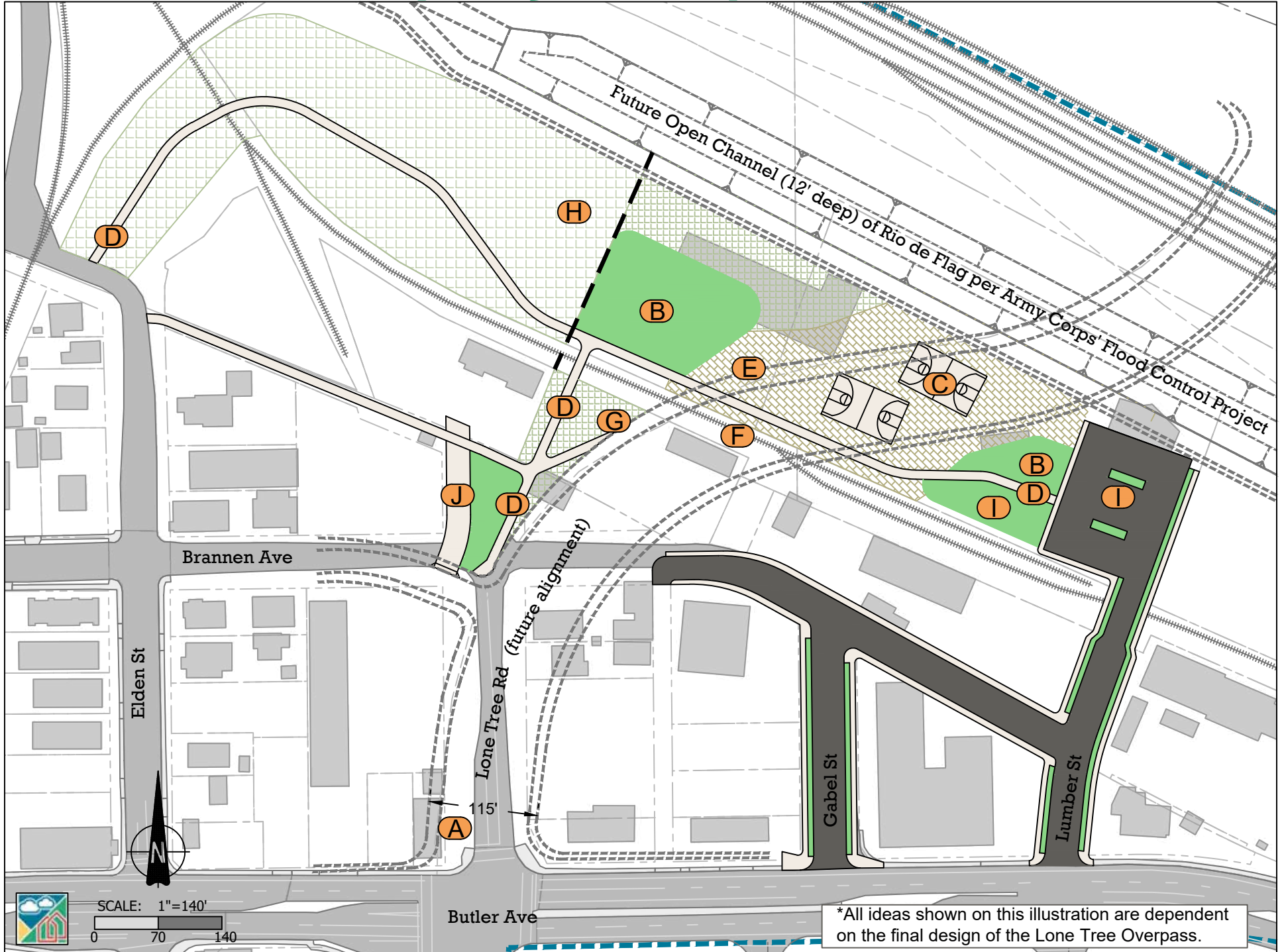
Lone Tree Overpass Larger Park Concept Illustration Scenario 2: Railroad spur in its current location

Features:

- A. South Lone Tree Road will likely be a total of 115-feet wide over the potential park. The dashed lines represent the edge of the roadway and the edge of the bridge. The overpass contains a FUTS on the western side.
- B. Program the park with active attractions that invite regular use. Create a grassy area that is “large enough to throw a ball” which is an area at least 100 feet by 40 feet.
- C. The basketball court is just one example of an active recreation opportunity that would support frequent social gathering in the park as shown to scale. Other examples could include a dog park, shuffleboard, handball, tennis, baseball, and picnic areas. Other use-ideas include adding a music venue, and programming cultural and food events. A full-service recreation building could include a full kitchen, an area that can host meetings, host nighttime events for all ages, boxing, and arts and crafts.
- D. Create multiple opportunities to enter the park from all directions with attractive and inviting paths. It is especially important to provide pedestrian and bicycle access from the west and south to provide easy access for neighborhood residents.
- E. Consider a sculpture garden and the incorporation of public art into this space. Ideas for themes include capturing the sawmill and/or railroad history of the area.
- F. The ability to fully develop these properties for a park will depend on the future use of the spur line operated by BNSF. If BNSF reactivates the line, the park may be limited to the southwest portion of the property. Likewise, if this site is identified as a potential site for relocation of businesses, residences, or Amtrak’s passenger facility, the size of a future park may be more limited than what is depicted. This decision will require further public involvement through a separate process.
- G. Design shows paths veering off the Lone Tree Overpass, fill slopes should be landscaped as an amenity to the park.
- H. Ultimate park extents are not known, the area west of the black dashed line may be included in a future expansion if not initially included.
- I. Consider programming the parking lot and adjacent landscaped area as an event space, food trucks, tents, etc.
- J. Preserve access for all private property.



Lone Tree Overpass Larger Park Concept Illustration Scenario 2



*All ideas shown on this illustration are dependent on the final design of the Lone Tree Overpass.

Murdoch Center Concept Illustration

This concept imagines potential improvements to the existing Murdoch Center. Improvements shown are additions to the existing operations of the Murdoch Center. There is little interest from the neighborhood to re-create the site from scratch. The existing building is an important asset due to its history to the community.

Features:

- A. Create a grander entrance in the spirit of a classic civic building. This illustration shows it interacting with the public street more than its existing design and inviting people in from all directions.
- B. Veer Butler Avenue's sidewalk into the site to informally activate the space during more times of the day. This concept invites more activity further into the community amenity and raises awareness of this amenity for pedestrians just passing by.
- C. A steep slope and short wall near Butler Ave are shown in order to create more flat and usable space near the existing grade of the existing parking lot and main Murdoch Center entrance.
- D. Create a centralized hardscaped area that feels like a component of a landscaped area that can be used for events and informal gatherings.
- E. Orient all parking directly off the alley. This configuration maintains the same number of parking spaces and creates more usable space.
- F. The illustration shows concept ideas for expanding the Murdoch Center building. Depending upon final design of the lot, building expansions should consider how they allow for flow between the different landscaped/programmed outdoor spaces. For example, if the eastern addition went too far east, it would disconnect the southern and northern outdoor areas which may or may not interfere with future programming desires. Longer term opportunities could include vertical and further horizontal building expansions.
- G. The concept shows a variation of landscaping styles. Some areas could be more intense than others. The illustration shows solid green areas as potential areas with a more prescribed landscape concept, perhaps even a garden or oasis of turf. The hatched and more dull green shows ideas of areas that could remain more natural feeling.
- H. This area shows a monument sign and area for a manicured garden.
- I. Create an active play space for all ages.
- J. The existing chess board concept is shown to remain with a potential expansion that has normal sized boards on tables. This set-up could facilitate tournaments and/or more informal use for the community.
- K. This concept shows a stronger connection to the existing pocket park and an idea to expand the active use of the existing park. Large-scale instruments placed throughout the existing pocket park could create a small harmony park.
- L. A fence should balance safety, inclusiveness and aesthetics. Ideas include a short masonry Mexican-style base with a decorative rod iron top where people can see in and out of the property.
- M. Continuously evaluate opportunities for public art.



Looking northwest



Murdoch Center Concept Illustration





Various forms and infrastructure for transportation in the Southside

Transportation Concept Plan

The Southside community identified many concerns about parking and transportation that tie in to the condition and design of the neighborhood infrastructure. The concept plan shows several solutions that could be considered in future design of roadway and trail improvements. These designs are not commitments from the City, are not currently included in any capital plans, and do not have identified funding. Also, the need for these improvements may change over time, given that they are not immediately planned for implementation. Other designs may emerge from public engagement when projects in these areas reach the design phase. The purpose of the transportation illustrations is to ensure that the concerns of the community for access and transportation improvements are considered as part of capital improvements planning.

Lone Tree Road Improvements

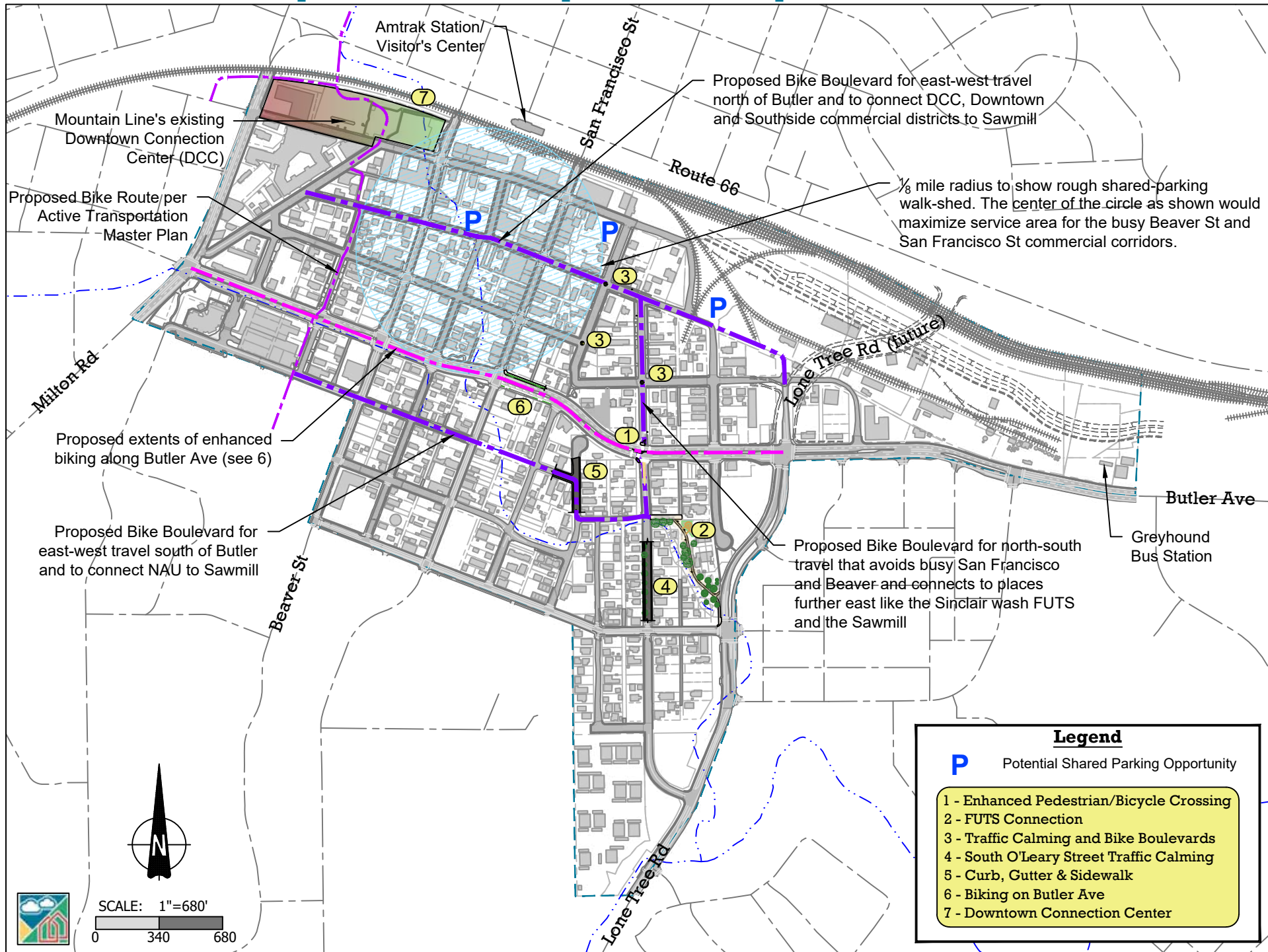
The Lone Tree Overpass Project and the expansion of South Lone Tree Road are not included in the Transportation Concept Public Improvements because the projects are currently past the concept phase and are in the design phase. However, public involvement in the design of the Lone Tree Road improvements from the Southside is important because the project will have a substantial impact on the quality of life for the community. The road is an important north-south arterial for the community that will eventually form a new connection from I-40 to Downtown. The road will be widened to accommodate increased traffic and will receive complete street treatments and a FUTS that runs along the frontage on the west side of the road. The design of these features and vehicle and pedestrian access to and from the road will be important factors about which the Southside residents will want to weigh in.

Milton Road Master Plan

The Arizona Department of Transportation has jurisdiction over the Milton Road corridor and is currently working on a Master Plan for the road's future design. No money has been allocated from projects proposed by this Plan. The Master Plan will consider pedestrian improvements provided by the City related to the FUTS system near the railroad tracks and the crossing proposed in the La Plaza Vieja Neighborhood Specific Plan, which are envisioned to reconnect the pedestrian environment between the Southside and La Plaza Vieja. The Southside Community Plan does not include illustrations or strategies related to Milton Road as a result.



Public Improvements - Transportation Concept Illustrations Overview



Enhanced Pedestrian/Bicycle Crossing Concept Illustration

This illustration demonstrates a possible location for an enhanced pedestrian and bicyclist crossing of Butler Avenue. South O'Leary Street is also considered as a possible bike boulevard to provide a better connection between the Lone Tree corridor and Downtown that avoids most roads with heavy vehicular traffic. This crossing could be similar to the crossing of Butler Avenue at Humphreys Street or could incorporate other design options depending on a future study of the area. Safety complications may arise because of its location along a curve on Butler Avenue as well as potential visibility problems. The two designs presented in the illustration demonstrate options that may be considered as part of a later study. Final design will consider safety, effectiveness, and other factors to determine the most appropriate crossing design, assuming any enhanced crossing is feasible.

Features:

Option 1: This option brings all people to one side of South O'Leary Street at a time. It is shown as yield-control where vehicles yield to a pedestrian or bicycle crossing Butler Avenue. The actual traffic control device can vary depending on a future study.

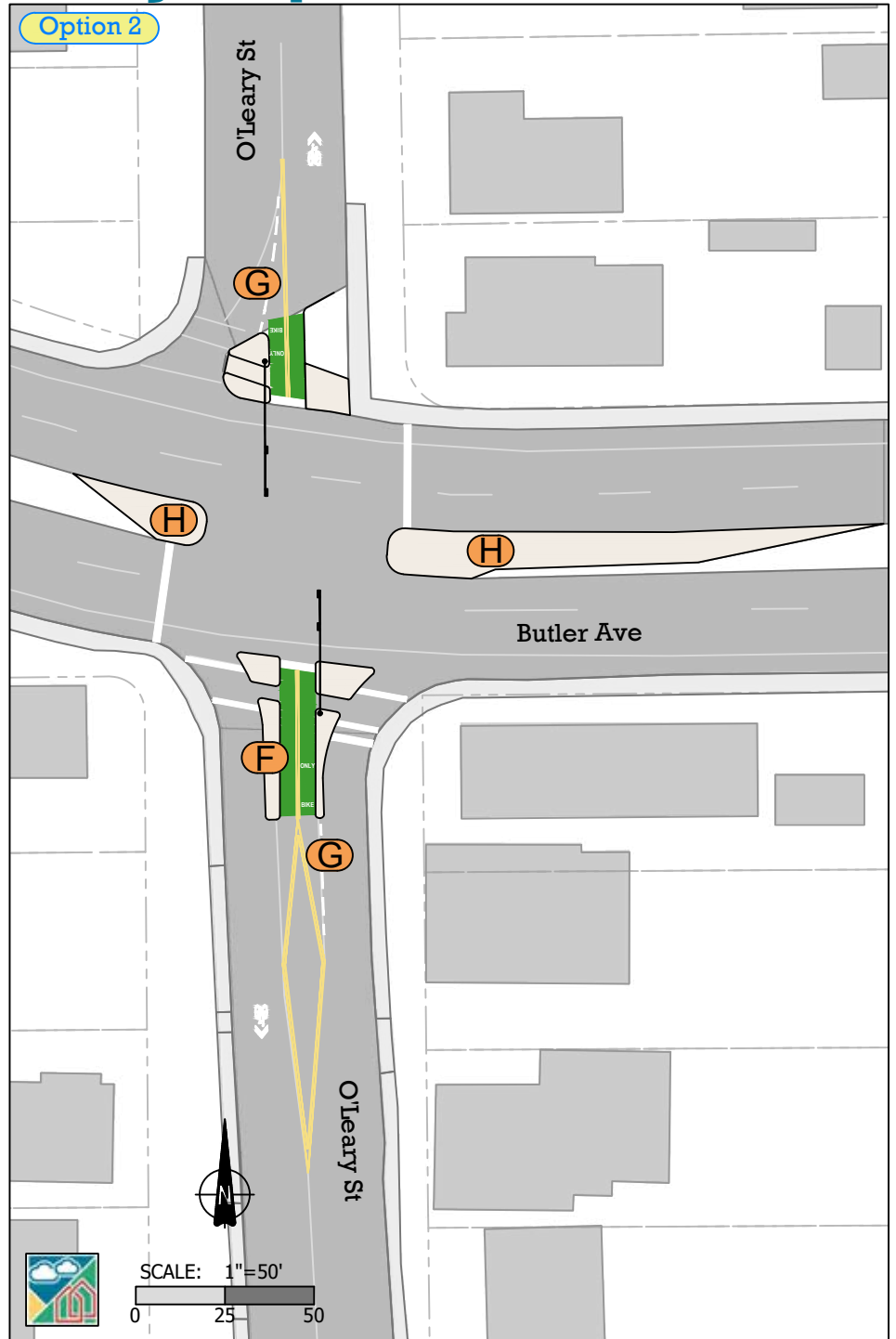
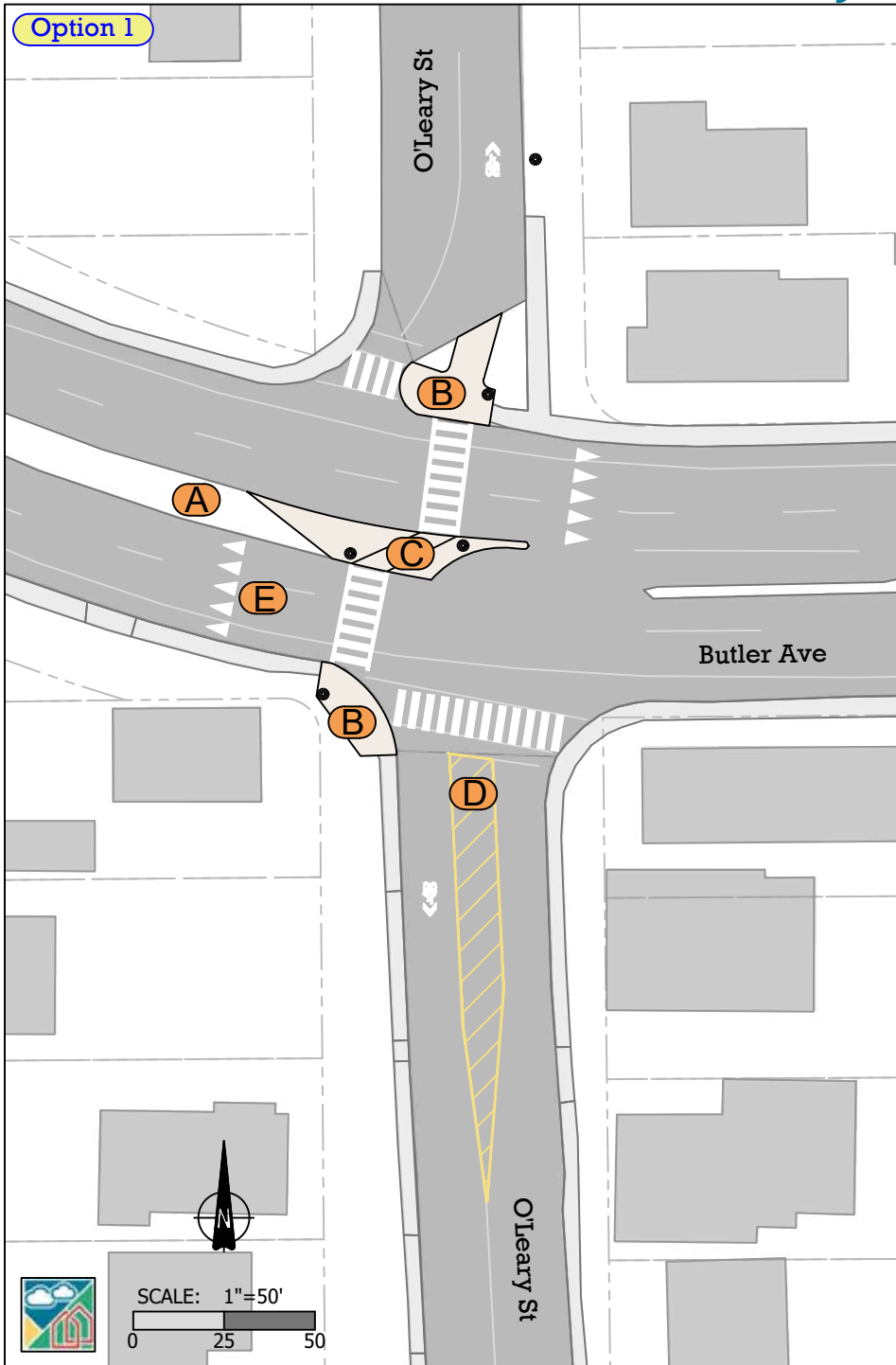
- A. Low vegetation and regular landscape maintenance of the median will be needed to ensure visibility of bicyclists and pedestrians.
- B. Wide sidewalks with ADA ramps on the side of Butler Avenue will be needed for safe staging before crossing.
- C. A pedestrian resting/refuge location in the median will ensure that the pedestrian only needs to pay attention to one direction of vehicle traffic at a time. The median should be large enough to accommodate a bicycle.
- D. An enhanced pedestrian/bicycle crossing at this intersection could require the reconfiguration and possible elimination of turn movements at this intersection. This would be evaluated as part of a future study. This Option shows the elimination of northbound left turns.
- E. Advanced warning markings are shown for conceptual reference; they may be different in the final design.

Option 2: This option brings all people to the center of South O'Leary Street. This geometry typically benefits bicyclists. It is shown as a full signal where vehicles must stop when the signal is actuated. The actual traffic control device can vary depending on a future study.

- F. The center pedestrian/bicycle staging area is protected by raised medians.
- G. Bikes can move from the shared lane into the center staging area without crossing any conflicting traffic.
- H. This option may require the elimination of westbound and northbound left turns.



Enhanced Pedestrian/Bicycle Crossing Concept Illustration



FUTS Connection Concept Illustration

This FUTS illustration takes advantage of land already owned by the City of Flagstaff. It would connect the Sawmill, the Sinclair Wash FUTS, and the Lone Tree corridor to Southside's commercial areas and to Downtown. This FUTS has several topographic advantages for cyclists as it follows the Little Rio de Flag through a semi-natural setting and avoids the hill that exists near the intersection of Franklin Avenue and O'Leary Street. Design of this area would need to incorporate Crime Prevention through Environmental Design (CPTED) principles in order to provide a safe walking path at all times of the day and night.

Features:

- A. The narrowest point of City-owned land is approximately 16 feet. It exists east of the steep slopes near the Rio de Flag's defined channel.
- B. Existing asphalt extends east from O'Leary Street in line with Ashurst Avenue. Redesigning this alley would provide fire access and allow low-frequency vehicular traffic to private properties. Vehicles would not be allowed south down the trail or to park in this area.
- C. The use of the trail could increase if the City provides multiple ways to get onto the FUTS. Increased access and visibility will increase its use. Frequent use will deter illicit activities.
- D. Pedestrian-scaled, dark-sky compliant lights along the route may be considered to increase safety and comfort for users at all times of the day if they are financially feasible and if they meet maintenance requirements set by other City policies.
- E. Area could accommodate a butterfly garden. Final design needs to work with adjacent neighbors to determine their desired amenities.
- F. At the time of final design, work with the adjacent property owners to determine design and protection desires, like the desire for a wall that keeps people out of their yard.



FUTS at O'Leary Street



FUTS along Rio de Flag with pollinator garden



FUTS at Lone Tree Road Entrance



FUTS Connection Concept Illustration



see South O'Leary St Traffic Calming illustration for details on this design

Franklin Ave

Ernest St

Rio de Flag

City-owned parcel

City-owned alley

City-owned right-of-way (Ashurst remnant)

City-owned parcel

Lone Tree Rd

Elden St

Ashurst Ave

O'Leary St

SCALE: 1" = 80'
0 40 80



Traffic Calming and Bike Boulevards Concept Illustration

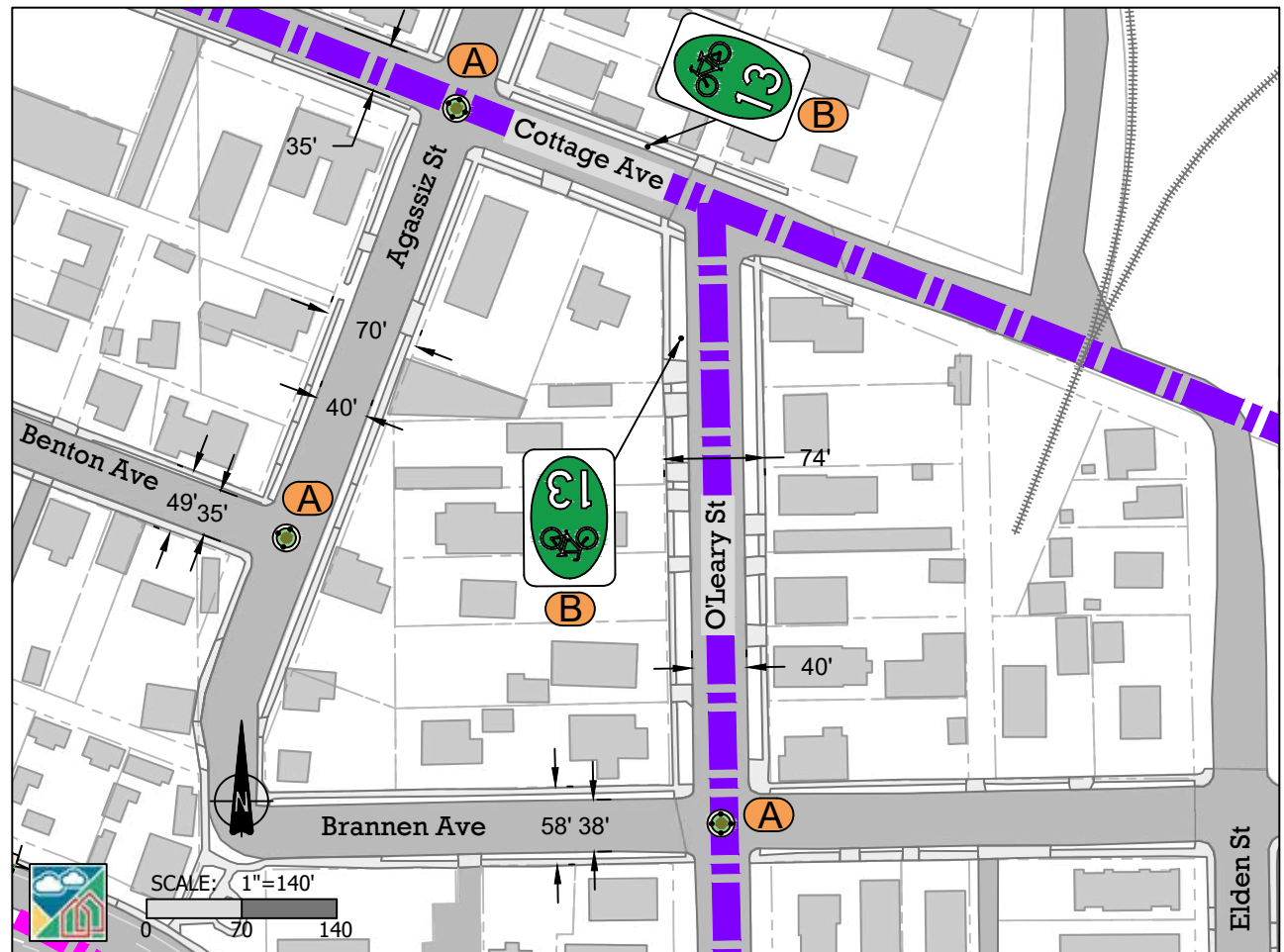
Three locations are proposed for traffic calming and are displayed on the following illustration as possible neighborhood traffic circles, sometimes called mini-rounds. These roads have not yet been studied through the standards of the Guidebook for Residential Management and are therefore just an example of a possible traffic calming improvement that could be considered by a future study.

The intersections chosen are Brannen Avenue and South O'Leary Street, South Agassiz Street and Benton Avenue, and South Agassiz Street and Cottage Avenue. North of Butler Avenue, both South Agassiz Street and South O'Leary Street have 40-foot roadways, which are wider than their surrounding residential uses require. Most streets in the Southside are closer to 35 feet. As a result of these wider roads, residents believe vehicles drive too fast at these locations. As is City policy, speed studies would be completed before any traffic calming design were implemented. Inspired by the mini-rounds in La Plaza Vieja, traffic circles could be an aesthetic amenity that helps to calm traffic on their streets.

Design of traffic calming in this area may also consider the use of the streets as part of a network of bike boulevards.

Features:

- A. Construct a mountable concrete curb with drought-resistant landscaping in the center.
- B. The mini-rounds are expected to increase bicyclist safety by slowing vehicular traffic while not requiring unnecessary stops for bicyclists. The intersection of O'Leary Street and Cottage Avenue is also the intersection of two bike boulevards. Signs like the ones shown will be used to identify these Bike Boulevards, among other priority design treatments. The full extents of these Bike Boulevards can be seen on the Transportation Concept Illustrations Overview.



South O'Leary Street Traffic Calming Concept Illustration

This illustration shows a conceptual redesign of a short segment of South O'Leary Street. This illustration is specific for O'Leary Street south of Butler Avenue, but may apply to other streets experiencing similar issues.

The speeds of vehicles on South O'Leary Street south of Butler Avenue was of particular concern for residents. Speed studies, following the guidelines of the City's Guidebook for Residential Management, are needed to confirm the cause and severity of speeding on this street. Regardless of speed, the 41-foot roadway width is very wide for its residential context. That, along with other elements within South O'Leary Street's design, exacerbate residents' concerns. South of Butler Avenue, O'Leary Street has four feet total allocated for the sidewalk and roll-curb on each side of the road. The roll-curb is often partially mounted by vehicles parking along the road which causes the sidewalk to be partially blocked by vehicles.

Features:

- A. The broken lines at either end represent the expectation that this design continues to the north and south.
- B. The width of the pavement as shown is consistent with the City of Flagstaff Residential Local street standard. It allows parking on both sides and two-way travel but is noticeably narrower than the existing pavement width.
- C. The remaining width of right-of-way could be used to create a more comfortable pedestrian environment.

Note: Total right-of-way south of Ashurst Avenue is not adequate to fully implement the City's Residential Local street standard, the final design may be subject to space constraints and trade-offs. The design as shown shifts the centerline of the road to give one side of the road a minimum standard sidewalk (that is wider than the existing sidewalk) while creating space on the other side of the road for a parkway and an adequate sidewalk. Another option would be to provide sidewalks that are barely wider than a minimum standard on both sides, however, this option would not allow enough room to incorporate quality landscaping for either side.



Curb, Gutter, and Sidewalk Concept Illustration

This illustration shows a conceptual illustration of how to provide complete curb, gutter, and sidewalks. This illustration is specific for Dupont Avenue and Verde Street, but could apply to other streets with adequate right-of-way, or adequate usable space, to complete a near-standard street. Adequate right-of-way for this concept is considered to be at least about 50 ft.

Stormwater conveyance will need to be included in the final design for curb, gutter, and sidewalk improvements in areas that currently lack this infrastructure throughout the Southside. The first step in this process will be a drainage study and the identification of appropriate drainage mitigation. This design element would focus on the impacts of concentrating storm flow in curbs, increasing impervious surface, and preventing drainage issues on private property.

Two important questions will need to be answered before a complete system of curb, gutter, and sidewalk can be implemented. First, each road and right-of-way in this portion of the Southside has unique challenges. The design will be vetted with a separate public and engineering process. Second, a funding source will need to be identified. Stakeholders have told the team that past funding used a special assessment that some property owners couldn't pay, which led to displacement of longtime residents.

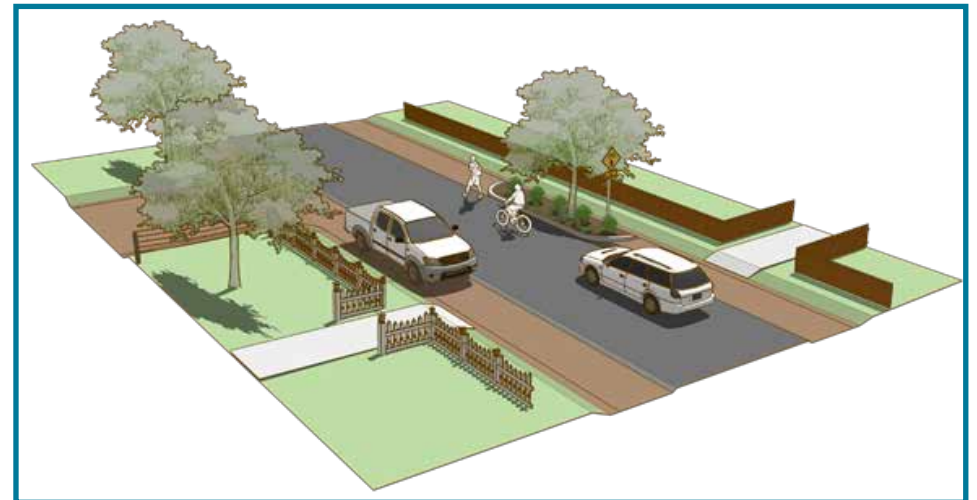
Features:

- A. The width of the pavement in this illustration is consistent with the City of Flagstaff Residential Local Street standard. It allows parking on both sides and two-way travel. In the mostly residential parts of the Southside, pavement width can be minimized to calm traffic. But in the more industrial northeastern part of the neighborhood, pavement width could be wider to allow for more truck traffic. Most of the existing industrial area has wider right-of-way to help accomplish the needed wider pavement width.
- B. Sidewalk widths will vary depending upon available width of right-of-way and potential existing obstructions. Five feet is a standard minimum. Final design could go wider where space allows.
- C. The broken lines at either end represent the expectation that this design continues in most directions.

Note: Streets with less than 50 ft. of usable right-of-way, such as Fontaine Street, will require non-standard solutions. These streets tend to be low volume for vehicle travel but have heavy demand for parking. For these street's designs, the City may consider yield streets, shared street, or green alley designs.



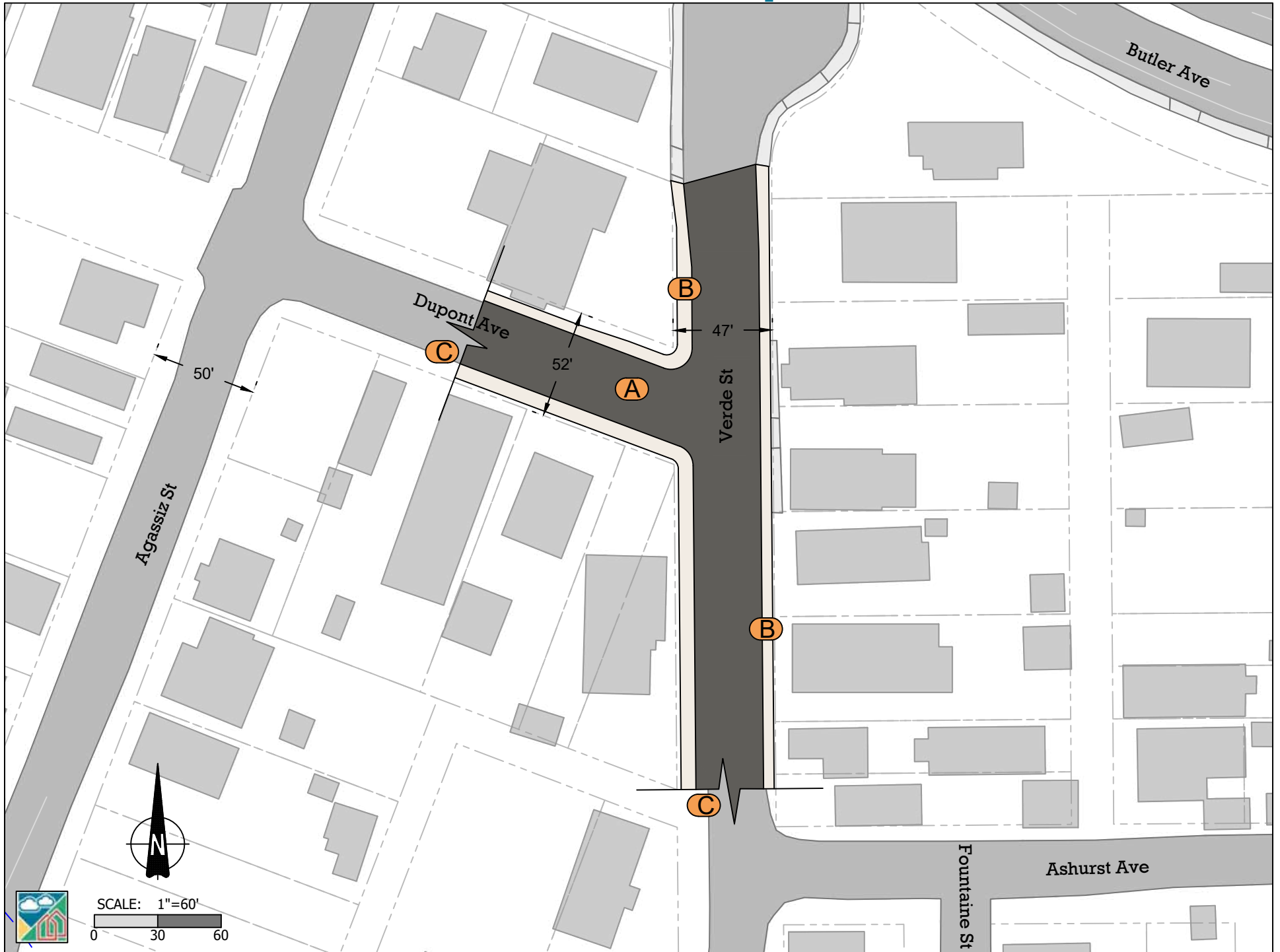
Green alley behind townhomes in the Southside



Yield street illustration from the Small Town and Rural Multimodal Networks Guide (FHWA 2016)



Curb, Gutter, and Sidewalk Concept Illustration



Biking on Butler Avenue Concept Illustration

This illustration shows two options to create a better biking experience along Butler Avenue. It is meant to represent a sample block with one option on the north side and one on the south side of the road. The envisioned bike improvements would ultimately be designed from South Milton Road to South Lone Tree Road. Final design would be consistent along the entire corridor. Other designs may also be considered if a project is funded. A design should be chosen and applied throughout the corridor.

The City does not own a consistent right-of-way width throughout the Butler Avenue corridor, so additional right-of-way may need to be acquired in order to enhance the bike facilities on Butler Avenue.

Features:

Option 1: This option shows an enhanced bike lane with a buffer.

- A. A 2-foot buffer and a 4.5-foot bike lane could be evaluated. It may require narrowing the median or the travel lanes.
- B. The bike lane could be painted green for better visibility in the conflict zones and to better delineate space that is not for vehicles. This design treatment may be especially important along curves in the road.

Option 2: This option replaces the bike lane with a divided multiuse path that is above the curb. This design would not allow for street trees along most of the corridor.

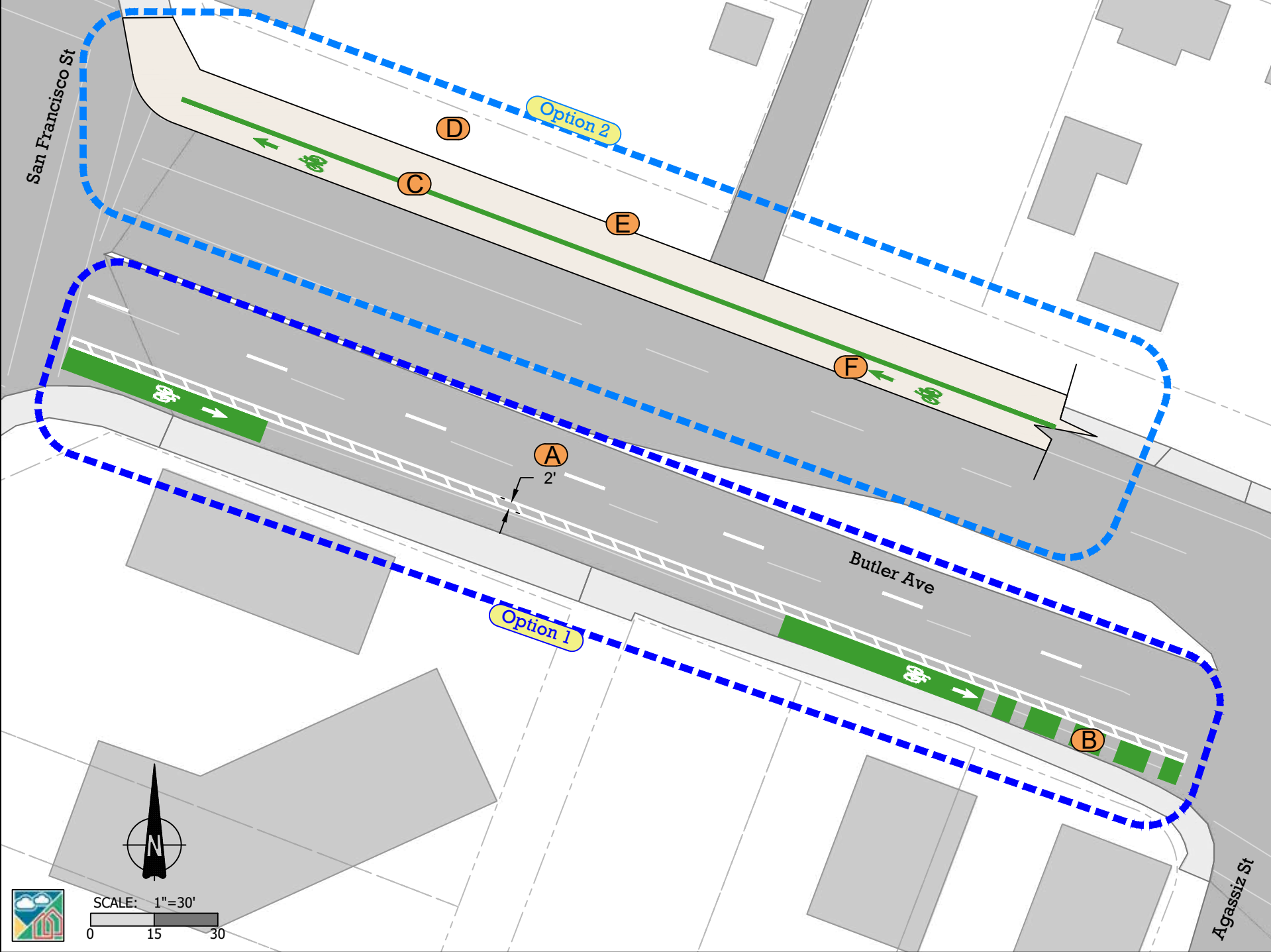
- C. A multi-use trail segregated by use could provide space above the curb for both bikes and pedestrians.
- D. Lack of driveways makes Option 2 more practical than on other major roadways that have more frequent access/conflict points.
- E. The final design should be opportunistic and use the available space, which varies per block along Butler Avenue.
- F. Bikes can only go one direction on the raised multi-use path, with traffic, but pedestrians can go either way.



The "S-curve" on Butler Avenue



Biking on Butler Avenue Concept Illustration



Downtown Connection Center Concept Illustration

The most likely location for a permanent Downtown Connection Center (DCC) for Mountain Line is the multi-colored area shown on this illustration. Mountain Line has operated the DCC on the City-owned parcels since 2009. Mountain Line operations have grown, not only in ridership, but also in the size and number of buses, to a point where the existing site is beyond physical capacity to adequately serve their growing operational needs.

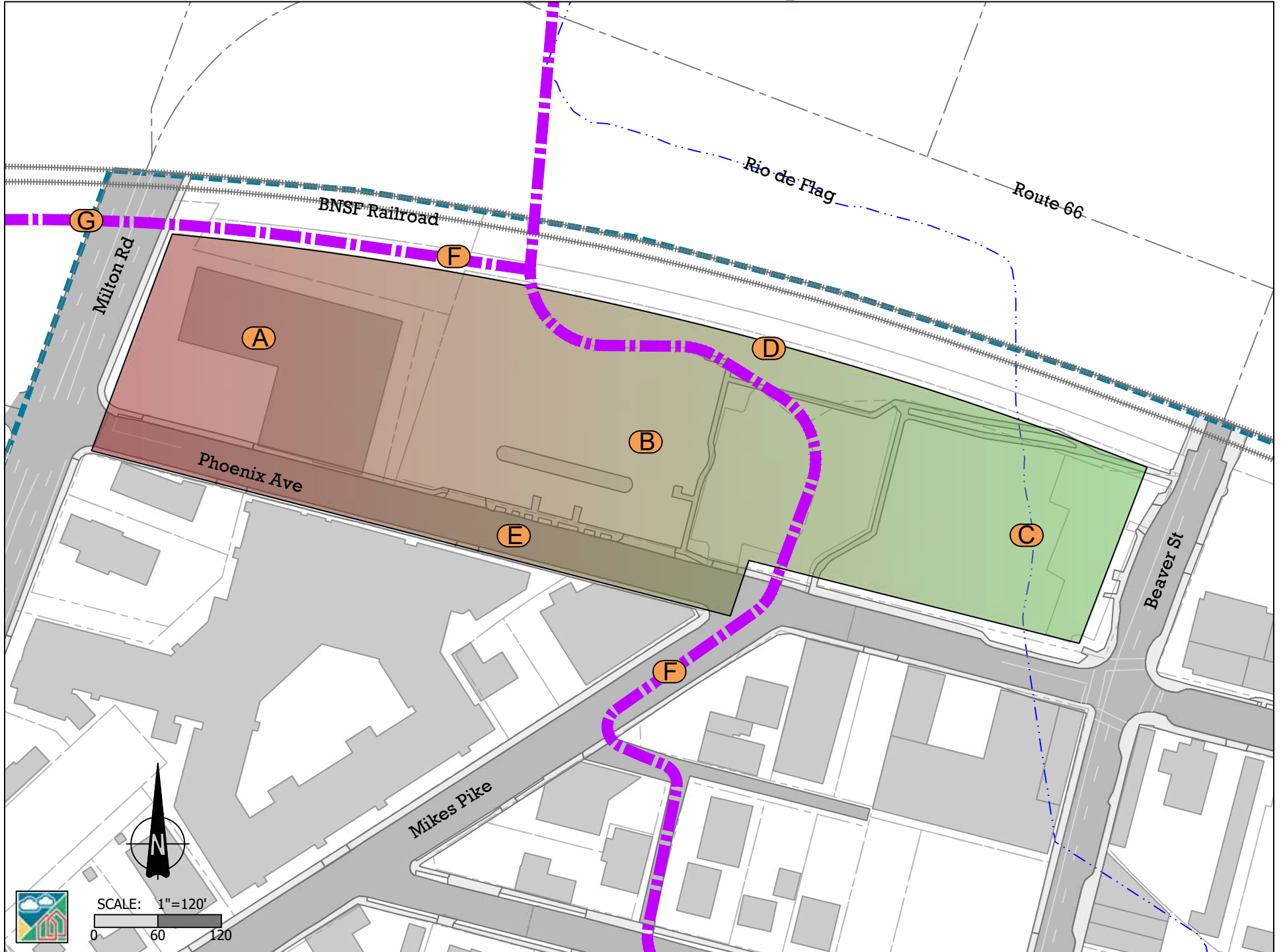
This illustration remains very general and only conveys some intentions. No specific improvements were drawn for this concept improvement. The illustration only shows the outline of the area under consideration and includes a color gradient that represents the current concept of transitioning from mostly bus-centric services at the west to a community public space at the east. Ideally, the Southside community will work with Mountain Line on the more detailed visioning of the DCC when those decisions are being made. The Southside community would like to create a more attractive DCC that becomes an architectural amenity, community amenity, and quality public space for the Southside.

Features:

- A. The western end of the property could be more industrial and support bus operations with site screening, a welcoming area, and community amenities.
- B. The middle of the site may be used for commercial mixed use, civic space, or as another type of transition area.
- C. The east end could be programmed for civic/park space with park spaces that invite people into the greater DCC site.
- D. Amtrak is considering moving the location where passengers board and disembark, which could be included as part of the overall DCC master plan. Keeping Amtrak in the core of town with connectivity to other transportation services could be an overall asset.
- E. The design of Phoenix Avenue between South Milton Road and South Beaver Street could be altered as part of the overall design of the DCC to better accommodate bus movement and increased pedestrian and bicycle safety and travel.
- F. The Active Transportation Master Plan shows pedestrian and bike routes that will run through the future DCC. They ultimately connect to NAU toward the south, to the Karen Cooper FUTS toward the north by going under the railroad and Route 66, and to La Plaza Vieja neighborhood toward the west by going over Milton Rd. Bike and pedestrian connectivity and amenities will be throughout the development.
- G. Crossings of Milton proposed in this Specific Plan are consistent with the ideas within the La Plaza Vieja Neighborhood Specific Plan.



Downtown Connection Center Concept Illustration



Glossary

R denotes a definition borrowed from the Flagstaff Regional Plan 2030.

Z denotes a definition borrowed from the Flagstaff Zoning Code.

Access (Z): A means of vehicular or non-vehicular approach or entry to or exit from property, a street, or highway.

Activity Centers (R): Mixed-use areas where the City promotes a higher intensity of use that is well connected to its surroundings. Activity Centers are identified on the Future Growth Illustration, and are considered the most appropriate locations for high occupancy housing. Centers are expected to include a high degree of transit, pedestrian, and bicycle connectivity. Activity Centers are made up of a commercial core and a pedestrian shed. They are also identified by type (Urban, Suburban, and Rural) and scale (Regional, Historic, and Neighborhood).

Adaptive Re-use (R): Fixing up and remodeling a building or space, and adapting the building or space to fit a new use.

Affordable Housing (Z): Housing that is affordable to those who cannot afford market-priced housing locally to either rent or purchase. It is housing that may be provided with either public and/or private subsidy for people who are unable to resolve their housing requirements in the local housing market because of the relationship between housing costs and local incomes.

Alley (Z): A dedicated public right-of-way or passage or way affording a secondary means of

vehicular access to abutting property and not intended for general traffic circulation.

Apartment (Z): Any real property that has one or more structures and that contains four or more dwelling units for rent or lease including mini-dorms.

Bicycle Lane (Z): A dedicated lane for bicycle use demarcated by striping.

Bicycle Boulevard: Bicycle Boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. (Source: National Association of City Transportation Officials, Urban Street Design Guide)

Bicycle Route: A signed bicycle route designates a preferred set of roads from one destination to another.

Commercial (Z): Term collectively defining workplace, office, retail, and lodging functions for the purpose of describing general land use.

Community Garden (Z): An area where neighbors and residents have the opportunity to contribute and manage the cultivation of plants, vegetables, and fruits.

Compatibility (Z): Capable of existing in harmonious, agreeable, or congenial combination with other buildings, structures, blocks, or streets through the use of similar basic design principles including composition, rhythm, emphasis,

transition, simplicity, and balance. Work is compatible if it is designed to complement the physical characteristics of the context and is cohesive and visually unobtrusive in terms of the overall patterns of development, scale, and continuity.

Concept Plan (R): A plan or map that depicts (illustrates, but does not regulate), for example, the streets, lots, buildings, and general landscaping of a proposed development.

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

Craft industries: Businesses that manufacture and sell goods that are made by artisans or skilled tradespersons, including art galleries, jewelry and clothing fabrication, and culinary products.

Crime Prevention Through Environmental Design (CPTED): The idea that law enforcement officers, architects, city planners, landscape and interior designers, and resident volunteers can create a climate of safety in a community right from the start. CPTED's goal is to prevent crime by designing a physical environment that positively influences human behavior. The theory is based



on four principles: natural access control, natural surveillance, territoriality, and maintenance. (Source: National Crime Prevention Council)

Density (Z): The number of dwelling units within a standard measure of land area, usually given as units per acre.

FUTS (Flagstaff Urban Trails System) (Z): A city-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation.

Floor Area Ratio (FAR) (Z): An intensity measured as a ratio derived by dividing the total floor area of a building or structure by the net buildable site area.

Floodplain (Z): Any areas in a watercourse that have been or may be covered partially or wholly by floodwater from a one hundred year flood.

Floodway: The area designated by FEMA as the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that upstream flood elevations do not increase.

Gable Roof: The generally triangular portion of a wall between the edges of a dual-pitched roof.

Green Alley: Green alleys use sustainable materials, pervious pavements, and effective drainage to create an inviting public space for people to walk, play, and interact. (Source: National Association of City Transportation Officials, Urban Street Design Guide)

High Density: A development with greater than 14 dwelling units per acre.

High Occupancy Housing (HOH): Refer to the definition in the High Occupancy Housing Specific Plan up to and until a definition is adopted by City Council as part of the Zoning Code.

Historic Building (Property): A building with sufficient age, a relatively high degree of physical integrity, and historical significance and, therefore, may be eligible for listing on the National Register of Historic Places. Historic buildings may occur with or outside of a historic district and may be protected regardless of their relationship to a historic district.

Historic District: A group of buildings or properties that have been nominated by the State Historic Preservation Officer for the National Register or that have been protected locally through an overlay zone. Districts are established based on their eligibility, significance, and integrity.

Historic District, National Register: A district (as opposed to a single property) that has been included in the National Register of Historic Places.

Historic Resource (Z): A type of cultural resource that refers to objects, structures, natural features, sites, places, or areas that are associated with events or persons in the architectural, engineering, archaeological, scientific, technological, economic, agricultural, educational, social, political, military, or cultural annals of the City of Flagstaff, the state of Arizona, or the United States of America.

Industrial (Z):

Heavy: Construction, manufacturing, transportation, and public utilities, and those uses which have severe potential for negative impact on any uses located relatively close to them.

Light: This use includes manufacturing, storage, transportation, construction, repair, and wholesale uses that do not include hazardous wastes or result in large truck usage/parking on the site.

Infill (R): Occurs when new buildings are built on vacant parcels within city service boundaries and surrounded by existing development.

Integrity, Historical Resource, or Cultural Resource (Z): The authenticity of a cultural resource's identity, judged by how evident is the general character of the period of significance, the degree to which the characteristics that define its significance are present, and the degree to which incompatible elements are reversible.

Intensity: The mass, bulk, and scale of buildings in commercial, industrial, institutional, and mixed-use settings. Typically, intensity is measured by the Floor Area Ratio.

Landmark (Z): A property with a specific historic district designation known as the landmark district.

Landscaping (Z): Flowers, shrubs, trees, or other decorative material of natural origin.

Live-Work (Z): A mixed-use unit consisting of a commercial and residential function. It typically has a substantial commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as workspace with incidental residential

accommodations that meet basic habitability requirements.

Local Streets (R): Serve immediate access to property and are designed to discourage longer trips through a neighborhood.

Medium Density: A development with 7 to 14 dwelling units per acre.

Mixed Use (Z): The development of a single building containing more than one type of land use or a single development of more than one building and use including, but not limited to, residential, office, retail, recreation, public, or entertainment, where the different land use types are in close proximity, planned as a unified complementary whole, and shared pedestrian and vehicular access and parking areas are functionally integrated.

Multi-Family Housing (Z): A residential building comprised of four or more dwelling units.

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

Nonconforming Structure: Any building or structure legally established prior to the effective date of a regulation or law which does not fully comply with the standards imposed by the regulation or law but is allowed to continue to be used in the fashion it was intended within certain parameters.

One Hundred Year Flood: A flood that has a one percent chance of being equaled or exceeded in a one-year period, based on the criteria. Also known as “base flood.”

Overlay Zone: A Zone applied to a property that grants additional development rights or land uses and/or imposes restrictions on development without changing the underlying zone.

Parking, On-site: Surface lots or structures that meet the requirements for development-specific parking on each individual private development.

Parking, Off-site: Public or private parking areas that serve multiple properties and businesses.

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

Place Type (R): Place types include activity centers, neighborhoods, and corridors, and provide the framework around which our community is built. Land uses that occur within the different place types are further designated into categories such as residential, commercial, and institutional, which define the type of use and zoning for those place types.

Policy (R): An aspirational statement within the Regional Plan or other City document adopted by resolution, which should be followed by City staff in implementing plans and programs. Changes to the Zoning Code and to property rights must comply with the Regional Plan by State law. For example, if a development wants to change their existing rights, they would have to prove that the changes meet the Regional Plan’s policies.

Preservation (R): An endeavor that seeks to preserve, conserve, and protect buildings, objects, landscapes, or other artifacts of historical significance.

Redevelopment (R): Is when new development replaces outdated and underutilized development.

Residential (Z): A land use type that is designated to accommodate single-family and multiple-family dwellings. Includes mobile and manufactured homes.

Rezoning: A change to the Zoning Code that requires an update to the Zoning Map.

Right-of-Way (Z): The strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities, that is either publicly owned or subject to an easement for right-of-way purposes benefiting the general public. Right-of-way typically includes streets, alleys, sidewalks, landscape areas, and drainage facilities.

Scale (Z): Similar or harmonious proportions, especially overall height and width, but also including the visual intensity of the development, the massing, and the shapes and sizes of the various design elements, such as the windows and doors.

Setback (Z): The area of a lot measured from the lot line to a building facade or elevation that must be maintained clear of permanent structures with the exception of specifically permitted encroachments.

Shared Lane Markings (Z): Pavement marking that shows bicyclists where to position themselves to “take the lane” on streets where traffic lanes are too narrow for motor vehicles to safely share the lane side-by-side with bicycles.



Shared Street: A road that formally or informally functions as a shared environment for pedestrians, bicycles, and cars. On most shared streets, pedestrian activity is high and vehicle volumes are low or discouraged.

Sidewalk (Z): The portion of a street that is paved between the curb lines or the lateral lines of a roadway and the adjacent property lines and that is intended for the use of pedestrians.

Single-Family Cottage (Z): A small house usually located on smaller sized lots in more urbanized areas.

Standards (R): Standards and regulations pertaining to the physical development of a site including requirements pertaining to yards, heights, lot area, fences, walls, landscaping area, access, parking, signs, setbacks, and other physical requirements.

Story (Z): A habitable level within a building.

Streetscape (Z): Those features of either the manmade or natural environment which abut, face, or are a part of a public street right-of-way, including but not limited to landscaping (materials and plants), street furniture, building facades and utilities, and facilities which are visible to the public such as fire hydrants, storm sewer grates, sidewalk, and street paving.

Traffic calming: Features in the physical environment of a roadway intended to discourage speeding and cut-through traffic.

Trail (Z): A bicycle way located separately and independent from a vehicular thoroughfare for the shared use of bicycles and pedestrians.

Transect Zone (Z): One of several areas on the Zoning Map regulated by the standards found within the Zoning Code. Transect zones are

ordered from the most natural to the most urban. Transect zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the public frontage (see Map 6).

Zoning: Zoning describes the control of the use of land, and of the appearance and use of buildings by the City of Flagstaff.

Zoning Code (R): A set of legally binding provisions adopted by the City Council consistent with state law regulating the use of land or structures, or both, used to implement the goals and policies of the Regional Plan.

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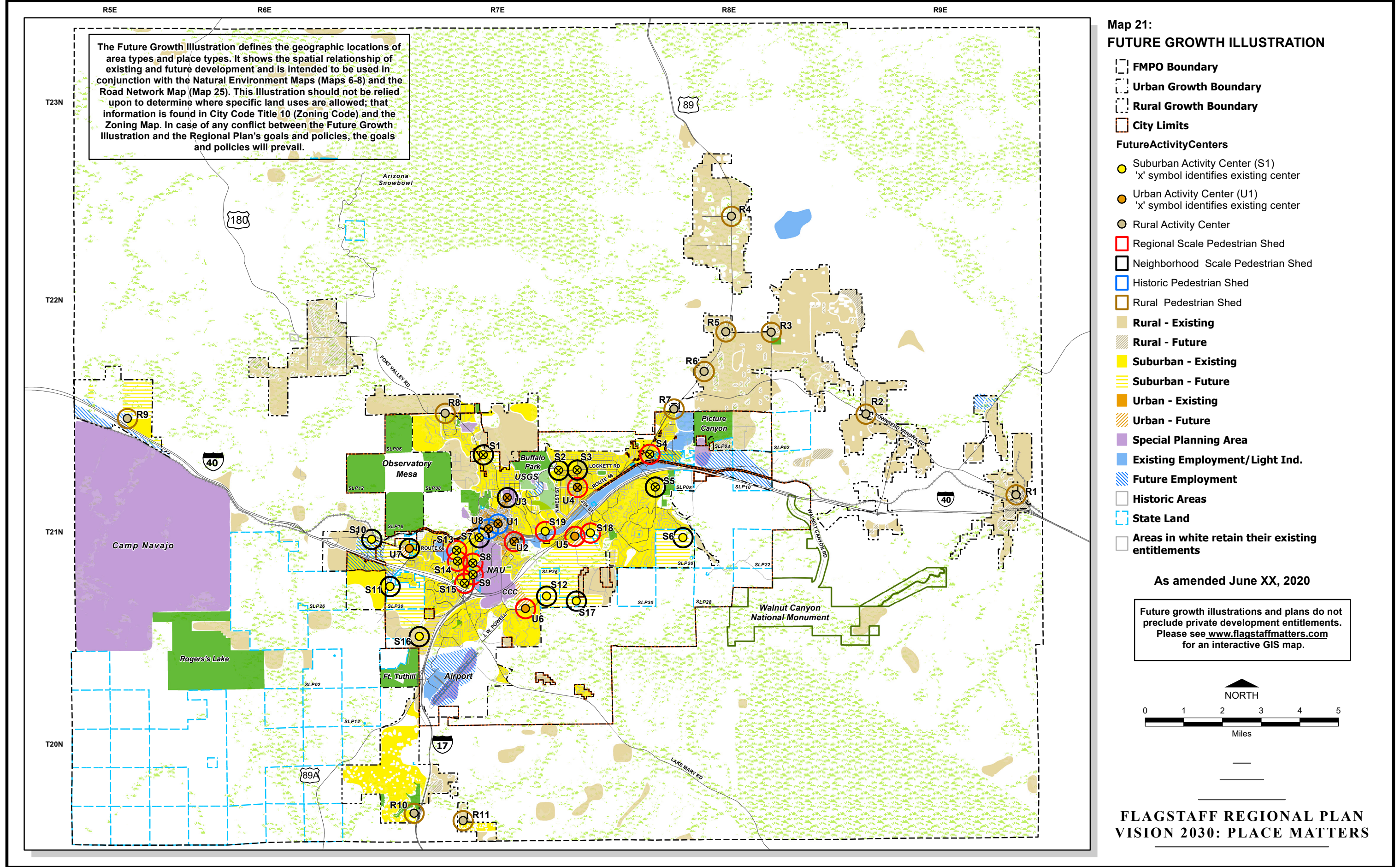


EMBRACE OUR HERITAGE ENHANCE OUR FUTURE

For more information about the Comprehensive Planning Section, please contact:

**Sara Dechter, AICP, CP3
Comprehensive Planning Manager
City of Flagstaff
211 West Aspen Ave.
Flagstaff, AZ 86001
Phone: (928) 213-2631
E-mail: sdechter@flagstaffaz.gov**

Or visit our website at: <http://www.flagstaff.az.gov/comprehensiveplanning>.



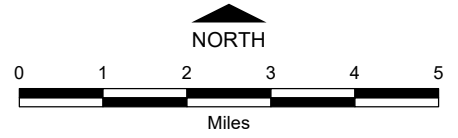
The Future Growth Illustration defines the geographic locations of area types and place types. It shows the spatial relationship of existing and future development and is intended to be used in conjunction with the Natural Environment Maps (Maps 6-8) and the Road Network Map (Map 25). This Illustration should not be relied upon to determine where specific land uses are allowed; that information is found in City Code Title 10 (Zoning Code) and the Zoning Map. In case of any conflict between the Future Growth Illustration and the Regional Plan's goals and policies, the goals and policies will prevail.

Map 21:
FUTURE GROWTH ILLUSTRATION

- FMPO Boundary
- Urban Growth Boundary
- Rural Growth Boundary
- City Limits
- FutureActivityCenters**
- 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
- Rural - Existing
- Rural - Future
- Suburban - Existing
- Suburban - Future
- Urban - Existing
- Urban - Future
- Special Planning Area
- Existing Employment/Light Ind.
- Future Employment
- Historic Areas
- State Land
- Areas in white retain their existing entitlements

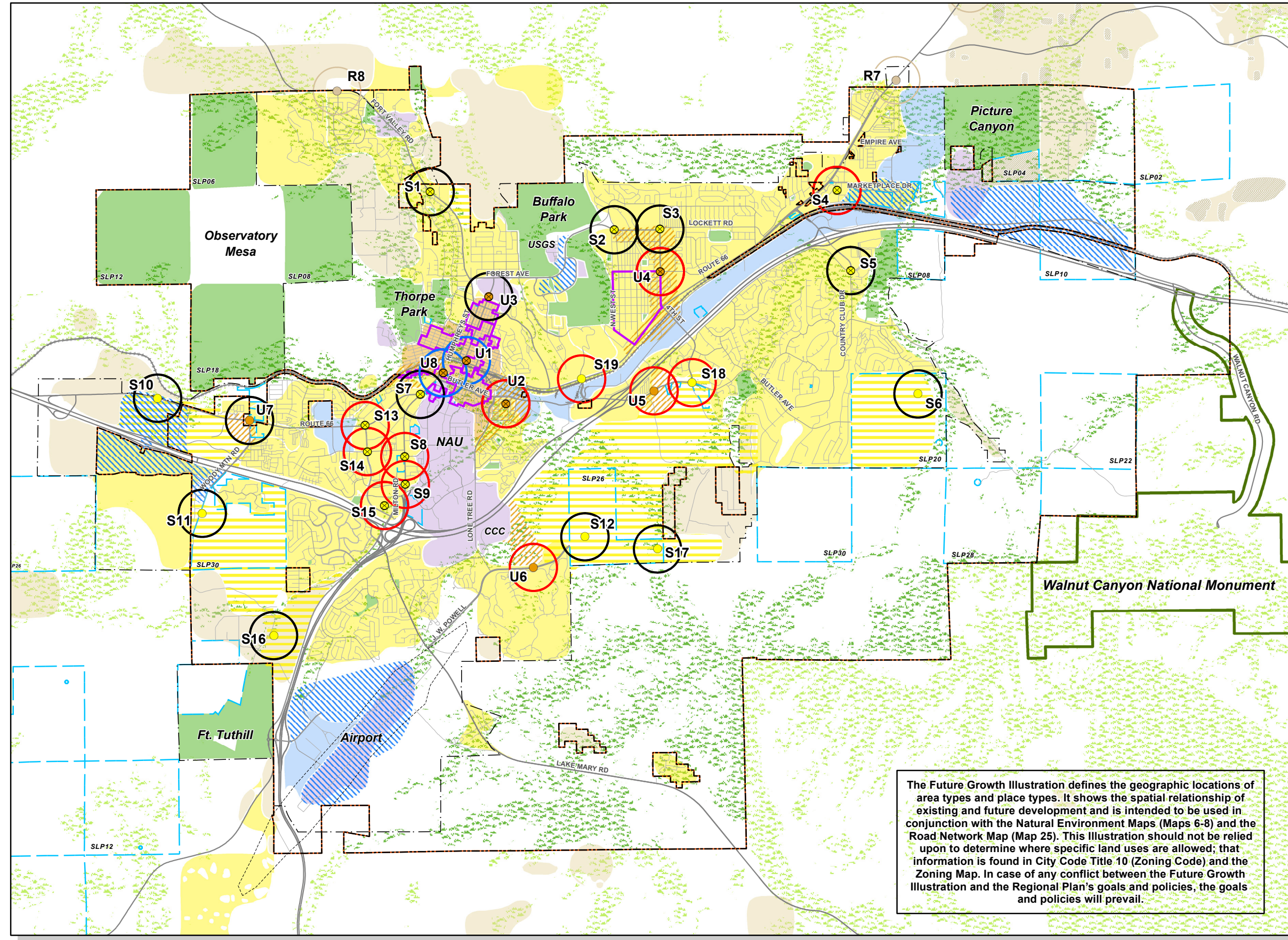
As amended June XX, 2020

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



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

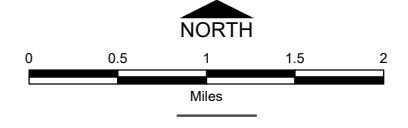
**Map 22:
FUTURE GROWTH ILLUSTRATION**



- Urban Growth Boundary
- City of Flagstaff
- Future Activity Center**
- 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
- Rural - Existing
- Rural - Future
- Suburban - Existing
- Suburban - Future
- Urban - Existing
- Urban - Future
- Special Planning Area
- Existing Employment/Industrial
- Future Employment
- Historic District
- Park/Open Space
- Concentration of Natural Resources
(see Figure 8)
- RTP Future Road Network
- Areas in white retain their existing entitlements
- Fly Zone

As amended June XX, 2020

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




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

The Future Growth Illustration defines the geographic locations of area types and place types. It shows the spatial relationship of existing and future development and is intended to be used in conjunction with the Natural Environment Maps (Maps 6-8) and the Road Network Map (Map 25). This Illustration should not be relied upon to determine where specific land uses are allowed; that information is found in City Code Title 10 (Zoning Code) and the Zoning Map. In case of any conflict between the Future Growth Illustration and the Regional Plan's goals and policies, the goals and policies will prevail.

URBAN NEIGHBORHOOD CHARACTERISTICS

Urban areas have a higher density of people, residences, jobs and activities; buildings are taller and close to the street; streets and sidewalks are in a grid pattern of relatively small blocks; the area is walkable and a variety of services and goods are available; served by public transportation and with various forms of shared parking (lots, garages, etc.) and street parking.

	Existing Urban Area *Symbol from Map 22		Future Urban Area *Symbol from Map 22
Desired Pattern	Mix of missing middle housing, such as apartments, townhomes, live-work units, and triplexes, and single family housing on smaller lots.		
Block Size	300 X 300 to 300 x 600		
Density Range	8 to 29 units per acre. Increased density within the ¼ mile pedestrian shed; In established Historic Districts, consider the scale and context of historic resources when establishing new property rights.		
Intensity	(FARs) of 0.5 + for new urban neighborhoods. Intensity within established Historic Districts and Historic Neighborhoods is similar to historic structures within one block of the site.		
Air Quality	Consider long-term impacts to air quality by proposed development. <i>Refer to Air Quality Goal E&C.1.</i>		
Solar Access	Consider solar access for all development, allowing passive/active solar collection.		
Corridors	<i>Refer to Urban Corridor Characteristics table, pg. IX-37</i>		
Mixed-Use	Urban mixed-use includes supporting land uses such as neighborhood shops and services, residential, business offices, urban parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required as well as high pedestrian, bicycle, and transit connectivity.		
Residential	Residential uses in urban neighborhoods may be incorporated into mixed use projects. A variety of rental and ownership opportunities are encouraged. Affordable housing is highly valued in urban neighborhoods.		
Commercial	Commercial development is to be located within activity centers and along corridors.		
Public/ Institutional	As part of mixed-use development – vertical preferred. Make easily accessible to urban neighborhood and connected with transit and FUTS.		
Employment	Industrial not appropriate for urban context <u>unless allowed by a specific plan</u> . Research and Development offices, medical, services, professional offices, retail, hotel, and restaurants as part of urban form and within mixed-use development.		
Parks	Urban Parks can be publicly or privately owned and designated for recreation use, allowing for both active and passive activities, as well as special use functions. May include special facilities and neighborhood and community parks. Future park development is contingent upon density and intensity of proposed development; and this Plan’s policies outline the need for recreational opportunities for all residents and visitors. Refer to Chapter XV - Recreation.		
Open Space Public Space	Open Space in urban areas include greenways, streetscapes, waterways, cemeteries, floodplains, riparian areas, corridors, boulevard viewsheds, and public plazas and squares and are used for passive activities. These spaces may be restored for their aesthetic value, vistas, and archaeological and historic significance. <i>Refer to Chapter IV - Environmental Planning & Conservation and Chapter V - Open Space.</i>		
Conservation	<i>Refer to Natural Resources Maps 7 and 8, and ‘Considerations for Development’ in Chapter IV - Environmental Planning & Conservation.</i>		
Agriculture	Urban food production – potted vegetables, greenhouses and conservatories, roof-top gardens, animal husbandry, and community gardens.		
Special Planning Areas	Northern Arizona University to become more urban. <i>Refer to NAU Master Plan.</i>		
Master Plans	Presidio West; Juniper Point		



PLAN AMENDMENTS

Effective Date	Resolution Number and Date	Description of Amendment	Pages Changed
November 19, 2015	2015-35 October 20	La Plaza Vieja Neighborhood Specific Plan Minor Plan Amendment, incorporated by reference	XVI-1
December 17, 2015	2015-36 November 17	Maps 21 and 22: Future Growth Illustrations Minor Plan Amendment - New area type of Existing Suburban (Core Services Yard)	IX-26-29
December 31, 2015	2015-38 December 1	Map 25: Road Network Illustration Major Plan Amendment and related text edits	IX-35-57 X-1, X-4-5, X-18-22 (In Chapter X, one page of content was deleted)
April 21, 2016	2016-08 March 22	Maps 21 and 22: Future Growth Illustration Minor Plan Amendment - Adding Existing Suburban on McMillan Mesa	IX-26-29
May 5, 2016	2016-09, 2016-10, 2016-11, and 2016-12 April 5	Maps 21 and 22: Future Growth Illustrations Minor Plan Amendments - Add City-Owned parcels to Parks/Open Space area type	IX-26-29
January 5, 2017	2016-31 December 6	Chapter III: How This Plan Works - Amended the Major Plan Amendment Criteria, information concerning plan amendments and specific Plans, and other related text.	III-1-15
February 16, 2017	2017-04 January 17	Chapter III: How This Plan Works - Amended the Major Plan Amendment Criteria for Category 5: Area Types - Urban/Suburban/Rural	III-14

Effective Date	Resolution Number and Date	Description of Amendment	Pages Changed
April 20, 2017	2017-08 March 21	Maps 21 and 22: Future Growth Illustrations Minor Plan Amendment Change the area type designation of approximately 20 acres of real property located at 3620 W Schultz Pass road from Area in White area type to Parks/Open Space area type	IX-26-29
March 22, 2018	2018-08 February 20	High Occupancy Housing Specific Plan Minor Plan Amendment, incorporated by reference	XVI-2
March 22, 2018	2018-09 February 20	Regional Plan Amendments proposed through the High Occupancy Housing Specific Plan process.	VIII-15, IX-1, IX-16-17, IX-25-29, IX-33-37, IX-40, IX-42, IX-46-47, IX-63-70, X-6-7, XII-5, GL-6, Appendix A
November 15, 2018	2018-50 October 16	Regional Plan Amendment to make land use and road network designations consistent with the McMillan Mesa Natural Area to clarify the extent of surrounding land uses on City property, and to correct mapping errors.	IX-26-29, X-4-5
June XX, 2020	2020-XX July XX	Regional Plan Amendments proposed through the Southside Community Specific Plan process.	IX-35, IX-26-29
June XX, 2020	2020-XX July XX	Southside Community Specific Plan Minor Plan Amendment, incorporated by reference	XVI-2

Southside Community Specific Plan

Summary of Draft to Final Changes

Updated 8/10/2020

Updates from the Planning and Zoning Commission are shown in **Green**

Document wide

- Yellow call out boxes from draft plan removed throughout the final plan. These boxes were prompts for public and technical reviewers.
- Split the document into 2 volumes. Volume 1: Goals, Policies and Strategies and Volume 2: Concepts and Illustrations

VOLUME 1

Preamble (p. 4)

- Language added to better set the tone for the document and its purpose in the first 2 paragraphs
- Vision statement duplication with Chapter 3 removed.

Chapter 1: Introduction

- More information added about the uses of a specific plan, what a plan cannot do and how the document is organized (p. 7)
- Statements of intent to review plan every 5 years moved to Appendix A
- History of the Southside section and Historic Milestones graphic added (p. 9-13)
- Information on 60-day public review removed

Chapter 2: Site and Area Analysis Summary

- Made corrections to maps throughout the chapter
- Information added to Historic Preservation section and language inconsistencies corrected (p. 15)
- Added call out box on Recycling buildings through adaptive reuse (p. 16)
- Added call out box on Gentrification and Neighborhood Change (p. 18)
- Added more information about activity centers from the Regional Plan (p. 20)
- Language on transect zoning corrected (p. 22)
- Added cross references with the High Occupancy Housing Plan and the related zoning code proposals. (p.22)
- Reorganized and added information to the Parking section. (p. 27)
- Added information to clarify bullet about parking in the floodplain and count of historic and non-historic homes in the floodplain (p. 33)
- Created a call out box about climate change adaptation and flooding (p. 35)
- Added a paragraph about other hazards besides flooding and fire (p. 35)

Chapter 3: Goals, Policies, and the Regional Plan

Numbering for goals and policies were changed for clarity and ease of reference in future policy analysis

Heritage Preservation (p. 38)

- Minor wording changes to Policies S 2.2, S 2.3, and S 3.1 for improved technical communication
- Added policy S 1.5 and S 3.2
- New S.1 goal and related policies developed during the Planning and Zoning commission hearing process to emphasize the need for collecting and interpreting the human stories of the Southside and support for a local historiography project in partnership with the City.

Growth and Change (p. 39)

This section was significantly changed between draft and final plans under the guidance and direction of the Southside Stakeholder group which was convened by the Southside Community Association. During February 2020, the group met twice to review substantive changes that staff proposed to the plan based on the public comment received. Meeting notes and materials presented are available on the project website and attached to the Public Participation Plan and Summary. The following bullets summarize the changes to this section and a track changes version can be produced by request:

- Examples in Policy S3.1 moved to goal statement
- Policies 4b and 4c were moved from the Growth and Change heading to the corresponding subareas
- Policy on short term rentals moved to strategies because it is an action more than a policy.
- Policies related to transect zoning and incremental changes to the zoning code were deleted (See Chapter 6 changes below for details and rationale)
- Policy S 4.4 and S 4.5 added (S 5.5 had appeared in the draft plan as a strategy and was moved up to a policy)

Future Growth Southside Subareas were moved from later in the chapter to this section and the text from the previous version was modified into goals and policies. All policies were written based on a combination of descriptive text from the previous version, strategies in Chapter 6 that could be captured as policies, and public comment based on the recommendations and endorsement of the Southside Stakeholders Group. (p. 40-46)

Business and Live/Work Community (p. 47)

- Minor wording changes to S 6.1
- S6.2 was split from S 6.1

Public and Community Spaces (p. 48)

- Minor wording changes to S 7
- Minor wording changes to S 8.2
- Added Goal S9 and related policies; Policy S 9.2 was moved from strategies and modified.

Parking (p. 48)

- Added Policy S 10.3

Transportation (p. 49)

- Minor wording changes to S 11.1, S 11.2, S 11.4, S 11.5
- Added Policies S 11.6, S 11.7, S 13.3
- Policy S 12. 2 reworded to better reflect the original intent
- Minor rewording of policies S 12.4, 12.5, 12.6
- Added Footnote that clarifies intent of Policy S 13.2
- Added policies 14.4 to clarify that widening streets is discouraged. This content had been part of a footnote previously

Flooding and Other Hazards (p. 50)

- Heading changes from emergencies to hazards
- Added Policies S 14.5, S 15.1, and S 15.2

Public Safety (p. 50)

- No changes

Regional Plan amendment proposal removed from Chapter 2 and attached to the project narrative.

Chapter 4

Heritage Preservation (p. 51)

- Wording changes to strategy about targeted landmark overlays and the addition of Souths Leroux Street
- Design review criteria strategy reframed as Policy S 5.5
- Exemptions and administrative modifications strategy changed to strategy in

Growth and Change (p. 51)

This section was significantly changed between draft and final plans under the guidance and direction of the Southside Stakeholder group which was convened by the Southside Community Association. The following bullets summarize the changes to this section and a track changes version can be produced by request:

- The strategy to recalibrate conventional zoning and to change the height of the CC zone was changes to “Revise the Zoning Code to implement the Southside Community Plan policies by rescinding the Conventional and Transect Zoning in the Southside and replace with new zones that simplify regulations, add flexibility, and accommodate diverse incomes and lifestyles.”
- Strategies related to front setback design and about large buildings fronting Butler were moved to Chapter 3 and rewritten as Policies S4.3 and S 4.5
- Policy on short term rental s moved to strategies because it is an action more than a policy.
- Added strategy to “Offer one-on-one discussions of current zoning code requirements and proposed changes to property owners.”
- Retained one policy related to the transect zone about allowing the transect zone to be used for one story commercial buildings if the transect zoning is not replaced.
- Added community benefits agreements as alternative idea to research alongside linkage funds.

Business and Live/Work Community (p. 52)

- Reworked some strategies and moved them to the policies for the Live/Make Center subarea.
- Added strategy to “Encourage grant writing efforts that support women and minority-owned business development in the Southside.”
- Minor rewording of some strategies to clarify intent
- Reworded strategy about size of commercial suites to commercial suites typical of an urban environment to allow appropriate calibration at the time new zoning is evaluated.

Public and Community Spaces (p. 52)

- Modified in-lieu fee strategy to allow private investment to complete and improve public property
- Moved Murdoch Center design strategy to Goal S9
- Added strategy, “Consider land exchanges to allow for continuation of businesses and residences affected by the Lone Tree construction and to create more usable park space for the Southside community.”

Parking (p. 53)

- Minor wording changes only

Transportation (p. 54)

- Added strategies about improvements to allow consolidated waste disposal, including paving alleys.
- Added policy to reevaluate street design of S San Francisco Street and S Beaver Street after Lone Tree Overpass is completed.

Flooding and Other Hazards (p. 55)

- Modified strategy to find a funding source for the Little Rio improvements to developing a systematic workplan which needs to happen first.

Public Safety (p. 55)

- Minor working changes to clarify strategies

Glossary

- Added definitions for Flood Fringe, and Redlining
- Changes Downtown Regulating Plan, High Density, Medium Density, and High Occupancy Housing to better match the Zoning Code definitions
- Adjusted other definitions based on legal review

Appendix A

- Added prioritized 1 to 4 strategies for each heading

Appendix B

- Changed from Public Participation summary to “Impact of the Rio de Flag Flood Control Project on Strategies”

Appendix C

- Deleted appendix and created a more comprehensive Public Participation Plan and Summary. All comments received during the 60-day public review are also posted to the project website in a spreadsheet.
- A If not/ Why not document was also prepared to be transparent about how comments that were not incorporated into the document. It is also posted to the project website.

VOLUME 2

Introduction

- Added introduction to the Concept Plan as a second volume to explain the relationship between the two parts of the plan (p. 4-5)

Development and Preservation Concept Plan

- Adjusted area identified as Live/Work vs Live/Make Center to exclude homes facing Elden north of Butler. This area is now identified as Live/ Work Neighborhood. (p. 6)
- 3D overview concepts that show maximum bulk, mass and scale were noted in the text. (p. 16 and p. 23)
- Added descriptive text, design examples and samples of appropriate materials to the Live/ Make Center concept (p. 7-13)
- Added green building practices to the Live/Make Center concept text. (p.14)
- Added trees and shadows to plan-view illustration of Live/ Make Center concept (p. 15)
- Added architectural details and updated colors (materials) to 3D overview illustration of Live/Make Center concept (p. 16)
- Created new 3D perspective view for Live/Make Center concept to show experience of one area for a pedestrian (p. 16)
- More language added to Southside Main Street Concept Illustration – Infill, to discuss before-and-after Floor Area Ratios (p. 18)
- More detail added to plan-view of Southside Main Street Concepts Illustration - Infill including correctly sized trash facilities, trees, shadows, and changing “The Lofts” to show up as existing (p. 19)
- Added/updated details to 3D overview illustration of Main Street Concepts Illustration – Infill, including adding “The Lofts” and changing the porch on the Southernmost building. (p. 20)
- Created three new 3D perspective view for Main Street Concept Illustrations to show the experience of a pedestrian at one location. (p. 20, 23, 26)
- Updated text in Southside Main Streets Concept Illustration – Larger Lot 1, to not mention CC zoning and to discuss bulk and mass in more detail (p. 21)
- Added detail to plan-view of Southside Main Streets Concept Illustration – Larger Lot 1, including trees and shadows (p. 22)
- Added detail to 3D overview of Southside Main Streets Concept Illustration – Larger Lot 1, including new architectural details and updated colors (p. 23)

- Updated text in Southside Main Streets Concept Illustration – Larger Lot 2, to not mention T5 zoning and to discuss bulk and mass in more detail (p. 24)
- Added detail to plan-view of Southside Main Streets Concept Illustration – Larger Lot 2, including striping, trees, and shadows (p. 25)
- Added detail to 3D overview of Southside Main Streets Concept Illustration – Larger Lot 2, including new architectural details and updated colors (p. 26)
- Minor rewording for clarity in the Live/Work Neighborhood (p. 28)
- Added text about Historic Preservation Focus areas to Live/Work Neighborhood Concept Illustration (p. 28)
- Added detail to plan-view of Live/Work Neighborhood Concept Illustration, including the Historic Preservation focus area, a new letter to address the focus area, trees and shadows (p. 29) Added more language about the Rio de Flag Flood control project impacts on residential areas in the Neighborhood Core Concepts (p.30)
- Updated affordable housing concepts for change in the status of the Scattered Sites Affordable Housing project. (p. 31)

Public Improvements Concept Plan

- Parks Overview represents addition of Murdoch Center concept (p. 33)
- Adjusted Mike’s Pike Pocket Park concept for newer information about sewer design associated with the Rio de Flag Flood control project and public comments about parking. (p. 34-35)
- Added discussion and illustration detail on parking adjacent to the pocket park concept (p. 34)
- Adjusted text for Rio/Ellery Green Space park concept to discuss the use of permeable surfaces in design. (p. 36)
- Updated Lone Tree Overpass Park concept to incorporate constraints posed by the roadway project, BNSF plans, and public comment (p. 39-41), including:
 - New fill slope extents instead of bridge to represent relocated railroad spur,
 - Elimination of “Elden St Extension” and showing of other more likely streets,
 - Updated extents of Rio de Flag Flood Control Project,
 - A more complete list of possible active amenities,
 - Additional connectivity, particularly as FUTS trails,
 - Potential additional park area identified, and
- Preserving private property access. Added second Lone Tree Overpass park concept to illustrate differences if BNSF spur is not moved (p. 42-43), illustration concepts include:
 - Elimination of “Elden St Extension” and showing of other more likely streets,
 - Updated extents of Rio de Flag Flood Control Project,
 - A more complete list of possible active-amenities,
 - Additional connectivity, particularly as FUTS trails,
 - Potential additional park area identified,
 - New parking/event space, and
 - Preserving private property access.
- Added concept and illustrations for improvements at the Murdoch Center, based on input from the public and the Southside Community Association. (p. 44-45)
- Added potential shared parking locations to Transportation Overview Illustration (p. 47)

- Added more detail to the illustration of the O'Leary Street FUTS connection based on door-to-door public involvement and added general comments about the area to identify/address neighborhood concerns. The Southside Stakeholder Group reviewed this concept and the comments and considered if it should be carried forward before recommending that it be included in the final plan. (p. 50-51)
- Removed proposed dimensions from S O'Leary St Traffic Calming and Curb, Gutter, and Sidewalk concept illustrations (p. 53)
- Clarified language for the Downtown Connection Center concept, updated effective project extents, and updated bike/ped routes that are on Active Transportation Master Plan (p. 58)

Created a separate Glossary and Bibliography for Volume 2



**EMBRACE OUR HERITAGE
ENHANCE OUR FUTURE**

Southside Community Plan

Site and Area Analysis
Public Hearings Version, June 2020



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Document Purpose

The Southside is one of the most complex, mixed-use walkable neighborhoods in the City of Flagstaff. The Site and Area Analysis endeavors to make sense of what makes the Southside “work” and what puts those characteristics of a diverse, unique, and beloved urban place at risk. The analysis is required by Title 11 of the Flagstaff City Code and is a companion document to the Southside Community Plan. It was separated from the Plan in order to ensure that the Plan could be precisely understood.

The purpose of the Site and Area Analysis is to:

- Tell the story of the place and people for which the planning effort is being undertaken.
- Capture the conditions and considerations that led to the development of the Plan’s goals, policies, and strategies.
- Ensure that the intent of the document is interpreted consistently for the life of the Plan.

A shorter summary of this document is in Chapter 2 of the Southside Community Plan, Volume 1: Goals, Policies and Strategies.

Introduction

History of the Southside

Historic Overview and Themes

From a historic perspective, the Southside Community is the best representation of the ethnic diversity that evolved in Flagstaff from the early 20th century through the 1960s. It contains the largest neighborhoods associated with the historic Hispanic and African American populations in Flagstaff. Specific origins or national affiliations present in the Southside are Mexicans, New Mexicans, Creole, and Basques.

From the 1930s–1977, the neighborhood was subjected to redlining and, therefore, was a place of formal and informal segregation, with Anglo communities to the north of the tracks, African Americans to the south, and Hispanics to the south and west of downtown. African American, Basque, Hispanic, and to a lesser extent, Asian communities and businesses were established and grew to serve this community. Boundaries were enforced with an understanding of your place within the Southside, which became defined by the schools that children attended/were permitted to attend and by churches established for worship. Most employment was either in the lumber mills, such as the one that existed in the Southside by 1910, with the railroad, or was generated within the community with small retail shops (official or not) and in “garage manufacturing”—making and selling items from one’s residence. Hard work from ethnic groups was the norm with determined children working at an early age selling papers or finding other means to support their families

Entrepreneurship and activism, which reached its height during the Civil Rights movement (1948–1968), eventually removed some systematic barriers to education and home ownership. However, removal of those barriers also created an opportunity for gentrification, which as one resident who was interviewed as part of the visioning survey said, “It used to be that no one cared about the Southside, and now developers are coming in with money and buying away family homes to tear down for students.” This pattern of gentrification has led to demographic changes over the last 20 years. The number of owner occupied households in the Southside now total only about a quarter of the community’s households.

Historic Southside Milestones, Key People and Places

Flagstaff Southside’s historic overview would be incomplete without a summary of the key people and places that settled the neighborhood, worked and taught there, opened and operated businesses, resided and played in the Southside, worshipped at one of the handful of religious institutions, and left a legacy of action through their own works or those of their descendants. The following table highlights some of the most eventful milestones that shaped the Southside and the people and places connected with these events.

Table 1: Southside Historic Milestones

Date	Historic Event/Milestone	Associated Person(s)	Associated Place(s)
1881	February 21, first post office established in Flagstaff.	T. McMellon, PM	
1881–1882	What would become the Arizona Lumber & Timber Company sawmill established west of the Southside. Contracted with Atlantic & Pacific Railroad to supply all ties for roadbed construction and lumber for bridges.	Ed Ayer	At present-day site of Days Inn on West Route 66
8/1882	A & P RR (what would become Atchison, Topeka, & Santa Fe Railroad) reaches Flagstaff; depot developed.		Present-day RR alignment; old depot locale east of current
1883	Emerson School, Flagstaff's first elementary 1-room schoolhouse, was built somewhat close to Ayer Lumber Company's mill west of the Southside.		Reportedly at site of current NAU Blome Bldg, 523 Knoles Dr
1883	First building in New Town (Railroad Addition) constructed across street from A & P RR depot at the time.	P. J. Brannen	At NE corner of San Francisco & Route 66
1884	Initial creation of Brannen Addition at NW quarter of Section 22. Property was surveyed into a series of blocks and lots, but map of area was not recorded until 1894.	P. J. Brannen, first merchant to relocate from Old to New Town	S Agassiz, S O'Leary, S Elden, E Cottage, E Brannen, E Butler, S Verde, S Fontaine
1885	P. J. Brannen's Anglo Vernacular house built.	P. J. Brannen	101 S Agassiz
1886–1901 /1909	Nine houses of the traditional gable-ell vernacular cottage style built mostly in Brannen Addition. Anglo Vernacular Cottage style continues to about 1909.	C. F. Kathrens, W. H. Ashurst, T. J. Ross, Tallman/Lindeman, Putnam/Kapanke, J. M. Brannen/Devine, C. Greenlaw, West/Platten, Blake/Coyle	8 S Agassiz, 19 S Agassiz, 20 S Agassiz, 23 S Agassiz, 201 W Cottage, 209 E Cottage, 303 E Brannen, 123 W Cottage, 102 S Beaver
1887	Ayer Mill sold and becomes Arizona Lumber Company (name changes again in 1891 to Arizona Lumber and Timber Company).	Edward Ayer sold to Denis Riordan	Expansion of mill site west of the Southside
1888	Railroad Addition to the Flagstaff Townsite mapped.	J. A. Williamson, trustee for Atlantic & Pacific RR Co. who recorded the plat in 1894	SW quarter of Section 15 & NE quarter of Section 21 south of RR right-of-way
1888	Flagstaff's first Catholic Church built in Brannen Addition.	P. J. Brannen donated land	SW corner of Elden and Brannen streets
1891	Coconino County created with Flagstaff as county seat.		
1894	May 26, Flagstaff incorporated as a town.	G. A. Bray, mayor	
1895	New Emerson School built north of RR tracks.		At site of present-day Flagstaff Public Library
1899	Northern Arizona Normal School established.	W. H. Ashurst	Old Main at NAU

Date	Historic Event/Milestone	Associated Person(s)	Associated Place(s)
by 1900	Flagstaff population just under 2000 supported by economy founded on lumber, sheep, and freighting.		
early 1900s	Town of Flagstaff decides to redirect the Rio de Flag through the Southside neighborhood.		
1909	Founding of Flagstaff Lumber Company. Mill opened in 1910.	Edward McGonigle	Mill site in Southside on portions of Brannen Addition
1909–1912	Influx of mill workers stimulated a wave of residential construction.		Included company housing along S Elden /now Lone Tree Rd
1909–1930	Prominence of Bungalow-style house in the Southside.	Hohenhaus, Aguilar, M. Hicks Curtis, D. Portillo, Lanaham/ O'Farrell, Quay, Nichols, Prieta, Rodriguez, Magana, Morales, Sanchez	212 S Beaver, 121 E Butler, 13 S Leroux, 324 S San Francisco, 310 S Beaver, 306 S Beaver, 316 E Brannen, 201 S Leroux, 123 S O'Leary, 51–2 E Ellery, 401 S Leroux, 323 S Leroux, 502 S Leroux
1911	Brannen Street First Church of the Nativity moved to St. Anthony Hall on Cherry St. Used as Brannen School thereafter, Flagstaff Southside's only school until 1926.		SW corner of Elden and Brannen streets
1911	First Basque handball court built by Martin Martin in association with boarding house. Removed about 1921.	Martin Martin	116 W Benton Ave
1915	Normal School Addition titled and replatted; revised plat recorded in January 1916. Lots sold rapidly at \$50 to \$75 each, resulting in construction of numerous modest residences and rental cottages.	George Babbitt, member of Northern Arizona Normal School Board of Directors	Area north of NA Normal School campus south of RR Addition, west of Brannen Addition
1916–1930	Best examples of modified traditional Basque folk houses built in the Southside.	Satrustegui, Gammiochippi, Erro, Marin	116 S O'Leary & 105 S Elden, 118 S O'Leary, 116 W Benton, 505 S San Francisco
by 1920s	Small Basque neighborhood existed in Brannen Addition. Adjacent areas occupied by Hispanic families from Mexico and some New Mexicans.		
1925	Flagstaff Lumber Company acquired and renamed Cady Lumber Corporation. After reorganizing in 1935, name became Southwest Lumber Mills, Inc. African American workers had been moved from McNary, LA to work in McNary and Cady's Apache Lumber Company in McNary, AZ; came to Flagstaff to work the Southside mill. African American families occupied portions of Brannen Addition.	Thomas E. Pollock, James G. McNary & W. M. Cady	Southside mill area; development south of Clay/Butler Avenue takes off in 1920s with influx of African Americans

Date	Historic Event/Milestone	Associated Person(s)	Associated Place(s)
1925	NA Normal School becomes NA State Teachers College, then Arizona State Teachers College (ASTC) at Flagstaff in 1929, and Arizona State College at Flagstaff in 1945.		
1926	Our Lady of Guadalupe Catholic Church constructed and first mass held. Minority Southsiders no longer forced to the back of the Cherry Street catholic church. Rectory completed to the south by 1929.	Fr. Edward Albouy, Hispanic Southside residents worked as builders	302 S Kendrick St, 206 S Kendrick
1926	Jesus Garcia's Tourist Home built to house Basque immigrants. The Garcias also built to the north La Cancha/ Pelota Fronton, a Basque handball court, the only one left standing in Arizona!	Isabelle Garcia, her son Jesus Garcia	46 S San Francisco, 42 S San Francisco
1926–1927	Flagstaff's first formal segregated school, Dunbar School (initially called Colored School), named after African American poet Paul Lawrence Dunbar, opened. Following desegregation, last year of operation was 1953–1954.	Effie Autry, teacher; Mrs. Cleo Murdoch, teacher-principal 1927 until death in 1940; Wilson & Louise Riles, Tilda Johnson, teacher; Shirley Sims, student	203 E Brannen Ave
1928	Town of Flagstaff incorporates as a city.		
ca. 1935	Dunbar School expanded to become a city club; was further expanded and later named Murdoch Community Center after Mrs. Murdoch who passed in 1940.	Mrs. Cleo Murdoch, Deborah Harris	Dunbar School/ Murdoch Center at 203 E Brannen Ave
1935	South Beaver School, a New Deal program development, built to educate mostly Hispanic, Spanish-speaking elementary students of the Southside and La Plaza Vieja neighborhoods. School first commenced here in Spring 1936. Kids were "walked" from Emerson School, the dilapidated Brannen School having already fallen out of use. South Beaver School closed in 2010.	Wallingford & Bell Architects, George C. Walters, Jr. (Contractor), Sturgeon Cromer (Superintendent), Mike & Sarah Cromer (teachers)	506 S Beaver St at SW corner of Southside
1937	American Laundry Building built to house Chinese-owned business, which operated here into the 1990s. Wong June began his business in 1921 when he purchased the now-gone Florence Donahue Bldg and took over American Hand Laundry which had operated there since 1910.	Abdon Cancino (builder/owner), Wong June (long-time Flagstaff launderer and civic leader)	26 S San Francisco, 17 S Agassiz (Wong June House)
1938	American Federation of Labor first meeting held to establish local carpenters and joiners union. Was conducted in Spanish and English. At 2 nd meeting, slate included college students, mill workers, Hispanics, African Americans, Anglos. While a college student in 1939, Wilson Riles served as secretary of Lumber and Sawmill Workers Union.	Ephrain Moreno, Wilson Riles	2 nd meeting held at Zaragosa Hall, 113 S San Francisco

Date	Historic Event/Milestone	Associated Person(s)	Associated Place(s)
1936	After graduating from high school, Wilson Riles moves to Flagstaff where he has relatives working in the sawmills. First African American student at ASTC.	Wilson C. Riles; his foster parents Leon & Narvia Bryant who moved to Flagstaff	Arizona State Teachers College at Flagstaff/NAU
1930s–1940s	Boxing matches held on the Southside as popular local entertainment events, often between Hispanic and African American fighters, some of whom were residents.		Zaragosa Hall at 113 S San Francisco
1939	First Baptist Church (now Flagstaff Christian Fellowship) built.	W. A. Vanderhoof, Reverend Dixon	123 S Beaver St
1940	Wilson C Riles graduates from ASTC. Began his career teaching African American children in 1-room school in logging camp near McNary, AZ. In 1941, he and Louise Phillips, who had also graduated from ASTC, were married.	Wilson Riles, his wife Louise Phillips Riles	Arizona State Teachers College of Flagstaff/NAU
1942–1943	Southern portion of Brannen Addition below Rio de Flag was resubdivided as Ashurst and Washington Additions.	Area occupied by African American, Hispanic, Anglo populations	S O’Leary and Fountaine Streets area
1945–1946; 1953–1954	Wilson and Louise Riles began teaching at Dunbar School; they provided only incidence of double sessions in Flagstaff public schools—Mrs. Riles taught primary grades in AM and Mr. Riles upper grades in afternoon. The Riles taught through the 1953–54 school year, but following desegregation moved to California.	Wilson Riles, M. Louise Phillips Riles	Dunbar School
1947	After returning home from the Air Force which Wilson Riles had entered in 1944, resumed pursuit of and received his Master’s degree from Arizona State College. He was active in civic affairs at this time, including being spokesman for the Washington Addition, occupied by about 100 African American families, to have the city install urgently needed sewage collection lines.	Wilson Riles	Arizona State College of Flagstaff/NAU, Washington Addition
1950	First Missionary Baptist Church, established in Flagstaff’s Southside in 1914, makes its home at current address.	A. Minister Shirley Sims, past Rev. Raymond Flemons, Mrs. Jeffie Lockett, Grady Neal	219 S Elden St
ca. 1950	Riverside Church of God in Christ is built		419 S Verde St
1950s	Founding member of the NAACP Flagstaff chapter and Head Start teacher Annie Watkins takes her first job helping to register African American voters in Flagstaff’s Southside.	Annie Watkins (1929–2013)	

Date	Historic Event/Milestone	Associated Person(s)	Associated Place(s)
1950s	Ebony Flames, Southside African American women's group, founded.	Mrs. Jeffie Lockett, Annie Watkins, others TBN	Presumably met in members' Southside houses & elsewhere
1952-53	Consolidation of lumber industry in Flagstaff effective when Southwest Lumber Mills was bought and consolidated with Saginaw and Manistee Lumber Co. Saginaw and Manistee was sold in 1953 and became Southwest Forest Industries. The name changed again to Stone Forest Industries through a 1987 acquisition. The facility permanently closed in Flagstaff in 1993.		East Butler Avenue mill area
1952	Flagstaff Unified School District was desegregated, 2 years before country-wide desegregation following May 1954 Brown v. Board of Education Supreme Court decision! Dunbar School soon closed (and was being used as a community center); students transferred to South Beaver School.	Sturgeon Cromer (District Superintendent), Wilson Riles (Dunbar Principal)	Dunbar School, Beaver Street School, Emerson School, Flagstaff Junior High & High Schools
1956	Annie Watkins, member of the Southside women's group Ebony Flames and NAU graduate, becomes one of the first African American teachers to be hired by the Flagstaff Unified School District after desegregation.	Annie Moss Watkins	
1960	September during the national Sit-in Movement, El Charro Café sit-in occurred. The Mexican restaurant did not serve African American customers at the time. A local NAACP youth group took up the cause to integrate the café. They were not served that day, but with the backing of the NAACP and Southside community, African Americans were served soon thereafter.	Shirley Sims, past Dunbar School student and NAACP youth member	409 S San Francisco
1960s	Dunbar School building was rehabilitated to eventually become the (Cleo) Murdoch Community Center. It is home to the Southside Community Association.	Cleo Murdoch, Deborah Harris, Ray Soto	203 E Brannen St
1964	Flagstaff native Joan Dorsey becomes first African American flight attendant. She retired from American Airlines in 1999 after 36 years of service.	Joan Dorsey, aunt to Mayor Coral Evans	Grew up in 1940s in family home on S O'Leary
1966	May 1, Arizona State College becomes Northern Arizona University.		
1966	Ted Johnson becomes first Black faculty member at NAU; teaches English from 1966–1995.	Ted Johnson	NAU
1970	Wilson Riles, distinguished Southsider and NAU alumnus, was elected as CA State Superintendent of Public Instruction, becoming first Black man to win a major CA political post.	Wilson Riles	
1973	Springhill Missionary Baptist Church established and built in the Southside.		624 S O'Leary St

Date	Historic Event/Milestone	Associated Person(s)	Associated Place(s)
1978	Harbert Chapel AME Church, established in the Southside in 1916, makes its home at current address.	Katherine "Mother" Hickman (founding member), Deborah Harris	424 S San Francisco
1996	Fourth-generation resident of Flagstaff, Elizabeth (Liz) Archuleta begins her 1 st term with the Coconino County Board of Supervisors. She is currently serving her 6 th term, last elected in 2016. Her family was one of the first families of Our Lady of Guadalupe Catholic Church.	Liz Archuleta, father Remigio Archuleta, mother Isabel Contreras Archuleta	Great-grandfather's family settled on S Leroux, grandfather Delfino Contreras's Everybody's Market at 219 S San Francisco
1997	Encouraged by Hispanic community leaders, local scholars, and NAU historians, Delia Ceballos Muñoz, life-time Flagstaff resident and well-respected community member, began conducting oral history interviews with local families.	Delia Ceballos Muñoz	Southside and La Plaza Vieja communities
2008	Third-generation Flagstaff native and Southsider Coral Evans, niece to Joan Dorsey, was elected to Flagstaff City Council. She served 2 terms before being elected Mayor of Flagstaff in 2016 and was reelected in 2018. She is running in 2020 for the AZ House of Representatives.	Mayor Coral Evans	Grew up on and around S O'Leary St
2011	Historic Southside Mural created on west wall of Murdoch Community Center, featuring Tilda Johnson, Paul Laurence Dunbar, Wilson Riles, Katherine Hickman, Joan Dorsey, local schools, churches, and some businesses.	Dr. Ricardo Guthrie, Ms. Deb Harris	Murdoch Center, 203 E Brannen Ave

Significant Architectural Styles

The historic architecture of Flagstaff's Southside is a vivid illustration of the cultural diversity of the community. The buildings reflect the area's evolution from its beginnings as small enclaves settled by middle-class Anglos, to its emergence in the early 20th century as the predominant neighborhood of Flagstaff's Hispanic and African American populations. Unlike the more prestigious historic residential areas north of the railroad tracks, the architectural character of the Southside is distinguished by a large number of modest Bungalow-style and Cottage residences, which also help illustrate the neighborhood's growth and development in the 1920s, a period which corresponds with the popularity of the Bungalow style. The Southside equally contains a small but important number of vernacular adaptations of the Basque traditional house. These styles represent the culture and traditions of their builders. Commercial architecture along the Southside's main streets are of variable structural styles.

The earliest buildings in the Southside represent its initial settlement by Flagstaff businessmen and area ranchers. Brannen's Addition was the location of the first substantial residential area south of the

railroad. Houses built in the early development period of 1885–1909 are excellent illustrations of modest **Anglo Vernacular Cottages** of the 19th century. These houses are readily distinguishable by their L- or T-shaped plans. Often referred to as gable-ell houses, they are typically single-story dwellings covered by an intersecting gable roof. Basic design components (such as gable heads, eaves, porches) may incorporate elements from the Queen Anne or Greek Revival styles, but the overall image of these houses is one of simplicity and functional necessity. A regionally rare variation of the vernacular gable-ell house form, called the double-ell plan, is found in Flagstaff and was frequently used in houses predating 1900. The best example of this style in the Southside was constructed between 1898 and 1901 at 102 S. Beaver Street.

By the end of the first decade of the 20th century, the national popularity of the **Bungalow style** greatly influenced residential construction in Flagstaff. In the Southside neighborhoods, the Bungalow style was used almost exclusively for new houses built between 1909 and 1930. This period also coincided with the increased population of the Southside area by Hispanic families. Most bungalows found in the neighborhoods, however, do not necessarily reflect the cultural traditions of their occupants. Rather, the majority were built from pattern books provided by the local lumber supply companies.

The simplest house type of the Bungalow style is the Classical Bungalow. These houses are designed over simple rectangular plans with gabled fronts. The nearly symmetrical facades usually incorporate recessed porches, either full width or at one corner. Characteristic Bungalow-style details and elements are always present and include knee-braced purlins, exposed rafters, simple wood posts, and double-hung windows. Good examples of the Classical Bungalow exist in the Flagstaff Southside. The California Bungalow was the most widely used of all the Bungalow styles. Locally popular by 1915, they are distinguished from the Classical Bungalow by their irregular, box-like shapes and multiple gabled roofs. The California Bungalow incorporated Craftsman-style detailing in its design, particularly in the articulated timberwork around the eaves and porches. This version of the Bungalow employs an offset porch under its own roof, usually supported by truncated columns or multiple posts on masonry piers. Bungalows built with hipped roofs were rare for the style, but one exists on the Southside at 201 S. Leroux Street. Another rare interpretation of the California Bungalow format on the Southside are three double-ell cottages, all on S. Leroux Street.

A variation of the Bungalow style that appears in Flagstaff's Southside is a vernacular adaptation of traditional Basque houses referred to as **Amerikanuak Vernacular**. These houses are based on the rural folk houses found in the Euskaldunak provinces of Spain and France and are unique to the Basque culture. The simplicity of their house type that originated in the 16th century was well suited for its adaptation in the popular Bungalow style. The Classical Bungalow format, with its rectangular form and gable front, was quite similar to the Basque homeland dwellings and was used frequently for many Basque homes. The fusion of that cultural tradition with the bungalow produced a variation of the style that is distinct. All the buildings that exemplify Amerikanuak Vernacular are built on a rectangular plan covered by a double-pitched roof with a symmetrical gable front. Most are one and a half stories high and contain a second-story window at the gable head. Another character-defining feature of many of

these houses is the use of stone walls at the first floor and wood-frame walls for the second story. Built between 1920 and 1925 and constructed of stone, the Francisco Satrustegui House at 105 S. Elden Street is the best example of the Amerikanuak Vernacular house in Flagstaff. The Marin House, also known as La Nacional Grocery, at 505 S. San Francisco Street is another good example.

The **Creole Cottage** was a major type of vernacular house architecture indigenous to the Gulf Coast, becoming a dominant house type along the central Gulf Coast in former settlements of French Louisiana in Alabama, Louisiana, and Mississippi from about 1790 to 1840. The style is thought to have evolved from French and Spanish colonial house forms, and it was adapted into what is also termed the **Shotgun House** that was most popular in the southern United States from the end of the American Civil War through the 1920s. The form is a single-story, narrow, rectangular domestic residence, usually no more than about 12 feet wide, with rooms arranged one behind the other and doors at each end of the house. This architectural type was adopted and modified by the African American population who migrated to Flagstaff largely in the 1920s from McNary (aka Cooley), Arizona, by way of McNary, Louisiana. Examples of this house style have not been formally documented within the Southside community. They largely occur in the southern portion of the Southside Study area south of Butler Avenue in the Ashurst Addition and Washington Addition subdivisions. A fair number of these structures were built in the 1940s and thereafter on individual lots, sometimes with more than one such house on a lot. Because of the later construction dates, the architectural style was not recognized in earlier studies of the Southside's architectural history.

The **Commercial** architecture of the Flagstaff Southside includes buildings constructed in the popular *Panel Brick Commercial* style, structures with modest stylistic references to the Mission Revival style, and vernacular buildings based on the cultural traditions of their builders. Well preserved examples of the Panel Brick Commercial format are the Jiminez Building built about 1931 at 34–38 S. San Francisco Street and the Lucerno Building built in 1937 at 110 S. San Francisco Street. Built in 1925 by Francisco Mosqueda, the Hotel Paso del Norte at 123 S. San Francisco Street is a good example of a two-story commercial building. Other modest examples of the Panel Brick Commercial style are the Flagstaff Steam Laundry at 210 W. Phoenix Avenue, a one-story flat-iron building constructed in 1925, the Abdon Cancino Building at 109–111 S. San Francisco Street, the De Miguel Building at 115–117 S. San Francisco Street, and the Villalva Building at 119–121 S. San Francisco Street, all built from 1925–1931.



Figure 7: The corner of Mikes Pike and Phoenix Avenue with The Hub in the background

Malpais stone was a common choice for building commercial buildings during the early 20th century. Whereas the material did not lend itself to articulate detailing, it was economical and used for buildings with plain fronts or simple *Mission Revival*-style facades. A good example of the use of malpais stone in commercial buildings is the American Laundry Building at 26 S. San Francisco Street built in 1937. There are several intact examples of malpais stone construction in a very simple format along the Southside Main Streets. The Hutchison and Sauer Building at 1–7 S. Beaver Street, built in the early 1930s and modified in 1938 and again in the late 1940s, is a visually prominent commercial building at the southwest corner of Phoenix Avenue and Beaver Street. The two-story building was stylistically changed to a *Pueblo Revival* theme and features rusticated concrete plaster sheathing to simulate random ashlar stone construction. One commercial building in the Southside is a locally unique example of design and use of materials. La Ciudad de Mexico Grocery at 217 S. San Francisco Street, where the street intersects with E. Butler Avenue, is a commercial building with living quarters on the second floor, and it is patterned after the *Basque dorrea* house type. Constructed in 1923, it uniquely exemplifies the fusion of popular commercial and traditional residential styles.

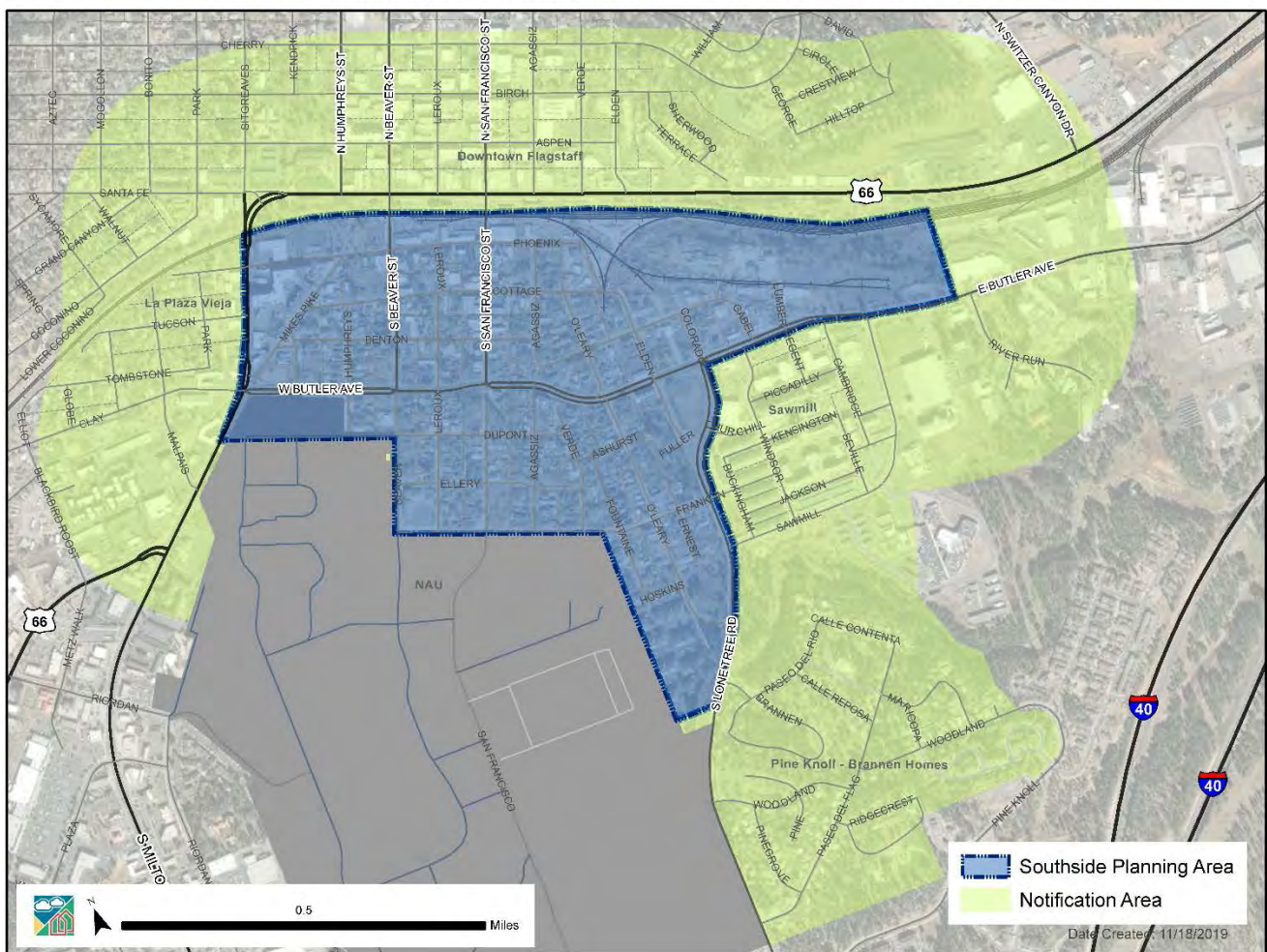
Representative of the Southside’s ethnic heritage, and therefore of particular interest to preserve, aside from or in addition to their architectural styles, are the historic school buildings, religious institutions, and community/congregating centers. These consist of the Beaver Street School, a building currently owned by Northern Arizona University at 506 S. Beaver Street, and the site of the Dunbar School, now occupied by the community-central Murdoch Community Center (or Murdoch Center) at 203 E. Brannen Avenue, which is the focal point for all the neighborhood’s aspects and aspirations. The significant churches are: Our Lady of Guadalupe Catholic Church at 302 S. Kendrick Street built in 1926, the original First Baptist Church built in 1939 at 123 S. Beaver Street, First Missionary Baptist Church established in 1914 with the present building at 219 S. Elden Street built in 1950, Harbert Chapel African Methodist Episcopal (AME) Church established in 1916 with the present building at 424 S. San Francisco Street built in 1978, Riverside Church of God in Christ built by 1950 at 419 S. Verde Street, and Springhill Missionary Baptist Church built in 1973 at 624 S. O’Leary Street.

Site and Area Analysis

Geography of the Southside

Southside is a neighborhood defined by its people and by its location. In 2018, the Southside Community Plan team went door-to-door within the Southside to meet residents and get their preliminary feedback on the neighborhood and its future. Half of the 2018 survey respondents chose the neighborhood's proximity to Downtown and Northern Arizona University (NAU) as the most valuable feature about living in the neighborhood. The neighborhood's walkability and central location make it a crossroads in the social and cultural life of the Flagstaff community.

Southside Boundary and Plan Notification Area



The planning boundary of the Southside Community Plan is roughly defined by the BNSF railroad to the north and South Milton Road to the west. The southern boundary from South Milton Road runs along West Dupont Avenue until South Beaver Road, then south to Franklin Avenue. It follows the rear property line of the homes on the west side of Fountaine Street south to Lone Tree Road and then

follows Lone Tree Road north to Butler Avenue. The boundary then turns west to Sawmill Road and north to reconnect with the railroad.

The historic subdivisions of the Normal School Addition, the Brannen Addition, the Booker T. Washington Subdivision, and the Stone Forest Subdivision are included in the Southside Community Plan boundary. The main corridors within the Southside are Butler Avenue, Lone Tree Road, South San Francisco Street, and South Beaver Street. The Rio de Flag's current channel bisects the community from the northwest corner to the southeast corner.

Historically, the neighborhood, currently known as Pine Knoll-Brannen, was considered part of the Southside. The neighborhood has strong cultural and familial ties to the planning boundary area. However, Pine Knoll Brannen's character, zoning and land use, future transportation issues, and market conditions are very different from the Southside west of South Lone Tree Road. It was a scope of work decision to create a separate plan for Pine-Knoll Brannen in the future. However, the Pine-Knoll Brannen neighborhood was included in the notification boundary for all public meetings and project updates.

Other neighborhoods and communities that influence the Southside area are the La Plaza Vieja Neighborhood, Downtown Flagstaff, the Aspen Place-Sawmill Neighborhood, and NAU. Each of these neighborhoods have an adopted specific plan, master plan, or strategic document. In addition, the Lone Tree Corridor has a specific plan as well.

La Plaza Vieja Neighborhood Specific Plan – The intent of the La Plaza Vieja Neighborhood Specific Plan is to provide a clear and comprehensive guide for compatible reinvestment that preserves and enhances the neighborhood character through encouraging: preservation and restoration of historic buildings; quality urban design; enhanced connections between the corridors, activity centers, and the neighborhood; and improved access to services and jobs. The La Plaza Vieja Neighborhood Specific Plan was the first specific plan adopted under the Flagstaff Regional Plan 2030. It was adopted in 2015 and can be found at www.flagstaff.az.gov/laplazavieja.

Downtown Development Strategies – Downtown Flagstaff has a design overlay to protect the character of the historic core and the surrounding area. The Development Strategies plan is an urban design plan that builds upon the historical character of the City, including its presence on Route 66; strengthens existing buildings, parks, streetscape, and infrastructure; links areas together with pedestrian and vehicular connections, trails, and view corridors; and uses development as a catalyst for further investment and increased public amenity. The Development Strategies can be found online at: <https://www.flagstaff.az.gov/DocumentCenter/View/9731>.

NAU Campus Master Plan – NAU is in the process of updating its Flagstaff Campus 2010 Master Plan which includes preservation of its historic resources, an assessment of needs for residences, spaces, and parking on campus, and a landscaping plan. The project manager for that plan participated in the Southside stakeholder committee to ensure coordination of these processes. The Flagstaff Campus 2010 Master Plan can be found online at: https://in.nau.edu/wp-content/uploads/sites/60/2018/08/2010_MasterPlan-ek.pdf.

Aspen Place – Sawmill (Sawmill Redevelopment Master Plan) – The property that had once been the Cady Lumber Mill and Flagstaff Lumber Mill was eventually purchased by the City for brownfield redevelopment. It was cleaned up and redeveloped using a master plan that created opportunities for mixed-use development and affordable housing. The Flagstaff Regional Plan 2030 and High Occupancy Housing Specific Plan both identified this area as the core of the Regional Urban Activity Center (see Growth and Change for more information). A portion of the master plan area overlaps the Southside Plan boundary. This property is committed for a future affordable housing development.

Lone Tree Corridor Specific Plan – The Lone Tree Corridor Specific Plan was adopted in 2006 and “explored ways to provide the circulation system a north-south solution to the motor vehicle congestion.” The document included 30 percent designs for a bridge connecting Lone Tree Road and Route 66, a realignment of Lone Tree Road south of Pine Knoll Drive, and a new interchange with Lone Tree Road and I-40. The Lone Tree Corridor Specific Plan can be found online at: <https://www.flagstaff.az.gov/DocumentCenter/View/45062>.

Townsite Historic Overlay – The Townsite Historic Overlay is the most recent historic overlay adopted by the City of Flagstaff. The overlay addressed many concerns of property owners with regard to construction of homes that were significantly larger than surrounding historic homes, designs not in keeping with the neighborhood, and siting that intrudes upon privacy or blocks the light and views of existing homes. The Townsite Historic Design Review Overlay District Design Standards and Guidelines can be found online at: <https://www.flagstaff.az.gov/DocumentCenter/View/10944/Townsite-District-Design-Guidelines-Final.pdf>.

Plans and Overlays Adopted for Surrounding Neighborhoods



Who Lives in the Southside?

The story of the Southside is the story of the people who made it their home. Historically, the neighborhood was subjected to redlining and, therefore, was a place of formal and informal segregation. The first African American police officer in Flagstaff could arrest anyone south of the tracks but had to hand off his arrests to a white officer north of the tracks in order to deliver them to jail. Hispanic, Basque, Native American, and African American communities and businesses were established and grew to serve this community. Entrepreneurship and activism eventually removed some systematic barriers to education and home ownership, but the removal of those barriers also created an opportunity for gentrification. This pattern of gentrification has led to demographic changes over the last 20 years. The number of family households in the Southside is now about a quarter of the neighborhood's total households.

Population Statistics

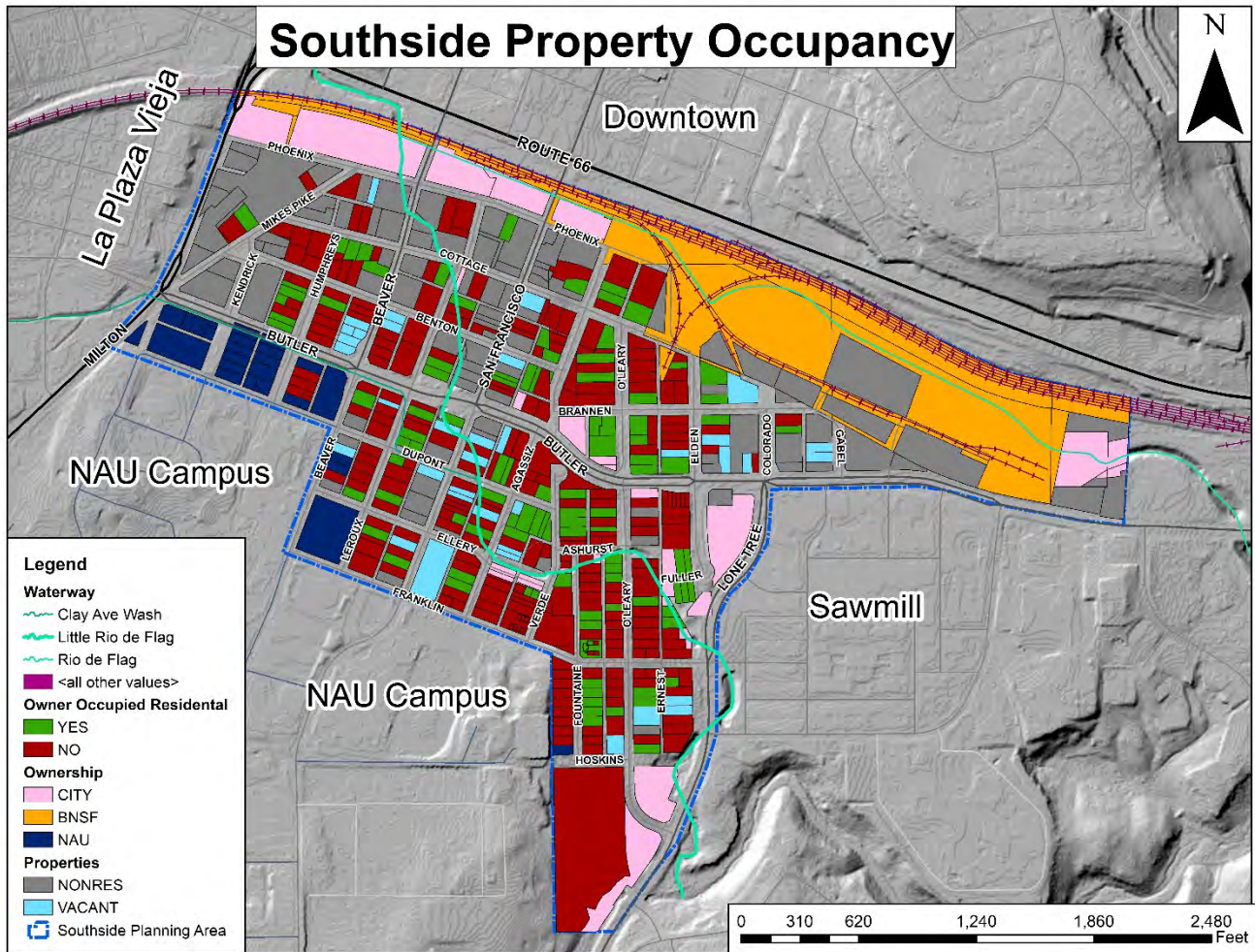
2017 Population: 1,838
2004 Population: 1,353 (Field Paoli 2005)
Average household size: 1.88
Owner occupancy rate: 15% of all households

Estimated using ESRI geospatial tools from the 2017 5-year American Community Survey Estimates. These statistics may vary from the City's Geographic Information System (GIS) data which is generated by the Coconino County Assessor's office and City databases. Generally, the differences between these two sources throughout the document are less than 10 percent.

In 2017, the Hub was constructed on Mikes Pike, which added 236 housing units of student housing to the neighborhood. This increased the number of housing units in the neighborhood by 27 percent. Occupancy of these units is 2.8 people as the average household size versus 1.88 persons per household on average in the rest of the neighborhood. This development has not yet been included in population statistics for the area.

Since 2004, when the last Southside study was done, the population of the community may have increased by 36 percent (1,353 in 2004 to 1,838 in 2017). These two estimates used different methodologies, so it is difficult to determine the accuracy of this estimate. Some estimates from the US Census show a 5 percent decrease in the population of the related census blocks. Given that there are 864 dwelling units in the neighborhood, and that the vacancy rate is very low (less than 5 percent), the current population is expected to be closer to 1,600 than 1,838.

Most of the dwelling units in the Southside are renter occupied. Based on the 2018 survey of Southside residents, most owner-occupied housing is located in the southeast (east of San Francisco Street and south of Butler Avenue) and northwest quadrants (north of Butler Avenue and west of San Francisco Street) of the neighborhood. In these portions of the neighborhood, almost a third of the residents surveyed were homeowners. Based on the Coconino County Assessor's data, however, the ownership pattern is not very clear. Some clusters of owner-occupied housing are fairly evenly distributed in the neighborhood, but follow up with these properties show that not all them are actually owner occupied. They may be occupied by relatives of the owner or close friends and are, therefore, not reported as rental properties.



Age Characteristics

Age Statistics

Median Age in the Southside: 27.6
 Median Age in Flagstaff: 25.1

Few children live in the neighborhood currently – hence higher median age. Children under 15 years of age make up less than 8 percent of the population in the Southside, while the same age group makes up 15 percent of the overall Flagstaff population.

Age 20-25 is the largest age group in the Southside accounting for approximately 28 percent of the neighborhood compared to 19 percent citywide. All other demographic groups (i.e., age 16-19) are roughly proportional to their prevalence throughout Flagstaff.

Male-Female Ratio

The Southside community has more male than female residents compared to the overall ratio of the city of Flagstaff which is approximately 50/50. The 2017 estimate is that 59 percent are male, and 41 percent are female.¹

Race and Ethnicity

The Southside community is home to a cultural and ethnically diverse population of Basque, Hispanic, African American, and Caucasian people. In the 1920 Census:

- “Of the 784 families enumerated in Flagstaff in 1920, 245 families, or 30%, were Hispanic. With only two exceptions, all the families resided in the Southside or Old Town areas.”
- “23 heads of households were identified as being born in Spain or France, and it is likely that a majority of these were of Basque decent” (Southside NR Form, 2009).

African American migration to Flagstaff corresponded with the Great Migration and was largely tied to lumber mill employment moves in the late 1920s and 1930s. An exact estimate of this population 100 years ago is not known.

Current statistics on race and ethnicity in the Southside are difficult to generate accurately at the neighborhood scale. Flagstaff’s population is 18 percent Hispanic to 82 percent Non-Hispanic. The Hispanic population in the Southside is estimated to be 2 to 8 percent higher than the citywide population using ESRI’s Community Analyst tools. The African American population in Flagstaff is about 1.9 percent of the population and in the Southside the population may be as high as 4 to 7 percent. The 2005 Field Paoli study of the neighborhood found that the Hispanic population of the neighborhood was closer to 36 percent and that the percentage of the population in 2005 who were African American or Native American was similar to the percentage of those groups in the overall Flagstaff population. Because these statistics were aggregated differently at different times, it is not possible to draw a conclusion about trends in the racial and ethnic make-up of the neighborhood from these sources.

¹ The US Census sex statistic is binary and does not allow for reporting gender identification of Other for non-binary identifying individuals.

Heritage Preservation

Heritage Preservation is a program that seeks to preserve the historic and cultural environment of Flagstaff. The work of this program includes historic property inventories, landmark and historic district formation and maintenance, design review, and impact analysis. It strives to record and preserve the history of people, places, and cultures that formed Flagstaff and influenced how it changed over time. Generally, for a property to be considered historic, a structure must be at least 50 years old, in a condition (or integrity) that is similar to its historic conditions, and be significant based on the historic context of the place and the people who built it. In the 2018 Visioning Survey for the Southside, about one-fourth of respondents named the community's cultural and architectural history as the most important thing about the area.

National Register Historic Districts and Individual Listings

Authorized by the National Historic Preservation Act of 1966, the National Park Service administers the National Register as "part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources." Properties may be recognized as individual listings that have significance and integrity in their own right or as part of a district which has a broader historic context. The more than 95,000 properties listed (as of 2019) in the National Register represent 1.8 million contributing resources – buildings, sites, districts, structures, and objects (NPS 2019a). Districts are established through a nomination process that includes establishing a historic context, inventory, evaluation of significance and integrity, and designation. The process involves the Certified Local Government, such as Flagstaff, the State Historic Preservation Office, and the Arizona Historic Sites Review Committee.

The Southside neighborhood has two National Register Historic Places historic districts (National Register districts). Approximately 90 acres of the 217 acres of the Southside Community Plan falls within either national register district.



Heritage Preservation Terminology

National Register Historic District – A district is a category of historic property that is an area which possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development (NRB 15).

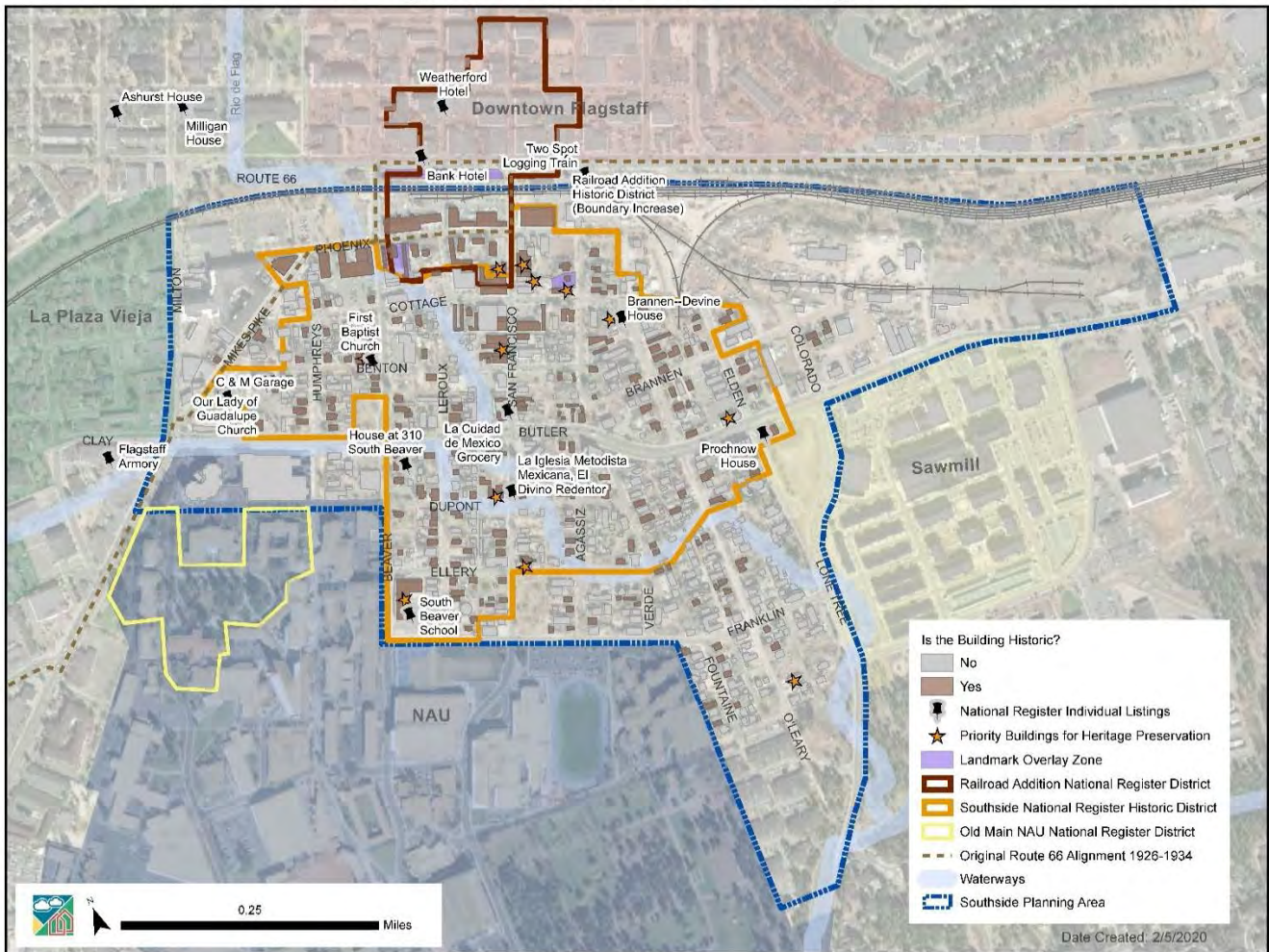
Contributing property – A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a property is significant because: (a) it was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity or is capable of yielding important information about the period; or (b) it independently meets the National Register criteria (NRB 16a).

Eligible property – An eligible property is a building that is more than 50 years old and meets the National Register criteria for significance and integrity as part of a district or as an individual listing, but has not been listed on the National Register individually.

Landmark – A property with a national or local designation as a landmark. National Historic Landmarks are determined by the National Park Service and local landmarks are designated through a zoning overlay by the local government.

Historic Context – A unit created for planning purposes that groups information about historic properties based on a shared theme, specific time period, and geographical area (NPS 2019c). See glossary for additional definitions.

Heritage Preservation - Assets and Designations



Within these two districts, there are 211 contributing historic properties which have had an initial evaluation and have been deemed potentially eligible and nine properties that have been listed individually on the National Register. A third historic district, Northern Arizona Normal School Historic District, also known as Old Main, on the NAU campus abuts the Southside.

Railroad Addition Historic District and Phoenix Avenue

The southern end of the Flagstaff Railroad Addition National Register Historic District is located along Phoenix Avenue. One hundred percent of the buildings on Phoenix Avenue between Mikes Pike and South San Francisco Street are currently contributing properties to either the Railroad Addition or the Southside National Register Historic District. Phoenix Avenue and Mikes Pike were part of Route 66 from 1926 to the mid-1930s before the alignment moved north of the tracks to Santa Fe Avenue and along Milton Road. Fifty percent of the buildings in the Railroad Addition south of the tracks are multifamily housing that is provided through the adaptive reuse of historic hotels and includes one



Figure 1: Historic Hotels on Phoenix Avenue

single family home. Fifty percent of the buildings are commercial or formally light industrial buildings, including one operating hotel. This area forms a remarkable mixed-use district founded on the historic character of the 1920s and 1930s.

As of 2019, properties in this part of the Southside did not have individual National Register listings, however, one local Landmark overlay does exist in the Southside Community Plan Area and within the Railroad Addition Historic District. The Motel DuBeau (19 West

Phoenix Avenue) put their historic sign and property into the landmark overlay in 2014. The Motel DuBeau is one of two properties in the district that have high integrity and were listed in the 1954 Traveler's Guide. The Traveler's Guide and the Green Book were competing publications that assisted African American travelers with finding safe locations to rest and eat throughout the United States. The other property that was listed in the Traveler's Guide is the Downtowner or Nackard Inn at 19 South San Francisco Street. The National Park Service is currently funding a grant to support the individual listings and a historic context for the Green Book and both properties are being evaluated.

Another key feature of the district in the Southside is the large neon tower signs that bookend Phoenix Avenue. When Route 66 was moved north in the early 1930s, these signs provided a beacon to travelers and allowed for the continued commercial success of these hotels.

Southside Historic District

The area comprising the Flagstaff Southside Historic District was first inventoried, then a proposed boundary was drawn in 1993. The inventory was updated in 2009 for the streets within the proposed boundary and the District was listed on the National Register in 2010. The periods of significance for the District are 1875-1949, which means that buildings which reflect the styles and history of this period can be considered a contributing structure to the District.

As part of the Southside Community Plan, the City of Flagstaff is updating the 1993 Southside historic context to allow for greater documentation of the themes of Ethnic Heritage and Architecture, and to consider whether new themes for preservation in the period of 1949 to 1970 should be considered for additional contributing structures. This update will allow for individual property owners to more effectively pursue individual National Register listings, tax benefits, and landmark overlays.

The primary **historic themes or areas of significance**² for Southside are Community Planning and Development: Evolution of Flagstaff's Southside Neighborhood, Industry, Ethnic Heritage; Civil Rights Movement: Turning Segregation into Congregation; and Architecture, with the community demonstrating the growth and development of Flagstaff, particularly after the turn of the 19th to the 20th century. The overall period of significance³ for placing the Southside's historical events into perspective is 1884–1968.

The subthemes under **Community Planning and Development** are Settlement and Early Development of Flagstaff and Initial Town Plan (Flagstaff Townsite/Old Town) and Its Additions (Railroad, Brannen, Normal School).

For **Industry**, the subthemes are Lumber Manufacturing in Flagstaff (focus on Flagstaff Lumber Company) and Extensive Sheep Husbandry in Flagstaff and Northern Arizona, and to a lesser extent Route 66 and Transportation. . The Southside's association with the lumber and sheep industries is well illustrated by the fact that much of the labor force for both industries resided in the Southside.

Ethnic Heritage on the Southside covers the Evolution of Hispanic and African American Populations in Flagstaff including Hispanics from New Mexico and Mexico, Basque Colonization in the Flagstaff Area, African American Migration to Flagstaff; and Other Minority Populations (namely Asian).

The **Civil Rights Movement** theme illustrates the localized efforts to desegregate the Southside, mostly notably its schools. The Religious Institutions of the Southside are also an important component of Ethnic Heritage and the Civil Rights fight.

The theme of **Architecture** is subdivided into the different Trends in the Architectural Heritage of the Southside: Anglo Vernacular Cottage, Bungalow, Amerikanuak (New World Basques) Vernacular, Modified Creole Cottage (also called Shotgun Houses), and Commercial.

² Historic Themes and Areas of Significance are an important tool in preserving the historic resources of the Southside as they are categories that can be used to establish significance under National Park Service rules.

³ Buildings constructed or existing within the period of significance are considered eligible within the historic district pending further evaluation.

Single Family Homes

Two hundred properties over a 37-block area contribute to the makeup of the Southside Historic District. Fifty percent of these buildings are or were single family homes or accessory dwelling units.



As stated in the City of Flagstaff Southside/Old Town Historic Building Survey Volume I, Final Summary Report (1993), "The district contains an array of nineteenth and early twentieth century vernacular houses that represent a once common building type in the Flagstaff area. The architectural character of the district is also distinguished by a large number of Bungalow style residences, which also help illustrate the growth and development of the district in the 1920s, a period that corresponds with the popularity of the Bungalow style. The district also contains a small, but important number of vernacular adaptations of the Basque traditional house."



The materials and adaptations of the vernacular style in the Southside are particularly important. Basque and Hispanic families with masonry skills used malpais stones from the surrounding forest and materials recycled from demolished buildings elsewhere in Flagstaff to build and expand their homes. Sawmill workers would bring home scrap material and discounted lumber from the company store to build simple cottages and expand them as their extended family arrived or families grew.

The Brannen Addition is an exception to this pattern because it was subdivided and planned as a subdivision for Flagstaff's expanding middle class. Brick and wood construction of a grander scale, more often seen north of the tracks, can be found along South Agassiz Street and South O'Leary Street north of Butler Avenue. Streets are wider and have "large" setbacks consistent with the City Beautiful movement. This area also includes more distinctive Victorian details including two Queen Anne cottages. The integrity of this area is also higher than the rest of the neighborhood because it is beyond the 100-year floodplain and therefore has experienced less deterioration of historic features.

Commercial Buildings

South San Francisco Street has a mix of historic and newer buildings of similar scale and size that are distinctive from the architecture and style of Downtown Flagstaff. Commercial buildings are predominately one story and have several building frontages that are not found in the Downtown commercial district. This street was historically a home to prostitution, drinking, and dance halls that made up what constituted a red-light district in early 20th century Flagstaff. In the Prohibition era, bootlegging was common in the basements beneath commercial buildings along the street. It was also the scene of a groundbreaking civil rights case involving Lloyd Chapman and the State of Arizona. Today, approximately 20 percent of the commercial buildings in the Southside neighborhood contribute to the historic district. They have been adaptively reused as restaurants, bars, tap rooms, tattoo parlors, and personal care businesses that are located in the area to reap the benefits of the historic fabric.

Neighborhood commercial buildings are found throughout the Southside District. South Beaver Street was the historic hub for neighborhood services like Food Town and the neighborhood's first self-service laundromat. Small commercial services have always been scattered throughout the neighborhood. Other examples include the Jalisco or O'Leary Street Market, El Charro Café (currently The Mayor), and Mayorga's Welding.



Figure 2: Single family cottages adaptively reused in the Southside



Figure 3: Commercial Buildings on S. San Francisco Street

Places of Worship

Seven places of worship are culturally and historically significant to the Southside Historic District. All of them still primarily have weekly services and active congregations. Two of the churches are currently campus ministries that serve the religious needs of NAU students. Our Lady of Guadalupe is an individual listing on the National Register of Historic Places and has received the distinction of a Diocesan Shrine and National Historic Landmark. The San Francisco de Asis parish elected to add the church and former convent to the Landmark Overlay Zoning District in October 2019.



Row 1 (left to right): 1) La Iglesia Metodista Mexicana, El Divino Redentor, 2) First Baptist Church, 3) Our Lady of Guadalupe Catholic Church

Row 2 (left to right): 4) Springhill Baptist Church, 5) Riverside Community Church



Figure 4: First Missionary Baptist Church (left), Harbor Chapel AME (right)

Other Historic Buildings, Structures, and Objects

Historic Basque Handball (Pelota Fronton) Court is located behind 50 South San Francisco Street and is one of only a dozen left in the United States. Historically, the neighborhood previously held several as it was a favorite pastime of Basque shepherders who spent the winter in the Southside boarding houses like the one found at 113 South O’Leary Street.

Two schools served the Southside community historically: the South Beaver School, which is now part of NAU’s campus, and the Dunbar School, which no longer exists, but is now partially incorporated into the Murdoch Community Center. These structures and their legacy of integration and community connection are critical to telling the story of the Southside community.



Figure 5: O’Leary Street Market (formerly Jalisco Market)

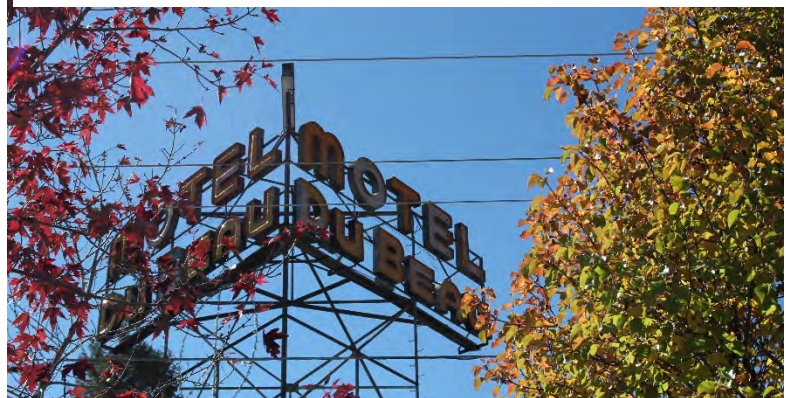


Figure 6: Historic Motel DuBeau landmark sign

Financial Benefits of Historic Preservation for Property Owners

Property owners of the historic structures in the Southside are eligible for tax benefits and grants through the City, Coconino County, and federal programs. The available programs are:

- The Federal Historic Tax Credit “encourages private sector investment in the rehabilitation and re-use of historic buildings. The federal tax credit allows program participants to claim 20 percent of eligible improvement expenses against their federal tax liability” (OCC 2017). Owner-occupied residential and all commercial properties that are eligible or contributing structures are eligible for these credits.
- The National Park Service manages several grant programs to which property owners can apply. The details can be found online at <https://www.nps.gov/preservation-grants/>.
- The Coconino County Tax Assessor can work with property owners to enroll their properties in Arizona’s Historic Property Tax Reclassification Program, which will reduce their property tax assessment (Coconino County Assessor’s Office 2019).
- The City of Flagstaff has a Façade and Signs Historic Preservation Grant, funded by BBB (bed, board, and beverage) taxes, that provides property owners of eligible commercial and residential buildings a \$10,000 matching grant for preservation, rehabilitation, and restoration of the exterior or signs.
- The City of Flagstaff and Coconino County also have an Owner-Occupied Home Repair program that is administered through a no-interest/no-payments loan. Properties that are not within the 100-year floodplain, regardless of their historic eligibility, can be eligible for these grants to address life and safety issues, such as roofing, handicapped accessibility, heating system, plumbing, electrical wiring, and aging in place needs, if the household income qualifies. Though this is not directly a historic preservation program, eligible structures that qualify can use the repairs to support the maintenance of their historic structure.

Individual National Register Listings

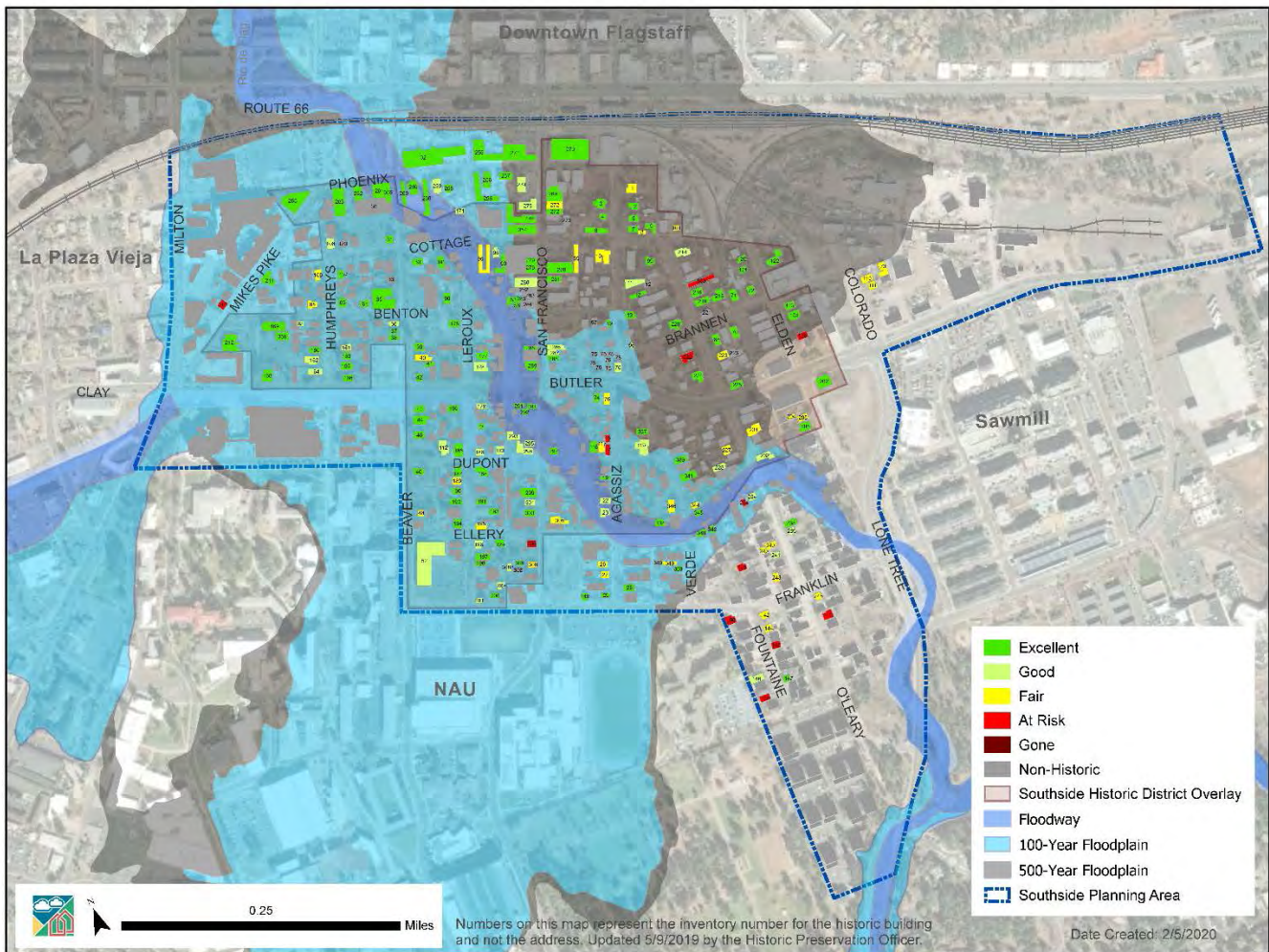
Some buildings in the Southside neighborhood have been individually identified as significant historic structures. An individual listing does not add any additional protections for a historic property but can confer additional benefits. An individual listing shows a higher level of significance because the proponent of the listing must show that the property is significant in its own right. The National Register of Historic Places lists nine individual listings within the Southside Neighborhood:

- The **C & M Garage** (currently Auto Rehab 2) – built in 1925 and located at 204 South Mikes Pike.
- **Our Lady of Guadalupe Catholic Church** – built in 1926 and located at 224 South Kendrick Street.
- The **La Ciudad de Mexico Grocery Building** – built in 1900 and located at 217 South San Francisco Street.
- The **South Beaver School** – built in 1936 and located at 506 South Beaver Street. Currently owned by NAU.
- The **First Baptist Church** (currently Flagstaff Christian Fellowship) – built in 1939 and located at 123 South Beaver Street.
- The **La Iglesia Metodista Mexicana, El Divino Redentor** (currently Canterbury Flagstaff) – built in 1892 and located at 319 South San Francisco Street.
- The **Brannen-Devine House** – located on 209 East Cottage Road.
- Prochnow House (currently Linton Realty) – built ca. 1908 and located at 304 South Elden Street.
- The **House at 310 S. Beaver Street** – built in 1911 and located at the same address.

An additional thirty buildings outside of the historic district may be eligible but have not yet been listed on the National Register based on the inventory associated with the Southside National Historic District.

“Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting” (NPS2019b). However, owners of historic properties are eligible for federal tax credits and state and federal grants for historic preservation. Of particular importance for the Southside community, eligible buildings are exempt from some restrictions on properties within the 100-year floodplain. The City of Flagstaff also offers a \$10,000 matching grant for preservation, rehabilitation, and restoration projects that offer a public benefit in the preservation of private property.

Historic Building Condition



Zoning for Historic Preservation

Neither the Southside Historic District nor the portion of the Railroad Addition south of Route 66 currently have a Historic District Overlay. A historic overlay would allow for all or a portion of the Southside Historic District to have additional design review and protections to protect the integrity of historic buildings and/or the overall character of the District by preventing incompatible materials and architecture of new buildings.

Several properties in the District have opted into the Landmark Overlay District. This zoning district allows property owners to elect into a preservation district specified to their property. Landmark overlays in the Southside currently protect the Queen Anne cottage at 20 South Agassiz Street, the Motel DuBeau tower sign, and Our Lady of Guadalupe church and convent.

Community Benefits of Heritage and Cultural Resources

Heritage preservation is not just an attempt to freeze a place in time. Supporting the reuse of existing buildings is an important strategy for maintaining community character and keeping historic buildings viably intact. Heritage preservation, in places like the Southside, is also an important element of economic vitality because it increases economic diversity and supports entrepreneurship. The reuse of older buildings and supporting neighborhoods with a mixed age of buildings has been shown to:

- provide affordable, flexible space for entrepreneurs from all backgrounds;
- have a significantly higher proportion of non-chain restaurants and retailers;
- host a significantly higher proportion of jobs in small businesses;
- have greater population density and more businesses per commercial square foot than streets with large, new buildings;
- house significantly greater concentrations of creative jobs per square foot of commercial space; and
- have a higher percentage of women and minority owned business (NTHP Green Lab 2014).

These benefits are best realized when compatible new buildings are part of the urban fabric of historic districts and neighborhoods. The keys to compatibility are maintaining smaller buildings and blocks because they “punch above their weight class” when considering a full spectrum of outcomes on a per-square-foot basis and adaptive reuse of existing buildings whether or not they meet the National Park Services definition of “historic” (NTHP Green Lab 2014).

Another important consideration in the preservation of historic buildings in the Southside is the impact of heritage tourism. The Southside community is at the heart of Flagstaff’s history of transportation (railroad and Route 66), cultural diversity, timber, and sheepherding. In 2018, visitation in Flagstaff generated \$502 million and 8,000 jobs for the local economy. Thirty-four percent of visitors listed Route 66 nostalgia as a primary reason for their visit, which ties into the Southside’s historic character and fabric. Forty-four percent of visitors listed Downtown Flagstaff (which in this survey included the

Southside) as an activity that they participated in during their visit (CVB 2019). Route 66 history in the Southside is beginning to gain popularity, not only in its relationship to the Green Book, but also the walkable lower traffic access, historic integrity, and revitalization of Phoenix Avenue and Mikes Pike. The Flagstaff Beautification and Public Art Commission has even sponsored a “Walk the Talk” tour of the original Route 66 alignment through the Southside.

For the Southside community, heritage preservation is more than just buildings and businesses. It is a resource that tells the story of the families of Hispanic, Basque, and African American culture that were often underappreciated threads in Flagstaff’s story. Flagstaff Nuestras Raíces and the Murdoch Community Center are two organizations committed to preserving the story of the church, schools, places, and people that formed the fabric of the Southside community throughout the 20th century. The work of these organizations has inspired art, museum exhibits, and community celebrations such as the Summertime Tardeada and Juneteenth Celebrations. These places and their roles in cultural preservation are a testament to “turn segregation into congregation,” as Dr. Ricardo Guthrie, the director of the Ethnic Studies Department at NAU, stated in a stakeholder meeting.

Recycling buildings through adaptive reuse

Often, the greenest building is the building that is already built. Building even the most energy-efficient building consumes natural resources and produces construction waste, both of which contribute to greenhouse gas emissions – the gasses that cause climate change.

Adaptive reuse occurs when we reuse older buildings for new purposes. Not only does adaptive reuse create more vibrant streets and neighborhoods, but when used appropriately, it can have significant cultural and environmental benefits, too. Benefits include:

- Reusing materials reduces the need for new materials, from bricks to windows, to be created.
- Reusing a building reduces the amount of construction and demolition materials sent to the Flagstaff landfill, which like all landfills, has limited capacity.
- The production, manufacturing, and transportation of building materials contribute significantly to pollution and greenhouse gas emissions; new construction is one of the most environmentally impactful sectors (USEPA 2009). Adaptively reusing buildings can be an important strategy for reducing a community’s contributions to climate change.
- Older buildings like those in the Southside were usually built for people to access them by foot, not cars. These traditional designs can contribute to a more pedestrian-friendly, dynamic neighborhood, while also supporting the density and mix of uses that contribute to more sustainable neighborhoods.

Resources on adaptive reuse and its environmental benefits can be found in *The Greenest Building, Quantifying the Environmental Value of Building Reuse*, by the National Trust for Historic Preservation.

Risks to Heritage and Cultural Preservation in the Southside

Describing neighborhood historic resources, the 2005 Southside Plan stated, “integrity of historic fabric that once existed has now been diluted, compromised or fragmented.” It identified several trends that put these resources at risk:

- demolition of buildings, structures, or objects that have been identified as being historically significant;
- inappropriate alterations or additions to historically significant structures;
- new construction that is incompatible or intrusive;
- installation of landscaping materials, signing, and illumination solutions that distract from, compete with, or overwhelm the character-defining features of the historic property;
- use of building materials, replacement glazing, and new hardware and fixtures that are incompatible with the period of construction and architectural style of the historic property;
- failure to maintain and repair building materials and systems, as needed; and
- historically significant properties that are vacant and left unprotected (Southside Plan 2005).

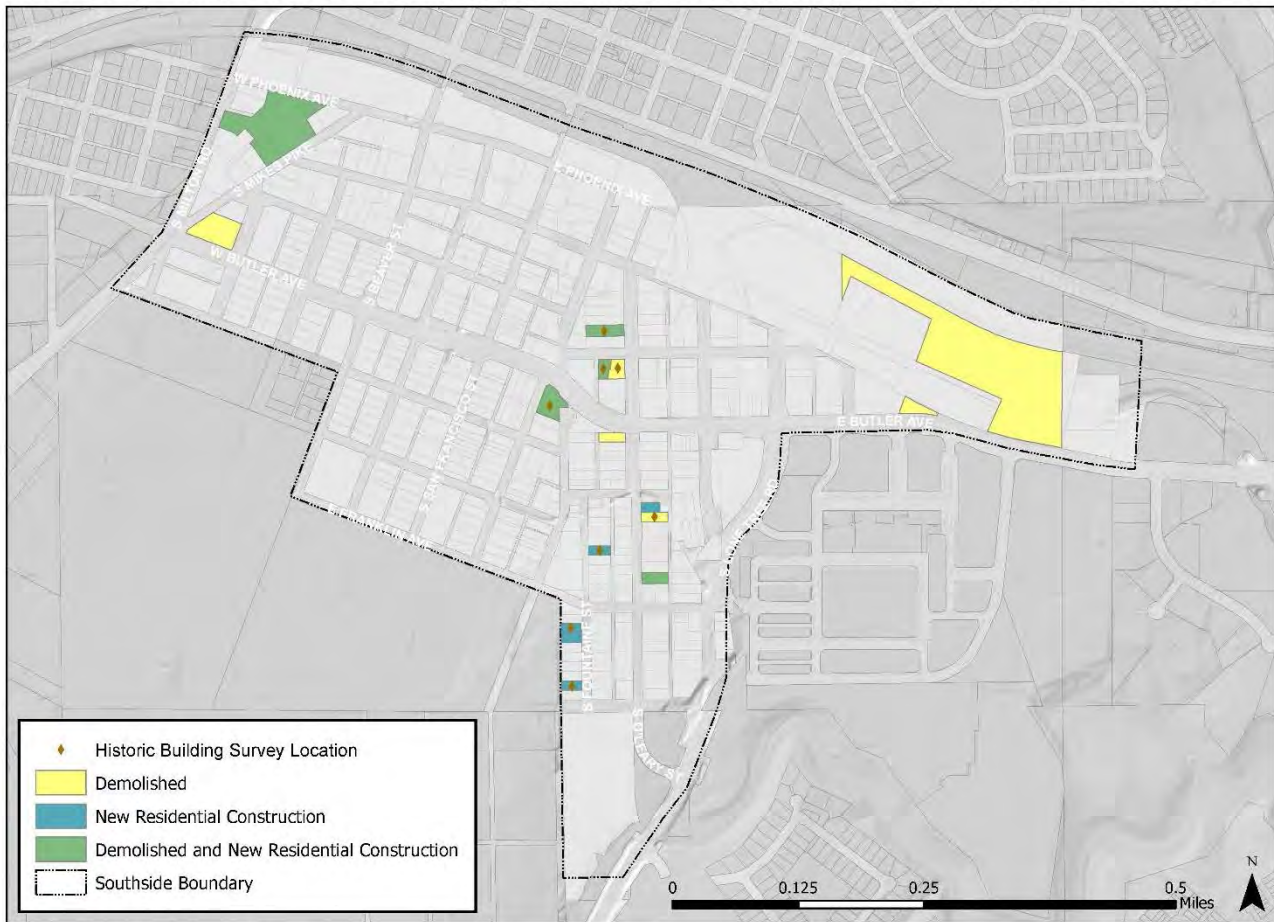
Many of these risks are still present, in particular, the creation of incompatible new development according to the National Park Service guidance for historic preservation, such as the Hub. The conditions and trends that influence new construction are discussed in the Growth and Change section of this report. However, from a historic resource perspective, the lack of compatibility between the current entitlements in the Zoning Code with respect to bulk, mass, and scale and the existing historic resources, as well as the lack of design guidelines that sufficiently promote compatible materials and architecture, are a major risk to the historic resources. The architecture of the Southside is predominantly vernacular as it was built and expanded over time by working-class families that used their skills in masonry and timber industries to serve their own families. Several residents report that their ancestors brought the rocks that form the walls of their home from the forest or scavenged them from the demolition of a building in another part of town. Wood from the AL&T and Flagstaff Lumber mill was brought home to expand the family home as children were born or parents and extended family came to Flagstaff. This organic growth is the reason that the character of the neighborhood shows diverse materials that are creatively used in the buildings and yards to create a distinctive identity that celebrates inventiveness and resourceful use of materials rather than clear architectural styles. This makes creating a pattern book or design guidelines challenging in most of the residential areas of the neighborhood.

The exceptions to this vernacular pattern are the commercial avenues of the neighborhood and the Brannen Addition, which was envisioned as an upper middle-class neighborhood for Flagstaff’s growing population of merchants and businessmen at the beginning of the 20th century. The pattern and period-specific styles of these areas blend in a unique and creative way but would be more likely to fit the mode of a traditional design district.

Since 2010, seven contributing historic buildings in the Southside have been demolished for new residential construction. Four of these buildings were along South O’Leary Street and two along South Fountaine Street. The clustering of these demolitions on the east side of the neighborhood, and the fact that they were replaced with much larger single-family homes, duplexes, or triplexes, were commonly raised concerns for the community when discussing historic preservation. For each of the historic structures demolished, the property owner was required to prepare a cultural resource study to document the building and its significance and integrity. Since a notice is not required to be put on the property when a study is underway, the Southside community was largely unaware of this process and how it works.

In addition to contributing buildings that have been demolished, two buildings have been determined to have lost their integrity. The Tourist Home at 52 South San Francisco Street underwent a renovation that altered the building to the point where the State Historic Preservation Officer removed it from the National Register. In July 2019, the Heritage Preservation Commission determined that 124 West Benton Avenue was not a contributing structure to the Southside National Register Historic District.

Parcels with Demolition and/or New Residential Construction Since 2010



The 2010 inventory update for the Southside Historic District was conducted as a “windshield survey” and therefore did not involve the in-depth analysis of the integrity of the structures that are assumed to be eligible or contributing. Therefore, when work is proposed to these properties that may compromise their integrity, the City generally requires a more detailed cultural resource study to help inform the property owner and the City as a project moves forward. This is an effective process for most commercial adaptive reuse projects; however, it does not prevent demolition of a historic structure. Since single-family homes in the district do not have any design review requirements, it is also not effective at maintaining the integrity of the overall district. For instance, a property owner can obtain over-the-counter permits for a remodel and it would not appear as a historic preservation case in the City’s system.



Figure 7: New duplex on South Leroux Street

Even though many programs are available to support historic property owners, only 55 percent of historic residential properties in the Southside are owner occupied according to property tax records. Of those properties, only 21 out of 53 owner-occupied residences (39 percent) are outside of the floodplain and could be considered for the City’s Owner-Occupied Home Repair Program. However, the 32 owner-occupied and 78 tenant-occupied historic residences in the floodplain are eligible for relief from limited improvement costs that are part of the stormwater regulations required by the Federal Emergency Management Agency (FEMA) and the City. This can include floodproofing improvements.

In the block near the intersection of Dupont Avenue and South Agassiz Street are several



Figure 8: (Left) Condemned historic building at the corner of East Dupont Avenue and South Agassiz Street; (Right) House at 19 South Agassiz Street that was dilapidated in 2005 but later restored and granted a landmark overlay

vacant homes that are at particular risk for demolition and loss as historic resources. Lack of clear deeds and ownership that is spread across a large family have led to four out of five of the properties being unoccupied and three of them have become safety risks. However, this does not condemn these buildings to being teardowns. In 2005, 19 South Agassiz Street and 23 South Agassiz Street were in poor condition and were identified in the 2005 Southside Plan as being at risk for demolition. However, after community members purchased them, 19 South Agassiz Street was restored to such excellent condition that it was designated with a Landmark Overlay, and 23 South Agassiz Street was restored and expanded in a project that also saved another historic structure within the neighborhood. That historic structure was moved from Mikes Pike through the Southside and attached to the back of 23 South Agassiz with new construction. Though moving a building is not preferred for historic preservation, this technique saved a building from being demolished and created a unique expansion of the existing home that fit the community character of vernacular recycling and inventive materials.

Growth and Change

The Southside has evolved over the last 100 years from a working-class neighborhood supporting the lumber and sheep industry in the early 20th century to a neighborhood that created “congregation from segregation.” The Southside was historically home to multiple minority groups and therefore housed many diverse cuisines, religions, and cultural practices, most of which transcended racial lines. The Southside of the 21st century is changing yet again. One purpose of this community plan is to understand the opportunities and risks that these changes present and provide policies to move the community forward in a manner that will “Embrace Our Past” and “Enhance Our Future.”

The Southside first worked on a neighborhood plan in 2003-2005. The plan was prepared by an outside consultant, Field Paoli, who had also prepared the Downtown Development Strategy. The City Council accepted the final product from Field Paoli and their contract was completed, but for unclear reasons, a resolution to make the plan an official City policy was never introduced. Nevertheless, the 2005 Southside Plan was partially implemented from 2005 to 2017.

Regulation of Growth and Change

Flagstaff has three levels of policy and regulations that are used to regulate Growth Areas and Land Use. The highest and most comprehensive level is the Flagstaff Regional Plan 2030 (Regional Plan), which serves as the City’s General Plan. The Regional Plan serves as a community vision for the public and private sectors. The Regional Plan also provides community goals and development policies that guide rezoning or annexation applications, and updates to the Zoning Code. Secondly, in order to ensure the systematic implementation of a general plan, cities in Arizona adopt specific plans that provide more detail about topics in the general plan, or about how the general plan should be implemented in a part of the city. The third and most detailed level of implementation are the City codes, especially the Zoning Code. The Zoning Code regulates the use, form, and pattern of the physical development of land within the City to protect the “public health, safety, convenience, and general welfare of the citizens” (HOH Plan 2018).

South San Francisco Street and South Beaver Street were transformed using beautification funding to create a pedestrian environment that revitalized the commercial businesses on the street. The plan also supported the establishment of the National Register Historic District and the City was able to update the inventory in 2007 and finally receive designation in 2010.

Much of the initial neighborhood revitalization was adaptive reuse or restoration of existing buildings or replacement of dilapidated buildings with ones of similar size and scale. However, when the single-family home market crashed at the beginning of the Great Recession, money that previously was invested in new subdivisions moved to infill and redevelopment projects, particularly those targeted to university students as they were seen as “recession proof.” In college towns throughout the country, neighborhoods close to a campus, like the Southside, started to experience new larger-scale infill projects. This trend coincided with growth in enrollment at NAU and other Arizona universities that lasted from 2009 to 2017.

This phenomenon, sometimes referred to as student housing gentrification, causes several problems for near-university neighborhoods. It displaces longtime residents, creates urban environments where families cannot afford or do not want to live, and drives up land values and rents as “luxury” housing sets the market price. Renting by the room also increases the rent that can be brought in from a unit and makes it difficult to house a family due to occupation limits of one person per bedroom, whereas families could occupy a similar residence with two persons per bedroom and fewer independent adults. Managing growth and change in the Southside so that it achieves revitalization without displacement is a major challenge for the Flagstaff community under these conditions.

Conditions of the Built Environment

The Southside is a historic, diverse, and unique live/work neighborhood. Existing land uses include commercial, residential, industrial, and institutional uses. The neighborhood has three main commercial districts on the north side of Butler Avenue: South Beaver Street, South San Francisco Street, and Phoenix Avenue. However, small-scale commercial and industrial uses occur throughout the neighborhood and always have. Small cottages interspersed with one- and two-story apartment buildings are the typical residential pattern in the neighborhood. The eastern part of the neighborhood has long been a mix of houses and industrial uses that provide jobs to the community and services to the entire City.

Buildings in the core of the Southside are generally older and have higher historic integrity than those on the peripheral. This pattern partially corresponds with the floodplain’s location, which has been a barrier to redevelopment, and with the Southside National Register Historic District.

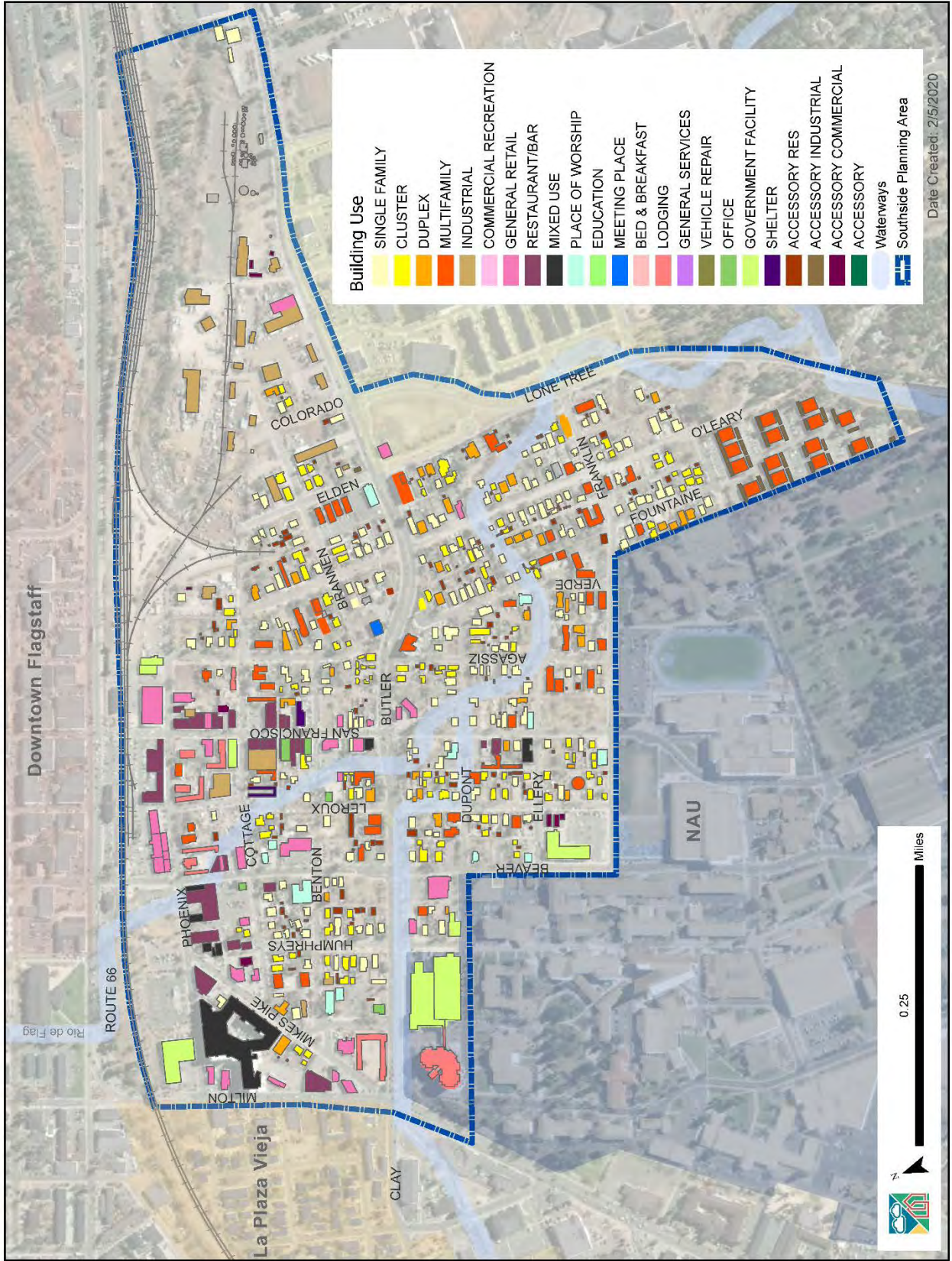
The fine-scale urban pattern of development is what maintains the economic vibrancy of the Southside. The typical lot size in the neighborhood varies, but the most common residential lot size is 50 feet by 140 feet. The neighborhood was originally platted as part of the Normal School Addition and the Brannen Addition with 25-foot-wide lots that were combined in twos and threes. The Booker T. Washington Subdivision had 50-foot-wide lots when it was originally platted. Blocks are either 300 feet

by 300 feet or 300 feet by 600 feet south of Butler Avenue. It is extremely rare for a single building constructed before 2005 to be larger than one-quarter block or for a single building type (duplex, single-family home, apartment building, church, etc.) to consume more than one-half block.

Most residential buildings in the Southside are defined as single family, cluster, or multifamily, according to the Coconino County Assessor's office. These residential uses make up more than 80 percent of the buildings south of Benton Avenue. Most buildings north of Benton Avenue are retail and restaurant, while most buildings east of South Elden Street and north of Butler Avenue are industrial. This residential pattern of uses includes offices and retail buildings scattered throughout and is interspersed with single and multifamily buildings in the areas that are primarily commercial and industrial. Public respondents to the 2018 survey expressed enjoyment with this pattern of commercial interspersed with residential. They enjoy having housing options in the "thick of" the dining and entertainment area and having businesses and services close to quieter single-family areas. However, noise complaints and alcohol-related disturbances have been a downside of these same assets. The Southside residents also widely value the walkability and proximity of the institutional center of NAU and the activity centers of Downtown and Sawmill. The Southside's land use pattern supports multimodal housing choices and the ability to live "car-free" in a way that is difficult to replicate in suburban land development.

The thriving retail/dining/entertainment corridors of South Beaver Street, South San Francisco Street, and Phoenix Avenue are discussed in the Business and Live/Work chapter, but it is important to note that the built environment's character and land uses are intrinsically tied together. Commercial vacancy rates are notably higher in buildings constructed after 1970 in the Southside. The strip mall on South Beaver Street (built in 1973) has more regular vacancy and turnover than any other commercial spot in the area, and the commercial space for the newest student housing development, the Hub, has been vacant for over a year. The flexibility in using older buildings for multiple uses through adaptive reuse has contributed to the vitality and diversity in the neighborhood. In the business survey, one owner stated, "My business exists because of the Southside." This sentiment was heard from business owners throughout the area. Many business owners celebrate the history of their buildings and the urban pattern of the Southside in the design and interiors of their businesses. Fratelli's Pizza on Phoenix Avenue even has a mural in its dining area of the row of historic buildings that line Phoenix Avenue. These testimonies demonstrate the value of stabilizing the neighborhood's built environment as a characteristic that inspires entrepreneurship and fosters economic opportunities for small businesses.

Building Use



Trends in the Built Environment

The estimated annual growth rate of the City of Flagstaff has maintained an average of 1.8 percent to 2.2 percent since 2010. The estimated population for the Southside in 2004 was 1,353. Today's estimated population of 1,600 to 1,838 represents a roughly 2 to 2.5 percent annual increase, slightly above the citywide average. This faster population growth is due to the characteristic of construction trends in the neighborhood. More than two dozen single-family homes have been demolished and replaced with duplexes or triplexes⁴ and the Hub. In addition, several buildings have been split internally to allow for greater occupancy or have had additions to add bedrooms at the rear of historic cottages. Rooming and boarding has also been an increasing practice in rental properties which then ensures that every bedroom is occupied in a unit. In addition, compared to 2004, the vacancy rate in the Southside is very low. Though the Census reports that the vacancy rate may be as high as 6 percent, anecdotal discussion with landlords and the team's survey of the neighborhood show that vacancy has been closer to 1 percent for the last several years. This discrepancy may be due to students moving out of the neighborhood in the summer for approximately 8 to 12 weeks.

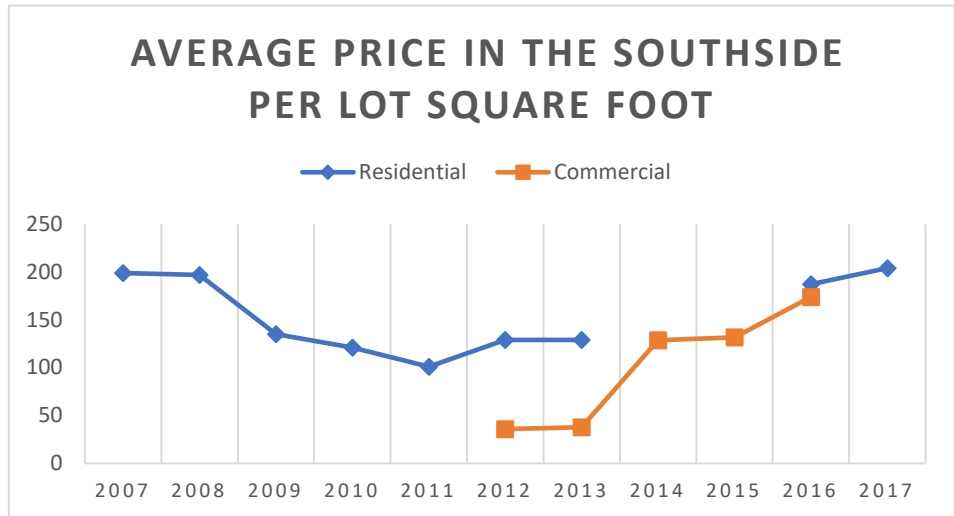
A recurring concern that the Southside community expressed is that longtime community members were being bought out by developers for less than what their properties were worth. Data collected from the Multiple Listing Services shows that from 2011 to 2015 the market price for property in the Southside was flat even though the rest of the Flagstaff real estate market was gaining value. According to a February 26, 2019 article in the Arizona Daily Sun, from 2012 to 2016, median residential values have increased 58 percent citywide.

The Regional Plan, Future Growth, and Community Character

The Regional Plan's vision for Flagstaff and the surrounding area is to embrace the "region's extraordinary cultural and ecological setting on the Colorado Plateau through active stewardship of the natural and built environments. Residents and visitors encourage and advance intellectual, environmental, social, and economic vitality for today's citizens and future generations." In order to achieve this, the Regional Plan provides comprehensive but meaningful direction for a broad set of elements, such as Community Character, Transportation, and Neighborhoods and Urban Conservation. All the elements are meant to work together to shape the future of the community, and to support changes in land use that create a more sustainable pattern of growth.

⁴ The Hub was occupied after these data.

The Future Growth Illustration is a map in the Regional Plan that sets the characteristics, goals, and policies for every area of the community. The map includes area types (urban, suburban, rural, employment, and special district) and place types (activity centers, neighborhoods, and corridors). The Southside is primarily a mix of urban activity centers, neighborhood, and commercial corridors.



Activity Centers

Three activity centers⁵ are within or overlap the Southside Community Plan boundary: two historic urban activity centers (Five Points and Downtown) and one urban regional activity center (Sawmill). Activity Centers are the most intense and mixed use of the three place types identified in the Regional Plan. The Regional Plan states that “activity centers are vital in producing the compact urban form necessary for efficient infrastructure, transit, walkability, job creation, and protection of our natural resources.” In activity centers, compact development and walkability are emphasized and their character and densities vary by whether the activity center is urban, suburban, or rural. Each activity center has a commercial core, which is defined as “the most important location for placemaking in each activity center.” The commercial core encourages commercial, mixed use, and high-density residential development, as well as bicycle, pedestrian, and transit opportunities. The pedestrian shed of the activity center is an area within a 5-minute walk of the commercial core (about ¼ mile) and supports medium- to high-density development and a transition of the activity center and the surrounding neighborhoods’ character.

Activity centers are intended to have unique and distinctive characters that blend the old and new. Given the unique character of the Southside, the challenge for neighborhood character is style, massing, and scale of buildings that bring compatible infill and redevelopment to the historic district and surrounding area.

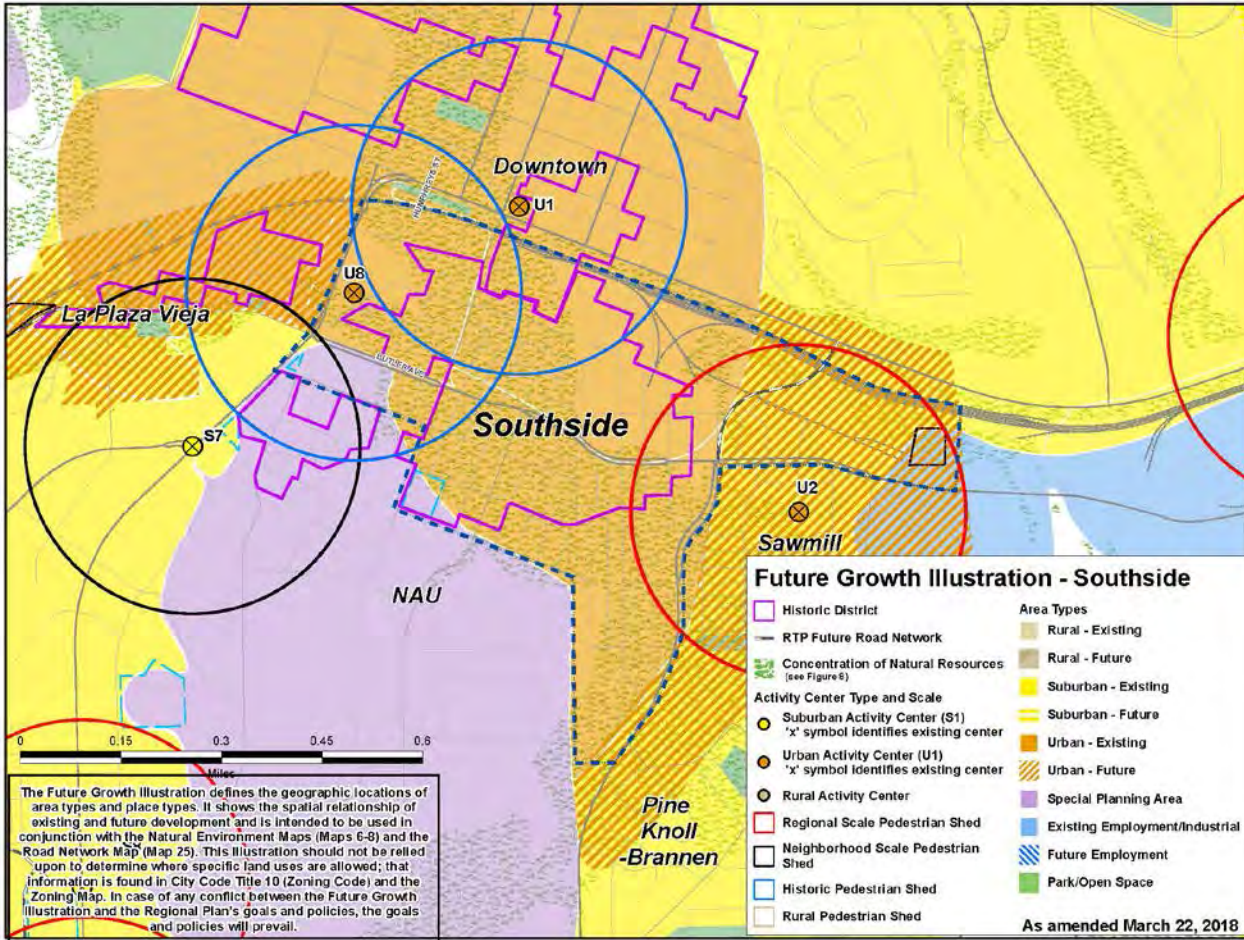
⁵ There is a fourth activity center located at Route 66 and Milton Road that is within a quarter mile of the Drury Inn. However, the Drury Inn faces the historic activity center at Milton Road and Butler Avenue (Five Points). The proximity and orientation of the Drury Inn creates a stronger connection with the historic activity center and therefore the nearby suburban activity center is not considered further in this analysis.

Of the 217 acres that comprise the Southside community, 125 acres are within one-quarter mile of an activity center. There are three scales of activity centers in the Regional Plan: historic, regional, and neighborhood. The Southside's commercial core is defined by the historic and regional activity centers that overlap the specific plan's boundaries.

Not all of the areas within this quarter mile are appropriate to apply the maximum intensity and density of redevelopment supported by the general language of the Plan because historic resources must be considered. The north and west areas of the Southside community are primarily the historic activity centers. According to the Concept Plan of the High Occupancy Housing (HOH) Specific Plan (HOH Plan), historic activity centers are meant to preserve historic resources while allowing for infill and redevelopment appropriate to the historic context. Both of these activity centers overlap the Southside and the two related National Register historic districts. Within these activity centers, larger mixed-use infill is meant to be limited to the frontages of the commercial corridors between Butler Avenue and the railroad. The Phoenix Avenue and South San Francisco Street corridors are the best representation of the intended form and function of the historic commercial core. Historic buildings are adaptively reused, and newer buildings compliment the historic buildings in terms of architecture, materials, bulk, mass, and scale. Newer buildings can be slightly larger or have variations of local architecture, especially in an area like the Southside that has such an eclectic mix of frontage and building types. However, newer buildings should not replicate historic buildings, but they should not overpower or dominate the historic landmarks. South Beaver Street and Mikes Pike have opportunities in the form of parking lots and vacant or underutilized lots to develop a compatible pattern of old and new buildings.

Within these activity centers, however, the newest buildings and those recently proposed, including the Hub and the Country Inn and Suites, have modeled their scale and architecture on the Drury Inn and the High Country Conference Center rather than nearby historic buildings. This has been possible due to existing property entitlements that far exceed the one- to two-story character of historic buildings in this area. Compatibility with the historic district and its resources is a multifactor analysis. It is not just the size of a building or its form that determine compatibility but how all the elements of buildings old and new fit together within the context established for the historic district. For instance, most of the large footprint commercial or civic buildings over two stories in the Southside use native masonry and stone for their exterior material. The Hub used wood siding on the upper stories and the Country Inn and Suites used modern metal panels as a primary exterior material. The size of the buildings would have been more compatible with the historic district if the materials would have been heavier and their placement on the building more traditional.

Future Growth Illustration in the Southside Area Boundary



The Urban Regional Activity Center located at Sawmill near the corner of Butler Avenue and Lone Tree Road allows for a much larger scale of development. The area is largely industrial due to a new urban neighborhood that developed over the last 15 years on the site of the former Flagstaff Sawmill. This area has employment opportunities in services, manufacturing, and public safety, and provides space for many of the community's entrepreneurs to start and expand their businesses. Even though the Regional Plan states that industrial uses are not appropriate in urban activity centers, this area of Flagstaff may be an appropriate location for an exception. Due to the Concept Plan and policy changes made through the HOH Plan, this activity center's pedestrian shed and the Southside Historic District at the parcel level no longer overlap, even though there appears to be an overlap in the one-quarter mile radius displayed on the Future Growth Illustration (see Concept Plan of the HOH Plan for details). This change was intended to distinguish direction for a historic urban neighborhood from an emerging regional urban activity center. This activity center is expected to go through a major transition when the Lone Tree Overpass connecting Butler Avenue and Route 66 (bypassing the railroad) is constructed. One of the changes is that the City will own a portion of the area and will be creating an overpass with access roads that will reshape the commercial and residential access through this area. The disposition and future use of any land acquired has not yet been determined.

Table 2: Characteristics of Activity Centers from the Flagstaff Regional Plan 2030

Area-Place Type	Acres in the Southside	Percent of Neighborhood	Acres in Historic Districts	Density	Intensity	Other Key Characteristics
Historic Urban Commercial Core	31.7	15%	13	<p>For Historic Activity Centers, consider the vision, goals, and policies for Downtown [includes Southside] and Community Character first. Then incorporate any information from Urban Neighborhood and Activity Center goals and policies and the tables describing Urban Activity Center Characteristics.</p> <p>In historic neighborhoods, the activity center is anchored by historic buildings, and new buildings in the pedestrian shed mimic historic building types and patterns. They are well-designed for the purpose of maintaining a unique sense of place and to attract the residents/clients desired.</p>		
Regional Urban Activity Center (Core and pedestrian shed)	46.5	22%	0	Residential only: 13+ units per acre; Residential mixed-use: 8+ units per acre.	Floor area ratios (FARs) of 1.0+ higher range of intensity closer to the commercial core of activity centers and corridors.	Minimum two stories within a commercial core of an activity center and on an urban commercial corridor. Industrial not appropriate for urban context.

Commercial Corridors

The largest commercial corridors in the Southside neighborhood are Milton Road and Butler Avenue. However, the character of these corridors is very different when it comes to land use. Milton Road has been a functional commercial corridor for over 80 years as part of Route 66. As a result, it is dominated by auto-oriented businesses.

Butler Avenue is a road connection that was made through the existing neighborhood along what had been Clay Avenue in the 1980s. Between Elden Road and Beaver Street, Butler Avenue has few commercial enterprises that are oriented towards the east-west corridor. Most of this portion of the corridor has residential buildings turned to face the north-south cross streets with a landscaping buffer between residences and a road that includes large trees and pocket parks.

Phoenix Avenue, Mikes Pike, South Beaver Street, and South San Francisco Street form the neighborhood commercial corridors. These two-lane roads support smaller-scale commercial businesses with bustling street and night life and early morning coffee stops. They have intermittent street trees and unique street furniture, and where the sidewalk is wide enough, sidewalk cafes and outdoor seating are common. Commercial buildings on these streets typically have high historic integrity and are in good or excellent physical condition. Some of the historic hotels have been converted to provide multifamily housing.

Urban Neighborhood

The historic activity center transitions directly into an Urban Neighborhood that blends the characteristics of a pedestrian shed and a neighborhood. This blending of features is why no pedestrian shed is mapped for the historic activity centers in the Southside. The Southside's urban neighborhood allows for small-scale commercial services, retail, and restaurants scattered throughout a medium- to high-density residential area. These neighborhood commercial spots are valuable assets that were recognized in the survey of neighborhood residents. Even former commercial buildings that have been adaptively reused as housing are important character elements of the neighborhood's fabric.

Table 3: Characteristics of the Southside Neighborhood areas from the Flagstaff Regional Plan 2030

Area-Place Type	Acres in the Southside	Percent of Neighborhood	Acres in Historic Districts	Density	Intensity	Other Key Characteristics
Existing Urban Neighborhood	128.3	59%	78.1	8 to 29 units per acre. Increased density within the ¼ mile pedestrian shed. In established Historic Districts, consider the scale and context of historic resources when establishing new property rights.	Intensity within established Historic Districts and Historic Neighborhoods is similar to historic structures within one block of the site.	A variety of rental and ownership opportunities are encouraged. Affordable housing is highly valued in urban neighborhoods.
Future Urban/ Existing Suburban Neighborhood	7.2	3.3%	0	8 to 29 units per acre.	FAR of 0.5 + for new urban neighborhoods	Industrial not appropriate for urban context.
Future Urban Neighborhood / Existing Employment ¹	3.3	1.5%	0	8 to 29 units per acre.	FAR of 0.5 + for new urban neighborhoods	

¹ Over half of this area is owned by the City for stormwater improvements associated with the Rio de Flag flood control project. Therefore, the effective area of Future Urban/Existing Employment is less than two acres.

The residential character of the historic urban neighborhood is varied. Though the appearance of much of the neighborhood leaves the impression of single-family cottages, most lots have two or more units. Many single-family homes have been converted to duplexes through interior remodeling. Figure 8 shows an example of the figure and ground pattern of a sample of average lots throughout the neighborhood.

Small apartments and duplexes have been scattered throughout the Southside neighborhood since the 1970s. Before that time, boarding houses for mill workers and shepherders were common alongside

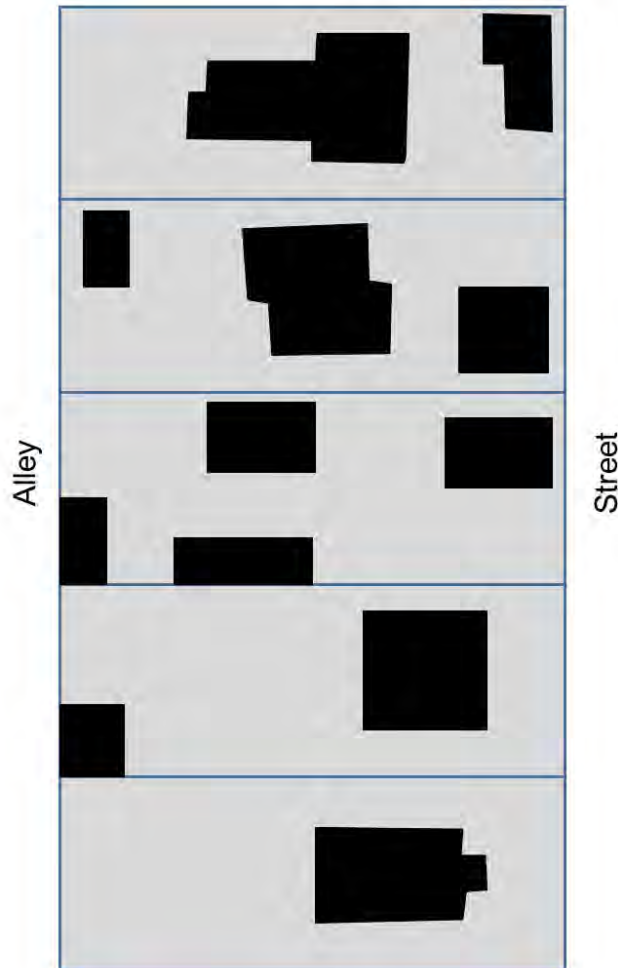


Figure 9: Example of patterns of residential lots in the Southside

single-family homes. After the adoption of the 2011 Zoning Code, the neighborhood experienced another phase of residential infill along O’Leary Street and Fountaine Street. Single-family homes were demolished in favor of duplexes and triplexes. What made these small-scale infill projects unusual is that they were constructed for NAU students rather than traditional family households. Most of the units were built with four or more bedrooms with an equal number of bathrooms. As a result, their rental rates were unaffordable to a typical family. This new type of infill also took advantage of reduced parking requirements in the transect code and conventional parking requirements that were designed for typical family households. Parking overflow from these units was a frequently cited negative impact of infill development, especially on Fountaine Street which lacks the curb, gutter, and sidewalk that typically defines and organizes parking locations.

Students from NAU have lived in the Southside throughout the entire history of the neighborhood. Several periods of changes in the built environment have resulted from their influence. According to the Coconino County Assessor’s data, throughout the 1950s and

1960s, families added secondary rental buildings or accessory dwelling units for family members and students on small lots. In the 1960s and 1970s, medium-sized apartments were developed, and hotels were converted to apartments. The most recent development of housing for students, however, has been more intense and resulted in larger buildings than the changes seen in the 20th century.



Figure 10: Examples of infill housing built in the 2010s in the Southside

“Studentification,” a term coined by Dr. Darren Smith, is one term used to describe this phenomenon. Though the Southside has provided student housing for the last several decades, the most recent wave of housing has been built specifically for students. Physical changes in the environment are following the market trend of creating student-specific housing for university markets. Communities like the Southside are selected by student-housing developers because of the housing consumption preferences of university students which include larger bedroom dwelling units with separate bathroom facilities for each resident, a preference to be in close proximity to campus, and a trend towards higher amenities for this housing type (Kinton et al. 2018). The research notes that increased social conflicts and the loss of elements that add quality of life to the urban environment can be observed as this process takes place.

High Occupancy Housing Specific Plan

Local governments throughout the U.S are working to enact policies that address the challenges of this trend. In Flagstaff, the High Occupancy Housing Specific Plan (HOH Plan) was adopted in March 2018 in order to provide a path forward for policymakers.



Figure 11: The Hub from Mikes Pike

The High Occupancy Housing Specific Plan defines future urban patterns for very high density and mixed-use developments. It was developed in response to community reaction surrounding some of the larger mixed-use buildings that were proposed between 2014 and 2018. In particular, the Hub at Flagstaff located between Mikes Pike and Milton Road was a much larger-scale building than what was imagined during the revision of the Flagstaff's

Zoning Code in 2011. The major concern was that the new buildings were incompatible with historic neighborhoods and were under-parked. The HOH Plan outlines policies and strategies to update City codes and policies, adjust incentives, and create more compatible designs for larger buildings. Although the HOH Plan has not yet been fully implemented, the consequences of these developments for the Southside neighborhood weighed heavily in the development and consideration of these policies and strategies.

The HOH Plan allows for small-scale high-occupancy housing in the historic activity centers, which have a limited scale but allow for an increased number of people living within a footprint that is slightly larger than the surrounding development. It also allows for large-scale high-occupancy housing in regional activity centers.

Some of the strategies from the High Occupancy Housing Specific Plan that would most impact the Southside include:

- Replace the rooming and boarding permit with a standard for the maximum number bedrooms per acre;
- Adjust parking regulations based on bedrooms per unit;
- Lower the building height in the conventional Community Commercial (CC) zone to 45 feet;

- Establish design standards to beautify buildings that are elevated above the Rio de Flag and Clay Avenue floodplains;
- Recalibrate the mapping, development standards, and building characteristics for T5 and T6 to better reflect the illustrations for historic activity centers; and
- Create a conditional use permit (CUP) that looks at transportation, nuisance, public safety, and lighting for mixed-use buildings.

City staff anticipates that the Planning and Zoning Commission and the City Council will likely consider these changes to the Flagstaff Zoning Code in 2020.

Zoning and Land Use

The Zoning Code tells a property owner what uses the owner is entitled to and what uses or rights require a decision by the City Council or Planning and Zoning Commission. The Zoning Code includes a map that sets boundaries for districts that have different regulations. The Southside Community Plan area has both conventional or Euclidean zoning categories (residential, commercial, industrial) and an alternative transect zoning that focuses more on the form and pattern of buildings rather than the uses. The optional transect zoning can be elected by property owners administratively.

The Landmark Overlay is the only overlay within the Southside Community Plan area. Three properties have adopted the Landmark Overlay in the Southside so far to protect historic resources on the properties. For information on landmark overlays in the Southside, see the Heritage Preservation section.

Conventional Zoning

The current pattern of conventional zoning in the Southside was adopted in 1972, and while the standards and uses have been adjusted over time, the map of these zones is essentially the same. The area along and between South San Francisco Street and Beaver Street and the area along Mikes Pike and Phoenix Avenue are primarily commercial. The surrounding area is zoned high-density residential and east of Elden Street is primarily zoned light industrial. However, this system of separated land uses was imposed on a neighborhood that was already a successful mixed-use community and, therefore, commercial and residential uses are grandfathered in throughout each zone. This adds to the vitality and economic vibrancy of the neighborhood.

Table 4: Area by Adopted Zoning Category within the Southside

Zoning Category	Acres	Percentage
Commercial Service	14.0	9%
Community Commercial	24.5	16%
Highway Commercial	8.8	6%
High Density Residential	52.0	34%
Light Industrial	41.7	27%
Public Facility	9.2	6%
Transect Zone	3.8	2.5%
Total acres (minus right-of-way)	153.9	

The three largest conventional zones in the neighborhood are Community Commercial, High Density Residential, and Light Industrial. Commercial Services, Highway Commercial, and Public Facilities together make up less than 20 percent of the Southside community. As of 2019, the transect zones have only been adopted in 2.5 percent of the land area within the neighborhood (see Transect Zones heading for more information).

Community Commercial (CC) zone is intended to provide for commercial services within established neighborhoods. These areas provide dispersed commercial services and retail and a variety of housing choices. This is the only commercial district that allows single-family homes and duplexes by right on lots less than 9,000 square feet. CC zone allows a 60-foot maximum building height,⁶ small setbacks, and a Floor-to-Area Ratio (FAR) of 2.5. A proposal based on the 2018 High Occupancy Housing Specific Plan is currently pending to



Figure 12: Example block of Community Commercial in the Southside

amend this zone’s height standards and reduce the maximum building height to 45 feet. The City Council and Planning and Zoning Commission will be reviewing this proposal in 2020.

⁶ All building heights include an additional 5-foot allowance for pitched roof slopes.



Figure 13: Example block of High Density Residential in the Southside

High Density Residential (HR) zone is intended to provide for residential densities of 10 to 29 dwelling units per acre. This zone is intended to provide an environment having maximum living amenities on-site while providing affordable housing, residential design flexibility, more efficient use of open space, and better separation of pedestrian and vehicular traffic. This zone allows affordable⁷ and planned residential development that allow for higher densities. HR zone allows a 60-foot maximum building height, has moderate setbacks, and a maximum lot coverage of 50 percent. In the Southside, HR properties in the Southside are small lots with a single-family house or duplex in the front and one to four small units located to the rear of the property. A handful of apartment buildings are also included.

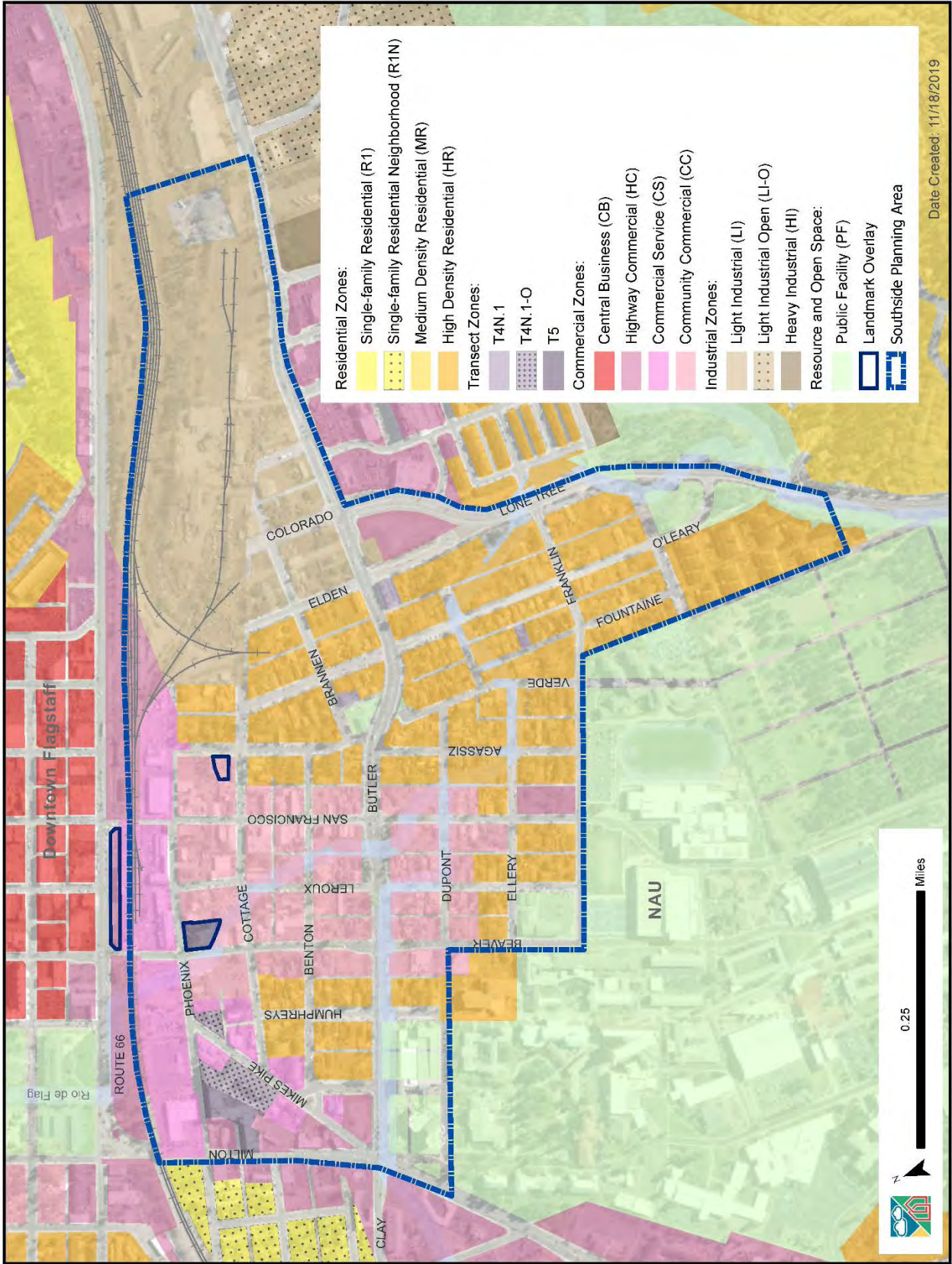


Figure 14: Example block of Light Industrial in the Southside

Light Industrial (LI) zone is intended to provide clean and quiet industries in proximity to commercial development, including manufacturing, warehousing, and related uses with limited and screened exterior storage. It allows for very limited residential uses within the district, but in the Southside, several single-family homes preexisted this zoning and were allowed to continue as a nonconforming use. The setbacks in Light Industrial are larger and the maximum building height is 60 feet. The intensity for most uses is 1.5 FAR and 2.5 to 3.8 for commercial uses of retail, office/lodging, heavy retail/service, and general services.

⁷ In the context of the Zoning Code statement of intent, “affordable” is used broadly to describe market rate units that are affordable to an average household. Affordable Housing is also a formal term in the Zoning Code that is used to describe housing that has a legal mechanism such as a covenant or deed restriction to ensure its continued affordability. In this case, the former is intended.

Adopted Zoning



Transect Zones

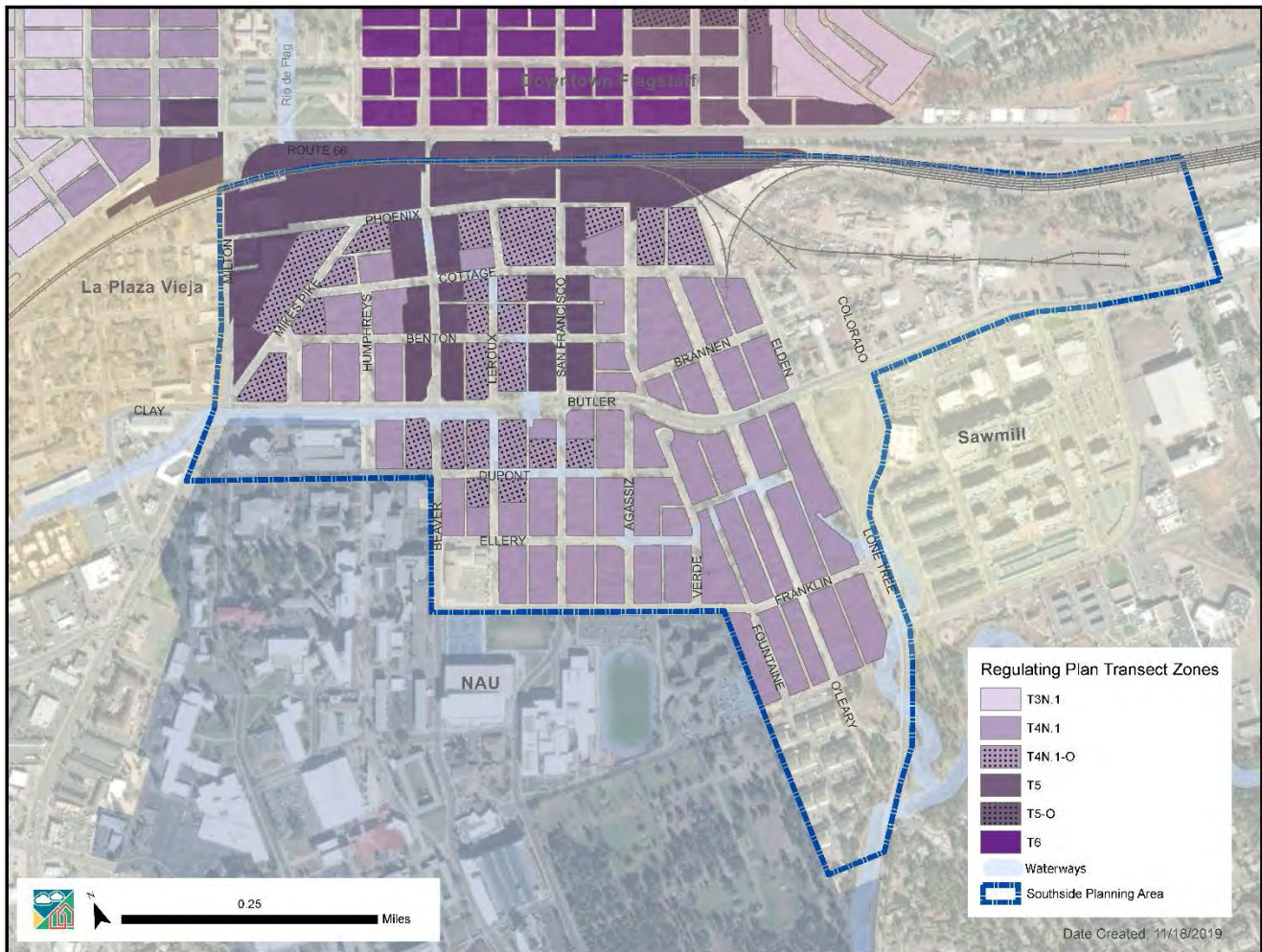
Transect zoning, also known as the form-based code, was added as an alternative for property owners in central Flagstaff, including the Southside, in 2011. The transect zones are an alternative to conventional zoning, and in order to elect it, the owner must waive their rights under the conventional zones, such as Community Commercial (CC) or Central Business (CB). To date only 3.8 acres across seven properties have elected into the transect zoning. This is only 4 percent of the area within the Southside that could elect this zoning by waiving their rights to the underlying zoning and moving their property into the transect code standards and guidelines. This form-based code is intended to deliver more compatible building types that are calibrated to the community.

When the transect zoning was developed for Flagstaff, the buildings selected to develop and calibrate the setbacks, frontage, types, building forms, etc. lacked samples from south of the railroad tracks. As a result, the building types allowed in Flagstaff’s Transect Code missed several building types in the Southside and some of the building and frontage types were calibrated using only buildings on the north side of the tracks. In addition, the intent of the transect zones and the drawings that describe compatible development do not accurately reflect the scale of buildings that could be developed using the standards in the text. Based on the findings of the 2018 High Occupancy Housing Plan, these zoning categories need to be revised to increase their compatibility with the Southside’s historic character. The character in the Southside is partially defined by diversity and lack of uniformity, which makes the creation of guidelines for compatibility of future development challenging. Some issues with the Transect Code’s calibration were identified in the High Occupancy Housing Specific Plan.

Table 5: Adopted and Available Transect Zoning in the Southside

Transect Zoning	Acres with transect zoning adopted	Acres with transect zoning available	Percent of available area with adopted transect zoning	Building Types Allowed
T4N.1	0.6	50	1.09%	Apartment Building, Apartment House, Bungalow Court, Duplex (Stacked, Front-and-Back, Side-by-Side), Carriage House, Courtyard Apartments, Single-Family Cottage, Single-Family House, Triplex (Stacked), Townhouses
T4N.1-O	1.6	18	9.0%	All types allowed in T4N.1 plus a Live/Work building type
T5	1.6	27	6.0%	Commercial Block, Live/Work
Total	3.8	95	4.0%	

Transect Zoning



The T5 Main Street zone “provides neighborhood-serving commercial and retail uses in a main street form, and provides a variety of urban housing choices, typically in smaller units.” It runs along major commercial corridors of South Milton Road, South Beaver Street, South San Francisco Street, and the area between the railroad and Phoenix Avenue. This overlaps the historic activity centers’ commercial core and has been used twice in the last eight years. The Hub’s Milton Road façade was developed as a new T5 frontage type and it is larger than the historic context of the commercial corridors in the Southside. The plate height of the first floor (how tall the first floor is) required in the T5 zone is larger than typical historic buildings, which generally have a shorter floor and sill above for signage in their shopfronts. While, the T5 standards have been used to allow for a greater mix of uses at the Dubeau Hotel, this building is not representative of the T5 standards because the sign and buildings are also protected by a Landmark Overlay. Another issue with the T5 zone as applied within the Southside is that it does not allow for one-story commercial buildings even though it is the predominant pattern of commercial buildings in the Southside.

An example of an appropriate T4N.1-O area that provides such a transition is the properties on east and west sides of South Mikes Pike, south of West Phoenix Avenue, between the T5 area of The HUB (The Jack) that abuts South Milton Road and the T4N.1 zones to the east of the property's that abut South Mikes Pike. Along major commercial corridors, T4N.1-O is located behind T5 and abutting smaller commercial corridors. This zone was recently modified to remove the Commercial Block building type, which was replaced with a modified Live/Work building type. However, other modifications to calibrate the T4N.1-O to the Southside may include updating frontage types, adjusting plate heights, and mimicking architectural details and materials is desired.

The T4N.1 Neighborhood zone is intended to provide walkable urban areas while allowing such areas to evolve with the integration of small building footprints and medium density building types. While residential is the primary use type in the T4N.1 zone, home offices and small neighborhood supporting uses, such as music classes and artist studios, are encouraged in ancillary buildings to further reinforce the walkability of the neighborhood. In the Southside, some historic buildings that are currently residential have commercial storefronts. While new buildings should not mimic that pattern, it is important that the buildings that have these characteristics do not need to alter their frontages in order to use the other property benefits of the transect zoning.

Southside Average Age of Buildings by Half-Block



Town-Gown Relationship

Northern Arizona University (NAU) is the Southside's southern neighbor with its campus stretching to I-40 and a little beyond. Established in 1899, NAU has a current enrollment of approximately 20,000 students on the Flagstaff campus. In a city with a population of almost 75,000, NAU has a major presence just in terms of sheer numbers. The university provides the city an acclaimed institution for higher learning and a source of employment.

Beaver Street and San Francisco Street are the two north-south streets that connect NAU to Southside. The connections are a little challenged by Beaver and San Francisco Streets being a one-way pair. In addition, Beaver and San Francisco Streets are the mixed-use streets in Southside and are a dining and entertainment destination for students and faculty at NAU. Franklin Street forms an edge between NAU and Southside that is porous in places – especially near Beaver Street. But towards the eastern parts a tall fence clearly demarcates the two areas. In addition, Franklin Street is the only street connecting NAU and Southside to the Aspen Place-Sawmill mixed-use development to the east of Lone Tree Road.

Because of its proximity to NAU's campus, NAU students rent housing in the Southside. The neighborhood "feel" and the ability to have community off campus are appealing to students. This has resulted in an increase in the number of houses owned or redeveloped for investment purposes in the Southside. It also has led to parking and noise or nuisance issues. NAU and the City now have an Off-Campus Neighborhood Liaison and run a joint welcome event that involves door-to-door visits with students and neighbors to raise awareness of community issues and concerns. The intent is to build a raised awareness of civic engagement with students living off campus and to foster better relationships with neighbors throughout the Southside and the La Plaza Vieja neighborhoods. These programs require a continuous investment from the City, NAU, and the community because of frequent turnover in student housing units. Messages and information must be shared every year at a predictable time in order for these programs to maintain their effectiveness.

NAU and the City engaged the Flagstaff community in a dialogic process called "Growing Pains" from 2017 to 2019. This process created forums to discuss emerging and ongoing issues of community relations and the university. The City and NAU continue to coordinate outreach strategies and resources in order to respond to the concerns that are raised through these and other community forums.

Business and Live/Work

Southside has always been a walkable mixed-use community. The Southside is home to 68 unique businesses ranging across a variety of commercial sectors. The two primary business sectors in Southside are accommodation and food services, and retail trade. Other business types and subsectors include arts, entertainment, recreation, automotive services, construction, finance and insurance, manufacturing, personal care services (beauty salons and parlors), real estate, and transportation and warehousing. *Figure 14* illustrates the area’s commercial composition. The Flagstaff Visioning survey found that 50 percent of respondents consider the dining and entertainment options in the Southside to be an asset for the community, either as an opportunity for personal time or for employment.

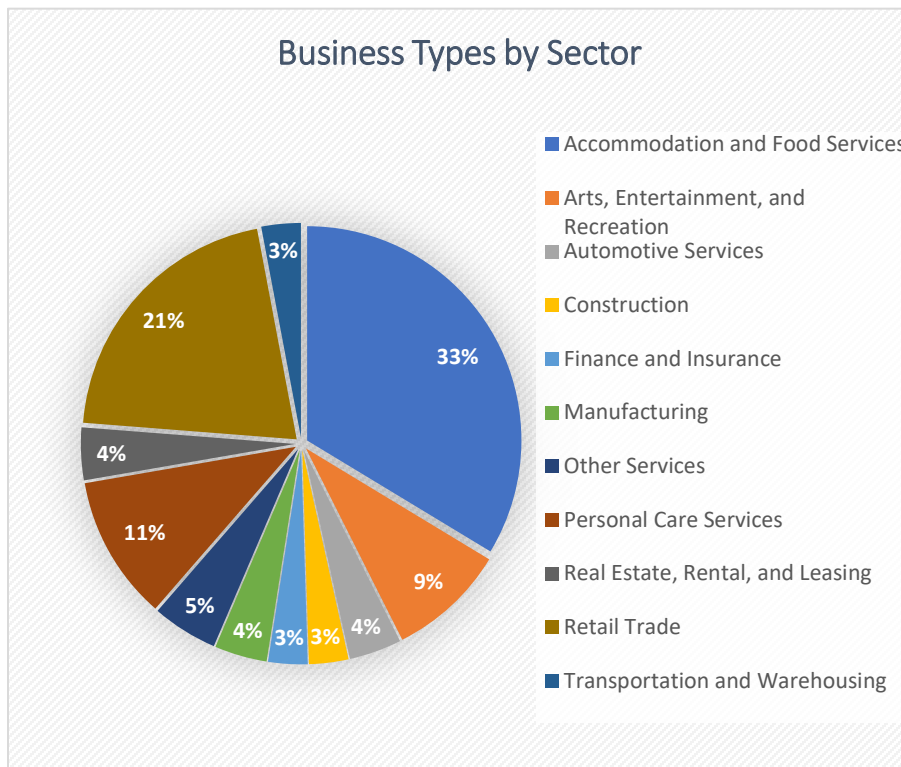


Figure 15: Business Types by Sector chart

Over the last 10 years, businesses providing dining and entertainment options have created a neighborhood and community destination on South San Francisco Street, South Beaver Street, and Phoenix Avenue. Based on a 2018 survey of 37 business owners or managers in the Southside, 71 percent of surveyed businesses rated “expected future vibrancy” as very important and another 12 percent rated it as important. Businesses in the neighborhood value the growing customer base and 77 percent of surveyed businesses rated “potential for improvement” as important or very important.

The gas station at South San Francisco Street and Butler Avenue and the Cornish Pasty are the only commercial chains in the Southside. The overwhelmingly majority of Southside businesses are small and/or locally owned, affirming the uniqueness of the community's commercial character. The authenticity of Southside is viewed by business owners and the community at large as one of the area's greatest assets.

Additional areas for improvement to the business environment in Southside can include dark sky compliant enhancements to street and sidewalk lighting to ensure people feel more safe at night and to encourage them to explore all the area has to offer, as well as increasing the safety of crossing Route 66 and the railroad tracks to encourage integration with the Central Business District. Businesses also mentioned the need for wayfinding from the Downtown to Southside businesses as a desired feature.

According to the Southside Business Survey, the business community would like more unique events programmed in the neighborhood to enhance its appeal as an expressive, diverse, and welcoming community in the heart of Flagstaff. Second Saturdays was one idea developed by a business owner for a future event that could increase the vibrancy of the commercial corridors without taking away from Downtown.

Location

Southside's central location between Downtown and NAU make it a convenient place to live and do business. However, residents and business owners have also noted that improvements can be made in marketing the neighborhood's existence as part of a unified commercial area with the Central Business District, which lies north of the BNSF tracks. This could potentially be achieved with wayfinding and visual cues to encourage people unfamiliar with the area to explore south of the tracks.

South San Francisco Street and South Beaver Street serve as the major one-way north-south arterials in Southside, respectively, channeling traffic between the Central Business District and NAU. Northbound traffic through the neighborhood on San Francisco Street is the heaviest. *Table 6* demonstrates the assortment of businesses which make-up Southside and on which streets they are located. The South San Francisco Street corridor houses many Southside businesses and is one of the vibrant commercial strips in Flagstaff.



Figure 16: Mural of historic buildings on Phoenix Avenue, inside Fratelli's Pizza

Central Business District

Many businesses chose the Southside because of its central location and proximity to the Central Business District. Sixty-two percent of surveyed businesses rated the proximity to downtown as very important and another 12 percent rated it as important. Southside, especially north of Butler Avenue, is often perceived as an extension of downtown by visitors and newer Flagstaff residents. This perception is a contributing factor to bringing more people to Southside businesses. Some business owners feel that better connections to the north side would help their business. Others feel that the Southside has a different clientele that is less touristy than Downtown and more local as tourists are less likely to cross the railroad tracks. Some business owners also feel that the energy level on the north side does not carry over to the Southside. Others were concerned that the Southside is always a second priority to the north.



Figure 17: South Beaver Street

Other businesses chose the Southside because of the value it provided. Average rents are generally lower in the Southside than north of the tracks per conversations with business owners. Providing better connections and more attention to the Southside will likely increase rental prices. This could deter some

of the smallest-scale and neighborhood-centric businesses, which are already on the decline. Higher prices also have the ability to prevent innovation and start-up businesses that need those very cheap locations to see if their idea is viable.

One potential remedy to slow the increases in price as the Southside becomes more desirable would be to increase the supply of commercial space. Southside community members have expressed the opinion that they are comfortable with some commercial activity in all areas of the neighborhood. The O’Leary Street Market, for example, is a popular amenity within an otherwise residential portion of the neighborhood. New commercial activity would need to be done in a way that is sensitive to its surroundings.

Proximity and Relationships with NAU

Proximity to NAU is an important piece to most Southside businesses’ success. Sixty-eight percent of surveyed businesses rated their proximity to NAU as important or very important. While businesses and landlords benefit from this proximity, many of the neighborhood’s residents mostly report the negative experiences, such as parking and noise complaints. Creative partnerships between the university and community non-profits and businesses could provide avenues for innovation and equity to spill out into the neighborhood. Examples of these collaborations could include community-campus startups, innovation districts, creative placemaking, and public art collaboratives (ITGA Resource Center). These types of innovation should also be viewed as a way for the residents, not just other businesses, to benefit.

Variety of Business

Community members generally appreciate the variety of businesses that exist with the Southside neighborhood. This variety helps define the character of the Southside. However, many community members think the Southside has enough restaurants and bars and would like to see a wider variety of businesses that meet every day needs and attractions that appeal to more segments of the population. Being able to live near where you work, play, or do your errands is a valuable commodity. Having a broader variety with more practical business options and more amenities to be proud of would be consistent with the neighborhood’s eclectic character, and



Figure 18: Neighborhood businesses on South San Francisco Street from the porch of a nearby home

would likely create more consistent foot traffic which would in turn help all businesses through the “boom or bust” cycles of tourism and activity.

Industry

In the past, generations of Southside residents worked at the nearby sawmill(s). Now, few “blue collar” jobs are available in the neighborhood and similar companies are closing their doors elsewhere in Flagstaff. Large-scale industrial activities were an important part of the neighborhood’s history; however, small-scale industrial activities still exist throughout the neighborhood but many former industrial workers expressed that these jobs were not available for longtime residents who worked at the Lumber Mill and SCA Tissue. Industrial-like operations, like beer and coffee production, are also sprinkled throughout the rest of the neighborhood, not limited to the easternmost part of the southside. A large-scale coffee roaster, or medium-scale microbrewery requires large equipment, ample space for production, and emits odor. These are all qualities of an industrial operation, even if they do not have the title “factory” in the building. These types of opportunities are important to the Southside community members. Many members of the community would like to see more opportunity in their neighborhood and think it would be historically appropriate and would help to balance the economy. This is true especially if the variety of craft production is diverse and serves the community directly.

The current occupants of the mostly industrial eastern portion of the Southside like their central location. For some, being centrally located is key to their success. These existing operations want to continue in their current locations. However, some Southside residents think this area is the best for new high-density residential development based on feedback from public workshops. They understand the residential demand will continue and want to preserve the character of the historic residential areas. But not all modern industry has to conflict with residential comfort. Residential uses may be compatible with food production clusters, arts and crafts manufacturing, and research and development (Cotter 2012). Zoning, and its separation of uses, essentially began as a way to keep soot and pollution out of people’s houses. But some industries have evolved from the dangerous conditions that existed during the industrial revolution of the early 20th century. Southside has an opportunity to be a leader in combining residential and business opportunities by taking advantage of the right mix of uses.

Table 6: Business in the Southside by Street, Spring 2018

Street Name	Number of Businesses	Business names ¹
S. Beaver St.	17	Aikido of Flagstaff; All Awards; Altitudes Bar & Grill; Beaver Street Brewery; Biff's Bagels; Brandy's Café; Custom Sound Instruments; Floral Arts of Flagstaff; Macys European Coffee House; Mountain T's; NiMarco's Pizza; OneAZ Credit Union; Rays Barber Shop; The Garden Thrift Store; The Hive; Visible Difference Art and Drafting Supply; White Flag Coin-Op Laundry
Brannen Avenue	6	Arizona Materials LLC; Bici-Mundo Bicycle Sales & Services; Flag Ice; Mayorga's Welding; TAG Automotive Repair; Vintage Off-Road
Benton Avenue	1	Agassiz Landscape Group, LLC
Butler Avenue	5	AZ Power & Lawn; Battery Systems of Flagstaff; Conoco; High Country Conference Center; Linton Real Estate, LLC
Cottage Avenue	4	Flagstaff C.S.A.; Gracie Barra Flagstaff Jiu-Jitsu & Self-Defense; The Cottage Place
Mikes Pike	8	Auto Rehab 2; Enchanted Forest Spas; Flag Tee Factor; Flagstaff Bicycle Revolution; Los & Las Apparel; Miramonte Homebuilders; Pizzicletta; The Toasted Owl Café
S. Milton Rd.	5	Brake Masters; Drury Inn & Suites; Ruff's Sporting Goods; Serendipity Investments, Inc.; VP Racing Fuels
S. O'Leary St.	1	O'Leary Street Market & Smoke Shop
Phoenix Avenue	11	ASIS; Flagstaff Express; Fratelli Pizza; Human Nature Dance Theatre & Studio; Motel Du Beau; Mother Road Brewery; Moving Management; Nomad's Global Lounge; Single Speed Coffee Café; The Pizza Patio; Zani Cards & Gifts
S Leroux St.	5	Hair Trends; Morning Dew Landscapes; Santa Fe Realty, Inc.; Spiritual Image Production, Total Eclipse Hair Design
S. San Francisco St.	31	Allstate, Asia Station; Centro Capoeira Angola OuroVerde Flagstaff; Citizen Pie; Cornish Pasty; Crinosity Body Waxing Studio; Dara Thai; Ewa's Thai Cuisine; Flagstaff Climbing Center; Grand Canyon International Hostel; Headspace Southside Salon; Historic Brewing Barrel + Bottle House; La Santisma; Levitan Investment Properties & Services; Mommaz; Morning Glory Café; Northern Arizona Yoga Center; Potion Tea & Bakery; Primo's Deli; Real Time Reviews; Sacred Ground Tattoo and Piercing; Sacred Mountain Fighting and Healing Arts; Shanti Salon; Southside Tavern; Tat-Fu Tattoo Studio and Gallery; The Annex Cocktail Lounge; The Mayor; Tinderbox Kitchen; Tourist Home All Day Café; Trenchless Marketing Agency; Woody's Old School Tattoo & Piercing Studio; Yes, Sam Studio

¹ Home Occupation businesses without a sign or exterior marker were not included in this survey.

Who is It For?

Many of the long-term residents of the Southside feel that the new restaurants and businesses in the neighborhood are not for them. Some businesses are too expensive for the working class or retired neighborhood residents, and others cater to students wanting to blow off stress after a busy week. The Southside's proximity to NAU and its connection to the regional destination that is downtown make those types of establishments understandable and explain why they are likely to remain in the neighborhood. Maintaining the small scale and older commercial spaces is one good step towards supporting more entrepreneurship and small businesses in the neighborhood. A mix of businesses that cater to all segments of the population can help create a neighborhood that thrives for all members, existing long-term residents and students, and help attract professionals, craftsmen, and families.

New housing in the neighborhood is seen as more of a business activity by residents. Many property owners want to create additional units for either long-term or short-term rentals in order to generate income. Even though many of these properties are listed as rentals by the Coconino County Assessor, a family member or friend of the owner often lives on the property and helps to manage or monitor the family's investment. Maintaining and expanding these opportunities may offer a way for providing a more gradual change to the neighborhood and prevent consolidation of parcels. Allowing the property to be income producing for the existing residents may increase their ability to maintain a connection to the property and the neighborhood. Not all of Southside's long-term residents have the means to take advantage of these opportunities, but those that do can increase the value they get from their property.

In accordance with the City of Flagstaff's High Occupancy Housing Specific Plan adopted in 2018, infill and redevelopment can further support entrepreneurship and local businesses, encourage live-work opportunities, and overall contribute to Southside's longevity as a vibrant neighborhood to live, work, and visit for years to come.

Influence of the Lone Tree Overpass on the Future of Southside

Lone Tree Road is going to extend from its existing terminus at Butler Avenue, over the railroad, and connect to Route 66 (see Transportation section for more detail). Completion of this project is expected by around 2027. From a business perspective, this extension has the potential to drastically change its adjacent land uses. Existing gravel roads that only provide access to small industrial operations may be replaced or be adjacent to a major regional thoroughfare.

All changes to the existing transportation network affect their surrounding roadways. The Lone Tree Overpass is expected to reduce traffic on Beaver Street and San Francisco Street by up to 70 percent. While the overpass may create pressure for more activity on Lone Tree Road, it may reduce the demand for through traffic on Beaver Street and San Francisco Street. Neither Beaver Street nor San Francisco Street depends on pass-by traffic in the same way that a fast food restaurant does along a freeway interchange, but any amount of reduced visibility could have an effect on the variety and type of businesses in the Southside.

Residents and business owners are excited about the potential which Southside harnesses, and it is imperative that these stakeholders are treated fairly and respectfully in all redevelopment processes. Furthermore, coordination with local residents and business owners will be critical in retaining Southside’s cultural and historic value – both of which contribute immensely to what makes the area so desirable. Exploring opportunities for funding community improvements and for developers to contribute to the existing community has been recommended through the public involvement process for the Southside Community Plan as a strategic way for long-time Southside residents to leverage their neighborhood’s value with investments in affordable housing and job training. There may be legal hurdles to implementing this idea as a requirement, but it could be pursued as a voluntary program with a defined mission that is managed by the community’s non-profits and grassroots organizations.

Short-Term Rentals in the Southside

The existing building stock in the Southside offers much flexibility in their use. One example of the diversity in this area is the property at 114 South San Francisco Street, which is located in the heart of the neighborhood’s commercial strip. The property has four newly renovated short-term rentals, according to the description on the Multiple Listing Service in July 2019, in addition to an existing restaurant property and a third building that varies in use.



In 2019, AirDNA, a short-term rental analytics firm, rated the Flagstaff market an “A”, the highest ranking an area can garner. With average daily rates at \$184 and impressive historical occupancy rates, the short-term rental market in a bustling, walkable neighborhood such as Southside is outperforming the rest of the Flagstaff area with above-average occupancy rates and daily rents.

Figure 19: Photos of 114 South San Francisco Street, July 2019

Public and Community Spaces

Public and community spaces can be thought of as a person’s “third place.” The first place is your home, the second is your work, and the third is where you spend other quality time. Third places are an important part of a strong community. They are locations where people exchange ideas, enjoy their time, engage with their community, and build relationships. They are also places where people of all social classes and backgrounds can intermingle and be equals (Butler 2016). Third places help form people’s and a neighborhood’s identity. They often take the form of coffee shops, bars, community centers, schools, or parks. The Southside has several private informal gathering spaces, such as restaurants and bars, and two large cultural gathering places in the Murdoch Community Center and Our Lady of Guadalupe Catholic Church. However, it is also one of the largest neighborhoods in the City of Flagstaff without a public park. A lack of public spaces is a central issue for the residents of the Southside neighborhood.

Parks

Parks provide places for people to recreate. They also reduce crime, increase their neighboring property value, and create a sense of community (Sherer, 2003). The closest thing to a park in the Southside is the landscaped area directly west of the Murdoch Community Center. This space, however, is not an official park; it is a right-of-way remnant from when South Agassiz Street continued south. Other landscaped rights-of-way exist along both sides of East Butler Avenue between South Leroux Street and South San Francisco Street, but these spaces are often met with mixed feelings. While some appreciate the landscaping and would like to see more of these types of spaces, many others feel uncomfortable in these spaces because they feel enclosed and lack passive surveillance.

Ideally, a neighborhood should have a park within easy walking distance of every resident, which equates to an approximate 10-minute walk,⁸ or one-quarter of a mile. A quality pocket park should ideally be less than two acres. In an urban environment, they can be as small as one acre or one-half a block. Having inviting and convenient parks in a neighborhood can help attract a wider variety of people, like families and professionals. These amenities become increasingly appealing as the neighborhood experiences infill and redevelopment, especially if new residents do not have a yard of their own.

⁸ This timed walk is not associated with any distance and is the standard for a “walkable” park used by the National Recreation and Park Association and the City of Flagstaff Parks and Recreation Organizational Master Plan.



Figure 20: Pocket Park at South Agassiz Street and East Brannen Avenue

Limited land is available for a park in the Southside neighborhood, and the City currently does not own any land within the Southside that is planned for a park. The cost of land in central Flagstaff is high, and it would be difficult to purchase and assemble enough contiguous land in the Southside to create one large park unless the land were part of a multiple use project. The City does, however, own some property in the Southside that is excess right-of-way such as the parcel along South Ellery Street or the legs of the “triangle” at Benton Avenue and South Kendrick Street. The City also has plans to purchase lots that will be needed for the

construction of the Lone Tree Road Overpass in the eastern portion of the Southside. These parcels present opportunities for future park development without the need to purchase additional land and, therefore, may be able to provide public park space more quickly.

Rio de Flag

Many members of the Southside community feel that the Rio de Flag is an underutilized space as it passes through the Southside neighborhood. Instead of a hidden space that feels unsafe and collects litter, it could become a community asset.

After the Army Corps of Engineer’s project (see Stormwater section), the existing channel will need to convey local drainage. This lower need for water capacity has the ability to free up space along the existing channel for development of public amenities that are currently prohibited. Even after a flood control project is completed, local flow may still lead to localized flooding which will need to be taken into account in planning. Parks or open space could be a good use of this land since it would prevent future damages to private property.

A major complication to the existing Rio de Flag channel, even after the Army Corps project, is that much of the channel is private land. The City does own a portion of the land on the north side of Ellery Street and a portion between South O’Leary Street and South Lone Tree Road that are large enough for public open space or park development. However, the public is concerned that formally opening up these spaces to the public will lead to more criminal activity and transient populations. The development of parks at these locations would therefore need to carefully consider public safety and crime prevention through environmental design principles.

Community Space

The Southside neighborhood has a variety of gathering spaces that are attractive to residents throughout Flagstaff. Many of the restaurants, coffee shops, and bars help the economic vitality and blend into the culture of the neighborhood. However, they all require a fee or purchase for entry. They are not open, available, or viable spaces for all members of the community.

The Southside is a desirable neighborhood because of its central location, live/work environment, and cultural and architectural heritage. However, change is inevitable in all neighborhoods. Another angle to the common feeling that resonates throughout the Southside Community Specific Plan is that the neighborhood is losing its culture and history (see Historic Preservation and History of the Southside sections). Creating community space that is specifically geared toward celebrating the community's culture can help that culture endure, even as the built environment changes. The community's members expressed desires to see museums, monuments, and cultural centers that preserve the stories and sense of place that has made the Southside the diverse and historic community that it is.

One space that is available to the entire community is the Murdoch Community Center. Many members of the community enjoy the Murdoch Community Center, but they also feel that it could be better. Other members of the community feel that the neighborhood needs additional community space. Several of the churches also have gathering spaces for either students as part of campus ministries or for church members. These spaces are more geared towards cultural and value-based gatherings. They provide opportunities for wider community education on the cultures that founded and knit together the Southside, such as the annual Juneteenth and the Tardeada celebrations.



Figure 22: Giant chess board in the yard of the Murdoch Center



Figure 23: Murdoch Center mural highlighting historic figures, buildings, and symbols of the African American community



Figure 23: The Toasted Owl Cafe's patio (right) and The Annex's outdoor patio (left)

Public Streets

Streets are a public asset; they are a public space, a community space, a cultural space, and are more than just space that cars traverse. A lack of public spaces is a moderate issue in the Southside business community. Another high priority for them is to improve the sidewalks and streetscapes in front of their businesses and throughout the neighborhood. However, this desire is not unrelated to the desire for gathering spaces. Instead it is to create an environment that encourages street life and to mimic successful events in the Downtown that use the streets (particularly Aspen Avenue) as temporary public spaces. The way the private property interacts with the public street can have a significant effect on the feel of the street. Quality aesthetics and interactions with private property can help activate the street, which helps it feel more like its own quality public space.

Other communities around the country have started to embrace temporary street closures as a way of building community around events like neighborhood celebrations, such as Cycloviva, which promotes active transportation, and open street events like Atlanta's Streets Alive. The Southside community has some desire to see more events happen in public areas and streets of the neighborhood. While certain ideas appear popular, other past events were met with mostly negative reactions from the neighborhood because of noise and public drinking concerns. While roads like San Francisco Street are highly desired for these events, the volume of traffic and availability of alternative routes will be a significant consideration for the City in permitting such events.

Public Art

The aim of art is to represent not the outward appearance of things, but their inward significance. - Aristotle

The Southside has a rich tradition of public art that reflects the history and culture of the community. Currently, over a dozen murals and six three-dimensional art installations are in the Southside and nearby on NAU's campus. As Old Main and the northern part of campus are frequently used by Southside residents for walking and passive recreation, this area is part of the art realm of the community. All of the three-dimensional art is tied to or located on NAU's campus, and the murals are primarily located on buildings within the neighborhood. Unlike true public art that is rarely destroyed or deliberately concealed, if NAU decided to relocate, put in storage, conceal, or destroy any of their art, the public could not directly influence that decision. All but three⁹ of the murals put in place in the Southside since 2010 have been privately funded, and the number of private murals grows yearly, such as a new art installation as part of the rain garden at the Murdoch Community Center. Prior to 2010, two significant public art pieces, the Gandy Dancer sculpture and Trust Your Struggle mural, were installed using public funds.

At an address on Juneteenth 2017, Dr. Frederick Gooding Jr. from NAU spoke of arriving in Flagstaff and looking around for an African American community he could connect with. He remarked that he saw the Southside mural, created by Dr. Ricardo Guthrie, on the Murdoch Community Center wall when he was driving by and "knew where he could find a home in Flagstaff."

In addition to the visible public art of the Southside, the first "Walk This Talk" project was installed in 2019. Although not public art, this pedestrian amenity is poised to draw more tourists with an authentic historical narrative that knits together significant historic resources and public art in the Southside. This effort, by extension, can promote businesses that preserve and share these stories. It may also eventually be a thread that connects current and future public art.

Several styles emerge from the current public art displays: folkloric art, abstract art, and magic realism. Themes of these art installations include nature, trade, cultural and ethnic representation, representations of NAU's identity, and spiritual practices.

Opportunities for public art are highly prized and the desire to see and appreciate public art as part of the walkable neighborhood experience were popular in surveys and at public meetings throughout the Southside community planning process. The Murdoch Community Center, for example, has two blank walls that could serve as future canvasses for important community murals.

⁹ Centennial mural, Mother Myth mural, and Greek Restaurant mural (a Beautification in Action grant project that was damaged by car and then totally removed when the structure was occupied by another restaurant).

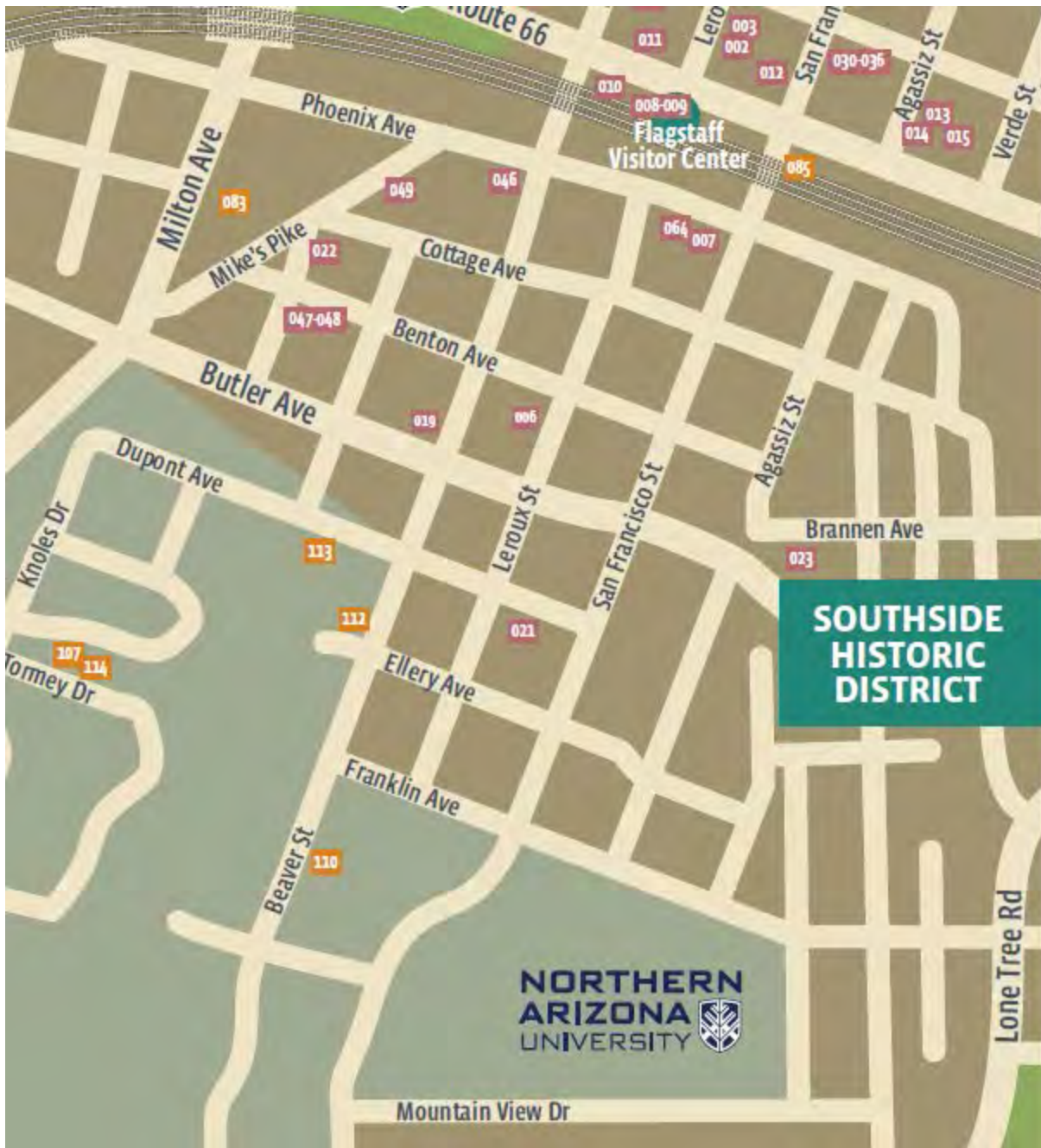


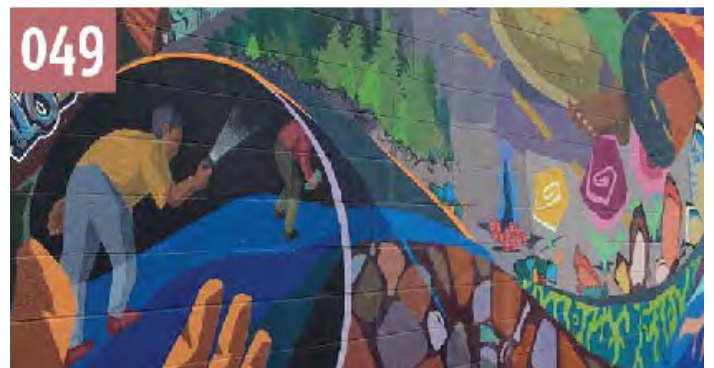
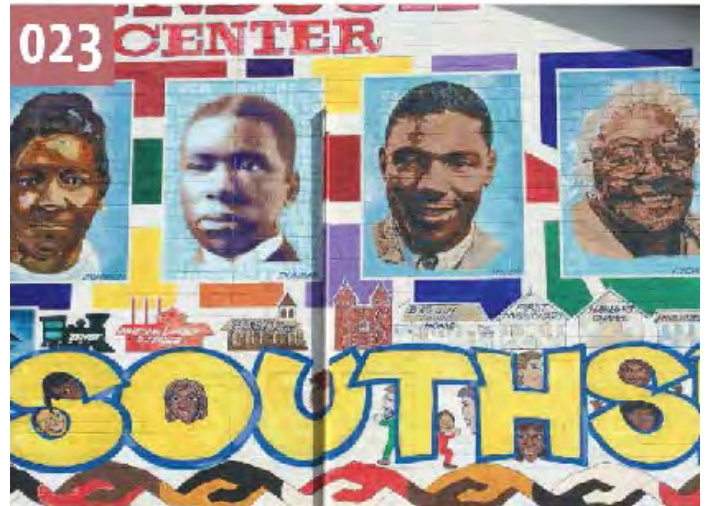
Figure 24: Map of Art installations in the Southside Community and nearby NAU campus

Credit: Discover Flagstaff, Flagstaff Convention and Visitors Bureau

Numbers on images on the following pages correspond with locations on the map.

For full details on the art installations in the Southside, visit the Flagstaff Self-Guided Art Tour Map at: <https://flagstaff.maps.arcgis.com/apps/webappviewer/index.html?id=13002a3b094a4fbda992554f85180fca>





Parking

Parking is one of the biggest community concerns in the Southside. Almost 75 percent of the residents and businesses surveyed in the Southside believe that “not enough parking” is somewhat of a big issue or a big issue. Parking exists in three forms: on-site, off-site, and on-street. On-site parking takes the form of surface lots or structures that allow for development-specific parking on each individual private development. Off-site parking is public or private parking areas that serve multiple properties and businesses. On-street parking is allowed on most streets in the Southside neighborhood. These definitions are harder to apply where the public right-of-way and legal parking spaces are poorly defined because of a lack of sidewalk, and curb and gutter.

New Development and Private Parking

The Flagstaff Zoning Code regulates how much parking a new development must construct on-site. These requirements are limited to the parking within the private parcel, or parcels, that are going to be developed or redeveloped. Parking in the right-of-way, regardless of proximity to the new development, is a public resource and is managed differently. See the Public Parking Management section for more detail.

The Flagstaff Zoning Code’s parking requirements are calibrated to meet the demand of historically common dwelling units. It expects each dwelling unit to be inhabited by a group or family that often shares their vehicle(s). More recently, new development and the conversion of older units in the neighborhood to allow for higher occupancy attracts groups of unrelated students who often each have their own vehicle. As a result, these dwelling units have more bedrooms per dwelling unit than traditional buildings on small lots. So, while the parking calculation for additional bedrooms assumes shared vehicles, unrelated students occupying these bedrooms often have their own vehicles.

Much of the Southside was developed before car ownership was the norm. As such, many commercial and residential properties did not create on-site parking that would meet today’s standards. Although, a lack of parking is an inconvenience, it also contributes to the character of the neighborhood. For example, in an urban neighborhood like the Southside, large parking lots or frequent driveways crossing the sidewalk do not diminish the area’s walkability. Likewise, frequent buildings close to the street and a mix of uses and building types add to the area’s walkability. In fact, “Walkable” was the third most common adjective used to describe the neighborhood during the 2018 Southside visioning survey.

The High Occupancy Housing Specific Plan analyzed the impacts and influences of different parking strategies in detail. The City is currently adjusting parking ratios for high occupancy housing at the small-, medium-, and large-scale development level to address neighborhood concerns about under-parking. Getting the balance between not enough parking and too much parking is challenging for every community. For example, providing a space for every bedroom could lead to an oversupply of parking citywide that could negatively impact the walkability and climate change objectives of the

community. Adjusting parking ratios and requirements are therefore approached cautiously and with a mindset of adapting them to changing conditions as they emerge.

A common sentiment in the Southside community is that most new development is not providing enough parking and exacerbating the neighborhood's parking challenges. Increasing challenges in neighborhood parking is often connected to new development having more demand for parking than they provide on-site. The vehicles that don't have a private space to park on-site find another parking space off of their parcel, typically in the public right-of-way. Lower parking requirements for the transect zones were implemented in order to support new buildings that followed the pattern of the historic buildings in the Southside, which also have minimal or no parking. However, some of the newer residential developments are not like the historic development patterns in many other ways, including scale and occupancy numbers, which is likely the critical difference creating negative perceptions and parking issues.

Generally increasing on-site parking requirements will lessen the demand on its surrounding off-site parking infrastructure. However, on-site parking has a large opportunity cost that must be considered. Every parking space constructed takes away space that could be used to house people or conduct business, and costs money that is ultimately paid for by the end user of the development, whether the parking space is used by the end user or not.



Figure 25: Some local residents have posted "no parking" signs that are not allowed under State law because of mailboxes, driveways, and gates being blocked by parked vehicles

Why is there a parking issue in the Southside?

A major source of neighborhood parking issues currently arises from residential and NAU-related parking that occurs from individuals trying to avoid parking fees on- and off-campus. This is largely due to the price difference between NAU parking permits and free or \$1 per hour parking in the Southside neighborhood.

Other parking issues come from high occupancy housing units that have parking for a typical family. Parking from these units then spills over into the neighborhood streets. This becomes a problem when the winter parking ordinance is in effect, which prohibits overnight parking. There are fewer challenges related to a low supply of on-site parking for commercial customers. The meters and 2-hour parking have made it easier for customers to find convenient parking in the commercial areas of the Southside. However, employees of these businesses have found that that is convenient to their workplace that harder to find. Employees are offered bus passes or the ability to purchase an E parking permit through ParkFlag's Employee Permit Parking Program. Both ParkFlag programs have been able to accommodate all requests for these benefits in the last two years.

Why not just require more parking?

For many decades, abundant free parking was considered a given for new development. This had an extremely detrimental effect on income equality and on the urban environment. Designing around the vehicle increases their use through a process called induced demand. When parking is abundant and traffic free moving, individuals choose to drive more, and goods and services are located to be accessible to cars and not people. The exact opposite of the Southside's character is the result. Therefore Donald Shoup, the author of the "High Cost of Free Parking," asserts that free and abundant parking is not free because the cost is passed on to the consumer through other indirect costs of the business or housing. "Free" parking is a subsidy of one form of transportation. It is a form of transportation that has a large buy-in and maintenance cost that excludes poor people, encourages sprawl, raises housing costs, degrades urban design, reduces walkability, and is the source of the City's largest carbon contribution (Shoup, 2012). Subsidizing vehicular travel above all other modes works against many of the City's general design goals and is not compatible with the City's Climate Action and Adaptation Plan. Therefore, the goal of the City's plans is not to create free and abundant parking but to manage parking in a manner that is equitable and enforceable. ParkFlag is implementing parking strategies by which the City is managing the transition from car-oriented policies to multimodal policies that can benefit more residents and manage the community's climate impact.

Public Parking Management



Figure 26: Photo of Parking meter and signs for ParkFlag

ParkFlag was implemented in 2017 to manage public parking throughout Flagstaff, which included the Southside area. The program began by implementing parking meters and permits in the Downtown, Southside, and adjacent neighborhoods. ParkFlag installed metered and two-hour parking in the most intense commercial areas of the neighborhood north of Butler Avenue and along South San Francisco Street and South Beaver Street. The core tenets for defining a solution in developing the parking program were: "Parking is a public resource, limited resources require management, people park where its advantageous, all parking is paid for...by someone, no one should have an advantage over another." ParkFlag revenue from meters or permits is held in a separate City fund that can only be used for ParkFlag system operation and maintenance, and saving for the creation of future parking supply.

The residential streets in the Southside neighborhood have the option to opt-in to the ParkFlag residential parking management system. Long term residents in areas where on-street

parking is scarce, due to either high occupancy units or avoidance of paid on-campus parking at NAU, are frustrated by the cars that park in the neighborhood. The residential programs are designed to allow for public and residential parking to occur in an organized fashion. This is typically done on a block-by-block basis when over 51 percent of the property owners with a meter on a block fill out a petition to opt-in. ParkFlag then works with the block to decide what management system will work with that block best. Common residential systems include a mix of restricting street parking to residents of the street for half of the block and implementing a two-hour limit for the other half of the block for everyone else. None of the techniques used to preserve the availability of residential parking on a street include an option that allows for reserved spaces. The program does allow for the designations of handicap spaces on-street, which can only be used by those with a handicap placard issued by the Arizona Department of Motor Vehicles. Since ParkFlag started with managing approximately 35 blocks in the Southside, it has added another eight blocks into the system via property owners' requests. The overall response has been very positive for those that have joined the system.

Currently, 20 percent of gross revenues must be set aside in a separate fund dedicated to the acquisition of additional parking supply. This is a key provision, and for the very first time, it requires funds to be set aside for future parking facilities. Future parking supply is expected to include surface lots and parking garages.

Not everyone is happy paying for parking that they previously used for free. Twenty-six percent of businesses surveyed have no on-site parking available and another 40 percent of businesses surveyed only have parking for their customers or their employees, but not both. Because of these conditions, there is some common desire to allow free short-term parking as a mitigation for customers that want to stop briefly at a Southside business and leave the area. The logic is that it is justifiable to pay one dollar when you are planning to spend 60 dollars on a dinner or new jacket, but it is not justifiable to spend one dollar to park when you are planning to spend four dollars on a coffee or bagel; people will instead choose to buy their small item at a place that provides free parking. Some service employees have explained the strain on their take-home pay when they must pay for parking for the duration of their shift. ParkFlag has some flexibility in how it can work, but it is important to consider how every effort that takes away revenue from ParkFlag will lessen its ability to increase supply.

The incomplete street infrastructure (particularly missing curb, gutter, and sidewalk) in the Southside affects ParkFlag's ability to manage those streets. It is more difficult to define legal parking spaces when there is no curb to park against, or no defined driveway. People living in these areas became accustomed to having a reliable place to park in front of their house on the street. However, as development in the Southside intensifies, limited on-street parking spaces become more in demand and, therefore, creates a problem for existing residents that need a car and no longer have a convenient



or guaranteed space to store it. Another issue is that where curb and gutter have not been installed and parking demand is high, driveways, mailboxes, and meters can be blocked or crushed by parked cars. Determining where private parking areas begin versus where public right-of-way is located can also cause confusion.

Figure 27: Examples of missing local stormwater, sidewalk, and curb infrastructure in the Southside

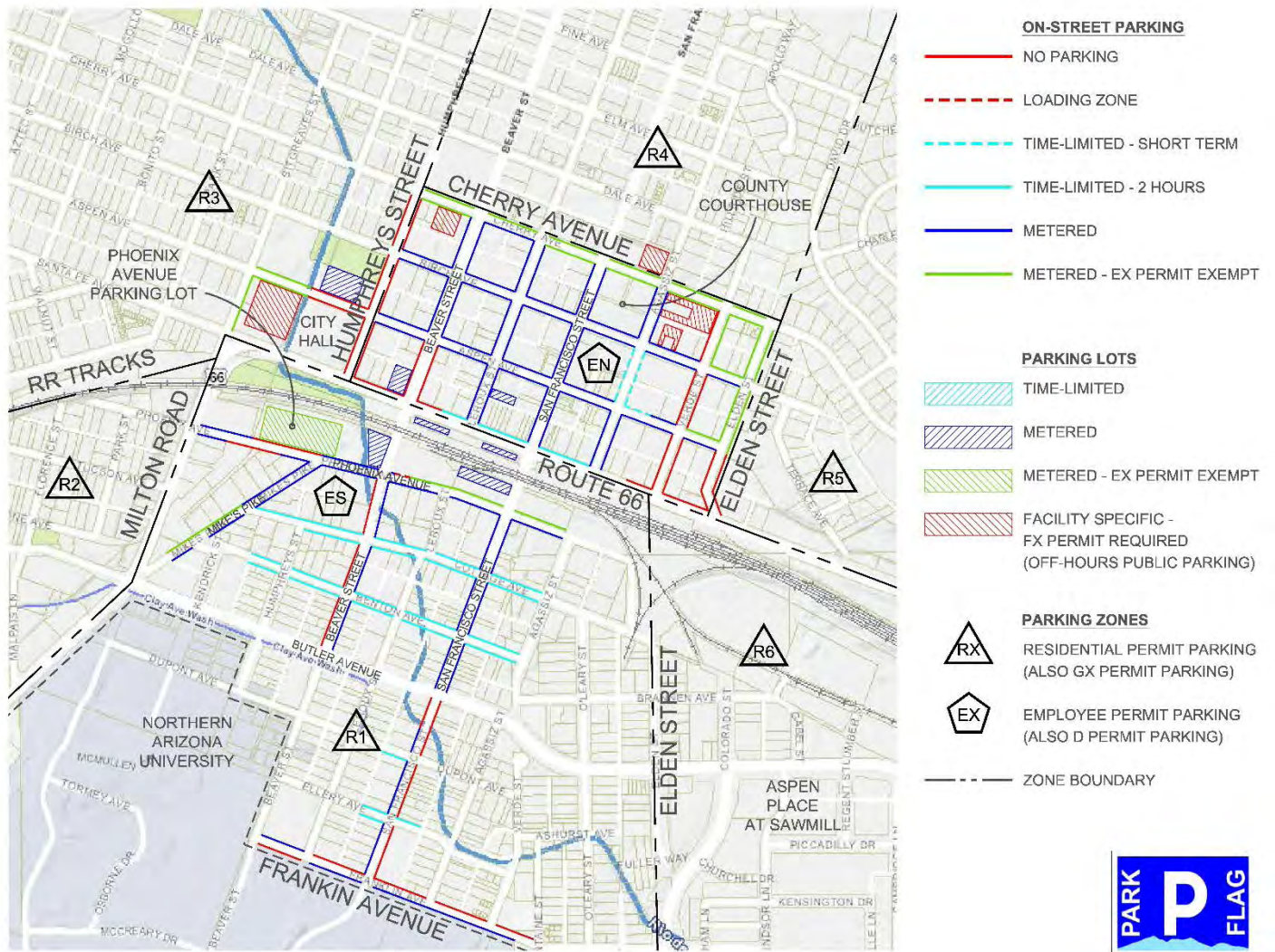


Figure 28: Map of Park Flag treatments implemented, October 2019



Figure 29: Dirt portion of East Dupont Avenue, east of the Rio de Flag channel

Pilot parking management projects have been implemented and are being evaluated for blocks that have incomplete infrastructure in the Southside. The City has the ultimate goal of completing all streets in the neighborhood with curb, gutter, and sidewalk.¹⁰ However, no timeline or funding has been currently dedicated. As one of the pilot projects the Southside community has implemented as part of developing the Southside Community Plan, the City painted white lines on each side of drive aisles in order to delineate parking areas from driving lanes. While this did not permanently solve the parking issues on South Fountaine Street, it provided a tactical improvement over the previous condition and was a collaborative

solution developed with input and feedback from the residents. Likewise, the City has placed two large planters on Verde Street to delineate a driveway that was frequently blocked. A partnership with the Southside Community Association and the City's Beautification program provided plants for the planters and will be maintained and monitored throughout Winter-Spring 2020. If the partnership and materials are successful and appear to be a durable investment, then the program may be expanded before the next academic year at NAU. This experimental and collaborative approach is designed to create parking solutions that meet the tactical parking needs of the City and ParkFlag, decrease enforcement issues, and address social concerns of residents related to parking management.

Transportation

The Southside is a central location in Flagstaff and thus has a complex relationship with the community's transportation system. The name of the neighborhood is founded in its location relative to the City's transportation system, Southside (of the railroad). Major roads also frame the east and west boundaries of much of the neighborhood: South Milton Road to the west and South Lone Tree Road to the east. Butler Avenue was constructed in the mid-1980s and cut the neighborhood in half as the road widening project demolished multiple houses and community facilities including the Dunbar School. This story is common for central neighborhoods constructed before the "automotive age." At the same time, the walkability and opportunities for a live-work community to be strengthened rely on the same transportation infrastructure.

¹⁰ All projects installing new curb, gutter, and sidewalk in the Southside will require new stormwater infrastructure, because of the focus of water flow into the street and stormwater conveyance systems managed by the City.

Major Roads

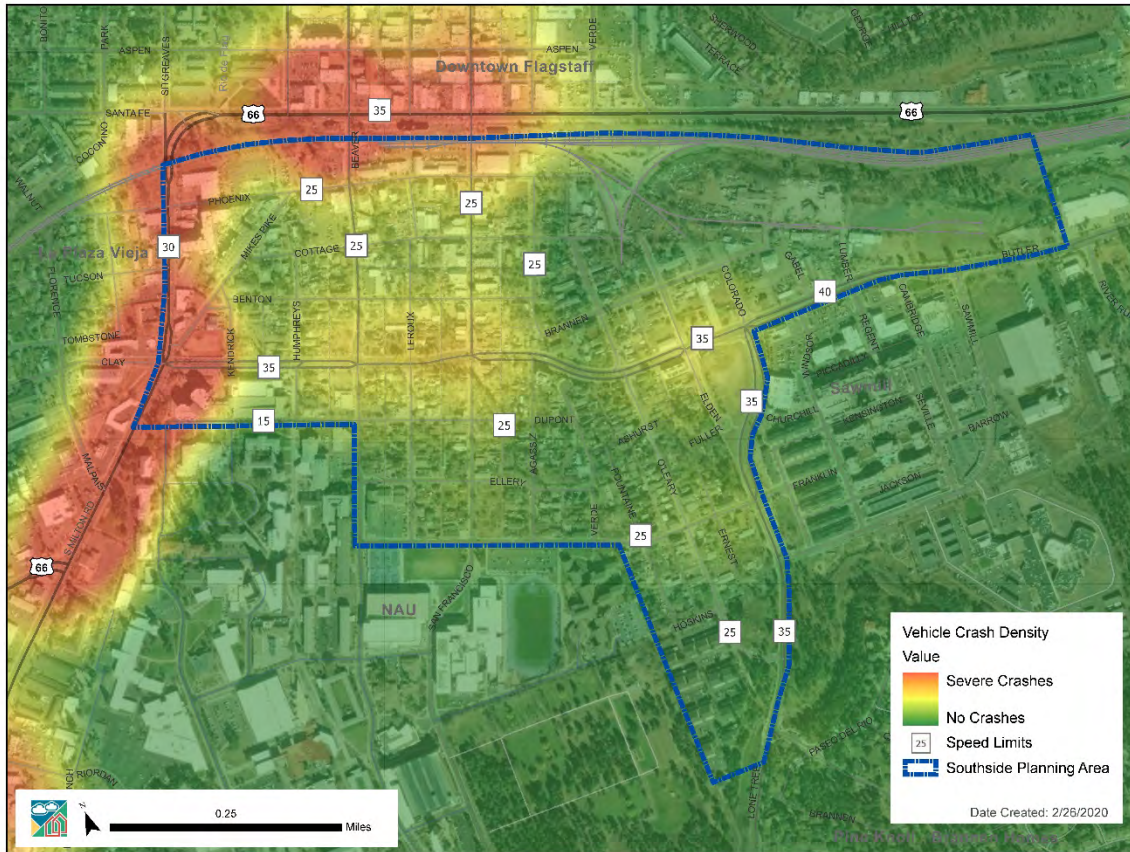
Three Major Roads bound and cross the Southside neighborhood: Butler Avenue, Milton Road, and Lone Tree Road. Major roads for the purpose of the Southside Community Plan are those that carry regional traffic around and through the Southside neighborhood and prioritize the general vehicle traffic over access to homes and businesses. The community's primary concern about major roads was improving the safety and comfort of crossing for bikes/pedestrians (70 percent of survey respondents) on major roads. Fifty-five percent of the Southside residents surveyed believed that traffic was somewhat of an issue or a big issue in the community. These arterials are carrying regional traffic through the neighborhood, and direct access to the road from neighborhood streets can be difficult during peak traffic.

South Milton Road

South Milton Road makes up the west border of the Southside neighborhood. It is a major arterial road that is controlled by the Arizona Department of Transportation (ADOT). It is designated a Great Street in the Regional Plan, meaning that the community's desired condition is to create a beautified environment and walkable frontage for commercial and mixed-use buildings. However, in its current condition, most community members perceive South Milton Road as the edge of the Southside neighborhood and not a major component of the neighborhood itself. South Milton Road provides more of a barrier than a connection for vehicles and pedestrians trying to cross it to access the business services and homes within the Southside neighborhood. This perception is aided by the road's high frequency and severity of vehicle collisions compared to other arterials in the City, along with narrow sidewalks and long crossing distances for pedestrians adjacent to the Southside.

South Milton Road is under analysis by several planning efforts aimed at shaping its future. ADOT is currently working with the Flagstaff Metropolitan Planning Organization (FMPO), the City of Flagstaff, and the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) on a Milton Road Corridor Master Plan. Concurrently, NAIPTA is working on a Bus Rapid Transit (BRT) plan along the South Milton Road corridor with the same partners. The City is also working on changes to the Zoning and Engineering Codes that could change how pedestrian improvements and redevelopment projects are carried out along South Milton Road. These plans hope to address vehicular congestion, safety, community character, and mobility for all modes.

Vehicle Crash Density



Butler Avenue

Butler Avenue runs east-west through the middle of the neighborhood. It is a major arterial road owned and controlled by the City of Flagstaff. It is designated a Great Street in the Regional Plan.

History of Butler Avenue

Butler Avenue did not always exist as the busy road it is today. The western half used to be known as Clay Avenue; it was just like the other east-west streets of the neighborhood. The eastern half was originally platted as Butler Street and offset from Clay Avenue by approximately 200 feet to the south. Butler Street provided the best connection to the east, south of the railroad, for a growing Flagstaff. In the mid-1980s, the City of Flagstaff connected Butler Street to Clay Avenue, widened its right-of-way, and it began its function as a major east-west arterial serving all of Flagstaff. The two streets no longer functioned as just any other neighborhood street. The street was designed with landscaping improvements to create buffers between residences and the higher volume street that was created.

Butler Avenue Today

Butler Avenue's function and location essentially cut the Southside into two halves. There are few opportunities to safely cross Butler Avenue for pedestrians and bicyclists. Its busy nature often makes maneuvers into and out of the interior of the Southside neighborhood difficult due to stopped cars blocking the smaller intersections. Many members of the community have difficulty getting to and from their homes as a result.

Unlike South Milton Road, which is controlled by ADOT, Butler Avenue is a City of Flagstaff road. City ownership gives more opportunity for the road to match its design with the community's values. However, it is still a busy road in a crowded right-of-way, which limits expansion and the ability to make everyone happy. Traveling along Butler Avenue is met with varying perceptions. While the road is busy, it is not as congested as other major arterials in its vicinity. This relative ease of travel for vehicles, combined with the road's landscaped median, results in a more pleasant environment for most motorists compared to Milton Road. Butler Avenue between South Beaver Street and Ponderosa Parkway is part of the City's Advanced Traffic Management System. City traffic engineers can "see" the intersections and change signal timing from within the office to adjust to real time conditions.

On Butler Avenue, The survey of residents in 2018 showed that the S curve along Butler was frequently flagged as an issue for cyclists. Most bicyclists feel that the existing bike lanes need improvement; they need to be safer and more comfortable. The "S" curve in between South San Francisco Street and South Lone Tree Road causes inattentive drivers to swerve into the bike lane on occasion, and the drivers unfamiliar with the area will sometimes use the wider bike lane meant to give more space for cyclists for parking. Crossing Butler Avenue at South Leroux Street and South O'Leary Street is difficult for cars; crossing for pedestrians throughout the corridor is difficult though demand is high. The sidewalks are also more narrow than ideal, given the adjacent traffic volume and lack of parkway buffer, but few community members have expressed an opinion that this a major issue. This is likely due to the lack of commercial entrances that directly fronts Butler Avenue. This again demonstrates Butler Avenue's role as a road that travels through the neighborhood and not a road that serves the neighborhood.

South Lone Tree Road

South Lone Tree Road currently makes up the southeast border of the Southside neighborhood boundary. It is a major arterial road that is controlled by the City of Flagstaff. Few commercial amenities are directly against Lone Tree Road. Therefore, residents of the easternmost portions of the Southside often cross Lone Tree Road to eat or shop within the Sawmill Master Plan redevelopment area, which has a central place in its interior. This development is just east of the Southside boundary and contains numerous stores and restaurants. It is a redevelopment of the old Sawmill.

Lone Tree Road Overpass

The Lone Tree Road overpass project and road widening were originally drawn up as part of the 2006 Lone Tree Corridor Specific Plan and alternatives were investigated in the 2010 Lone Tree Overpass

Study. Voters approved the Proposition 420 "Bridging the Tracks" bond measure in November 2018 which included the preferred alternative from the 2010 Study. The connection between Butler Avenue and Route 66 was funded by voters in November 2018 as a project to widen Lone Tree Road along its current alignment. This project will extend the existing South Lone Tree Road to the north, over the railroad tracks, and end at a three-way intersection with Route 66 a little east of the Kachina Downtown Restaurant. This northern section of the future extension of Lone Tree Road will create an overpass over part of the neighborhood. It is expected to significantly change the transportation patterns and community character of the northeastern portion of the neighborhood (see discussions in Business and Live/Work section).

As only the second grade-separated railroad crossing on the west side of town, the South Lone Tree Road overpass is expected to relieve pressure from South Milton Road and improve the overall regional connectivity. It will also significantly lower traffic on South Beaver Street and South San Francisco Street. Current estimates predict traffic decreases around 70 percent on those two commercial corridors (see the Business and Live/Work section for more discussion on the commercial effects). Table 7 below was copied from the Lone Tree Corridor Specific Plan in 2006. It shows the anticipated reduction in travel times after the construction of the Lone Tree overpass for various trips per an engineering analysis by DMJM Harris of the full corridor improvements.



Figure 30: Drawings showing Lone Tree Overpass and Rio de Flag flood control proposed infrastructure

Table 7: Projected Impact of Lone Tree Overpass to other Roads

Segment	Reduction in Travel Time compared to No-Build Alternative
Butler Avenue, Milton to Enterprise (Ponderosa)	11%
Milton Rd, McConnell to Santa Fe	13%
Route 66, Santa Fe to Enterprise (Ponderosa)	11%
Beaver St, Route 66 to Franklin	16%
San Francisco St, Route 66 to Franklin	20%

Source: 2006 Lone Tree Corridor Specific Plan

In order to construct the Lone Tree Overpass, the City will be acquiring properties in the Southside over the next few years. The project is estimated to be completed by 2025-2027. Brannen Avenue will still connect through from east to west. The City has yet to determine what it will do with any property that is available for other uses once construction of the overpass is completed. The Southside Community Plan may be one of the tools that helps guide that future decision-making.

Widening South Lone Tree Road will provide numerous regional transportation benefits for general purpose vehicle travel. However, without careful design and planning, widening could create the exact conditions that are described in the Butler Avenue section above – principally making it difficult to cross, difficult to get into and out of the neighborhood, and speeds that make it uncomfortable for bicyclists even when bike lanes are present.

Internal Streets

The Major Roads previously discussed either create a boundary or cut through the neighborhood. The following discussion will center on the streets that serve the neighborhood. This section is organized around roads and streets providing two distinct functions. Roads are for traveling. Streets are the public space—the platform—that connects to their adjacent land.

South Beaver Street and South San Francisco Street

South Beaver and South San Francisco Streets work together to carry people north and south through the middle of the Southside neighborhood. South Beaver Street has one-way travel to the south and San Francisco Street is one-way toward the north. The one-way traffic on these roads has allowed them to carry more traffic and to allow for loading necessary to the commercial businesses on these narrower streets. While they are busy streets and play an important role in regional travel, they also serve as the primary platforms in which to conduct business within the Southside. Fifty percent of all businesses in the Southside face these streets. Many members of the Southside community identified these two streets and their adjacent businesses as the primary asset for the entire neighborhood. Both streets were beautified with street trees and bulb-outs to improve the pedestrian and commercial environment in the mid-2000s.

Both South Beaver Street and South San Francisco Street are narrower than the current engineering standard width for a road of their functional class and traffic volumes. This is not uncommon for historic central cities and contributes to the walkable character of the neighborhood. The related concern is that development standards for the zoning adjacent to these roads is of such a scale that the City's fire department is concerned about the ability to access larger buildings on these roads, especially with large trucks necessary for upper stories. This is one of the reasons that the High Occupancy Housing Specific Plan proposed to lower the building heights in the Community Commercial zone in the Southside. This concern may increase the difficulty of potentially turning these roads into two-way streets at some point in the future.

South Beaver Street also serves the transit system. Several bus routes cross the tracks on South Beaver Street to access the Downtown Connection Center. This is not ideal for NAIPTA because of the frequency of train travel that delays these buses on a regular basis.

South Beaver Street and South San Francisco Street have the only bike facilities on internal streets. South San Francisco Street has a northbound "sharrow" or shared lane markings, and South Beaver Street has a southbound bike lane with green markings for enhanced visibility.

These enhancements and the mix of transportation options make South Beaver Street and South San Francisco Street two of the most multimodal streets in the city.

Other Internal Commercial Streets

The Southside neighborhood initially evolved in a more traditional neighborhood style. The streets were not initially designed around their ability to carry cars. They were not created with a hierarchy of expected vehicle volumes. As such, many streets organically evolved to have a mix of residential and commercial that served its immediate surroundings. South O'Leary Street was the original connection to the Brannen Homes neighborhood before South Lone Tree Road existed. O'Leary Street Market came about as a small commercial establishment to serve the immediate residential areas. Buildings on South Agassiz Street, north of Butler Avenue, were initially designed and used for commercial purposes. These buildings have been repurposed to residential as demand shifted away from commercial services on South Agassiz Street. Currently, homes along other streets, like Cottage Avenue, have been converted into commercial uses.

While many streets in the Southside contain a mix of uses or styles, Mikes Pike and Phoenix Avenue can be considered the primary commercial streets in the Southside that do not serve any regional travel. Interestingly, they once served as the original alignment of Route 66. Now Phoenix Avenue is a narrow street that many community members feel has inadequate sidewalks and is too dark at night. Mikes Pike has new sidewalks and pavement along its majority as a result of redevelopment improvements. The Clay Avenue Wash will be contained in a large box culvert under the entire length of Mikes Pike when the Army Corps' Rio de Flag flood control project gets constructed.

Internal Residential Streets

The Southside's internal, primarily residential, streets have a variety of conditions and concerns. Many blocks in the southeast corner of the neighborhood do not have curb, gutter, stormwater conveyances, and sidewalks, including Dupont Avenue and Ellery Avenue east of South San Francisco Street, Ashurst Avenue, South Agassiz Street south of Butler Avenue, South Verde Street, and South Fontaine Street. Another area of concern is that vehicle speeds are too fast for residential streets.¹¹ This concern was raised numerous times concerning South O'Leary Street south of Butler Avenue and was also a concern for some on South Agassiz Street north of Butler Avenue. The roads where speed is an issue often have wider travel lanes and long stretches without stop signs or slowdowns. The roads still need to be studied through the standards of the Guidebook for Residential Management before design proposals can be made.

Industrial Streets

The northeast part of the Southside neighborhood has a number of incomplete streets that serve the adjacent industrial activities. Many have no curb, gutter, or sidewalk, and others are even gravel. The conditions of these streets were not a high concern for most community members as they appear to meet their intended function. This area will change, however, when the Lone Tree Overpass is constructed. The proposed private redevelopment will likely shape the final design of these easternmost streets.

Improvements to some of these streets may be limited if there is BNSF ownership of some or all of the right-of-way. BNSF is a quasi-federal private entity and adjustments to infrastructure and changes to land use involving BNSF take extensive cooperation, shared interests, and sometimes, Congressional action.

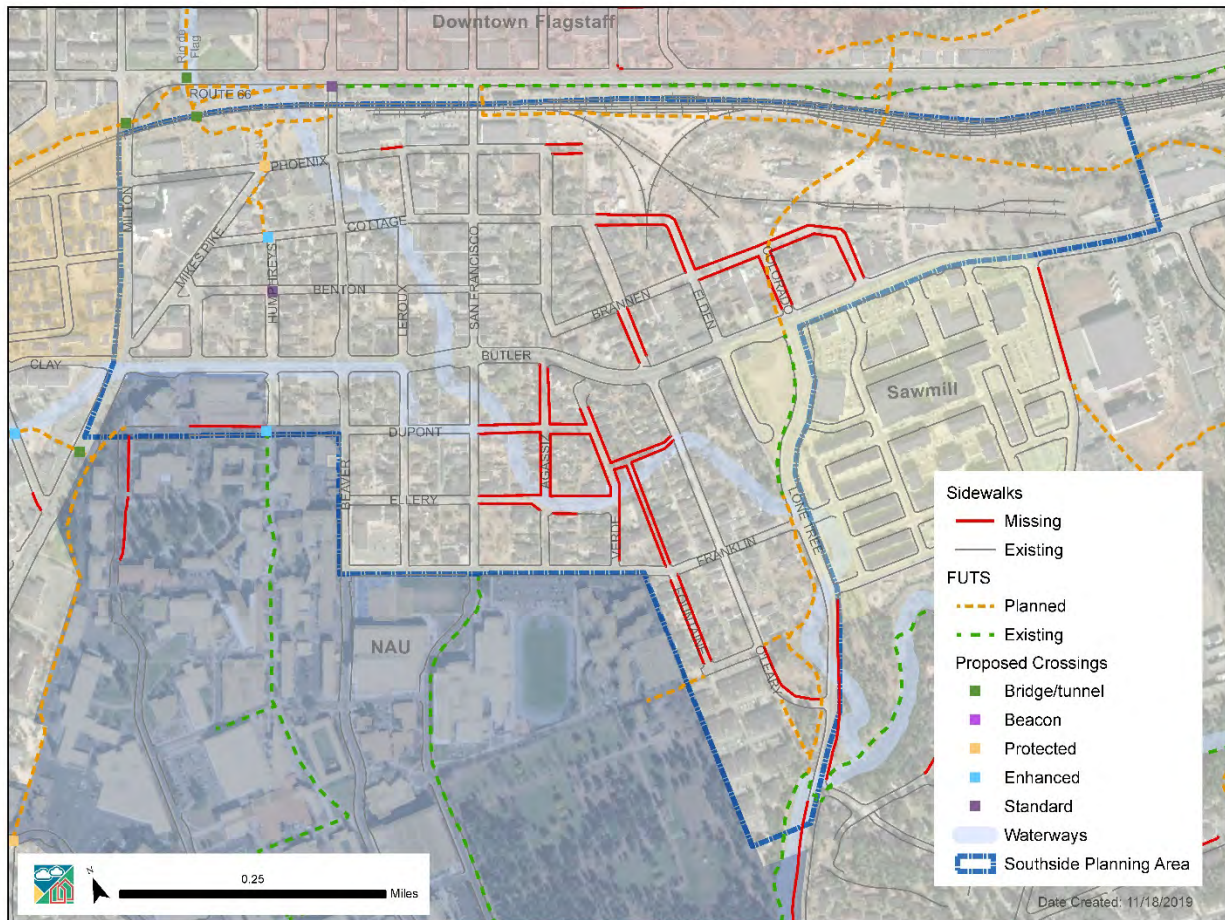
The northern half of Phoenix Avenue is owned by BNSF between South San Francisco Street and South Agassiz Street, and BNSF owns the full width of Phoenix Avenue east of South Agassiz Street. BNSF also owns portions of the easternmost part of Cottage Avenue. This makes some of the desired neighborhood improvements for these streets difficult to manage.

Pedestrian and Bicycling Environment

Southside is one of the few truly "walkable" neighborhoods in Flagstaff. In this context, being "walkable" is about more than having sidewalks and gridded streets. Walkability is generally a design concept that prioritizes people and has a built environment that exists at a scale appropriate for humans (human-scale) opposed to vehicles. It is a concept where daily needs can be, and will be, accomplished without

¹¹ The City of Flagstaff's 2012 Guidebook for Residential Management provides information on the standards for installing traffic calming on residential streets. This methodology includes the process for filing a Citizen Action Request and data collection and thresholds for implementation of traffic mitigations.

Active Transportation Master Plan Multi-Modal Infrastructure



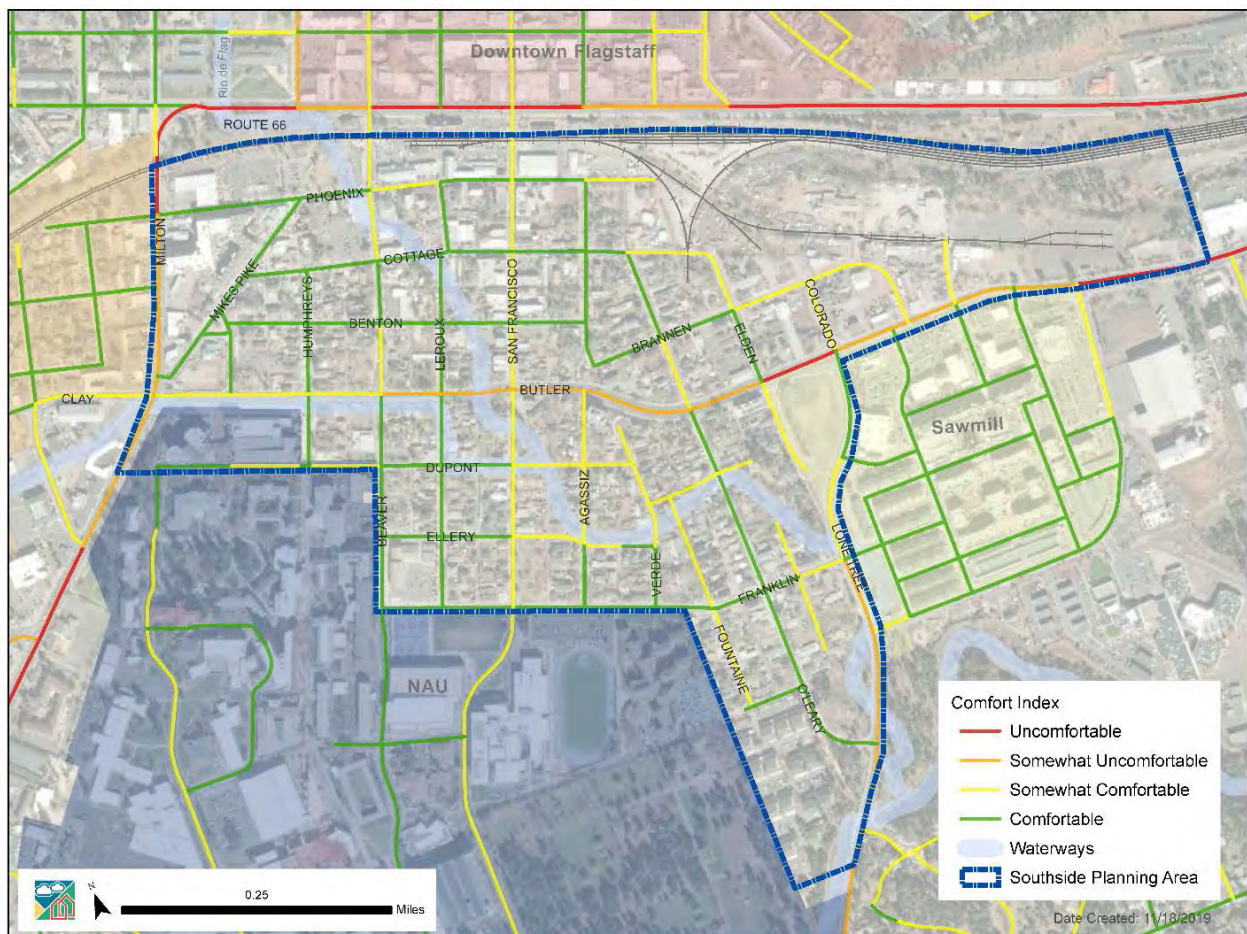
the use of a personal vehicle. For a walk to be favored it has to satisfy four conditions: it has to be useful, safe, comfortable, and interesting (Speck, 2012).

About one-sixth of survey respondents of the Southside community cite its walkability as a major asset (the second most common response). The neighborhood and adjacent amenities create countless useful and interesting components. However, the community has presented some shortcomings in the neighborhood's safety and comfort. Most of the community would like completed sidewalk infrastructure but are cautious about the costs because past assessments for infrastructure improvements on local streets have led to displacement. Some residents have expressed concerns for walking and biking in the winter when the streets are not maintained for those activities. Others expressed concerns that sections of the neighborhood feel too dark at night to walk safely. Cyclists also commented that they do not feel comfortable on the neighborhood's busiest streets.

The Southside has few missing sidewalks on collector and arterial streets. However, local streets, especially in the southeast area (east of South San Francisco Street and south of Butler Avenue), are missing curb, gutter, and sidewalk. Bike lanes are not required on local roadways and missing bike lanes

have been identified on South San Francisco Street, Franklin Avenue, and Dupont Avenue east of South Beaver Street. Due to the narrow state of South San Francisco Street, shared lane markings were installed. The volume of students walking and biking to and from NAU has increased since the Sawmill redevelopment and housing was built. However, sections with very narrow sidewalks to accommodate existing houses and other walkability barriers along the corridor make the higher volume of bicycle and pedestrian traffic uncomfortable. Bicycling is not permitted on the sidewalks on South San Francisco Street and most of South Beaver Street by signage (Flagstaff City Code 9-05-001-0008.A). The vast majority of pedestrian and bicycle crashes since 2010 have occurred on South Milton Road, Butler Avenue, South San Francisco Street, South Beaver Street, and Franklin Avenue. The Pedestrian Comfort Indexes show that South Milton Road and Butler Avenue are the least comfortable pedestrian environments in the Southside. However, the roads in the east and southeast portions of the neighborhood that lack sidewalks also were somewhat uncomfortable.

Pedestrian Comfort Indexes



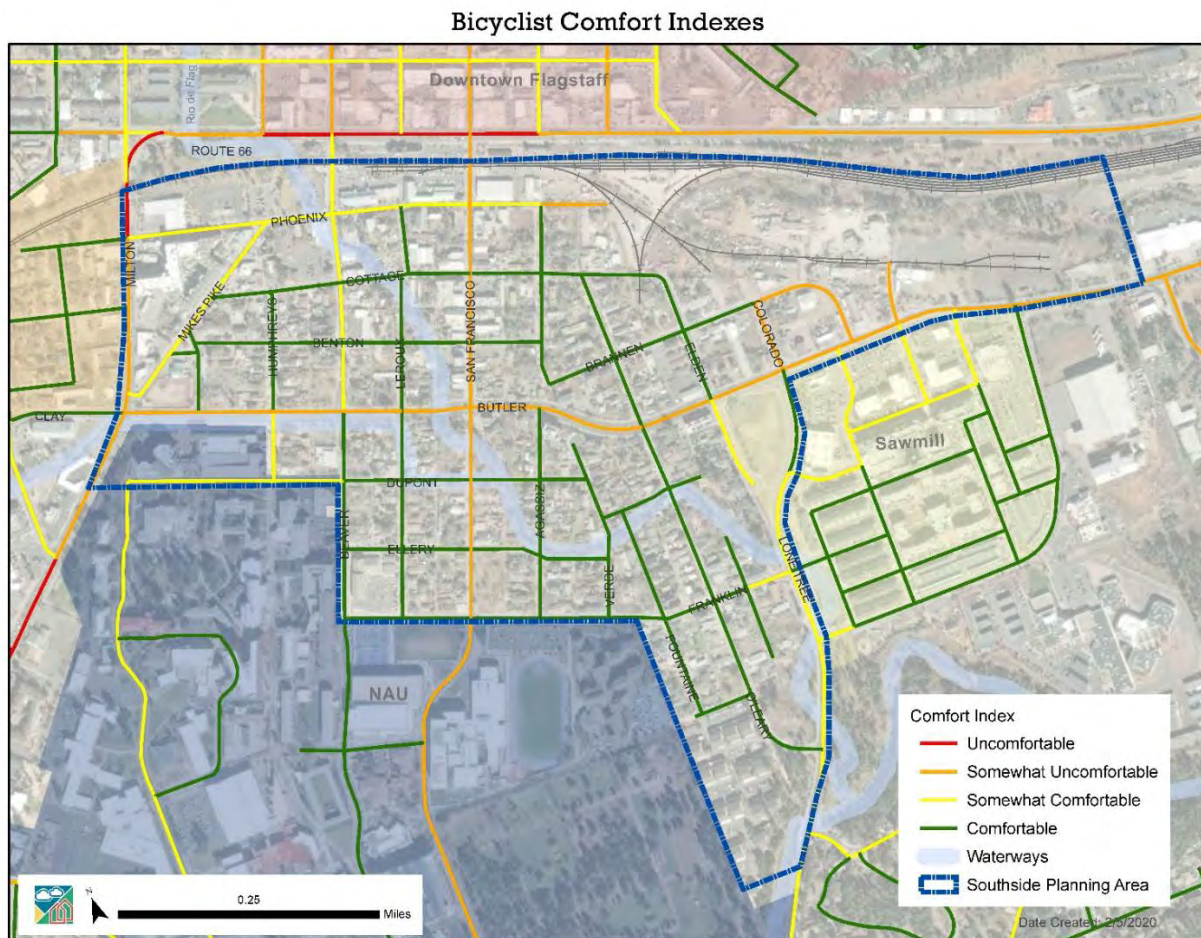
Bike Routes

Not all people enjoy the shared lane on San Francisco Street or crossing Butler Avenue, but most bikers feel comfortable within the Southside neighborhood. Many of the roads that make up the border of the neighborhood create a barrier for further bicycle travel. Part of the Active Transportation Master Plan includes a FUTS below-grade crossing of the railroad and Route 66 located between the existing bus connection center off Phoenix Avenue and City Hall. This idea is planned to connect into the existing Karen Cooper FUTS north of City Hall and then into the paths of NAU to be the major north-south corridor for western Flagstaff.



Figure 31: Multimodal activity on South Beaver Street

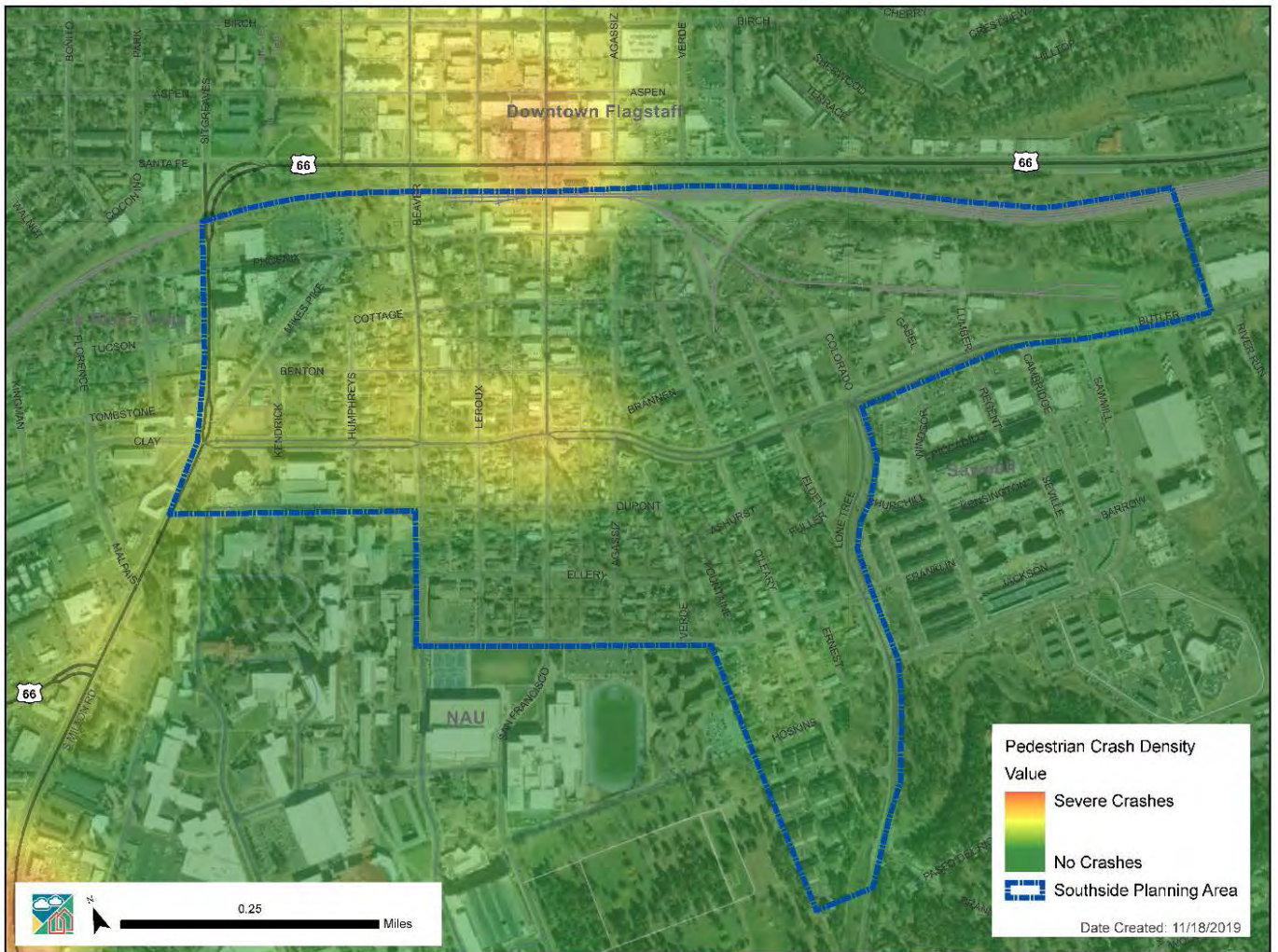
Avenue and City Hall. This idea is planned to connect into the existing Karen Cooper FUTS north of City Hall and then into the paths of NAU to be the major north-south corridor for western Flagstaff.



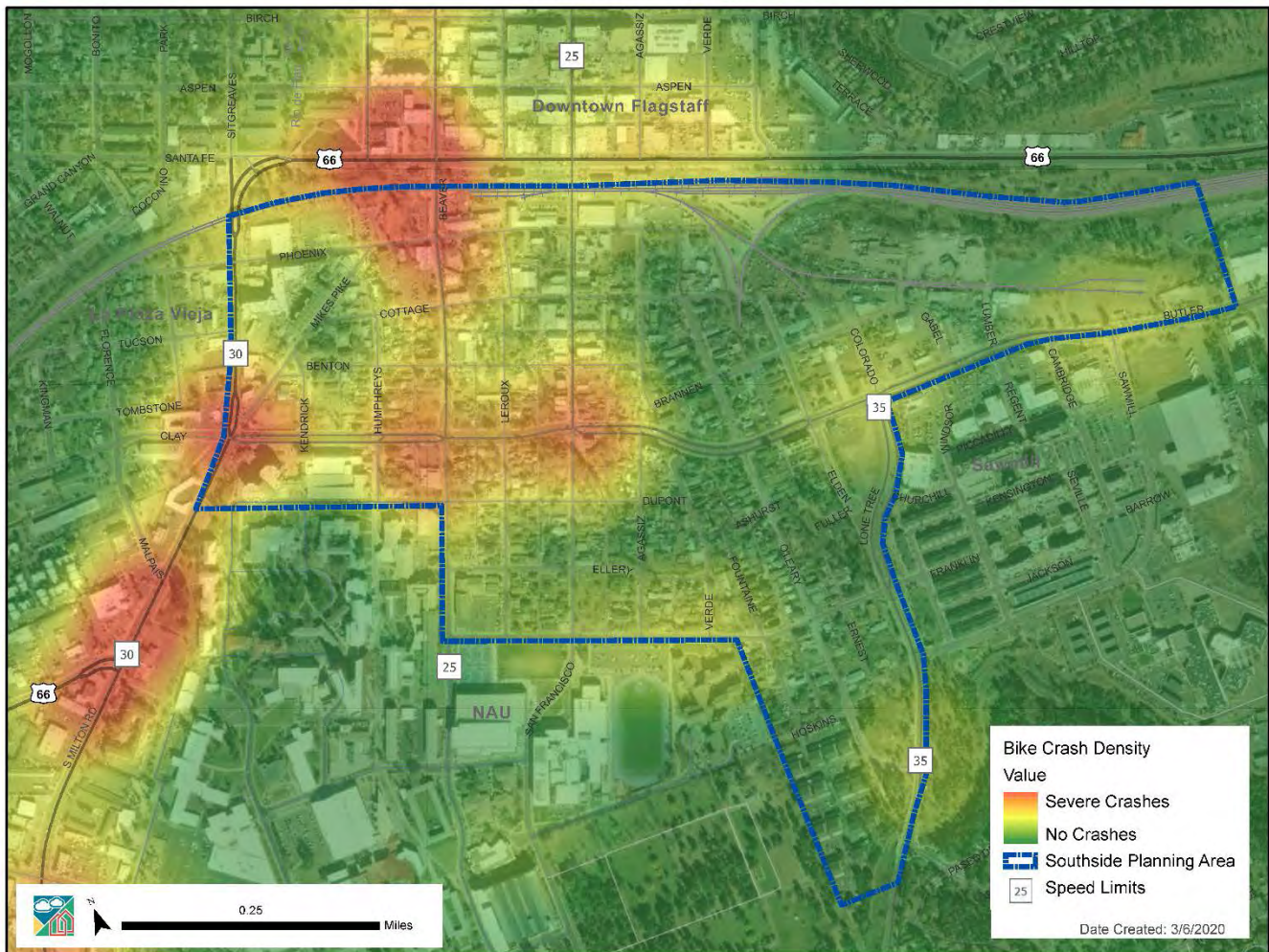
Bicycle and Pedestrian Crossings of Major Roads

The Corridor Master Plan for South Milton Road and the La Plaza Vieja Neighborhood Specific Plan consider other options to get people across Milton Road. BNSF is planning to add a third rail through Flagstaff, which should provide an opportunity to re-do the South Milton Road underpass. Plans could be made to add a FUTS to the railroad bridge if it can work with BNSF's design. A grade-separated crossing of South Milton Road between Butler Avenue and Route 66 at South Malpais Lane is also planned.

Pedestrian Crash Density



Bike Crash Density



Transit

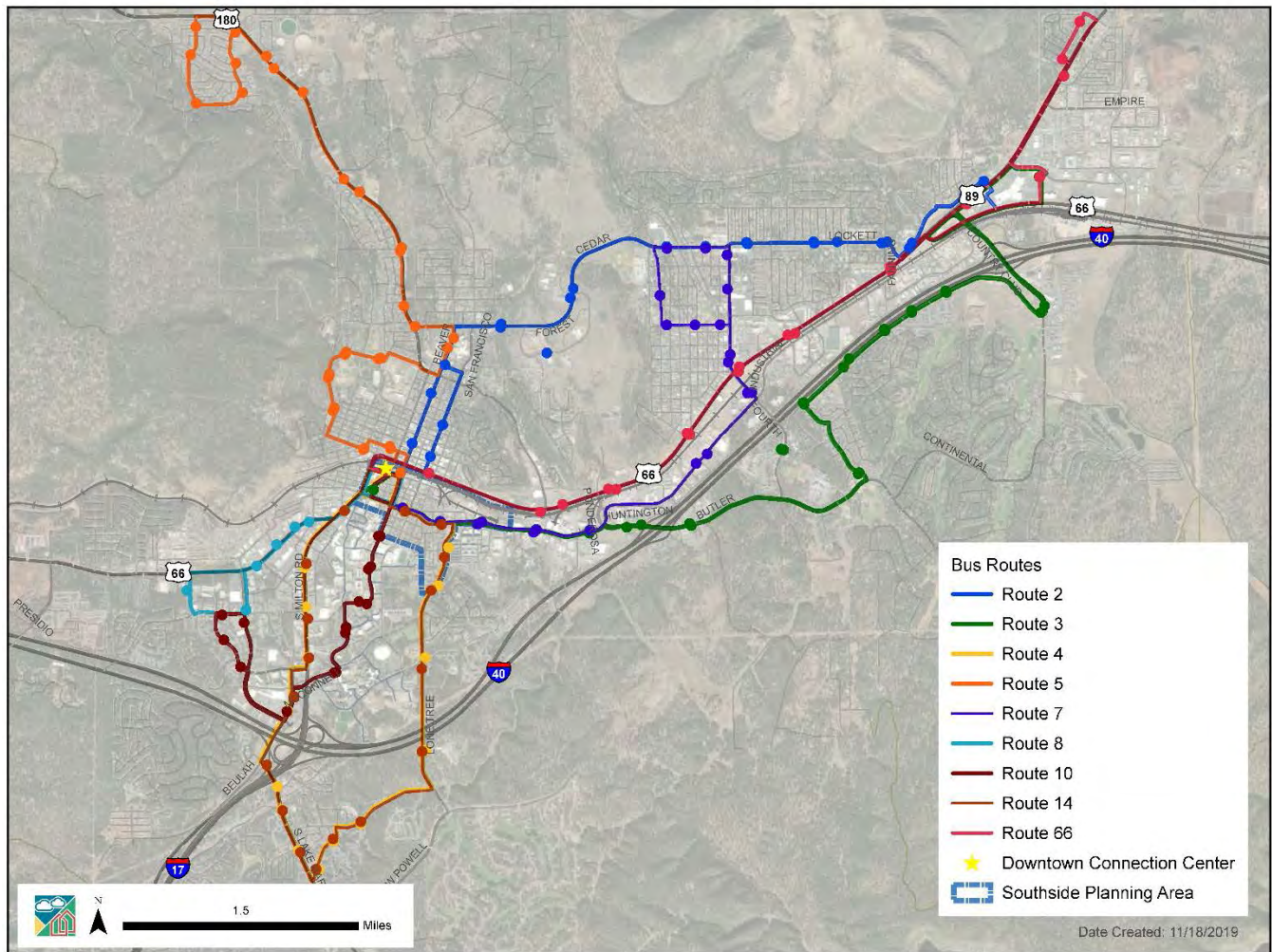
Mountain Line's main connection center, the Downtown Connection Center (DCC), currently exists in the Southside. Most members of the Southside community perceive the DCC and the availability of other bus stops throughout, and near, the Southside as an asset. It provides a great mobility option to and from most other areas of Flagstaff.

Other members of the community experience some challenges with the busy transfer center in the Southside. Businesses in its vicinity conflict with the numerous buses on the narrow streets surrounding the DCC when getting deliveries or unloading supplies for their business. And some community members do not feel comfortable or safe in the vicinity of the DCC and would rather have it be elsewhere.

Mountain Line, who operates the busses in Flagstaff, is looking into options for expanding the permanent connection center. They plan to stay in the center of town because organizing around the

center of town is the most efficient pattern for a bus system to connect people to their destinations. The existing connection center was only intended to be used for a few years, but Mountain Line has been there since 2008. Mountain Line has been analyzing site locations which are centrally located and have great pedestrian, bicycle, and bus access in north downtown or Southside as part of an ongoing study. One option includes redesigning the existing DCC site to be more efficient and safer.

Mountain Line Routes



Flooding and Other Emergencies

The Southside is vulnerable to several hazards, the most common of which is flooding. This makes preparedness and response important community issues even though public awareness of other hazards is low.

Regional Flooding

Most of the Southside neighborhood exists in the 100-year floodplain of the Rio de Flag or Clay Avenue Wash. A combined watershed area of 50 square miles, extending all the way to the top of Agassiz Peak, converges in the Southside. When water travels downstream into the Southside neighborhood, it overflows its undersized channel. Existing development in the Southside is expected to be under up to seven feet of water during a 100-year flood event.

The 100-year floodplain is the area modeled to be under water during a storm event that has a one percent chance of occurring any given year. The 100-year floodplain is composed of two distinct components: the floodway and the flood fringe. The floodway is the area of conveyance. It is the land area needed in order to discharge the flood volume without cumulatively increasing the water surface elevation more than one foot. The flood fringe is the area between the floodway and the edge of the floodplain.

The 100-year flood event is the most referenced event when referring to a floodplain. It is also the primary regulatory flooding event. It will be the event assumed within this section if no year is specified. But any flood event could be modeled. For example, a 500-year floodplain is also modeled through the Southside and is only marginally larger than the 100-year event.

History of Rio de Flag Through the Southside

The issue of flooding has a complicated natural and social history in the Southside. The Rio de Flag floodplain in the late 19th century followed a different alignment that caused regular flooding of the lumber mill facilities. In the 1910s and 1920s, the community rerouted the ditch in the Southside community where the flooding commonly occurred. In the 1980s, when floodplain regulations went into effect in the Southside, no consideration was given to this manmade relocation, so the impacts of flood insurance and regulations limited development. The impacts of the Rio de Flag floodplain have disproportionately affected Southside residents.

Army Corps' Rio de Flag Flood Control Project

The City of Flagstaff and the Arizona Congressional delegation are working with the Army Corps of Engineers and BNSF on a flood control project that would remove most of the Southside and NAU from the floodplain. The plan is to construct a concrete box culvert that will contain the Rio de Flag's 100-year flood volume underground. This culvert will enter the Southside from the north where the current downtown connection center for Mountain Line is located. Then it turns to the east and stays just south of the railroad. About a block east of San Francisco Street, it will become an improved open channel



Figure 32: Rio de Flag Flood Control, Army Corps of Engineers proposed treatments, 2019

and connect to its pre-1923 channel near Warner’s Nursery. Clay Avenue Wash will enter the Southside from the southwest at Butler Avenue and South Milton Road contained in its own separate box culvert. Then it will travel northeast under Mikes Pike and merge into the Rio de Flag’s culvert.

Design and planning for this system have been underway since the mid-1990s. There have been periods of uncertainty about when and how the project would be implemented, although it presently looks like the project will move forward. The timeframe, however, remains uncertain. Since there is current momentum for this project, it has become the main option for getting the Southside out of the floodplain. The City is not currently working on any other plans for regional flooding mitigation.

Interim Regional Flooding Mitigation

Options exist for property owners within the floodplain to protect their home or business while they wait on a long-term solution to flooding. The first option is for building owners to physically protect their structure from potential floodwaters. This can be done with a variety of barricades that are added to the building. These barricades can be open for the majority of the time and provide an easy sealing option when there is a threat of flooding. Certain elements of any structure can be built to withstand flooding pressures. For example, stronger glass can be installed for windows that may become inundated with water during a flood event. City staff in the Stormwater Section are happy to work with

individuals to help find appropriate protection measures. However, while these options will provide protection for a person's building during a flood event, neither financial assistance nor insurance discounts are available for these efforts.

The other option besides physically protecting one's building is to be able to evacuate before the flood waters come. The City of Flagstaff has a network of rain gauges where heavy rainfall alerts can be sent to your cell phone or email. All interested people can sign up for these alerts through the City Stormwater Section. Assistance is available for individuals that need evacuation assistance through Coconino County Emergency Management. This organization maintains a list of people with special medical needs or mobility issues who may need additional assistance to evacuate or shelter in place in case of emergency.

Channel Maintenance

Long-term residents of the Southside remember more frequent maintenance on the Rio de Flag's channel that mitigated flooding up until the 1980s. A common perception is that flooding has gotten worse because of this lack of channel maintenance and rumors as to its cause have been shared in the community. The primary reason that heavy equipment no longer maintains these sections of the Rio de Flag is that once the floodplain was delineated in the mid-1980s, the Army Corp of Engineers began requiring a Section 404 permit under the Clean Water Act in order to dredge the channel. Obtaining these permissions is difficult and time consuming and the City has not had the resources or priority to acquire these permits in the past.

The next challenge for maintenance is that the majority of the Rio de Flag's main channel is on private property, some of which has access easements and others which do not. Community groups like the Friends of the Rio and NAU clubs organize channel clean ups in the publicly accessible portions of the Rio de Flag. These groups and individuals have the ability to clean out the garbage and trim the weeds along the channel but not move any dirt.

Another issue in channel maintenance is that some property owners have altered the floodway. In order to properly maintain the channel, the City would have to remove trees and take down constructed fences and walls in order to perform maintenance required to mitigate flooding. These structures, while they have prevented flooding on the owner's property, have likely contributed to worsening flooding on nearby properties.

Floodplain Regulations and Development Restrictions



Figure 33: Examples of channel conditions along the current Rio de Flag

Most of the Southside was developed before any flood-related restrictions existed. FEMA determined the 100-year floodplain in 1983 and then implemented associated restrictions:

- No new obstructions are allowed in the floodway. This includes fences, walls, and accessory structures.
- New residential structures are allowed in the flood fringe provided that their finished floor is at least one foot above the expected flood elevation.
- Commercial buildings can have their finished floor below the expected flood elevation if they have the ability to structurally floodproof their building.
- New paved areas are more limited under floodplain regulations. Property owners need to obtain a floodplain use permit and only new commercial parking is allowed. Overnight uses, such as hotels, must have a staff person on duty 24 hours a day in order to be able to ensure that vehicles are moved in case of flooding.

The purpose of these restrictions is to prevent damage from flooding to new properties and to prevent new construction from causing downstream flooding by increasing impervious surface or displacing the volume of water in a flood.

All structures in the floodplain not protected or elevated above the expected flood elevation are considered non-conforming structures by FEMA. Generally, FEMA does not want these structures to continue to exist in harm's way. The rules are designed to incentivize people and businesses to move out of the floodplain. As such, FEMA limits the value of investment that property owners can reinvest into their non-conforming structures to 50 percent of the structure's total value. The rules allow for routine

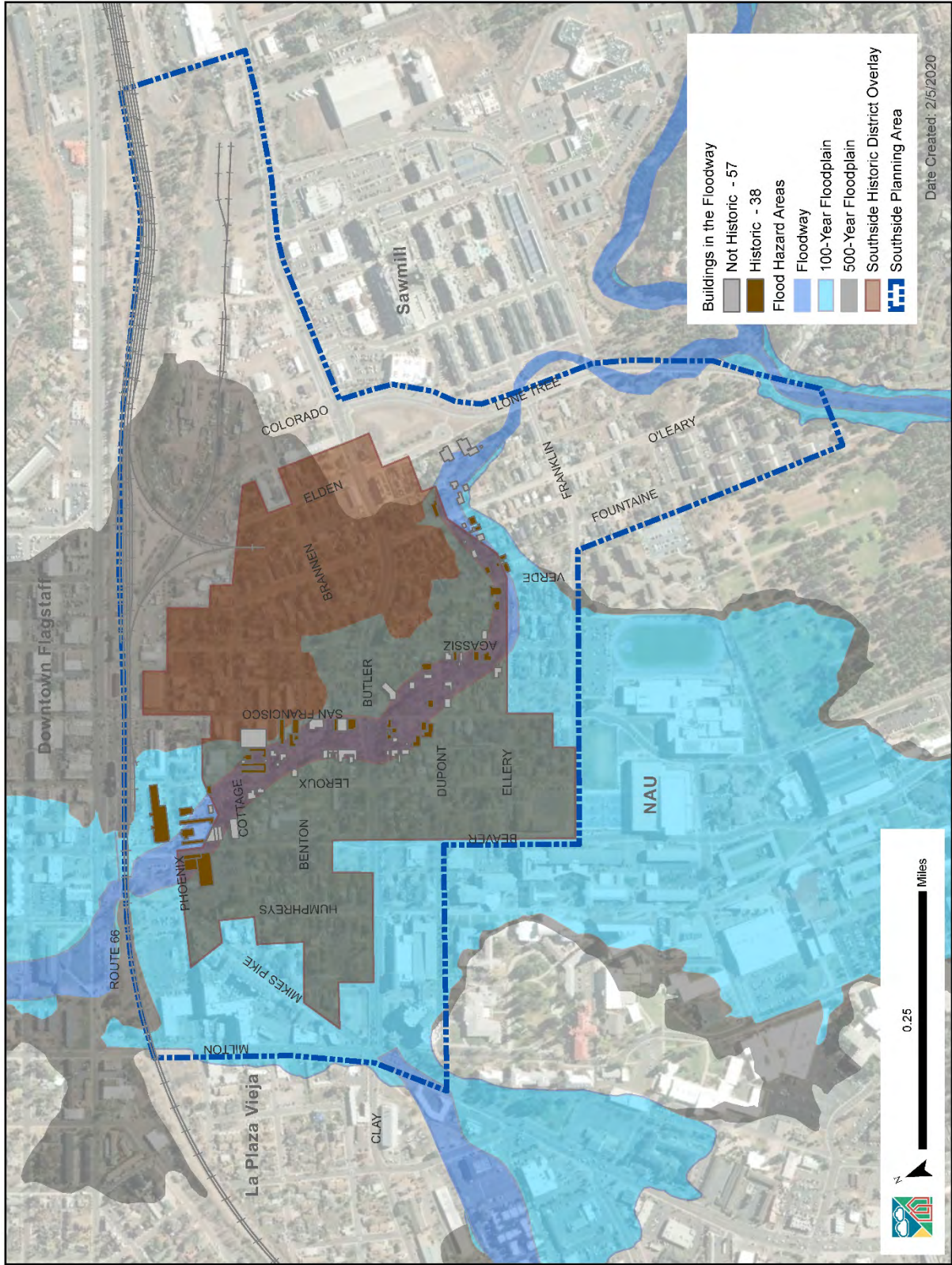
maintenance but try and discourage investments that add value to a property that FEMA would then have to replace or pay insurance claims on after a flood.

Some exemptions are available for property owners wanting to invest more than 50 percent of their property's value into improvements. One exemption is for eligible historic properties (see Historic Preservation for more details). Exceptions are also made for routine over-the-counter maintenance permits such as plumbing and electrical work. Another exemption is for safety repairs that are determined by the City's building official. Property owners may also request a Letter of Map Amendment (LOMA) that remaps the floodplain and shows the structure is outside of the 100-year floodplain. They can also request improved appraisals, which can change the value against which the "50% rule is applied." This is not an exhaustive list and is not intended as a guide for development, but rather to explain the system in place. Please reach out to the City of Flagstaff Stormwater Section for more information on any of these options or for more detail.

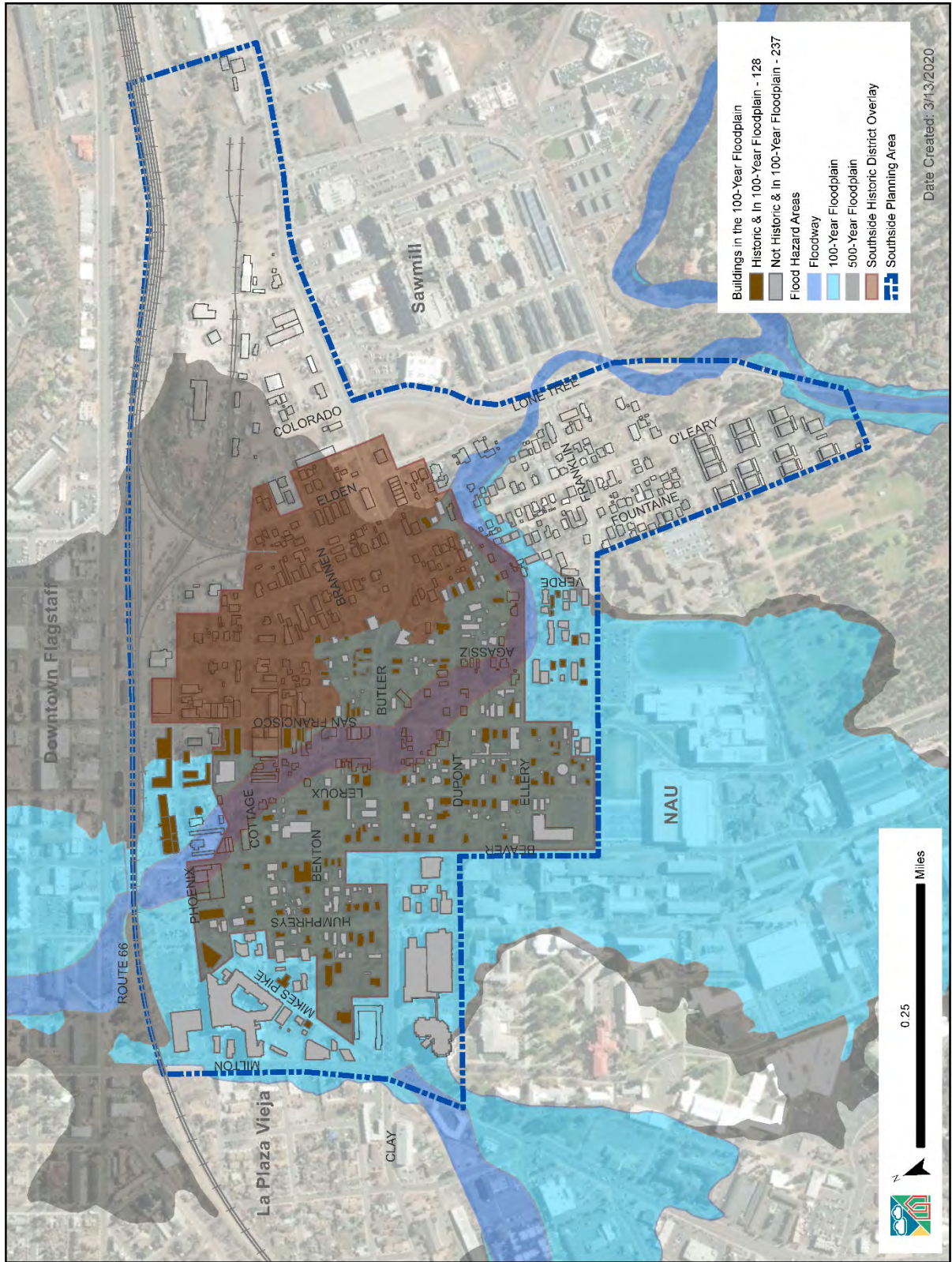


Figure 34: A home raised above the flood depth and one grandfathered in side-by-side

Historic Buildings in the Floodway



Buildings in the 100-Year Floodplain



Flood Insurance Premiums

Insuring a non-conforming structure for flooding can be prohibitively expensive. All buildings that are not owned out-right in a floodplain are required to carry flood insurance from FEMA. For many years, the premiums for some properties were frozen under Preferred Risk (grandfathered) and Subsidized Rate (pre-FIRM) insurance policies to prevent displacement, but that program may have been discontinued, and now premiums in the Southside have been rising. Flood insurance is issued under a complicated set of federal regulations. Some insurance agents may be more knowledgeable in the ins and outs of the process than others.

Localized Flooding



Figure 35: Localized flooding sometimes called "Lake Dupont" on Dupont Avenue

In addition to, and separate from, floodwaters traveling into the Southside neighborhood, the topography and aging infrastructure creates localized flooding issues for the neighborhood. Localized low points such as at Dupont Avenue and Leroux Street (Lake Dupont) often ponds with up to three feet of water from just the water that falls in its vicinity. The primary reason for this ponding relates to an inability for local storm drains to outlet efficiently to lower elevations. This area's low point is not much higher than the Rio de Flag channel two blocks to the east. Both locations are frequently inundated at the same time, which slows Lake Dupont's ability to drain into the Rio de Flag. This is difficult to mitigate without expensive pumping equipment or regrading a large area of the neighborhood.

Many other low points exist in the Southside neighborhood with no, or inadequate, outlets, and other locations may experience ponding because of damaged or clogged drainage infrastructure. These low points will not be addressed by the completion of the Rio de Flag Flood Control Project and may still produce localized flooding even after the FEMA recognized Special Flood Hazard Area (also known as the FEMA floodplain) is removed. The best way to fix these localized flood issues is

through vigilance during rain events, pro-active floodproofing if a resident lives in one of these low areas, and open communication with the City to raise awareness of problem areas.

The City of Flagstaff Stormwater Section has a running list of planned improvements throughout the city. The amount needed to fund the full list of improvements is larger than the available funding. However, the best way to get a project on that list, or to correctly prioritize a project already on the list, is to communicate issues with the Stormwater Section. They will investigate potential small repairs or maintenance that could help and then schedule larger-scale future improvements based on a City Council approved ranking criteria. The Southside planning process has included a continuous community dialogue between the Stormwater Section and the community which has better defined local flooding concerns and issues.

Other Hazards

Flooding is not the only hazard that the Southside could experience. The proximity of residences to the BNSF rail line has two main hazards: the risk of derailment and train collisions with either vehicles or pedestrians. Unfortunately, the number of collisions with individuals at the railroad and South San Francisco Street spiked in 2018, and several fatalities occurred at this location. Operation Lifesaver is an education campaign about railroad safety that BNSF and the City have been working to implement as a result of this tragic statistic. BNSF may also look at further physical safety barriers as they work on related infrastructure projects through Flagstaff. Train derailment is another hazard for the Southside community. Though rare, derailments can have severe impacts on a community and the police and train operators share training and educational materials. For the general public in the Southside, the most important step is to sign up for Coconino Alerts, a notification system managed by the Coconino County Emergency Operations Center, and to follow all evacuation and shelter in place orders if a train derailment were to occur.

Another reason to be signed up for emergency alerts is that the Wildland Urban Interface with Sinclair Wash provides a vector for wildland fires to impact the neighborhood. Though the risk is slight, wildfires are a regular occurrence in the Flagstaff area and all residents should be prepared.

Access for Emergency

Some roads in the Booker T. Washington subdivision, which is roughly between Butler Avenue and South Lone Tree Road and NAU's campus, are narrower than any current City standard. In some cases, like South Fountaine Street south of Franklin Avenue, the City owns more right-of-way than is paved, and in other cases, the City does not have right-of-way to widen roads. Narrow roads present a potential hazard for emergency responders, such as fire trucks and ambulances, because these vehicles are wider and larger than a standard truck. This situation can be exacerbated by irregular parking and snow clearing. However, widening roads will increase the speed of vehicles and can impact fences and yards that sometimes encroach unintentionally into the right-of-way.

Public Safety

Thirty-seven percent of residents surveyed in the Southside thought that public safety was somewhat of an issue or a big issue. Fifty percent of business owners/operators surveyed in the Southside thought similarly about public safety. These perceptions demonstrate a general concern in the Southside neighborhood that is higher than desirable. It is important to differentiate these perceptions from fear. While many people felt uncomfortable at times when the street was too dark or there were people asking them for money, there was less concern related to violent crime or the fear of such crime.

Lighting

The simplest common complaint in the Southside related to public safety is that the streets are too dark. Many community members do not feel safe on the neighborhood's streets at night. This feeling is spread throughout most of the residential components of the neighborhood. Only the busiest commercial corridors north of Butler Avenue avoided this comment. A compounding factor to the problem that dark streets create is when they exist where there are no sidewalks on that dark street or where there are other visual barriers such as vegetation that make it hard to see the surrounding area. Sharing dark space with vehicles while walking increases the walker's risk.

Flagstaff is a dark sky city. Protecting our night skies from light pollution is a high priority to the Flagstaff community and the surrounding observatories. Any new streetlights must be dark sky compliant. The City's standard amber lights can still help visibility on the street while not interfering with the observatories' equipment as much as white light. The City can use crime and crash statistics as well as an environmental assessment to select locations where new streetlights can be considered.

Crime

The community's concerns with crime include fear of break ins, property theft, vandalism, drug use, and harassment. Forty-seven percent of the businesses surveyed thought that vandalism and graffiti is somewhat of an issue or a big issue. The Southside improvement most popular with the business community was an increased security/police presence. Currently, police are present in the Downtown and Southside as bars and restaurants are closing for the night, and overall police resources are distributed based on the needs at the time on a citywide basis. A few respondents to the residents' survey were concerned that there was too much of a police presence in the Southside or that the police were too aggressive. This perception of security must therefore be balanced with the resources available, the rights of community members, and the fear of over-policing in the community.

One way that a police department encourages property owners to take actions that can prevent crime is by implementing Crime Prevention Through Environmental Design (CPTED) principles and strategies. "The theory is based on four principles: natural access control, natural surveillance, territoriality, and maintenance" (NCPC 2019). Many of the places in the Southside where people pointed to "safety" concerns could be improved through the process of opening up vegetation at sight level by trimming bushes, increasing passive surveillance by pedestrians, and lighting improvements.

Another issue raised in public outreach for the Southside is street harassment. Most of the comments related to this issue were brought forward by young women. In addition, the demographic data for the Southside may also be influenced by the perception that street harassment is a problem. The ratio of men to women ages 20-35 in the Southside shows many fewer women than men in the same age group. This may be related to other variables, but given the bars in the area and the complaints received about behavior at some of them, it is a possible correlation that could be further explored.

Social Conflicts

Many members of the Southside community want an increased police presence around popular transient hangouts and during lively weekend nights. Noise complaints due to outdoor music and loud parties are common in the Southside. Southside community members want to feel comfortable walking through pocket parks or public spaces, and do not want to be woken up by loud noises. The design of public spaces can play a large role in its safety and comfort (see Public and Community Spaces section).

The Sunshine Rescue Mission (Mission) has a complicated relationship with the Southside neighborhood. Most members of the Southside community feel that a place for those in need is essential, but while they appreciate the services offered at the Mission, they often experience its negative externalities. Some people and several nearby businesses have concerns about loitering in the area and public intoxication. Protecting the rights of everyone to receive services and managing the social conflicts that can arise on a busy commercial street requires a delicate balance.

City Utilities

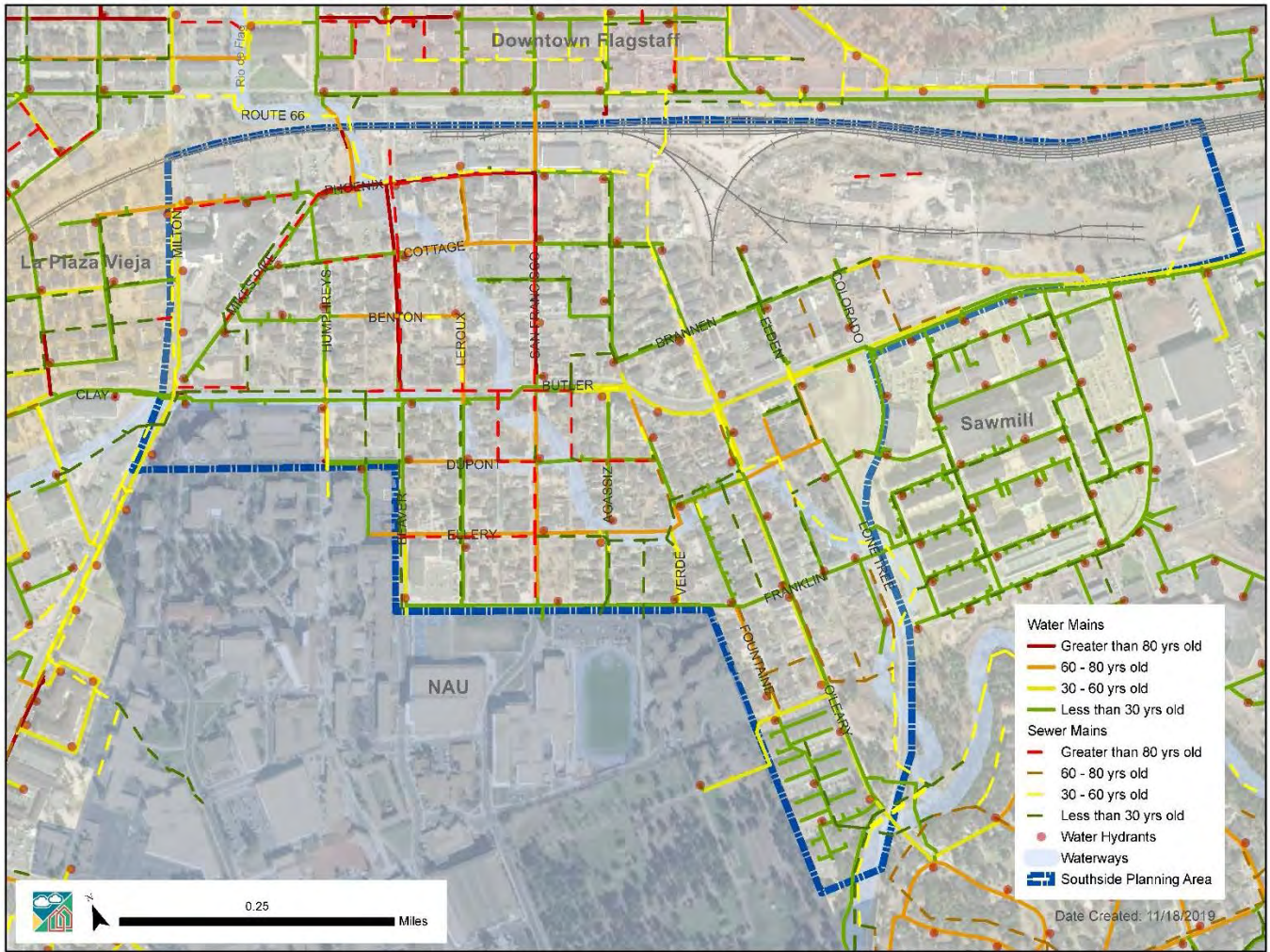
The city utilities discussed in this section are limited to water and sewer (wastewater). Other items commonly referred to as “utilities,” such as energy and communications services, are owned and operated by private companies. The topic of city utilities was not widely discussed by the Southside community. This lack of interest suggests that city utilities in the neighborhood are working as they should. The following text and subsequent map document the current conditions.

Some city utilities in the Southside neighborhood are getting old. The need for replacement is often related to the age of the utility. A general rule of thumb is that utilities last about 80 years. However, they can last longer or shorter depending on a multitude of factors. Some of these factors include the quality of initial construction, the material of the pipe, and the surrounding soil conditions. The condition of all City pipes are continuously being evaluated. This data is then used to determine priorities for pipe replacement projects. Two Capital Improvement projects for water and sewer replacements are currently planned for the Southside within the next five years. They are planned under Phoenix Avenue between Milton Road and Beaver Street, and under Leroux Street between Cottage Avenue and Phoenix Avenue.

The Southside neighborhood has adequate water capacity and flow. This is primarily due to the tight grid of streets and rights-of-way that exist throughout the neighborhood. Though some streets have existing water mains that are smaller than the City of Flagstaff standard of eight inches, all of the separate water lines on their separate streets can work together to create capacity. Water mains that are six inches or less, however, will need replacement for high density development to occur.

All of the Southside’s sewer drains toward the southeast, eventually to where the Rio de Flag converges with Sinclair Wash. Downstream of this convergence are sewer lines that are at least 30 inches in diameter. Twenty-seven inches is the City standard for the type of sewer lines that collect a lot of upstream flow. Other fairly new major lines in the neighborhood are at least 27 inches in diameter. However, one line that collects most of the Southside directly upstream along the Rio de Flag from its point of convergence with Sinclair Wash is a 20-inch line built in 1981. This sewer line has adequate capacity for growth and infill in the area for years to come. It also does not have operation or maintenance issues that would require replacement. Even though it is smaller than the current City standard, it is not currently planned for replacement. There are no sewer capacity limitations currently or anticipated in the near future for the Southside neighborhood.

Age and Location of Water and Sewer Utilities



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Glossary

Certified Local Government: Local governments that are certified as partners in the Federal Preservation Program by the National Park Service and the State Historic Preservation Officer. This status increase funding, technical assistance, and sustainability to local historic preservation efforts.

City Beautiful: The City Beautiful movement arose in the 1890s in response to the conditions of industrial cities and expressed a desire for landscape beauty and civic grandeur over efficiency of land utilization. The movement is defined by grand boulevards and monuments. (Fairfield 2018). In smaller municipalities like Flagstaff, the movement was the earliest efforts at comprehensive planning and resulted in wider roads and the first community parkways, as seen in the Brannen Addition and Townsite subdivisions.

Contributing property: A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a property is significant because:

- it was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity or is capable of yielding important information about the period; or
- it independently meets the National Register criteria (NRB 16a).

Eligible property: An eligible property is a building that is more than 50 years old and meets the National Register criteria for significance and integrity as part of a district or as an individual listing, but has not been listed on the national register individually.

Employment (area type) (R): An area type with research and development offices; medical offices; office space; business park; retail, restaurant, and tourism center; light-industrial; heavy-industrial; live-work spaces; and home-based businesses.

Floor Area Ratio (FAR) (Z): An intensity measured as a ratio derived by dividing the total floor area of a building or structure by the net buildable site area.

Flood Elevation (Base): The elevation of surface water resulting from a flood that has a one percent chance of equaling or exceeding that level in any given year (source: Federal Emergency Management Agency (FEMA)).

Flooding, Localized: Urbanized runoff within the City limits that is not included in the regional flood control design.

Flooding, Regional: Runoff from the forest, undeveloped areas, and upstream urbanized areas that are planned for under the regional flood control project.

Floodplain (Z): Any areas in a watercourse that have been or may be covered partially or wholly by floodwater from a one hundred year flood.

Floodway: The area designated by FEMA as the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that upstream flood elevations do not increase.

High Occupancy Housing (HOH): Refer to the definition in the High Occupancy Housing Specific Plan up to and until a definition is adopted by the City Council as part of the Zoning Code.

Historic Building (Property): A building with sufficient age, a relatively high degree of physical integrity, and historical significance and, therefore, may be eligible for listing on the National Register of Historic Places. Historic buildings may occur with or outside of a historic district and may be protected regardless of their relationship to a historic district.

Historic Context: A unit created for planning purposes that groups information about historic properties based on a shared theme, specific time period, and geographical area (NPS 2019c).

Historic District: A group of buildings or properties that have been nominated by the State Historic Preservation Officer for the National Register or that have been protected locally through an overlay zone. Districts are established based on their eligibility, significance, and integrity.

Integrity, Historical Resource, or Cultural Resource (Z): The authenticity of a cultural resource's identity, judged by how evident is the general character of the period of significance, the degree to which the characteristics that define its significance are present, and the degree to which incompatible elements are reversible **Landmark (Z):** A property with a national or local designation as a landmark.

Landmark or Historic Overlay (Z): A special overlay zone applied to specific property or properties that have been recognized as having historic, architectural, archaeological, cultural, or aesthetic significance and that includes regulations that modify regulations in another zone with which the zone is combined.

Live-Work (Z): A mixed-use unit consisting of a commercial and residential function. It typically has a substantial commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as workspace with incidental residential accommodations that meet basic habitability requirements.

Mixed Use (Z): The development of a single building containing more than one type of land use or a single development of more than one building and use including, but not limited to, residential, office, retail, recreation, public, or entertainment, where the different land use types are in close proximity, planned as a unified complementary whole, and shared pedestrian and vehicular access and parking areas are functionally integrated.

Multi-Family Housing (Z): A residential building comprised of four or more dwelling units.

National Register Historic District: A district is a category of historic property that is an area which possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development (NRB 15).

One-Hundred Year Flood: A flood that has a one percent chance of being equaled or exceeded in a one-year period, based on the criteria. Also known as “base flood.”

Overlay Zone: A Zone applied to a property that grants additional development rights or land uses and/or imposes restrictions on development without changing the underlying zone. **Parking, On-site:** Surface lots or structures that meet the requirements for development-specific parking on each individual private development.

Parking, Off-site: Public or private parking areas that serve multiple properties and businesses.

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

Period of Significance: Buildings constructed within the period of significance for a historic district may be considered contributing structures. Those built before or after the period of significance may not be.

Place Type (R): Place types include activity centers, neighborhoods, and corridors, and provide the framework around which our community is built. Land uses that occur within the different place types are further designated into categories such as residential, commercial, and institutional, which define the type of use and zoning for those place types.

Plat: A map drawn to scale, showing the divisions of a piece of land. It describes the piece of land, its boundaries, lots, roads, and easements. A plat also means a small piece of land or plot (US Legal 2019).

Preservation: The act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project (NPS 2019c).

Rehabilitation: The act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values (NPS 2019c).

Restoration: The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project (NPS 2019c).

Rezoning: A change to the Zoning Code that requires an update to the Zoning Map.

Specific Plan (Z): Detailed element of the General Plan enacted under the provisions of A.R.S. § 9-461.08 that provides a greater level of detail for a specific geographic area or element of the General Plan, and that provides specific regulations and standards for the systematic implementation of the General Plan.

Subdivision (Z): Improved or unimproved land or lands divided for the purpose of financing, sale, or lease, whether immediate or future, into four or more lots, tracts, or parcels of land, or, if a new street is involved, any such property which is divided into two or more lots, tracts, or parcels of land, or any such property, the boundaries of which have been fixed by a recorded plat, which is divided into more than two parts. **Substantial Improvement:** Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds fifty percent of the market value of the structure before the “start of construction” of the improvement (FEMA).

Urban (area type) (R): Areas with a higher density of people, residences, jobs, and activities; buildings are taller and close to the street; streets and sidewalks are in a grid pattern of relatively small blocks; the area is walkable and a variety of services and goods are available; and is served by public transportation.

Zoning: Zoning describes the control of the use of land, and of the appearance and use of buildings by the City of Flagstaff.

Zoning Code (R): A set of legally binding provisions adopted by the City Council consistent with state law regulating the use of land or structures, or both, used to implement the goals and policies of the Regional Plan.

Southside Community Specific Plan - Public Participation Plan

Last updated: June 15, 2020

Overall Public Involvement Strategy

The Southside Neighborhood created a neighborhood plan from 2002 to 2005. However, the final draft was accepted and never adopted by the City Council. Since 2005, there has been a considerable change in physical and social circumstances in the community, including the adoption of a new Zoning Code.



The neighborhood and community were involved in the update of the neighborhood plan in the following ways:

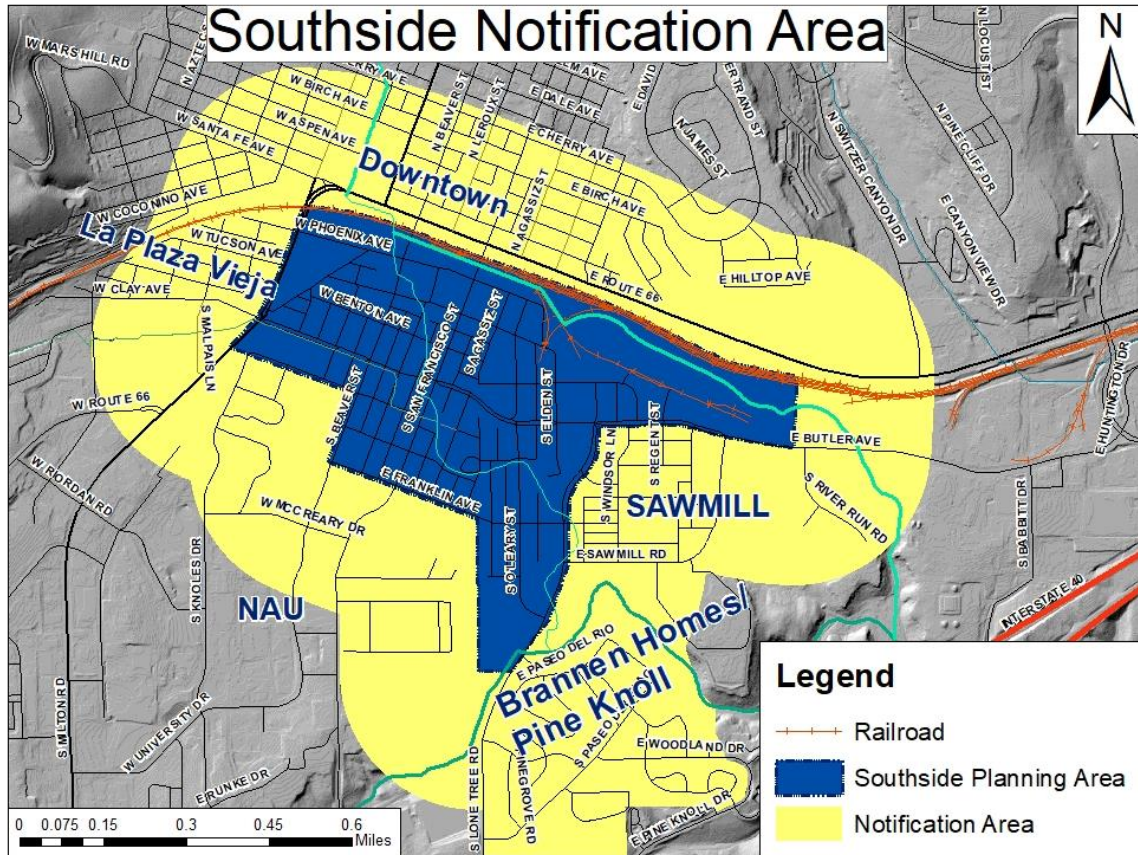
- 1) The Southside Community Association has a representative who will be involved in the core team for all phases of the project. The Association has also formed a stakeholder subcommittee to review and provide feedback on the process and deliverables to the project manager and Planning Director.
- 2) A November 2017 Visioning Meeting informed the public about the process and involved the public in identifying the needed updates to the document and gathering input to inform the concept plan, goals and policies.

- 3) From January to May 2018, the City posted an online survey about the Vision for the Southside, its assets and its issues. Staff also went into the neighborhood and canvassed as many residences as possible. Information from the process was used to better understand and define assets and issues.
- 4) From June 2018 to September 2018, the project team held workshops, walking tours, and “on-the-street” meetings. The objective was to dive into the information and issues and develop solutions that work at multiple scales for residents, businesses and property owners.
- 5) From November 2018 to March 2019, the City posted an online survey specific for businesses about assets, issues, opportunities and challenges. Staff also went into the neighborhood to canvass as many businesses as possible.
- 6) An Open House was held in March 2019. It presented rough ideas to summarize and address what we have heard so far, to gather ideas and feedback on these ideas and to map where people want to see various ideas. Information from this event was used to begin creating Goals, Policies, and Strategies.
- 7) 14 Stakeholder meetings were held between April and October 2019. These meetings went over all ideas for policies. The General Public was able to provide comments at all meetings. These meetings ultimately provided Stakeholder endorsement for the Goals, Policies, and Strategies that will go into the Draft plan.
- 8) Starting in early December 2019, a draft of the Plan was made available for 60 days. During those 60 days, City staff discussed the plan with 11 Commissions, 2 Committees, 1 Advisory Council, and City Council. Staff hosted 3 “coffee chats” at the Murdoch Center and three public meetings: a Southside Community Plan Draft Review Workshop, a Deep Dive Conversation on Parks and Public Spaces, and a Deep Dive Conversation on Future Development and Neighborhood Preservation.
- 9) In February and March 2020, the Southside Stakeholder Group reconvened and provided direction to the team on how to address the comments received during the 60-day public review.
- 10) In order to adopt the Southside Community Specific Plan as an amendment to the Regional Plan, the Planning and Zoning Commission will have two public hearings, one at City Hall and one at the Murdoch Center. The public will have the ability to address the commission about whether or not the plan should be adopted or revised. The City Council will then decide whether or not to adopt the final plan by resolution.

Outreach

Workshops and public meetings will be advertised to all property owners in and within 600 ft. of the neighborhood and residents of the Brannen-Pine Knoll Neighborhood by first class mail (See Map). Staff and the neighborhood association distributed flyers to reach residents in the neighborhood who are renting and commercial tenants. Staff also will solicit contact information through canvassing, neighborhood association meetings, and other community events. 1,914 property owners and residents received these mailing in November 2019. The number varied between 1850 and 1950 throughout the project.

Staff will post to the “Flagstaff Matters” Facebook page and the project website. Press releases will be prepared and distributed to local media outlets to advertise the neighborhood meetings, and public hearings. Documents and presentations from the neighborhood meetings will be posted on the website. Staff will maintain a website and the Facebook page to keep the public informed about the content and comments shared in these settings.



Meeting Advertising

A sign that meets the requirements of the Zoning Code for public notice will be placed at the Murdoch Center two weeks prior to Neighborhood Meetings and public hearings. Typical advertising for a meeting included:

- Advertise in diverse locations throughout the process
- Sending a postcard to the mailing list
- Make and Distribute flyers
- Post signs with meeting dates and times
- Email project notification list
- Update website
- Facebook page update

- Press Release and media outreach with newspaper and radio
- Paid ad in the Arizona Daily Sun

Fall 2017 Stakeholder interviews

Matrix Design Group assisted the City in the formation of the Southside Public Participation strategy by conducting stakeholder interviews.

November 2017 Visioning Workshop

The first Visioning and Community Mapping workshop for the Southside Neighborhood Plan was held on Thursday, November 16, 2017 at the Murdoch Center at 203 E. Brannen from 6pm to 8pm. The purposes of the workshop were to:

- Engage the public in developing a vision for the Southside neighborhood.
- Identify key assets that make Southside unique; and
- Identify issues affecting the neighborhood and opportunities that can be captured to enhance Southside.

A total of 27 citizens participated the first public workshop. Participants learned about the Southside Neighborhood Mapping and Visioning project, brainstormed issues and opportunities facing the community, and created an overall vision statement for Southside.

Spring 2018 Neighborhood Canvassing

Throughout the Spring of 2018, the project team engaged the Southside Community through:

- Online survey
- Neighborhood canvassing
- Office Hours at the Murdoch Center
- Launch updated version of project website

“Summer of Southside” Public Outreach - 2019

The Summer was spent refining issues and needs for the neighborhood and developing initial proposals on how they might be addressed. The public was included in this process in the following ways:

- Neighborhood event booths
- Final Visioning Workshop (June 23rd – Murdoch Center) and Topical and Scenario Workshops (July 24 and 26 – South Beaver School)
- Small group meetings of property owners along the Rio de Flag to discuss the future of channels and property affected by flooding.
- “On-the-street” meetings to address compatible development, Stormwater, and infrastructure issues on a small scale. Staff met “on the street” with residents and talked through the built environment concerns and solutions being considered for the context.

Fall 2018 and Winter 2019 Business Canvassing

Throughout the Fall of 2018 and Winter of 2019, the project team engaged the Southside Business Community through:

- Online survey
- Neighborhood canvassing

March 2019 Open House

An Open House for the Southside Neighborhood Plan was held on Saturday, March 30, 2019 at the Murdoch Center at 203 E. Brannen from 10am to 12pm. The purposes of the Open House were to:

- Engage the public in developing ideas to address issues and enhance assets for the Southside neighborhood.
- Summarize what we have heard so far
- To gather ideas and feedback on these ideas
- To map where people want to see various ideas
- Information from this event was used to begin creating Goals, Policies, and Strategies.

A total of 49 people participated the Open House.

April to October 2019 Stakeholder Policy Meetings

The Southside Community Associations recruited a Stakeholder Group and set up a public meeting time to go over all of the comments from the Open House and to review the draft plan materials. These meetings went over all ideas for policies that were a result of these earlier phases of public involvement. The General Public was able to provide comments at all meetings. These meetings ultimately provided Stakeholder endorsement for the Goals, Policies, and Strategies in the Draft plan.

The project team also began to update the Historic Context for the Southside in collaboration with a historic preservation professional, the Southside Community Association and NAU.

December 2019 to February 2020 Draft Plan Review

The Winter will be spent reviewing the Draft Plan. The plan will be available to view on the project website. Comments can be submitted to City staff anytime during the 60-day review. Staff will present to 11 Commissions (Transportation, Sustainability, Open Space, Parks and Recreation, Heritage Preservation, Water, Planning and Zoning, Beautification and Public Art, Diversity Awareness, Inclusion and Adaptive Living, and Tourism), 2 Advisory Committees (Pedestrian, and Bike), and City Council. Additionally, there will be 6 public meeting opportunities:

- **Southside Community Plan Draft Review Workshop** - Thursday, January 9, 2020 from 5:30pm to 7:30pm @ South Beaver School (506 S Beaver St)
- **Deep Dive Conversation: Parks and Public Spaces** - Saturday, January 11 from 10:00am to 12:00pm @ Riverside Church (419 S Verde St)
- **Deep Dive Conversation: Future Development and Neighborhood Preservation** - Thursday, January 23 from 5:30pm to 7:30pm @ Murdoch Center (203 E Brannen Ave)

- **Open Coffee Chats** - Fridays, Jan 17, 24 & 31 from 10:00am to 1:00pm @ Murdoch Center (203 E Brannen Ave)

Adoption Process

The process for considering and adopting the specific plan will follow the procedures in the City Code pertaining to Major Plan amendments. Even though the adoption of a specific plan is typically a minor amendment, following the major amendment process will allow for more extensive outreach and citizen engagement. Public notices will be issued 15 to 30 days before hearings in the Arizona Daily Sun and on a sign outside the Murdoch Center. The Tentative Hearing schedule is:

1. Planning and Zoning Hearing #1 – Wednesday, July 8, 2020
2. Planning and Zoning Hearing #2 – Wednesday, July 22, 2020
3. City Council Work Session – Tuesday, August 25, 2020
4. City Council Public Hearing – Tuesday, September 1, 2020

Appendix A: Meeting Agendas and Records of Proceedings

November 2017 Stakeholder interview questions

1. Do you live or work in the Southside Neighborhood?
2. If yes, how long have you lived or worked in the Southside Neighborhood?
3. Do you have any history you would like to share regarding the Southside Neighborhood?
4. Using the Map, can you draw your ideas for the Southside Neighborhood boundary?
5. What are three assets or opportunities in the Southside Neighborhood that could be capitalized upon?
6. What are three issues or concerns in the Southside Neighborhood that should be addressed?
7. Who are the major stakeholders, organizations and / or agencies (i.e. Community Groups, Individuals, Businesses, NAU, City) and how should they be involved?
8. What is your vision for the future of the Southside Neighborhood?
9. What do you feel would be effective methods to get the word out for community involvement in this plan?
10. Is there anything you would like to add or discuss further?

Booth Material List for 2018 Juneteenth

1. Postcards that outline summer meeting series
2. Cards that have survey information – then we will close surveys that next week before the “past, present, future”, so be clear that they don’t have much time
3. Stormwater: call for pictures of flooding – contact information to share pictures (asking more specific questions would likely work better at the stormwater specific meeting)
4. 1-page handout that describes a neighborhood plan and some general information on current initiatives
5. Raffle tickets for a raffle to be drawn at a later summer meeting, have to be present to win. We allow one entry per future meeting for each person so they can plan which meetings they want to go to.
6. ½ page handout that has a set of clues. Each side directs you to an interesting place within the neighborhood, so two locations total. Each location has a staff member hanging out to answer questions and give more background. They hand out bonus raffle tickets to each person that visits them. This activates the neighborhood overall more but still brings people back to the event to turn in the raffle tickets.
 - a. What are some location ideas?
 - b. Encourage people to ride the bike share to the sites – is there any way we could get a few bikes at each event location so people can start from there?

Southside's Past, Present and Future Workshop

When: Saturday, June 23, 2018 (9:30 AM – 12:00 PM)

Where: Murdoch Center (203 E Brannen Ave, Flagstaff, AZ 86001)

Who: All people interested in the future of the Southside neighborhood

What: A Workshop to inform the upcoming Southside Neighborhood Plan

A neighborhood plan is used to inform future public projects, discretionary development, and updates to codes and regulations. Getting involved in this planning process is your chance to influence the Southside's future.

Past and Present

9:00 AM – 9:15 AM: Coffee and snacks

Optional activity: Future headline

9:15 AM – 9:30 AM: Opening storytelling session on the history of the Southside neighborhood presented by Dr. Guthrie

9:30 AM – 10:00 AM: Panel discussion with residents/stakeholders further exploring the history of Southside through personal stories and anecdotes

10:00 AM – 10:30 AM: An interactive Shared History exercise that invites all stakeholders to fill-in a large timeline that is spread across the wall

10:30 AM – 10:45 AM: Break

Future:

10:45 AM – 11:00 PM: Neighborhood survey results presentation - what have we learned so far and where do we go from here?

11:00 AM – 11:45 PM: Focused Conversation about trends, challenges, opportunities, and collaboration in small groups

- A. What do you like about the Southside community now? How can this be strengthened?
- B. What do you miss about the community's past? How could this be re-established?
- C. What programs, systems and infrastructure are working well now? How can this be strengthened?

D. What efforts have been effective at bringing the community in the past? How could this be re-established?

11:45 PM – 12:00 PM: Key take-aways, sign ups, and next steps

Facilitators diagram

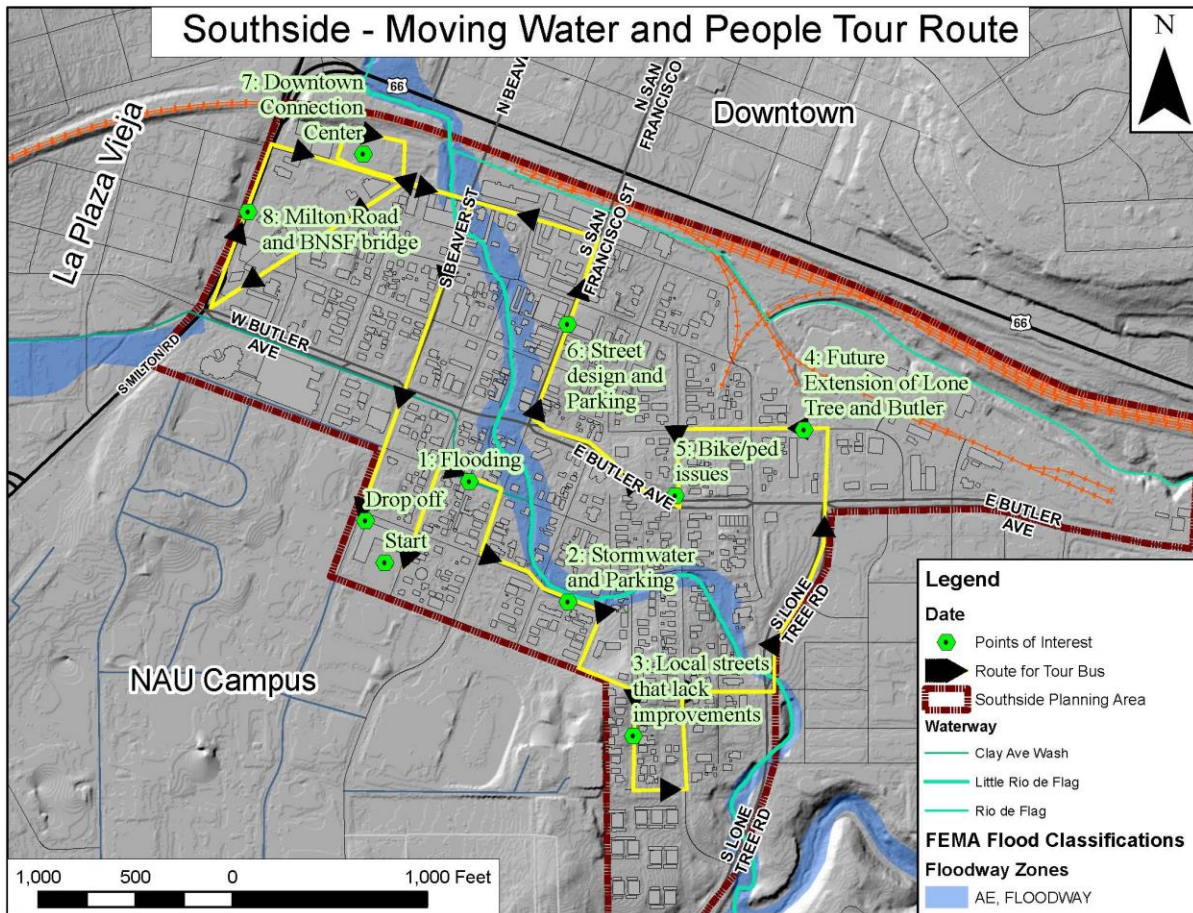
Reflecting on the Past and Present	Future Opportunities
What do you like now?	How can this be strengthened?
What do you miss?	How could this be re-established?
Reflecting on the Past and Present	Future Opportunities
What is working well now?	How can this be strengthened?
What efforts have been effective in the past?	How could this be re-established?

Moving People and Water Workshop: Creating Solutions to Address Transportation and Stormwater Issues in the Southside

Tuesday, July 24th 4:30pm to 8:30pm

Location: South Beaver School, 506 S Beaver St, Flagstaff, AZ (Parking will be free in parking lot P6 after 4:15pm)

Neighborhood Tour, 4:30pm to 6:15pm – please RSVP to (928) 213-2615 in advance for a spot on the tour.



Tour highlights:

1. S. Beaver School – Briefing and introductions (Sara Dechter)
 - a. Welcome
 - b. Introduction of staff and participants
2. Dupont/Leroux – Flooding
 - a. Jim and Chelsea discuss flooding within the Southside
 - b. Dupont residential parking - John
 - c. Narrow streets and red curbs - Jeff

3. Verde– Stormwater and Parking
 - a. Jim and Chelsea discuss the City ownership of some of the Rio floodway
 - i. Agassiz bridge
 - ii. Largest city owned parcel
 - iii. Channel maintenance
 - b. John – Parking on streets without curb and gutter – enforcements issues
 - c. CDBG project – Stephanie
 - d. Cars blocking driveway – Frank or Walter
4. S. Fontaine and O'Leary – Local streets
 - a. Bauman, Miller , Sarty - Engineering Design of roads that are narrower than our City standards
 - b. Difficulty in managing parking =reduced parking
 - c. Handicap parking trial
5. Lone Tree north of Butler – Future extension to Route 66
 - a. David Wessel – upcoming ballot question and information about the project and Lone Tree Corridor Study
6. Agassiz and Butler Ave. – Bicycle and pedestrian issues
 - a. Bauman, Miller, Sarty – Design and crash history on this stretch
 - b. Speeding on O'Leary at turn
7. North San Francisco – Street design and parking
 - a. Sara, Bauman – history of the project
 - b. Loading zones
 - c. Costs of 2-way road change
8. Downtown Connection Center – Future transit expansion possibilities
 - a. Erika? Or did this get forwarded to Alicia – Sara will cover if none
9. Milton side of the Hub- Milton Road Master Plan
 - a. Sara and David Wessel
10. BNSF bridge over Milton – Coordination with the railroad and infrastructure updates
 - a. Sara and David Wessel
11. Back to Beaver School

Workshop

6:30pm to 7:00pm Dinner and Presentation by staff

Dinner – provided by Better Express Menu catering

Presentation outline

Go over topic specific issues and assets

Describe next steps

7:00pm to 8:30pm Break out Group Discussions about:

- Street Design and Transportation

- Jeff Bauman
- Stephanie Sarty
- Gary Miller
- Felipe Zubia
- On and Off-Street Parking
 - Karl Eberhard or John Portillo
 - Tiffany Antol
 - Sara Dechter
- Future Transportation Scenarios - Lone Tree Extension to Route 66, Milton Road BNSF Bridge expansion, and expansion of the Downtown Transit Connection Center
 - Kate Morley or Alicia Becker
 - David Wessel
- Stormwater/Flooding Management and Facilities
 - Jim Janecek
 - Chelsea Silva
 - Carlton Johnson

Instructions for each group will be in the pamphlet produced by Matrix

Materials List

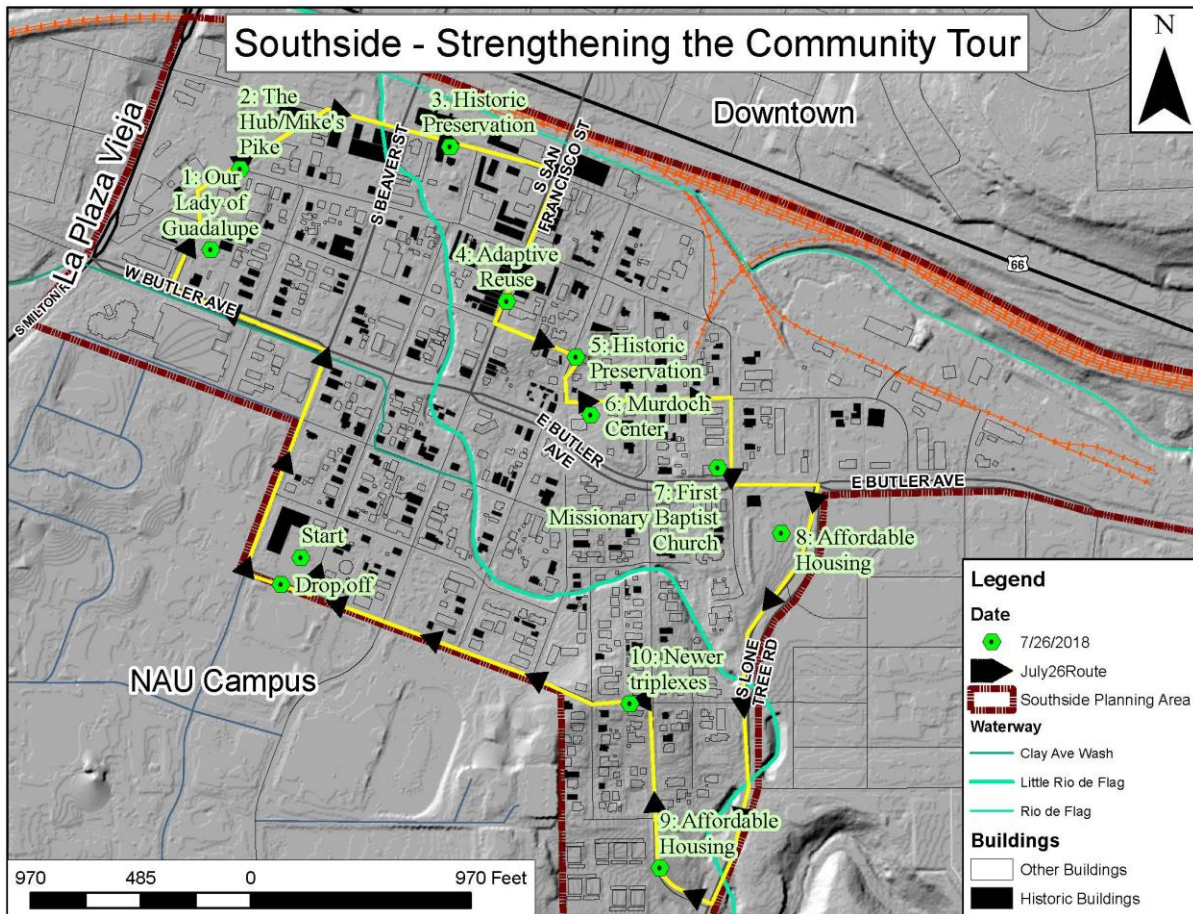
Item
Welcome banner
Sign in Sheets
Directional signs
Brochure for break out groups
Maps and dots for stormwater
Maps and yarn for parking
Maps and Yarn for transportation group
Flip charts for stormwater
Map for future transportation projects
Poster of Lone Tree design
Comment cards
Shared History Wall

Strengthening the Southside Community Workshop: Creating Solutions to Improve Community Character and Preserve the Neighborhood's Cultural History

Thursday, July 26th 4:30pm to 8:30pm

Location: South Beaver School, 506 S Beaver St, Flagstaff, AZ (Parking will be free in parking lot P6 after 4:15pm)

Neighborhood Tour, 4:30pm to 6:15pm– please RSVP to (928) 213-2615 in advance for a spot on the tour.



1. S. Beaver School – briefing and introductions
2. Our Lady of Guadalupe – Hispanic Cultural Heritage
3. Mike's Pike/the Hub – New Buildings
 - a. Tiffany

4. Phoenix Ave. - Old Route 66 – Route 66 history

5. San Francisco businesses – Adaptive Reuse
 - a. Karl

6. Agassiz and Benton – most intact Single-Family neighborhood
 - a. Sara/Karl

7. Murdoch Center and pocket park – City owned properties and African American History
 - a. Sara

8. First Missionary Baptist Church – Churches as social space for Southside and African American History
 - a. Deb

9. O'Leary City property – Affordable Housing
 - a. Jennifer Mikelson

10. Fontaine/Franklin/South San Francisco – triplexes and the Mayor
 - a. Tiffany
11. Back to Beaver School

Public Workshop

6:30pm to 7:00pm Dinner and Presentation by staff (Dinner provided by Pizza Patio)

Presentation Outline

7:00pm to 8:30pm Lego exercise

- New Buildings and Zoning
 - Tiffany Antol
 - Rebecca Sayers
 - Amy Hagin
- Neighborhood Character and Cultural Preservation
 - Karl Eberhard
 - City properties for Community Services and Affordable Housing
 - Jennifer Mikelson
 - Charity Lee
- Parks and Green Spaces

Instructions for each group will be in the pamphlet produced by Matrix

Stormwater Workshop Agenda

Saturday, August 18, 2018 10am to 1pm

Murdoch Community Center
203 E. Brannen St.
Flagstaff, AZ 86001

Meeting Goals

1. Opportunity to share values and history of flooding in the Southside
2. Providing information about floodplain regulations, processes, and projects
3. Desired outcomes for the local drainage in Rio de Flag channel within the Southside
4. Explore further collaboration around stormwater issues in the Southside

10:00 am- 10:20 am	<p>Open House</p> <ul style="list-style-type: none"> • Sign in and get refreshments • Mapping exercise • Share southside photos and documents of flooding
10:20 am- 10:30 am	<p>Welcome and Introductions</p>
10:30 am- 10:50 am	<p>Presentation – Stormwater and the Southside</p> <p>In this presentation:</p> <ul style="list-style-type: none"> • Explain some of the regulations, processes and projects that influence stormwater decisions in the Southside, • Share what we have learned about the challenges of stormwater from listening to the Southside community, and • Describe how flooding could change in the future with the improvements <p><u>Presenters:</u></p> <p><i>Jim Janecek, Stormwater Division, City of Flagstaff</i> <i>Sara Dechter, Comprehensive Planning, City of Flagstaff</i> <i>Chelsea Silva, Executive Director, Friends of the Rio de Flag</i></p>
10:50 am- 11:30am	<p>Southside Rio Challenges and Solutions</p> <ul style="list-style-type: none"> • What are the most important challenges related to flooding and stormwater that the Southside community will need to resolve? • What are potential solutions, from the presentation and/or from your own ideas, that seem most effective and/or appealing?
11:30am- 12:00am	<p>Lunch and Tour Preparations</p>
12:00- 1:00pm	<p>Southside Tour</p> <p>A short walk down S. San Francisco St. to Dupont St. and Ellery St <i>The tour requires walking 4 blocks in each direction. For those who are not comfortable walking that distance, there will be a van that can transport up to 11 people.</i></p>

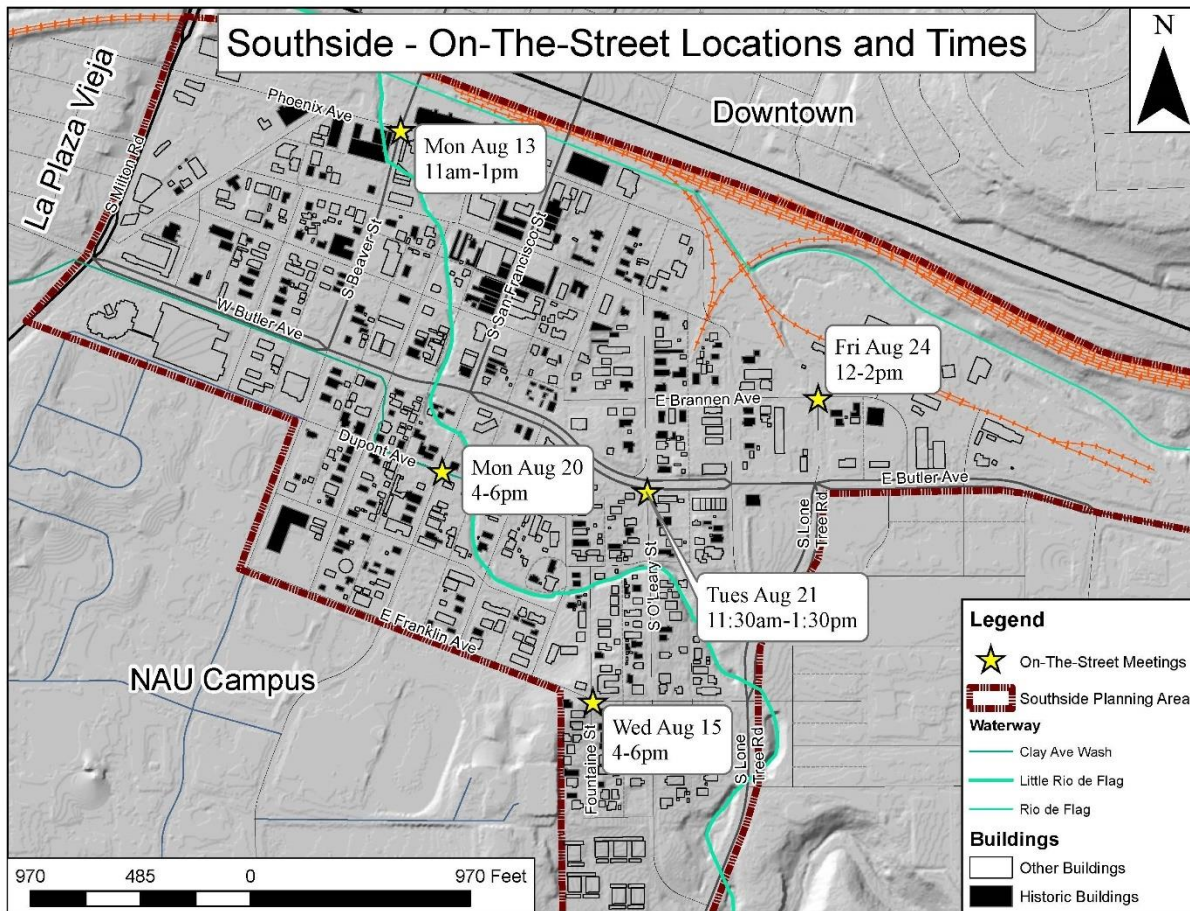
Southside Community Plan On-The-Street Meetings

August 13th, 15th, 20th, 21st, 24th (See map below for locations and times)

The Southside community planning team will host street and block level meetings in public spaces with residents, property owners and interested stakeholders to talk about issues related to these locations.

City staff will set-up a table and a pop-out canopy at the times and locations shown below. Staff will bring multiple maps, drawings, and tools to help facilitate conversations about what you want to see in these areas. Discussions can center around whatever topic you believe is most important. They will be organized around providing ideas for potential solutions through drawing and showing. Come ready to share your ideas on “what this street should look like,” “how could this crossing work better,” “where could more bike lanes exist,” “where should better public spaces/parks exist,” “how can this area feel more safe,” or whatever else you would like to design.

Southside is a community in transition and the City of Flagstaff’s Comprehensive Planning program wants to work with local organizations, residents, and stakeholders to maintain and enhance what makes the Southside a great community and place to live, work, and play. More details on these meetings, past meetings, and general project information can be found on the project website: www.flagstaff.az.gov/southsideplan, or contact Sara Dechter, Comprehensive Planning Manager, 928-213-2631 • sdechter@flagstaffaz.gov



On the Street Meetings Summary

A series of five On-The-Street meetings were held within the Southside Neighborhood over summer. There was a meeting held on Beaver and Phoenix on August 13th, 2018, as well as a meeting on Franklin and Fountain on August 20th, 2018. A street meeting was held on Dupont and San Francisco on August 20th, 2018 and another meeting was held on Butler and O'Leary on August 21st, 2018. The last meeting was held August 24th, 2018 at Brannen and Colorado. Each of these meetings were held on the streets and people passing by would stop to talk to staff about the concerns they had regarding the neighborhood. Throughout these meetings the topics of parking, traffic, safety, flooding and pedestrians and biking was discussed. The following is an overview of the comments from the On-The-Street Meetings.

Parking

Many issues regarding parking was brought up by passer byers at the meetings. Residents claimed that there is too little parking and a lack of public parking. One resident stated, "Parking on Agassiz over flow from people who don't want to pay." Parking in the winter has become an issue because cars have no place to go. There has also been an issue with things blocking parking or sidewalks such as trash cans. Bulk trash has also blocked parking on days when it is not a bulk trash pick up day. Cars have been parking in front of driveways, blocking the residents in. Many residents also voiced their concern regarding the parking issues that come from the HUB and NAU encroachment.

Traffic

Road safety also seemed to be a common issue within the neighborhood. Speeding has been a present issue on S O'Leary, Cottage, Leroux, and Agassiz. Traffic has been a consistent issue at Butler and Milton and residents also stated that it is hard to get out onto main roads when driving. Passer-byers that stopped at the street meetings also stated that snow removal has been an issue. One resident stated, "stop signs are ineffective here... Traffic calming [is] needed." The current way that the snow is being removed is being put in places where sight lines are blocked. The option of two-way streets was brought up by concerned residents stating that "One-way streets make navigating harder." Some also identified the railroad crossing as an issue.

Pedestrians and Biking

There were many issues regarding pedestrian and bike safety at these On-The-Street Meetings. Residents stated that more sidewalks and better ADA paths are needed. Residents also want better bike lanes and more of them. It was also mentioned that if more bike routes were designated and safer, they would get more use. Some mentioned that the Rio would be a great bike route. Overflowing trash and recycling cans have been an issue for foot and bike traffic. Residents also stated that there are spots within Southside that need more lighting as well as more north-south FUTS connection. Butlers S-curve ped crossing is an issue as well as the lack of curbing on Colorado Street.

Flooding

Many residents have an issue with flooding. The flooding on Dupont is an issue as well as the puddle flooding on Cottage. There has been a consistent issue with localized flooding into lots, due to lack of curbing. Overall, residents want the flooding of Southside to be resolved.

Safety

Residents that stopped by these meetings also discussed the concerns they have with the safety of the neighborhood. The Sunshine Rescue Mission was brought up multiple times. Residents stated the homeless shelter is causing more crime and property issues nearby. People have also been facing harassment and intimidation from the homeless population. Lack of lighting in the neighborhood has been an issue for the residents. The bus stop was also said to cause an issue of safety due to theft of property from bus patrons.

Southside Open House

When: Saturday, March 30, 2019 (10:00 AM – 12:00 PM)

Where: Murdoch Center (203 E Brannen Ave, Flagstaff, AZ 86001)

Who: All people interested in the future of the Southside

What: An Open House to gather feedback on ideas that will be further reviewed by the Southside stakeholder group

A community area plan is an opportunity for community collaboration and self-empowerment. The City opens this process with the commitment to use this plan to inform future public projects, discretionary development, and updates to codes and regulations.

What We Have Heard So Far

10:00 AM – 10:20 AM: Sign In, coffee, snacks, browse informational posters.

10:20 AM – 10:40 AM: Short presentation on what has happened so far, where we are in the process, and what we have heard from the neighborhood so far. The next phase of the meeting will be your chance to tell us what we may have missed.

10:45 AM – 12:00 PM Open House format begins

- Each participant will have the opportunity to draw and write as many ideas as they want at any station.
- They will also get a few dots to show their level of support for other people's ideas.
 - **Green dots:** really like this idea
 - **Yellow dots:** like this idea
 - **Red dots:** don't like this idea

Share Ideas and Feedback on Informative Posters

Wander the room to provide feedback and new ideas. There are a variety of informational posters organized by topic. Please review the topic, provide feedback on what we have heard so far, and provide your own new ideas that will enhance the neighborhood's strengths and address its weaknesses. Ideas presented at this Open House will become a major component of Southside's future goals and policies! Go to as many posters as you are interested in.

Mapping Station

When you have finished commenting on the posters, head to the large map(s) and draw or write ideas.

Southside Stakeholder Group

The Southside Stakeholder group is composed of community members invited by the Southside Community Association Board. Members committed to reviewing the draft material and making recommendations to the project team over 14 meetings. The committee members were:

- Elson Miles, Commercial and Residential Property Owner
- David Rodriguez, Residential Property Owner and Business Owner
- Deborah Ann Harris, Southside Community Association
- David Hayward, Chair of the Heritage Preservation Commission and Commercial Property Owner
- Khara House, Multifamily Property Manager
- Marie Jones, Residential Property Owner
- Rick Lopez, Realtor
- Shirley Sims, Community organizer and Commercial Property Owner
- Valeria Chase and Steve Verdal, NAU representatives

All notes and minutes from the stakeholder group have been posted on the project website at www.flagstaff.az.gov/southsideplan under the Public Participation tab.

Workshop Agenda

Draft Southside Community Plan

Date: *January 9, 2019*

Time: *5:30 p.m. – 7:30 p.m.*

Location: *South Beaver School*

*Program in Intensive English — NAU
506 S Beaver St, Flagstaff, AZ 86011*

Meeting objectives:

- Familiarize the community with the themes and process of the draft Southside Plan
- Get feedback on draft goals, policies and strategies
- Gain an understanding of how to prioritize strategies given limited resources
- ***Surface any fatal flaws in the draft Plan***

5:30pm – Welcome, Introductions and Presentation

5:50pm – Question and Answer

6:00pm - Break out activities

- Posters on the wall: Read carefully, write your comments, and place your “passion” and “absolute not” dot.
- Revolving Conversation Circle: Talk about how the past can inform the present and the future, what is missing, what the plan may be able to accomplish with modifications, and your hopes for the future.
- Comment writing tables

7:30pm - Adjourn

What do I do with my dots?

Each person will be given one “passion” dot symbolizing something so important you would be willing to personally contribute time, knowledge or resources to implementing it. If you use their passion dot, you should put their name next to it.

You will also be given one “absolutely not” dot for something they would vigorously oppose. You don’t have to use either dot. You can write comments on the posters and comment cards.

What do I do in the Conversation Circle?

Revolving conversations are self-facilitated discussion groups to discuss gaps or perceptions about the plan and its content. There will be a scribe/observer from the staff to take notes, but the discussion will be facilitated by the participants using the following guidelines:

- The four to five occupants of the inner circle sit facing each other.
- Only occupants of the inner circle may speak.
- The rules of respectful conversation govern how the discussion is conducted.
- Occupants of the outer circle should listen intently and may take notes.
- An occupant of the outer circle may “tap in” to join the conversation. The person “tapped” then sits in the empty chair in the outer circle.
- Members of the inner circle may remain part of the discussion until “tapped”.
- If the discussion strays, the scribe/observer may refocus the group back to the question.

Southside Deep Dive Conversation:

Parks and Public Spaces – Agenda

When: Saturday, January 11, 2020 (10:00 a.m. – 12:00 p.m.)

Where: Riverside Church (419 S Verde St, Flagstaff, AZ 86001)

Who: All people interested in public spaces and public projects in the Southside

What: An interactive meeting to gather feedback on ideas for public spaces in the Southside

Concepts So Far

10:00 a.m. – 10:10 a.m.: Sign In, coffee, snacks.

10:10 a.m. – 10:30 a.m.: Short presentation on some of the ideas so far, why these were chosen, possibilities for other public space amenities.

Site Visits (dress warmly and comfortably)

10:30 a.m. – 10:45 a.m.: Walk immediately outside to discuss Ellery Street Green Space

10:45 a.m. – 11:15 a.m.: Walk three blocks to Ashurst/O'Leary to discuss FUTS Connection to Lone Tree/Franklin. What are this idea's positives and negatives?

If weather is not cooperative or if some of the participants are unable to walk or drive off site, we will stay in the church and carry out the discussion using photos and other materials.

Return and Prioritize

11:15 a.m. – 12:00 p.m.: Walk back to Riverside Church. Discuss opportunities and priorities for those and other public spaces. Dot vote on priorities:

- 2 green dots for top priority public projects
- yellow dots for second priority public projects
- blue dots for neutral projects (okay with the idea but not eager to spend money on it)
- red dots for projects you don't support

Southside Deep Dive Conversation:

Future Development and Preservation – Agenda

When: Thursday, January 23, 2020 (5:30 p.m. – 7:30 p.m.)

Where: Murdoch Center

Who: All people interested in the Southside Community Plan’s Heritage Preservation, Growth and Change, and Business and Live/Work goals, policies and strategies

What: An interactive meeting to gather feedback on ideas about what preservation and redevelopment projects should look like and accomplish in the Southside

Concepts So Far

5:30 p.m. – 5:40 p.m.: Sign In, snacks.

5:40 p.m. – 6:00 p.m.: Welcome and Presentation

The presentation will cover some of the ideas so far, why these were chosen, possibilities for other changes to the management of preservation and future growth. (Sara Dechter and Dan Symer)

- Existing Zoning and Regional Plan direction
- Current Development Pressure and Results
- What the Plan proposes and Why
- What’s the difference between the concept plan and the policies – focus on implementation

6:00 p.m. to 6:10 p.m. Question and Answer

Small Group discussion

6:10pm to 7:10 p.m. Larger group will break into 2 to 4 small groups to discuss each of the sub areas: (1) Live/Make Center, (2) Southside Main Street, (3) Live/Work Neighborhood and (4) Neighborhood Core. There will be a facilitator for each group.

Recording

S-What do you like about the subarea?

W – What could be strengthened?

O – What could be enhanced

C- What could derail the outcome of vision?

Follow-up questions

- What is one thing that could be added or changed that would make you want to live in area with this quality? (Go around the table and Ask each person individually)
- Is there one or two of the points made during this discussion that we should emphasize?

Report out

7:10 p.m. to 7:25 p.m. Each group reports out the most important insights from their subarea's discussions

7:25pm Closing and Next Steps

Appendix B: Consideration of Public Comments from the 60-day public review

The Southside planning project carried out extensive public participation during the 60-day public review of the Draft Southside Community Specific Plan. All public comment was submitted were evaluated considered. New public concerns raised during the 60-day review were addressed in a response to comments spreadsheet that can be found on the project website and additional efforts were undertaken for the collection of comments and extended outreach by staff to provide additional information.

This summary of public comments from the 60-day review period attempts to take individual comments and place them within specific areas of like agreement, concerns and desires. Repeated public comments are addressed and discussed noting how comments were considered and how that consideration was reflected in changes and additions to the Southside plan. Some public comments were beyond the scope of the plan but were noted where possible with general sentiment incorporated. Some public comment could be accomplished because of legal and financial limitations. Even with this inability to accomplish some of these public desires this lack of known facts was a consideration that additional outreach in education of issues is needed. This does not mean that these barriers of existing laws and ordinances can't be changed.

Overall planning outreach efforts were formulated to ensure that those most affected by the proposed goals and concepts were heard. Staff formulated effective engagement for those "hard to reach" and expanded information such as providing visual support graphics to explain concepts, which allowed for additional clarification and meaningful public participation. Staff's written and visual communication of concepts were presented as neither positive or negative and were open to public comment. Staff did ensure that participants knew their input did influence the direction of plan concepts and modifications were made. The Southside plan sought input from participants via the City website, public notices, coffee chats, night meetings, written comments and was adjusted based on feedback about how individuals wished to participate. Public comment and the approach to outreach continued throughout the planning process and the 60-day comment period. The outcome of the public's contributions to the plan directly influenced what was included in the Southside Community Specific Plan.

Over 400 public comments were received during the 60 -day public review. In the sections that follow, the topics within that plan that resulted in the most significant changes to the document are discussed. To understand how individual comments were addressed, please reference the "Response to Comments" spreadsheet on the Public Participation tab of the Southside Plan website at www.flagstaff.az.gov/southsideplan

O'Leary Street FUTS

A good example of staff outreach in seeking additional input was regarding a proposed segment of the Flagstaff Urban Trails (FUTS). Concerns from neighbors that were adjacent to the proposed O'Leary FUTS and specifically from concerned neighbors on Fuller Way. Residents on Fuller Way had legitimate concerns regarding the concept of a proposed FUTS. The concerned neighbors pointed out the overgrowth of brush and open land associated with the Rio drainage is an attractor to undesirable behavior of vagrancy supported by readily available liquor at the O'Leary Street Market. Poor behavior, trash and trespass is an ongoing problem and the proposed FUTS would potentially expand the problems. These issues were fully noted from citizen contact as well as elected official's concerns. Citizen frustration was noted that problems were persisting and were compounded with a feeling that City priorities needed to focus on their concerns vs. other actions. Staff efforts to fully explain the proposed FUTS with Fuller Way neighbors and other surrounding neighbors began to clarify the proposed path. Support of the concept of a properly designed FUTS had the potential to alleviate problematic issues. With additional staff outreach, there was a majority of support for the FUTS, but negative comments were still received and considered. Fuller Way residents still have concerns based on skepticism of past problems not being addressed and uncertainty about the project outcome. It is important to note that this neighborhood area's support for the FUTS will only be achieved with City follow through. A properly design FUTS must include a clearly identified and well used paved path with post lighting. The FUTS construction must clear brush and hiding spaces. Neighbors property must be protected from trespass with fencing and built up grading to meet neighborhood expectations. Amenities such as benches and improved park spaces will not be included leaving a cleared naturalized area. Not including amenities that promote loitering was a direct response to neighborhood concerns. A well-used path that promotes pass-through activity meets community goals and alleviates problematic behaviors.

Parks

Green spaces that are publicly accessible and safe was provided many times as a public comment of emphasized importance. Public participation comments supporting green-space were stated throughout the plans development and supported in the 60-day comment period. Noted in comments was the continued loss of public green-space and the inequity of the lack public space compared to other neighborhoods in Flagstaff. The Southside plan looked at opportunities where small pocket parks and enhancements could take place. These opportunities were limited but are included in the plan. These pockets and linear strips are noted and linked primarily to transportation infrastructure improvements. They are noted so they will be considered for inclusion with public infrastructure projects. Currently there is no funding allocated for Southside parks and a general lack of support for pocket parks. Funding and support for pocket parks is generally discouraged with maintenance costs being more per square foot of park area. The Southside plan states the importance of green spaces within the urban landscape and guides park improvements in the area as a priority.

The most promising opportunity called out by the public for a sizable public park space is the co-development of the Lone Tree Overpass. It was realized that there is the potential that acquired land necessary for the overpass can also be developed as public space with recreational opportunities. Examples included in the plan show hardscape as well as possibilities for integrated landscaping and

green open space. The concepts developed through public participation show an urban style public gathering space with recreation and social opportunities for all ages coexisting with a major transportation improvement. Some public comment voiced considerable expectations regarding community opportunities with the Lone Tree Overpass's construction. The most visionary was developing an actual occupiable building under and integral with the overpass's construction. Proposed space would house everything from youth programs to a kitchen. Though there may be opportunities in sheltering recreation and incorporating certain aspects these costs have not been considered when setting a budget for this locally funded project. All efforts will be taken to incorporate public space amenities with the overpass's construction. These improvements have been fully acknowledged and incorporated into the Southside plan with conceptual graphics and photos of community examples of recreation, public art and urban park depictions. With follow through of the adopted plan the incorporation of certain aspects of an urban park with picnic/BBQ, shade, seating, landscaped park space, public spaces for all ages, public art and acknowledgements that interpret the ethnic and cultural history of the area have the potential to be achieved. If possibilities are planned for early in the overpass's preliminary design phases along with creative use of available funding positive outcomes are possible.

The potential for park possibilities with the Lone Tree Overpass is still many years away as these massive road/bridge projects take years to design, evaluate and construct. Noted from comments is a desire to produce smaller green-space enhancement in an expedited manner such as proposed at the triangular land adjacent to Mike's Pike. Also called out in the plan and supported as public preference is retention and enhancement of the Rio de Flag after rerouting flood control is complete so that the drainage continues to support plant life. The reestablishment of the original route of the Rio does not eliminate the current drainage running through the Southside. The drainage will remain to collect neighborhood runoff. Green spaces development for the Rio de Flag shows up in many comments and crosses over to other concerns for bike and pedestrian routes paralleling the drainage. There was a consensus in comments that landscaping was a positive in enhancing pedestrian and bike route making these connections safer and more enjoyable. Landscaping of public ways is an integral component of "complete streets" a planning concept that accommodates all users of a street from cars, bicycles, pedestrians and accommodation of all users including those with disabilities and social diversities. Negative comments were also received regarding parks and green-spaces that were attractive nuisances to vagrancy and crime and that law enforcement and public works crews could not keep up with the problems. A prime example of the competing desires was the installation benches as desirable for social needs and interactions of elderly and a negative in attracting vagrancy. The comment that best describes resolving this contradiction is "Parks with a Purpose". Establishing a park space so as just to provide green-space is not the goal. Establishing parks that are part of routes or as a destination is. Parks with purpose have public art, interpret the area's history and are well designed, as such they are embraced and protected by the public. These designed park and green-spaces can also be described as "Complete Parks" accommodating public needs including principles of "crime prevention through environmental design" a nationally recognized concept.

Public participation noted dogs in various ways. Some were proponents of additional dog parks while others rejected constructing them. Flagstaff is known as a dog friendly town and many of its residents have a dog or several dogs as pets. The development of dog parks is difficult to resolve and is not specific to goals and policies in the plan. It is noted though that the continued development of signage and stations dispensing dog-waste-bags is important for the health, wellbeing and enjoyment of the community by both the dog and its human and those that do not have a dog.

Transportation

There is neighborhood acknowledgement of issues with pedestrian safety, vehicular congestion and movement, parking and continued growth of population impacting the Southside community that presents challenges. These concerns showed up throughout the planning process and the 60-day comment period. Most of the comments from the 60-day review noted support of the plan concepts but still stating that they were problems to be solved and implemented. Public infrastructure improvements presented itself often throughout participation comments. There is a desire to address these issues with creative and innovative solutions. There is public support of presented concepts in the plan while calling for strong efforts of city staff and elected official in accommodating growth in a sustainable manner while preserving quality of life issues.

The ability to safely cross Butler Ave in the vicinity of O'Leary Street has been a common public comment that has been acknowledged by staff and is represented in the plan conceptually. High speeds of vehicles and distances between signalized crossing motivate unsafe crossing at a curved and blind section of Butler Ave. The wide roadway presents itself as a significant barrier and clearly separates the historic Southside neighborhood district by splitting it into 2 distinct areas. The need for a safe crossing has been clearly identified in the plan with 2 concepts, how this crossing is accomplished will require additional engineered traffic design and study.

Noted for the Southside are problems with the area's infrastructure. Streets and sidewalks are incomplete and do not incorporate curbing that prevents runoff control of stormwater onto property and property access. Snow removal and snow-melt problems compound street and sidewalk issues. Driveways are not demarked well and are blocked by resident students and visitors going to commercial areas often leaving vehicles overnight. Deficiencies and required improvements have been noted in the plan. The need for safe pedestrian crossings, FUTS connections, lighting and benches for resting and social interactions, these were mentioned as positive needed improvements. Though improvements are needed there was noted a lack of understanding in past projects were property owners were assessed for improvements and had resulted in economic hardships to low-income residents and sped up gentrification. The greatest obstacle to infrastructure improvements is funding. Typical methods for funding have been improvement districts that access the adjacent property owners. The applicability of current funding requirements is noted and will need to be balanced with meeting goals of community preservation. It is also recognized that appropriate rehabilitation development has a part to play in addressing critical infrastructure needs. Alternative funding as well as conventional assessments and new construction projects in combination may lend itself to improved public infrastructure implementation.

Parking

Parking was mentioned on many levels of public commentary. Parking issues were sometimes specific on a personal level impacting a resident from the ability to park their own vehicle near their home or their driveway was blocked. Other comments trended toward solutions proposing parking lots and parking structures. Parking structures were mentioned many times in comment but who to assign their construction cost to varied. Parking structures were to be built by the city, or developer and in many cases by NAU; but costs were never assigned to local residents or the business community. Parking structures are known in many communities as an introduced negative, as imposing unsightly blocks with problems of safety. The Southside plan reflects quality parking facilities that are cost effective that are integrated with other projects and not standalone. Enforcement was always noted as a needed improvement for neighbors while enforcement of parking for business patrons was considered as a negative to business growth and prosperity. Parking comments were received and considered, though comprehensive solutions to multiple issues are not readily apparent and funding is one of the greatest obstacles along with available land. Various elements of the Southside plan work toward solutions in easing parking issues noting potential location for parking lots and parking structures.

Rio de Flag

There is a considerable connection of the residents of the Southside with the Rio de Flag noted throughout the planning process and the 60-day review. This diverted drainage through the Southside is integral as green space and a primary concern of flooding impacting many aspects of property preservation and investment. The Rio supports trees, shrubs and grasses as well as the visual blight of trash and debris. Public comment often focused on lack of maintenance and that the Rio was no longer dredged in the recent past to keep it flowing. There was and continues to be a lack of understanding regarding the Army Corps of Engineering permitting requirements associated with “Waters of the United States” in that past actions can’t simply be taken without permits and extensive analysis. The routing of the Rio back to its original course, with substantial funding now allocated will have significant impacts and effects upon the Southside neighborhood both positive and negative. The rerouting of the Rio de Flag will remove many properties from the floodplain. Properties removed from flood insurance requirements may increase in value substantially as developable sites. This could result in more demolitions of historic property as a negative but could also spur reinvestment in historic properties that were limited by floodplain restrictions. There is an identified need to continue with public education about the Southside segment of the Rio and the rerouting project. The impacts and results of areas of the Southside being taken out of the floodplain are not been fully understood. The flood plain has limited reinvestment improvements to properties but has also maintained the single-family home character of much of the Southside historic district. Public participation clearly points to retention of historic properties and maintenance of a residential scale and a desire to slow gentrification.

Southside Community Association and the Friends of the Rio for the first two phases of the project had lasting influence in public comment. Friends of the Rio involvement insured incorporating public comment into a Rio de Flag Watershed Plan. Even after rerouting Rio de Flag back to its original channel the current route remains as both an opportunity and a problem. The neighborhood will still have

challenges in localized flooding and routing of runoff from roads and property. Public comment called out opportunity in keeping the Rio as a green public amenity. Public routes for bike/ped were noted as improvement opportunities while stressing maintenance. Pedestrian bridge improvements and routes crossing the Rio are called out and are reflected in the plan but not fully evaluated. The plan is not able to predict what will happen when most runoff is diverted, and water recharge is not provided to the existing plant life. Future city planning efforts will have to investigate how this drainage will be treated and changes designed for.

Community Character

Neighborhood character was often mentioned, stating factors such a quiet, quaint, historic, family oriented with an emphasis on long-time residents. Stressed in comments was the preservation of the neighborhood's qualities with a touch of nostalgia. Noted by public participants in the plan were impending impacts from NAU, older families selling out and gentrification and new larger developments. Though not overly stressed in the plan some public input gave little hope in preserving neighborhood quality south of Butler Ave. when looking at ongoing trends in redevelopment. Those same people though did stress that a concerted effort should be made to preserve the neighborhood qualities north of Butler Ave. Historic and Cultural Heritage preservation is certainly a component of retaining a neighborhood's qualities. Most of the Southside study area is a historic district listed in the National Register of Historic Places called out specifically for its importance to ethnic diversity with its representative architecture. National Register listing is primarily an honor roll with limitations required only when federal money is involved. Within the Southside there was resistance to imposing strong historic preservation restrictions, though there was also strong support in preserving the character of place. There are properties that have requested local designation and have signed onto restrictions. Target areas have also been identified for additional historic preservation efforts. Historic and Heritage preservation programs have an important part to play in the vitality and quality of life within the Southside.

Business Environment

Businesses line major traffic corridors in the Southside and are the concentration of entrepreneurial endeavors. Often mentioned is San Francisco Avenue and Beaver Streets and Phoenix Ave while Mikes Pike Street and other cross streets are also concentrations of commerce. Involvement and comments from the business community was focused, but acknowledgement from the Southside residents and the Flagstaff community at large was extensive and positive. The quality of life issues prevalent in the residential neighborhoods was extended to the business districts. Noted was the fact that the Southside was distinctive from the other areas of the downtown north of the tracks. Positive aspects were the vitality of the area as being a place of entertainment with a focus on a variety of restaurants, breweries and small shops and services. Noted was the relaxed human scale of the street life that attracted Flagstaff residents. Responding comments felt that retention of this more laid-back vibe was not only important but essential. Infrastructure was noted in comments for improvements. Providing parking and public gathering space and flood control was common to other areas of the Southside. Improving sidewalks included an understanding of street furnishing and their importance that included lighting,

trash receptacles, benches, flowers and other enhancement aspects. Returning to 2-way streets was mentioned, intended to slow traffic and not bypass business to the benefit of businesses. Traffic routing issues are very complex, involve staff, agencies and community wide efforts. Though 2-way traffic is a potential benefit it can also have other implications.

A closer review of Southside Business Owner/Manager Survey further explains and supports previous conclusions. The respondent to the survey were generally spread out on the major streets of Beaver, San Francisco and Phoenix Streets and a smaller percentage on Mikes Pike with others scattered throughout the Business District. 85% of the business respondents are located north of Butler Ave. Business caters to and targets Flagstaff residents and Flagstaff responds positively in using the businesses of the Southside. Business also targets both University Students and Tourists equally and to a lesser degree resident of the Southside.

Interpreting responses to survey questions specifically is difficult but answers do expose patterns that can be realized in the following discussion. One of the most interesting responses is “being close to the CBD” of the “Downtown”. What is interesting is the many respondents do not consider themselves as part of CBD. Though planners consider Southside business as a component of the CBD the desire to be included and perceived as such is evident. This desire does contradict responses that think that distinctive aspects that differ from the north side of the tracks is a business advantage. To resolve this apparent contradiction, it appears to be that Southside business wishes to have an equal share of business that feeds off Route 66 and filters into the northern business. This tends to point toward unified promotion while maintain a unique identity.

As previously noted, business sees their proximity to the northern CBD as a positive. Also noted is traffic going to and from the Sawmill/Aspen Place shopping area which has visitation to the western Southside business as a positive. It is recognized that NAU is a positive for businesses. Busy sidewalks, unique neighborhood qualities, growing customer base and overall vibrancy of the area benefits business. A variety of architecture, historic buildings, cultural history are recognized but not directly identified as being a component of the vitality and desirability of the area for business.

When surveyed for why their business located in the Southside there was identified that the area had low operating costs, the building fit their needs and the areas growth displayed significant potential. Often the comment was “it just worked out this way”. Pedestrian and bike accessibility were a positive while infrastructure improvements for both were requested. Called out as a need was additional public gathering space and the greening of the area. The “green” aspect was unclear from comments if this was trees, landscaped areas or flower installations. Art was always commented on as desirable.

Challenges for business in the Southside included lack of parking, a common issue throughout Flagstaff. Vandalism and vagrancy are called out as a problem with a focus on the Mission within the district. The narrow one-way streets present problems with traffic speed and pedestrian safety along with delivery and trash pickup and street closure disruption for new construction. Improved maintenance of streets was a priority that links to “complete streets” for vehicles, transit, bike and pedestrians. Flooding of

streets in some areas while flooding of buildings was rarely noted. Increasing costs for housing and building leases present challenges for startup business and existing ones.

The aforementioned are important and elevate the importance of City staff communication with the business community. Informing business of requirements, incentives and ongoing projects and plans is needed to assist Southside business. The qualities of small business entrepreneurship that make the Southside business district desirable also limit owners of business for time to participate. Staff will have to continue efforts to assist and communicate with Southside business.

The Business Survey points toward “Branding” of the Southside business as an identified opportunity. Celebrating the area as a desirable entertainment district with friendly vibrant atmosphere initiates the “Brand”. Business asks for establishing the Southside business street with their own identity but include its existence with the larger central business district in its promotion.

Promotion and establishing organizations are mentioned as it relates to businesses as well as neighborhoods. A need for associations is called out to address community concerns. It is essential that any association established is efficient in membership time and has been organized using tried and true practices. Associations should not be complaint forums but follow principles that work toward the accomplishment of mutual goals. Association can be beneficial in meeting community goals. City staff can best accomplish community needs when issues have been worked out within associations and clear goals and policies are communicated to city staff and elected officials. Promotion of an area is best handled by the inhabitants of the area with assistance from the city through programs and incentives provided.

The Murdoch Community Center

The importance of the Murdoch Center to the Southside community cannot be downplayed. Preservation and enhancement of this facility owned by the city shall not be overlooked. Aspects of the Southside Plan point to meeting this goal of retention of the Murdoch as the center of community life for the Southside. The Southside plan has included both conceptual improvements to the Murdoch’s outside public spaces as well as concepts of simple add-on square footage that would vastly improve and update utilization of the facility. The Murdoch is a significant focus of the Southside’s identity and supported with public comment.

Cultural History and Diversity

Mentioned throughout various public meeting and within the 60-day comment period is the inclusion of the cultural history of the Southside community. The expression of this history is often recommended in the form of public art. The current example is the Murdoch Center mural commemorating prominent members of the black community and their accomplishments. The Murdoch Center mural is called out to be preserved and maintained. The Latino community has noted the importance of artistic expression that represents their contributions to the community. There were positive public responses to the mural example in San Diego CA included in the draft plan. This public art graphically related to Latino imagery,

colors and subjects. Noted in both cases is a desire to continue with this artistic interpretation for any art installations and that it should relate to the ethnic diversity of the Southside and be inclusive of all.

Community responses to ethnic diversity included preservation and interpretation of stories of the Southside ranging from the lumber mills where Southsiders worked to food and family. How this preservation was to be accomplished was seldom noted but storytelling was always a component of public comment. "Cultural Stewardship" was a statement made that stressed the importance of preservation of the diverse cultural history of the Southside which is significant locally but is of national importance in groundbreaking actions of desegregation preceding nation changes. There is acknowledgment of minority ethnicities coexisted within the Southside that established cross connections that formed a unique and diverse community. Though change is taking place within the Southside the preservation of these shared experiences across cultures must be collect and saved. The Physical places within the Southside were tied to events and stories with recognition that preservation of the homes and buildings of the Southside were important. Though this recognition was not fully linked to the Southside National Register District some acknowledgement was given. The acknowledgement of the Southside as historic was lessened by misunderstandings of what historic designation means and requires. Preservation of place and the qualities present in the Southside that remain is an agreed to public consensus.

Public Safety and Services

It is clear from citizen comments from the Southside that enforcement of established laws is an ongoing issue. Evident is a feeling of frustration of being ignored as a neighborhood community. Comments are made regarding why citizens should even call on issues such as vagrancy - no one will show up. Snow removal is another such complaint where neighbors feel they are not a priority. Trash and general upkeep of rental property is mentioned as it applies to city staff cleanup and enforcement. Maintenance of property and proposed enforcement of requirements will not only apply to rental property but also homeowners, some with limited means. Some of this frustration comes from past historic inaction, while the availability of city staff, equipment and enforcement personnel are limited by funding which can stifle immediate actions taken. Enforcement of parking within the neighborhood as well as how to best manage parking for business and residential areas is a complex problem to resolve. Though these citizen issues are noted in the plan, resolution will require the involvement of all citizens, staff and elected officials to establish requirements and enforcement that best serves the community.

Town-Gown Relations

Many negative public comments were focused on NAU as well as the students themselves. The university has encroached into the historic limits of what was considered as the Southside exercising emanant domain in some instances. The growth of the student population has placed additional pressures on the Southside with developer and developments displacing properties which were once single-family homes. Some of this anger is focused directly upon students themselves. The displacement of low-density neighborhoods is not the direct result students living in the Southside but is from developers responding to the needs and opportunity to provide housing for students. Though some

youthful behavior is problematic these disruptions are scattered among weekends and end of semesters. Much of this behavior can be controlled and limited by engaging the students to be part of the neighborhood and the community. Engaging and welcoming students directly is a much better approach than be subjects of dislike. There were several examples of long-term neighbors directly engaging student and welcoming them as neighbors that had positive benefits of improved behavior. NAU does have a level of responsibility in educating incoming students during orientation and emphasizing ramifications for improper behavior.

Zoning and Development

The Southside Plan presented concepts that drew significant citizen comments that involved tall buildings, those building generally over 1 & ½ to 2 stories with very vocal opposition to four-story or taller buildings allowed by current zoning to 60-foot height. Comments ranged from banning tall buildings to placing controls on locations to letting current zoning allowances continue. Within the plan a balance is presented that locates taller buildings in areas to meet community vitality needs, such as is proposed in the Live/Make concept. Other concepts looked at densities and heights as applicable to specific areas. The consensus of public participants was that change was inevitable but manageable and that greater densities and building heights were appropriate in specific areas noted in the plan.

Public comments encouraged quality in architectural building design. Also woven into comments were aspects of sustainability. Selection of materials utilized on new buildings are provided as examples, shown in the plan are façade finishes that reflect material textures and durability used in Flagstaff in the past, but modern in their utilization and availability. There was debate regarding how to represent concepts within the plan for sub-areas for live/make, live/work and infill within the main streets. Some comments requested wireframes to fill in architectural designs while on the other end of the spectrum wanted fully complete and detailed depictions. Within the plan a balanced is reached with graphic depictions of site plan and simple depiction of building form, scale and fenestration. Focus is also given to street views of how these conceptual buildings would be like on a human scale for pedestrians. By not fully designing a building with details and materials selected the examples are provided in the plan to direct architectural efforts toward a compatible design within the urban context of Flagstaff. It is the intention that some design review requirements established by ordinance will direct building designs toward compatibility, but creative unique solutions that will hold up to the test of time is left to the skill of the architect.

Sustainability has moved to replace “green-buildings” as a term now more often used in a more comprehensive manner to describe efficiency and environmental concerns. Nationally recognized programs look at energy efficiency and utilization in various ways not only with the building but its connection to transportation and the environmental impacts. Comments call for sustainable construction practices, quality materials and environmental compliance such as using permeable surfaces in surrounding site development. It has been noted that some national programs promote the replacement of existing buildings and homes with new buildings. It does need to be stated that the most environmentally friendly structures are those that exist and preserve the “embodied energy” that was required to make them. Existing structures can be made more efficient and find a new use with their

“adaptive reuse”. The US Secretary of the Interior Standards for Rehabilitation of historic structures recognizes sustainability within its Standards and Guidelines. Preservation of historic structures is not only important in cultural preservation but in sustainability.

Negative comments were received in regard to the introduction of large multi-story housing projects in particular the HUB (to be known as The Jack). Negative reactions focused upon the imposing height, traffic and parking congestion and vacant bottom floors intended for commercial activity. Though negatives were stated the HUB project met current zoning and review requirements. Problems with this type of project are noted and the plan attempts to integrate potential solutions. Specific to the issue of vacant bottom floors is addressed in the Live/Make concept where living is integrated with artisan manufacturing, sales, and social and service activities. In order for housing projects to be more than just housing they must consist of multiple aspects to create a synergy of urban vitality.

Zoning was a point of confusion in public comment. Multiple zones with letter designations and layered on top with transect zoning, a form-based zoning meeting design criteria. Though somewhat realized late in the review process zoning complexities can be resolved by integrating concepts developed within the plan’s development sub-areas. Resolution of multiple zones can be resolved by tossing out current zoning and establishing an overall zone specific for the Southside with sub-zones that match the sub-areas such as for Live/work and Live/make. Realization of zoning change is an extensive process, but simplification of zoning has the potential to achieve goals called out in the plan in a more efficient and expeditious way.

Affordable Housing

Housing was a comment topic that ran through many plan categories. Affordable housing comments often as a primary concern. Opinions on affordable housing varied from retention of existing single-family homes to new subsidized public housing. Comments stated banning new student housing to retention of public land ownership and not releasing land for public-private housing projects complying with affordability requirements. Overriding all aspects of housing are private property rights. Such an example of contradiction was a desire to retain the single-family home in the Southside but still keeping the right to sell the home to a multi-unit developer. Housing is a complicated issue in a growing population the plan attempts to guide policy in accommodating preservation of quality of life while still allowing growth that will inevitably take place.

Unique Comment Number	Date Received	Source Category	Topic	Subtopic	Comment	Project Response
1	1/8/2020	Commission	Business and LiveWork	Illustrations	it would be good to note the "maximums" of sq footage of buildings for clarity sake in the illustrations.	Buildings that maximize the zoning are identified on the 3D illustrations in Volume 2.
2	1/8/2020	Commission	Business and LiveWork	Illustrations	Encourage more creative type buildings and industrial types so that the public may see more unique designs.	Photos of other location were added to the Concept Plan
3	1/8/2020	Commission	Business and LiveWork	Illustrations	Why not only show the mass of the buildings or its framework, structure, or gables. You could see the other buildings behind it.	Commission did not have consensus on this comment. Staff added more "views" of the illustrations in Volume 2
4	1/9/2020	Public Meeting	Business and LiveWork	Development	Incubator idea - transform S Beaver "gym" into crafts and art space - work with Community partners and design build out on NAU property	This idea is not within the purview of the City of Flagstaff or the Southside Community Association but we will share it with NAU
5	1/13/2020	Commission	Business and LiveWork	Zoning	Question regarding other cities that utilized this same policy/zoning change facilitates conversation about including inspiring examples around the world.	Photos of other location were added to the Concept Plan
6	1/13/2020	Commission	Business and LiveWork	Height	There is concern for multi-story buildings in such a compact neighborhood as well as the potential to drive current renters and buyers out due to cost.	This topic was discussed extensively in the public process. While there was a consistent desire to have buildings be two stories or less from the public, many property owners want the flexibility to build 3 stories or more in order to raise their economic prospects. The proposed pattern of taller buildings in the Live/Make Center, medium size in the Main Streets and smaller in the Live/Work and neighborhood Core is a compromise.
7	1/14/2020	City Council	Business and LiveWork	Height	Some of the illustrated buildings modeled look rather large - assumed they would fit within the current zoning.	yes, all fit with current zoning
8	1/17/2020	Public Meeting	Business and LiveWork	Parks and park potential	review of parks and land use policies in the live make cluster -- 30-60%	Added Policy SLM 1.7. Provide for strong bicycle and pedestrian connectivity between the Live/Make Center and public spaces, the Southside Main Street and the Sawmill Activity Center.
9	1/22/2020	Individual	Business and LiveWork	Examples	Love the live work concept; one such example which could be used is the strip mall in Bozeman MT; they are multi-dimensional and have intriguing window shape.	Photos of that strip mall were added to Volume 2
10	1/23/2020	Public Meeting	Business and LiveWork	Connectivity	[What is liked] walkable/ livable community	Thank you for your comment of support
11	1/23/2020	Public Meeting	Business and LiveWork	pedestrian travel	[What could be enhanced] pedestrian crossing	See crossing of Butler and new policy pertaining to Lone Tree improvements

12	1/23/2020	Public Meeting	Business and LiveWork	Rio de Flag	[what could be enhanced] the rio de flag parks-green	Thank you for your comment of support. This is a major focus of the public comment but there was not consensus. What is presented is a compromise between those that want a continuous green space and those that want none.
13	1/23/2020	Public Meeting	Business and LiveWork	NAU	[what could be enhanced] work more closely w/ NAU	Policy added: Develop collaborative partnerships with NAU and nonprofits to incubate small business and provide collaborative space for makers in the Live/Make Center.
14	1/23/2020	Public Meeting	Business and LiveWork	Parking	[what could be enhanced] parking enforcement	Park Flag patrols the Southside even in areas that are not metered or have residential parking and police aids assist
15	1/23/2020	Public Meeting	Business and LiveWork	Connectivity	[what could be enhanced] completing bike trail connections	See Transportation Improvements
16	1/23/2020	Public Meeting	Business and LiveWork	Scale	[what could be enhanced] floor area ratio	Unclear what the intent of this note was - No response needed
17	1/23/2020	Public Meeting	Business and LiveWork	floodplain	[what could be strengthened] stormwater rention	Low Impact design stormwater facilities will be required for all new development
18	1/23/2020	Public Meeting	Business and LiveWork	Zoning	[what could be strengthened] per code zoning	Unclear comment
19	1/26/2020	Individual	Business and LiveWork	Height	Evidence suggests that the larger scale residential development proposed will NOT "make small entrepreneurship more possible". The commercial spaces in all the tall high occupancy dorms are still empty and the illustrations of smaller historic industrial buildings are misleading given the plan suggests 60' height.	A strategy was added to the Transportation section in Chapter 4 to address the desire to pave alleys.
20	1/26/2020	Individual	Business and LiveWork	Height	The city cannot require only incremental heigh changes. The code has a limit, 60', and anything is possible up to that point.	Correct.
21	1/26/2020	Individual	Business and Live/Work	Height	Historic blocks have smaller buildings, the 1/4 block with 45/60' heights would be out of scale with historic building patterns. Put this development pattern outside historic areas.	The heights in the Plan illustrations show 35 foot, 45 foot and 60 foot buildings of various bulk mass and scale because there was not consensus that Southside residents and property owners want the same height restrictions everywhere in the neighborhood.

22	1/28/2020	Commission	Business and LiveWork	Road closure	could shut down parts of Mikes Pike for events	Policy S8.3: Allow for public events, such as food cart events, markets, holiday parties, and car-free events, to include public local streets in their programmed space.
23	1/28/2020	Commission	Business and LiveWork	Lone Tree Park	host movies outside, used to be "fat tire clips of faith" or similar name that was popular north of the tracks near the ball fields.	An amphitheater is not shown in the illustration but could be considered as part of the design of the Lone Tree Park depending on the noise, available land and overpass design. There is one in Chicano Park in San Diego which we use as a model for what could be achieved.
24	1/31/2020	Public Meeting	Business and LiveWork	Illustrations	Illustrations in the plan show multiple unit residential structures with ground floors destroyed to commercial retail on service usage. Both Fremont station and hub are new housing development that include ground floor commercial spaces. They remain unoccupied even several months after residential spaces are occupied. One careful consideration to new development of mixed commercial/residential structures before finding occupancy for the commercial space.	The Plan proposes several policies under Business Live/Work that are intended to create the most viable business spaces possible. The Plan also emphasizes adaptive reuse and preservation of existing commercial spaces because these places tend to be the most flexible and affordable for small businesses.
25	2/3/2020	Individual	Business and LiveWork	Portals	Consider the creation of portals for the Southside that give a sense of welcome and community identity to those visiting commercial corridors and special cultural landmarks.	Covered in Chapter 4: Potential Strategies.
26	2/4/2020	Individual	Business and LiveWork	Flexibility	From a Business Attraction standpoint, much of what is proposed looks great for growth and flexibility and the ability to attract a wide range of businesses; the potential for businesses to move in and out of spaces with limited/reasonable restrictions is important on our end.	Thank you for your comment of support. Per stakeholder feedback we will add and clarify the intent is to add flexibility in the Live/Make Center
27	2/4/2020	Individual	Business and LiveWork	Editorial	The sequencing of the "Goals" appears well laid out and exciting for us, given we may play an active role in 4 of the top 6[related to business attraction]! Thank you for you and your team's work on this, it is a well written and informative document.	Thank you for your comment of support
28	2/5/2020	Flagstaff Community Forum	Business and LiveWork	Character	Keep the quaintness of the south side including the significant Amtrak building.	The Amtrak building is assumed to be the Flagstaff Visitors Center which is not located in the Southside.
29	2/5/2020	Flagstaff Community Forum	Business and LiveWork	Scale	Flagstaff is too small to have two business districts. However, a focus on branding the Southside District as an area could help with bringing more people to the area.	Policy S 6.4: Brand the Southside as a distinctive component of the greater downtown and its own unique neighborhood character, culture, and social story.

30	2/5/2020	Flagstaff Community Forum	Business and LiveWork	Prioritization	Prioritize business and live/work space for existing residents. Otherwise, they will be forced out of what are currently stable living situations due to gentrification. Seek means by which gentrification is actively discouraged.	The Plan attempts to strike the balance between creating economic opportunities for existing residents and the negative impacts of gentrification, including displacement. Some of our tools are limited by current State level legislation
31	2/5/2020	Flagstaff Community Forum	Business and LiveWork	Scale	Keep it small.	The Plan does not propose lowering building heights in the Live/Make Center. This is done with the purpose of allowing growth where the residents feel it is acceptable and preserving the smaller feel in other areas.
32	2/5/2020	Flagstaff Community Forum	Business and LiveWork	Development	Build a tunnel.	Grade separated crossings are very expensive and only 4 to 8 are going to be funded in the next 10-20 years. They will be prioritized at a City-wide level.
33	2/5/2020	Flagstaff Community Forum	Business and LiveWork	Development	Don't allow retail space to stay vacant/dormant	The City is looking into how to address vacant commercial space on a City-wide basis. The Southside Plan does not address this specifically because it is a broader issue that has many market and regulatory factors.
34	1/17/2020	Public Meeting	City property (general)	Development	don't sell land to get affordable housing the city should maintain control	This is not direction that could be provided in the Community Plan. At the meeting, the comment was followed by a long discussion of the factors of federal and state housing policy that mean the City may need to keep this option available to allow for future affordable housing to be possible.
35	#####	Commission	Flooding and Other Emergencies		Add more about channel maintenance for Rio and future "little" Rio. City has liability to tell property owners and properties have liability to maintain their piece of the Rio [minute 28 in Water Commission presentation for more context]. Without maintenance, may not even have enough capacity for local flows, need to determine this capacity. Channel should become public if possible, or need to enforce owner responsibility.	Maintenance of the channel is complicated by the checkerboard of ownership. The Plan's strategy includes working with property owners to maintain the channel and provide access.
36	#####	Commission	Flooding and Other Emergencies	Floodplain	Need a plan for localized flooding issues	A strategy was added to develop a workplan for addressing localized flooding issues
37	#####	Commission	Flooding and Other Emergencies	Floodplain	Don't assess Southside residents for neighborhood/localized flood control projects because could create displacement	One of the steps for addressing the strategy to complete curb, gutter and sidewalks in Appendix A is to "Consider funding sources that limit the financial burden on existing residents so as to not result in displacement."
38	#####	Commission	Flooding and Other Emergencies	Floodplain	There is already a ranking system in the master plan for stormwater issues, don't forget about the rest of the city's localized flooding issues, should Southside compete with these or create own list?	A strategy was added to develop a workplan for addressing localized flooding issues, but did not specify how these projects would be prioritized.

39	#####	Commission	Flooding and Other Emergencies	Floodplain	Add map of all buildings in the flood fringe too	This comment was addressed in an updated map in the Site and Area Analysis.
40	1/9/2020	Public Meeting	Flooding and Other Emergencies	Floodplain	want to remove the floodplain so can do substantial improvements to their investment property	Thank your for your comment of support
41	1/9/2020	Public Meeting	Flooding and Other Emergencies	Floodplain	want flood insurance rates to be lower	Insurance subsidies are a strategy considered in the plan
42	1/13/2020	Commission	Flooding and Other Emergencies	Character	there are urgent flooding concerns, but once that has been addressed the surrounding neighborhoods should be at the forefront of beautification otherwise they risk looking very bleak due to construction.	Policy S 7.2 calls for active and publicly accessible spaces along the Rio
43	1/14/2020	City Council	Flooding and Other Emergencies	Floodplain	would love to start and finish a project through; there are many obstacles such as rio flooding in the neighborhood.	A new appendix was added to address the scenarios of completion of the flood control project
44	1/23/2020	Public Meeting	Flooding and Other Emergencies	Floodplain	[Could derail the outcome of the vision] "h20"	Flood mitigation is an important part of the planning effort and is addressed throughout the document
45	1/23/2020	Public Meeting	Flooding and Other Emergencies	Floodplain	[what could derail the outcome of the vision] floodplain restrictions	Appendix B of the Plan identifies which parts of the Plan would be unnecessary if the Rio de Flag Flood Control project were complete and which we would be unable to achieve.
46	2/3/2020	Individual	Flooding and Other Emergencies	Floodplain	Pg. 36 I think it is important to add a sentence or two adding that flooding in the Southside is a catch-22 situation, where removal of the floodplain and public safety is the top priority. But the floodplain removal will most undoubtedly increase the viability for redevelopment and gentrification to occur, further pushing long-time residents out and pulling short-term rentals in. A phenomenon already occurring in the Southside. Therefore, a social impact assessment of the Rio de Flag flood control project is recommended.	An information box on gentrification was added to page 20. Policy S.15.3 also addresses this concern.
47	1/23/2020	Public Meeting	Business and LiveWork	Character	[what is liked] craftsman + manufacturing--Granville Island Vancouver	Photos of this location were added to the Concept Plan
48	1/23/2020	Public Meeting	Business and LiveWork	Gentrification	[what is liked]slow gentrification	Thank you for your comment of support

49	1/23/2020	Public Meeting	Business and LiveWork	green practices	[what could be enhanced] permeable parking + more landscaping	Permeable parking technology is a green building practice that can be incorporated in the Live/Make Center
50	1/23/2020	Public Meeting	Business and LiveWork	green practices	[what could be enhanced] green practices	Policy added: Incorporate green building practices to ensure the sustainability and affordability of commercial, industrial and residential space in the Live/Make Center.
51	1/23/2020	Public Meeting	Business and LiveWork	public art	[what could be enhanced] public art- private development	Public art is incorporated into Policy S.4 and as a potential feature in strategies for all the public and community spaces identified in the illustrations.
52	1/23/2020	Public Meeting	Business and LiveWork	examples	[what could be enhanced] sample performers- show that works// studio for NAU studios	Supported by the strategy related to NAU partnerships
53	1/23/2020	Public Meeting	Business and LiveWork	Connectivity	[what could be enhanced] walkability/ bike connection	Added Policy SLM 1.6. Provide for strong bicycle and pedestrian connectivity between the Live/Make Center and public spaces, the Southside Main Street and the Sawmill Activity Center.
54	1/23/2020	Public Meeting	Business and LiveWork	Lone Tree Park	[what could be enhanced] mention the park	The public spaces concept was added to a goal for the Live/ Make Center and a policy was added, " Policy SLM 1.6. Provide for strong bicycle and pedestrian connectivity between the Live/Make Center and public spaces, the Southside Main Street and the Sawmill Activity Center."
55	1/23/2020	Public Meeting	Business and LiveWork	Prioritization	[what could be enhanced] prioritize live-make	The overall revisions to the Zoning Code are identified as the number 1 priority under Growth and Change and the number 2 priority in the Business and Live/Work is to develop partnerships that can support the Live/Make center.
56	1/23/2020	Public Meeting	Business and LiveWork	Maintenance	[what could be strengthened] maintenance and snow removed	Maintenance and snow removal priorities are made on a City-wide basis. The Live/Make Center will likely be redeveloped and newer infrastructure will be less costly and easier to maintain.
57	1/23/2020	Public Meeting	Business and LiveWork	Development	[what could be strengthened] support Economic Development studies	Added to Policy SLM 1.4. Consider market trends and feasibility in the establishment of zoning for the Live/Make Center.
58	1/23/2020	Public Meeting	Business and LiveWork	Development	[what could be strengthened] encourage medium size players	Added a policy to "Consider market trends and feasibility in the establishment of zoning for the Live/Make Center." This information could be used to help understand how the medium scale developers could be encouraged to invest in this district.

59	1/23/2020	Public Meeting	Business and LiveWork	Examples	[what could be strengthened] more examples from other places	Photos of other location were added to the Concept Plan
60	1/23/2020	Public Meeting	Business and LiveWork	Development	[what could be strengthened] ULI partnership	ULI is identified as one potential partner in Appendix A
61	1/23/2020	Public Meeting	Business and LiveWork	Connectivity	[what could be strengthened] walk/bike emphasis through the area	Added Policy SLM 1.6. Provide for strong bicycle and pedestrian connectivity between the Live/Make Center and public spaces, the Southside Main Street and the Sawmill Activity Center.
62	1/23/2020	Public Meeting	Business and LiveWork	Complete streets	[what could be strengthened] complete streets	Goal 14 supports complete streets
63	1/23/2020	Public Meeting	Business and LiveWork	Lighting	[what could be strengthened] lighting	Several policies and strategy support increasing dark sky friendly lighting strategically in the Southside.
64	1/23/2020	Public Meeting	Business and LiveWork	Objections	[What could derail the outcome of this vision] grassroots objections	The Plan includes multiple strategies about communication in order to provide regular updates to Council and the Community. Implementation of the plan will take 10 to 20 years and there will be different stakeholders over time.
65	1/23/2020	Public Meeting	Business and LiveWork	Recession	[What could derail the outcome of this vision] major recession	This is a true consideration that falls outside the realm of control of the Southside Plan
66	1/23/2020	Public Meeting	Business and LiveWork	Development	[What could derail the outcome of this vision] the BNSF land + need for big player on the land side	recommendations for market research could assist in drawing interest that can move BNSF on the ability to use the land in the desired way.
67	1/23/2020	Public Meeting	Business and LiveWork	Zoning	[What could derail the outcome of this vision] zoning change	Unclear comment
68	2/3/2020	Individual	Flooding and Other Emergencies	Signage	we need signs to make the 'little' Rio known, paths and parks to make it an amenity, and unified channel grading to keep it from flooding	Several paths and parks along the little Rio are proposed. Access and amenities ultimately will need to consider impacts to nearby residents.

69	2/3/2020	Individual	Flooding and Other Emergencies	Homeowner Cooperation	Encourage cooperation and consideration of access and maintenance easements with property owners for access, and the ability of the City to maintain/improve grading, clear sediment, obstructions, trees, weeds, and trash (this will need to happen along the entire length of the Rio de Flag through the Southside or it will not benefit flow volume	The Southside Plan has a strategy to "Encourage cooperation with property owners throughout the Southside to provide stormwater easements to the City for access, including improving, grading, and clearing sediment, obstructions, trees, weeds, and trash."
70	2/3/2020	Individual	Flooding and Other Emergencies	Subsidies	Explore funding for an insurance subsidy program for qualifying households	Thank you for your support of this strategy
71	2/3/2020	Individual	Flooding and Other Emergencies	Funding	Explore funding opportunities to assist in physical protection of homes/businesses.	Policy 15.5 and strategies to educate the community on options to physically protect their homes during a flood event.
72	2/3/2020	Individual	Flooding and Other Emergencies	Education	Educate the community and insurance agents on flood insurance options.	The Southside Plan has a strategy to "Educate the community, realtors and insurance agents on flood insurance options."
73	2/3/2020	Individual	Flooding and Other Emergencies	Rio de Flag	Reroute the rio de flag to how it was before, when it started long time ago I think it would be better to do this rio del flag project how it was before because it will work!!! We wouldn't have had this problem in the first place in the southside if the Rio de Flag wasn't removed by the Government Combat of Engineers their idea and their plan didn't work so they are responsible for their mistake. The Government combat of engineers should redo this project and clean up the weeds and all the trash and install concrete walls on both sides of the rio de flag so the rio wont rise up and suppress flood everyone's property. Have a project cleanup crew plant green natural grass rolls on both sides of the rio de flag so it can be a beautification sight not just a junk yard!!!	The Rio de Flag Flood control project would restore the channel to its original location
74	2/5/2020	Flagstaff Community Forum	Flooding and Other Emergencies	floodplain	No maintenance done on existing systems.	Maintenance of the channel is complicated by the checkerboard of ownership. The Plan's strategy includes working with property owners to maintain the channel and provide access.
75	1/23/2020	Public Meeting	Business and LiveWork	Character	[what could be strengthened] bring energy	GOAL 8: Activate streets and cultural gathering places to support community connections and vibrancy of the Southside for all who live there.
76	1/23/2020	Public Meeting	Business and LiveWork	Standardization	[what could be strengthened] one standard for each zone	The priority 1 strategy for Growth and Change incorporates this comment and concept to minimize overlapping zones.

77	1/23/2020	Public Meeting	Business and LiveWork	Activity Centers	[what could be strengthened] Hub	This comment was made at a meeting to indicate that the Live/Make Center could provide a hub for commercial and industrial activities.
78	1/23/2020	Public Meeting	Business and LiveWork	Enforcement	[what could be strengthened] enforcement/ police	Enforcement is not the most effective means of reducing crime. Community design and social support programs are recommended throughout the plan. Strategy: Continue the increased police presence around closing time for bars and restaurants to help control noise.
79	1/23/2020	Public Meeting	Business and LiveWork	Parking	[what could derail the outcome of the vision] parking	GOAL 11: Develop the supply of public parking in the Southside to balance the needs of businesses and residents.
80	1/23/2020	Public Meeting	Business and LiveWork	floodplain	[what could derail the outcome of the vision] development of vacant property in southside to conform to flood plain requirements	This threat is addressed in Goal 15
81	1/23/2020	Public Meeting	Business and LiveWork	Enforcement	[what could derail the outcome of the vision] follow through on enforcement	Enforcement is not the most effective means of reducing crime. Community design and social support programs are recommended throughout the plan. Strategy: Continue the increased police presence around closing time for bars and restaurants to help control noise.
82	1/23/2020	Public Meeting	Business and LiveWork	pedestrian travel	[what could derail the outcome of the vision] Humphries + butler// pedestrian crossing	Unclear from the notes what this comment was intended to convey therefore unable to respond appropriately.
83	1/23/2020	Public Meeting	Business and LiveWork	Character	[what is liked] aesthetic is highly valued	No response
84	1/14/2020	City Council	Growth and Change	Brannen and Southside	After widening lone tree we corrupted the synergy between the two neighborhoods- same with the butler area.	Add a policy about connectivity across Lone Tree. The draft plan includes improved crossings on Butler Ave.
85	1/14/2020	City Council	Growth and Change	Affordable housing	There are many aspects within the plan that could fit within the affordable housing issue; will provide Sara notes directly.	Though affordable housing is addressed infrequently in the goals and policies, the affordable housing concepts in the Concept Plan are illustrative of how the Plan considers affordable housing as a desired outcome of the combined goals and policies
86	1/23/2020	Public Meeting	Growth and Change	Price Control	[Could derail the outcome of the vision] Rent	No response needed

87	1/23/2020	Public Meeting	Growth and Change	Southside main streets:	[what is liked] main street community models	Thank you for your comment of support
88	1/24/2020	Individual	Growth and Change	Zoning	want to be able to do projects on property but the code wont allow, adding "compatible"	Address in updated Zoning Code strategies and policies
89	1/24/2020	Individual	Growth and Change	Development	could have lots of 1 bedroom units on smaller lots, these could even make more money than higher bedroom-count units, could design around a courtyard	Address in updated Zoning Code strategies and policies
90	1/24/2020	Individual	Growth and Change	Connectivity	add transition of Live/Work between Live/Make and Core along both sides of Elden	Subarea Map adjusted accordingly
91	1/26/2020	Individual	Growth and Change	Zoning	Working from existing code is allowing for what Flagstaff residents <i>don't</i> want. With that said, creativity is needed to accomplish preservation.	The City considered with the stakeholder group changing the Plan strategy for the Zoning Code to include a total revision and not just incremental changes. This was ultimately adopted as their preferred strategy for addressing issues of Growth and Change in the Southside.
92	1/26/2020	Individual	Growth and Change	Development	Not incentivizing redevelopment of the historic neighborhood areas (see above comment) would minimize gentrification/loss of legacy families.	Heavy preservation efforts can also lead to neighborhood gentrification even if they have a short term impact of reducing development pressure from large scale developments simply because the cost of maintaining older homes is greater.
93	1/26/2020	Individual	Growth and Change	Height	Those who can afford to buy multiple lots will build as big and dense as they can. This will continue to gentrify and change Southside forever. Also, most homes in the area are NOT medium scale, but 1-1 1/2 stories.	These observations are accurate. The neighborhood is medium to high density but small in scale. Language in the plan was corrected to clarify
94	1/26/2020	Individual	Growth and Change	Development	A 7500 sq. ft lot is 3 historic blocks so how could that fit a triplex and not duplex? In addition, all adults have cars, how does this include parking?	Parking ratios would be adjusted by Citywide zoning standards or by a Southside specific overlay. Empirical studies of parking in Flagstaff show that in fact not every adult has a car, even in student housing complexes. Verification from the City Transportation program can be provided.
95	1/26/2020	Individual	Growth and Change	Scale	The smaller homes cannot, in my opinion, be consider underutilized. We have too few neighborhoods with smaller single family homes and yards--smaller homes have a small environmental impact and a big social impact. We need to keep them for people of more modest means...do not chase families out of their homes and leave behind a transient rental ghetto in Southside. It is the rentals with no City property maintenance ordinance that helped to run down Southside.	Add policy that explicitly states that historic single family homes should not be considered underutilized in the Southside.

96	1/29/2020	Individual	Growth and Change	Price Control	Also, Flagstaff doesn't need more expensive apts. Which are \$1200-2000 a month. When people take blankets off of cars to sleep outside, there is definitely something wrong.	Affordable housing is a major concern for the Flagstaff Community. The concept plan identifies locations where affordable housing could potentially be built.
97	1/31/2020	Door-to-Door	Growth and Change	NAU	I like the new Fraternity duplex across the street, owner keeps it cleaner than the old owner did, they are good students, respectful to me, invite me over even but I am too old for that, ha.	Thank you for your comment
98	2/5/2020	Flagstaff Community Forum	Flooding and Other Emergencies	Rio De Flag	If we do not proceed with the rio de flag realignment, everything being discussed for the southside is for nothing	Appendix B of the Plan identifies which parts of the Plan would be unnecessary if the Rio de Flag Flood Control project were complete and which would we would be unable to achieve.
99	2/5/2020	Flagstaff Community Forum	Flooding and Other Emergencies	Subsidies	Insurance subsidies only for residents/landlords of current residents. NO subsidies for entrant businesses which do not even benefit the current residential community. That's like stealing money away from those who most need it in order to aid those who are destroying their community.	No funding is currently available for subsidies and criteria can be considered in the future if funding becomes available.
100	2/3/2020	Individual	Flooding and Other Emergencies	Floodplain	I will enforce this again please create and install grates and a drain in front of the gutters and underneath our driveways so when it rains and snows it will prevent the water from just staying there on our drive way when the snow melts creating a large puddle of water. They way if you create drain underneath the gutter and our driveways, flood water will drain to the main sewer line can correspond together from all over the southside so it wont create any access water creating flood also prevent from water freezing on our driveways for safety issues for our residence on our neighborhood where we drive in and out from our home to the driveway to go out to the street this can be prevented from accidents when pedestrians are walking across the street.	The Southside Plan has a strategy to "Locate funding to construct drainage, curb, gutter, and sidewalk to better define driveways so they do not get blocked, and so all parking laws can be better enforced."
101	12/5/2019	Commission	Growth and Change	Price Control	Could consider Rent Control. Should be legal if they have accepted money from the City previously.	Rent control is not permitted in Arizona.
102	#####	Individual	Growth and Change	Zoning	At first I was surprised by the subareas, but once I thought about it and reviewed each one and it locations it all came together. I think it does a good job at really taking into consideration the differences in the community.	Thank you for your comment of support

103	1/6/2020	Individual	Growth and Change	Development	<p>Good afternoon, my name is John Dunlap. I was born and raised on the Southside of Flagstaff. I worked for 7 years as a recreation coordinator for the city of Flagstaff out of the former Cogdill recreation center located in the Southside. I attended South Beaver elementary school as well. I was a community leader on the Southside during my days working out of Cogdill. I was looking at the community plan today and I had some concerns. Even though I no longer reside in Flagstaff, I still monitor and watch from a far on matters concerning the Southside. I attempted to relocate back to Flagstaff but didn't get the chance to. I was the runner up for the NAU/City of Flagstaff community liaison position that was filled I'm Dec 2018. I still feel I should have been the one picked. That aside, I'm concerned that the plan has a lot of development, which will face lift and beautify the Southside. Making it more of a fit for tourists and NAU students reaping the benefits as opposed to local Southsiders who are very few and far between in neighborhood. Most Southsiders now live in East Flagstaff were its more affordable. I understand the importance of preserving the rich history of the Southside. Sadly it feels like none of this stuff was thought about when I lived there when the true Southsiders' could reap the benefits of a new face lift and new opportunities. When I lived there it was seen as a place, the city ignored, due to bars, drugs and crime. We only could have wished a community plan was in place for us to enjoy. Now it seems like a kick in the gut because plans are being drawn up but the people that made the Southside what it is can not afford to live there.</p>	<p>The loss of affordable housing and the increase in the number of rentals was a concern raised throughout the public process. The Plan tries to identify opportunities for affordable housing, balanced with the desire to preserve the community character and the desire of longtime residents to be able to benefit financially from their property. Part of the strategy is to make adaptive reuse and additions or adding a small unit easier.</p>
104	1/8/2020	Commission	Growth and Change	Prioritization	<p>The prioritization of strategies is incredibly important and everyone will want to look at once the responses come forward at a formal public hearing.</p>	<p>Appendix A highlights prioritized strategies based on the feedback.</p>
105	1/9/2020	Public Meeting	Growth and Change	Goals and Policies Poster	<p>2 blue dots [idea that participant would contribute resources to] on Policy 3a.</p>	<p>Thank your for your comment of support</p>
106	1/9/2020	Public Meeting	Growth and Change	Strategies Poster	<p>[GCiii. The City should promote the addition of childcare, ...] I like this, check mark, see 6d - business and live/work.</p>	<p>Thank your for your comment of support</p>
107	1/9/2020	Public Meeting	Growth and Change	Live/Make Concept drawing	<p>2 red dots and 1 blue dot on Live/Make concept drawing</p>	<p>Thank you for your comment of support</p>

108	1/9/2020	Public Meeting	Growth and Change	Live/Make Concept drawing	the structures do no compliment the neighborhood	Colors and bulk were reviewed with architects and we added examples to demonstrate appropriate materials based on other city's
109	1/9/2020	Public Meeting	Growth and Change	Live/Make Concept drawing	I strongly disagree with the current designs being built that resemble this rough draft illustration but would passionately like to work to improve - GS	Colors and bulk were reviewed with architects and we added examples to demonstrate appropriate materials based on other city's
110	1/9/2020	Public Meeting	Growth and Change	Policy 3a	If developers participate in developing community only right if they participate in helping community	The City can require developers to mitigate the impacts of development but can create opportunities for developers to go further on a voluntary basis.
111	1/9/2020	Public Meeting	Growth and Change	NAU	get the NAU students out of the neighborhood	This is outside the scope of the project as cities cannot regulate who lives somewhere
112	1/11/2020	Public Meeting	Growth and Change	Live/Make	This space has huge potential to be the most dynamic active development in Flagstaff. It would be important to establish design language, scale and celebrate the history of the location, i.e. logging, railroad. This could be a place where NAU can influence creativity, innovation, incubator and start ups. Mixed with retail, residential and maybe Amtrak hub.	Thank you for your comment of support. We added information about these desired conditions for the Live/Make Center
113	1/11/2020	Public Meeting	Growth and Change	Live/Make	Container buildings in Live/Make. Neon alley - attraction to draw people in (public, community...). University Incubation and Innovation	Mention container buildings as a possible design feature.
114	1/14/2020	City Council	Growth and Change	Project Completeness	There has been a history of proposing and not starting or finishing projects. If we cannot keep our work in completing this project, we could stifle relations for more years.	Thank you for your support for this process
115	12/8/2020	Individual	Other	Railroad	Has there been any discussion with the Railroad to sell or otherwise abandon the land east of Elden? Especially if Lone Tree is projected to pass through that property. Does Policy 4b answer my question?	the answer to this question is currently unknown and was left open ended for that reason
116	12/8/2020	Individual	Business and LiveWork Community	Zoning	"These zoning categories need to be revised to increase their compatibility with the Southside's historic character." p. 24 Yeah!!! And this too, Local businesses keep \$43 in the local economy for every \$100 spent; national chains only contribute \$13 for every \$100 spent (Civic Economics, 2019). Yeah!!! That is important information.	Thank you for your comment of support
117	12/8/2020	Individual	Other	Goals, Policies and Regional Plan	Figure 23 is excellent! I think in the boxed definition of Policy the word form should be, "mostly directed at decision makers..."	No response needed

118	12/8/2020	Individual	Other	Editorial	I think the following paragraph and the one that follows are really important for people to understand, "City capital project...goal that is not listed in this chapter." p. 38 Please make it crystal clear which Plan you're referring to in this sentence (which I have read a few times because I believe the other ones mentioned will also have goals and policies), "In case of any conflict between the Concept or Illustrative Plan and the Southside Community Plan's goals and policies, the goals and policies will prevail."	No response needed
119	12/8/2020	Individual	Growth and Change	Character	I love policy 2a. Nice touch to include the Regional Plan that supports this policy// Policy 4c is contradictory as I read it.// I don't understand Policy 4d.	Thank you for your comment of support
120	#####	Commission	Parking	Enforcement	What about people parking in their driveway in a way that blocks the sidewalk?	it is already a citable offense for parking on a sidewalk (ARS 28-872.A2 or FCC 9-01-001-0003.E3a1).
121	1/9/2020	Public Meeting	Parking	Snow removal	snow removal - people continue to park overnight on the streets during snow events.	Park Flag and the Flagstaff PD do enforce parking laws throughout the Southside given priorities and resources available.. In particular, they circulate roads that have had trouble being plowed in the past and look for parked cars the night before a storm. But they enforce these regulations at other times as well.
122	1/9/2020	Public Meeting	Parking	Enforcement	increase "patrol" on 200 block of S Leroux looking for cars blocking driveways	Enforcement is completed with the resources available. Property owners are encouraged to call in any cars blocking driveways as early as possible.
123	1/13/2020	Commission	Parking	Development	There is an expressed concern for future parking (paid, free, garages, etc.) and overall space in general that may not support a growing neighborhood.	The Transportation concept plan will add areas to target for providing a future supply of parking
124	1/23/2020	Public Meeting	Parking	Neighborhood Core	[could be enhanced] Parking	Off-site parking lots and increases to on-site parking requirements are both recommended in the plan. Potential parking structure locations were added to the Transportation Illustration.
125	1/23/2020	Public Meeting	Parking	Neighborhood Core	[could be strengthened] parking	Off-site parking lots and increases to on-site parking requirements are both recommended in the plan. Potential parking structure locations were added to the Transportation Illustration.
126	1/23/2020	Public Meeting	Parking	Neighborhood Core	[Could derail the outcome of the vision] parking	Off-site parking lots and increases to on-site parking requirements are both recommended in the plan. Potential parking structure locations were added to the Transportation Illustration.
127	1/24/2020	Individual	Parking	Parking garage	make big parking garage	Parking structures potential locations were added to the Transportation Illustration.

128	2/3/2020	Individual	Transportation	Concept Improvements-Transportation	Pg. 94-95 I personally like this connection to further connect the neighborhood to the Sawmill area and vice-versa. But I am curious to read further public comments around this design for the FUTS extension from Lone Tree to S. O'Leary Street.	Thank you for your comment of support. Additional outreach in the O'Leary-Elden area was completed in January 2020
129	2/3/2020	Individual	Transportation	Concept Improvements-Transportation	Pg. 98 Yes! Bike Boulevards! I think bike boulevards on Cottage, O'Leary AND S. Humphreys would be outstanding multi-modal assets, as the pedestrian crossing on Butler there dumps a lot of bike traffic on S. Humphreys.	Thank you for your comment of support
130	2/3/2020	Individual	Transportation	Concept Improvements-	Pg. 103-104 Option two will promote use and I believe is the safer option, especially with the speeds reached by	The illustration is conceptual and will be fleshed out by further design work and traffic study
131	2/3/2020	Individual	Transportation	Development	Develop Dupont Avenue as a bike boulevard that allows an east-west alternative to Butler Avenue with a crossing at the Little Rio de Flag east of South San Francisco Street.	Thank you for your comment of support
132	2/3/2020	Individual	Transportation	pedestrian travel	Add a signalized pedestrian and bike crossing for Butler Avenue at O'Leary Street if it can meet the proper traffic warrants and vehicular sight distance. Evaluate other locations between South San Francisco Street and South Lone Tree Road if the South O'Leary Street crossing is not feasible	The illustration is conceptual and will be fleshed out by further design work and traffic study
133	2/3/2020	Individual	Transportation	Active Transportation Master Plan	Support the Active Transportation Master Plan's route connecting NAU to the north side via Humphreys Street, the alley near the Cottage Place, and a tunnel under the railroad and Route 66.	Add this item as informational to the overview transportation. It is already policy via the Flagstaff Regional Plan
134	2/3/2020	Individual	Transportation	connectivity	We need stop lights on butler and lone tree we need a walking ramp on both sides of butler and lone tree, with a bike path or a walking bridge like the one that was built on east cedar avenue it can be done!!!	Butler and Lone Tree will be a fully signalized intersection with crosswalks, a FUTS and sidewalks at final design. Grade separated crossings are very expensive and only 4 to 8 are going to be funded in the next 10-20 years. They will be prioritized at a City-wide level.
135	2/3/2020	Individual	Transportation	Connectivity	Install a walking bridge or a ramp on South O'Leary street on both sides and a bike lane with stop lights to slow down fast paced vehicles exceeding the speed limit.	Grade separated crossings are very expensive and only 4 to 8 are going to be funded in the next 10-20 years. They will be prioritized at a City-wide level. The Plan shows at grade crossings as a potential improvement for future traffic study as a way improve safety because this intersection is unlikely to be prioritized given the great need and limited resources on Milton Road and other major arterials.

136	2/3/2020	Individual	Transportation	Sidewalks	Redo all sidewalks on all southside and on O'Leary street. The sidewalks need to be replaced not replace what you want and leave what you think can stay to save money and leave the other damaged sidewalks unattended.	The City has a small sidewalk replacement program that is continuing to grow in scope. This program is limited to panel replacement that create tripping hazards city wide, the quantity of the locations is much greater than the available funding year to year. If the sidewalk is acceptable it is not removed and replaced, this results in some checkerboarding but allows the funding to go further. It is also important to note that the adjacent property owner is responsible for the sidewalk and keeping it in good repair. Currently, the City splits the cost of repair 50/50 with residential property owners and the cost is 100% to an adjacent business property owner.
137	2/3/2020	Individual	Transportation	Enforcement	Prevent tourists and other visitors to park near our driveways and blocking our driveways and neighbors driveways where we put our trashcans out to be picked up. Again our driveways are blocked from driving in and out from our property.	These needs are typically included in the interdisciplinary groups that work on street design.
138	2/5/2020	Flagstaff Community Forum	Transportation	Character	They will improve access to the southside and keep our quaintness. No more aspen trees! We have enough in that part of town.	Specific tree species are not called out in the+H140 plan.
143	2/3/2020	Individual	Growth and Change	Growth	Pg. 47-53 I really appreciate this section and the corresponding explanations. I found it easy to understand and very informative.	Thank you for your comment of support
144	2/3/2020	Individual	Growth and Change	Maps	Pg. 54 The proposed regional map is a bit confusing to me, as the map shows a white-box for the plan amendment area, but it is not clear where this area is on the map for me.	A final map for the Regional Plan will be attached to the plan amendment resolution
145	2/3/2020	Individual	Growth and Change	Affordable housing	Encourage affordable housing projects in the Southside, including those that adaptively reuse historic homes and buildings	Though affordable housing is addressed infrequently in the goals and policies, the affordable housing concepts in the Concept Plan are illustrative of how the Plan considers affordable housing as a desired outcome of the combined goals and policies
146	2/3/2020	Individual	Growth and Change	Funding	Continue to research and investigate linkage funds and other ways to ensure a just transition of land uses	This is a strategy and policy in the plan and community benefit agreements were also added as a possible consideration
147	2/3/2020	Individual	Growth and Change	Connectivity	Pave all alleys on the Southside	Added policy about paved alleys

148	2/5/2020	Flagstaff Community Forum	Growth and Change	Medical needs	Flagstaff needs a hospital and medical facilities to compete with the current Flagstaff Hospital. There are too many difficulties in a small town. We need doctors with their Medical Degree from a Medical School - See the University of Utah and Denver. Doctors also need to be willing to take patients on Medicare and be aware of their rules without overcharging patients and suggest less invasive surgeries. Give the patients options to consider. Competition is very important to the health of the cities in and around Flagstaff.	The plan does not address the Regional need for hospitals and the language pertaining to medical facilities was intended to address small scale needs.
149	2/5/2020	Flagstaff Community Forum	Growth and Change	Prioritization	Always prioritize current residency & usage in the area. Make affordable housing projects prioritize repurposing of existing structured over tearing down/ "redeveloping".	The focus on adaptive reuse and consideration of displacement and quality of life hopes to create neighborhood improvements without accelerating gentrification or negatively impacting housing affordability
150	2/5/2020	Flagstaff Community Forum	Growth and Change	Height	One story commercial buildings should be encouraged all along Route 66 and to the outskirts of Flagstaff North also.	This area is outside the Scope of the Southside Community Plan.
151	2/5/2020	Flagstaff Community Forum	Growth and Change	Development	Keeping new development from dwarfing existing structures and crowding Southside residents is vital, as is limiting gentrification of this area by making affordable housing available.	Limiting height and density and addressing gentrification can be difficult to balance in an area that is already zoned for high density residential and mostly developed in single family homes. Many policies address a preference for adaptively reusing historic buildings and setting subareas that are calibrated to the neighborhood character.
152	2/5/2020	Flagstaff Community Forum	Growth and Change	Scale	No growth. Transportation can be improved with access to the west side towns and cities.	Cities cannot prevent growth because there is no legal mechanism that a city can use to keep people from moving into a community. Increasing demand for housing that is unmet will raise the cost of housing for everyone. Therefore general city growth is only addressed as an assumption because it impacts the growth of central flagstaff and affordability
153	12/8/2020	Individual	Growth and Change	Rio de Flag	I remember Southside changing a lot in the 1990s because when the Rio project was proposed/started the area became a target for investment (i.e. gentrification). I don't think this is recognized in the narrative. (Editorial comment: That Flagstaff continues to allow our neighbors' properties to flood drives me nuts. I think this is a crime.)	Added a call out box in the Site and Area Analysis to address this comment.
154	1/17/2020	Public Meeting	Growth and Change		property owner wants to know what can we do to make flagstaff a better place.	Thank you for your comment of support

155	2/3/2020	Individual	Growth and Change	Railroad	In the near future the population will increase every year including NAU students, what needs to be worked in your plan is to create a monorail system from east to west lake Mary road. Like in Orlando Florida also create a railway system on the middle of the street like in Phoenix Az. Also a substation as well going from east to west and to lake Mary where there are residence there it will reduce traffic congestion all over the city. And furthermore in the future of Flagstaff we should have to create an underground substation in Flagstaff just like the one in New York Flagstaff has plenty of tunnels to create this project.	This is ambitious. Mountain Line is currently considering modifications of the Downtown Connection Center in the Southside and the introduction of bus rapid transit features to encourage the demand for transit
156	2/3/2020	Individual	Growth and Change	Growth	I believe that and I know that we need a lot of work to be done in flagstaff BECAUSE WE ARE RUNNING OUT OF ROOM ALL OVER THE CITY AND WE NEED to go further east and west like they been doing in Phoenix Arizona. The reality of this is true because Flagstaff will never be the same anymore so the population like I have mentioned will rise and more business will be created from different entrepreneurs that's why we are exceeding more opportunity. That is the future of Flagstaff is changing rapidly these projects that are being constructed need to get done...as you already know we need to create a medical facility on the southside.	medical services are encouraged as part of mixed use developments under a growth and change strategies
157	1/8/2020	Commission	Heritage Preservation	Standardization	having an updated building inventory before having updated design standards/character defining features would be unwise; there should be design standards made available to the public to influence future development.	There is still time between proposing Zoning Code updates and the completion of the Southside Historic Context to include updated inventory into the process but the work will not be completed before the Southside Plan is presented to City Council, because funding for an updated context was not provided until this years budget.
158	1/8/2020	Commission	Heritage Preservation	Community/Heritage Relationship	Would like to see more in regard to the implementation and relationship of the historic properties and their application to the specific plan.	Historic preservation is a component of the plan, implementation is carried out within the HP program and preservation efforts. Historic context in the plan places a priority on districts importance.
159	1/13/2020	Commission	Heritage Preservation	Height	Concern for limitations set by historic overlay zones.	The strategy for historic preservation overlays is to create opportunities for residents to opt-in and work together to create consensus. Though some design review changes may be proposed they will not be as restrictive as a landmark or historic overlay
160	1/26/2020	Individual	Heritage Preservation	Zoning	How many original historic lots are in 1/4 as referenced on pg. 52? -- an illustration would be helpful.	no historic lots are in the 1/4 block configuration but there are approximately 10 locations where historic lots have been purchased and combined to 1/4 to a half block in size.

161	1/26/2020	Individual	Heritage Preservation	Standardization	This is very loaded with assumptions and judgments : "evolve as an urban neighborhood," "outdated and underutilized." Who decides and defines "historical significance?" National standards are too high for most of what remains of Flag's historical resources (this is in response to a quote outlined in item 9 of Duffie's email correspondence with Carlton and Sara).	The language referred in this comment is copied from the Flagstaff Regional Plan. Specific Plans need to tier to the Regional plan and use similar definitions in order to be consistently implemented. Flagstaff does not have a separate standard for significance but in the Southside Plan we have tried to allow for an expansion of what is significant by regularly updating the historic context.
162	1/26/2020	Individual	Heritage Preservation	Standardization	Southside has to be looked at as a whole. Only by digging as was done for the Resilience exhibit are we currently recognizing what Southside residents accomplished and contributed. But even then the identified significance is local so could be considered unimportant when national standards are used. In addition to these being the folk who built and lived in Southside, the area as a whole matters, and matters a lot both historically and for Flagstaff's future.	The criteria for contributing structures should allow for the structures of local importance to be recognized as elements of the district.
163	1/28/2020	Commission	Heritage Preservation	Representation	consider how to "include" all for historic preservation	Included in Policy S 8.1.
164	2/3/2020	Individual	Heritage Preservation	Prioritization	Create design review criteria and transect zone frontage types for the Southside that acknowledge distinctive neighborhood characteristics, including: <ul style="list-style-type: none"> o Trees in the front setback of residential properties o Cupolas and clear stories o Store front facades with gables facing the street 108 o Front doors and windows facing the streets that present a simple cottage pattern typical of the street o Use of recycled and reclaimed materials o Front yard fencing that is unique and artistic o Public art, especially murals o Distinctive dark sky lighting 	This strategy was rewritten and moved to a policy. The strategy proposed changed from an incremental approach to a wholesale rezoning of the Southside per public feedback and endorsement from the Southside Stakeholder Group
165	2/3/2020	Individual	Heritage Preservation	Prioritization	Support grant applications for National Park Service African American Civil Rights Grants, Underrepresented Community Grants, Save America's Treasures, and other historic preservation grants in the Southside, along with any other grants that would assist with protecting and maintaining the character and recording the neighborhood's historic and cultural significance.	This strategy was prioritized in Appendix A
166	2/5/2020	Flagstaff Community Forum	Heritage Preservation	Development	I didn't know we had historically significant structures in Southside but if we do we should try to preserve them and redevelop areas to enhance this historic and cultural heritage.	The Flagstaff Southside Historic District and the Railroad Addition Historic District both fall within the plan area and are listed on the National Register of Historic Places. Thank you for your comment of support.

167	2/5/2020	Flagstaff Community Forum	Heritage Preservation	Height	Keep the building to 1-2 stories in the southside and preserve our natural environment. You're turning this into a big city. We're not there. We moved here because of it's quaintness.	The current zoning allows 60 foot building heights throughout the Southside. This topic was discussed extensively in the public process. While there was a consistent desire to have buildings be two stories or less from the public, many property owners want the flexibility to build 3 stories or more in order to raise their economic prospects. The proposed pattern of taller buildings in the Live/Make Center, medium size in the Main Streets and smaller in the Live/Work and neighborhood Core is a compromise
168	2/5/2020	Flagstaff Community Forum	Heritage Preservation	Homeowner Cooperation	Help, aid, assist homeowners of historical building in making repairs and bringing buildings up to code. Beautification of walkways, yards, and alley ways	The City has a \$10,000 grant that can be used for signs and facades in historic buildings. More homeowners in the Southside have become aware of this opportunity in recent years.
169	2/5/2020	Flagstaff Community Forum	Heritage Preservation	Prioritization	Always prioritize current residency and usage (churches, etc.) over historical and other priorities.	In many cases, historic and current usage are the same. The plan emphasizes adaptive reuse to ensure the continued use of historic buildings and their longevity in the neighborhood.
170	2/5/2020	Flagstaff Community Forum	Heritage Preservation	Height	Keep properties to one level.	The current zoning to allow 60 foot building heights throughout the Southside. The Plan does not suggest lowering the building height throughout the neighborhood because it would increase the likelihood of property owners requesting waivers and be likely to disproportionately affect property owners who are not familiar with planning and zoning requirements.
170	2/5/2020	Flagstaff Community Forum		Lighting	Make the compliable with the Dark Skies regulations - Dark Skies 1. It's in Flagstaff and we want to keep Lowell and it's€™s sites and the Naval Observatory.	All proposed lighting would be dark skies compliant
171	2/5/2020	Flagstaff Community Forum	Heritage Preservation	Character	Architecture design, new and reused, must be strongly supported to maintain the historical value of the Southside neighborhood. We must work more diligently to maintain our historical integrity.	Thank you for your comment of support
172	2/5/2020	Flagstaff Community Forum	Heritage Preservation	Historic Districts	The historical district also makes the people more friendly. The scripts corporation provide are distant and don't mean anything. We customer, not consumers as the corporations insist. These historic businesses treat us as customers. The small airport is comfortable.	Preserving an environment for small businesses is part of the Business and Live/Work goals and policies in the Southside Plan
173	12/8/2020	Individual	Heritage Preservation	Education	Did you get this from, The Past and Future City? The City and developers should be interested in this information as it can guide the success of their efforts	Thank you for your comment of support
174	12/4/2019	Commission	Other		no comments from this commission (here to document that this commission was not skipped)	No response

175	#####	Commission	Other		no comments from this commission (here to document that this commission was not skipped)	No response
176	1/11/2020	Public Meeting	Public and Community Spaces	Green Practices	new infrastructure, sidewalks and curbs, alleys, parks and green space, should proceed from a green infrastructure perspective - more beautiful as well as more sustainable - maybe this is a new goal?	Policy S15.1: Mitigate localized flooding issues and take advantage of green infrastructure opportunities.
177	1/14/2020	City Council	Transportation	FUTS Connection	The strategy needs to be further developed before making it into the document; include individuals on both sides of the issue (FUTS O'Leary) to better understand the issue holistically.	Additional outreach on the FUTS concept has shown that opposition is primarily those who live next to the are and it will be possible to mitigate these impacts and improve some of the current issues like vagrancy and trespass on adjacent private land thru
178	1/14/2020	City Council	Other	Project Completeness	there has been a general mistrust from residents due to lack of follow through	True. We have worked to create a process for the plan that is transparent and builds trust.
179	1/17/2020	Public Meeting	Public and Community Spaces	Lone Tree park	concessionaire w/ food and other opportunities at Lone Tree	These ideas can be considered once the land available for park space is finalized. Further public involvement is expected on the design of any park space near the bridge. The illustrations merely show opportunities and ideas.
180	1/22/2020	Individual	Other	Maps	Concern that Prudy's property line might not be accurate in some of the maps.	Added "Ensure that property lines are surveyed and are accurate." to path forward in Appendix A
181	1/23/2020	Public Meeting	Business and LiveWork Community	Zoning	[Could be enhanced] maintenance code/ code enforcement	A property maintenance ordinance has been proposed in Flagstaff previously without success. It came up infrequently in public comment and was not carried forward.
182	1/23/2020	Public Meeting	Business and LiveWork Community	NAU	[could be enhanced] involvement o NAU// opportunities for student involvement	Policy SLM 1.8. Develop collaborative partnerships with NAU and nonprofits to incubate small business and provide collaborative space for makers in the Live/Make Center.
183	1/23/2020	Public Meeting	Other	Enforcement	[could be strengthened] Enforcement of noise	The City has a nuisance party ordinance that is enforced by the Flagstaff PD
184	1/23/2020	Public Meeting	Other	maintenance	[could be strengthened] junk cans// weeds// Who?-	A property maintenance ordinance has been proposed in Flagstaff previously without success. It came up infrequently in public comment and was not carried forward.
185	1/23/2020	Public Meeting	Other	Enforcement	[Could derail the outcome of the vision] cost of enforcement	Enforcement is not the most effective means of reducing crime. Community design and social support programs are recommended throughout the plan. Strategy: Continue the increased police presence around closing time for bars and restaurants to help control

186	1/23/2020	Public Meeting	Other	Education	[Could derail the outcome of the vision] need more info, ongoing info and point of contact.	Education and outreach is mentioned in particular with zoning and flooding issues throughout the strategies in Chapter 4.
187	1/23/2020	Public Meeting	Growth and Change	Development	[what is liked] infill between historic buildings	Thank you for your comment of support
188	1/23/2020	Public Meeting	Business and LiveWork Community	Character	[what is liked] color variety	Policy SMS 1.4 mentions variability in color form and pattern
189	1/23/2020	Public Meeting	Growth and Change	Southside main streets:	[what could be enhanced] explain the different building setbacks and massing scenarios	Text has been added to each "Main Streets" illustration to better discuss the different building setbacks and massing.
190	1/23/2020	Public Meeting	Business and LiveWork Community	Character	[what could be enhanced] keep the "rough" aesthetic// no stucco box	Policy SMS 1.4 and Policy SLM 1.6 discuss appropriate materials and limit the use of stucco. Stucco may be appropriate in residential structures because of it's historic use in cottages.
191	1/23/2020	Public Meeting	Growth and Change	Character	[what could be enhanced] board and batton lap	Very little board and batten lap is found in the Southside but it could an acceptable material for new construction, we don't show it because it is not a preferred material in our climate.
192	1/23/2020	Public Meeting	Growth and Change	Development	[what could be strengthened] court the right developers	The Plan can help communicate the communities vision for the Southside to developers wishing to purchase and develop property in this area.
193	1/23/2020	Public Meeting	Growth and Change	Prop 207	[what could derail the outcome of the vision] prop 207	Thank you for your comment
194	1/31/2020	Door-to-Door	Other	History	Ernest Street is named after Ernest Lomeli, he had a house at the end of the street that burned down, then a few years later he passed away [other Lomelis still live on Ernest Street]	Thank you for your comment
195	1/31/2020	Door-to-Door	Public and Community Spaces	maintenance	I See the dog catcher and parking ticket people more than maintenance people in the Southside	No response needed

196	2/3/2020	Individual	Other	Editorial	Pg. 6 Preamble – Question for the stakeholder group: Do we need to call out “City’s growth and development... Ensuring new growth and development” two times? It almost reads like we are encouraging new growth and development, instead of preserving and restoring while the Southside neighborhood changes.	removed one iteration of "growth and"
197	2/3/2020	Individual	Other	Editorial	Pg. 6 Again – reading it again, I think leading with growth and development in the vision reads like a promotion to me instead of the desired goal of directing any growth and development towards historic preservation. Maybe lead with “The Southside Community shall promote our vibrant heritage of segregation, diversity, and unity through the..... growth and sustainable improvements that enhance and embrace our heritage through CULTURAL STEWARDSHIP, retaining the unique character and cultural fabric and flavor of our neighborhoods.”	removed "growth and" from the vision statements
198	2/3/2020	Individual	Other	Education	Pg. 13 Here is a resource page to share with the folks putting together the history: https://www.southsideflagstaff.com/resources-1	Thank you for sharing this source.
199	2/3/2020	Individual	Other	Editorial	Pg. 17 “Congregation from segregation” – I appreciate this reference from Dr. Guthrie! I would just add an additional statement, “The Southside was historically home to multiple minority people groups and therefore housed many diverse cuisines, religions, and cultural practices, most of which transcended racial lines.” I think this helps to explain the saying. As many folks church-hopped on Sundays and joined diverse cultural ceremonies, in my research.	Thank you for the suggestion. This sentence was added
200	2/5/2020	Flagstaff Community Forum	Growth and Change	Development	This is a living COMMUNITY, not somebody's financial investment. ALL planning must keep this in mind.	Long-term residents of the Southside in their comments stated that the Southside is both a community and an investment for them. They requested that the plan balance these two needs, which the plan tries to achieve.
201	12/8/2020	Individual	Other	Editorial	Will this plan have any legal feet to stand on or will it be guidelines and recommendations? Will developers be required to follow it? I think not and that must be made clear or when the plan is not followed you two and the City will be the focus of the anger and resulting distrust of the City.	Language added to Chapter 1 to address this and clarify

202	2/5/2020	Flagstaff Community Forum	Parking	Traffic light	They will help traffic move more smoothly. A few more traffic lights like the curve around Milton road on the way to Mars hill or the Sr. Center.	These spot improvements are being considered as part of the Milton Road Corridor Master Plan being prepared by the Arizona Department of Transportation
203	2/5/2020	Flagstaff Community Forum	Parking	Development	Developers need to be more accountable for the parking issues. They need overflow parking. Not just the minimum	Off-site parking lots and increases to on-site parking requirements are both recommended in the plan.
204	2/5/2020	Flagstaff Community Forum	Parking	NAU	Student parking for new student housing is completely out of control. Students should pay for campus parking and it should be included with tuition as are other student services	Off-site parking lots and increases to on-site parking requirements are both recommended in the plan. Parking structures potential locations were added to the Transportation Illustration.
205	2/5/2020	Flagstaff Community Forum	Parking	Parking garage	I think a parking garage for the residents could be useful and then much of the on-street parking can go away for bike lanes and sidewalks.	Parking structures potential locations were added to the Transportation Illustration.
206	2/5/2020	Flagstaff Community Forum	Parking	Zoning	City ordinance stating no parking within 5 ft either side of driveways	The State statute (28-873.A2) says "In front of a public or private driveway." Having a vehicle parked within five feet of a driveway does not impair access to the driveway and would unnecessarily restrict otherwise lawful parking.
207	2/5/2020	Flagstaff Community Forum	Growth and Change		Completely de-emphasize new development except where absolutely necessary to replace unsafe living and working spaces. Southside is a local residential community and must not continue to be transitioned to a commercial district for the pleasure of outside visitors and the profit of non-Southside residents who are preferred due to wealth/investment moxie. Southside must continue to be a living community rather than completely converted into a Flagstaff Mainstreet Disneyland. It is comprised of people's homes rather than investors' properties.	There was not consensus to de-emphasize new development from stakeholders in the Southside. The position taken in the plan is to balance the needs of long term residents with preservation and to allow for incremental increases in intensity for existing property owners.
208	12/8/2020	Individual	Other	FAQs and Rhetoric Concerns	"The Specific Plan will only apply in discretionary decisions and does not impact existing entitlements." I am really glad to see that and the info following that sentence, but honestly I think it needs to be clear clear clear. Also, please write for people who don't know planning and legal language like, what are "findings? What are the specific plans referred to? Where can people find them? To have a plan is fine, but people need to understand very clearly that their hard work and time participating in writing the plan has limits and that there are additional documents that relate to their neighborhood	Language added to Chapter 1 to address this and clarify

209	12/8/2020	Individual	Other	Maps	I think the Characteristics Map Legend needs definitions of each type identified. What is considered a "historic" building? What makes something an "asset," and in particular a "number one" asset? Also, and maybe this is in the text, who wrote the definitions? If this info is in the text, a possibility is to reference where to find that info. The map on 21 has the legend included which helps but still I wanted to cut it out and put the colors next to each other to be sure I was clear on the designations since the differences are only shades of the same color	Comment about the City's webmap, not the plan
210	12/8/2020	Individual	Other	Maps	On the zoning map it would be really helpful if, for example, the cursor sitting on a color area identified the zoning because many of the colors are similar. Perhaps there is another way to identify the various zoning categories on the map itself. On second look, some categories are ID'd on the map but not all	Comment about the City's webmap, not the plan
211	12/8/2020	Individual	Growth and Change	Editorial	"...opportunity for gentrification, which. As one resident..." This is located under the photos of Pizzicetta on p. 13	Addressed with reformatting of the document in InDesign
212	1/26/2020	Individual	Parking	Zoning	an issue with transect is that when there is more than one development that provides less parking, the vehicles that people have (see #7 parenthetical comment) must go somewhere. Neighbors/residents should not have to absorb the give-away to developers. of less required parking	Off-site parking lots and increases to on-site parking requirements are both recommended in the plan. Parking structures potential locations were added to the Transportation Illustration.
213	1/31/2020	Public Meeting	Parking	Development	He is selling it for 1 million dollars, this property could be used for a huge parking garage, for at least as his has NAU's parking garage. Preserve the historic house.	Unclear comment - could not respond
214	2/3/2020	Individual	Parking	Grants and Funding	Locate funding to construct drainage, curb, gutter, and sidewalk to better define driveways so they do not get blocked, and so all parking laws can be better enforced.	Thank you for your comment of support
215	2/3/2020	Individual	Parking	Lone Tree park	Install Create a parking garage on both sides of the overpass next to the lone tree street both can be wrap around parking garages.	Parking structures potential locations were added to the Transportation Illustration.
216	1/31/2020	Public Meeting	Parking	Paid parking	support for 15 minute for free in paid parking.	This option is being considered by ParkFlag
217	1/31/2020	Public Meeting	Parking	Handicapable parking	Handicap parking for residents in commercial alley S. San Fran because Phoenix.	Added Policy S10.3 Continue to provide and expand on-street handicap parking opportunities where they are needed.
218	1/31/2020	Public Meeting	Parking	Zoning	Size of parking spaces is irregular could possibly be reconfigured. - S. San Francisco near Butler	This comment was passed to the City's traffic staff for further evaluation
219	1/31/2020	Public Meeting	Parking	Handicapable parking	handicap placard for spot on this [picture drawn- san Francisco and butler] street, maybe a few more.	Added Policy S10.3 Continue to provide and expand on-street handicap parking opportunities where they are needed.

220	12/9/2019	Commission	Public and Community Spaces	Rio de flag	"Little Rio" - could put it underground to make area above flat and usable for trails	The current illustration assumes that grading will be necessary but it may be possible to provide more useable space as part of the design if community feedback includes that.
221	12/9/2019	Commission	Public and Community Spaces	Parks and park potential	Parks shown are not very central	The City does not own any property that is centrally located in the Southside. The lack of park space was important enough that most feedback preferred to develop a park sooner rather than later. There is also no source of funding identified for purchasing a property for a park
222	12/9/2019	Commission	Public and Community Spaces	NAU	Isn't NAU going to eventually acquire everything south of Butler [so should focus park efforts north of Butler]	NAU's property acquisitions plan is unknown
223	#####	Individual	Public and Community Spaces	Parks and park potential	It was good to see that there a 4 park concepts. I remember parks was something that the community was lacking.	Thank you for your comment of support
224	1/8/2020	Commission	Public and Community Spaces	The Hub	Tear down the hub and turn it into a park (possible joke).	No response
225	1/8/2020	Commission	Public and Community Spaces	Activity Centers	Would prefer more discussion as to what the activity centers are and how they are utilized (specifically in reference to chapter 2)	More information was added to Chapter 2
226	1/9/2020	Public Meeting	Public and Community Spaces	Maintenance	clean up shrubbery and benches to keep vagrancy down. Example - remove walk and replace with product that can be see through. Make more visual. make improvements to the existing seating areas along Butler Ave (on both sides of the roadway) where loitering tends to occur within the shaded locations.	Goal 17 addresses this concern.
227	1/9/2020	Public Meeting	Public and Community Spaces	Strategies Poster	1 blue dot on CSxv [Identify existing gaps in services, such as flooding information center....]	This strategy was not prioritized for public and community spaces but could be quickly implemented.
228	1/9/2020	Public Meeting	Public and Community Spaces	Lone Tree Overpass	2 red dots for the Lone tree overpass	The Lone Tree Overpass is a funded and programmed project. The verbal feedback associated with these dots indicated they opposed the project. However, voter approved and project specific funding is already in place.
229	1/9/2020	Public Meeting	Public and Community Spaces	Lone Tree Park	Chicano park or "public use" is possible in "underpass" - :) - to take advantage of "open sight lines" - "hapbitallility" of arts and people	Thank you for your comment of support

230	1/9/2020	Public Meeting	Public and Community Spaces	FUTS Connection	1 red dot for FUTS Connection concept	Additional outreach on the FUTS concept has shown that opposition is primarily those who live next to the area and staff believes that it will be possible to mitigate these impacts and improve some of the current issues like vagrancy and trespass on adjacent private land through design measures. See updated illustration
231	1/11/2020	Public Meeting	Public and Community Spaces	Ellery St Green Space	sidewalks and paving should be permeable and at street grade if possible	Text was added for the final design to evaluate permeable options, text already mentions that the sidewalk should be at alley/street grade.
232	1/11/2020	Public Meeting	Public and Community Spaces	Ellery St Green Space	vertical faces can be more successful with permeable surfaces - have to watch for freeze/thaw mitigation in design	Text was added for vertical faces to evaluate permeable materials during final design.
233	1/11/2020	Public Meeting	Public and Community Spaces	Ellery St Green Space	We like the proposal with some concerns with transient people abusing the area and reduced parking putting more stress on the neighboring streets	Crime Prevention through Environmental Design principles can be applied to any park space where this is a concern.
235	1/11/2020	Public Meeting	Public and Community Spaces	Ellery St Green Space	There should definitely be more green space, however there should be city or community assistance in place if the college students near by destroy or make a mess of anything.	Crime Prevention through Environmental Design principles can be applied to any park space where this is a concern.
236	2/5/2020	Flagstaff Community Forum	Transportation	Prioritization	There are too many improvements needed to prioritize! First, we need just need sidewalks (not necessarily wider) and lighting. It is very dangerous to walk in southside at night, especially people with darker skin. Butler needs more crossing opportunities, slower driving speeds, and better bike facilities. Butler is a treacherous divide to the rest of Flagstaff.	Appendix A will highlight prioritized strategies based on the feedback.
237	2/5/2020	Flagstaff Community Forum	Transportation	parking structure	Parking structure, carefully designed to avoid becoming a visual eyesore or traffic jam at the transportation center. NOT to bring visitors into outside but to better manage the mistakes that planning must now deal with in order to avoid destroying living local communities.	Parking structures potential locations were added to the Transportation Illustration.
238	2/5/2020	Flagstaff Community Forum	Transportation	Signage	This is the first international Dark Skies City. Let's keep it that way. We can live with less large signs and less bright lights. Many businesses overdo their advertising. We know they exist and where. We can see their lights. I am blinded by bright lights in my eyes- Businesses. Use amber lights.	Sign size is limited by the Flagstaff Sign Code and the Central Sign District special regulations. The effect of these regulations on dark skies was evaluated by the recent study funded by the Department of Defense.
239	12/8/2020	Individual	Transportation	Enforcement	A lot of the traffic woes could be addressed by lower speed limits and enforcement (that'll fix any budget deficit as every year there is a new crop of students coming from big cities).	Policy 12.3 supports designing streets to decrease speeding as the cost of enforcement on residential streets is not feasible due to funding and recruiting difficulties

240	2/3/2020	Individual	Transportation	Connectivity	We need to replace the little bridge on Agassiz and Ellery going across the rio de Flag there is a lot of traffic that passes there and the old small bridge needs to be replaced so when we have bad weather it snows and rains the rio will run over the bridge it needs to be replaced with a bigger bridge make the height of the bridge higher and install pillars underneath the bridge before it collapses also needs to be widened.	The plan includes a strategy to "Build more bridges for pedestrians at popular crossing locations across the Little Rio de Flag after the floodplain designation is addressed, prioritizing those that complete connections in the bicycle and pedestrian network."
241	1/11/2020	Public Meeting	Public and Community Spaces	Ellery St Green Space	Sidewalk against alley should be nice looking concrete, the paths into the park should be FUTS aggregate	Text was added to evaluate aggregate surfaces for paths away from the alley.
243	1/11/2020	Public Meeting	Public and Community Spaces	Mikes Pike Park	eliminate parking!!!	The illustration now shows the parking as optional.
244	1/11/2020	Public Meeting	Public and Community Spaces	Lone Tree Park	[Elden St Extension] should be a beautiful street with landscaping, ped crossing to north	The Elden Street extension may not be a part of the final design of the Lone Tree Overpass and the design and access of the street may be a trade off with the area available for a park.
245	1/11/2020	Public Meeting	Public and Community Spaces	Lone Tree Park	[extend park area to limits of Rio disturbance] this park area could it extend north to include some open space related to the channel? Would require some design input prior to Corps construction if possible	This is a good suggestion and reflected in the updates illustrations
246	1/11/2020	Public Meeting	Public and Community Spaces	Concept Poster Dots	[2 green dots were given to each person for their top priorities] [yellow is for second priority projects] [red is for not supporting]: Mikes Pike Triangle Park - 0 dots Lone Tree Overpass Larger Park - 2 green, 1 yellow Example Green Space w Trail - 1 yellow Rio/Ellery St Green Space - 3 green	Ellery was not prioritized because it is unclear with Fire Code requirements and the Rio De Flag flood control project when it would be possible to carry forward. Meanwhile the Mike's Pike project could be implemented very soon. Also the O'Leary St. FUTS provides a bike ped connection that could complete an alternative bike boulevard which was indirectly emphasized in many comments.
247	1/13/2020	Commission	Public and Community Spaces	Parks and park potential	"Parks" alone can be boring. Parks with a purpose (thematic parks like art parks, children's park, food park, poetry parks, etc.) are an important source of vitality for the area. This sentiment was lauded by other members.	It is too early in the process to define a theme for each park. The overarching comments from the public are that parks celebrate the cultural history of the Southside.
248	1/13/2020	Commission	Public and Community Spaces	Connectivity	Parks are necessary for congregation, however walkability and connection between parks are important for people to get out and experience more social and commercial capabilities. Kyoto's "Philosophy Path" cited as a good example of integrating art, nature, and social/commercial relations.	Added a policy under Goal 7 to consider walkability and improvements of the pedestrian and bicycle environment between parks and green spaces

249	1/14/2020	City Council	Public and Community Spaces	Lone Tree park	If the plan were to move forward and a basketball court were to be included, it should be lit.	These ideas can be considered once the land available for park space is finalized. Further public involvement is expected on the design of any park space near the bridge. The illustrations merely show opportunities and ideas.
250	1/14/2020	City Council	Public and Community Spaces	Parks and park potential	It would be beneficial to have more dog parks in the area.	Dog parks are one possible use of the Lone Tree Park but are not universally supported. Design of the Lone Tree Park is going to depend on the space available after construction of the bridge.
251	1/14/2020	City Council	Public and Community Spaces	Parks and park potential	It would be interesting to see other areas where parks could occur such as by the Murdoch center	A Murdoch Illustration showing park space was added to the final draft
252	1/14/2020	City Council	Public and Community Spaces	Pocket parks	Parks and rec has stated they would prefer to not having anymore pocket parks, but given limited space pocket parts may be necessary	No response
253	1/14/2020	City Council	Public and Community Spaces	Pocket parks	if there are studies regarding the feasibility of pocket parks, it would be very useful.	This will be incorporated in the Parks and Recreation Master Plan
254	1/14/2020	City Council	Public and Community Spaces	Pocket Parks	There are many things in the plan that are not necessarily part of city policy, but do make sense for the area and we need to consider being flexible.	No response
255	1/14/2020	City Council	Public and Community Spaces	Parks and park potential	South Beaver school used to be a beautiful grassy area, now it is a parking lot. Lumberjack field used to exist, now it's the HLC building. People are wanting a park that can replace that old feel.	Thank you for your comment of support
256	1/14/2020	City Council	Public and Community Spaces	Lone Tree park	when you talk to people in the neighborhood, there is a history of contention around that park (over by lone tree)	The parcel in question was dedicated to the City for affordable housing. The property is zoned Highway Commercial (HC).
257	1/17/2020	Public Meeting	Public and Community Spaces	Dream Court	Dream Court at Cogdill park needs ___(?) and lighting	Cogdill is part of the Pine Knoll Brannen area and will be the subject of a future planning effort.
258	1/22/2020	Individual	Public and Community Spaces	Sitting improvements	Improvements should be made to the sitting area at Butler and San Fran. As the loitering has been an issue.	Crime Prevention through Environmental Design principles could be applied to this and other small public spaces to prevent some of the issues with perceptions of public safety and visibility
259	1/26/2020	Individual	Public and Community Spaces	Activity Centers	The proposed Urban/regional activity center proposed should be considered a Historic Activity Center given its: one of the oldest neighborhoods, crosses a historic rail line, and links up with Rt66.- could the center only be on East Lone tree and avoid the other historic areas and N Butler?	This decision is outside the scope of the Southside Plan and may be reconsidered as part of the General Plan update in 2018. There is no overlap between the Historic District and the Regional Activity Center per the High Occupancy Housing Plan.
260	1/27/2020	Individual	Public and Community Spaces	Lone Tree Park	It looks to me it will be a great site for a park (under the new bridge) but (there's that terrible word again) members of my walking group were concerned about possible abuse by folks misusing the area	Crime Prevention through Environmental Design would be an important part of all park design work in the Southside.

261	1/27/2020	Individual	Public and Community Spaces	Lone Tree Park	The only thing I would say is when the Pedestrian/Bike tunnel was built under Butler at what is now the Ponderosa Parkway intersection there were a lot of folks who warned about it being abuse. Tom Boughner and the Police Department at that time did there best to keep the tunnel useable. And as far as I am concerned where successful in their efforts. Perhaps a police presence will be needed to keep such a park in good shape.	Enforcement could be a tool used to reinforce good design work. The police station is close by and that will be an asset if these circumstances do occur.
262	1/27/2020	Individual	Public and Community Spaces	Pocket Parks	There seems to be a lot of conversation regarding the "park" under the overpass at Lone Tree. This is maybe 5 or more years down the road and it seems to me that the Southside Plan deserves It's parks sooner than that so I would like it if we focused more on the little park areas that can hopefully Become a reality much sooner in the more populated areas.	The Mike's Pike park is the most likely to be developed quickly and has been prioritized for that reason.
263	1/27/2020	Individual	Public and Community Spaces	Tracks Moving	I have also heard rumors that the powers that be are also looking at the possibility of moving tracks and Therefore eliminating an overpass all together. You are probably already doing this but would it be possible to have some drawings of the potential little parks In the final plan, something more along the lines of a artists rendition?	The City is unaware of efforts to relocate the main rail lines through the City. There may be some reconfiguration of spurs in the future but nothing as major as this comment suggests. The Lone Tree Overpass design work is in process but not complete at the time of the final plan.
264	1/28/2020	Commission	Public and Community Spaces	Park Benches	park benches for seniors and everyone in public spaces	Benches were added to the Murdoch Center Illustration and were already a part of the Ellery Street Illustration.
265	1/28/2020	Commission	Public and Community Spaces	Lone Tree Park	add a music venue, or amphitheater within the Lone Tree Park area	These ideas can be considered once the land available for park space is finalized. Further public involvement is expected on the design of any park space near the bridge. The illustrations merely show opportunities and ideas.

266	1/29/2020	Individual	Public and Community Spaces	Parks and park potential	We understand the city intends to build a park, green space or trail behind our property [477 E Fuller way]. We are firmly against a park and think there is already enough traffic of people around here.	This concern was heard for a few of the nearby residents. A door-to-door canvas that was advertised in advance did not determine a majority of residents opposed the FUTS trail. In fact, the opposite was confirmed. In addition staff discovered that the FUTS trail will actually be able to mitigate private property trespass issues that are currently occurring with proper design. The Stakeholder group and the City therefore carried this recommendation forward with the understanding that directly working with property owners to mitigate concerns about the new access and closing the old informal access would move forward.
267	1/29/2020	Individual	Public and Community Spaces	Maintenance	The suggestion I make is to hire someone once a week to pick up trash and cut down the bushes behind our property. We have had lots of problems with people drinking and other things, using the restroom, and sleeping behind the bushes behind us. A green space would be fine if maintained. Also, people already jump over our fences and litter all down the culvert. If the city insists on a park or trail then I would suggest put up a brick wall in each backyard and side yards of our houses. Fuller way and any other property as needed. Currently there is a trend of liquor sores and then drink behind us and use the restroom. At least if the bushes were cleared then it would be less likely for people to camp there. Much less or more, the fire dangers. We've lived here a while and the one asset the southside has is the people- who are mostly kind and do care. It is sad to see that the city spends a lot of time with parking tickets and a dog catcher who sits in the neighborhood, instead of cleaning up trash and cutting bushes on city property.	Maintenance of vegetation and litter will be part of the creation of a FUTS trail in this location. The City has an adopt-a FUTS program that supports the collection of litter and monitoring of FUTs trails. It is also expected that the trail would generate enough traffic to deter loitering and would be easy enough to use that trespass issues could be addressed if the deign includes barriers to the existing access points.
268	1/29/2020	Individual	Public and Community Spaces	Maintenance	Instead of a park, give two people a job to clean up trash and plant flowers. That's my opinion.	If a trail is put in this area, the City would solicit volunteers to address trash through the Adopt a FUTS program

269	1/31/2020	Public Meeting	Public and Community Spaces	Park Benches	flagstaff non-student population is aging some us senior citizens don't wan to leave in favor of more amenable climates or more senior-friendly communities. Pocket parks, such as those proposed for the southside, provide great opportunities for placing park benches. We have very few in downtown flagstaff. Park benches provide places to meet friends, rest, spectate surrounding park activities, meditate, and plan what we'll say at the next public meeting to name a few.	Benches were added to the Murdoch Center Illustration and were already a part of the Ellery Street Illustration.
270	1/31/2020	Public Meeting	Public and Community Spaces	Parks and park potential	Install a recreation park with BBQ and a picnic area w/tables (concrete) with little roof for shade with grass trees and where the tables sit around concrete for sitting area.	These features could be considered in the Lone Tree Park as the most appropriate place.
271	1/31/2020	Public Meeting	Public and Community Spaces	Murdoch Center	New fencing- maybe wrought iron	See new Murdoch Illustration
272	1/31/2020	Public Meeting	Public and Community Spaces	Murdoch Center	Mexican style wall with wrought iron on top	See new Murdoch Illustration
273	1/31/2020	Public Meeting	Public and Community Spaces	Murdoch Center	incorporate interpretive parks.	Murals and interpretative panel may be contemplated as part of the Murdoch Center
274	1/31/2020	Public Meeting	Public and Community Spaces	Murdoch Center	Chess park benches to support outdoor practice and tournaments	See new Murdoch Illustration
275	1/11/2020	Public Meeting	Transportation	FUTS Connection	Fuller grown trees should be planted in place of those cut down, saplings will not provide as much oxygen or coverage	Planting full grown trees is very expensive and has large disturbance area of soil. In addition, the root systems for trees can fail in the this region because of lack of water without heavy irrigation.
276	1/11/2020	Public Meeting	Transportation	FUTS Connection	Fencing for privacy and protection of the neighborhood is vital	These mitigations were incorporated into illustrations for the O'Leary FUTS connection
277	1/11/2020	Public Meeting	Transportation	FUTS Connection	perhaps have a pollinator garden to encourage a green environment	These mitigations were incorporated into illustrations for the O'Leary FUTS connection
278	1/31/2020	Public Meeting	Public and Community Spaces	Murdoch Center	finish mural with support from the city.	See new Murdoch Illustration
279	1/31/2020	Public Meeting	Public and Community Spaces	Murdoch Center	Permanent community space.	Added goal to provide the Murdoch Center as permanent community space
280	1/31/2020	Public Meeting	Public and Community Spaces	Lone Tree park	program cultural events and allow their inclusion in a Lone tree park.	Yes. This is a key features of either park illustration

281	1/31/2020	Public Meeting	Public and Community Spaces	Protect and display history	provide place to revisit history and working history of families community and family pride. Pictures of people who lived in the southside and find a place to display them with kids oriented recreation .	This idea for public art could fit in many public spaces in the Southside. The plan hasn't programmed any particular art but emphasizes the importance of the area's cultural history
282	1/31/2020	Public Meeting	Public and Community Spaces	Murdoch Center	Host Law library at Murdoch Center. Help southside residents clear titles and address property inheritance issues.	The Plan includes a strategy to "Identify existing gaps in services, such as a flooding information center, in the Southside that can be filled cooperatively through the Murdoch Center. Consider potential Community Development Block Grant (CDBG) funding for these services."
283	2/3/2020	Individual	Public and Community Spaces	Prioritization	Build more bridges for pedestrians at popular crossing locations across the Little Rio de Flag after the floodplain designation is addressed, prioritizing those that complete connections in the bicycle and pedestrian network.	This strategy is included in Chapter 4.
284	2/3/2020	Individual	Public and Community Spaces	Prioritization	Create a cultural walk that showcases the neighborhood history and encourages walking through the neighborhood	Thank you for your comment of support
285	2/3/2020	Individual	Public and Community Spaces	Protect and display history	Install informational plaques throughout the neighborhood	This is incorporated into the heritage preservation strategies
286	2/3/2020	Individual	Public and Community Spaces	Development	Redevelopment of culturally important buildings should require a small portion of the newly designed site to be civic space that celebrates the past structure	These mitigations can be required by the Heritage Preservation Commission. A strategy was added about civic space to provide this caveat
287	2/3/2020	Individual	Public and Community Spaces	Lone Tree park	Install create handball court under the under over pass on N Lone tree.	These ideas can be considered once the land available for park space is finalized. Further public involvement is expected on the design of any park space near the bridge. The illustrations merely show opportunities and ideas.

288	2/3/2020	Individual	Public and Community Spaces	Lone Tree park	install insulated sliding doors on the lone tree bridge on both sides and a sound proof rood ceiling for recreation for the kids and adults who want to participate on the southside. Everyone is invited from all over who ever wants to participate. We don't have a southside recreation center we need one for everyone on the southside. The southside rec center can create events and jobs, have functions, have dances, different bands, concession stands, create basketball courts, baseball courts, pool tables, and Tournaments for football weight lifting chess and checker games tournaments. Have a full kitchen to sell food and drink beverages during and after events to the public. Also have conferences and meetings, play racket ball in a heavy duty glass room. Have sports tournaments it will be an advantage for the kids to keep them off the streets and also the adults can go there when they get out from work we need a jacuzzi to relax and bathrooms and showers.	Given conversations with Engineering, It is unlikely that a enclosure that allows the bridge to serve as the roof and one side of a building could be included in the design. A separate building next to or under the bridge could be considered as part of the park design once final plans for the bridge are determined
289	2/3/2020	Individual	Public and Community Spaces	Green Practices	Create landscaping with natural grass rolls with automatic sprinkler systems with benches, concrete tables, and concrete chairs designed nice for pedestrians and for everyone on both sides of the overpass bridge on lone tree create chess squares and timers on tables with checker squares also create checker boards on concrete tables. Create a sprinkler system that has an automatic timer to regulate water control.	These ideas can be considered once the land available for park space is finalized. Further public involvement is expected on the design of any park space near the bridge. The illustrations merely show opportunities and ideas.
290	2/3/2020	Individual	Public and Community Spaces	Lone Tree park	Enclosure to allow all weather recreation.	A weather enclosure could be difficult but there will likely be weather protection under the bridge base on its projected size. Park amenities could be located to take advantage of the passive weather protection by location and design
291	2/4/2020	Individual	Public and Community Spaces	Funding	I may have missed it, but is there an identified funding source for the infrastructure/ pocket park/ etc. improvements?	Identification of funding is considered in Appendix B for the priority strategies but this is usually keep flexible so that a strategy doesn't fail due to a change it in the funding outlook.

292	2/5/2020	Flagstaff Community Forum	Public and Community Spaces	NAU	Nau will bring in tall buildings and Big city ideas. Will they really bring in more forest service preservation of all our Coconino National Forest, will they really bring native plant, not hybrids. Sure they have money, but I only see destruction and more uncustomer friendly businesses with scripts for people to repeat. Not real people that are interested in the people, not just the money. We are liked only when we spend money. That money also goes to the big corporation down in Phoenix. Think about the local businesses.	No response
293	2/5/2020	Flagstaff Community Forum	Public and Community Spaces	Enforcement	If we do not get control of street alcoholic issues, these parks and public areas will be unused by the general public due to safety reasons as the current pocket parks are controlled by these individuals	The public safety section of the plan has goals and policies about how design of these spaces can improve perceptions of public safety.
294	2/5/2020	Flagstaff Community Forum	Public and Community Spaces	Free access for facilities	Emphasize free access for public facilities. Meeting space, also free when serving primarily current Southside residents. Serve the Southside community with facilities and resources with zero priority for those living outside Southside, visitors to Flagstaff. The prime directive must always be to maintain a vital local community not to foster tourism or business unless that business directly benefits current Southside residents.	Public access cannot be guaranteed without making a public space open to everyone. Funding through fees is an alternative but the City is unable to promise a free space to Southside residents that isn't open to others without any costs.
295	2/5/2020	Flagstaff Community Forum	Public and Community Spaces	Funding Misuse	Quit wasting money on parks. It only attracts drunks, drug users and such.	No response
296	2/5/2020	Flagstaff Community Forum	Public and Community Spaces	Parks and park potential	More parks! I'm not sure what are the best locations.	Thank you for your comment of support
297	12/8/2020	Individual	Public and Community Spaces	Murdoch Center	Why can't the City make the land surrounding the Murdoch Center a true neighborhood park with a swing set, grassy area, etc.? (Goal 7)	See new Murdoch Illustration
298	1/17/2020	Public Meeting	Public and Community Spaces	Lone Tree park	Under Lone Tree--Look for opportunities to promote services to low income residents	Thank you for your comment of support
299	1/17/2020	Public Meeting	Public and Community Spaces	Lone Tree park	Podium parking at lone tree park; Trail into the bridge?	The illustrations show some opportunities to connect trails in the park to the bridge. There will be dependent on final design. The inclusion of parking will depend on the size of the park. A smaller park may be not useable if on site parking is also provided.
300	1/17/2020	Public Meeting	Public and Community Spaces	Lone Tree park	Handball Court	Thank you for your comment of support

301	1/17/2020	Public Meeting	Public and Community Spaces	Lone Tree park	Could the spur be used as a trail + maintenance?	The railroad spur is not being abandoned as of the latest communication with BNSF and therefore this is not an available option
302	2/3/2020	Individual	Public and Community Spaces	Parking	When visitors come to see the art walk our streets are too congested with parking cars and they leave their cars parked overnight and sometimes longer, when they also come on weekends to the art walk downtown and on S San Francisco st.	Meters and the residential parking program work in tandem to address parking on busy nights and to manage the scarce resource of Southside and Downtown parking
303	2/3/2020	Individual	Public and Community Spaces	Lone Tree park	Back to Lone tree, create a park BQ grills, picnic area, benches, a nice canopy made out of strong lumber with strong beams with a rooftop for shade to have for the hot weather in the summer also install natural green grass rolls with an automatic sprinkler system.	These ideas can be considered once the land available for park space is finalized. Further public involvement is expected on the design of any park space near the bridge. The illustrations merely show opportunities and ideas.
304	2/3/2020	Individual	Public and Community Spaces	Public Art	create and install a mural with past and present Mexican people and other minorities who lived on the southside and their children who reside here today with our pictures on the mural with a beautiful background who still represents the southside with their culture and history how the southside started have our houses in our neighborhood how it looks today from the past to the present also our pictures in front of our residence where resid . We need to have the original picture of the southwest Industries Lumber Mill with our picture on there of us and old timers that had worked there with us I worked there with my friends and old timers there.	This idea for public art could fit in many public spaces in the Southside. The plan hasn't programmed any particular art but emphasizes the importance of the area's cultural history
305	2/3/2020	Individual	Public and Community Spaces	Murdoch Center	As I keep thinking create a computer room and offices and again create a full size commercial kitchen.	The Murdoch Center illustration doesn't program the interior of the building but opens the conversation to contemplating renovations and expansions in the future including the idea of a renovated kitchen and technology space.
306	2/3/2020	Individual	Public and Community Spaces	Murdoch Center	We need to preserve the Murdoch Center, install remodel the kitchen into a commercial full size kitchen for events and parties and such. Also remove chain link fence install a concrete wall around the Murdoch Building, widen the sidewalk, put benches natural green grass rolls concrete tables and chairs checker board and chess games on concrete tables put a nice mural on the wall, also install pavers in the yard on Murdoch center also picnic tables with BBQ grills, beautify the Murdoch Center history and culture that represents the southside.	The Murdoch Center illustration doesn't program the interior of the building but opens the conversation to contemplating renovations and expansions in the future including the idea of a renovated kitchen and technology space.

307	1/31/2020	Public Meeting	Public and Community Spaces	Lone Tree park	Have the Recreation center open on weekends for the kids and adults, have movies for the kids and adults and also historical education movies about the southside how it became and how it was started. Have video games for kids and adults with sport events. All of these ideas I have mentioned to you will keep the kids and adults out of trouble and less crime on our streets some where to go and exercise their talents that they have. Create arts and crafts also boxing will be a good sport there are a lot of kids that have a lot of talent in different sports to create and install tennis courts.	These ideas can be considered once the land available for park space is finalized. The funding needed to build and staff new recreation center may take many years to achieve but saving space for it can be contemplated early on. Further public involvement is expected on the design of any park space near the bridge. The illustrations merely show opportunities and ideas.
308	1/9/2020	Public Meeting	Public Safety	Goals and Policies Poster	1 red dot on Policy 16a	Without notes it is unclear what part of this policy is opposed by the commenter
309	2/5/2020	Flagstaff Community Forum	Parking	Floodplain	Fix flooding problem	Thank you for your comment of support
310	2/5/2020	Flagstaff Community Forum	Parking	Paid parking	I like others stopped shopping in town due to the paid parking. Get rid of it.	It is a wider discussion than the Southside to determine where paid parking is delineated because parking enforcement throughout the area is dependent on ParkFlag revenues as are opportunities to create new parking
311	12/8/2020	Individual	Parking	City plow and parking	Southside not being plowed or parking enforced is currently a huge problem for bicyclists (such as myself :-).	ParkFlag and the Flagstaff PD do enforce parking laws throughout the Southside. It is difficult in some locations because a lack of curb, gutter and sidewalk make distinguishing legal and illegal parking spaces difficult, which is why the plan prioritizes moving forward on completing curb gutter and sidewalk in the neighborhood.
312	2/3/2020	Individual	Parking	Parking garage	Install and create a parking garage on mikes Pike across the street from the Hub on Benton where the warehouse is located next door to the restaurant I think by the toasted owl parking garage on the alley of construction company on the back of the building parking for tenants and for the art walk and other events and activities for tourists on the southside, it could be done many visitors are always coming to Flagstaff. We need parking garages downtown as well because the population will exceed more and more every year it won't stop that way the visitors we get every weekend and every summer are always passing through Flagstaff, generating lots of money to our economy from the tourists, they walk through southside downtown it will work I can vision this for the future of the southside and our city.	Parking structures potential locations were added to the Transportation Illustration.

313	1/9/2020	Public Meeting	Public Safety	Strategies Poster	1 blue dot on Psix [recommend that the directors of shelters and social service organization in the neighborhood create cooperative parnterships...]	Thank you for your comment of support
314	1/14/2020	City Council	Public Safety	Enforcement	There is not enforcement being done to stop the loitering, littering, and vagrancy around the O'Leary and potential FUTS area.	Under Goal 17, the Plan proposes to address these concerns environmentally. Research and experience of Flagstaff PD, shows that this is a more effective mechanism for addressing the concern than enforcement alone.
315	1/14/2020	City Council	Public Safety	Planning Mistrust	There are studies and proof of mitigating from design, but residents have been asking for assistance that has not occurred. People now feel that help is only occurring because the land seems to be more valuable to newcomers and NAU. Overall, previous residents don't feel their wants had truly been heard and may not be heard in the future.	Outreach efforts of the City for the Southside Plan have been focused on long term residents as a primary goal and understanding the needs of all current residents. It may take time to build trust but this is a first step.
316	1/31/2020	Public Meeting	Public Safety	Lighting	Install street lights on southside and on south O'Leary also on Agassiz.	Several policies and strategy support increasing dark sky friendly lighting strategically in the Southside.
317	1/31/2020	Public Meeting	Public Safety	Murdoch Center	Harmony Park at the end of Agassiz that is designed quickly within existing landscaping- create an opening to provide access with the park.	This idea was incorporated into the illustration for the Murdoch Center
318	2/3/2020	Individual	Public Safety	Lighting	Increase (dark sky compatible) lighting in the Southside neighborhood.	Several policies and strategy support increasing dark sky friendly lighting strategically in the Southside.
319	2/3/2020	Individual	Public Safety	Benches	Give people more places to go, like highly visible benches and pathways	Benches were added to the Murdoch Center Illustration and were already a part of the Ellery Street Illustration.
320	2/3/2020	Individual	Transportation	Connectivity	We need an overpass [pedestrian] bridge on south san Francisco street also another over pass on north and south beaver these over passes will be less traffic congestion around east and west side of our city.	Grade separated crossings are very expensive and only 4 to 8 are going to be funded in the next 10-20 years. They will be prioritized at a City-wide level.
321	2/3/2020	Individual	Public Safety	Lighting	Add more (dark sky compatible) lights in public spaces and give options for security lighting that is dark skies compliant on private buildings that are close to the sidewalk.	Several policies and strategy support increasing dark sky friendly lighting strategically in the Southside.
322	2/3/2020	Individual	Public Safety	Connectivity	Remove concrete barriers on South O'Leary street. You need to remove the uphill to the right on butler where you can see pedestrians walking and crossing the street in front of you can see the bikers you can't see them on the blind side from butler to O'Leary.	These features will be evaluated as part of a traffic study needed to consider the Butler crossing proposed at this intersection.
323	2/3/2020	Individual	Public Safety	Public Safety	All alleys on the south side need to be paved, also have lighting on the streets on the southside on S O'Leary, Brennen, Agassiz, S Elden st so there wont be vandalism on our properties and theft.	A policy was added to support paving alleys but no funding is identified and it did not rise to a prioritized strategy and so it may be some years out.
324	2/5/2020	Flagstaff Community Forum	Public Safety	Public Safety	The community will be safer. Many of the nuisances can hop trains and move to other cities.	No response needed

325	2/5/2020	Flagstaff Community Forum	Public Safety	Public Safety	Not safe to walk at night	This issue is recognized under Policy S16.4: Create an environment for safer nightlife in the neighborhood.
326	2/5/2020	Flagstaff Community Forum	Public Safety	Public Safety	I tend to avoid the existing parks and public spaces in town due to the transient population.	No response needed
327	2/5/2020	Flagstaff Community Forum	Public Safety	Public Safety	Safety in the southside has become a top discussion among residents and business owners. Street alcoholics have taken over our sidewalks and are purchasing alcohol with little to no discouragement. It seems everyone's hands are tied with this issue and tax paying citizens are paying the price without the needed help from law enforcement.	The City acknowledges the importance of the safety and well being of all community members. The Flagstaff Police Department has to balance the constitutional rights of every person and the public safety of the entire community. The City, County and several nonprofits have programs to support community members experiencing homelessness, substance abuse and mental health challenges. Several of these service providers are located in the Southside because of its central location.
328	2/5/2020	Flagstaff Community Forum	Public Safety	Enforcement	Clean up existing areas to make more visible and less inviting for vagrant gathering(Butler and Leroux and San Francisco and Butler. Police officers on foot and bicycles south of Route 66	These strategies are appropriate for the Southside.
329	2/5/2020	Flagstaff Community Forum	Public Safety	Enforcement	Create and encourage safer pedestrian access via teams who walk people back to their cars. Deter over-inebriation at drinking establishments. If necessary, effectively lobby the state to better empower communities who need to control liquor licensing to protect their residents. (NO current control of liquor licensing. The license hearing process is a JOKE. An automatic black stamp at the local level.)	This issue is recognized under Policy S16.4: Create an environment for safer nightlife in the neighborhood.
330	2/5/2020	Flagstaff Community Forum	Public Safety	Education	My husband and I pass out pamphlets showing these nuisances where they can find shelter, food and transportation. We got them from the Exchange Club of Flagstaff. It works.	Thank you for assisting those in need in your community.
331	2/5/2020	Flagstaff Community Forum	Public Safety	Enforcement	Start arresting the panhandlers in the area.	Treating panhandling as a crime has been deemed unconstitutional.
332	1/31/2020	Public Meeting	Public Safety	Trash	Pilot program for trash_____ on alleys adjacent to south san Francisco	The Plan includes a strategy to "Encourage cooperation and consideration of access and maintenance easements with property owners for access, and the ability of the City to maintain/improve grading, clear sediment, obstructions, trees, weeds, and trash (this will need to happen along the entire length of the Rio de Flag through the Southside or it will not benefit flow volume)."

333	1/31/2020	Public Meeting	Southside Main Streets	Southside main streets:	Privacy - allow secrecy in the frontage types.	Policy SMS 1.5. Allow for privacy screening for historic single family homes that have little or no setbacks from sidewalks on commercial streets of S. San Francisco Street and S. Beaver Street
334	#####	Commission	Transportation	FUTS Connection	regarding the Concept FUTS connection: should do more than just a FUTS, have space to create more here.	There are competing comments that the City should not encourage people to linger because of proximity to people's homes
335	#####	Commission	Transportation		regarding the DCC, could add section that has surface water over Corps box culverts. Or is this a out of the realm of possibilities for the Corps' plan?	This is outside the scope of the Southside Plan
336	#####	Individual	Transportation	pedestrian travel	I was surprised by some of the Transportation improvements practically the O'Leary and butler ave intersection. I would think finding a way to combine both bike and ped would be the best solution. Here in the Bay Area, we have been implementing HAWK's high-intensity Activated crosswalks. They definably help with mid-block cross points, and would provably be beneficial along Butler. The Town I am working with is considering using a HAWK light at one of our junctions to allow ped and bike crossing.	A HAWK crossing is part of this concepts possible design solutions
337	1/8/2020	Commission	Transportation	Maps	The map work was very well done	Thank you for your comments of support
338	1/9/2020	Public Meeting	Transportation		general support for transit	Thank you for your comment of support
339	1/9/2020	Public Meeting	Transportation		opposed to the bus stop on EB Butler west of San Fran and the park like area that encourages transients - cops have to be called here on a regular basis	Unclear if the issue is the park or the bus stop based on this comment. Crime Prevention through Environmental Design as outlined in Policy 17.2 could apply for this location
340	1/11/2020	Public Meeting	Transportation	FUTS Connection	keep old growth trees pollenator garden, 6' to 9' wall for residents impacted, appropriate lighting	These mitigations were incorporated into illustrations for the O'Leary FUTS connection
341	1/11/2020	Public Meeting	Transportation	Lone Tree Overpass	LT Overpass - What type of barrier will be used on overpass sides? Because of possible park/train under bridge and if accident occurred from car flying off of overpass and fatalities? Train and car, car and people in park	These mitigations are too detailed to incorporate into a neighborhood plan but will be considered by the project team on the overpass design
342	1/11/2020	Public Meeting	Transportation	FUTS Connection	Crime prevention is a must for the families	These mitigations were incorporated into illustrations for the O'Leary FUTS connection
343	1/11/2020	Public Meeting	Transportation	FUTS Connection	fencing incorporated for privacy and protection	These mitigations were incorporated into illustrations for the O'Leary FUTS connection
344	1/11/2020	Public Meeting	Transportation	FUTS Connection	incorporate pollinators/ pollinator area if they decided to put more than the FUTS trail in the area	These mitigations were incorporated into illustrations for the O'Leary FUTS connection

345	1/11/2020	Public Meeting	Transportation	FUTS Connection	beautiful, vegetation and trees planted for the areas taken down to build	There are conflicting comments about whether the heavy vegetation in the area is an asset or a concern. It possibly contributes to low level and high frequency crime and trespassing but it also shades homes and provides access to nature.
346	1/11/2020	Public Meeting	Transportation	FUTS Connection	Check property boundary before design work on Lone Tree to O'Leary FUTS	Surveys would be conducted before any construction as a standard practice
347	1/11/2020	Public Meeting	Transportation	FUTS Connection	Safe environment, fencing, incorporate tools that will help growth of environment	These mitigations were incorporated into illustrations for the O'Leary FUTS connection
348	1/11/2020	Public Meeting	Transportation	FUTS Connection	check Plat for final Habitat for Humanity Lone Tree Subdivision 1998 - [to check offsets from buildings and property lines around the proposed FUTS]	Surveys would be conducted before any construction as a standard practice
349	1/11/2020	Public Meeting	Transportation	FUTS Connection	public art/interpretive that tells story of families in this area	Public art could be incorporated or interpretive panels. There are competing public comments that the City should not encourage people to linger in the area through the design of the trail because it is so close to people's homes.
350	1/11/2020	Public Meeting	Transportation	FUTS Connection	There needs to be some sort of protection/fencing to keep people out of the cul-de-sac to ensure safety for the neighborhood	These mitigations were incorporated into illustrations for the O'Leary FUTS connection
351	1/11/2020	Public Meeting	Transportation	Curb, Gutter & Sidewalk	Yes! Curbs and gutters!	Thank you for your comments of support
352	1/11/2020	Public Meeting	Transportation	Concept Poster Dots	[2 green dots were given to each person for their top priorities] [yellow is for second priority projects] [red is for not supporting] [blue is neutral]: FUTS Connection - 1 blue dot S O'Leary St Traffic Calming - 1 yellow Curb, Gutter & Sidewalk - 4 green Biking on Butler - 1 yellow DCC - 1 yellow Enhanced ped/bike crossing - 1 green for overall (1 red on Option 1, 1 yellow on Option 2) Traffic Calming and Bike Boulevards - 1 yellow	Some of these concepts have been prioritized in Appendix A
353	1/17/2020	Public Meeting	Transportation	Connectivity	connectivity for pedestrians across butler	Thank you for your comment of support
354	1/22/2020	Individual	Transportation	Bike Blvd.- Dupont Ave	in favor of the concept so long as it doesn't overly limit vehicle access.	Thank you for your comments of support
355	1/28/2020	Commission	Transportation	Connectivity	evaluate two-way streets, for after Lone Tree Overpass	This is included in the Strategies in Chapter 4

356	1/31/2020	Public Meeting	Transportation	Sidewalks	No gaps! Southside is "naturally"- flat terrain, limited on street parking, mixed commercial/residential/public space-- a walking neighborhood. It is also a transportation connector between NAU and downtown. All existing sidewalk gaps should be filled with connecting walkways and all new development should include at least curbside sidewalks.	Thank you for your comment of support
357	1/31/2020	Public Meeting	Transportation	Murdoch Center	Wider sidewalk on Brannen next to Murdoch center as part of fence design.	Could be incorporated into Murdoch Center design
358	1/31/2020	Public Meeting	Transportation	Connectivity	want to build back and up on narrow lot on S. San Fran and improve alley by_____	the plan points to allowing small incremental increases in density that do not require a building to be torn down in order to meet current standards.
359	1/31/2020	Door-to-Door	Transportation	FUTS Connection	about time for some improvements, a trail would be real good for seniors, I like walking around	Thank you for your comment of support
360	1/31/2020	Door-to-Door	Transportation	FUTS Connection	Spend money on cleaning up trash instead of on a trail and fancy stuff	Constructing a trail would include adding this area to the Adopt-a-FUTS program
361	1/31/2020	Door-to-Door	Transportation	FUTS Connection	it's sad for people sleeping in area, Called police only 2-3 times but people are there everyday, they go to the bathroom, drop bottles, even jump over my fence into my backyard.	A FUTS connection will be likely to bring enough legitimate traffic and more open vegetation which can discourage some of the behaviors described according to the Flagstaff Policy department
362	1/31/2020	Door-to-Door	Transportation	FUTS Connection	A greenspace could be wonderful if its kept up. lights would be good, cut down bushes so there are not hiding places, could put in a bathroom, don't want more traffic to be more trash.	These are principles of Crime Prevention through Environmental Design and would be incorporates per the policies in Goal 17.
363	1/31/2020	Door-to-Door	Transportation	FUTS Connection	want a wall around my house [if the trail happens]. Make it smooth and non-climbable, as tall as allowed. Want it all the way to front property line too. A wall is my number 1 priority	Mitigations such as walls and vegetation screening nearby residences are anticipated as part of the design of a FUTS in this location.
364	1/31/2020	Door-to-Door	Transportation	FUTS Connection	consider the potential conflicts with vehicles and bikes along Ashurst east of O'Leary, especially for the green house that faces Ashurst. Also evaluate conflicts with the gas infrastructure near here.	Vehicle traffic on Ashurst is very low but the access to residences is very important. The design of Ashurst is anticipated to be part o the FUTS design and to take these multiple needs into account. There are several designs that could work but they will need to be evaluated later in the process.
365	1/31/2020	Door-to-Door	Transportation	FUTS Connection	birds like the Elm trees that the trail would go through, try to save the big trees here.	Because of the grading necessary for the trail some trees would be lost but the illustration can demonstrate retention of some trees.

366	1/31/2020	Door-to-Door	Transportation	FUTS Connection	could we add parking at the west end of Fuller Way [in relation to FUTS connection improvements, as a way to help out these residents]	This could be considered as part of the design for the FUTS.
367	1/31/2020	Door-to-Door	Transportation	FUTS Connection	don't want benches for loitering, a trail without benches would be okay.	We will not show benches in this illustration
368	1/31/2020	Door-to-Door	Transportation	Snow removal	need to snowplow Elden	Elden is plowed today and assigned to a plow truck and road grader crew. This road is plowed during winter events.
369	1/31/2020	Door-to-Door	Transportation	FUTS Connection	a trail sounds like a good plan	Thank you for your comment of support
370	2/3/2020	Door-to-Door	Transportation	FUTS Connection	trails are good, I walk my dog so I like trails	Thank you for your comment of support
371	2/3/2020	Door-to-Door	Transportation	FUTS Connection	need access on alley still for my parking access	Add policy about paved alleys
372	2/3/2020	Door-to-Door	Transportation	FUTS Connection	trail sounds neat, great	Thank you for your comment of support
373	2/3/2020	Door-to-Door	Transportation	FUTS Connection	trail sounds fine	Thank you for your comment of support
374	2/3/2020	Door-to-Door	Transportation	FUTS Connection	great idea for a trail, looks cool	Thank you for your comment of support
375	2/3/2020	Door-to-Door	Transportation	FUTS Connection	I would use a trail there constantly, would cross Lone Tree at Franklin	Thank you for your comment of support
376	2/3/2020	Door-to-Door	Transportation	FUTS Connection	add dog bag stations to keep it clean	This can be considered as part of park design throughout the community.
377	2/3/2020	Door-to-Door	Transportation	FUTS Connection	the trail could have park amenities or be more naturalized, a park would be good for my 2 year old	Thank you for your comment of support
378	2/3/2020	Door-to-Door	Transportation	FUTS Connection	a trail would be nice, I would use it and walk my dog there	Thank you for your comment of support
379	2/3/2020	Door-to-Door	Transportation	FUTS Connection	I like the trail idea, I would use it, a trail there would help create more constructive uses of the space	Thank you for your comment of support

380	2/3/2020	Door-to-Door	Transportation	FUTS Connection	a trail would be great	Thank you for your comment of support
381	2/3/2020	Door-to-Door	Transportation	FUTS Connection	I would love a trail there, I would use it, my 4 roomates agree, it would be good to connect to other areas for biking	Thank you for your comment of support
382	2/3/2020	Door-to-Door	Transportation	FUTS Connection	a trail would be totally fine, I walk and bike, would like new trails for connectivity	Thank you for your comment of support
383	2/3/2020	Door-to-Door	Transportation	FUTS Connection	I rent here and whatever you do won't affect me and its fine	No response needed
384	2/3/2020	Door-to-Door	Transportation	FUTS Connection	I hope you get that trail through, its well needed	Thank you for your comment of support
385	2/3/2020	Door-to-Door	Transportation	FUTS Connection	I would love a trail personally, students are loud and it would cut down on noise on Franklin, lights would be a good addition	Thank you for your comment of support
386	2/3/2020	Door-to-Door	Transportation	Lighting	more lights on O'Leary would be good	Several policies and strategy support increasing dark sky friendly lighting strategically in the Southside.
387	2/3/2020	Door-to-Door	Transportation	FUTS Connection	I like the trees that are there, so try to keep as many as you can [especially the ponderosas]. The trail is a positive idea overall.	Because of the grading necessary trail some trees would be lost but the illustration can demonstrate retention of some trees.
388	2/3/2020	Door-to-Door	Transportation	FUTS Connection	would use a trail there, we area runners. Already have some of the wrong users of that space, so adding a trail won't make a difference.	Thank you for your comment of support
389	2/6/2020	Commission	Transportation	Connectivity	Like Option 2 (for Butler crossing at O'Leary), it's innovative. Looks challenging for a snowplow truck through.	Operations and maintenance and mobility will both be considered in the final design of this crossing pending further transportation study.
390	2/6/2020	Commission	Transportation	Connectivity	maybe take off parking on one side of the street to make room for a bike lane [in reference to O'Leary St.]	The community has prioritized parking in this area. There is not typically a bike lane on a local street, bikes are expected to function well without their own lane.
391	2/6/2020	Commission	Transportation	Pedestrian Travel	There is often garbage cans in the bike lanes on Butler. Maybe add a buffer on the street below the curb for garbage cans. Or extra long arms on garbage truck so they can place the garbage behind the sidewalk	The illustration of S. San Francisco Street shows a possibility of locating dumpsters on blocks where trash pick up in the front is obstructed.
392	2/6/2020	Commission	Transportation	Maps	Add the proposed connection that goes west over Milton from the DCC on the maps	Added the crossing to the Transportation overview and footnoted that it matches the existing policy in the La Plaza Vieja Neighborhood Specific Plan
393	2/6/2020	Commission	Transportation		It is difficult to travel south through the Southside if you start north of the tracks and east of San Francisco. It was worth it to jump across the tracks at Elden, then go down O'Leary.	The Lone Tree Overpass will provide a FUTS connection to address this missing bicycle connection

394	2/6/2020	Commission	Transportation	FUTS Connection	Always nice to have trails near the Rio	Thank you for your comment of support
395	2/6/2020	Commission	Transportation	FUTS Connection	Sell FUTS Connection as an amenity people would use instead of cutting through their private property/driveway it would help prevent trespass.	Field visits with nearby residents confirmed this condition exists and that the connection on City property could reduce trespass issues on surrounding property with proper mitigations
396	2/6/2020	Commission	Transportation	Connectivity	where would the pedestrians cross with Option 2 (for Butler Crossing at O'Leary)? Could we add more markings to help them? Maybe some green paint across Butler	The illustration is conceptual and will be fleshed out by further design work and traffic study
400	2/13/2020	Individual	Growth and Change	Zoning	The way I understand it; the plan, with all its policies, goals, and overlays, will be put forward for approval and then, with time, the simplified zoning will be changed to more logically and efficiently accomplish the Southside Plan. It makes good sense to me and I hope it can be accomplished. Thanks for all of you having the enthusiasm and energy to go the next step. Its forward thinking like this that pays off years later.	Thank you for your comment of support
401	2/13/2020	Individual	Transportation	Connectivity	Anything that facilitates FUTS style east west routes through the Southside is a step forward in making the FUTS a complete non-motorized recreation/transportation system. The more it is connected the more it can make an impact on alternative to automobiles. Connecting to the north side of 66 and across Milton should always be part of the planning and implementation even if it can't be accomplished soon. The bridge and the Rio alignment are opportunities in addition to the proposed Southside Plan that I bet folks are thinking about. Its easy for me to comment, I understand the balancing, I am just adding an observation.	This opportunity is considered along the reestablished Rio de Flag alignment east of Elden St.
402	2/13/2020	Individual	Growth and Change	Height	I wish we would think in terms of 3 and 4 stories instead of 5 and 6 stories on the south side.	The strategy to address building height is to lower building heights in the main part of the Southside but increase the diversity of uses while allowing higher density and larger buildings in the area that will be redeveloping as the Lone Tree Overpass is constructed
403	2/13/2020	Individual	Growth and Change	Growth	Finally, Old Town is changing. Is there anything to learn about plan implementation, new pressures like transportation as new high density housing occurs, that might be warnings for the south side?	La Plaza Vieja and Southside are facing similar development trends. However the zoning in the historic part of the La Plaza Vieja Neighborhood are zoned single family residential instead of High Occupancy Housing
404	2/3/2020	Individual	Transportation	Connectivity	We need to create an over pass also near NAU for traffic congestion whenever you start the Milton road project near NAU called Mill Town.	This is outside the scope of the Southside Plan because it is outside the plan boundary



COMMUNITY DEVELOPMENT

MEMORANDUM

Date: February 6, 2020

To: Mayor Evans, Vice-Mayor Shimoni and City Councilmembers

**From: Carlton Johnson, Associate Planner
Mark Reavis, Neighborhood Planner and Historic Preservation Officer**

**Cc: Planning and Zoning Commission
Greg Clifton, City Manager
Sara Dechter, Comprehensive Planning Manager
Alaxandra Pucciarelli, Current Planning Manager
Tiffany Antol, Planning Director**

Subject: Southside Community Plan – O’Leary FUTS Outreach Summary

Through the public review of the Draft Southside Community Plan, concerns were raised surrounding the idea of a FUTS Connection between Lone Tree Rd./Franklin Ave. and O’Leary St./Ashurst Ave. (FUTS Connection). It was initially identified as a potentially beneficial use of land that is already owned by the City of Flagstaff. The concept has been met with mixed reactions. Some feel that a trail there is a good idea; that a FUTS would be a valuable transportation connection. Others think there should be more than just a trail there. Others feel that a trail there would invite illicit activity, and therefore, impact direct neighbors’ quality of life and sense of safety. This memorandum will outline the public outreach conducted to address the concerns on this FUTS Connection concept, per City Council’s request for additional and direct outreach at the January 14, 2020 Work Session.

The FUTS Connection was chosen for inclusion in the Draft Southside Community Plan by the stakeholder group in October 2019. The Stakeholder Group was created by the Southside Community Association. They were chosen to represent the broad interests of the Southside neighborhood. They met 14 times in meetings open to the greater public over the summer and fall of 2019 to consider, revise, and evaluate goals, policies and strategies. The variety of opinions on the proposed FUTS Connection was discussed during their meetings.

City staff hosted three public meetings during the Draft Southside Community Plan's 60-day public review. The meeting on January 11th, 2020 centered around the more controversial public projects, most notably the idea of the FUTS Connection. The meeting started in the Riverside Church on Verde St. Then a field trip was taken to the conceptual park proposed on Ellery St. and then to the location for the FUTS Connection. Meeting attendees raised concerns about public safety during this field trip. Sgt. Frank Higgins was present at this meeting and was able to directly address this concern. He provided information about peer reviewed studies and his experience, which demonstrate that inviting constructive use of an area deters illicit activity.

The continued mixed reactions to the idea of a FUTS Connection were communicated to City Council on January 14, 2020. City Council directed City staff to conduct further outreach to the parts of the neighborhood most connected to the FUTS Connection idea. So, City staff decided to create more and improved drawings and go door-to-door to discuss the idea with each household directly affected by the proposed FUTS Connection idea. These drawings were transmitted to the Council and City Management via email on January 31, 2020.

On January 29, 2020, City staff hung door hangers on doors on the east side of O'Leary St between Butler Ave and Franklin Ave, the north side of Franklin Ave between O'Leary St and Lone Tree Rd, Ernest St, the west side of Elden St between Butler Ave and its cul-de-sac about one block south, and Fuller Way (see Appendix C for a map of contacted properties). The door hangers were specific for Southside outreach. They included project and City branding, and contact and website information. A new sticker with updated text was placed over outdated text. The full text of the door hangers read as follows:

The Draft Southside Community Plan is now available. The 60-Day Public Review is an important step in the adoption of a specific plan. The Draft Plan can be found on the project website: www.flstaff.az.gov/southsideplan.

Based on the feedback received during this 60-Day Public Review, goals, policies, strategies and illustrations may be changed. Nothing is final. The time to comment is now!

We are reaching out to all people immediately surrounding the Rio de Flag between Ashurst/O'Leary and Franklin/Lone Tree. There are ideas for a trail/public space in this area, we want to get feedback from those that will be impacted the most. We will be back with time to chat over maps and drawings on **Friday, Jan 31 between 9 and noon and Monday, Feb 3 between 2 and 5**. We hope to see you then, or please contact us (213-2615) and we can set up another time to discuss. [this last paragraph was the new sticker]

City staff knocked on the same doors in which door hangers were placed during the specified times. Many of the doors with no answer on 1/31 were knocked on again on 2/3. City staff did not receive any calls. A complete list of the comments received during this door-to-door outreach can be seen in Appendix C. Three distinct comments from two commenters were negative, nine distinct comments from six commenters were neutral or design suggestions, and 16 distinct comments from 16 commenters were positive.

Most of the community that was contacted is in favor of the FUTS Connection. The idea has been consistently met with positive reactions during other public outreach. Some concerns still

exist related to inviting non-constructive activity into the area. All people that have expressed concern with the idea live directly adjacent to the project area. This provides opportunity for targeted mitigation to address those concerns. Based upon discussions with the neighborhood, it appears that solutions to help lessen concerns exist. Notably, the concerned neighbors would like a wall that keeps disruptive activity out of their private property. The ability to address many concerns through design and the popularity of the FUTS Connection idea overall suggests that it is an appropriate concept to show in the final Southside Community Plan. The Southside Community Plan will add text to ensure that final design of the FUTS Connection considers adjacent neighbors' concerns and builds-in some contingency money to accomplish mitigation ideas.

Appendix A: Related excerpts from the Draft Southside Community Plan

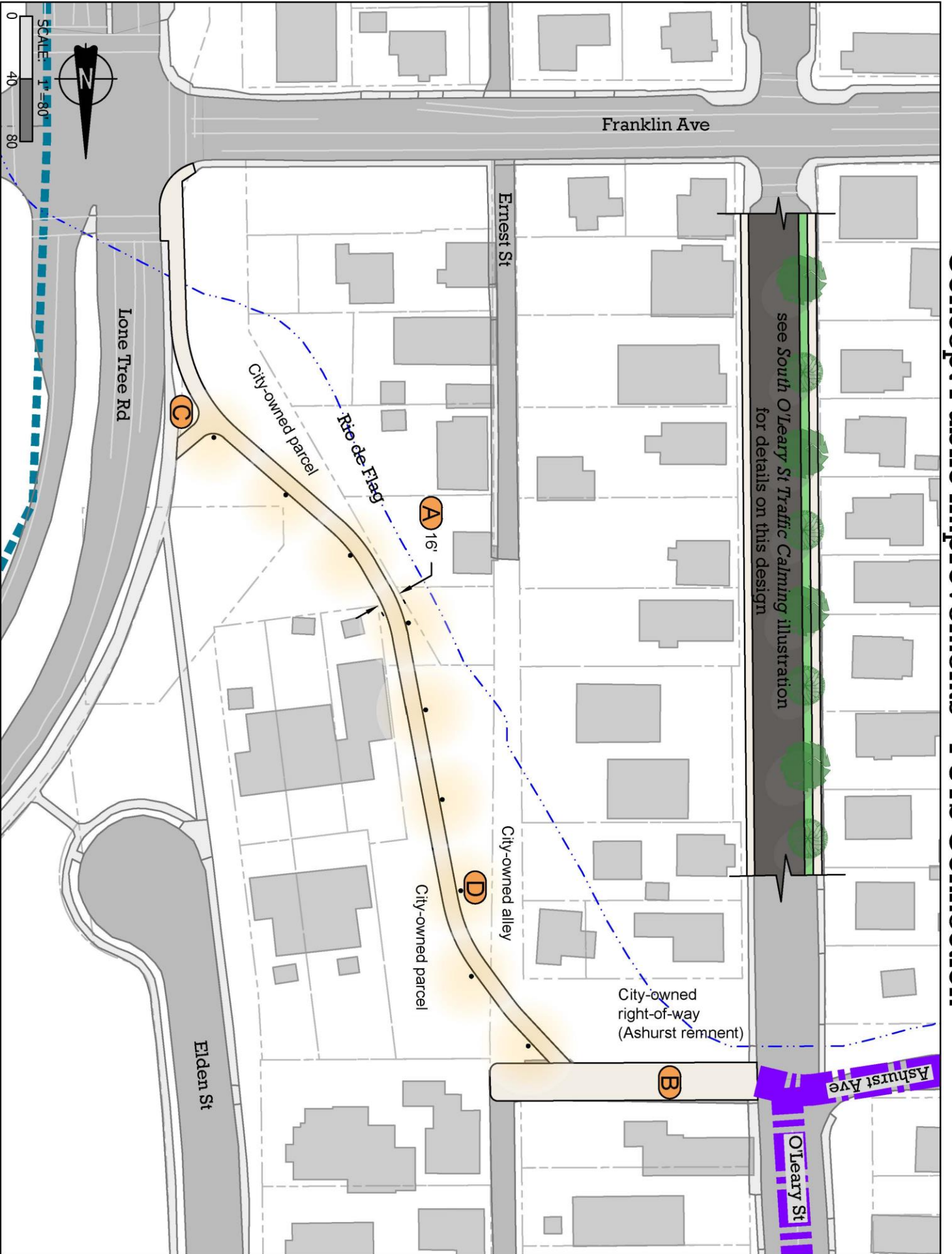
Concept Public Improvements – FUTS Connection

This FUTS illustration takes advantage of land already owned by the City of Flagstaff. It would connect the Sawmill, the Sinclair Wash FUTS, and the Lone Tree corridor to Southside’s commercial areas and to Downtown. This FUTS has several topographic advantages for cyclists as it follows the Little Rio de Flag through a semi-natural setting and avoids the hill that exists near the intersection of Franklin Avenue and O’Leary Street. Design of this area would need to incorporate Crime Prevention through Environmental Design principles in order to provide a safe walking path at all times of the day and night.

Features:

- A. The narrowest point of City-owned land is approximately 16 feet. It exists east of the steep slopes near the Rio de Flag’s defined channel.
- B. Existing asphalt extends east from O’Leary Street in line with Ashurst Avenue. Redesigning this alley would provide fire access and allow low-frequency vehicular traffic to private properties. Vehicles would not be allowed south down the trail or to park in this area.
- C. The use of the trail could increase if the City provides multiple ways to get onto the FUTS. Increased access and visibility will increase its use. Frequent use will deter illicit activities.
- D. Pedestrian-scaled, dark-sky compliant lights along the route may be considered to increase safety and comfort for users at all times of the day if they are financially feasible and if they meet maintenance requirements set by other City policies.

Concept Public Improvements - FUTS Connection



Appendix B: Additional materials created for 1/31/20 and 2/3/20 outreach

PROPOSED O'LEARY F.U.T.S

The proposed FUTS is planned to run from Lone Tree Road to O'Leary Street, it parallels the Rio de Flag on City of Flagstaff owned land.



FUTS @ O'Leary



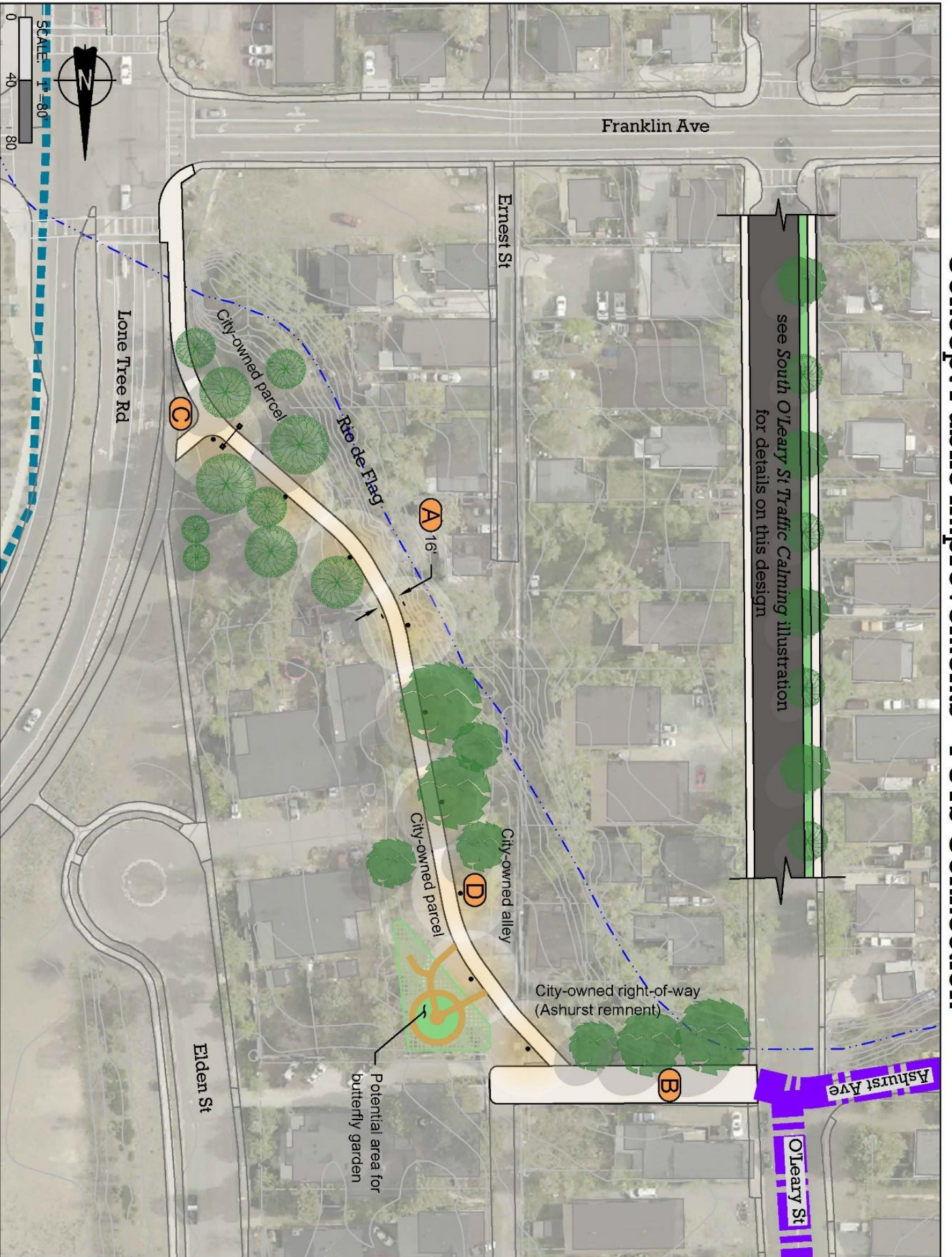
FUTS along Rio de Flag w/ pollinator garden

Lighted trail with post lights & neighborhood fencing



FUTS @ Lone Tree entrance

Concept Public Improvements - FUTRS Connection

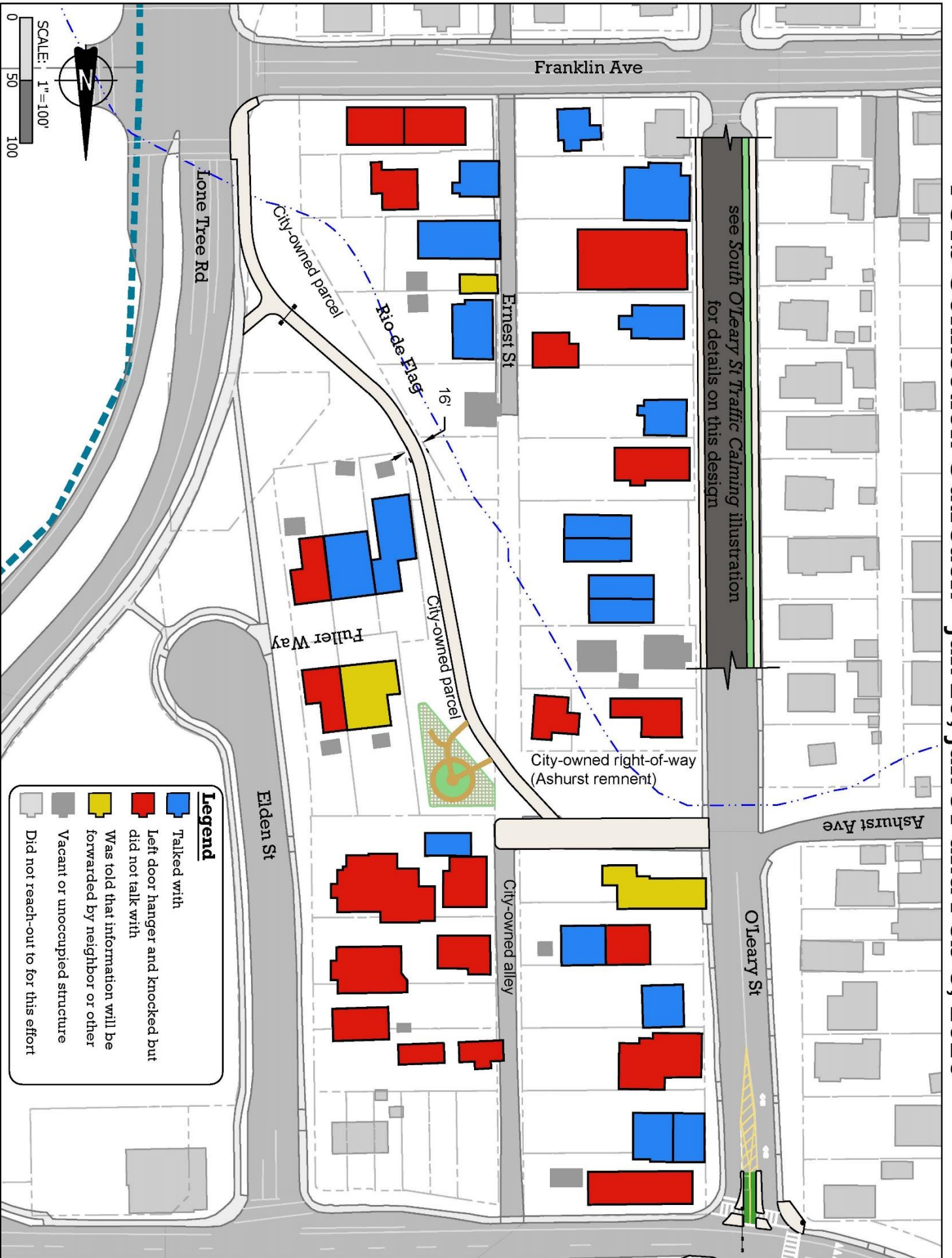


Appendix C: Comments on potential FUTS Connection while going door-to-door on 1/31/20 and 2/3/20 and map of contacted properties

green=positive, red=negative, clear=neutral

About time for some improvements, a trail would be really good for seniors, I like walking around.
Spend money on cleaning up trash instead of on a trail and fancy stuff.
It's sad for people sleeping in area, called police only 2-3 times but people are there every day, they go to the bathroom, drop bottles, even jump over my fence into my backyard.
A greenspace could be wonderful if it's kept up. Lights would be good, cut down bushes so there are not hiding places, could put in a bathroom, don't want more traffic to be more trash.
Want a wall around my house [if the trail happens]. Make it smooth and non-climbable, as tall as allowed. Want it all the way to front property line too. A wall is my number 1 priority.
Consider the potential conflicts with vehicles and bikes along Ashurst east of O'Leary, especially for the green house that faces Ashurst. Also evaluate conflicts with the gas infrastructure near here.
Birds like the Elm trees that the trail would go through, try to save the big trees here.
Could we add parking at the west end of Fuller Way [in relation to FUTS connection improvements, as a way to help out these residents].
Don't want benches for loitering, a trail without benches would be okay.
A trail sounds like a good plan.
Trails are good, I walk my dog, so I like trails.
Need access on alley still for my parking access.
Trail sounds neat, great.
Trail sounds fine.
Great idea for a trail, looks cool.
I would use a trail there constantly, would cross Lone Tree at Franklin.
Add dog bag stations to keep it clean.
The trail could have park amenities or be more naturalized, a park would be good for my 2 year old.
A trail would be nice, I would use it and walk my dog there.
I like the trail idea, I would use it, a trail there would help create more constructive uses of the space.
A trail would be great.
I would love a trail there, I would use it, my 4 roommates agree, it would be good to connect to other areas for biking.
A trail would be totally fine, I walk and bike, would like new trails for connectivity.
I rent here and whatever you do won't affect me and its fine.
I hope you get that trail through, its well needed.
I would love a trail personally, students are loud, and it would cut down on noise on Franklin, lights would be a good addition.
I like the trees that are there, so try to keep as many as you can [especially the ponderosas]. The trail is a positive idea overall.
Would use a trail there, we area runners. Already have some of the wrong users of that space, so adding a trail won't make a difference.

FUTS Connection Outreach - Jan 29, Jan 31 and Feb 3, 2020



see South O'Leary St Traffic Calming illustration for details on this design

Franklin Ave

Ernest St

Rio de Flag

City-owned parcel

Fuller Way

Elden St

Ashurst Ave

O'Leary St

City-owned alley

City-owned right-of-way (Ashurst remnant)

Legend

- Talked with
- Left door hanger and knocked but did not talk with
- Was told that information will be forwarded by neighbor or other
- Vacant or unoccupied structure
- Did not reach-out to for this effort

SCALE: 1"=100'



If Not/Why Not Comment Summary

Southside Neighborhood Specific Plan

The purpose of this document is to address comments received by planning staff via public meetings, community forum, commission hearing, door-to-door canvassing, City Council, or individual response during the 60-Day Draft Plan review that were not directly address in the public hearing draft.. Specific comments have been documented and considered at length. All of these comments discussed by the project team or the stakeholder group but were too specific; had conflicting comments from other participants, or were premature to include in a planning document. All comments received during the 60-day public review were included in a response to comments tracking spreadsheet and are available on the project website. The following text acknowledges the broader themes and concerns raised which may not adhere to the stated goals, policies, and strategies of the Southside Community Plan or the Southside Community Association.

Business and Live/Work Community

Building heights: (unique comment numbers 21, 24, 31, 150, 151, 167, 402)

The city received numerous comments regarding building heights in the Southside Community. Many of the comments expressed the desire to limit future large-scale development within the Southside.

Commenters stated the following reasons or desires:

- historic blocks traditionally have smaller structures,
- new development should be kept from dwarfing current residents,
- properties should be limited to one story buildings, and
- the City should think in terms of three and four stories rather than five or six.

Even though comments were received to reduce building heights throughout the neighborhood there are practical reasons to not fully embrace this approach and there are comments from other residents that show this perspective is not universal. As of now, the current zoning allows for 60-foot building heights throughout the Southside.

Going forward, the City can change building heights but must follow the procedures set forward by the Private Property Rights Protection Act (Proposition 207) pertaining to waivers and compensation for property owners. The strategy to address building height is to lower the allowable building heights in the main part of Southside but increase the diversity of uses while also allowing for higher density and larger buildings in the area that will be redeveloping as the Lone Tree Overpass is constructed. Also, the Plan heavily emphasizes preservation and adaptive reuse to ensure spaces are occupiable, more flexible to smaller business owners, and in keeping with the historic character of the neighborhood.

Mixed Uses and Vacant Retail Space (unique comment numbers 24 and 33)

The city received a couple of apprehensive comments regarding the possibility of commercial ground floors being left vacant while upper-level residential floors are occupied. One commenter cited Fremont station and the Hub as examples of such developments.

The significance of these comments are valid to the Southside, but the Plan does not directly address vacant commercial and retail spaces because it is a broader issue that has many market and regulatory factors beyond just Southside businesses. Instead, the City is looking into how to address vacant commercial space on a City-wide basis through a new Adaptive Reuse policy, and Zoning and Building

Code changes, while the Southside Community Plan proposes several policies that are intended to create the most viable business spaces possible. Also, as previously mentioned, the Plan emphasizes adaptive reuse and preservation because these places tend to be the most flexible and affordable for business owners.

Community Character

Concept Designs and Appropriate Materials (unique comment numbers 108, 109, 190, and 191)

The City received both positive and negative feedback regarding the concept illustrations in the Plan's draft. Some felt current illustrations did not compliment the neighborhood and that current colors and bulk should be changed.

The mass, bulk and scale for the Live/Make Concept Illustrations was not changed significantly between the draft and final plan. These comments were important in the stakeholder and staff discussions of what materials to add to the section but it was important per comments from the Planning and Zoning Commission to have an example that clearly maximized the development potential under the proposed subarea. Colors and bulk were reviewed with architects and we added examples to demonstrate appropriate materials based on other cities. Stucco may be appropriate in residential structures because of its historic use in cottages and so it was not prohibited as a material in the Live/Work Neighborhood or the Neighborhood Core. Another material that is not mentioned in the plan but recommended as a possible building material was board and batten lap siding. There is very little board and batten lap siding in the historic buildings of the Southside, but it could be an acceptable material for new construction. Current concepts do not show it because it is not the preferred material for our climate.

Growth and Change

Disincentivizing Growth, Development, and Investment: (unique comment numbers: 6, 92, 101, 150, 151, 152, 200, and 207)

The City received several online and written comments pertaining to limiting growth and development in the Southside and Flagstaff as a whole. Those who provided a reason stated the following:

- "There is concern for multi-story buildings in such a compact neighborhood as well as the potential to drive current renters and buyers out due to cost."
- "Not incentivizing redevelopment of the historic areas would minimize gentrification and loss of legacy families"
- "We need to limit new development from dwarfing existing structures as well as limit gentrification."
- "Southside is a community, not someone's financial investment."
- "Completely de-emphasize new development except where absolutely necessary."

The Flagstaff Regional Plan and Climate Change Action and Adaptions Plans both demonstrate that growing in and not out is a mandatory strategy if the community wants to lower its dependency on single occupancy vehicles and address long term environmental risks. . The position taken was to balance the needs of long-term residents with preservation and support, and to allow for incremental increases in intensity for existing property owners. A balance is necessary because heavy preservation efforts alone can also lead to neighborhood gentrification, even if there is a short-term impact of reducing large scale developments. A preservation-only approach makes prices raise faster by limiting supply without altering demand, it makes it harder for existing residents to build upon their assets, and the cost of maintaining older homes is greater. Also, in speaking with long-term residents of the

Southside, many have stated that the Southside is both a community and investment for their families. Their property ownership and value is a key asset in their financial stability and planning. They requested that the plan balance these two needs, which the plan tries to achieve.

In addition to the above comments were more generalized statements which simply expressed “no growth”, a desire to remove NAU students from the neighborhood, and limiting commercial buildings to one story along route 66 and the outskirts of Flagstaff. All these comments are beyond the scope of the Southside Community Plan because they either don’t pertain to the Southside Planning area or because there is no legal mechanism that a city can use to keep people from moving into Flagstaff or attending NAU Mountain campus. Also, increasing demand for housing that is unmet will raise the cost of housing for everyone and therefore a “no growth” approach is counter to the City’s affordable housing objectives.

Rent Control (unique comment number 101)

The City received one specific comment regarding the possibility of the City to consider rent control within the neighborhood. Rent control is a topic beyond the scope of the Southside Community Plan and is not legal in the State of Arizona.

Medical Facilities and a Hospital in the Southside (unique comment numbers 148 and 156)

The Plan does not address the Regional need for hospitals though medical services are encouraged as part of mixed-use developments. The language pertaining to medical facilities was intended to address small scale community needs. Assembling enough land for a hospital in the Southside would require significant property acquisition and parcel consolidation that is counter to many of the desired outcomes and policies in the Southside Plan.

City Property

The city should not sell off its land to obtain affordable housing (unique comment number 34)

This is not a direction that could be provided in the Community Plan. There are numerous factors of state and federal housing policy that may mean the City must keep this option available to allow for future affordable housing to be possible.

Public and Community Spaces

Parks, Park Amenities, and Themes (unique comment numbers 179, 247, 250, 259, 265, 281, 287, 288, 289, 290, 303, and 304)

The City received considerable feedback regarding what types of parks should be included in the Plan, possible amenities for each park, and the types of green practices that could be installed to make each park as environmentally friendly as possible. Some examples included park concessions, thematic parks, art displays, and dog-friendly parks. All of which are appreciated and many of the ideas presented are viable options for the future. However, it is too early in the process to define thematic elements and design options for specific parks. The illustrations displayed some concepts discussed but not all. More ideas can be considered once the land available for park space is finalized. Then, further public involvement is expected on the design of any park, especially for the proposed park located near the Lone Tree Overpass.

Parks shown are not central to the Southside Community (unique comment number 221)

The City does not own any property that is centrally located in the Southside. The lack of park space was important enough that most feedback preferred to develop a park sooner rather than later. There is also no source of funding identified for purchasing property for a park. However, there is a strategy for the City to speculatively purchase parcels for a future park. This policy leaves open the option of creating a park in a more central location sometime in the future if funding or opportunities present themselves.

Rio and Ellery Street Green Space Project should be a top priority (unique comment number 246)

The above sentiment was expressed in a community workshop in which attending residents were given a set of multicolored dots, 2 green dots for highest priority, yellow dot for medium priority, and red for not supporting. The exercise resulted in the following: Mikes Pike triangle park received 0 dots, Lone Tree Overpass received 2 green and 1 yellow dot, Example Green Space with trail received one yellow, and the Rio/Ellery Street Green Space received 3 green dots.

Despite the outcome, Ellery was not prioritized because it is unclear with Fire Code requirements and the Rio De Flag Flood Control Project, when it would be possible to carry forward. Meanwhile, Mike's Pike project could be implemented very soon and the O'Leary Street FUTS provides a bike-ped connection that could complete an alternative bike boulevard which was indirectly emphasized in many comments.

Free access for public facilities primarily for current Southside residents (unique comment 294)

Public access cannot be guaranteed without making a public space open to everyone. Funding through fees is an alternative but the city is unable to promise a free space to Southside residents that isn't open to others without any costs.

Murdoch Center amenities and upgrades (unique comments 305 and 306)

The Murdoch Center was discussed at length throughout the public comment process and many of the comments have made their way to changes in text and illustration. There were a couple of comments regarding upgraded kitchen and technology spaces that were not added to the Southside Plan. The interior of the building can be considered at the design phase when a project is proposed to improve the facility. The comments do open the conversation to possible renovations and expansions in the future including the idea of a renovated kitchen and technology space, but further design and upgrade elements are beyond the scope of this document.

The proposed Urban Regional activity center should be considered a Historic Activity Center (unique comment number 259)

There is no overlap between Historic District and the Regional Activity Center per the High Occupancy Housing Plan, therefore this decision is outside the scope of the Southside Plan. The suggestion may be reconsidered as part of the General Plan update.

Flooding and Other Emergencies

There should be insurance subsidies for Southside residents only (unique comment number 99)

Insurance subsidies could be considered if subsidies become available, but the program must consist of a fair and consistent process. Such a process would involve scoring homes for their risk, historic value, and other such factors.

Transportation

The city could benefit from a monorail and underground subway system (unique comment number 155)

This is ambitious and beyond the scope of the Southside Plan. Some of the examples listed in the comment included New York, Miami, and Phoenix, and Flagstaff does not have the population nor the budget to support such a rail system. Mountain line is currently considering modifications of the Downtown Connection Center in the Southside and the introduction of bus rapid transit features to encourage demand for public transit as the next step forward for transit investments.

Pedestrian bridges along highly trafficked roadways (unique comment numbers 134 and 320)

One topic mentioned multiple times was the inclusion of additional stoplights and a walking bridge along major roadways such as Butler, Lone Tree, and South San Francisco Street. While Butler and Lone Tree will be a fully signalized intersection with crosswalks, FUTS, and sidewalks, the pedestrian bridges are unlikely to make it into the final design. Grade separated crossings are very expensive and only four to eight are going to be funded in the next ten to twenty years meaning official placement will be prioritized at a city-wide level.

Elden Street Extension and Enhancement (unique comment number 244)

The Elden Street extension may not be a part of the final design of the Lone Tree Overpass and the design and access of the street may be a trade-off with the area available for a park.

Lone Tree Overpass Barrier- Public Safety needs to be considered when accounting for a nearby park (unique comment number 341)

Specific mitigations are too detailed to incorporate into a neighborhood plan but will be discussed extensively by the project team in charge of the overpass design.

In regard to O'Leary Street, possibly take off parking on one side of the street to make room for a bike lane (unique comment number 390)

The community has prioritized parking in this area. Also, there is not typically a bike lane on a local street, bikes are expected to function well without their own lane.

There needs to be an overpass near NAU for traffic congestion (unique comment number 404)

An overpass near NAU is outside the scope of the Southside Plan and the described location would be outside of the Southside Planning area.

Parking

Parking in front and/or near driveways (unique comment numbers 137 and 206)

The city received several comments asking for a solution to be made regarding visitors parking in front of or near their driveway. These needs are typically included in the interdisciplinary groups that work on street design and would be beyond the scope of the Plan. One specific commenter suggested the city create an ordinance stating that no person be allowed to park within five feet either side of the driveway. Currently, City and State statute (28-872.A2) says "In front of a public or private driveway", so it would seem redundant to change city ordinance especially considering the limited public parking currently available in certain areas of Flagstaff. A vehicle parked within five feet does not impair access to the driveway and would unnecessarily restrict otherwise lawful parking.

Paid Parking in Flagstaff (unique comment 310)

The City received a comment discussing how paid parking has directly led to a personal and more widespread halt of shopping within Flagstaff, and that paid parking should be abolished. It is a wider discussion than the Southside to determine where paid parking is delineated because parking enforcement throughout the area is dependent on ParkFlag revenues, as are opportunities to create new parking.

Policing and Enforcement

Increased Police presence in the Southside Community (unique comment numbers 78, 81, 185, 327)

During the community workshop and community forum processes, increased policing and enforcement was cited repeatedly as something that could enhance the Southside neighborhood. The issue, as one commenter put it, “has become a top discussion among residents and business owners”.

The Flagstaff Police Department must balance the constitutional rights of every person and the public safety of the entire community. The department has programs to support community members experiencing homelessness, substance abuse, and mental health challenges. With this in mind, enforcement is not the most effective means of reducing crime. Community design and social support programs are recommended throughout the Plan including Policy S16.4: “Create an environment for safer nightlife in the neighborhood” and a strategy to continue the increased police presence around closing time for bars and restaurants to help control noise.

Start arresting panhandlers in the area (unique comment number 331)

Treating panhandling as a crime has been deemed unconstitutional and the police department does not arrest people for this activity in and of itself.

Zoning Code

Southside could be enhanced by implementing a maintenance code and/or greater code enforcement (unique comment numbers 181 184)

This issue has come up infrequently in public comment and was not carried forward. A property maintenance ordinance has been proposed in Flagstaff previously without success and some public comments early in the process worried that such an ordinance would be a force for gentrification.

There should be updated design standards made available to the public to influence future development (unique comment number 157)

There is still time between proposing Zoning Code updates and the completion of the Southside Historic Context to include updated inventory into the process but the work will not be completed before the Southside Plan is presented to City Council, because funding for an updated context was not provided until this year’s budget.

Other

Rumor of the tracks moving (unique comment number 263)

The city is unaware of efforts to relocate the main rail lines through the City. There may be some reconfiguration of spurs in the future and discussions of completing the third rail along the current alignment. Completely relocating the tracks is outside the scope of the Southside Plan.

Could the railroad spur be used as a trail and maintenance? (unique comment number 301)

The railroad spur is not being abandoned as of the latest communication with BNSF and therefore this is not an available option.

No more aspen trees in the Southside (unique comment number 138)

Specific tree species are not called out in the Plan.

Fuller grown trees should be planted in place of those cut-down, saplings will not provide as much oxygen or coverage (unique comment number 275)

Planting full-grown trees are very expensive and have a large disturbance area of soil. In addition, the root system for trees can fail in this region because of a lack of water without heavy irrigation. These factors make successful replanting large trees unlikely to be successful.

Goals and Policies

Heritage Preservation

Goal S 1. Create awareness of the human stories that are the foundation of the Southside community.

Policy S 1.1. Create a collection of stories from Southside residents about people, places and events instrumental to the community, especially the stories of underrepresented people.

Policy S 1.2. Create platforms and experiences that connect visitors and residents to the historic stories of the Southside.

Policy S 1.3: Develop useable and accessible public art and historic interpretation that returns the value of research and storytelling to the community.

Goal S 2 Protect the landmarks and historic character that make Southside a unique community in Flagstaff.

Policy S 2.1. Support adaptive reuse through the adoption of incentives for the Southside's commercial buildings that provide relief from landscaping, parking, and other requirements.

Policy S 2.2. Preserve the integrity of contributing and individually significant historic commercial and residential buildings, through targeted landmark overlays and local historic or character preservation overlays.¹

Policy S 2.3. Protect and promote the adaptive reuse of landmarks in the Southside, including Route 66 signs, architecture and history, and cultural and familial landmarks and places of importance.

Policy S 2.4. Replicate patterns, materials, and architectural features of historic building in new construction.

Policy S 2.5. Encourage interpretation of demolished buildings with permanent installations with photos and stories tied to the people and events of the community's history when new buildings are proposed on site.

GOAL S 3. Create greater awareness of programs and incentives that support the preservation of historic properties, particularly single-family homes.

Policy S 3.1. Encourage the preservation and rehabilitation of, and allow for appropriate additions to small historic structures, such as cottages and family homes, over demolition and replacement in all subareas.

Heritage Preservation - Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.2. Preserve, restore, and rehabilitate heritage resources to better appreciate our culture.

Policy LU.10.3. Value the Historic Neighborhoods established around downtown by maintaining and improving their highly walkable character, transit accessibility, diverse mix of land uses, and historic building form.

1. Landmarks, historic properties, and historic overlay zones all fall under the Flagstaff Register of Historic Places per the Flagstaff Zoning Code.



Chapter 4: Potential Strategies

As stated in Chapter 3, strategies are suggestions and ideas on how to achieve the goals and policies of the Southside Community Plan. Strategies were compiled from public participation, subject matter expertise, and the tools available to the City for plan implementation. All strategies in this Chapter are conceptual, and if they are implemented, may be adjusted based on changes in conditions, available technology, and further public input. Changing how a strategy is implemented does not require a plan amendment so long as the new strategy achieves the goals and policies of the Plan.

Heritage Preservation

- Invest seed funds and access grant funding for a Southside Historiography project to collect stories and make them accessible to all.
- Form collaborative partnerships with the City of Flagstaff, Southside Community Association, the Arizona historical Society and individuals, non-profits, and institutions centered on storytelling and documentation of historic populations underrepresented in the story of Flagstaff.
- Work with property owners to create targeted landmark overlays and local historic preservation districts and to support grants, which preserve the integrity of historic commercial and residential buildings, especially in the following locations:
 - Phoenix Avenue
 - Agassiz Street north of Butler Avenue
 - Humphreys Street and Mikes Pike
 - South San Francisco Street
 - South Leroux Street
- Consider a historic preservation overlay that gives the Heritage Preservation Commission the ability to review the design of exterior changes to contributing structures that change the material, bulk, mass, or scale of the structure.
- Require a public notice for Heritage Preservation Commission (HPC) agenda items in the Southside to be posted on the property 14 days prior to the Commission's review.
- Change the Zoning Code to allow a hold of demolition permits for contributing structures with significance and integrity for 30-90 days with the recommendation of the HPC in order to give the property owner and community time to consider the findings of the report.
- Ensure that homeowners are aware that the alternative building codes, such as the International Existing Building Code (IEBC), can be applied to contributing structures and their renovations.
- Work with congregations on Landmark Overlay designations for all historic churches within the Southside.

- Support grant applications for National Park Service African American Civil Rights Grants, Underrepresented Community Grants, Save America's Treasures, and other historic preservation grants in the Southside, along with any other grants that would assist with protecting and maintaining the character and recording the neighborhood's historic and cultural significance.
- If the contributing structures in the historic district fall below fifty percent, redraw the district to prevent delisting of the entire district.

Growth and Change

- Develop Zoning Codes Standards and guidelines for all subareas that reduce or eliminate nonconformity for historic buildings.
- Revise the Zoning Code to implement the Southside Community Plan policies by rescinding the Conventional and Transect Zoning in the Southside and replace with new zones that simplify regulations, add flexibility, and accommodate diverse incomes and lifestyles.
- Encourage redevelopment projects to involve local organizations to help them get necessary space to provide public services and facilities.
- Encourage the addition of childcare, school, and medical facilities in redevelopment projects.
- Allow for one-story commercial buildings in the transect zones south of Route 66, if the transect zoning is retained.
- Encourage affordable housing projects in the Southside, including those that adaptively reuse historic homes and buildings.
- The community will continue to research and investigate linkage funds, community benefits agreements, and other ways to ensure a just transition of land uses.
- Monitor and create response plans to the issue of short term rentals in the community. Consider limits and licensing if allowed by State law.
- Offer one-on-one discussions of current zoning code requirements and proposed changes to property owners.





SOUTHSIDE COMMUNITY PLAN

EMBRACE OUR HERITAGE

ENHANCE OUR FUTURE

Planning and Zoning Commission Hearing for the Southside Community Specific Plan

PZ #20-00001

Hearing #1 - Wednesday, July 8, 2020

Sara Dechter, AICP, CP3, Comprehensive Planning Manager

Presentation Objectives



- Overview of Specific Plan and Application
- Public Participation Process
- Present Staff Summary and Findings
- Identify parts of the Plan to discuss in more detail at the second hearing

Schedule of Public Hearings



Planning and
Zoning
Commission #1

Wed. July 8

Planning and
Zoning
Commission # 2

Wed. July 22

Work Session with
City Council

Tue. Aug 25

City Council Public
Hearing

Tue. Sept 1

How can the public participate?



1. The public can submit comments that will be read at the dais by a staff member to CDFrontCounter@flagstaffaz.gov
2. Email written comments after tonight's meeting and they will be entered into the record at the July 22 hearing
3. If you are unable to write an email or access the online meeting, you may go to the satellite location during the public hearing to speak.

Uses of a Specific Plan



A Specific Plan can...

- Provide a roadmap for City-community relationship
- Refine the Regional Plan's area and place types
- Influence rezoning requests and Zoning Code updates
- Identify new projects for capital improvement programming
- Offer well thought out concepts and early insight into public participation for other projects
- Support grant applications and partnership strategies

A Specific Plan cannot...

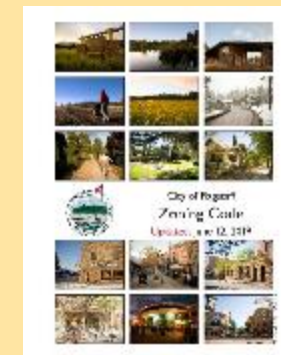
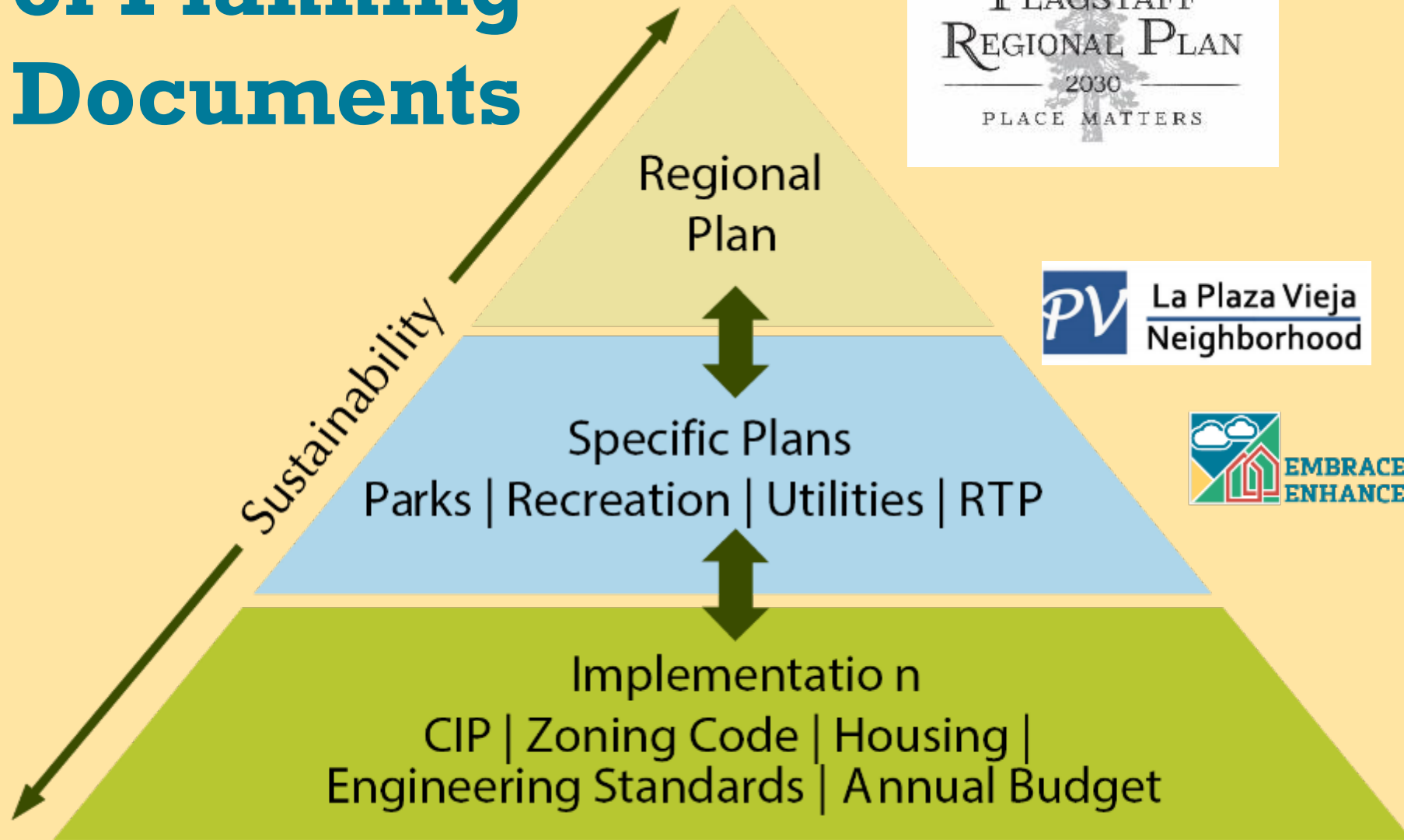
- Change existing entitlements without further action
- Commit City resources or preempt decisions of the current or future Council
- Compel a private property owner to develop a particular use or type of building.
- Influence applications that are already deemed complete

Why develop a Southside Plan?



- New development patterns and pressures
- Motivated community members after the Hub
- Historic resources and culture to preserve
- Lack of public spaces
- Support for vibrant businesses and existing residents
- Upcoming Rio de Flag Flood control project

Hierarchy of Planning Documents



Parts of a Specific Plan



Site & Area Analysis

- History
- Existing Conditions
- Existing Policy
- Community Knowledge

Vol. 1: Goals and Policies

- Goals
- Policies
- Maps refining the Regional Plan
- Strategies

Vol. 2: Concept Plan

- Illustrations
- Conceptual Maps

Appendices



INITIAL IMPLEMENTATION
PRIORITIES



IMPACT OF THE RIO DE FLAG
FLOOD CONTROL PROJECT ON
STRATEGIES

Other Documents



- Staff Report with Findings:
 - Community Benefits
 - Regional Plan Compliance
 - Impact Analysis
- Public Participation Plan and Summary
- Response to Comments from the 60-day public review
- Summary of Changes made between Draft and Final Plan



Questions

Southside Plan Public Participation

Fall 2017 to Spring 2019



Community
Visioning

*Canvassing,
storytelling,
workshops*



Needs &
Solutions

*Field trips, on-
the-street
meetings,
workshops*

Summer to
Winter 2019



Policymaking
& Partnerships

*Open House,
Stakeholder Group
meetings*

60-Day Public Review

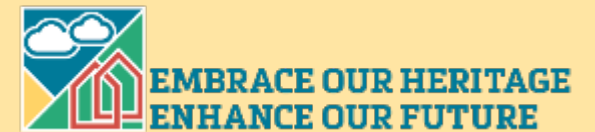
Winter 2019 to
Summer 2020



Prepare and
Adopt a Plan

*Stakeholder Group
meetings,*

*Public Hearings,
and Work Sessions*



Innovative map-based project website
www.flagstaff.az.gov/southsideplan

Public Participation Methods



Public workshops and
Open Houses - 9

Surveys - 3

Office Hours/Coffee
Chats - 15

On-the-Street
Meetings - 4

Bus tours – 3

Walking Field Trips -5

Door-to-door
Canvassing – 800
residential doors and
63 businesses

Interviews and Oral
Histories

Presentations to 14
Boards and
Commission

Booths at Community
Events

Stakeholder
Committee-16

Southside Community
Association and
Friends of the Rio
Partnership



The Southside Stakeholder Group

- Invited by the Southside Community Association
- 14 meetings to consider, revise and evaluate goals, policies and strategies
- Neutral facilitation supported by the City
- Open and advertised to the public

IMPLEMENTATION STRATEGIES



GOALS AND POLICIES

VISION
The Southside Community shall promote sustainable improvements that enhance and embrace our heritage through CULTURAL STEWARDSHIP, retaining the unique character and cultural fabric and flavor of our neighborhoods.



Key Comments



- Vision for the Murdoch Center as a permanent community amenity
- Ideas about how to improve park concepts
- More details on Live/Make Center and examples
- Rethinking the Southside's zoning in a big way and include market feasibility
- Public street and pedestrian spaces activation and safety
- Need to address localized stormwater issues and support property owners with education and grants
- Be transparent about uncertainty
- Identify potential locations for future parking under ParkFlag
- Discussion of gentrification and how to slow it
- Be honest about follow through and what the plan can and cannot do.
- Improve alleys and provide handicap parking in key locations
- Clarification on the O'Leary Street FUTS
- Crime Prevention through Environmental Design importance

If not, Why not?



- Differing comments on height
- Mass, bulk and scale of Live/Make Center
- Vacant retail space
- Disincentivize growth and redevelopment
- Rent control
- Attraction of a hospital or other new large land use.
- Specificity of park amenities
- Interior renovation of the Murdoch Center
- Changing the scale of the Sawmill Activity Center to Historic
- Exclusive use of public amenities
- Changes to parking ordinances
- Increasing parking requirements
- Property Maintenance Ordinance
- Increased policing and enforcement

Draft to Final Plan

- Draft Plan released on December 6, 2019
- 404 Comments received during 60 day review
- The Stakeholder Committee reconvened for 2 meetings to discuss direction from comments that was unclear or required interpretation – February and March 2020
- Final Plan reviewed by legal and published online on June 16, 2020
- Notice of public hearings published and provided by mail to property owners and residents on June 19, 2020





Questions

Required Findings



- Community Benefits and Considerations
- Plan Conformance
 - Regional Plan Amendment
 - Specific Plan
- Impacts

Community Benefits and Considerations



Benefits

- Clear, shared, and community-driven path forward,
- Improved infrastructure,
- Support for small businesses and entrepreneurism, and
- Historic and cultural preservation of the neighborhood

Challenges

- Funding for capital projects recommended by the plan,
- Market feasibility associated with proposed zoning code changes,
- Completion of the Rio de Flag flood control project and addressing localized flooding issues,
- Influence of the recession and other larger economic influences, and
- Risk of gentrification.

Plan Conformance



- Flagstaff City Code Section 11-10.30.030.E states, “No Specific Plan may be adopted or amended unless the proposed plan or amendment is in substantial conformance with the General Plan.”
- The Arizona Revised Statute state that the purpose of a Specific Plan is to ensure the “systematic execution of the general plan” (ARS 9-461.08)
- Plan conformance is analyzed in the narrative

Plan Conformance



Plan amendment

- 8 goals and policies support the plan amendment
- No conflicting goals or policies found
- Conflicting description from the Table of characteristics about Urban Neighborhoods resolved by amendment

Finding: Amendment conforms with the goals and policies of the Regional Plan 2030

Specific Plan

- 62 goals and policies supported
- No conflicting goals or policies found
- Plan conformance analysis demonstrates how the specific plan will improve systematic implementation of the Regional Plan

Finding: Specific Plan conforms with the goals and policies of the Regional Plan 2030

Impacts of the Specific Plan



Social and Economic

- Increased density with greater compatibility
- Stabilize neighborhood core and allow incremental change to counter displacement
- Reductions in building height proposed would effect a limited number of lots because small lots cannot achieve maximum density without consolidation and the floodplain and floodway limit development potential of some lots

Impacts of the Specific Plan



Transportation and Parking

- Improvements to bicycle and pedestrian infrastructure identified and cross references with the Active Transportation Master Plan under development.
- Proposed improvements would benefit neighborhood and wider community connectivity
- Proposed adjustments to ParkFlag and adding surface lots to the inventory would help address parking concerns raised during the public participation process

Impacts of the Specific Plan



Infrastructure – Water Services and Solid Waste

- Improved alleys would help with waste collection where parking driveways and bike lanes are impeding trash pick up and it would improve rear access to properties that could eliminate driveways on Commercial streets.
- Plan considers the Rio de Flag Flood Control project extensively and recommends mitigations to impacts and to address localized flooding.
- Need for better education on stormwater regulations and provided through this process
- No impact expected to water and sewer services

Impacts of the Specific Plan



Schools, Police and Fire

- No impact expected to schools
- Improved fire access within the context of the historic district
- Public safety concerns primarily addressed through Crime Prevention through Environmental Design model rather than increasing enforcement.
- Strategic increases in street lighting considered appropriate



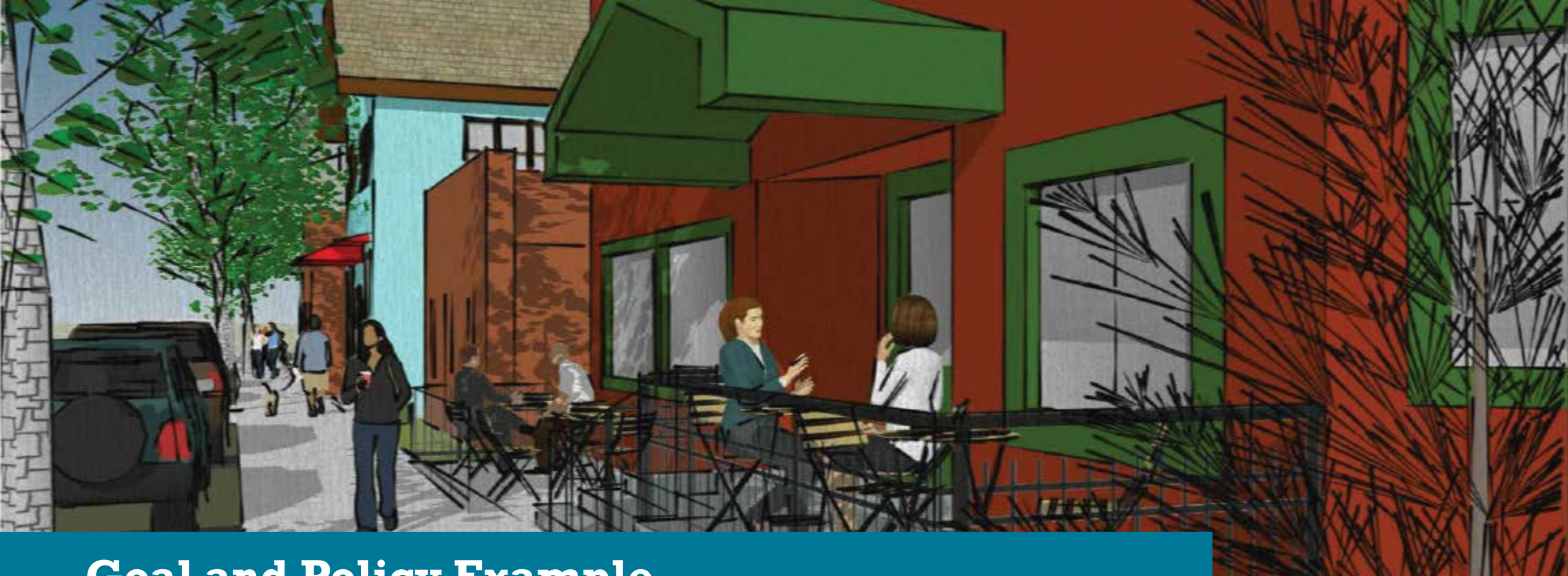
Questions

Goals, Policies, and Strategies



1. Heritage Preservation
2. Growth and Change with Subareas
 - Live/Make Center
 - Southside Main Streets
 - Live/Work Neighborhood
 - Neighborhood Core
 - Historic Preservation Focus Areas
3. Business and Live/Work
4. Public and Community Spaces
5. Transportation
6. Parking
7. Flooding and Other Hazards
8. Public Safety

84
policies
114
implementation
strategies



Goal and Policy Example

GOAL S 4. Support a diversity of buildings and mix of uses that are compatible with the scale and architecture of historic landmarks and area character.

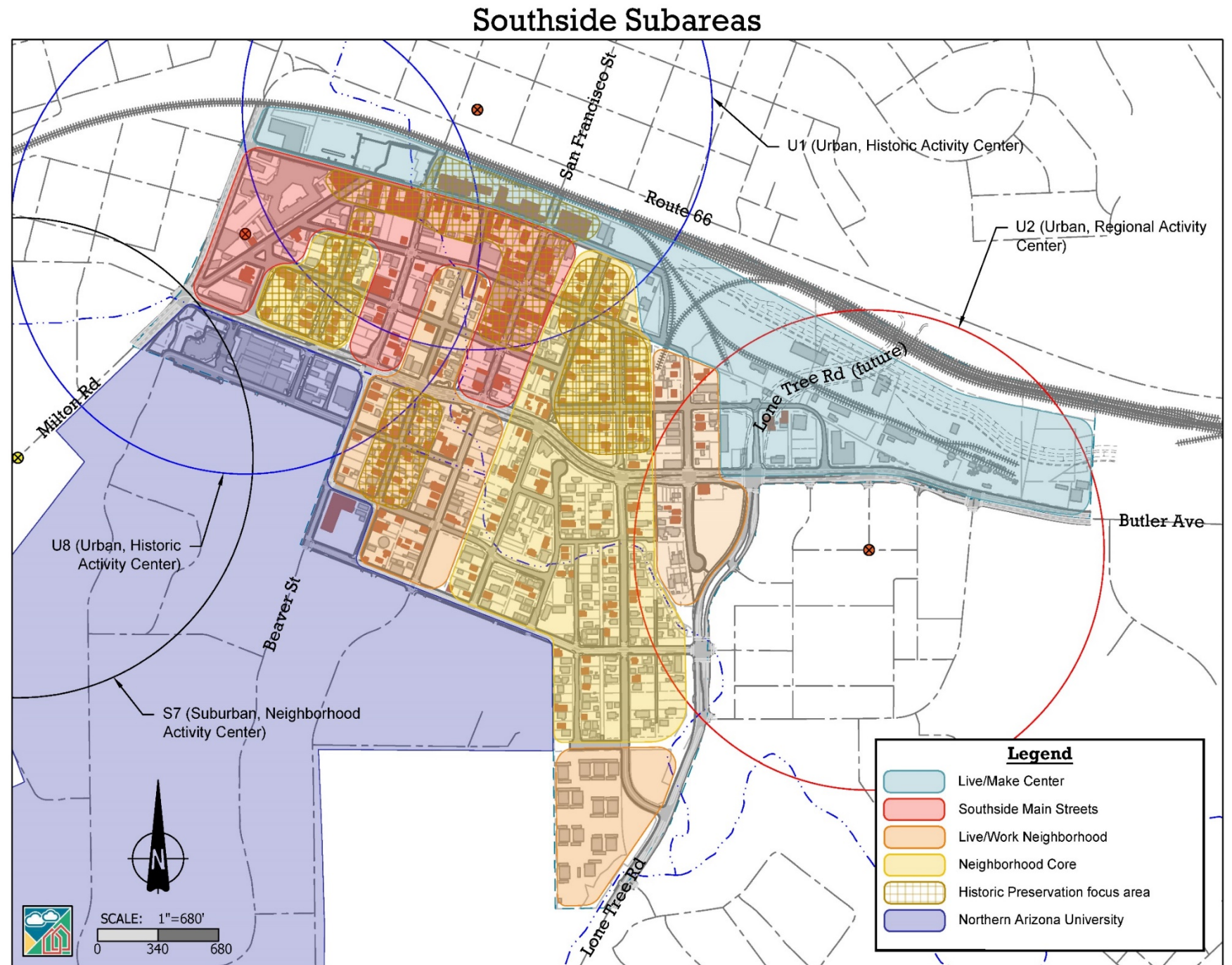
- Policy S 4.2. Shopfronts respect the established setbacks, frontage types and floor plates either through the building itself or through the establishment of patios, courtyards and semi-public spaces
- Policy S 4.3. Treat the north-south streets in Southside as the primary pedestrian environment for new buildings by facing entrances and porches towards them for all corner lots west of South Lone Tree Road.

Top Prioritized Strategies



- Work with property owners on Landmark Overlays
- Revise the Zoning Code by rescinding and replacing with new zones
- Create campaigns for and market the Southside and the north side as the two components of central Flagstaff
- A large park near new South Lone Tree Road
- Create public, shared off-street lots that allow overnight and long-term parking for nearby residents.
- Add a signalized pedestrian and bike crossing for Butler Avenue at O'Leary Street
- Create workplan to systematically address localized flooding issues throughout the neighborhood.
- Create a more pleasant walking environments and more events to increase public safety.

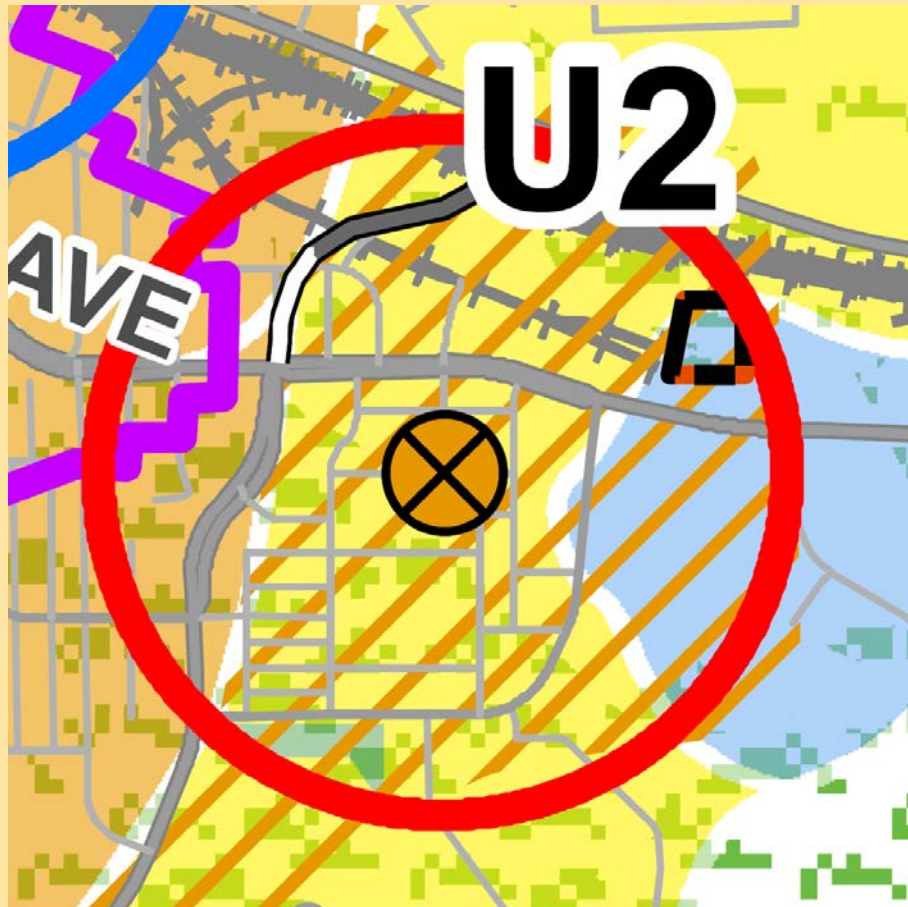
Southside Subareas



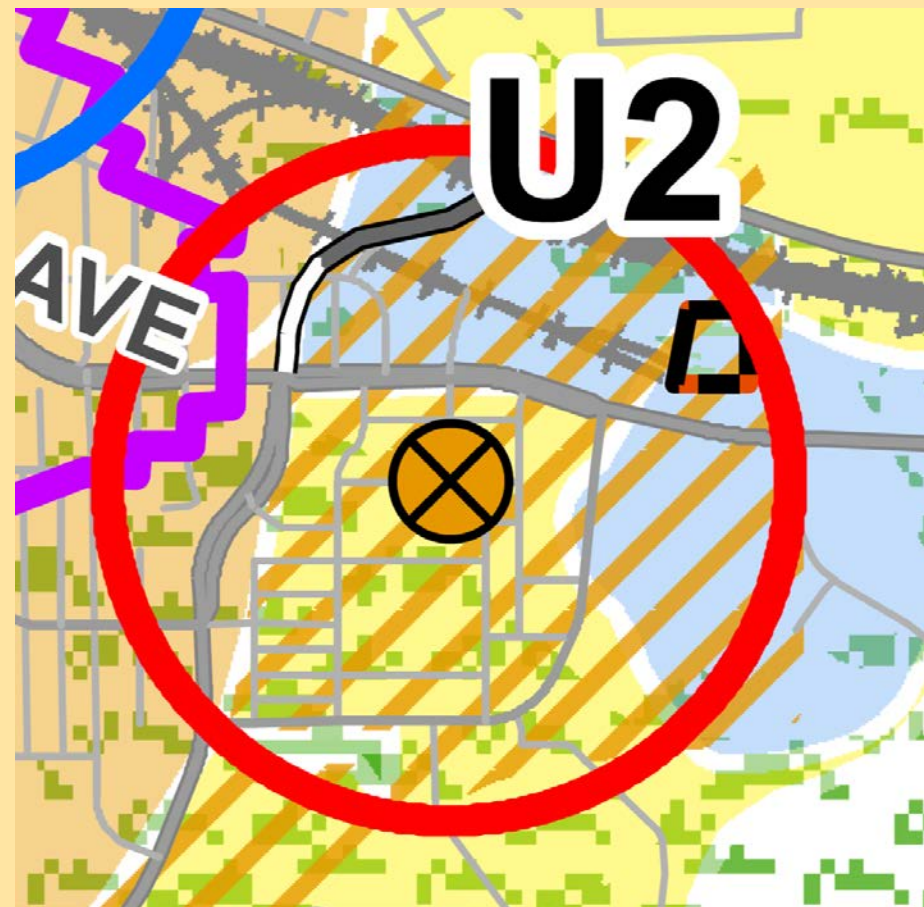
Regional Plan Amendment



Current



Proposed

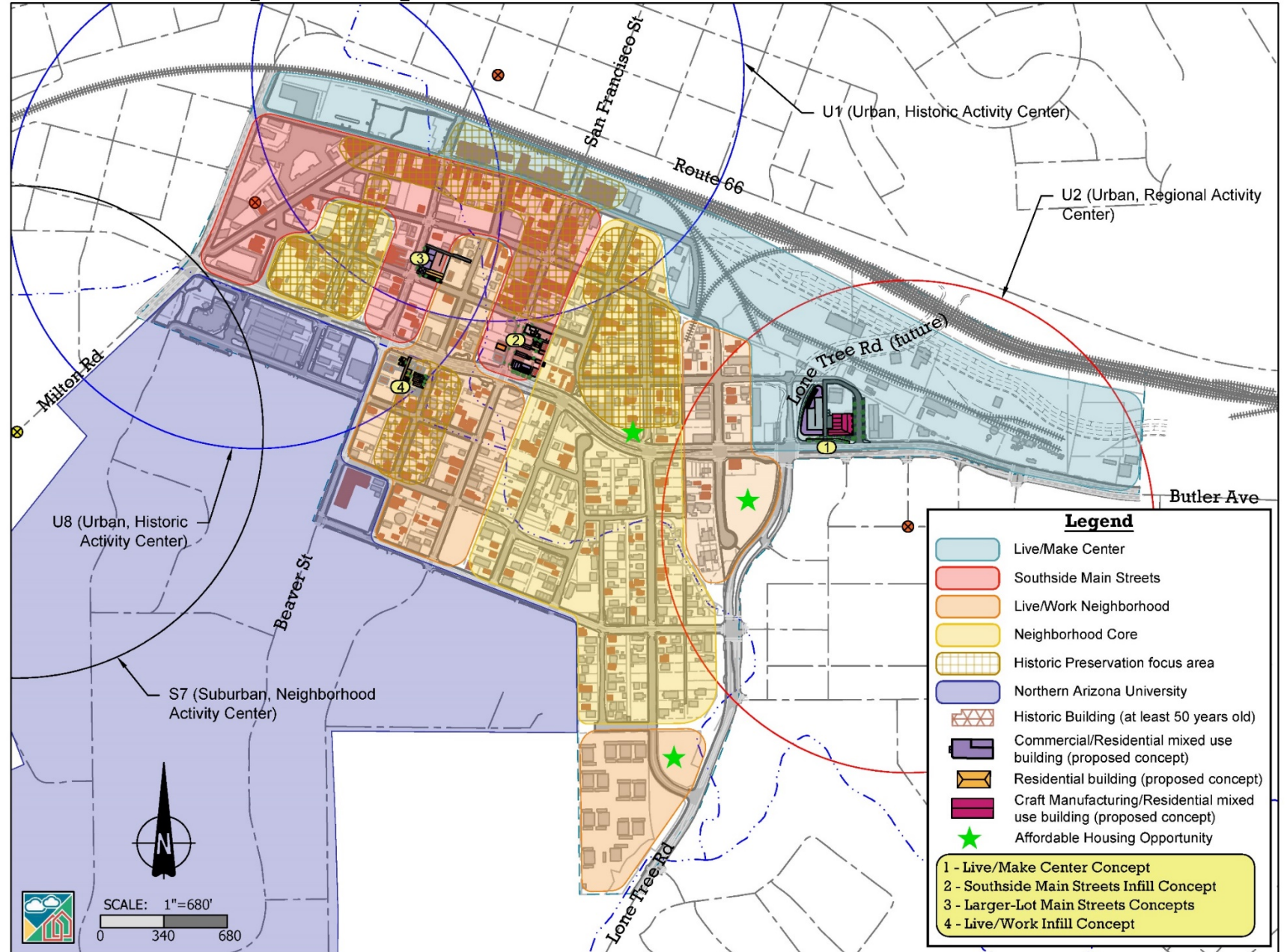




Questions

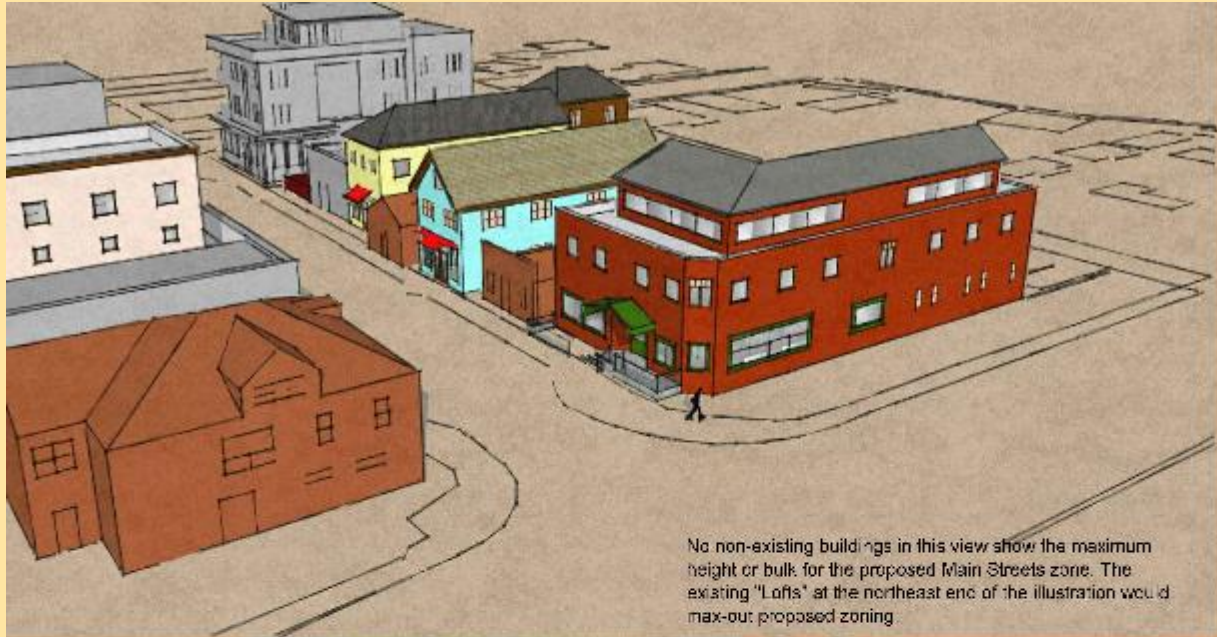
Growth and Change Concepts

Concept Development and Preservation - Illustrations Overview



3D Illustrations

- Demonstrate proof of concept and compatibility
- Look at multiple development scenarios

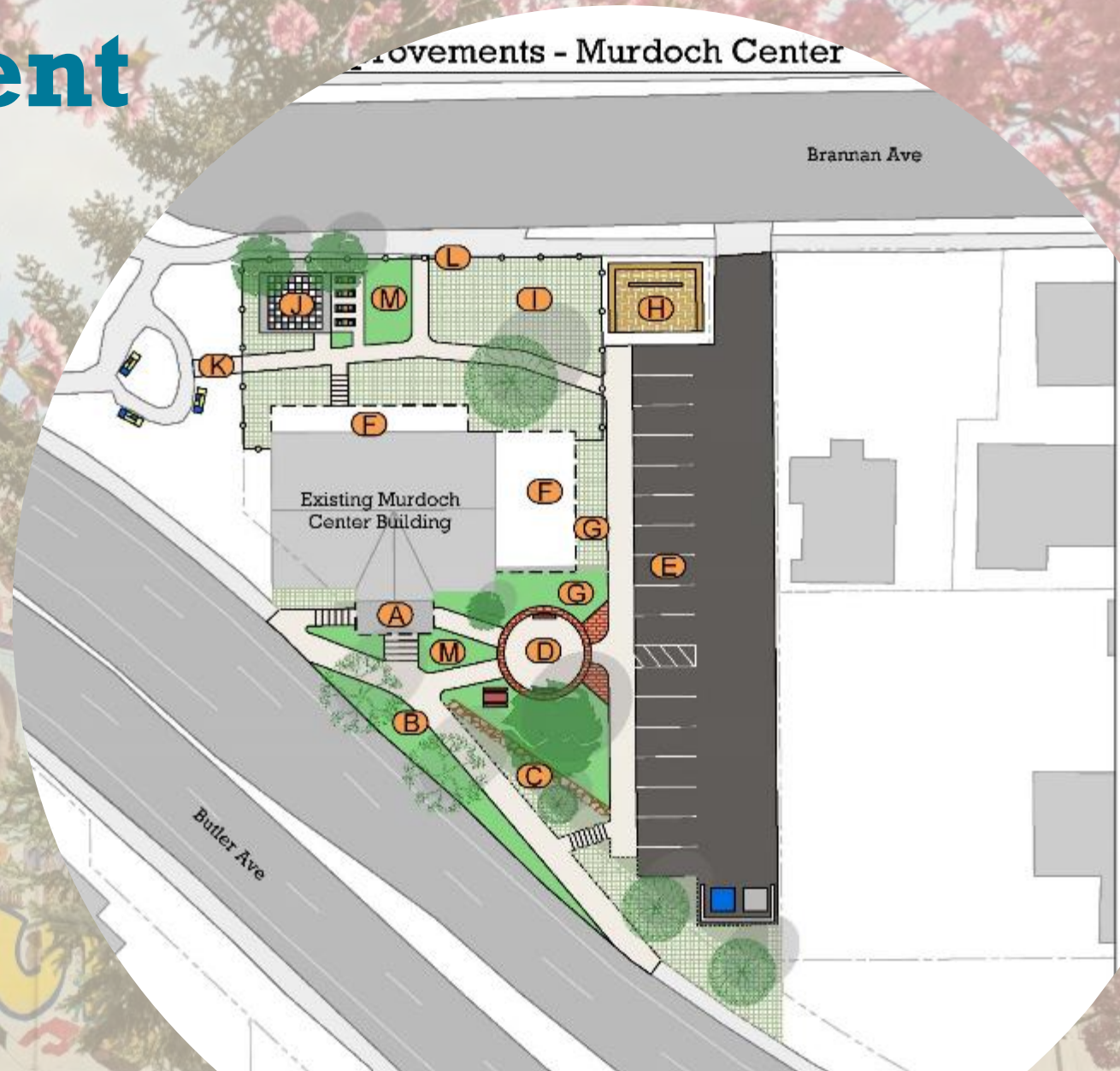


Public Improvement Concepts

Clear identified need for park space

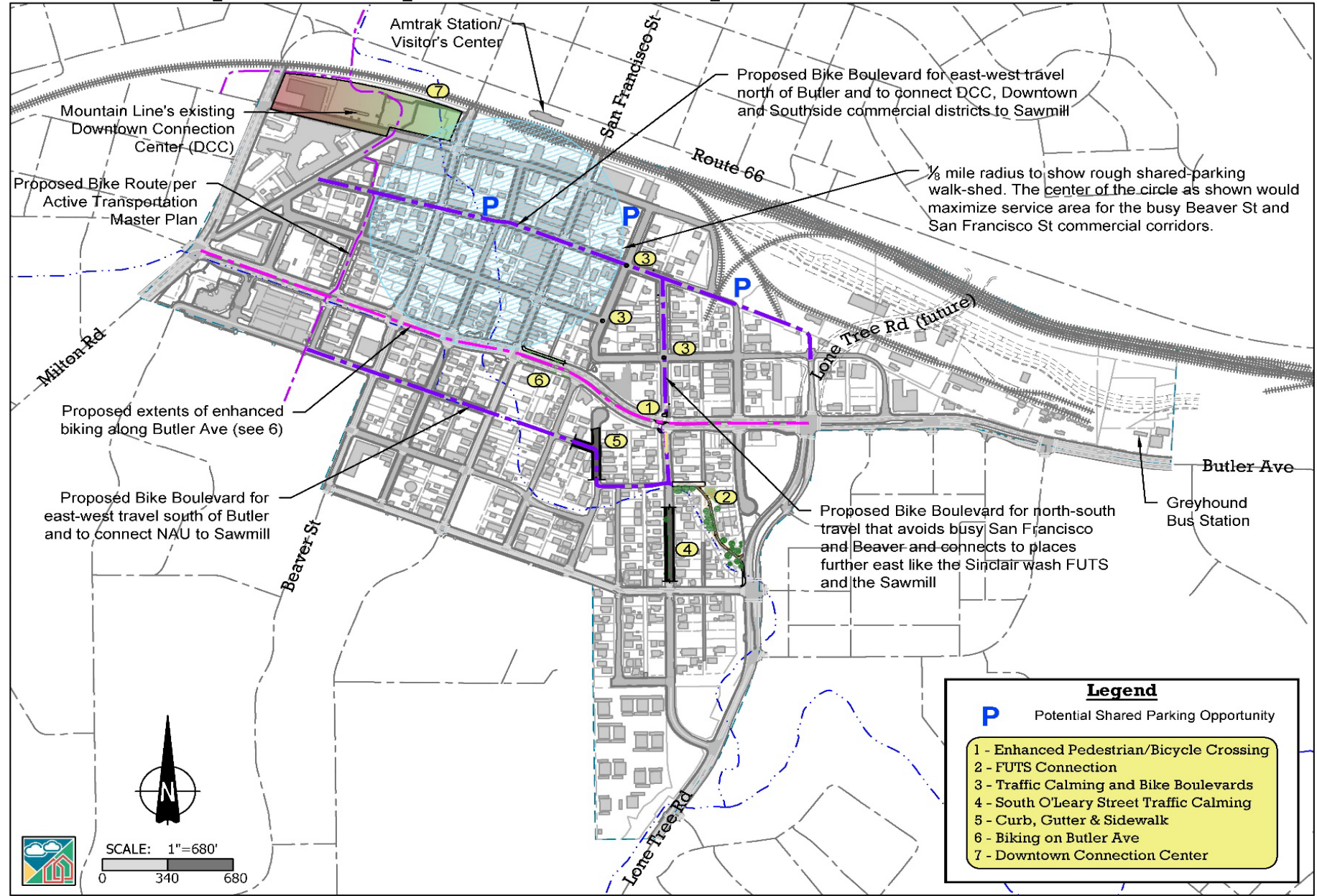
Potential Sites already owned by the City identified

Not a commitment and not inclusive of all opportunities



Public Improvement Concepts

Concept Public Improvements - Transportation Illustrations Overview





Sara Dechter

211 W Aspen Ave., Flagstaff, AZ
86001

(928) 213-2631

sdechter@flagstaffaz.gov

Project Website:

www.flagstaff.az.gov/southsideplan

Questions



SOUTHSIDE COMMUNITY PLAN

EMBRACE OUR HERITAGE

ENHANCE OUR FUTURE

Planning and Zoning Commission Hearing for the Southside Community Specific Plan

PZ #20-00001

Hearing #2 - Wednesday, July 22, 2020

Sara Dechter, AICP, CP3, Comprehensive Planning Manager

Deborah Ann Harris, Southside Community Association

At the first hearing....



- Overview of Specific Plan and Application
- Public Participation Process
- Present Staff Summary and Findings
- Identify parts of the Plan to discuss in more detail at the second hearing

Second Hearing Presentation Objectives



- New goal, policy, strategy proposal for Heritage Preservation
- Overview of Future Growth Subareas
- Overview of Public Safety Goal

Schedule of Public Hearings



Planning and
Zoning
Commission #1

Wed. July 8

Planning and
Zoning
Commission # 2

Wed. July 22

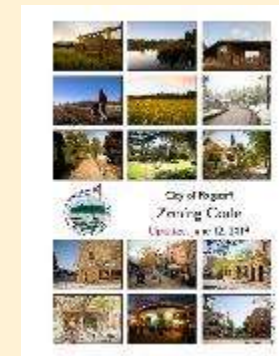
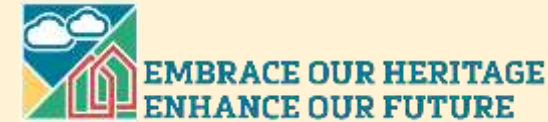
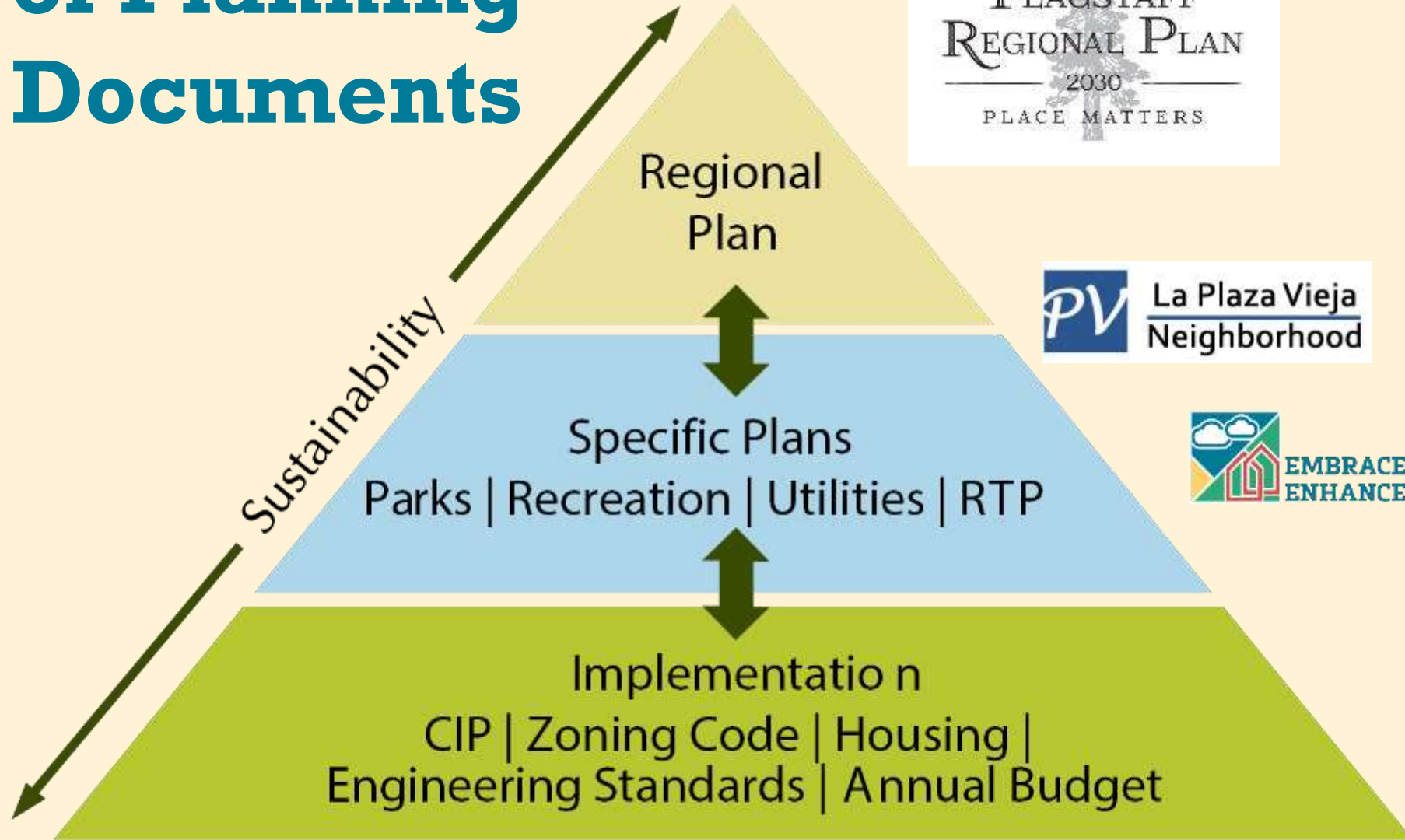
Work Session with
City Council

Tue. Aug 25

City Council Public
Hearing

Tue. Sept 1

Hierarchy of Planning Documents



How can the public participate?



1. Click the meeting link on the Planning and Zoning agenda
2. The public can submit comments to CDFrontCounter@flagstaffaz.gov
3. If you are unable to write an email or access the online meeting, you may go to the satellite location during the public hearing to speak – Our Lady of Guadalupe.

IMPLEMENTATION STRATEGIES



GOALS AND POLICIES

VISION
The Southside Community shall promote sustainable improvements that enhance and embrace our heritage through CULTURAL STEWARDSHIP, retaining the unique character and cultural fabric and flavor of our neighborhoods.



Goals, Policies, and Strategies



1. Heritage Preservation
2. Growth and Change with Subareas
 - Live/Make Center
 - Southside Main Streets
 - Live/Work Neighborhood
 - Neighborhood Core
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4. Public and Community Spaces
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84
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strategies

New Heritage Preservation Content



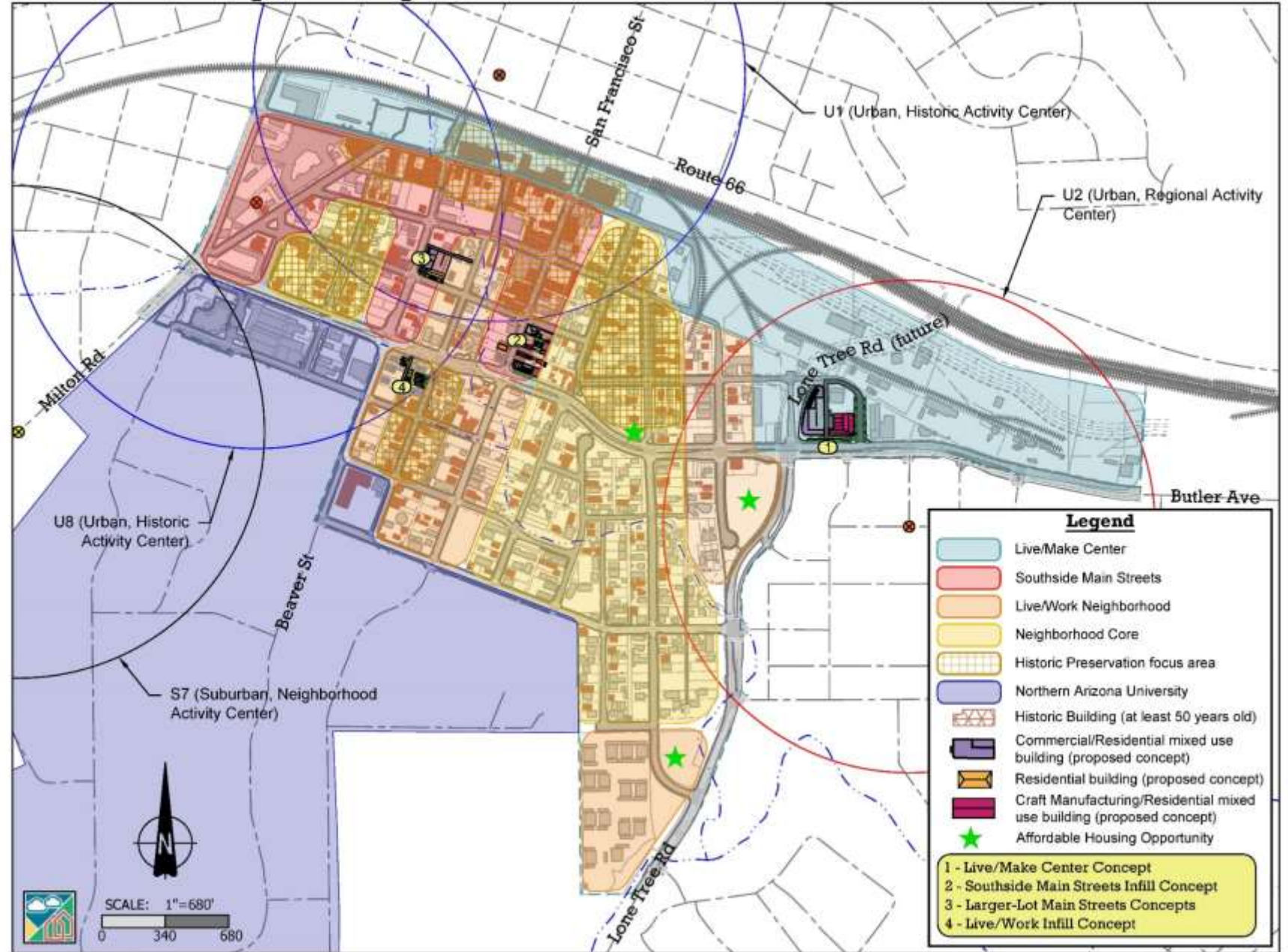
- **GOAL S1. Create awareness of the human stories that are the foundation of the Southside community.**
- **Policy S1.1. Create a collection of stories from Southside residents about people, places and events instrumental to the community, especially the stories of underrepresented people.**
- **Policy S1.2. Create platforms and experiences that connect visitors and residents to the historic stories of the Southside.**
- **Policy S1.3: Develop useable and accessible public art and historic interpretation that returns the value of research and storytelling to the community.**

Strategies:

- **Invest seed funds and access grant funding for a Southside Historiography project to collect stories and make them accessible to all.**
- **Form collaborative partnerships with individuals, non-profits, and institutions centered on storytelling and documentation of historic populations underrepresented in the story of Flagstaff.**

Growth and Change Subareas

Concept Development and Preservation - Illustrations Overview





Live Make Center

- Goal: Entrepreneurial craft and manufacturing area with supporting commercial and residential uses, creating a live/work environment that provides economic opportunities for the neighborhood.

Southside Main Streets

- Goal: Preserves and adaptively reuses the commercial fabric of the National Register Historic Districts
- Goal: New infill is compatible in architecture, polishes and improves the urban fabric, and adds to the mix of business and residential opportunities



Live Work Neighborhood

- Goal: Preserve historic single-family homes, while allowing for infill of single and multifamily housing, small commercial enterprises, and live/work studios on small lots.



Neighborhood Core



- Goal: protects the context of historic single-family homes by allowing single-family homes, and duplexes with the possibility of additional units in the rear of the property that can produce income

Public Safety Goals and Policies



Public Safety

GOAL S 17. Reduce the occurrence of high-frequency low level crime that affects quality of life in the community through environmental design.

Policy S 17.1. Increase the number of “eyes on the street” at all times of the day in all Southside public spaces, through urban design and community programs, to create safety in numbers and improve the perception of safety in the neighborhood.

Policy S 17.2. Design parks to encourage structured and unstructured use at all times of the day and to be near other private spaces that have use spread throughout all times of the day.

Policy S 17.3. Design and maintain public spaces that are visible to typical neighborhood activity, especially along the Rio de Flag or in parks.

Policy S 17.4. Create an environment for safer nightlife in the neighborhood.

**City Council
Public Hearing
on September
1st
at 3pm**



Sara Dechter

211 W Aspen Ave.

Flagstaff, AZ 86001

(928) 213-2631

sdechter@flagstaffaz.gov

Project Website:

www.flagstaff.az.gov/southsideplan

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Jeff Bauman, Traffic Engineer
Date: 08/13/2020
Meeting Date: 08/25/2020



TITLE

Engineering Standards - Street Lighting and Traffic Signals

STAFF RECOMMENDED ACTION:

This is a project update informational item, no formal action is requested. Several key points are highlighted in the presentation and attachments regarding changes to the Engineering Standards related to pedestrian lighting and residential lighting requirements for which staff is seeking input.

Residential Lighting has been a standard element of a complete street in Flagstaff, this latest update to Lighting Standards proposes to eliminate residential lighting requirements for new construction. The exception is the lighting of residential street intersections with higher classification streets such as Collectors and Arterials will continue to be required.

Pedestrian Lighting has been an optional element in Flagstaff and when installed was allowed to be full-spectrum 'white' light. An example is the pedestrian scale lighting in the Downtown area. With the proposed standard updates Pedestrian Lighting is still an option, but will be required to be Narrow Band Amber LED.

EXECUTIVE SUMMARY:

This Work Session item will review the Engineering Standard Updates that result from the Street Lighting to Enhance Dark Skies (SLEDS) project to update the City's Street Lighting Standards, as well as a staff-led project to update the Traffic Signals, Signing, Pavement Markings, and Fiber Optic sections of the standards.

The SLEDS Project's primary objective is to find a solution to Flagstaff's current street lighting replacement needs while balancing dark skies, safety, and maintenance/cost-effectiveness objectives.

The SLEDS Project is the result of several years of discussions between the City and the local observatories (USNOFS and Lowell Observatory) and the Dark Skies Coalition that started in May 2012. At that time, the City found itself in a lighting predicament as Low Pressure Sodium (LPS), the preferred lighting source since 1989, was becoming increasingly more expensive to purchase, quality replacement parts were becoming more difficult to acquire and we were experiencing structural failures of the pole/mast arm connection due to the size and weight of the LPS fixture, especially in wind prone areas.

In June 2015, Council approved an Inter-Governmental Agreement (IGA) with ADOT to secure funding for the SLEDS Project.

The following from the SLEDS Request for Proposals summarizes the direction and goals of the project: "The City seeks cost-effective replacement technologies that (1) maintain or approximate current lighting levels and (2) do not adversely impact the City's dark sky natural resource or the missions of the Lowell Observatory and the U.S. Naval Observatory. In consideration of cost-effectiveness, the City seeks to utilize existing light pole infrastructure."

In September 2015, the Consultant Team, led by Monrad Engineering, was awarded a contract to conduct applied research in order to develop a replacement strategy for the City's increasingly obsolete LPS streetlights with newer technology (LED).

The SLEDS Project has been an opportunity for Flagstaff to demonstrate to other municipalities an innovative lighting solution for dark sky preservation with Light Emitting Diode (LED) technology that achieves municipal objectives for safety and cost-effectiveness and astronomical objectives for maintaining dark skies.

Project Outline:

- An assessment of the viability of continuing to use LPS, which is no longer available as of July 2019
- Structural analysis of existing light pole/mast arm assemblies and retrofit recommendations for existing poles/masts
- Test fixture specification and procurement
- Installation of test fixtures:
 - Arterial and select Major Collectors - NBALED @ 12k lumens
 - Butler Avenue - Milton to Sawmill
 - Fourth Street - Route 66 to Industrial
 - Arterial and select Major Collectors - Hybrid LED @ 9k lumens
 - Butler Avenue - Sawmill to Ponderosa Parkway
 - Route 66 - Arrowhead to Fourth Cedar at West signalized intersection
 - Residential Minor Collectors and Local Streets - NBALED @ 1500 lumens and 2500 lumens
 - Southern half of Cheshire
- Solicit public feedback on the test installations through survey and lighting tours
- Developed City Wide replacement scenarios – Retrofit
- Developed proposed Engineering Standard updates

Final Step:

- City Council Regular Meeting for consideration of Engineering Standards for New Construction adoption (by Ordinance).

Traffic Signals, Signing, Marking and Fiber Optic Engineering Standards Updates:

The updated Traffic Signal, Signing, Marking and Fiber Optic standards are a result of many years of technological advancements in traffic signal equipment specifications, updated ADA guidelines for Rights of Way and the City's development of a fiber optic system master plan necessitating the need for fiber optic system development standards.

INFORMATION:

City Council Goal:

Transportation and other Public Infrastructure – Deliver quality community assets and continue to advocate and implement a highly performing multi-modal transportation system.

Regional Plan:

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

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

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

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

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

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

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

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

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

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

Policy E&C.5.1. Evaluate the impacts of the retention of dark skies regarding lighting infrastructure and regulatory changes, land use decisions or changes, and proposed transportation developments within the region.

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.

Goal LU.19. Develop a manageable evolution of the main corridors into contextual place makers.

Policy LU.19.4. Balance automobile use, parking, bicycle access, while prioritizing pedestrian safety along all corridors.

Team Flagstaff Strategic Plan:

Strategic Priority #3 – Foster a resilient and economically prosperous city and Strategic Priority #4 – Work in Partnership to enhance a safe and livable community

Performance Based Budgeting Key Community Priorities:

Safe & Healthy Community, Sustainable and Innovative Infrastructure, Livable Community and Environmental Stewardship

Attachments: [Summary of Street Lighting Updates](#)
 [Street Lighting Specifications](#)
 [Proposed Signing Marking FO Standards](#)
 [Summary of Signing Marking FO Standards](#)
 [Proposed Standard Details](#)
 [Engineering Standards Presentation](#)
 [Proposed Street Lighting Standards](#)

Summary of Updates to Chapter 13-12 Street Lighting

Division 13-12-001: Street Lighting Objectives

- Add references to all facility types: roadways, sidewalks and side paths
- More robust supporting language for protection of the region's natural dark sky resources

Division 13-12-002: Lighting Required for New and Redevelopment

- Added reference to Zoning Code
- Provided clarification for how modifications to the existing system are treated
- Explicitly reference City Engineer authority to modify these standards per listed special conditions

Division 13-12-003: Lighting Layout Requirements

- Changed several references from Wattage (old Low Pressure Sodium language) to Output (modern LED language).
- Introduced the LED concept of different types of fixtures, output, light distribution pattern and bandwidth.
- Local Streets – significant proposed change to lighting of local streets. Currently standards do not require lighting on Rural Local streets, proposal is to not require lighting on any Local streets as a part of new development. Only Local street intersections with Collector and Arterial street types would receive lighting with this proposed change.
- Streetlights and Signalized Intersections – updated language to provide maximum visibility of pedestrians through positive contrast lighting design.
- New Table 12-03-01 Streetlight Spacing. The table is a finer grained approach to street lighting by area type and roadway lanes, also updated for LED from LPS fixtures.
- New layout simplifies pole and mast arm combinations by reducing the number of variants to two (2).

Division 13-12-004: Pedestrian Lighting

- Updated language connecting improved pedestrian crossings with improved lighting.
- Local Streets in Transect Zoning Districts are highlighted as areas that may need improved pedestrian scale lighting.
- Significant change to color of pedestrian lighting. Previously HPS and full spectrum (White) lighting was allowed. An example would be the decorative pedestrian lights downtown, in the future these would be required to be Amber LED.

Division 13-12-005: Street Light Equipment

- Completely new section as the City switches from High Pressure Sodium and Low Pressure Sodium HID sources to Narrow Band Amber LED.

Division 13-12-006: Plan Submittals

- Added a new section of "Street Lighting General Construction Notes" to be included on each plan set submittal. This standardizes the construction notes and provide a single comprehensive set of notes from contractors and inspectors to easily reference during construction.

Division 13-12-007: Requested Modifications to the Existing System

- A new step by step process for requests for modification to the existing street lighting system. This code change closely follows current internal processes that require resident concurrence of lighting changes that will have an impact on their adjacent property.

Division 13-12-008: Repair and Modification

- Updates the current code to require a streetlighting fixture to be updated to current code whenever service is performed. Previously the fixture needed to have a significant repair of at least 50% of the value of a replacement fixture to require update to current code.



City of Flagstaff Specifications for Light Emitting Diode (LED) Luminaires

All new street lighting fixtures shall comply with the LED Luminaire Requirements of this section and in the *City of Flagstaff Specifications for Light Emitting Diode (LED) Luminaires* which is posted to the City webpage at www.flagstaffaz.gov. The City Traffic Engineer will maintain the *City of Flagstaff Specifications for Light Emitting Diode (LED) Luminaires* along with a list of acceptable luminaires. Luminaires that are not on this list will require submittal of technical information for review and approval by the City Traffic Engineer. In some special cases higher output luminaires with corresponding mast arm and pole combinations may be desirable, these special cases will be reviewed by the City Traffic Engineer for approval.

1. General Requirements:

- a. Each luminaire shall meet all parameters of these specifications throughout the minimum operational life when operated at an average nighttime temperature of 70 degrees F.
- b. Streetlights shall be fully shielded in such a manner that light emitted by the fixture, either directly from the lamp or indirectly from the luminaire, is projected below a horizontal plane. External shield or reflectors to prevent up-light are not allowed.
- c. Luminaires shall be listed by a National Recognized Testing Laboratory (NRTL) as defined by the U.S. Department of Labor. The testing laboratory must be listed by the Occupational Safety and Health Administration (OSHA) in its scope of recognition for the applicable tests being conducted as required by this specification. A list of recognized testing labs for products sold in the United States may be found on the U.S Department of Labor's web site.
- d. Luminaires shall be listed and labeled by a NRTL as being in compliance with UL 1598 and suitable for use in wet locations.
- e. The light source and drivers shall be Restriction of Hazardous Substance (RoHS) compliant
- f. Luminaires shall have an International Electrotechnical Commission (IEC) 529 Ingress Protection (IP) rating of IP 66 or greater for optical assemblies of the luminaire.
- g. The mounting assembly shall permit any necessary adjustment to orient the luminaire with the roadway for proper light distribution
- h. Luminaire shall have a built-in leveling indicator inside the housing to allow for proper orientation.
- i. The individual LEDs shall be connected such that a catastrophic loss or failure of one LED will not result in the loss of the entire luminaire.
- j. Lumen maintenance at 50,000 hours and 40 degrees C based on TM-21 testing shall be 90% or greater.
- k. Driver and LED modules shall be replaceable as separate units and have plug connections.
- l. Luminaire shall be tested and capable of operating in ambient temperature of -25 degrees C to 50 degrees C.
- m. Luminaires shall support installation of a future Electronic Control Module (ECM) for dimming and luminaire performance monitoring.
- n. Luminaires shall have a label that states operating voltage and current range. The label must be clearly visible on the inside of the housing.
- o. A limited system warranty must be provided for the replacement or repair of the luminaire due to any electrical failure (including light source and or power supplies/drivers) for ten (10) years.
- p. The power supply shall be rated for a minimum life expectancy equal to or greater than the minimum operation life of the luminaire.
- q. Luminaires shall have a 7-pin locking ANSI C136.41 photocell receptacle
- r. The power supply shall have two (2) leads with standard 0-10V dimming control and be prewired to the 7-pin photocell receptacle.
- s. Each luminaire shall include a photocell.
- t. Photocells shall:
 - i. Local and Minor Collectors:
 1. Have a 10 year warranty and a rated life of 20 years
 2. Operate at nominal 120-277V
 3. Have surge protection arrestor to protect the luminaires and photocell from in rush surges
 4. fail with the fixture on

August 17, 2020



City of Flagstaff

Specifications for Light Emitting Diode (LED) Luminaires

- ii. Arterial and Major Collectors:
 1. The photocell shall be capable of dimming the fixture to 80% lumen output upon installation
 2. Utilizing either a programmable or preprogrammed routine the photocell shall ramp up output by 3% each year to compensate for depreciation.
 3. Have a 10 year warranty and a rated life of 20 years
 4. Operate at nominal 120-277V
 5. Have surge protection arrestor to protect the luminaires and photocell from in rush surges
 6. Fail with the fixture on
- u. Compatibility – the luminaire shall be operationally compatible with currently used ANSI 7 pin receptacles (ANSI C136.41-2013), lighting control systems and photoelectric controls.
- v. RF Interference – the luminaires and associated on-board circuitry shall meet Class A emission limits referred in Federal Communication Commission (FCC) Title 47, Subpart B, Section 15 regulations concerning the emission of electronic noise.
2. Electrical - Power Consumption
 - a. Power consumption efficacy allowed for NBA LED luminaire shall not exceed one (1) watt for 45 lumens of emissions.
 - b. Maximum drive current for NBA LED shall not exceed 550 mA.
 - c. Power consumption efficacy allowed for PCA LED luminaire shall not exceed one (1) watt for 80 lumens of emissions.
 - d. Maximum drive current for PCA LED shall not exceed 700 mA
3. Electrical – Operating Voltage
 - a. The luminaire shall operate from a 60 HZ +/- 3 HZ AC power source. The fluctuations of line voltage shall have no visible effect on the luminous output.
 - b. The operating voltage may range from 120 VAC to 277 VAC.
4. Electrical – Power Factor
 - a. The luminaire shall have a power factor of 0.90 or greater.
5. Electrical – Total Harmonic Distortion
 - a. THD (current and voltage) induced into an AC power line by a luminaire shall not exceed 20 percent
6. Electrical – Surge Suppression
 - a. The luminaire on-board circuitry shall include surge protection devices (SPD) to withstand high repetition noise transients as a result of utility line switching, nearby lightning strikes, and other interference.
 - b. The SPD shall protect the luminaire from damage and failure for transient voltages and currents as defined in ANSI/IEEE C64.41.2 (Tables 1 and 4) for Location Category C-High.
 - c. The SPD shall conform to UL 1449, or UL 1283, depending on the components used in the design.
 - d. SPD performance shall be tested per the procedures in ANSI/IEEE C62.45 based on ANSI/IEEE C62.41.2 definitions for standard and optional waveforms for Location Category C-High.
 - e. The SPD shall be capable of withstanding 10kV/5kA of transient line surge.
 - f. Operational Performance – the LED circuitry shall prevent perceptible flicker to the unaided eye over the voltage range specified above.
 - g. The SPD shall fail in such a way as the luminaire will no longer operate. The SPD shall be field serviceable.
7. Lumen Maintenance
 - a. Per Table 13-12-003-01 – Lumen Output shall be defined as initial fixture output for fixtures installed on Local and Minor Collector roadways. For fixtures installed on Major Arterial, Minor Arterial and Major Collector roadways a 20% fixture total depreciation shall be assumed for calculating initial required lumen output.
8. Photometric Requirements
 - a. The direct Narrow Band Amber LED (NBA LED) luminaire does not have a CCT requirement.
 - b. Narrow Band Amber luminaires do not have a Color Rendering Index (CRI) requirement.

August 17, 2020



City of Flagstaff

Specifications for Light Emitting Diode (LED) Luminaires

- c. Phosphor Converted Amber (PCA) LEDs shall have an S/P (Scotopic / Photopic) ratio of 0.50 or less.
 - d. Direct Narrow Band Amber (NBA) LEDs shall have a peak wavelength between 589 and 595 nm with no more than a 20nm width at 50% of peak output.
9. Thermal Management
- a. The thermal management (of the heat generated by the LEDs) shall be of sufficient capacity to assure proper operation of the luminaire over the designed operational life.
 - b. The drive current shall not exceed 550mA for NBA LEDs, 700 mA PCA.
 - c. The LED manufacturer's maximum junction temperature for the minimum operational life shall not be exceeded.
 - d. The designed maximum junction temperature shall not exceed 221 F.
 - e. The junction to ambient thermal resistance shall be 58 F / Watt or less
 - f. Thermal management shall be passive by design – the use of fans or other similar devices shall not be allowed.
 - g. The heat sink material shall be aluminum or other material of equal or lower thermal resistance.
 - h. The luminaire may contain circuitry that will automatically reduce the power to the LEDs to a level that will ensure that the maximum junction temperature is not exceeded.
10. Physical and Mechanical Requirements
- a. The luminaire shall be a single, self-contained device, not requiring on-site assembly for installation. The power supply for the luminaire shall be integral to the unit.
 - b. The maximum weight and effective projected area are listed in Table 13-12-005-01 of the Engineering Standards
 - c. The housing shall be constructed of aluminum and finished in a light to medium grey color.
 - d. Each housing shall be provided with a slip-fitter capable of mounting on a two (2) inch pipe tenon.
 - e. The slip-fitter shall fit on mast arms from 1-5/8 to 2-3/8 inch (O.D.)
 - f. The slip-fitter shall be an integral part of the luminaire housing.
 - g. The slip-fitter shall be capable of being adjusted a minimum of +/- 10 degrees from the axis of the tenon.
 - h. The clamping brackets of the slip-fitter shall not bottom out on the housing bosses when adjusted within the designed angular range.
 - i. No part of the slip-fitter mounting brackets on the luminaires shall develop a permanent set in excess of 1/32 inch when the two or four 3/8-inch diameter cap screws used for mounting are tightened to 10ft-lbs.
 - j. Two (2) sets of cap screws may be supplied to allow for the slip-fitter to be mounted on any pipe tenon in the acceptable range without the cap screws bottoming out in the threaded holes.
 - k. The cap screws and the clamping bracket(s) shall be made of corrosion resistant materials and be compatible with the luminaire housing and mast arm or treated to prevent galvanic reactions.
 - l. The assembly and manufacturing process for the LED luminaire shall be designed to assure all internal components are adequately supported to withstand mechanical shock and vibration from high winds and other sources.
 - m. The housing shall be designed to allow water, snow and ice shedding.
 - n. Exposed heat sink fins shall be oriented so that water can freely run off the luminaire and carry dust and other accumulated debris away from the unit.
 - o. The optical assembly of the luminaire shall be protected against dust and moisture intrusion per IP66.
 - p. When the components are mounted on a down opening door, the door shall be hinged and secured to the luminaire housing separately from the refractor or lens frame. The door shall be secured to the housing with captive hardware to prevent accidental opening. A safety cable shall mechanically connect the door to the housing.
 - q. Field wires connected to the luminaire shall terminate on a barrier type terminal block secured to the housing. The terminal screws shall be captive and equipped with wire grips for conductors up to No.8. Each terminal position shall be clearly identified.
 - r. The power supply shall be contained inside the luminaire.

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City of Flagstaff

Specifications for Light Emitting Diode (LED) Luminaires

- s. The power supply shall be rated for outdoor operation.
- t. Housing shall be fabricated from materials that are designed to withstand a 3000 hour salt spray test as specified in ASTM designation: B117.
- u. Each refractor or lens shall be made from UV inhibited high impact plastic (such as acrylic or polycarbonate) or heat and impact resistant glass and be resistant to scratching.
- v. All aluminum used in housings and brackets shall be a marine grade alloy with less than 0.2% copper. All exposed aluminum shall be anodized.
- w. Polymeric materials of enclosures containing either the power supply or electronic components of the luminaire shall be made of UL94VO flame retardant materials. The lenses of the luminaire are excluded from this requirement.
- x. Paint or powder coating of the housing shall conform to the requirements typical to the Arizona Department of Transportation.

11. Luminaire Identification

- a. Each luminaire shall have the manufacturer's name, trademark, model number, serial number, date of manufacture (month-year), and lot number as identification permanently marked inside each unit and the outside of each packaging box.
- b. The following operating characteristics shall be permanently marked inside each unit: rated voltage and rated power in Watts and Volt-Ampere.
- c. Each luminaire shall have a manufacturer affixed label identifying the input wattage. Label shall be one-inch retroreflective numbers visible from the ground.

CHAPTER 13-16
TRAFFIC SIGNALS, SIGNING, ~~AND PAVEMENT MARKINGS~~, AND FIBER OPTIC CONDUIT

Divisions:

13-16-001	General
13-16-002	Signal Design Elements
13-16-003	Signal Equipment
13-16-004	Signal Construction
13-16-005	Traffic Signs
13-16-006	Pavement Markings
<u>13-16-007</u>	<u>FIBER OPTIC CONDUIT</u>

**Division 13-16-001
General**

Sections:

13-16-001 General

13-16-001-0001 Standards and Applicable Documents

13-16-001-0002 Professional Certification

SECTION 13-16-001 General

The necessity for installation or removal of traffic signals shall be determined through traffic studies or a traffic impact analysis approved by the City Traffic Engineer. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-001-0001 Standards and Applicable Documents

A. Except as contained in this chapter, all designs, materials, and construction shall conform to the current version of the following:

1. The Arizona Department of Transportation Standard Specifications for Road and Bridge Construction.
2. The Arizona Department of Transportation Traffic Signal and Lighting Standard Drawings.
3. The Arizona Department of Transportation Signing and Marking Standards.
4. THE ARIZONA DEPARTMENT OF TRANSPORTATION ITS STANDARD DRAWINGS.
5. THE ARIZONA DEPARTMENT OF TRANSPORTATION INTELLIGENT TRANSPORTATION SYSTEM DESIGN GUIDE.
- ~~4.6.~~ National Electrical Manufacturers Association, Traffic Control Systems, Standards Publication: TS2-1992.
- ~~5.7.~~ International Municipal Signal Association, Inc., Wire and Cable Specifications.
- ~~6.8.~~ Institute of Transportation Engineers, Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement.
- ~~7.9.~~ Manual on Uniform Traffic Control Devices for Streets and Highways: USDOT/FHWA.
- ~~8.10.~~ THE CURRENT VERSION OF THE American Association of State Highway and Transportation Officials (AASHTO) Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, INCLUDING INTERIM REVISIONS.

~~9.11.~~ The City of Flagstaff Traffic Signal Standard Drawings.

~~40.12.~~ The City of Flagstaff Traffic Signal Approved Products List. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-001-0002 Professional Certification

The design of traffic signals for private development and capital projects shall be under the direction of a Civil Engineer registered in the State of Arizona, and having a Professional Traffic Operations Engineer certification from the ~~Institute of Transportation Engineers~~ TRANSPORTATION PROFESSIONAL CERTIFICATION BOARD, INC. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

**Division 13-16-002
Signal Design Elements**

Sections:

13-16-002-0001	Plan Set
13-16-002-0002	Intersection Design Requirements

SECTION 13-16-002-0001 Plan Set

A. For clarity of presentation and understanding, the plan set for a new traffic signal installation should contain the following sheets: the cover sheet, signal plan sheet, pole schedule sheet, conductor schedule sheet, civil plan sheet, signing and pavement markings sheets, and a detail sheet. The contents of the plan set may vary from this for projects involving modification of existing signals or where the new signal is included as a part of a larger construction project.

1. The cover sheet shall meet the requirements of Section 13-06-002-005, Cover Sheets.
2. The traffic signal plan sheet (one (1) inch equals twenty (20) feet) shall show the signal-related details, such as: cabinets, poles, conduits, pull boxes, phasing indications, detection, and pavement markings. IT SHALL INCLUDE A FOUNDATION SCHEDULE AND PULL BOX SCHEDULE. BOTH THE FOUNDATION AND PULL BOX SCHEDULES SHALL INCLUDE STATION AND OFFSET OF THE CENTER OF EACH FOUNDATION AND PULL BOX. ALTERNATIVELY, DIMENSIONS FROM EACH ROADWAY CENTERLINE MAY BE USED IN LIEU OF STATION AND OFFSET. THESE SCHEDULES MAY BE PLACED ON A DIFFERENT SHEET IF NECESSARY DUE TO SPACE LIMITATIONS. THE PLAN SHEET# should also show utility locations and existing, current, and future roadway construction, INCLUDING DIMENSIONS FROM CENTERLINE TO FACE OF CURB, TO RIGHT-OF-WAY, AND TO EASEMENTS. Minor civil construction improvements may be included on this sheet. The plan sheet shall include general notes and notes for the signal construction.
3. The pole and conductor schedule sheets shall each include a reduced scale intersection plan view to serve as an index to the schedules on these sheets. The reduced scale plan shall include curb lines, pavement markings, cabinets, poles, and conduits with their designations, and signal heads with their phasing.
4. The pole schedule sheet shall also include separate phasing diagrams for the new signal, future phasing, if any, and preemption and other special programs. It shall also include the timing to be programmed for initial operation at start- up.
5. The conductor schedule sheet shall include a table showing individual conduits and sizes; the cables, conductors or pull wires to be placed within each of them; notes relating to cable, conductor, and electrical service; and ADOT standard schedules for IMSA multi-conductor cables.
6. The civil plan sheet(s) shall be provided to show, separate from traffic signal installation plan, the design of other elements included in the project. These elements include such work as replacement of curb or sidewalk, additional pavement for turn lane

storage, drainage structures, relocations of existing improvements and utilities, and new sidewalk ramps.

7. The signing and pavement markings sheet shall detail type, size, and location of all permanent and temporary signs and pavement markings and any additional information required to manage traffic safely at each phase of the construction.

8. The detail sheet shall be used for any design and construction details that are unique to the particular project or are not included in the references standards and other documents.

B. All drawings shall distinguish clearly between existing features, proposed construction with this project, and future construction or construction by others. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-002-0002 Intersection Design Requirements

Refer to Division 13-10-006, Intersection Design, for geometric standards.

A. Curb returns shall be constructed or reconstructed to provide dual ramps and minimum ten (10) foot spacing between signal poles in accordance with Standard Drawings 10-10-034 through 10-10-039.

B. Signal equipment shall be located to accommodate anticipated future widening or additional approaches in order to minimize future modifications to the signal.

C. Cabinets shall be located out of clear view zones for traffic at the intersection and at adjacent driveways.

1. Consideration shall be given to locating cabinets and other signal equipment so as not to block driver view of adjacent, preexisting commercial advertising signs or businesses.

D. The foundation for the traffic signal cabinet shall be oriented such that the door of the cabinet opens away from the intersection. A concrete technician's maintenance pad, four (4) inches thick, four (4) feet wide, and the length of the cabinet foundation shall be placed on the door side of the foundation. The elevation of the top of the pad shall be two (2) inches above adjacent curb for positive drainage. The cabinet foundation shall be four (4) inches higher than the technician's maintenance pad.

E. Signals shall **SHOULD** be designed with an "8-pole" design; that is, two (2) signal poles on each corner of the intersecting streets.

1. The minimum distance between the two (2) poles shall be ten (10) feet in accordance with ADA **AND MUTCD** requirements for separation of pedestrian detectors **OR SIGN FOR DIFFERENT PHASES.**

2. LOCATIONS OF ALL PEDESTRIAN DETECTORS SHALL COMPLY WITH MUTCD REQUIREMENTS.

3. ADDITIONAL PEDESTRIAN PUSHBUTTON POLES MAY BE USED WHEN NEEDED TO MEET MUTCD SPACING AND LOCATION REQUIREMENTS.

F. Street lighting at the intersection shall be accommodated on combination signal poles rather than by the installation of separate streetlight poles.

1. The number and location of luminaires varies with the size of the intersection, in accordance with Section 13-12-003-0002.3.
2. LuminaireS shall be installed on twenty (20) foot mast arms unless otherwise specified.

G. Poles shall be located so as not to impede sidewalk or ramp traffic. All poles having a pedestrian push button station shall be located adjacent to a sidewalk or sidewalk ramp, or shall have an access pad installed to meet the requirements of the Americans with Disabilities Act. Reach distance to push button stations shall not exceed ten (10) inches.

H. Each pole foundation shall be provided with a one-half (1/2) inch PVC drain to allow water to drain from the pole adjusting-nut sump.

I. Overhead left turn signal heads shall be ADOT Type G, unless protected only phasing, when Type R shall be utilized.

J. Side of pole mounted left or right turn signal heads shall be ADOT Type G, each installed on an individual Type V mount.

K. Pole top mounted right or left turn signal heads shall be ADOT Type G. These may be mounted on a combination mount with one (1) other signal head.

L. Mast arm mounted signal heads shall be centered ~~vertically~~ over traffic lanes.

M. Seven (7) conductor IMSA cable shall be run to each ~~outboard signal head~~LEFT-TURN SIGNAL HEAD. WHERE LEFT TURN SIGNALS ARE NOT INCLUDED IN THE INITIAL CONSTRUCTION, A SEVEN (7) CONDUCTOR IMSA CABLE SHALL BE RUN TO EACH FAR LEFT SIGNAL HEAD, AND TO THE SIGNAL HEAD AT THE FAR OUTBOARD END OF THE MAST ARM ON ALL APPROACHES. WHERE FUTURE DUAL LEFT TURN LANES ARE EXPECTED, AN ADDITIONAL SEVEN (7) CONDUCTOR IMSA CABLE SHALL BE RUN TO THE SECOND-TO-LAST OUTBOARD MAST ARM TENON. A SEVEN (7) CONDUCTOR IMSA CABLE SHALL ALSO BE RUN TO EACH RIGHT-TURN SIGNAL HEAD.

N. A SEPARATE FOUR (4) CONDUCTOR IMSA CABLE SHALL BE RUN TO EACH INBOARD MAST ARM SIGNAL HEAD, RIGHT SIDE-MOUNTED SIGNAL HEAD (EXCEPT FOR RIGHT-TURN SIGNAL HEADS), EACH PEDESTRIAN SIGNAL HEAD, AND EACH PEDESTRIAN PUSHBUTTON.

N.O. The intersection will be "boxed" with two (2) three (3) inch diameter conduits.

1. One (1) conduit shall contain higher voltage signal and lighting conductors.
2. The second conduit shall contain lower voltage detection, preemption and communications conductors.

Q.P. All splicing will occur in the No. 7 pull box ES.

P.Q. When the intersection lies along the path of a future fiber optic interconnect route, two (2) additional ~~three (3)~~ FOUR (4) inch conduits, each with a No. 8 green THW pull wire, shall be installed along that route throughout the project limits. INNERCONNECT CONDUIT SHALL BE SCHEDULE 40 PVC OR SDR 11 HDPE, UNLESS OTHERWISE APPROVED BY THE CITY TRAFFIC ENGINEER. Interconnect pull boxes shall not be placed in sidewalk areas when possible, but behind sidewalks or in greenways to minimize tripping hazards.

1. Interconnect pull boxes shall be installed no more than ~~six hundred sixty (660)~~ ONE THOUSAND THREE HUNDRED TWENTY (1,320) feet apart and shall be ~~polymer fiberglass ADOT Type 7 traffic signal boxes with a twelve (12) inch extension~~ COF NO. 9 PER CITY OF FLAGSTAFF ENGINEERING DETAIL 16-03-010. The lids shall have a legend with one (1) inch minimum letters that read "Interconnect."

2. A D ~~Dedicated interconnect~~ ed pull boxes shall be installed adjacent to ~~the~~ A traffic signal pull boxes at intersections, PREFERABLY ON THE SAME CORNER AS THE SIGNAL CONTROL CABINET.

3. A three (3) inch conduit shall be installed to the traffic signal cabinet from the closest interconnect pull box.

4. 90-DEGREE ELBOWS ARE NOT TO BE USED WITH THE FIBER OPTIC INTERCONNECT CONDUIT UNLESS SPECIFICALLY APPROVED BY THE CITY TRAFFIC ENGINEER. WHERE 90-DEGREE BENDS ARE NECESSARY, THEY ARE TO BE MADE UP OF A SERIES OF 45-DEGREE OR LESS ELBOWS, WITH A MINIMUM RADIUS OF 24".

5. A MAXIMUM OF 360 DEGREES OF CUMULATIVE BENDS BETWEEN PULL BOXES IS ALLOWED, INCLUDING BOTH HORIZONTAL AND VERTICAL BENDS. INSTALL ADDITIONAL NO. 9 PULL BOXES IF NECESSARY TO MEET THIS REQUIREMENT.

Q.R. All trenches in existing pavement shall be slurry backfilled and T-topped.

R.S. A minimum of one (1) No. 7 pull box, with extension, shall be installed on each corner of the intersection, ~~and at each fiberoptic interconnect location.~~

S.T. Controller operation shall be NEMA dual ring. Phase 2 shall be used for the main street through movement, either the eastbound or northbound direction.

T.U. Flashing mode shall be all red. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

**Division 13-16-003
Signal Equipment**

Sections:

13-16-003-0001	Required/Approved Product List
<u>13-16-003-0001.1</u>	<u>CONTROLLER</u>
13-16-003-0002	Controller Cabinet
13-16-003-0003	Electrical Service Cabinet
13-16-003-0004	Uninterruptable Power Supply System
13-16-003-0005	Pull Boxes
13-16-003-0006	Traffic Signal Mounting Assemblies
13-16-003-0007	Traffic Signal Heads and Indications
13-16-003-0008	Pedestrian Signals
13-16-003-0009	Painting of Traffic Signals <u>HARDWARE FINISHES</u>
13-16-003-0010	Detection Systems

SECTION 13-16-003-0001 Required/Approved Product List

The City Traffic Engineer maintains a list of traffic signal components and products that are either required to be used, or that are pre- approved for use in City of Flagstaff traffic signals. This list is updated as new products and technologies come onto the market. Because of communication, compatibility, and inventory concerns, certain components are specified by manufacturer and model. Alternatives to these components will not be accepted in new signal installations. Additional components are also specified by manufacturer and model. Submittal of components for approval as "equal" to items on the list may require the submittal of additional information or product samples for testing and review before acceptance in a specific signal design. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-003-0001.1 CONTROLLER

A. CONTROLLER SHALL BE NEMA TS2, TYPE TWO. SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE CONTROLLERS.

B. CONTROLLER SHALL BE FULLY COMPATIBLE WITH MAXVIEW ADVANCED TRAFFIC MANAGEMENT SYSTEM SOFTWARE BY INTELIGHT, ALLOWING ALL DATABASE AND CONTROLLER FUNCTIONS TO BE ACCESSED AND SET THROUGH THE MAXVIEW SOFTWARE.

C. CONTROLLER SHALL INCLUDE AT LEAST ONE (1) INTEGRAL ETHERNET PORT FOR CONNECTION TO A LAPTOP OR COMMUNICATIONS NETWORK, AND AT LEAST ONE USB PORT TO UPDATE APPLICATION SOFTWARE, UPLOAD OR DOWNLOAD CONFIGURATION, AND UPLOAD LOGGED DATA.

SECTION 13-16-003-0002 Controller Cabinet

A. Cabinet shall be NEMA TS2, Type One design with all inputs and outputs through BIU interface. The back panel shall include sixteen (16) load switch bays.

- B. The signal cabinet shall be unpainted aluminum, and provided with and mounted on a sixteen (16) inch high aluminum elevator base.
- C. The cabinet shall include a vehicle detection rack to accommodate sixteen (16) channels of detection.
- D. The cabinet shall include a telemetry interface.
- E. The cabinet shall provide mounting for four (4) channels of 3M Opticom preemption.

F. THE CABINET SHALL INCLUDE THE COMPONENTS LISTED BELOW. SEE APPROVED PRODUCTS LIST.

- ONE (1) TYPE 16 MALFUNCTION MANAGEMENT UNIT (MMU) WITH INTEGRATED ETHERNET PORT
- ONE (1) POWER SUPPLY
- FOUR (4) TYPE A DETECTORS (2-CHANNEL)
- THREE (3) BUS INTERFACE UNITS (BIUS)
- EIGHT (8) LOAD SWITCHES
- FOUR (4) FLASH TRANSFER RELAYS
- ONE (1) SOLID STATE FLASHER
- FOUR (4) ANCHOR BOLTS, 8 NUTS, AND 4 FLAT WASHERS
- ONE (1) RAIL-MOUNTED FIBER TERMINATION MODULE WITH 12-POSITION SPLICE HOLDER, 6 FRONT/END-MOUNTED DUPLEX LC/UPC ADAPTERS, AND 12-FIBER PIGTAIL AT LEAST 3 FEET LONG WITH FACTORY-INSTALLED LC/UPC CONNECTORS: MULTILINK FTM-12-LC/UPC-S1 OR APPROVED EQUAL.

F.G. The cabinet shall include a GPS based time clock with digital display, which can supply a momentary dry relay closure to the controller programmable for any half (1/2) hour of the day. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-003-0003 Electrical Service Cabinet

- A. Electrical Service Cabinet.
 1. Shall be a pedestal type, mounted separateLY from the traffic signal cabinet unless otherwise specified.
 2. Shall provide metered ~~numbers~~ 120/240 VAC~~vac~~ power for signal and lighting loads.
 3. Shall include a one hundred (100) amp main disconnect for all underground service conductors.
 4. Shall provide space for a minimum of eight (8) one (1) inch circuit breakers.
 5. Shall be of sufficient size to permit three (3) two (2) inch conduits to enter the customer section of the enclosure.

6. The electrical service cabinet may be combined with the UPS system cabinet and equipment. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-003-0004 Uninterruptable Power Supply System

A traffic signal UPS system shall be supplied IN A SEPARATE CABINET NEXT TO THE CONTROLLER CABINET. The UPS system shall include four (4) batteries of sufficient amp-hour rating to support the continuous full operation of a traffic signal drawing one thousand (1,000) watts for a minimum of four (4) hours; the UPS shall not operate the street lighting. ~~The transfer switch shall be manually operated~~THE UPS SHALL HAVE AN AUTOMATIC TRANSFER SWITCH WITH A MANUAL BYPASS MODE, and accommodate the removal of the system control unit and batteries while the signal is operating on line power. The UPS system shall include provisions for generator operation on a signal including a utility acceptable knife type transfer switch and a NEMA Type L14-30R cord inlet with a LOCKABLE~~walkable~~ cover. THE UPS SHALL INCREASE OR DECREASE VOLTAGE TO MAINTAIN NORMAL OPERATION DURING BROWNOUTS AND POWER SPIKES (BUCK-BOOST FUNCTION) WITHOUT USING BATTERY POWER. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

THE UPS SHALL PROVIDE FOR REMOTE ACCESS VIA SNMP ETHERNET FOR REMOTE PROGRAMMING, MONITORING, AND DATA RETRIEVAL WITH A BUILT-IN WEB BROWSER INTERFACE. IT SHALL INCLUDE REMOTE MONITORING AND ALARM TRANSMISSION CAPABILITIES THROUGH AN ETHERNET RJ45 IP ADDRESSABLE PORT AND AT A MINIMUM TRANSMIT ALARMS FOR 1) INPUT POWER PRESENT (SYSTEM IN STAND-BY MODE); 2) UPS ON BATTERY OPERATION; AND 3) LOW BATTERY CONDITION. UPS SHALL HAVE FULLY PROGRAMMABLE DRY CONTACTS.

SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE UPS SYSTEMS.

SECTION 13-16-003-0005 Pull Boxes

~~Only polymer concrete fiberglass reinforced~~ALL pull boxes, lids and extensions, EXCEPT FOR THE NO. 9 PULL BOX AND COVER, shall be FIBERGLASS REINFORCED POLYMER CONCRETE~~installed~~. Pull box lids, EXCEPT FOR THE NO. 9 PULL BOX, will be marked "Traffic Signal." THE NO. 9 PULL BOX LID SHALL BE MARKED "CITY OF FLAGSTAFF" IN MINIMUM 2-INCH HIGH LETTERS. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-003-0006 Traffic Signal Mounting Assemblies

- A. All mounting assemblies shall be ADOT standard types, manufactured of bronze.
- B. All mounting hardware shall have cast serrations. Serrated locking rings will not be permitted.
- C. ADOT Type II mounts will be used for all overhead signals. Type I mounts will not be permitted. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-003-0007 Traffic Signal Heads and Indications

A. All signal heads shall be shipped fully assembled. Back plates and visors may be packaged and shipped separately for field installation.

B. All signal head back plates shall be made from one (1) piece of anodized flat black sixteen (16) gauge aluminum sheet having a non-louvered, five (5) inch border. BACKPLATES SHALL HAVE A YELLOW RETROREFLECTIVE STRIP TWO (2) INCHES WIDE ALONG THE PERIMETER OF THE FACE TO PROJECT A CONTINUOUS RECTANGULAR APPEARANCE AT NIGHT.

C. All vehicle signals indications shall be light emitting diode (LED) modules, which meet the requirements of ITE VTCSH Standards INCLUDING SUPPLEMENTS. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-003-0008 Pedestrian Signals

All pedestrian signal indications shall be LED countdown type unless otherwise specified. ~~Modules shall have filled, not outlined hand and man displays.~~ Modules shall meet the requirements of ITE VTCSH Standards. ALL PEDESTRIAN SIGNALS SHALL BE ACCESSIBLE PEDESTRIAN SIGNALS (APS). (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-003-0009 ~~Painting and~~ Traffic Signals HARDWARE FINISHES

A. All metal surfaces of traffic signal heads, pedestrian signal heads, push button assemblies and mounting framework shall be pre-treated and electrostatically powder coated flat black.

B. All traffic signal poles, signal mast arms, AND luminaire mast arms SHALL BE GALVANIZED INSIDE AND OUT. ~~and luminaire housings shall be painted Sherwin Williams Drylac RAL6012 or approved equal. Alternative colors may be accepted if approved by the City Engineer.~~

~~C. Prior to painting, poles and mast arms shall be galvanized inside and out. The surfaces to be painted shall be acid washed and cleaned prior to painting. Galvanized coatings on surfaces not being painted shall be protected from the acid wash.~~

~~D.C. SEE STREETLIGHT SPECIFICATIONS FOR luminaire housings FINISH REQUIREMENTS. shall be painted in accordance with ADOT Standard Specifications, Sections 610 and 1002. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~

SECTION 13-16-003-0010 Detection Systems

A. A complete traffic signal video OR MICROWAVE (RADAR) detection system LISTED ON THE APPROVED PRODUCTS LIST shall be installed for vehicle detection.

~~1. A complete system for modifications to existing signalized intersections utilizing NEMA TS1 cabinets shall include cameras, housing (with lens heater), mounting assemblies, cables and fittings, individually fused power supplies for each camera, video processor modules, interface to NEMA TS2 Type 1 controller, and a twelve (12) inch~~

~~black and white monitor for each signal.~~THE DETECTION SYSTEM SHALL PROVIDE FOR LOCAL CONFIGURATION, MONITORING, AND RETRIEVAL OF DATA (WHERE THE SYSTEM LOGS DATA) BY A TECHNICIAN ON SITE. IF THIS FUNCTION IS PROVIDED THROUGH A LAPTOP CONNECTED TO THE SYSTEM ON SITE, IT SHALL BE THROUGH AN ETHERNET CONNECTION. IF THIS FUNCTION IS PROVIDED BY A MEANS OTHER THAN A LAPTOP, A COLOR MONITOR OR INTEGRAL DISPLAY SCREEN SHALL BE PROVIDED TO FACILITATE CONFIGURATION AND MONITORING. THE VIDEO MONITOR PROVIDED SHALL HAVE A 10-INCH TO 12-INCH SCREEN SIZE, MEASURED DIAGONALLY.

2. ~~— A complete traffic signal video detection system for NEMA TS2 installations shall include:~~

a. ~~— A system architecture that fully supports Ethernet networking of system components through a variety of industry standard and commercially available infrastructures that are used in the traffic industry. The data communications shall support direct connect, [modem,] and multi-drop interconnects. Simple, standard Ethernet wiring shall be supported to minimize overall system cost and improve reliability, utilizing existing infrastructure and ease of system installation and maintenance. Both streaming video and data communications shall optionally be interconnected over long distances through fiber optic, microwave, or other commonly used digital communications transport configurations.~~

b. ~~— A system network software application side integrated through a client-server relationship. A communications server application shall provide the data communications interface between as few as one (1) to as many as hundreds of machine vision processor (MVP) sensors and a number of client applications. The client applications shall either be hosted on the same PC as the communications server or may be distributed over a local area network of PCs using the industry standard TCP/IP network protocol. Multiple client applications shall execute simultaneously on the same host or multiple hosts, depending on the network configuration. Additionally, a web-browser interface shall allow use of industry standard Internet web browsers to connect to MVP sensors for setup, maintenance, and playing digital streaming video.~~

c. ~~— Video system hardware shall consist of three (3) components: (1) a color, 22x zoom, MVP sensor, (2) a modular cabinet interface unit, (3) a communication interface panel. Additionally, an optional personal computer (PC) shall host the server and client applications that are used to program and monitor the system components. The real-time performance shall be observed by viewing the video output from the sensor with overlaid flashing detectors to indicate the current detection state (on/off). The MVP sensor shall optionally store cumulative traffic statistics internally in nonvolatile memory for later retrieval and analysis.~~

(1) ~~— The MVP shall communicate to the modular cabinet interface unit via the communications interface panel and the software applications using the industry standard TCP/IP network protocol. The MVP shall have a built-in, Ethernet ready, Internet Protocol (IP) address and shall be addressable with no plug-in devices or converters required. The MVP shall provide standard MPEG-4 streaming digital video. Achievable frame rates shall vary from five (5) to thirty (30) frames/sec as a function of video quality and available bandwidth. The MVP sensor embedded~~

~~software shall incorporate multiple applications that perform a variety of diagnostic, installation, fault tolerant operations, data communications, digital video streaming, and vehicle detection processing. The detection shall be reliable, consistent, and perform under all weather, lighting, and traffic congestion levels. An embedded web server shall permit standard Internet browsers to connect and perform basic configuration, maintenance, and video streaming services.~~

~~(2) There shall be a suite of client applications that reside on the host client/server PC. The applications shall execute under Microsoft Windows XP, Vista or Windows 7. Available client applications shall include the following: master network browser, configuration setup, operation log, software install, streaming video player, data retrieval, and communications server functions.~~

~~(3) The modular cabinet interface unit shall communicate directly with up to eight (8) MVP sensors and shall comply with the form factor and electrical characteristics to plug directly into a NEMA type C or D detector rack providing up to thirty-two (32) inputs and sixty-four (64) outputs or a one hundred seventy (170) input file rack providing up to sixteen (16) contact closure inputs and twenty-four (24) contact closure outputs to a traffic signal controller.~~

~~(4) The communication interface panel shall provide four (4) sets of three (3) electrical terminations for three (3) wire power cables for up to eight (8) MVP sensors that may be mounted on a pole or mast arm with a traffic signal cabinet or junction box. The communication interface panel shall provide high-energy transient protection to electrically protect the modular cabinet interface unit and connected MVP sensors. The communications interface panel shall provide single-point Ethernet connectivity via RJ45 connector for communication to and between the modular cabinet interface module and the MVP sensor.~~

2. THE DETECTOR SYSTEM SHALL BE IP ADDRESSABLE AND PROVIDE ACCESS VIA SNMP ETHERNET FOR REMOTE CONFIGURATION, MONITORING, AND DATA RETRIEVAL FROM A TRAFFIC MANAGEMENT CENTER (TMC) WITH A WEB BROWSER INTERFACE BUILT INTO THE DETECTION SYSTEM.

3. VIDEO SYSTEMS SHALL INCLUDE A HEATER TO KEEP THE LENS AND HOUSING WINDOW OF EACH CAMERA CLEAR OF SNOW AND ICE.

4. ALL SOFTWARE, MOUNTING ASSEMBLIES, CABLES, FITTINGS, CONNECTORS, POWER SUPPLIES, FUSES, LIGHTNING PROTECTION, AND ANY OTHER HARDWARE OR DEVICES NEEDED FOR A COMPLETE, FUNCTIONING INSTALLATION SHALL BE INCLUDED.

5. THE DETECTOR SYSTEM SHALL SUPPORT A TS2 TYPE 1 SDLC INTERFACE WITH A STANDARD NEMA TS2 SDLC CABLE, AND SUPPORT UP TO 64 DETECTOR OUTPUTS AND 32 INPUTS.

6. THE DETECTOR SHALL BE ABLE TO CONNECT TO A WIRED INPUT/OUTPUT CARD, WHICH SUPPORTS WIRED I/O IN CABINETS WITHOUT SDLC CAPABILITY.

7. THE DETECTOR SYSTEM SHALL INCLUDE AT LEAST ONE USB PORT THROUGH WHICH SYSTEM AND APPLICATION SOFTWARE CAN BE REINSTALLED AND UPDATED.

B. The City Traffic Engineering Section may require the installation of inductive loop detectors, due to special conditions.

1. All inductive presence detection loops shall be quadrupole design.
2. Preformed loop detectors are preferred, however, cut in place loops shall be considered when appropriate.
3. Standard loop configuration shall be:
 - a. Left turn lanes require a six-FOOT (6') by forty-FOOT (40') front loop and a six-FOOT (6') by twenty-FOOT (20') rear loop separated by twelve (12) feet.
 - b. Through and right turn lanes require a six-FOOT (6') by fifty-FOOT (50') loop.
 - c. Bike lanes require a three-FOOT (3') by ten-FOOT (10') loop.
 - d. High-speed approaches may require one (1) OR more six-FOOT (6') by six-FOOT (6') square advance extension loops per lane.
4. Loop detector amplifiers shall be two (2) channel units with programmable extension and delay timing.

C. Pedestrian push button stations shall be ADOT Type 2 design and shall be ADA compliant. Buttons shall utilize PEIZO-electric switching and provide visual and audible indications of activation.

~~D. Single channel dual detection Global Traffic Technologies Opticom EVP detectors shall be installed on all approaches. Detectors shall be installed on a band-on mounting bracket. GTT Opticom cable shall be utilized. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~

**Division 13-16-004
Signal Construction**

Sections:

13-16-004-0001	General
13-16-004-0002	Damage to Signal Equipment
13-16-004-0003	Controller Cabinet
13-16-004-0004	Construction Procedure, Scheduling, and Inspection
13-16-004-0005	Activation
13-16-004-0006	Documentation and Warranties

SECTION 13-16-004-0001 General

- A. The location of utilities shown on plans is approximate and not all utilities may be shown. The contractor is responsible, in accordance with Section 730-6 of the ADOT Standard Specifications, for contacting all utilities for exact location prior to excavation.
- B. The contractor shall be responsible for the ~~Blue Stake 811~~ locatiNGen of underground signal utilities until final acceptance.
- C. The contractor shall maintain a safe and secure worksite during working and nonworking hours. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-004-0002 Damage to Signal Equipment

- A. The contractor shall immediately report any damage to traffic signal equipment to the City Inspector.
- B. Costs related to the repair or replacement of damaged traffic signal equipment as a result of the contractor's negligence shall be borne by the contractor.
- C. Damage to traffic signal equipment, including controller cabinet and equipment, detection loops, pull boxes, conduit, wire and cables, poles, mast arms, signal heads or related equipment as a result of project work is the responsibility of the contractor. Damage shall be repaired by an IMSA certified Traffic Signal TECHNICIAN Level II ~~Technician~~. A City of Flagstaff Traffic Signal Technician shall inspect these repairs.
1. A signal cannot be dark for more than one (1) hour.
 2. A signal cannot remain in flash for more than four (4) hours.
 3. Damaged detection loops shall be replaced within two (2) weeks unless the City agrees in writing to a longer period.
 4. Video detection and pedestrian detection shall be repaired within twenty-four (24) hours.
 5. A loss of communications shall be repaired within twenty- four (24) hours.

D. If the contractor cannot respond, or cannot complete the repairs within the specified time, the City of Flagstaff Traffic Signal Shop ~~will~~ MAY complete repairs. The contractor shall be charged for these repairs. The amount charged for each repair shall be the greater of either the actual accumulated charge for employee time, materials and equipment, or the mobilization cost of a two (2) person crew with service truck for two (2) hours plus materials and equipment. Charges for employee time shall include City overhead costs. Materials will be billed at replacement cost, including taxes and freight. Equipment rates will be based upon the most recent schedule of equipment rental rates for force account work, as approved by the Arizona Department of Transportation.

E. If there is a problem with a traffic signal that is not the result of the contractor's or a subcontractor's work, the City of Flagstaff Signal Shop will respond. If it is determined that the contractor's work caused the problem, the contractor shall pay all costs of the repair work as described above. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-004-0003 Controller Cabinet

A. The traffic signal controller cabinet and all controller equipment shall be delivered to the City of Flagstaff Traffic Signal Shop, ~~500 N. Aztec Street~~ 3200 W. ROUTE 66, FLAGSTAFF, AZ 86001, for testing and inspection a minimum of two (2) weeks before expected installation. ~~CABINET SHALL COMPLY WITH~~ Modify -ADOT Standard Specification 734-2.01 MODIFIED to change all references from the Department to the City of Flagstaff. Contact the ~~Senior~~ Signal SHOP Technician at 928-~~213-2175774-0840~~ to schedule delivery.

B. After testing is complete, the contractor shall pick up, transport, and install the cabinet at the intersection. The City Signal Technician will connect all wiring inside the control cabinet. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-004-0004 Construction Procedure, Scheduling, and Inspection

A. At least one (1) International Municipal Signal Association (IMSA) certified Traffic Signal TECHNICIAN Level II ~~technician~~ shall be on site during all traffic signal work. Prior to the start of construction, the contractor shall provide the City with a list of IMSA certified personnel. If a job site inspection reveals that a certified technician is not on site, the job will be shut down.

B. AT LEAST ONE FIBER OPTIC TECHNICIAN CERTIFIED IN OUTSIDE PLANT INSTALLATION BY THE FIBER OPTIC ASSOCIATION, INC. (FOA) OR THE ELECTRONICS TECHNICIANS ASSOCIATION, INTERNATIONAL (ETA) SHALL BE ON SITE DURING AND OVERSEE ALL FIBER OPTIC WORK. TECHNICIAN CERTIFICATION SHALL COVER INSTALLATION OF OUTSIDE PLANT FIBER OPTIC CABLE, CONNECTOR INSTALLATION, SPLICING, TESTING, TROUBLESHOOTING, AND DOCUMENTATION.

~~B-C.~~ The contractor shall work with the City's assigned off-site inspector regarding inspections, material and other project-related issues. A City traffic signal technician will provide technical support to the off-site inspector.

~~C-D.~~ Contractor requests for inspection shall be submitted twenty-four (24) hours prior to the requested inspection.

~~D.E.~~ Construction inspections shall include, but are not limited to, the following:

1. A field meeting prior to project start.
2. Before backfilling trenches and boring pits, and before covering conduit.
3. Before filling pull box excavations with aggregate.
4. Before excavating pole and cabinet foundations.
5. When pole foundations are ready for concrete.
6. When placing concrete for foundations.
7. After installation of the electrical service cabinet.
8. After installation of the signal cabinet.
9. Before above-ground construction begins.
10. Prior to drilling signal poles for mounting hardware.
11. Pre-turn-on inspections to verify signal completion and operation.
12. Prior to placement of permanent signing and pavement markings.

~~E.F.~~ THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AN OVER-THE-COUNTER ELECTRICAL PERMIT AND PAYING ALL PERMIT FEES. The electrical service cabinet shall be inspected and approved by the City electrical inspector prior to a request for APS service connection. The City will supply a street address for electrical billing.

~~F.G.~~ The contractor shall be responsible for contacting, and coordinating with APS, and for meeting all service connection requirements.

~~G.H.~~ The placement of loop detectors shall be field verified before installation.

~~H.I.~~ Cut in place loop detectors shall be tested in accordance with ADOT specifications. Detectors not passing this inspection will not be accepted.

~~I.J.~~ The contractor shall have all above-ground equipment on site before beginning any of the above-ground installation. Once above-ground work begins, it shall proceed continuously, until testing reveals the installation is ready for the turn-on to be scheduled.

~~J.K.~~ Erection of the traffic signal supports shall not begin until:

1. The signal cabinet has been shop-tested and installed.
2. The electrical service cabinet has been installed and energized.

~~K.L.~~ Above-ground construction procedure:

1. All traffic signal and pedestrian heads will be "bagged" as they are installed. Proposed material for signal bagging shall be included with material submittals for approval. Signal or pedestrian heads bagged with unapproved materials shall be removed immediately until approved bagging material is available. The bagging material will not be removed until the signal turn-on has begun.
2. Install signal poles and luminaire mast arms.
3. Install signal mast arms and heads for stop-sign-controlled approaches. Signal mast arms shall not be installed for nonstop-controlled approaches at this time.
4. Install all underground wire and cable.
5. Install and wire pole mounted signal hardware, vehicle and pedestrian signal indications, pedestrian push buttons, and video detection equipment.
6. Test all pole mounted equipment in the presence of the inspector. When all foundation grounds, wiring, vehicle and pedestrian indications, vehicle and pedestrian detection, and street lighting have been tested trouble-free, the intersection will be scheduled for turn on.
7. On the scheduled date for turn on, remaining signal mast arms and heads shall be installed. All vehicle and pedestrian indications, vehicle and pedestrian detection will again be tested in the presence of a City Inspector. Following a test, which reveals no malfunctions, the signal will immediately be turned on. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-004-0005 Activation

- A. Normally, turn on will be without an extended flashing period. The contractor shall provide a police officer to control traffic throughout the turn-on process, unless alternate traffic control is submitted and approved by the City Traffic Engineering Section prior to the scheduled turn-on.
- B. Appropriate short-term advance construction traffic control signage warning of the new signal and change in traffic control shall be included in the design. "TRAFFIC SIGNAL AHEAD" signage shall be placed during the hour immediately before turn-on and taken down thirty (30) days after turn-on, unless directed otherwise by the City Traffic Engineering Section. Signs may be preplaced and covered until signal activation.
- C. Permanent pavement markings **AND SIGNS** specific to the operation of the traffic signal such as stop bars, lane use markings, signal ahead signs, or other notifications shall not be installed more than twenty-four (24) hours prior to signal turn-on, but must be installed within one (1) hour after turn-on, unless otherwise directed by the City Traffic Engineer. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

SECTION 13-16-004-0006 Documentation and Warranties

A. Prior to final acceptance, the contractor shall document and provide to the City the following documentation:

1. Construction plans – one (1) copy in digital format (.dwg).
2. Signal cabinet plans – three (3) printed copies, one (1) mylar copy, and one (1) copy in digital format (.dwg).
3. As-built plans - three (3) printed copies and one (1) mylar copy.
4. Operation and maintenance manuals for all traffic signal equipment and systems shall be provided in printed and digital format (.pdf).

B. The contractor shall provide and document the following warranties, effective from the date of final acceptance:

1. Five (5) years for the traffic signal controller and traffic signal LED modules.
2. One (1) year for all other equipment, materials, and labor, including settlement of trenches. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

**Division 13-16-005
Traffic Signs**

Sections:

- 13-16-005-0001 Traffic Signs**
- 13-16-005-0002 TRAFFIC SIGNAL SignS Installation**

SECTION 13-16-005-0001 Traffic Signs

A. ~~Pedestrian push button signs shall be R10-3eAZ (Arizona Manual of Approved Signs to match the pedestrian signal display.~~ TRAFFIC SIGNS SHALL BE INSTALLED ON SQUARE TUBE POST IN ACCORDANCE WITH ADOT SIGNING AND MARKING STANDARD DRAWINGS DETAIL S-1, AND CITY OF FLAGSTAFF STANDARD ENGINEERING DETAIL 16-05-030. MATERIALS SHALL MEET THE REQUIREMENTS OF ADOT STANDARD SPECIFICATION 607. ALL SIGN BLANKS SHALL BE ONE-EIGHTH (0.125) GAUGE ALUMINUM, IN ACCORDANCE WITH ADOT STANDARD SPECIFICATION 608-2.07. ALL SIGNS SHALL UTILIZE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO COMPLY WITH MUTCD RETROREFLECTIVITY STANDARDS.

B. ~~City of Flagstaff Standard Engineering Details 16-05-010 and 16-05-020, Street Name Signs, shall be mounted on each pole mast arm in accordance with ADOT Standard Drawing S-9. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~ EXISTING SIGNS AND POSTS, WHICH ARE DISTURBED BY A PROJECT, SHALL BE REPLACED WITH NEW HIP SIGNS AND SQUARE TUBE POSTS. EXISTING SIGNS AND POSTS SHALL NOT BE RELOCATED, BUT SHALL BE SALVAGED TO THE CITY.

C. STREET NAME SIGNS, OTHER THAN AT SIGNALIZED INTERSECTIONS, SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH CITY OF FLAGSTAFF ENGINEERING DETAILS 16-05-010 AND 16-05-030.

SECTION 13-16-005-0002 TRAFFIC SIGNAL SignS Installation

A. ~~Traffic signs shall be installed on square tube post in accordance with ADOT Signing and Marking Standard Drawings Detail S-1. Materials shall meet the requirements of ADOT SS 607. All sign blanks shall be one-eighth (0.125) gauge aluminum, in accordance with ADOT SS 608-2.07. All signs shall utilize high intensity prismatic sheeting to comply with M.U.T.C.D. retroreflectivity standards.~~ PEDESTRIAN PUSH BUTTON SIGNS SHALL BE R10-3E(L, R, OR LR)AZ (ARIZONA MANUAL OF APPROVED SIGNS) TO MATCH THE PEDESTRIAN SIGNAL DISPLAY UNLESS OTHERWISE SPECIFIED.

B. ~~Existing signs and posts, which are disturbed by a project, shall be replaced with new HIP signs and square tube posts. Existing signs and posts shall not be relocated, but shall be salvaged to the City.~~ STREET NAME SIGNS, IN ACCORDANCE WITH CITY OF FLAGSTAFF STANDARD ENGINEERING DETAIL 16-05-020, SHALL BE MOUNTED ON EACH POLE MAST ARM IN ACCORDANCE WITH ADOT STANDARD DRAWING S-9 EXCEPT THAT THE MOUNTING BRACKETS SHALL BE POLE CAT BRACKETS BY XCESSORIES SQUARED DEVELOPMENT & MFG., INC. OR APPROVED EQUAL. (Ord. 2017-22, Rep&ReEn, 0705/2017)

**Division 13-16-006
Pavement Markings**

Sections:

- 13-16-006-0001 Longitudinal Pavement Markings**
- 13-16-006-0002 Transverse Markings, Symbols, and Legends**

SECTION 13-16-006-0001 Longitudinal Pavement Markings

- A. ~~Permanent Markings.~~ Permanent pavement markings shall be installed in accordance with ADOT Standard Specification 708.
- B. ~~Temporary Markings.~~ Temporary longitudinal pavement markings, when approved, shall be installed in accordance with ADOT Standard Specification 701-3.05.

~~Note: This item of work shall apply to all longitudinal pavement markings and other pavement markings not specified to be preformed plastic. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~

SECTION 13-16-006-0002 Transverse Markings, Symbols, and Legends

~~A. THIS SECTION APPLIES TO SHOULDER MARKINGS, WORD AND SYMBOL MARKINGS, ARROWS, STOP LINES, YIELD LINES, CROSSWALK LINES (OTHER THAN AT ARIZONA SCHOOL CROSSWALKS AS DEFINED IN ARIZONA REVISED STATUTES), SPEED MEASUREMENT MARKINGS, SPEED REDUCTION MARKINGS, SPEED HUMP MARKINGS, PARKING SPACE MARKINGS, AND OTHER SIMILAR MARKINGS.~~

- B. Permanent markings shall be either:
 - 1. Dual component markings (epoxy) ~~shall be~~ installed in accordance with ADOT Standard Specification 709; or
 - 2. Preformed markings installed in accordance with ADOT Standard Specification 705 Type I (may only be used if total project MARKING QUANTITY is less than three hundred (300) square feet).
- C. Temporary markings, when approved, shall be either ~~(two (2) options are):~~
 - 1. Preformed markings installed in accordance with ADOT Standard Specification 705 Type II; or
 - 2. Preformed markings installed in accordance with ADOT Standard Specification 705 Type III.

~~NOTE: This item of work shall apply to all lane use arrows, all transverse pavement markings such as crosswalks and stop bar markings, and all pavement legend markings, except those required for bicycle lanes. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~

DIVISION 13-16-007
FIBER OPTIC CONDUIT

SECTIONS:

13-16-007-0001 FIBER OPTIC NETWORK
13-16-007-0002 FIBER OPTIC CONDUIT

SECTION 13-16-007-0001 FIBER OPTIC NETWORK

A. THE CITY HAS DEVELOPED A FIBER OPTIC NETWORK PLAN TO PROVIDE ROBUST, SECURE, RELIABLE CONNECTIVITY AND COMMUNICATION NEEDED IN DELIVERING PUBLIC SERVICES. THIS NETWORK WILL SERVE COMMUNICATIONS, INTERCONNECTION, AND SYSTEM CONTROL AND OPERATION NEEDS FOR THE TRAFFIC SIGNAL SYSTEM, WATER, AND WASTEWATER SYSTEMS AND TREATMENT PLANTS. IT ALSO WILL SERVE THE EMERGENCY OPERATIONS CENTER, FIRE STATIONS, RECREATION FACILITIES, SENIOR CENTERS, COMMUNITY CENTERS, AND NUMEROUS OTHER FACILITIES THROUGHOUT THE CITY.

SECTION 13-16-007-0002 FIBER OPTIC CONDUIT

A. WHERE STREET OR CITY UTILITY IMPROVEMENTS ARE DESIGNED AND INSTALLED AS PART OF A SUBDIVISION OR LAND DEVELOPMENT PROJECT, OR AS PART OF A CITY CAPITAL PROJECT, AND SUCH PROJECT FALLS ON A LOCATION FOR FUTURE CITY FIBER OPTIC FACILITIES AS IDENTIFIED IN THE CITY FIBER OPTIC NETWORK PLAN, FIBER OPTIC CONDUIT SHALL BE INCLUDED IN THE PROJECT DESIGN AND CONSTRUCTION.

B. THE DESIGN AND CONSTRUCTION OF FIBER OPTIC CONDUIT SHALL COMPLY WITH THE APPLICABLE PORTIONS OF THE FOLLOWING SECTIONS OF THESE ENGINEERING STANDARDS AND SPECIFICATIONS:

- 1. 13-16-001-0001 STANDARDS AND APPLICABLE DOCUMENTS**
- 2. 13-16-002-0002 INTERSECTION DESIGN REQUIREMENTS**
- 3. 13-16-004-0004 CONSTRUCTION PROCEDURE, SCHEDULING, AND INSPECTION**
- 4. ANY OTHER APPLICABLE PORTIONS OF CHAPTER 13-16.**

C. PVC (POLYVINYL CHLORIDE) FIBER OPTIC CONDUIT SHALL COMPLY WITH ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2008, SECTION 732-2.02.

D. PVC CONDUIT AND FITTINGS SHALL COMPLY WITH ASTM D2241.

E. HDPE (HIGH-DENSITY POLYETHYLENE) FIBER OPTIC CONDUIT SHALL MEET ALL OF THE FOLLOWING REQUIREMENTS UNLESS OTHERWISE APPROVED BY THE CITY

TRAFFIC ENGINEER:

1. COLOR SHALL BE ORANGE.
2. MINIMUM SDR (STANDARD DIMENSIONAL RATIO) OF 11.
3. MINIMUM CELL CLASSIFICATION OF PE334470E PER ASTM 3350: STANDARD SPECIFICATION FOR POLYETHYLENE PIPE AND FITTINGS MATERIALS.
4. COMPLY WITH ASTM F2160, STANDARD SPECIFICATION FOR SOLID WALL HIGH DENSITY POLYETHYLENE (HDPE) CONDUIT BASED ON CONTROLLED OUTSIDE DIAMETER.

Summary of Updates to Chapter 13-16 Traffic Signals, Signing, Pavement Markings, and Fiber Optic Conduit

Division 13-16-001: General

- Add references for Intelligent Transportation System (ITS) design guide and standard drawings, which apply to conduit for fiber optic lines.
- Specify latest edition of structural specifications for signal and streetlight poles and arms.
- Update name of board that issues Professional Traffic Operations Engineer certifications.

Division 13-16-002: Signal Design Elements

- Foundation and pull box schedules, and right-of-way and easements to be included on the signal plan. This should encourage the designer to check that all pole and pull-box location requirements are met, and enable plan reviewer to check and verify this.
- Call attention to the requirement that pedestrian pushbuttons be located per the Manual on Uniform Traffic Control Devices (MUTCD) and the Americans with Disabilities Act.
- Clarify where seven-conductor and four-conductor cables need to be installed.
- Update type and size of conduit, and type and spacing of pull boxes for future fiber optic installation.
- Specify how bends in fiber optic conduit are to be accomplished.

Division 13-16-003: Signal Equipment

- Add specification for type of traffic signal controller.
- Include fiber termination module in controller cabinet.
- Update Uninterruptable Power Supply (UPS) specification. UPS is a battery backup system that allows the signal to continue operating during a commercial power outage.
- Add fiber optic pull box to pull box section, and new detail drawing for fiber pull box.
- Include yellow reflective strip on signal backplates.
- Install accessible pedestrian signals in compliance with the ADA.
- Update vehicle detection system section to match current state of the practice.

Division 13-16-004: Signal Construction

- Update Signal Shop address and contact information.
- Require a certified technician for fiber optic installation and splicing.
- Clarify that contractor is responsible for cost of over-the-counter electrical permit.

Division 13-16-005: Traffic Signs

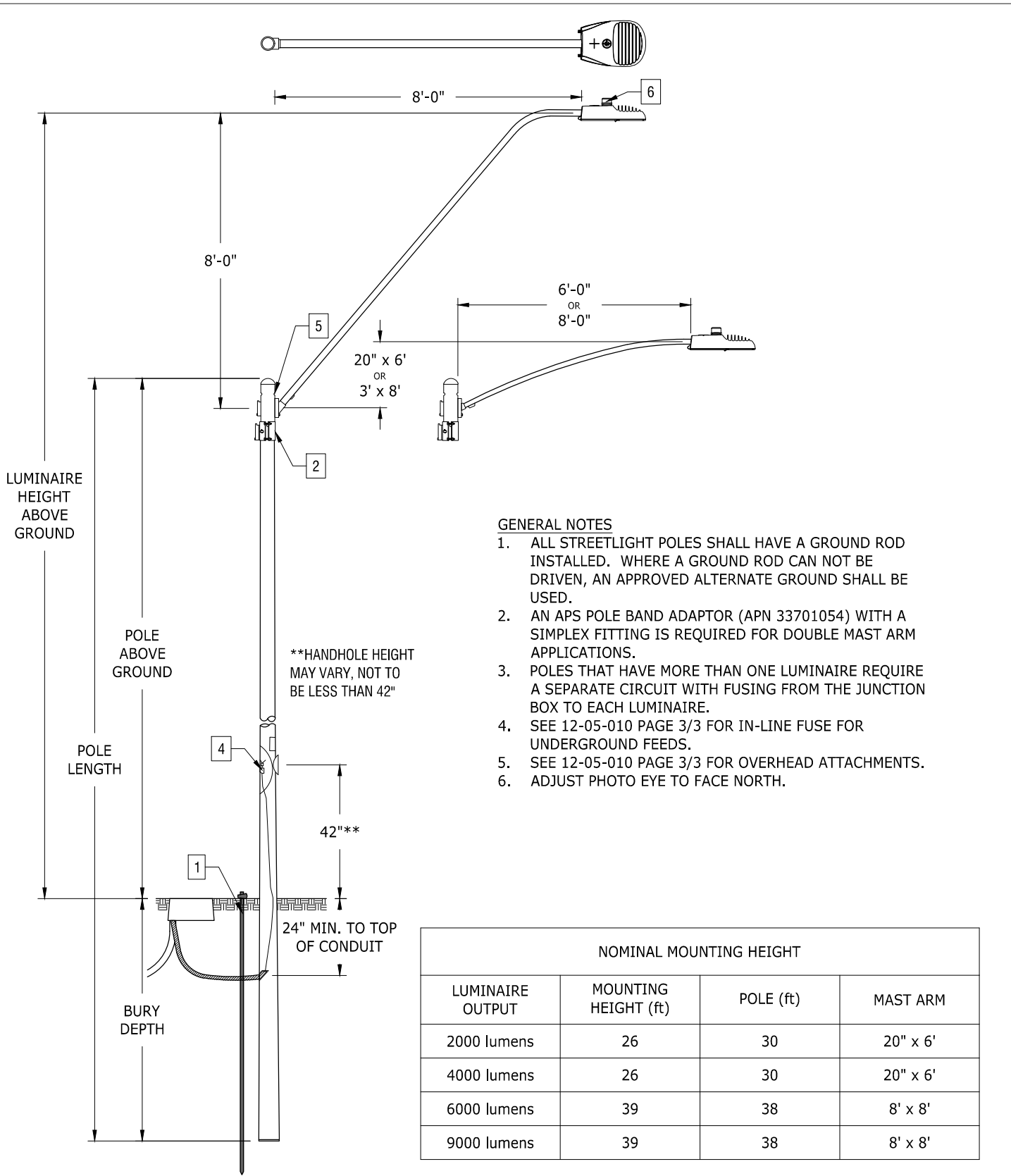
- Reorder section to list general requirements first, followed by requirements for signs at traffic signals.
- Specify use of an improved bracket for mounting street name signs on traffic signal poles and arms.
- New detail drawing for street name sign installation on standard posts.

Division 13-16-006: Pavement Markings

- Clearly define what is included in Transverse Markings, Symbols, and Legends section.
- Edit for consistent format.

Division 13-16-007: Fiber Optic Conduit

- New section for installation of conduit for future fiber optic cables.



City of Flagstaff



ENGINEERING
DETAIL

STREETLIGHT INSTALLATION DETAILS

DETAIL NO.

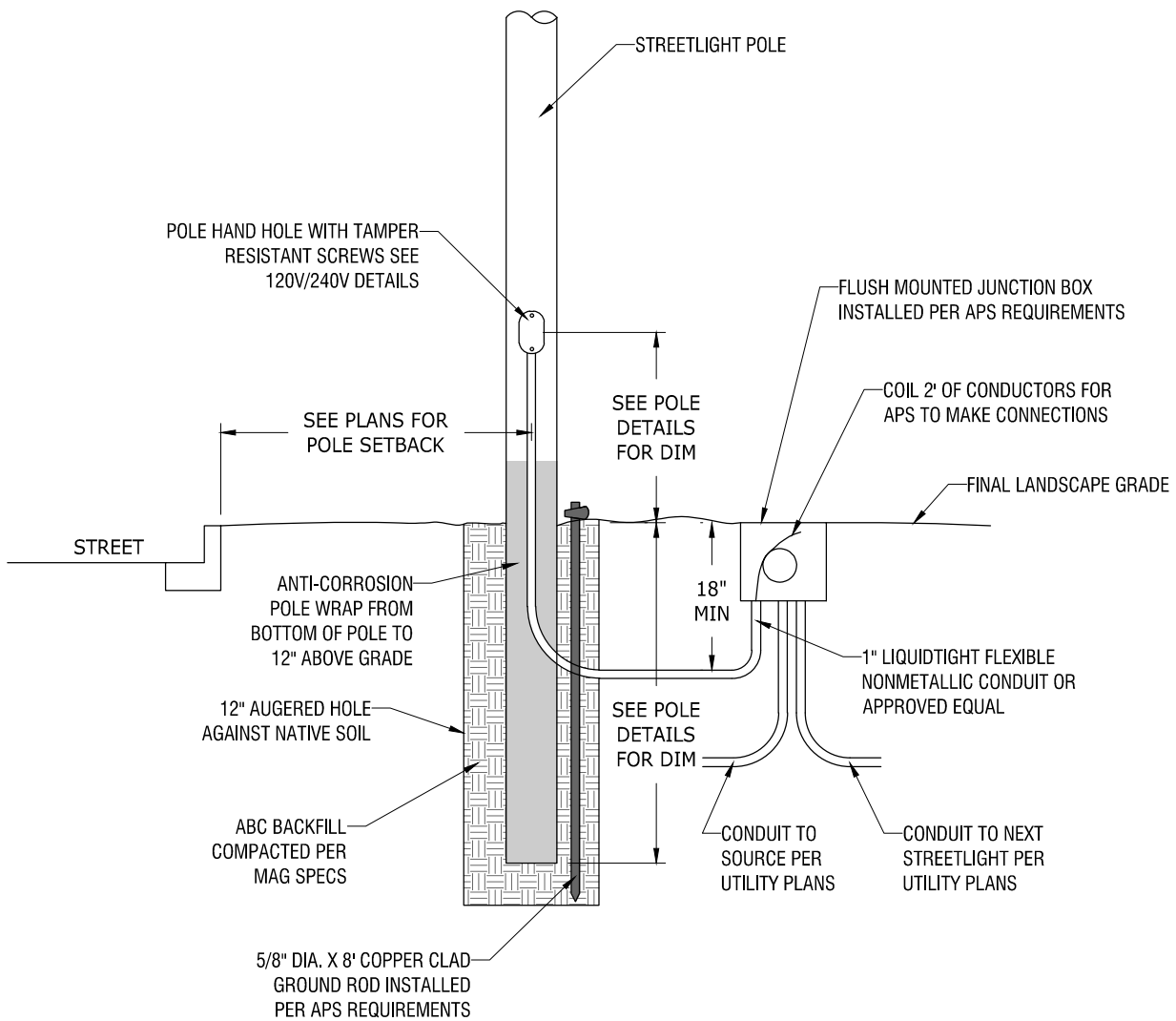
12-05-010

REVISION DATE:

01/22/2020

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City of Flagstaff



ENGINEERING
DETAIL

STREETLIGHT INSTALLATION DETAILS

DETAIL NO.

12-05-010

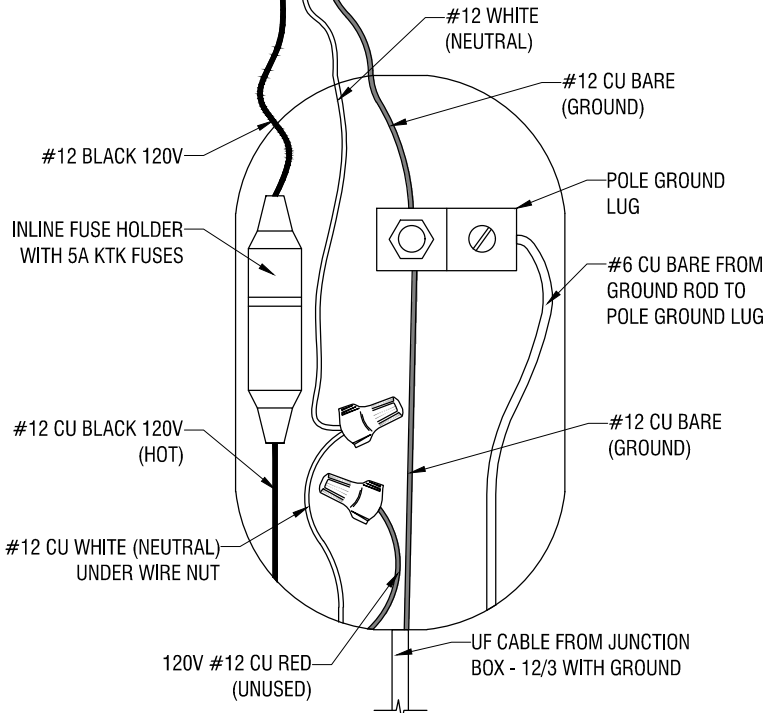
REVISION DATE:

01/22/2020

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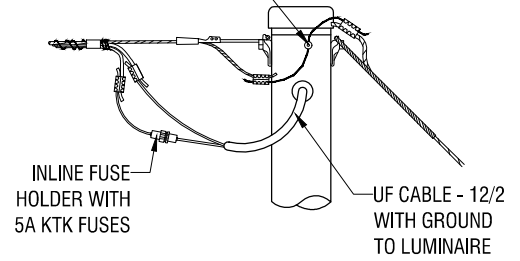
3

UF CABLE - 12/2 WITH GROUND TO LUMINAIRE



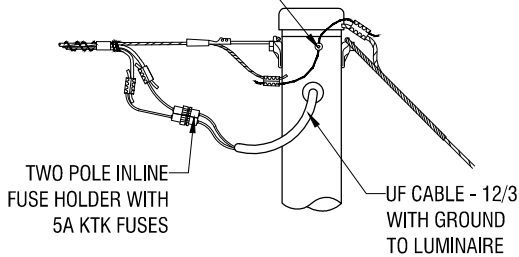
POLE HAND HOLE FUSING AND GROUNDING DETAIL 120V

OVERHEAD ATTACHMENTS MUST BE GROUNDED TO THE STREETLIGHT POLE



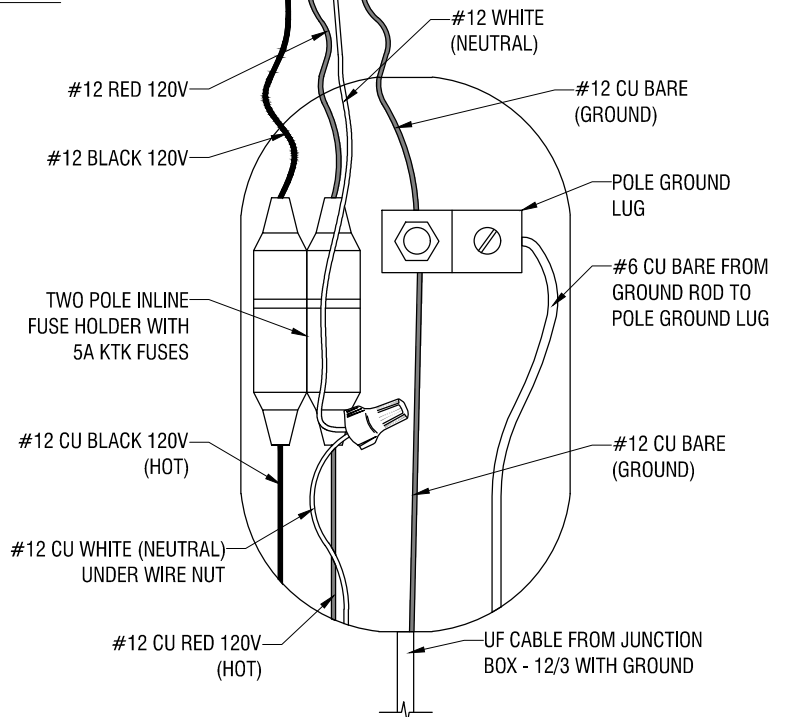
SINGLE FUSE - 120V

OVERHEAD ATTACHMENTS MUST BE GROUNDED TO THE STREETLIGHT POLE



DOUBLE FUSE - 240V

UF CABLE - 12/3 WITH GROUND TO LUMINAIRE



POLE HAND HOLE FUSING AND GROUNDING DETAIL 240V

City of Flagstaff



ENGINEERING
DETAIL

STREETLIGHT INSTALLATION DETAILS

DETAIL NO.

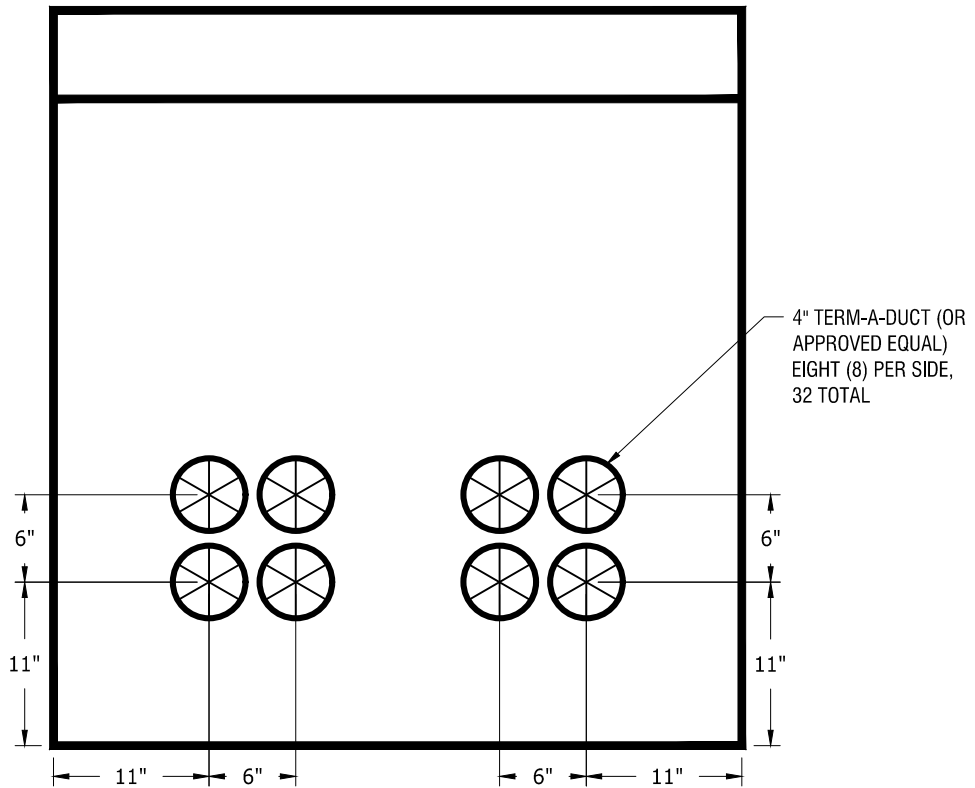
12-05-010

REVISION DATE:

01/22/2020

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SIDE VIEW

GENERAL NOTES

1. PULL BOX SHALL COMPLY WITH ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) STANDARD DRAWINGS FOR NO. 9 PULL BOX WITH MODIFICATIONS NOTED BELOW.
2. EACH SIDE OF PULL BOX SHALL HAVE EIGHT (8) 4" TERM-A-DUCTS (OR APPROVED EQUAL) AS SHOWN ABOVE, TOTAL OF 32 PER BOX.
3. LETTERING ON PULL BOX COVER SHALL BE A MINIMUM OF 2" HIGH AND READ "CITY OF FLAGSTAFF".

City of Flagstaff



ENGINEERING
DETAIL

COF NO. 9 PULL BOX

DETAIL NO.

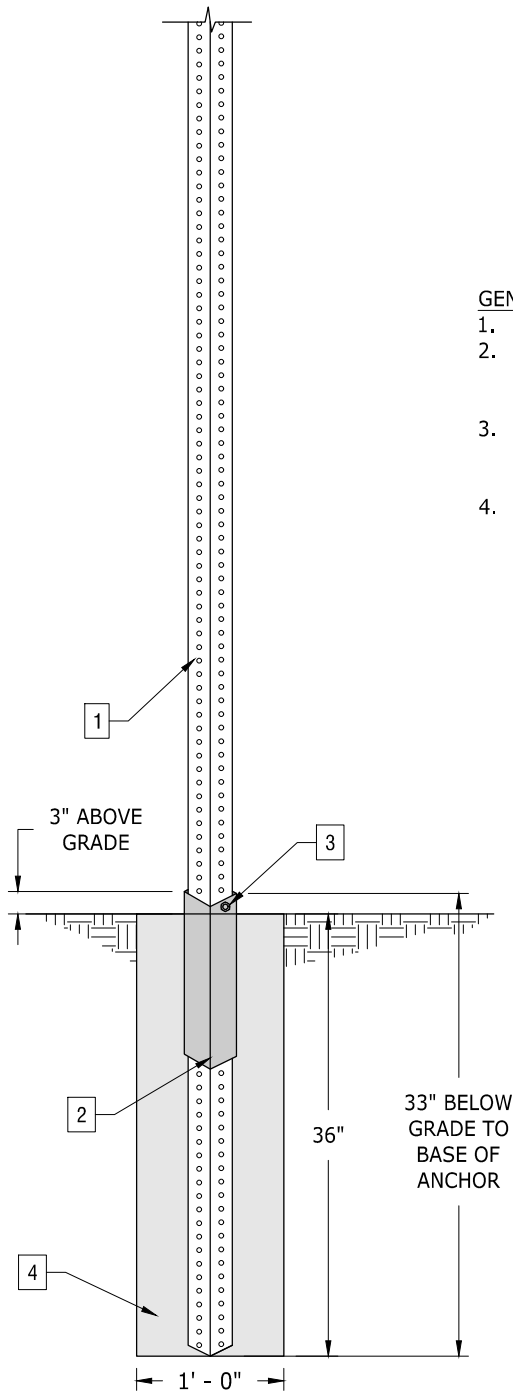
16-03-010

REVISION DATE:

01/22/2020

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GENERAL NOTES

1. POST: PRE-FORMED SQUARE 2" X 2" X 12GA - LENGTH VARIES
2. ANCHOR ASSEMBLY: 2-1/4" X 2-1/4" X 7GA X 36" LONG; SHALL BE WRAPPED IN TWO LAYERS OF DUCT TAPE BEFORE CONCRETE PLACEMENT
3. FASTENER ASSEMBLY: 3/8-16UNC X 3-1/2" LONG CADMIUM PLATED HEX HEAD BOLT WITH LOCKING NUT AND FLAT WASHERS
4. CONCRETE FOUNDATION

City of Flagstaff



ENGINEERING
DETAIL

SIGN POST DETAIL

DETAIL NO.

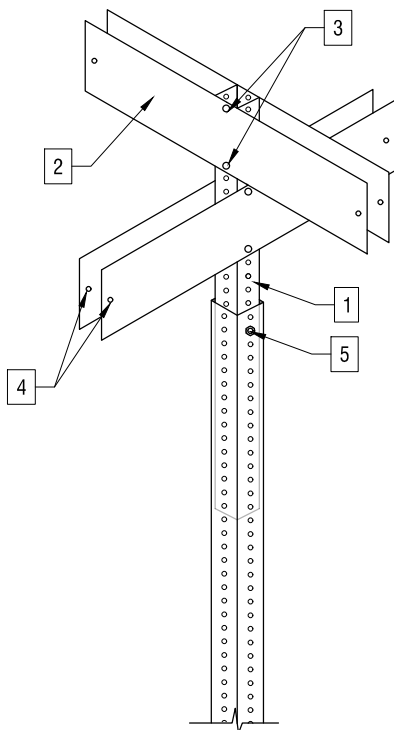
16-05-030

REVISION DATE:

01/22/2020

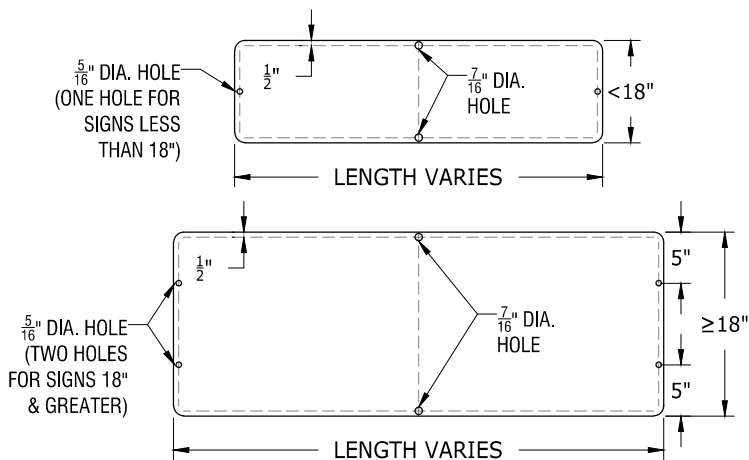
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GENERAL NOTES

1. POST: PRE-FORMED SQUARE 1-3/4" X 1-3/4" X 12GA X 3'0" OR 4'0" NOMINAL LENGTH; TO BE INSERTED A MINIMUM OF 12" INTO 2" X 2" POST FROM DETAIL 16-05-030
2. SIGN BLADE: STREET NAME SIGN, BLANK DETAIL 16-05-010, EACH POST SHOULD HAVE 2, 4, OR 6 SIGNS PER POST.
3. BOLT ASSEMBLY: 5/16" X 3" BOLT, TWO 5/16" WASHERS (BETWEEN HEX BOLT HEAD AND SIGN, AND BETWEEN NUT AND SIGN), 5/16" NYLON LOCK NUT
4. RIVET AND SPACER ASSEMBLY: SIMI FASTENING SYSTEMS PART NO. VCR187-34 1/4" DIA CHERRY MATE RIVET WITH VCS237-1-3/4" LONG HOLLOW TUBE SPACER
5. FASTENER ASSEMBLY: 3/8-16UNC X 3-1/2" LONG CADMIUM PLATED HEX HEAD BOLT WITH LOCKING NUT AND FLAT WASHERS



SIGN BLANK HOLE LAYOUT DETAIL

City of Flagstaff



ENGINEERING
DETAIL

STREET NAME SIGN INSTALL DETAIL

DETAIL NO.

16-05-040

REVISION DATE:

01/22/2020

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Engineering Standard Updates



August 25, 2020

Street Lighting

Summary of Updates to
Chapter 13-12





Street Lighting to Enhance Dark Skies



• SLEDS project timeline

- Limited Field Testing – 89 North, West Street... - 2013
- Dark Skies Conference – ‘Blinded by the Light’ – August 2014
- SLEDS
 - IGA with ADOT - Spring 2015
 - Hired Monrad Engineering - Fall 2015
 - FMPO – Surface Transportation Program funding
 - Cityscape – Spring 2018
 - Test Fixtures – Spring 2018
 - Public Survey and Neighborhood Door Hangars – Summer 2018
 - Lighting Tour – Summer 2018
 - arsTECHNICA article, NPR interview – Fall 2019
 - City Council Work Sessions: May 2017, March 2018, August 2019, August 2020
 - Engineering Standards Adoption – September 2020

ars TECHNICA BIZ & IT TECH SCIENCE POLICY CARS GAMING & CULTURE STORE

SHINE ON YOU CRAZY DIODE —

How Flagstaff, Arizona, switched to LEDs without giving astronomers a headache

The bluish light is efficient but worse for preserving dark skies.

SCOTT K. JOHNSON - 10/22/2019, 10:01 AM



Scott K. Johnson

Enlarge / A couple of different types of dark-sky-friendly LED streetlights.



LED Lighting Equipment

Low Pressure Sodium to LED

- The Amber LED solution for Flagstaff:
 - Narrow Band Amber replaces Low Pressure Sodium and High Pressure Sodium
 - New construction and most retrofit locations
 - LEDs provide better optical distribution
 - More uniform light on the ground
 - Reduced light output per fixture – opportunity and constraint
 - Comparable power consumption across the City
 - Total Lumen reduction across the City
 - Future options – dimming, remote monitoring...



Residential Roadway Lighting

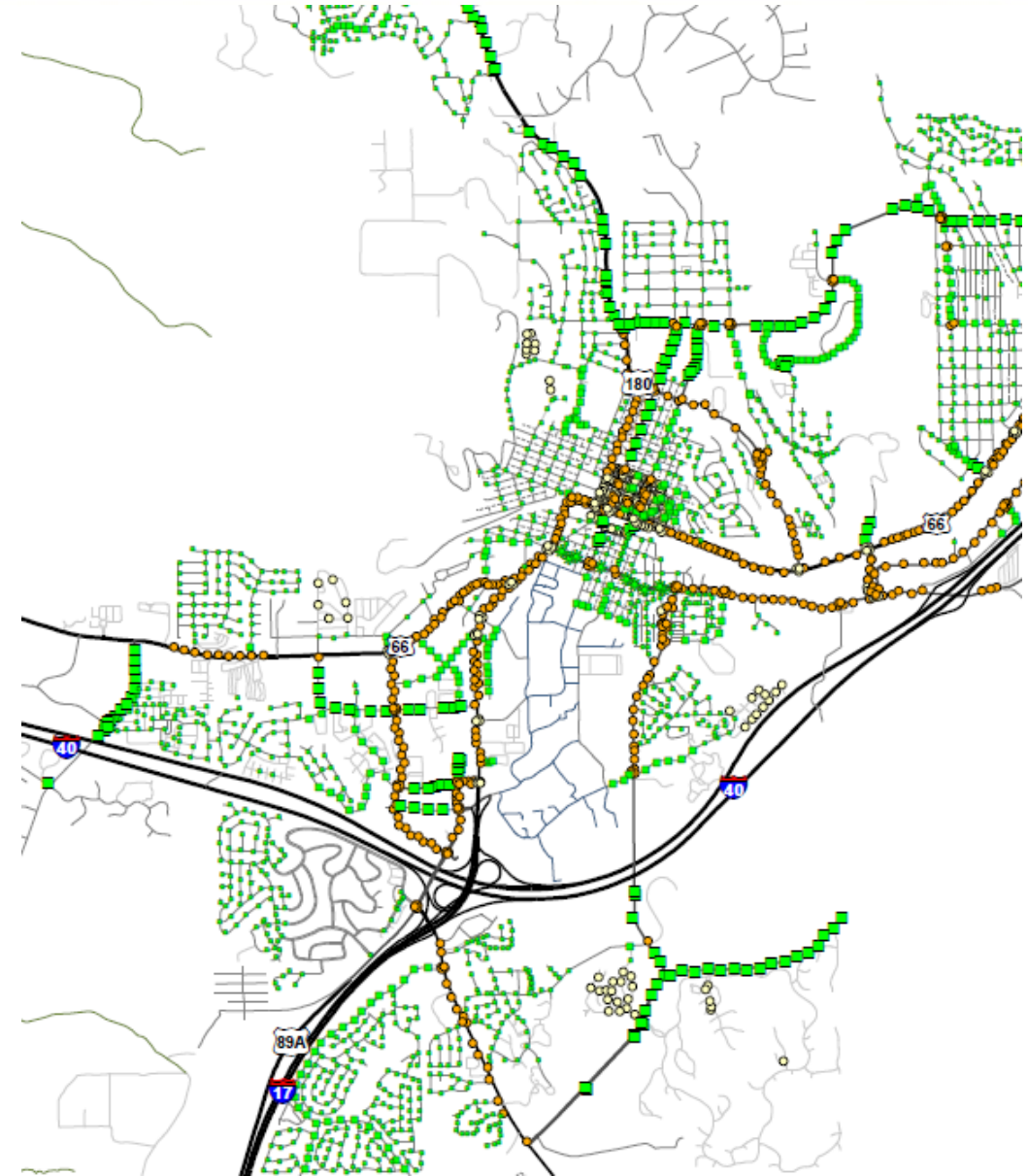
- Existing standard requires 300' pole to pole spacing
 - With emphasis on hazards such as curves, intersections and end of road conditions
- Proposed Standard
 - Urban areas – 300' spacing
 - Rural and Suburban
 - Lighting only at intersections with higher roadway types
 - Exception may be granted with acceptance of 20 year O&M agreement





Planned Retrofit

- Detailed review by the SLEDS team of all 3500 existing fixtures
- Existing pole and underground infrastructure is maintained
- Funding is allocated through Proposition 419
 - \$8.5 million over 7 years
- Mapping defines the translation from existing High Pressure Sodium and Low Pressure Sodium to Narrow Band Amber and Phosphor Converted Amber
- Green = Narrow Band Amber
 - All of the minor streets plus some major streets
- Orange = Phosphor Converted Amber
 - Subset of the major streets



Requested Modifications to Existing System

- A step by step process for requests for modification to the existing street lighting system.
- This code addition closely follows current internal processes.



LED Lighting



Traffic Signals, Signing, Markings, & Fiber Optic Conduit

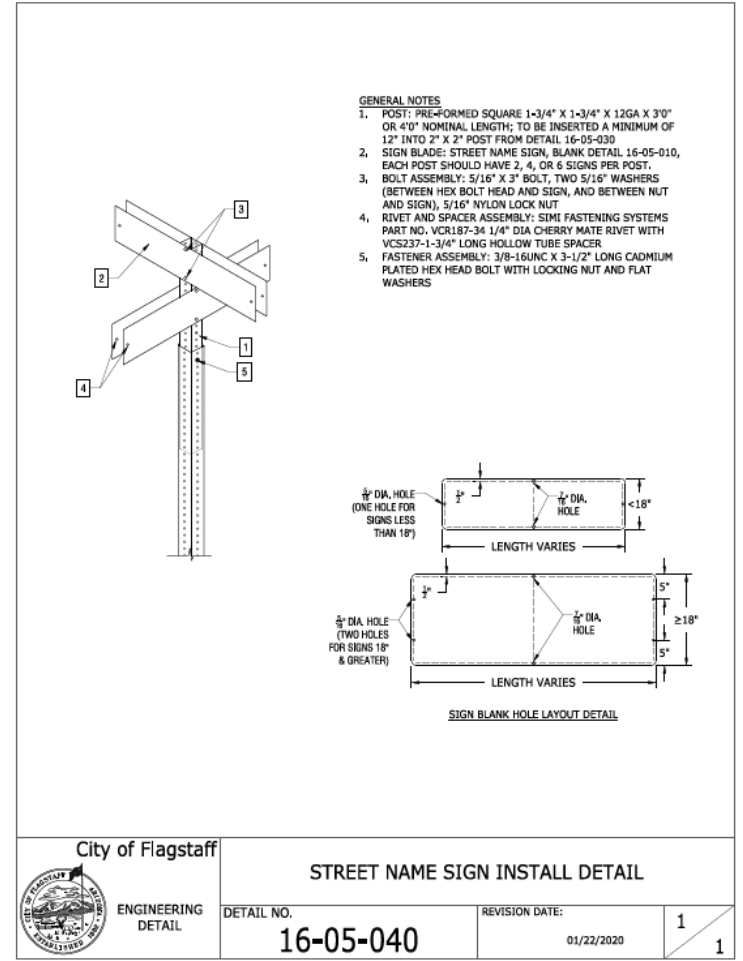
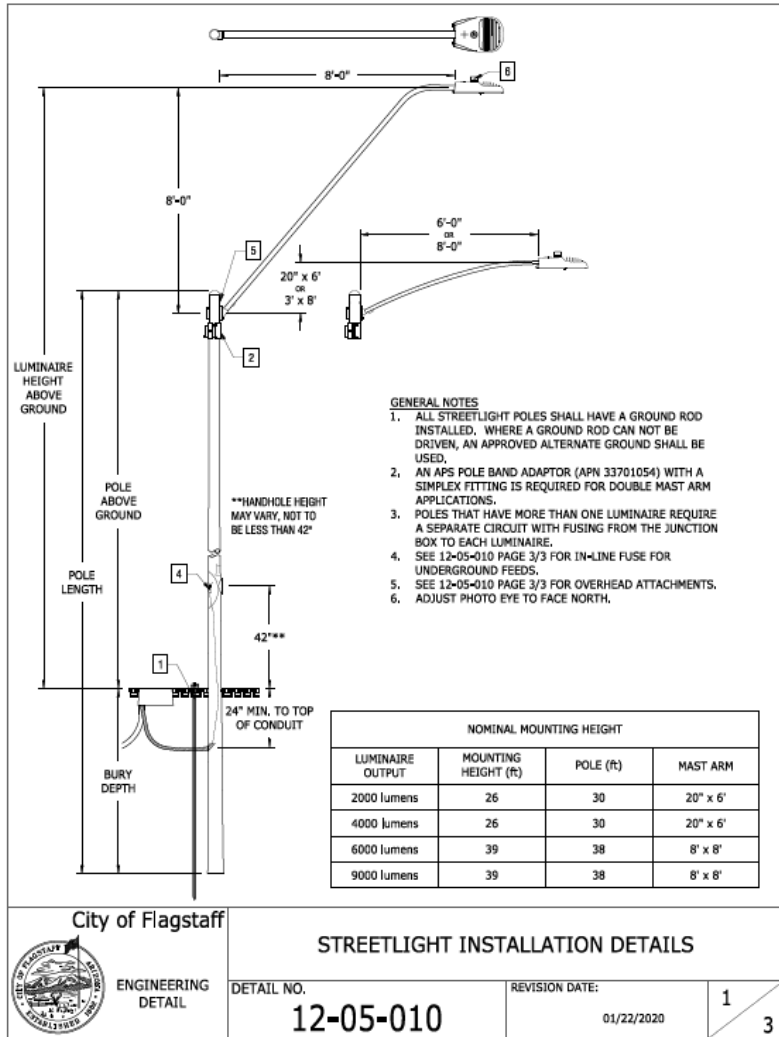
Summary of Updates to
Chapter 13-16





Traffic Signing and Marking

- Streetlight detail
- Street Name sign detail
- Symbols, Legends and Markings





Signal Design and Equipment

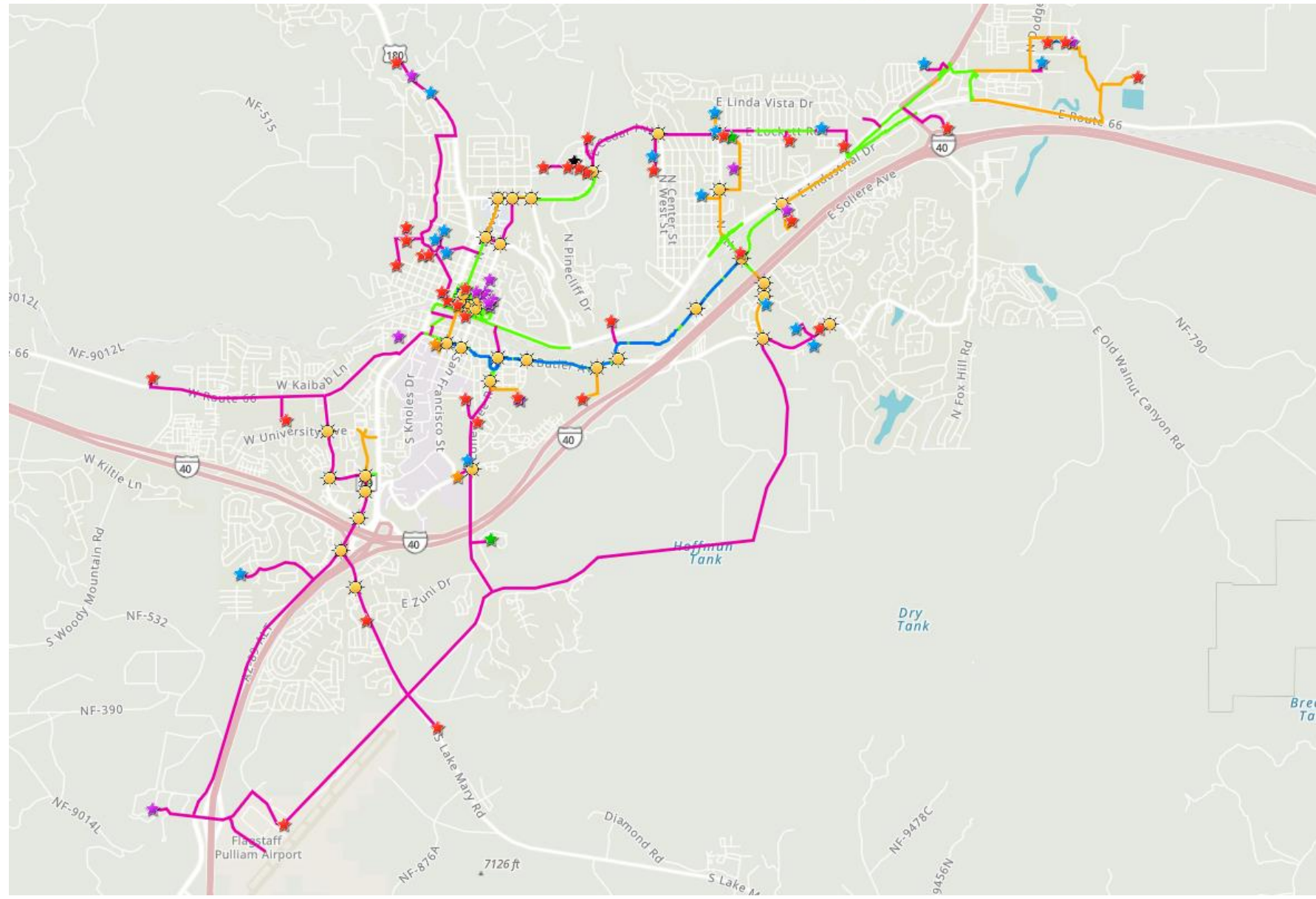
- Specifications for traffic signal controllers
- Fiber Optic termination modules
- Update Uninterruptable Power Supply (UPS) specification
- Accessible Pedestrian Signals (APS) specification
- Update vehicle detection system specification





Fiber Optic Network

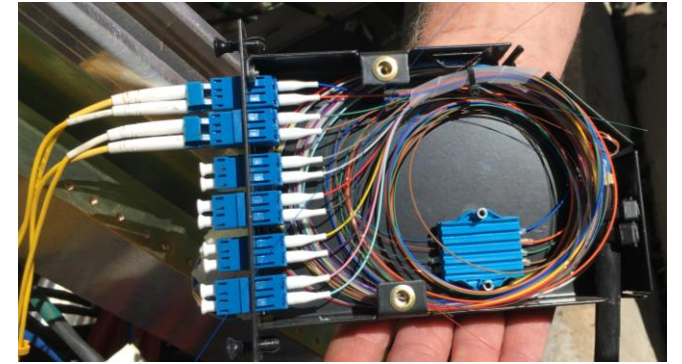
- City fiber optic network end users:
 - City Traffic Signals
 - City Well Sites
 - City Libraries
 - USGS Campus
 - Fire Stations
 - Public Works Yard
 - Utility Sites
 - Housing Sites



Fiber Optic Standards

City Fiber Optic Master Plan

- Mapping
- Details
- Pull boxes
- Conduit bends
- Specifications
 - Number and type of strands
 - Type and size of conduit
 - Terminations



Street Lighting, Signals, Markings and Fiber Optics

**Summary of Updates to
Chapter 13-12 & 13-16
Questions?**



CHAPTER 13-12
STREET LIGHTING

Divisions:

- 13-12-001 ~~General~~ STREET LIGHTING OBJECTIVES
- 13-12-002 Lighting Required FOR NEW AND REDEVELOPMENT
- 13-12-003 Lighting Layout REQUIREMENTS
- 13-12-004 Pedestrian Lighting
- 13-12-005 Street Light Equipment
- 13-12-006 Plan Submittals
- 13-12-007 REQUESTED Modifications to the Existing System
- 13-12-008 Repair and Replacement

Division 13-12-001
General STREET LIGHTING OBJECTIVES

Sections:

13-12-001-0001 STREET LIGHTING OBJECTIVES ~~General~~

13-12-001-0001 STREET LIGHTING OBJECTIVES ~~General~~

Public ~~thoroughfares~~ ROADWAYS, SIDEWALKS AND SIDE PATHS are illuminated to achieve a number of different objectives that include: providing for clear and comfortable visibility at night; making streets and sidewalks more inviting during hours of darkness; reducing nighttime ~~accidents~~ CRASHES; facilitating NIGHTTIME vehicular and pedestrian circulation; IMPROVING NIGHTTIME SAFETY FOR ALL MODES OF TRAVEL; and promoting business ~~and~~ use of public facilities during the night hours.

The regulations in this chapter are for fixed lighting of the different functional classifications of public streets, including the adjacent pedestrian walkways and associated bikeways. They are appropriate LY SCALED to meet the range of the community's goals, which compete simultaneously for both more and less artificial nighttime illumination. They provide for traveler safety and comfort as well as enhance nighttime business and social activity while reducing the degradation of the nighttime visual environment. Additionally, they are designed to meet other community goals such as supporting local astronomical and tourism industries by minimizing light pollution, glare, and light trespass, ~~and by conserving energy~~ WHILE PRESERVING ~~and~~ THE REGION'S natural DARK SKY resource Ss.

These regulations cover the requirements for City capital improvement ~~projects~~ and private developments PROJECTS subject to off-site improvements requirements. They shall be used as guidelines for all other instances relative to lighting public ways.

~~Title 10, Flagstaff Zoning Code, establishes lighting standards for public thoroughfares in traditional neighborhood developments as approved by the City Council.~~ (Ord. 2017-22, Rep&ReEn, 07/05/2017)

Division 13-12-002
Lighting Required FOR NEW AND REDEVELOPMENT

Sections:

13-12-002-0001 Lighting Required FOR NEW AND REDEVELOPMENT

13-12-002-0001 Lighting Required FOR NEW AND REDEVELOPMENT

Streetlights shall be installed on all public and private streets ADJACENT TO AND WITHIN NEW AND REDEVELOPMENT PROJECTS in accordance with this ~~section~~ DIVISION AND PER ZONING CODE DIVISION 10-30.50 PUBLIC IMPROVEMENTS. The developer shall be responsible for the design and installation and all costs associated with the installation of the street lighting system. Plans shall be submitted to the City Engineer for review and approval, and shall conform to City standards. The streetlights shall become the property of the City when the final inspection of all off-site improvements is made, and the City Engineer accepts said improvements.

When a development project includes both public and private street lighting, then the construction plans shall clearly note for each light fixture whether it is a public fixture or a private fixture. This distinction shall also be shown on any summary or quantities list.

~~The streetlights on public streets shall become the property of the City when the final inspection of all off-site improvements is made and the City Engineer accepts said improvements.~~

The electrical lines serving the streetlights on public streets shall be installed to Arizona Public Service (APS) standards and will become, upon acceptance, the property of APS. The developer shall be responsible for making necessary arrangements with APS for the installation of the electrical service for the street lighting system. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

STREET LIGHTING EQUIPMENT REMOVED AS A PART OF A CONSTRUCTION PROJECT SHALL BE SALVAGED TO THE CITY. NEW EQUIPMENT SHALL BE INSTALLED PER THIS DIVISION OF THE ENGINEERING STANDARDS.

MODIFICATIONS TO AN EXISTING INSTALLATION OF STREETLIGHTS WILL BE EVALUATED ON A CASE BY CASE BASIS BY CITY ENGINEERING STAFF TO ENSURE COORDINATION OCCURS BETWEEN NEW AND EXISTING INSTALLATIONS.

Division 13-12-003
Lighting Layout REQUIREMENTS

Sections:

- 13-12-003-0001 ~~Lighting Layout~~ INTENT OF ROADWAY LIGHTING
- 13-12-003-0002 Streetlights at Intersections
- 13-12-003-0002.1 General REQUIREMENTS
- 13-12-003-0002.2 Streetlights at ~~Non~~UNsignalized Intersections
- 13-12-003-0002.3 Streetlights at Signalized Intersections
- 13-12-003-0003 Spacing of Streetlights
- 13-12-003-0004 Location and Placement of STREETLIGHTS~~Equipment~~

13-12-003-0001 ~~Lighting Layout~~ INTENT OF ROADWAY LIGHTING

The intent of roadway lighting is TO ~~for~~ improved transportation safety and efficiency. The individual elements that compose the lighting installation shall complement this intent. The street lighting design shall include safety considerations to minimize hazards presented by poles as roadside and pedestrian obstacles, and as ~~vision~~ LINE-OF-SIGHT obstructions. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

13-12-003-0002 Streetlights at Intersections

13-12-003-0002.1 General REQUIREMENTS

A. ~~Luminaire Wattage – Single Installation. The size (wattage) of a streetlight at an intersection where only one (1) light is required is determined from Table 13-12-003-01 based on the functional classification of the street over which the light extends.~~ LUMINAIRE TYPE AND OUTPUT – ALL INTERSECTION LIGHTING SHALL GENERALLY FOLLOW TABLE 13-12-003-01 FOR THE CORRESPONDING ROADWAY TYPE AND LAND USE TYPE. AT IMPROVED PEDESTRIAN CROSSING LOCATIONS WITH AND WITHOUT SIGNALIZATION, ADDITIONAL LIGHTING TREATMENTS MAY BE CONSIDERED AS PART OF A COMPREHENSIVE PEDESTRIAN CROSSING ENHANCEMENT PROJECT. AT TRAFFIC SIGNALIZED INTERSECTIONS, PHOSPHOR CONVERTED AMBER (PCA) LED SHALL BE UTILIZED WITH A TYPE III DISTRIBUTION.

B. Luminaire ~~OUTPUT~~ Wattage – Multiple Installation. At intersections where more than one (1) streetlight is required, all lights shall ~~HAVE~~ be the same ~~size~~ OUTPUT. The ~~size~~ LUMINAIRE OUTPUT shall be determined from Table 13-12-003~~5~~5-01 for the functional classification of the leg of the intersection requiring the highest ~~wattage~~ OUTPUT luminaire. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

13-12-003-0002.2 Streetlights at ~~Non~~UNsignalized Intersections

A. A streetlight shall be installed at each ~~non~~UNsignalized public street intersection with the following exceptions:

1. Street Width. At intersections where the width of one (1) or more of the approaches is greater than or equal to fifty (50) feet as measured to the back of curb (on urban street sections) or edge of pavement (on rural street sections), two (2) streetlights shall be installed on diagonally opposite corners.

~~2.—Urban Local Streets. At the intersection of two (2) urban local streets, a streetlight may be omitted if its installation would violate the spacing and uniformity criteria of Section 13-12-003-0003 along either street.~~

~~32. Rural Local and Rural Collector Streets. Streetlights are not required at intersections involving only rural local or rural collector streets. UPON RECEIVING WRITTEN APPROVAL OF THE CITY ENGINEER, Should a designer choose to MAY install streetlights on streets with the same classifications, then the respective urban local or urban minor collector street criteria for intersections and spacing along the streets shall apply. Streetlights are required at all intersections OF LOCAL STREETS INTERSECTING HIGHER CLASSIFICATION STREETS on rural arterial streets.~~

B. Streetlights at unsignalized intersections shall be installed near the curb return with the luminaire extending perpendicular to the street centerline. The luminaire shall extend over the continuous roadway at a "T" intersection or over the roadway with the higher classification at a four (4) way intersection. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

13-12-003-0002.3 Streetlights at Signalized Intersections

Streetlights shall be installed on the signal poles at signalized intersections as follows:

At a minimum, four (4) streetlights shall be installed, one (1) on each corner of A TYPICAL FOUR (4) WAY the intersection. For every leg of an intersection where the width of the leg is greater than or equal to SIXTYeighty (860) feet, measured at the curb returns, an additional streetlight ~~will~~SHALL be installed. The additional streetlight shall project over the right hand curb on that approach. IN ALL CASES THE LUMINAIRES SHALL BE PLACED TO PROVIDE MAXIMUM VISIBILITY OF PEDESTRIANS IN THE CROSSWALK BY PLACING EQUIPMENT TO PROVIDE POSITIVE CONTRAST LIGHTING AND BY UTILIZING PCA LED WITH A TYPE III DISTRIBUTION. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

13-12-003-0003 Spacing of Streetlights

In addition to intersection locations, streetlights shall be spaced along streets in accordance with the following table (13-12-003-01):

Table 13-12-003-01

Streetlight Spacing

<u>FUNCTIONAL CLASSIFICATION</u>	<u># LANES @ BUILDOUT</u>	<u>LAND USE @ BUILDOUT</u>	<u>TYPE</u>	<u>IESNA DISTRIBUTION</u>	<u>OUTPUT (LUMEN) NOTE 4</u>	<u>SPACING (FEET)</u>	<u>SINGLE OR DOUBLE SIDED</u>
MAJOR ARTERIAL	2/3	RURAL	NBA	2	6000	250'	SINGLE
	2/3	SUBURBAN/URBAN	NBA	2	6000	200'	DOUBLE
	4/5	RURAL	NBA	2	6000	250'	DOUBLE
	4/5	SUBURBAN/URBAN	NBA	2	6000	200'	DOUBLE
MINOR ARTERIAL	2/3	RURAL	NBA	2	6000	250'	SINGLE
	2/3	SUBURBAN/URBAN	NBA	2	6000	200'	SINGLE
	4/5	RURAL	NBA	2	6000	250'	DOUBLE
	4/5	SUBURBAN/URBAN	NBA	2	6000	200'	DOUBLE
MAJOR COLLECTOR	2/3	RURAL	NBA	2	6000	250'	SINGLE
	2/3	SUBURBAN/URBAN	NBA	2	6000	200'	SINGLE
	4/5	RURAL	NBA	2	6000	250'	DOUBLE
	4/5	SUBURBAN/URBAN	NBA	2	6000	200'	DOUBLE
MINOR COLLECTOR	2	RURAL /SUBURBAN	NBA	2	2000	250'	SINGLE
	2	URBAN	NBA	2	4000	250'	SINGLE
	3	SUBURBAN/URBAN	NBA	2	4000	250'	SINGLE
LOCAL (ALL)¹	2	URBAN	NBA	1	2000	300'	SINGLE
LOCAL CUL DE SAC	2	URBAN	NBA	3	2000	N/A	SINGLE

FUNCTIONAL CLASSIFICATION	SIZE (watts)	TYPE	LUMENS	SPACING
MAJOR ARTERIAL	180	LPS	33K	300'
	135	LPS	22.5K	250'
MINOR ARTERIAL	180	LPS	33K	300'
	135	LPS	22.5K	250'
MAJOR COLLECTOR	135	LPS	22.5K	300'
	90	LPS	13.5K	250'
MINOR COLLECTOR	90	LPS	13.5K	300'
	55	LPS	8K	300'
COMM. LOCAL	55	LPS	8K	300'

FUNCTIONAL CLASSIFICATION	SIZE (watts)	TYPE	LUMENS	SPACING
LOCAL	55	LPS	8K	300'

Note: When streetlights are constructed along an existing street, the wattage and corresponding spacing shall match that of existing lights on the street, or this table, whichever is more restrictive. On new street construction, the designer shall select the most appropriate wattage and spacing from this table based on intersection spacing, driveway locations and other roadway features that would benefit from street light proximity.

NOTES:

1. STREET LIGHTING ON LOCAL STREETS IS NOT REQUIRED IN RURAL OR SUBURBAN LAND USE TYPES EXCEPT AT INTERSECTIONS AS OUTLINED IN SECTION 13-12-003-0002.2A2. REQUESTS TO INSTALL STREET LIGHTING ON LOCAL STREETS ABOVE THE REQUIREMENTS OF TABLE 13-12-003-01 SHALL BE MADE IN WRITING TO THE CITY ENGINEER PER SECTION 13-06-002-0001.1, MODIFICATIONS AND APPEALS. IF THE REQUESTED MODIFICATION IS APPROVED BY THE CITY ENGINEER, THE REQUESTING PARTY WILL BE REQUIRED TO PROVIDE FUNDING FOR 20 YEARS OF OPERATIONS AND MAINTENANCE OF THE MODIFIED LIGHTING SYSTEM.
2. MAJOR ARTERIALS, MINOR ARTERIALS AND MAJOR COLLECTORS SHALL USE 38' LIGHTING POLES; ALL OTHER LOCATIONS SHALL USE 30' LIGHTING POLES.
3. ALL 38' LIGHTING POLES UTILIZE 8' X 8' MASTS; ALL 30' POLES UTILIZE 20" X 6' MASTS.
4. LUMINAIRE OUTPUT IS THE MAINTAINED VALUE BASED ON CITY OF FLAGSTAFF CALCULATIONS FOR LUMINAIRE DEPRECIATION AND DIRT DEPRECIATION EXPECTED OVER THE USEFUL LIFE OF EACH ARTERIAL AND MAJOR COLLECTOR FIXTURE, SEE THE CITY OF FLAGSTAFF SPECIFICATIONS FOR LED LUMINAIRES FOR FURTHER INFORMATION.

(Ord. 2017-22, Rep&ReEn, 07/05/2017)

13-12-003-0004 Location and Placement of STREETLIGHTS Equipment

A. In addition to the CRITERIA IN ~~Table~~ 13-12-003-01, the following layout criteria shall be used:

1. When a streetlight location falls near an unlit intersection, the light shall be located at the intersection.
2. Streetlights should be located at property lines to the greatest extent possible, but not in conflict with other utility service locations.
3. Pole spacing along a street may vary from the criteria of Table 13-12-003-01 by up to ten percent (10%), ~~provided the spacing does not exceed three hundred (300) feet.~~ For uniformity of appearance, the variance in spacing between adjacent spans should not be more than ten percent (10%).
4. With relation to roadway cross-sections, poles shall be located as follows (measured to the near edge of the pole):

a. If either the sidewalk is at the back of curb or the parkway is less than four (4) feet wide, ~~TWO~~^{one} (21) ~~feet~~FEET from back of sidewalk.

b. When the sidewalk is separated from the curb by a parkway greater than or equal to four (4) feet in width, two (2) feet back of curb.

c. When there is curbing but no sidewalk, two (2) feet from back of curb.

d. On a rural street, eight (8) feet from the edge of pavement. ~~with a widened shoulder similar to the fire hydrant location in standard drawing 13-03-012.~~

5. Existing utility poles should NOT be used whenever possible.

6. Wiring for streetlights shall be underground and located behind curb.

7. Additional lighting may be required when potential traffic hazards are identified in the plan review process.

~~8. On streets that are wider than seventy (70) feet (back of curb) the required streetlights shall alternate on either side of the street.~~ (Ord. 2017-22, Rep&ReEn, 07/05/2017)

Division 13-12-004 Pedestrian Lighting

Sections:

13-12-004-0001 Pedestrian Lighting

13-12-004-0001 Pedestrian Lighting

A. Lighting for pedestrian or other activity in excess of ~~this street lighting~~ THE standard S IN THIS SECTION is not normally required. However, publicly owned and operated pedestrian level lighting IN EXCESS OF THE CRITERIA ESTABLISHED IN TABLE 13-12-003-01 may be installed with the approval of the City Engineer, or required by the City Engineer on public right-of-way and walkway easements in special cases where there is a demonstrated need for additional illumination to supplement the required street lighting. Examples of such cases would include:

1. Walkways, IMPROVED UNSIGNALIZED CROSSINGS, SIGNALIZED PEDESTRIAN CROSSINGS, HIGH-USE BUS STOPS and OTHER LOCATIONS ~~mid-block crosswalks~~ where ~~there is an extended, high level of~~ nighttime pedestrian activity IS EXPECTED.
2. The approaches to pedestrian under-crossings or other ~~unusual~~ HIGH-USE pedestrian facilities.
3. Areas where special guidance is required to aid pedestrian navigation and decision making.
4. Locations with special walking hazards such as stairways.
5. Locations where a walkway serving a high level of nighttime pedestrian activity adjacent to the street diverges from the street far enough that it is not illuminated by the street lighting.
6. TRANSECT ZONING DISTRICTS WITH A HIGH INTENSITY OF URBAN USES.

B. In addressing supplementary pedestrian level street lighting, the designer or developer shall meet ~~all~~ THE FOLLOWING City standards governing ~~all outdoor~~ ROADWAY lighting in the City, ~~whether public or private as follows:~~

1. All fixtures shall be fully shielded.
2. Fixtures and their installation shall minimize light trespass and glare to pedestrians and other road users.
3. Pedestrian level lighting shall use ~~low-pressure sodium~~ NARROW BAND AMBER as the preferred source unless there is compelling reason that accurate color rendition is important in the pedestrian task AND THEN A MIXTURE OF UP TO 10% OF THE TOTAL LUMEN COUNT MAY BE BROADER SPECTRUM SOURCES SUCH AS PCA LED OR LOW CCT WHITE LED (< 2700 K).

4. LIGHTING EQUIPMENT SHOULD BE PLACED TO ALLOW AT LEAST A MINIMUM FIVE (5) FOOT WALKING SURFACE.

5. DUE TO THE TYPICALLY LOWER MOUNTING HEIGHT OF PEDESTRIAN SCALE LIGHTING, THE DESIGNER SHOULD CONSIDER THE POSSIBLE IMPACT OF TREE CANOPY AND LANDSCAPING BLOCKAGES.

6. 4.—The designer shall develop a design that uses only the minimum illumination necessary to ~~accomplish~~ LIGHT the identified pedestrian task. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

**Division 13-12-005
Street Light Equipment**

Sections:

- 13-12-005-0001 Luminaire
- 13-12-005-0002 Streetlight Support Structures
- 13-12-005-0003 Structure ~~FINISH Colors and Paint~~ Specifications
- 13-12-005-0004 Streetlight Equipment and Service Line Ownership

13-12-005-0001 Luminaire

Luminaire for street lighting shall be full cut-off fixtures meeting the following criteria for weight and effective projected area (EPA):

Table 13-12-005-01

Luminaire Weight and EPA Criteria

Luminaire <u>OUTPUT</u> (<u>MAINTAINED</u>) <u>Wattage</u>	Maximum Weight Including Ballast, Slipfitter, Lamp and Photo Cell (Pounds)	Maximum EPA (Square Feet)
55 LPS <u>2000 LUMENS</u>	30	1.4
90 LPS <u>4000 LUMENS</u>	35	1.6
135 LPS <u>6000 LUMENS</u>	50	2.0
180 LPS <u>9000 LUMENS</u>	<u>650</u>	2.0

ALL NEW STREET LIGHTING FIXTURES SHALL COMPLY WITH THE FOLLOWING LED LUMINAIRE REQUIREMENTS AND THE CRITERIA IN THE CITY OF FLAGSTAFF SPECIFICATIONS FOR LIGHT EMITTING DIODE (LED) LUMINAIRES, WHICH IS POSTED TO THE CITY WEBPAGE AT WWW.FLAGSTAFFAZ.GOV. THE CITY TRAFFIC ENGINEER WILL MAINTAIN AND AMEND AS NEEDED THE CITY OF FLAGSTAFF SPECIFICATIONS FOR LIGHT EMITTING DIODE (LED) LUMINAIRES ALONG WITH A LIST OF ACCEPTABLE LUMINAIRES. LUMINAIRES THAT ARE NOT ON THIS LIST WILL REQUIRE SUBMITTAL OF TECHNICAL INFORMATION FOR REVIEW AND APPROVAL BY THE CITY TRAFFIC ENGINEER. IN SOME SPECIAL CASES, HIGHER OUTPUT LUMINAIRES WITH CORRESPONDING MAST ARM AND POLE COMBINATIONS MAY BE DESIRABLE. THESE SPECIAL CASES WILL BE REVIEWED BY THE CITY TRAFFIC ENGINEER FOR APPROVAL.

A. GENERAL

1. EACH LUMINAIRE SHALL MEET ALL PARAMETERS OF THESE SPECIFICATIONS AND THE CITY OF FLAGSTAFF SPECIFICATIONS FOR LIGHT EMITTING DIODE (LED) LUMINAIRES THROUGHOUT THE MINIMUM OPERATIONAL LIFE WHEN OPERATED AT AN AVERAGE NIGHTTIME TEMPERATURE OF 70 DEGREES F.
2. STREETLIGHTS SHALL BE FULLY SHIELDED IN SUCH A MANNER THAT LIGHT EMITTED BY THE FIXTURE, EITHER DIRECTLY FROM THE LAMP OR INDIRECTLY

FROM THE LUMINAIRE, IS PROJECTED BELOW A HORIZONTAL PLANE. EXTERNAL SHIELD OR REFLECTORS TO PREVENT UP-LIGHT ARE NOT ALLOWED.

3. THE MOUNTING ASSEMBLY SHALL PERMIT ANY NECESSARY ADJUSTMENT TO ORIENT THE LUMINAIRE WITH THE ROADWAY FOR PROPER LIGHT DISTRIBUTION.
4. LUMINAIRE SHALL HAVE A BUILT-IN LEVELING INDICATOR INSIDE THE HOUSING TO ALLOW FOR PROPER ORIENTATION.
5. THE INDIVIDUAL LEDS SHALL BE CONNECTED SUCH THAT A CATASTROPHIC LOSS OR FAILURE OF ONE LED WILL NOT RESULT IN THE LOSS OF THE ENTIRE LUMINAIRE.
6. THE POWER SUPPLY SHALL BE RATED FOR A MINIMUM LIFE EXPECTANCY EQUAL TO OR GREATER THAN THE MINIMUM OPERATION LIFE OF THE LUMINAIRE.
7. DRIVER AND LED MODULES SHALL BE REPLACEABLE AS SEPARATE UNITS AND HAVE PLUG CONNECTIONS.
8. LUMINAIRES SHALL SUPPORT INSTALLATION OF A FUTURE ELECTRONIC CONTROL MODULE (ECM) FOR DIMMING AND LUMINAIRE PERFORMANCE MONITORING.
9. LUMINAIRES SHALL HAVE A LABEL THAT STATES OPERATING VOLTAGE AND CURRENT RANGE. THE LABEL MUST BE CLEARLY VISIBLE ON THE INSIDE OF THE HOUSING.

B. PHYSICAL AND MECHANICAL REQUIREMENTS

1. THE LUMINAIRE SHALL BE A SINGLE, SELF-CONTAINED DEVICE, NOT REQUIRING ON-SITE ASSEMBLY FOR INSTALLATION. THE POWER SUPPLY FOR THE LUMINAIRE SHALL BE INTEGRAL TO THE UNIT.
2. THE MAXIMUM WEIGHT AND EFFECTIVE PROJECTED AREA ARE LISTED IN TABLE 13-12-005-01 ABOVE.
3. THE HOUSING SHALL BE CONSTRUCTED OF ALUMINUM AND FINISHED IN A LIGHT TO MEDIUM GREY COLOR.
4. EACH HOUSING SHALL BE PROVIDED WITH A SLIP-FITTER CAPABLE OF MOUNTING ON A TWO (2) INCH PIPE TENON.
5. THE SLIP-FITTER SHALL FIT ON MAST ARMS FROM 1-5/8 TO 2-3/8 INCH (O.D.).
6. THE SLIP-FITTER SHALL BE AN INTEGRAL PART OF THE LUMINAIRE HOUSING

7. THE SLIP-FITTER SHALL BE CAPABLE OF BEING ADJUSTED A MINIMUM OF +/- 10 DEGREES FROM THE AXIS OF THE TENON.
8. THE CLAMPING BRACKETS OF THE SLIP-FITTER SHALL NOT BOTTOM OUT ON THE HOUSING BOSSES WHEN ADJUSTED WITHIN THE DESIGNED ANGULAR RANGE.
9. NO PART OF THE SLIP-FITTER MOUNTING BRACKETS ON THE LUMINAIRES SHALL DEVELOP A PERMANENT SET IN EXCESS OF 1/32 INCH WHEN THE TWO OR FOUR 3/8-INCH DIAMETER CAP SCREWS USED FOR MOUNTING ARE TIGHTENED TO 10FT-LBS.
10. TWO (2) SETS OF CAP SCREWS MAY BE SUPPLIED TO ALLOW FOR THE SLIP-FITTER TO BE MOUNTED ON ANY PIPE TENON IN THE ACCEPTABLE RANGE WITHOUT THE CAP SCREWS BOTTOMING OUT IN THE THREADED HOLES.
11. THE CAP SCREWS AND THE CLAMPING BRACKET(S) SHALL BE MADE OF CORROSION RESISTANT MATERIALS AND BE COMPATIBLE WITH THE LUMINAIRE HOUSING AND MAST ARM OR TREATED TO PREVENT GALVANIC REACTIONS.
12. THE ASSEMBLY AND MANUFACTURING PROCESS FOR THE LED LUMINAIRE SHALL BE DESIGNED TO ASSURE ALL INTERNAL COMPONENTS ARE ADEQUATELY SUPPORTED TO WITHSTAND MECHANICAL SHOCK AND VIBRATION FROM HIGH WINDS AND OTHER SOURCES.
13. THE HOUSING SHALL BE DESIGNED TO ALLOW WATER, SNOW AND ICE SHEDDING.
14. EXPOSED HEAT SINK FINS SHALL BE ORIENTED SO THAT WATER CAN FREELY RUN OFF THE LUMINAIRE AND CARRY DUST AND OTHER ACCUMULATED DEBRIS AWAY FROM THE UNIT.
15. THE OPTICAL ASSEMBLY OF THE LUMINAIRE SHALL BE PROTECTED AGAINST DUST AND MOISTURE INTRUSION PER IP66.
16. WHEN THE COMPONENTS ARE MOUNTED ON A DOWN OPENING DOOR, THE DOOR SHALL BE HINGED AND SECURED TO THE LUMINAIRE HOUSING SEPARATELY FROM THE REFRACTOR OR LENS FRAME. THE DOOR SHALL BE SECURED TO THE HOUSING WITH CAPTIVE HARDWARE TO PREVENT ACCIDENTAL OPENING. A SAFETY CABLE SHALL MECHANICALLY CONNECT THE DOOR TO THE HOUSING.
17. FIELD WIRES CONNECTED TO THE LUMINAIRE SHALL TERMINATE ON A BARRIER TYPE TERMINAL BLOCK SECURED TO THE HOUSING. THE TERMINAL SCREWS SHALL BE CAPTIVE AND EQUIPPED WITH WIRE GRIPS FOR CONDUCTORS UP TO NO.8. EACH TERMINAL POSITION SHALL BE CLEARLY IDENTIFIED.
18. THE POWER SUPPLY SHALL BE CONTAINED INSIDE THE LUMINAIRE.

19. THE POWER SUPPLY SHALL BE RATED FOR OUTDOOR OPERATION.
20. HOUSING SHALL BE FABRICATED FROM MATERIALS THAT ARE DESIGNED TO WITHSTAND A 3000 HOUR SALT SPRAY TEST AS SPECIFIED IN ASTM DESIGNATION: B117.
21. EACH REFRACTOR OR LENS SHALL BE MADE FROM UV INHIBITED HIGH IMPACT PLASTIC (SUCH AS ACRYLIC OR POLYCARBONATE) OR HEAT AND IMPACT RESISTANT GLASS AND BE RESISTANT TO SCRATCHING.
22. ALL ALUMINUM USED IN HOUSINGS AND BRACKETS SHALL BE A MARINE GRADE ALLOY WITH LESS THAN 0.2% COPPER. ALL EXPOSED ALUMINUM SHALL BE ANODIZED.
23. POLYMERIC MATERIALS OF ENCLOSURES CONTAINING EITHER THE POWER SUPPLY OR ELECTRONIC COMPONENTS OF THE LUMINAIRE SHALL BE MADE OF UL94VO FLAME RETARDANT MATERIALS. THE LENSES OF THE LUMINAIRE ARE EXCLUDED FROM THIS REQUIREMENT.
24. PAINT OR POWDER COATING OF THE HOUSING SHALL CONFORM TO THE REQUIREMENTS TYPICAL TO THE ARIZONA DEPARTMENT OF TRANSPORTATION.

C. PHOTOMETRIC REQUIREMENTS

1. THE DIRECT NARROW BAND AMBER LED (NBA LED) LUMINAIRE DOES NOT HAVE A CCT REQUIREMENT.
2. NARROW BAND AMBER LUMINAIRES DO NOT HAVE A COLOR RENDERING INDEX (CRI) REQUIREMENT.
3. PHOSPHOR CONVERTED AMBER (PCA) LEDS SHALL HAVE AN S/P (SCOTOPIC / PHOTOPIC) RATIO OF 0.50 OR LESS.
4. DIRECT NARROW BAND AMBER (NBA) LEDS SHALL HAVE A PEAK WAVELENGTH BETWEEN 589 AND 595 NM WITH NO MORE THAN A 20NM WIDTH AT 50% OF PEAK OUTPUT.

D. LUMINAIRE IDENTIFICATION

1. EACH LUMINAIRE SHALL HAVE THE MANUFACTURER'S NAME, TRADEMARK, MODEL NUMBER, SERIAL NUMBER, DATE OF MANUFACTURE (MONTH-YEAR), AND LOT NUMBER AS IDENTIFICATION PERMANENTLY MARKED INSIDE EACH UNIT AND THE OUTSIDE OF EACH PACKAGING BOX.
2. THE FOLLOWING OPERATING CHARACTERISTICS SHALL BE PERMANENTLY MARKED INSIDE EACH UNIT: RATED VOLTAGE AND RATED POWER IN WATTS AND VOLT-AMPERE.
3. EACH LUMINAIRE SHALL HAVE A MANUFACTURER AFFIXED LABEL IDENTIFYING THE INPUT WATTAGE. LABEL SHALL BE ONE INCH RETROREFLECTIVE NUMBERS VISIBLE FROM THE GROUND.

~~The City Engineer will maintain a list of acceptable luminaire. Luminaire not on this list will require submittal of technical information for review and approval by the City Engineer. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~

13-12-005-0002 Streetlight Support Structures

Streetlight support structures consist of the base, pole, and mast arms. The standards of construction for streetlight equipment shall follow those ~~of Arizona Public Service (APS) Construction Standard Drawing No. 8040~~ OF THIS CHAPTER AND THOSE FOUND ON CITY OF FLAGSTAFF STANDARD DETAIL 12-05-010 PAGES 1-3. The streetlight pole, mast arm, and luminaire assembly shall be in accordance with AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals (2001 Design Criteria), to withstand a wind speed of ninety (90) miles per hour.

~~Contact APS for a copy of the current construction standards.~~

The geometry of the support structure varies with the luminaire size as shown in Table 13-12-005-02:

Table 13-12-005-02

Nominal Mounting Height

LUMINAIRE OUTPUT(Watts)	MOUNTING HEIGHT (ft)	POLE (ft)	MAST ARM
55-LPS <u>2000 LUMENS</u>	26	30	20" X 6'
90-LPS <u>4000 LUMENS</u>	26	30	20" X 6'
135-LPS <u>6000 LUMENS</u>	39 <u>34</u>	38	83 <u>8</u> X 8'
180-LPS <u>9000 LUMENS</u>	39	38	8' X 8'

~~Mast arms of different rise and length may be required TO AVOID EXISTING UTILITY CONFLICTS. when existing utility poles are utilized. The design of the mounting and mast arm chosen shall be such as to place the luminaire at the appropriate nominal mounting height and above the curb or edge of the pavement of the street. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~

13-12-005-0003 Structure FINISH ~~Colors and Paint~~ Specifications

ALL POLES AND MAST ARMS SHALL BE GALVANIZED. WHEN REQUESTED, The City Engineer will evaluate new projects that have streetlights to determine whether the support structure and luminaire MAY ~~will~~ be colored. If it is so determined, then the following will apply:

- A. Poles and mast arms shall be galvanized inside and out. The surfaces to be painted shall be acid washed and cleaned prior to painting. Galvanized coatings on surfaces not being painted shall be protected from the acid wash.
- B. Painting and priming of luminaire and other fixture housings shall be done in accordance with the requirements of ADOT Standard Specification Sections 610 and 1002.

C. The color of the support structure shall match Sherwin-Williams Drylac RAL6012 or approved equal. Alternate colors may be acceptable if approved by the City Engineer.

D. Supplementary pedestrian level lighting structures and luminaire may be finished in other colors providing that the color chosen is sensitive to and complements the environment surrounding the installation. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

13-12-005-0004 Streetlight Equipment and Service Line Ownership

A. For streetlights on public roadways, the division point for ownership is at the junction point where the service line is tapped or spliced for the service to each light. Thus, the streetlight equipment including foundation, pole, mast arm, luminaire, and wiring within each pole and to the junction point, are property of the City of Flagstaff. The electric circuit feeding the lights, the junction box at the foot of each pole, and the connections, splicing, fuses, and other equipment within the junction box are the property and responsibility of the electrical utility that provides power to the streetlights.

B. On private streets, the streetlight ownership, operation, and maintenance are by separate agreement with the utility and the homeowners' association, entity, or organization responsible for the private street. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

**Division 13-12-006
Plan Submittals**

Sections:

13-12-006-0001 Plan Submittals

13-12-006-0001 Plan Submittals

All new site plans, preliminary plats, or construction plan submittals shall show adjacent existing streetlights with their luminaire type and OUTPUT wattage ON PLANS PREPARED BY A LICENSED ENGINEER REGISTERED IN THE STATE OF ARIZONA.

A. New streetlights, auxiliary equipment, changes to streetlights and equipment in the vicinity of the project, which are required as a result of the project, shall also be shown on these plan submittals with the luminaire type, OUTPUT wattage, and other pertinent information.

B. For cases where the support structure or luminaire vary from these standards and in all cases of supplementary pedestrian level lighting, construction and materials details shall be included in the construction plans. (Ord. 2017-22, Rep&ReEn, 07/05/2017)

C. STREET LIGHTING GENERAL CONSTRUCTION NOTES

1. PRIOR TO BID SUBMITTAL, THE CONTRACTOR SHALL EXAMINE ALL CONSTRUCTION DRAWINGS AND VISIT THE CONSTRUCTION SITE TO BECOME FAMILIAR WITH EXISTING CONDITIONS UNDER WHICH THE STREETLIGHTS WILL OPERATE.
2. THE CONTRACTOR SHALL VERIFY DIMENSIONS AT THE SITE AND IMMEDIATELY REPORT DIFFERENCES TO THE CITY'S INSPECTOR AND NOT PROCEED WITH WORK UNTIL THE CITY INSPECTOR RENDERS A DECISION.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ARIZONA PUBLIC SERVICE (APS) FOR COORDINATION OF THE TRENCHING, INSTALLATION OF CONDUIT AND PULL BOXES, AND INSTALLATION OF ELECTRICAL CONDUCTORS FOR THE STREET LIGHTING SYSTEM.
4. TRENCHES AND EXCAVATION FOR ELECTRICAL CONDUIT AND PULL BOX INSTALLATIONS SHALL BE PER APS REQUIREMENTS. THE USE OF A COMMON ELECTRIC UTILITY COMPANY TRENCH IS PERMITTED, UNLESS OTHERWISE DIRECTED BY APS OR THE CITY.
5. ELECTRICAL CONDUITS USED FOR CITY STREET LIGHTS SHALL BE UL RATED AND SUITABLE FOR UNDERGROUND USE PER APS REQUIREMENTS.
6. ALL ELECTRICAL CONDUIT SIZES, LOCATIONS AND INSTALLATIONS SHALL BE PER APS PLANS AND INSTALLATION REQUIREMENTS, EXCEPT FOR THE CONDUITS ENTERING LIGHT POLES. THE CONDUIT FROM THE LIGHT POLES TO THE PULL BOXES SHALL BE INSTALLED PER THESE PLANS.

7. ALL ELECTRICAL PULL BOX SIZES, LOCATIONS AND INSTALLATIONS SHALL BE PER THE APS PLANS AND INSTALLATION REQUIREMENTS. THESE PULL BOXES MAY BE REFERRED TO AS JUNCTION BOXES OR J-BOXES ON APS PLANS.
8. AN 8' X 5/8" MINIMUM SIZE COPPER CLAD GROUND ROD SHALL BE INSTALLED IN EACH ELECTRICAL PULL BOX. GROUND ROD SIZES AND INSTALLATIONS SHALL BE PER APS REQUIREMENTS AND SHALL MEET THESE MINIMUM REQUIREMENTS.
9. STREET LIGHT POLE LOCATIONS SHALL BE PER THESE PLANS AND THE APS PLANS. IF A CONFLICT EXISTS BETWEEN THESE TWO LIGHTING PLANS, THE CONTRACTOR SHALL IMMEDIATELY REPORT DIFFERENCES TO THE CITY'S INSPECTOR AND NOT PROCEED WITH THE CONFLICTING WORK UNTIL THE CITY INSPECTOR PROVIDES DIRECTION ON HOW TO PROCEED.
10. THE DEVELOPER SHALL COORDINATE ALL DESIGN AND ELECTRICAL SERVICE NEEDS WITH APS.
11. THE DEVELOPER SHALL CONFORM TO THE LATEST APS REQUIREMENTS AND PAY ALL FEES FOR DESIGN AND ENERGIZATION.
12. ALL STREET LIGHTING POLES SHALL BE LOCATED WITHIN CITY RIGHT-OF-WAY OR EASEMENT.
13. STREET LIGHTING POLES SHALL BE INSTALLED PLUMB IN TWO DIRECTIONS, NINETY (90) DEGREES APART, AND SHALL BE ADJUSTED TO PROVIDE PROPER ALIGNMENT TO THE ROADWAY BEING LIGHTED.
14. LUMINAIRES SHALL BE INSTALLED LEVEL AND INCLUDE A PHOTOCCELL AND OTHER LIGHTING SYSTEM COMPONENTS NEEDED TO BE FULLY OPERATIONAL. THE LUMINAIRES SHALL BE FREE OF DUST, DIRT OR ANYTHING THAT WOULD IMPAIR THE OUTPUT OF THE LIGHT.
15. LUMINAIRES SHALL BE WIRED OR CONNECTED TO MATCH THE VOLTAGE SUPPLIED BY THE ELECTRIC UTILITY COMPANY.
16. THE CONTRACTOR SHALL PROVIDE A FUSE HOLDER INSIDE EACH STREET LIGHT POLE IN ADDITION TO ANY FUSING THAT THE ELECTRICAL UTILITY MAY REQUIRE IN THE PULL BOXES.
17. THE CONTRACTOR SHALL PROVIDE ALL POWER CONDUCTORS AND WIRING CONNECTIONS WITHIN THE LIGHT POLES. ALL CONDUCTORS INSTALLED WITHIN THE LIGHT POLE SHALL BE COPPER.
18. THE CONTRACTOR SHALL PROVIDE #6 AWG BARE COPPER GROUND WIRE BETWEEN THE POLE GROUND LUG AND THE ELECTRICAL PULL BOX ADJACENT TO THE LIGHT POLE. THE CONTRACTOR SHALL CONNECT THIS GROUND WIRE TO THE GROUND LUG WITHIN THE POLE AND THE CONTRACTOR SHALL FOLLOW THE ELECTRICAL UTILITY REQUIREMENTS FOR THE CONNECTION TO THE GROUND ROD AT THE PULL BOX END.

19. THE CONTRACTOR SHALL PROVIDE THE NECESSARY POWER CONDUCTORS BETWEEN THE LIGHT POLE AND THE ELECTRICAL PULL BOX ADJACENT TO THE LIGHT POLE. THESE COPPER POWER CONDUCTORS SHALL BE A MINIMUM SIZE OF #12 AWG, UNLESS OTHERWISE NOTED LARGER WITHIN THESE PLANS, AND SHALL BE CONNECTED TO THE FUSE HOLDER WITHIN THE LIGHT POLE. THE CONTRACTOR SHALL FOLLOW THE ELECTRICAL UTILITY'S REQUIREMENTS FOR THE POWER CONNECTIONS AT THE PULL BOX END.
20. STREET LIGHTING POLES SHALL BE PROPERLY GROUNDED PRIOR TO SUBMITTING A REQUEST TO HAVE THE ELECTRICAL CIRCUITS ENERGIZED.
21. IT IS THE CONTRACTOR'S RESPONSIBILITY TO RESTORE ALL PROPERTY, LANDSCAPING, PAVING AND DRIVEWAYS THAT ARE DISTURBED DURING STREETLIGHT CONSTRUCTION TO THEIR ORIGINAL CONDITION IN CONFORMANCE WITH MAG SPECIFICATION SECTION 107.9.
22. PRIOR TO ACCEPTANCE, THE CONTRACTOR SHALL INSTALL THE POLE NUMBERS ON EACH STREET LIGHTING POLE, PER THE UTILITY COMPANY REQUIREMENTS, AND USE THE POLE NUMBERS IDENTIFIED WITHIN THE ELECTRICAL UTILITY COMPANY'S LIGHTING PLANS.
23. PRIOR TO ACCEPTANCE, THE CONTRACTOR SHALL ENERGIZE AND OPERATE THE ENTIRE ROADWAY LIGHTING SYSTEM FOR SEVEN (7) CONSECUTIVE DAYS WITHOUT FAILURE. IF A LUMINAIRE OR COMPONENT WITHIN THE LUMINAIRE SHOULD FAIL, IT SHALL BE IMMEDIATELY REPLACED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL PERSONNEL AND EQUIPMENT TO SUCCESSFULLY PERFORM THIS TEST.
24. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE BY THE CITY INSPECTOR, AGAINST IMPERFECT WORKMANSHIP, FAILURE, MALFUNCTION OF MATERIALS AND/OR EQUIPMENT DUE TO FAULTY OR IMPERFECT WORKMANSHIP.
25. THIS GUARANTEE IS TO BE IN WRITING TO THE CITY AT THE TIME OF ISSUING FINAL ACCEPTANCE. MATERIALS AND WORKMANSHIP FOUND TO BE DEFECTIVE WITHIN THE WARRANTY PERIOD SHALL BE REPLACED WITHOUT COST TO THE CITY.

Division 13-12-007
REQUESTED Modifications to the Existing System

Sections:

13-12-007-0001 REQUESTED Modifications to the Existing System

13-12-007-0001 REQUESTED Modifications to the Existing System

~~Individual requests for additions to, or deletions from, the City's streetlight system, which are not in accordance with the lighting layout of the standard, shall be acted on by the City Engineer or his authorized representative. (Ord. 2017-22, Rep&ReEn, 07/05/2017)~~

A. REQUESTS FOR MODIFICATION TO THE EXISTING SYSTEM WHERE THE PROPOSED LUMINAIRE SPACING AND OUTPUT MEET THE CURRENT ENGINEERING STANDARDS REQUIREMENTS WILL BE REVIEWED THROUGH THE FOLLOWING PROCESS.

1. AN INDIVIDUAL MAY REQUEST REMOVAL OR ADDITION TO THE EXISTING SYSTEM THROUGH A WRITTEN REQUEST TO THE CITY TRAFFIC ENGINEER.
2. THE CITY TRAFFIC ENGINEER WILL REVIEW THE REQUEST TO DETERMINE IF IT IS ACCEPTABLE BASED ON A REVIEW OF CURRENT ENGINEERING STANDARD REQUIREMENTS AND ACTUAL CRASH HISTORY.
3. AN IMPACTED PROPERTY OWNERS LIST WILL BE DEVELOPED BY THE CITY. IT SHALL BE THE REQUESTING PARTY'S RESPONSIBILITY TO GAIN WRITTEN APPROVAL FROM EACH IMPACTED PROPERTY OWNER.
4. AFTER WRITTEN APPROVAL HAS BEEN ACQUIRED AND COMBINED WITH THE ENGINEERING STANDARD CONCURRENCE AND CRASH HISTORY VERIFICATION DOCUMENTS, THE CITY TRAFFIC ENGINEER WILL SCHEDULE A PUBLIC HEARING TO BE HELD DURING THE NEXT AVAILABLE TRANSPORTATION COMMISSION MEETING.
5. THE TRANSPORTATION COMMISSION WILL REVIEW THE SUBMITTAL AND RECEIVE PUBLIC COMMENT AND THEN ACT ON THE REQUEST FOR MODIFICATION.
6. ALL COSTS AND COORDINATION WITH THE LOCAL UTILITY ASSOCIATED WITH REMOVALS/ADDITIONS TO THE SYSTEM UNDER THIS SECTION SHALL BE THE RESPONSIBILITY OF THE REQUESTING PARTY. THE CITY MAY CHOOSE TO ENTER INTO A COST-SHARING AGREEMENT WITH THE REQUESTING PARTY, AND ANY SUCH AGREEMENT WILL BE CONTINGENT ON FUNDING BEING AVAILABLE.

B. REQUEST FOR RELOCATION OF A STREET LIGHT FOR THE PURPOSE OF PROPERTY OWNER CONVENIENCE WILL BE THE FINANCIAL RESPONSIBILITY OF THE REQUESTING PARTY. RELOCATION REQUESTS FOR CONVENIENCE WILL BE REVIEWED FOR APPROVAL BY THE CITY TRAFFIC ENGINEER.

C. REQUESTS FOR MODIFICATION TO THE EXISTING SYSTEM WHERE THE PROPOSED LUMINAIRE SPACING, AND/OR OUTPUT DO NOT MEET THE CURRENT ENGINEERING STANDARD REQUIREMENTS WILL NOT BE CONSIDERED BY THE CITY TRAFFIC ENGINEER OR THE TRANSPORTATION COMMISSION.

Division 13-12-008
Repair and Replacement

Sections:

13-12-008-0001 Repair and Replacement

13-12-008-0001 Repair and Replacement

If an existing streetlight installation that is not in conformance with these standards suffers AN OUTAGE OR damage ~~to such an extent that the cost of repairing the damage is greater than fifty percent (50%) of the cost of replacing the nonconforming installation~~, then either:

A. The light shall not be repaired, but rather, replaced with an installation which ~~fully~~ conforms to these standards if such an installation would be in conformance with the intersection and spacing requirements of the standards; or

B. The light shall be removed if its repair or replacement would violate the intersection and spacing requirements of the standards.

~~If the repair cost is less than fifty percent (50%) of the replacement cost then the installation shall be repaired in accordance with these standards whenever possible.~~ (Ord. 2017-22, Rep&ReEn, 07/05/2017)

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Scott Overton, Streets Section Director
Date: 07/30/2020
Meeting Date: 08/25/2020



TITLE

Streets - Sweeping operations discussion

STAFF RECOMMENDED ACTION:

Provide the City Council with an overview of the City's Street Sweeping Operations and discuss the program elements, delivery and expectations. The City Council has requested a discussion of potential strategies for cleaning up cinders in a more timely and efficient manner.

EXECUTIVE SUMMARY:

The Streets Section is responsible for the maintenance and overall condition of the community transportation infrastructure. This includes 700 lane miles of roadway, signalized intersections, adjacent bike routes and sidewalks. Sweeping is a critical element and valued program that provides for a clean and debris-free surface. Each season, varying factors create different types of debris and program adjustments occur often to respond quickly and efficiently. In addition to general trash, litter and dust, listed below are some typical examples of added elements.

- Summer - Monsoon storm debris, community litter, shouldering material and dirt wash out.
- Fall - Leaves and pine needles.
- Winter - Ice cinders and storm clean up after every event.
- Spring - Post winter ice cinder clean up, blowing trash and debris, striping and markings preparation.

In addition to the constant upkeep and regular sweeping program, operators will assist with vehicle accident clean up, storm response and summer shouldering projects as time allows. Currently, Streets has 3 front line sweepers that are operated by full-time staff members. Two operators cover night sweeping operations Sunday through Thursday with focus on the main routes. One operator is scheduled in the morning hours and day shift Monday through Thursday assigned to neighborhoods.

Sweeping equipment is specialized and our fleet is relatively new and functioning well. Production sweeping allows an operator to cover good distances each shift and make the most of each pass. The most relevant alternative to the current ice cinder program would be to consider a chemical de-icing and pre-treatment program during winter events. A pilot program was implemented by the City of Flagstaff in 2007. The program was discontinued following the 2009 winter season due to cost reductions and mixed community feedback. Chemical de-icing programs have certainly improved in the past 10 years as the application rates and products have improved. The chemical treatment results can be impressive and road conditions will be improved more quickly in most instances. Environmental concerns, cost and infrastructure fatigue continue to be common program drawbacks.

INFORMATION:

Power Point Presentation is included

Attachments: [Sweeping PP](#)

Public Works Streets

2020 Sweeping Operations





Street Sweeping



Council Request:

“A discussion of potential strategies for cleaning up cinders in a more timely and efficient manner”

- Sweeping program overview
- Review of alternative products and methods



Street Sweeping

700 Lane miles of Transportation Infrastructure

- Travel lanes
- Intersections and medians
- Adjacent bike and pedestrian facilities
- Main routes and residential streets

- Vehicle Accidents
- Post Storm clean up (monsoon and winter events)



Street Sweeping

Year Round – General litter, dirt and debris

Summer - Monsoon storms, increased litter

Fall - Pine needles and foliage

Winter - Ice cinder clean up

Spring - Post winter clean up, wind blown trash, striping and marking preparations.



Street Sweeping





Street Sweeping

Program Goals –

1. Sweep all mains weekly
2. Sweep downtown 3 times per week
3. Sweep residential areas monthly
4. Address intersections, bike and pedestrian infrastructure after winter events and as a priority every Spring
5. Respond timely to accidents and spills



Street Sweeping

Common Questions –

Year round sweeping – Yes, as conditions allow

Mains and residential – Yes, day and night shifts

Winter storm events – Yes, shortly after as ice allows

Limits of Sweeping –

Weather conditions

Hopper size

Dump site locations



Street Sweeping

Proactive efforts Ongoing –

- Continue electronic controlled use of ice cinders
- Continue operator education of correct application of ice cinders
- Address ponding water and ice trouble spots
- Continue pro-active sweeping following storms

Alternatives to consider –

- Chemical de-icing and pre-treatment programs during winter events
- Additional sweeping resources of equipment and operators

Street Sweeping

Questions and
Comments



**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Date: 08/20/2020
Meeting Date: 08/25/2020



TITLE:

Discussion: Restate that the City of Flagstaff is a “Golden Rule City” by pledging Resolution #2008-68 or updating the Resolution to the Council wishes.

DESIRED OUTCOME:

Discussion and Possible Direction

EXECUTIVE SUMMARY:

Councilmember Odegaard requested a Future Agenda Item Request to consider restating that the City of Flagstaff is a “Golden Rule City” by pledging Resolution #2008-68 or updating the Resolution to the Council wishes

INFORMATION:

Resolution 2008-68 is attached for reference.

Attachments: [Golden Rule City Resolution](#)

RESOLUTION NO. 2008-68

**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF FLAGSTAFF
DECLARING FLAGSTAFF TO BE A "GOLDEN RULE CITY".**

WHEREAS, on May 13, 2003, Arizona became a "Golden Rule" state; and

WHEREAS, Flagstaff recognizes and appreciates the wonderful diversity of peoples, cultures, faiths, and languages and make up our community; and

WHEREAS, the "Golden Rule" is a moral principle that proclaims that we should treat others the way we would like to be treated; and

WHEREAS, variations of the Golden Rule are embraced by every belief system; and

WHEREAS, through application of the Golden Rule, we may be able to reduce, and even eliminate prejudice, hate, bigotry, and racial intolerance; and

WHEREAS, our schools, community organizations, leaders, parents, and children would benefit by recognizing, teaching, and practicing the Golden Rule as a tool for kindness and civility; and

WHEREAS, Golden Rule Flagstaff is an umbrella that looks to connect those in need with those who are willing to help and to transcend differences by uniting service agencies faith-based organizations, and service clubs; and

WHEREAS, living and practicing the Golden Rule will have a powerfully positive effect on each individual and the society in which we all live;

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FLAGSTAFF AS
FOLLOWS:**

SECTION 1. That the City of Flagstaff be hereby declared to be a Golden Rule City.

SECTION 2: That the commitment to the Golden Rule as a fundamental aspect of our community be hereby affirmed and that active efforts be made to seek to achieve the goals associated with a Golden Rule City.

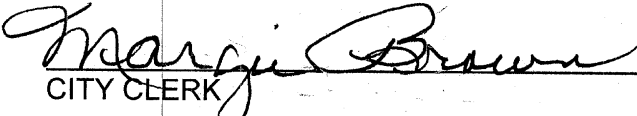
SECTION 3. That Flagstaff's citizens be urged to join together to support this effort.

PASSED AND ADOPTED by the City Council and approved by the Mayor of the City of Flagstaff this 18th day of November, 2008.



MAYOR

ATTEST:



CITY CLERK

APPROVED AS TO FORM:

for: 

CITY ATTORNEY