

**Foundation for Senior Living
San Francisco Square and Aspen Lofts
Site Plan Review**

Submitted: February 17, 2022

Introduction. Foundation for Senior Living (“FSL”) is the planned developer and operator of a new 146-unit affordable multi-family residential development (“Project”), located on the approximate 2.81 gross acres (2.06 net acres) bounded by Dale Avenue to the North, Beaver Street to the East, Cherry Avenue to the South, and Humphreys Street to the West (“Property”) (Coconino County Assessor Parcel No. 101-13-008A). The overall development will be comprised of two development projects—San Francisco Square and Aspen Lofts. All units will be permanently affordable and offered for rent to households earning eighty percent (80%) or less of the Area Median Income (“AMI”). The Property is uniquely situated as the only privately held parcel within all of downtown comprising an entire City block, with frontage along all four adjoining streets. FSL is electing to develop the Property, in accordance with the Site Plan approved in PZ-19-00031-02, under the T5 Main Street Open (T5-O) zoning district. Existing improvements on the Property include the former San Francisco de Asís Catholic School and the Babbitt House.



Incorporated in 1974, FSL was initially focused solely on the unmet needs of the elderly and persons with disabilities. Over time, FSL’s mission has expanded to provide home and community-based services and develop energy-efficient, affordable housing that promotes health, independence, and dignity for its residents. FSL currently owns and operates 25 affordable developments totaling more than 969 units throughout the state, including Flagstaff Senior Meadows within the City of Flagstaff (“City”). With Flagstaff Senior Meadows’ *current wait list at 540 individuals*, FSL sees the redevelopment of the Property as a significant opportunity to provide affordable housing, improve the quality of life for City residents, and contribute to the growth and development of the City’s economy.

Context. The Property is bounded to the west by Humphreys Street, a north-south thoroughfare controlled by the Arizona Department of Transportation, and to the east by Beaver Street, a southbound-only thoroughfare. The Property is an infill parcel surrounded by existing development on all sides. To the north across Dale Avenue are primarily professional commercial/office uses; to the east across Beaver Street are a 3-story multi-family residential building and the Nativity of the Blessed Virgin Mary Chapel, along with a second multi-family residential building; to the south across Cherry Avenue is the new, three-story City Courthouse and an office, and to the west across Humphreys Street are primarily commercial uses. The Property slopes fairly significantly downhill from north-to-south.

Development Proposal. This Project proposes to facilitate the redevelopment of the Property with two new development projects—San Francisco Square and Aspen Lofts, separated by a new east-west pedestrian paseo for public and resident use, also serving as civic space.

San Francisco Square. San Francisco Square will be an affordable, age-restricted, independent senior living community in a five-story building located on the north approximate 1.20 gross acres (0.83 net acres) of the Property. The podium-style building, as defined in 2018 IBC, 510.2, is planned to include 70 units within an additional four stories overtop ground-floor and partial below-grade resident parking. Primary vehicular access to resident parking will be provided via a new curb cut at the approximate midpoint of the Beaver Street frontage. Parking within San Francisco Square is intended to serve both San Francisco Square and Aspen Lofts development projects.

The unit mix is planned to primarily consist of one-bedroom units, with some two-bedroom units. The lobby, as well as a resident garden, barbeque, and picnic area, are located adjacent to Beaver Street. Resident community rooms are planned within floors 2 through 5. All of the second-floor units fronting Dale Avenue are planned as walk-up units oriented around common forecourts, thus enhancing the building’s interaction with the adjoining streetscape, and improving the

pedestrian experience. The remainder of the units will be accessed via the lobby and then from common hallway corridors on each floor.

As a result of the Property's slope, retaining walls are planned along the Dale Avenue, Beaver Street, and Humphreys Street frontages, which also serve to screen parking from view. Those portions of the retaining walls visible from view will be decorative or include a similar finish.

Aspen Lofts. Aspen Lofts will be an affordable, family-oriented, multi-family residential community in a five-story building on the south approximate 1.61 gross acres (1.23 net acres) of the Property. The podium-style building, as defined in 2018 IBC, 510.2, is planned to include 76 units with an additional four stories overtop ground-floor and partial below-grade parking. A second point of vehicular access will be provided via a new curb cut along Cherry Avenue.

The unit mix is planned to include a mix of one-, two-, and three-bedroom units. At-grade, walk-up, stoop-style units are located along the Cherry Avenue and Humphreys Street frontages, screening the ground-floor parking from view. Below-grade, lightwell-style units are located along the Beaver Street frontage. The lobby is located at the corner of Beaver Street and Cherry Avenue, so that it is visible and accessible to residents. Two-story units are provided along Cherry Avenue and are also planned to be walk-up, with the remainder of the upper floors being accessed via the lobby and then from common hallway corridors on each floor. Aspen Lofts is designed to maximize the number of units that open up to and interact with the adjoining streetscapes, contributing to the thoroughfare experience for residents and the public. The third floor is also planned to include an expansive resident amenity deck.

Paseo. The Project is proposing a new pedestrian paseo providing east-west, public and resident pedestrian connectivity between Beaver and Humphreys Streets. Importantly, the planned landscaped paseo re-establishes mid-block pedestrian connectivity with the adjoining blocks to the east and west, as originally subdivided in the Flagstaff Townsite Plat. Re-establishing this "leg" serves as a significant contribution to the City and public, which will provide direct and uninterrupted connectivity stretching from WC Riles Street more than ½ mile west to Thorpe Park. The paseo will include landscaping, hardscape, pedestrian-scale lighting, bicycle parking, and a play, picnic, and barbeque area.

Access. Vehicular access to the Project will be provided via two new driveways, one along Beaver Street and one along Cherry Avenue. The driveway along Beaver Street is intended for resident use, with the driveway along Cherry Avenue for City Courthouse parking, with secondary access for residents. Importantly, this Project results in the closure of two existing driveways—one along Cherry Avenue and one along Humphreys Street.

Frontages. The Property is uniquely situated as the only privately held parcel within all of downtown comprising an entire City block, with frontage along all four adjoining streets. As previously discussed and supported by City Staff, the Project proposes the following frontages:

Humphreys Street. Humphreys Street bounds the Property to the west and is the only street adjacent to the Property that is under the jurisdiction of the Arizona Department of Transportation (“ADOT”). Humphreys Street includes a northbound through lane, a southbound through lane, and a center turn lane. FSL is proposing to expand the existing 5-foot attached sidewalk by 6 feet, for a sidewalk 11 feet in total width, along with providing tree and building foundation landscaping.

Dale Avenue. Dale Avenue bounds the Property to the north and is a two-lane, east-west street, with on-street parking along both sides. Improvements to the Dale Avenue frontage will consist of a sidewalk ranging in width from 5 to 9 feet in width, separated by a landscaped parkway with trees and ground cover. On-street parking will continue to be provided.

Beaver Street. Beaver Street bounds the Property to the east and is a two-lane southbound only street, with on-street parking along the east side and a bicycle lane along the west side. The City improved Beaver Street (from Columbus Avenue south to Birch Avenue), which included new curbing, a 6-foot sidewalk, and a bicycle lane along the Property’s frontage. FSL is proposing to expand the existing sidewalk, along with providing trees. No on-street parking is proposed, as it would disrupt the pedestrian, bicyclist, and vehicular mobility goals and objectives of the thoroughfare provisions.

Cherry Avenue. Cherry Avenue bounds the Property to the south and is a two-lane, east-west street, with on-street parking along both sides. Improvements to this frontage will consist of a new 11-foot sidewalk, along with trees. On-street parking will continue to be provided.

Phasing. It is anticipated that the Project will be developed in two phases. The first phase is anticipated to include the construction of San Francisco Square, with the necessary on- and off-site work (landscaping, parking, infrastructure, etc.). The second phase is anticipated to include the construction of Aspen Lofts together with the necessary on- and off-site work. Specific plans and construction documents for each phase will be processed for review and approval by the City to ensure proper and orderly development.

Modification to Property Development Standards for Permanently Affordable Housing. In March 2021, the City Council approved Ordinance No. 2021-05 allowing the City Council to approve modifications to property development standards for permanently affordable housing development that provides 100% of the dwelling units to persons or families with household income equal to 80% or less of the area median income for the City. The Planning & Zoning Commission and City Council reviewed and recommended approval of this modification. This amendment is now codified at Section 10-30.20.040.B.4.c of the Zoning Code.

In accordance with this new affordable housing incentive initiative, this Project requests a set of modifications to the following development standards, which have been grouped according to subject matter (the “Application”). Consistent with the Zoning Ordinance, each of these proposed modifications:

- (a) is consistent with and conforms to the goals of the Regional Plan and any applicable specific plans;
- (b) will not be detrimental to the public interest, health, safety, convenience, or welfare of the City and will add to the public good as described in the Regional Plan;
- (c) will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located;
- (d) is consistent with the character of the area; and
- (e) in addition, the type, quality, and amenities of the development are consistent with those found in similar developments that are available to the public at market rate.

Topography and Size

As previously described, the unique nature of this Property is a primary driving force for several of these requests. This is the only privately held lot downtown that covers an entire City block. In addition, because this Project covers an entire block, the topography is much more dramatic than it would be on a smaller lot. This means that the Property has unusual building challenges, but it also means that the Project will benefit from a natural visual interest that might not be possible on a smaller lot, as different facades present themselves to the passerby.

Topographically triggered modifications include the following:

- Section 10-40.40.090.E sets a maximum distance between the exterior sidewalk and the ground floor finish level of 6 inches, which cannot otherwise be achieved across the length of this Property without substantial variations in finished floor level, adding cost and creating unnecessary issues for an affordable housing community. Thus, FSL is asking to increase this maximum to nine feet between

external sidewalks and ground-floor finish level. Due to the topography, this difference will only exist at a relatively limited portion of the Project.

- Section 10-40.40.090.E sets a maximum distance between entries at 50 feet. This site is at least 300 feet long along each of its frontages. Because of the topography and the Project demographic, including seniors, FSL has designed a series of courtyards and porches that span the frontages, still providing streetscape energy, but doing so in a manner that is safe and responsive to the Project and resident's needs. As noted above, FSL's redevelopment of the Property results in the closure of the existing driveway along Humphreys Street, and relocates it to Beaver Street, thus enhancing the streetscape, increasing safety, and improving vehicular circulation around the Property. In addition, to provide additional pedestrian access and visual interest, FSL is proposing to locate the paseo through the middle of the Property, further breaking up building massing and providing more energy to the streetscape, and offsetting the increased entry spacing. For Phase 1, FSL is seeking a 78-foot spacing between entries, and for Phase 2, FSL is seeking a 123-foot spacing between entries.

Modifications triggered by the size of the Property include the following:

- Section 10-40.40.090.E calls for a 2 foot build-to-line, with building very close to the sidewalks. San Francisco Square and Aspen Lofts provide an approximately 6 foot build-to-line. In order to accommodate wider sidewalks, landscaping, parkways, and certain frontage types (e.g., porches)—all of which significantly improve the walkability of the community—it is practically impossible to satisfy the 2 foot build-to-line requirement. Accordingly, FSL is proposing to modify the requirement.
- Section 10-50-110.180.B establishes a maximum lot width and depth for new lots of 150 feet. To reiterate, the Property is approximately 300-feet long along each of its frontages. When FSL divides the site into two lots, basically along the proposed paseo, that will actually bring the Project significantly *closer* to compliance, but still, all of the east-west dimensions will be around 300 feet long, and the north-south distance of Phase 2 will continue to exceed 150 feet. Therefore, FSL is asking that the proposed lot widths for all east-west dimensions remain at 290 feet, and that Phase 2's lot depth be permitted at 205 feet.
- Section 10-50.120.50.C calls for all (engaged) porches to be open on at least two sides. While some of its porches are open on two sides, FSL also has some porches that open only on a single side. Because of the size of the Project, FSL has included some porches that are open only to the front, to create additional visual interest and diversity along its streetscape.
- Section 10-50.120.080.C minimizes forecourts to one per block frontage. FSL is proposing two sizeable forecourts along Dale Avenue and one along Humphreys Street. The two forecourts along Dale Avenue "bookend" the building, which

maximizes its street frontage presences for pedestrians and passerby traffic going east and west bound on Dale Avenue. The forecourts are also consistent with the residential nature of the Project, which is addressed in additional detail in the next section.

Residential Project

The residential nature of this Project also warrants modifying some of the development standards. As stated in the Zoning Ordinance, the T5 Main Street zoning district provisions exist in part to provide a transition from downtown's commercial/retail spaces and the surrounding neighborhoods. This project, with its residential focus, does that.

Residentially triggered modifications include the following:

- Section 10.40.40.090.E calls for ground floor ceilings of a minimum of 14 feet. While that may well be appropriate for public, commercial spaces designed to welcome the public, this is a residential Project that will provide much-needed affordable housing opportunities in the downtown area. Thus, FSL is requesting a 8 foot minimum ground floor ceiling height. This will still create ample opportunity for exterior design variation.
- Section 10.40.40.090.E also calls for a minimum unit depth of 30 feet.

FSL has rotated certain ground floor units within San Francisco Square, which resulted in a depth of approximately 21 – 22 feet; however, FSL has expanded the width of these units to exceed 30 feet, thus providing San Francisco Square's residents with units that have square-footages nearly identical to those units that are 30-feet in depth.

In order to accommodate parking for the City Courthouse and public, FSL is proposing that all ground floor units be 2 stories (rather than providing units with a depth of 30 feet) within Aspen Lofts. Ground floor units along Humphreys and Beaver Streets have a depth of approximately 29 feet (a mere 1 foot short), with the units along Cherry Avenue having a depth of approximately 15 feet. The strategic and efficient design of these units will provide Aspen Lofts' residents the necessary living space, bedrooms, etc., while allowing for the City Courthouse and public parking.

FSL fulfills the intent of Section 10.40.40.090.E.

- Section 10-50.110.180.E prohibits engaged porches in commercial blocks. This Project is residential, and engaged porches are appropriate as this site provides a transition between downtown and residential neighborhoods.

Architectural Modifications

A handful of the requested modifications are not related to the specific Property impacts detailed above, but instead are proposed to improve the architecture of the Project.

- Section 10-50.120.080.B calls for a forecourt to be a minimum 12 feet by 12 feet. FSL is seeking a small modification to the width of the forecourt size along Humphreys Street, reducing this forecourt to 10.5 feet. The forecourts at the intersections of Humphreys Street and Dale Avenue and Beaver Street and Dale Avenue exceed the minimum width and depth by double. In order to provide the paseo and maximize civic space, both of which benefit the public and residents, it is necessary to reduce the forecourt width by a mere 1.5 feet. Additionally, affordable housing and their funding have much different building performance, which can affect floor plates and sizing of spaces, such as forecourts.
- Section 10-40.40.090.D calls for a build-to-line to be defined by a building face or by “a stucco or masonry wall.” Due to the length of its facades, FSL has used rail fencing in several locations to meet the build-to-line. This creates a diversity of design along unusually long frontages. Notably, Section 10-50.120.080.C expressly allows fencing for forecourts. Practically, FSL also expects it to help with snow removal.
- Section 10-40.40.090.E calls for building wider than 100 feet must be designed as a series of building no wider than 75 feet. This Application integrates the building into the existing context by breaking up the volume of the overall building, proportions, and height into smaller sub-volumes and by creating the appearance of a grouping of small structures through the use of textures, materials, details, colors, and other architectural elements.

Attention has been given to each of the four elevations and their associated massing and architecture to break up the facade (vertical, horizontal, and depth/setback) into a series of individual and diverse facades, each having distinct architectural expressions. The Application effectively breaks up the massing of the upper floors, which establishes a human scale. The Application provides articulated structural elements, horizontal expression lines, and changes in materials that are compatible with the scale of the area. Specifically, the upper floors are divided into smaller, subordinate components by “jogging” the horizontal building plane, resulting in identifiable “fingers” that extend outward. Opposite the “fingers” are the “jogs” which are set back from the street frontages proportionate to the overall height of the building, resulting in appropriate building-massing.

- Section 10-50.80.050.B.1.c calls for bicycle parking to be located within 50-feet of the primary pedestrian entrance. FSL has done so for Phase 1, but the Phase 2 bicycle parking is located 85 feet from the primary pedestrian entrance to accommodate the provision of light wells into the underground spaces.

Fortunately, this spacing does ensure a better distribution of the bicycle parking, which is a separate goal of this provision of the Zoning Code.

City Courthouse Parking

FSL has also worked with the City to accommodate City Courthouse parking within its Property, meaning that the Property is carrying an off-site burden. FSL is happy to cooperate with the City to achieve this community benefit, but it does impact FSL's design approach to the Project.

City parking-triggered modifications include the following:

- Section 10-40.40-090.G establishes a 50 foot minimum setback for ground floor parking. Here FSL is providing parking to serve a building located across Cherry Avenue. For public convenience alone, it would be good to bring that parking closer to the Courthouse. Of course, FSL must also provide for its own parking (though reduced) as well. Thus, FSL is seeking to reduce the minimum parking setback to 14 feet.
- Section 10-50.120.070.B requires lightwells to be 5 feet wide. Because of the constraint imposed by the City-requested proposed parking garage, FSL is seeking to reduce the width to 4 feet.
- FSL's experience has taught it that affordable housing communities, especially those with age restrictions, do not require the abundant, auto-centric parking accommodations that zoning /codes ordinances typically demand. As a result, FSL is happy to provide additional parking to support the needs of the adjacent City Courthouse. Section 10-40.40.090.G requires that 1 parking space be provided per 1,500 square-feet. Alternatively, Section 10-50.80.060, through use of a parking adjustment, would require FSL to provide 146 spaces for the entire Project, 70 for Phase 1, and 76 for Phase 2 (1 parking space per unit). Instead, FSL is providing 114 parking spaces for its entire Project, 59 for Phase 1, and 55 for Phase 2, and then setting aside 97 additional spaces for the City Courthouse. This is a clear benefit to the Courthouse, and thus, to all of downtown, by providing additional parking that is accessible and convenient to community.

(It should be noted that FSL is providing accessible parking in accordance with the 59 / 55 / 97 blend, per Table 10-50.80.080.B.)

Under the Affordable Housing Incentive provisions of Section 10-30.20.040.B.4.c.2, the City Council does need to verify the presence of nearby transit in order to approve the parking reduction. Nonetheless, there are stops in both directions of the site on Route 2 (in blue) on the Mountain Line within 1,320 feet of the site (the Beaver Street stop is one block south, past the City Courthouse). See below Transit Map.



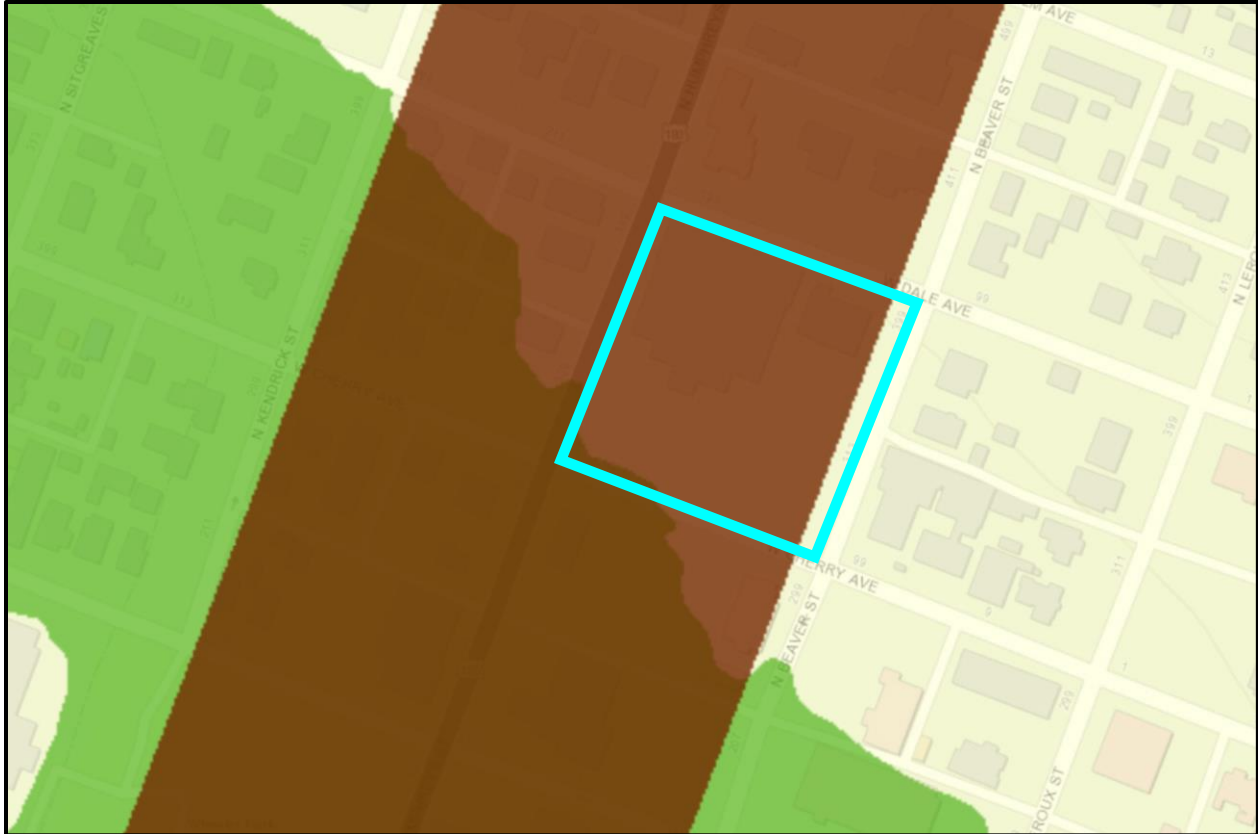
Consistent with the Zoning Ordinance, each of these proposed modifications:

- (a) is consistent with and conforms to the goals of the Regional Plan and any applicable specific plans;

Response:

The *Growth Areas & Land Use* chapter of the Regional Plan guides the community vision for how land use in Flagstaff should occur. The *Growth Areas & Land Use* chapter is comprised of three concepts: (1) Growth: Future growth will be concentrated in reinvestment areas and will include a balance of infill and redevelopment in existing neighborhoods; (2) Area Types: Urban, Suburban, and Rural; and (3) Place Types: Activity Centers, Neighborhoods, and Corridors provide the framework around how Flagstaff will be built.

Growth: The Regional Plan recognizes that reinvestment in an area through revitalization and redevelopment plays a vital role in improving the quality of life for those living in Flagstaff. And, that reinvestment promotes the resurgence of activity centers and walkable neighborhoods. The Property is located along a “Great Street” corridor, which the Regional Plan identifies as having high reinvestment potential, as these are located in areas of greater return on investment. This Application promotes the transformation of an underutilized, infill property within an existing Urban Activity Center.



The following *Reinvestment* goals and policies support this Application:

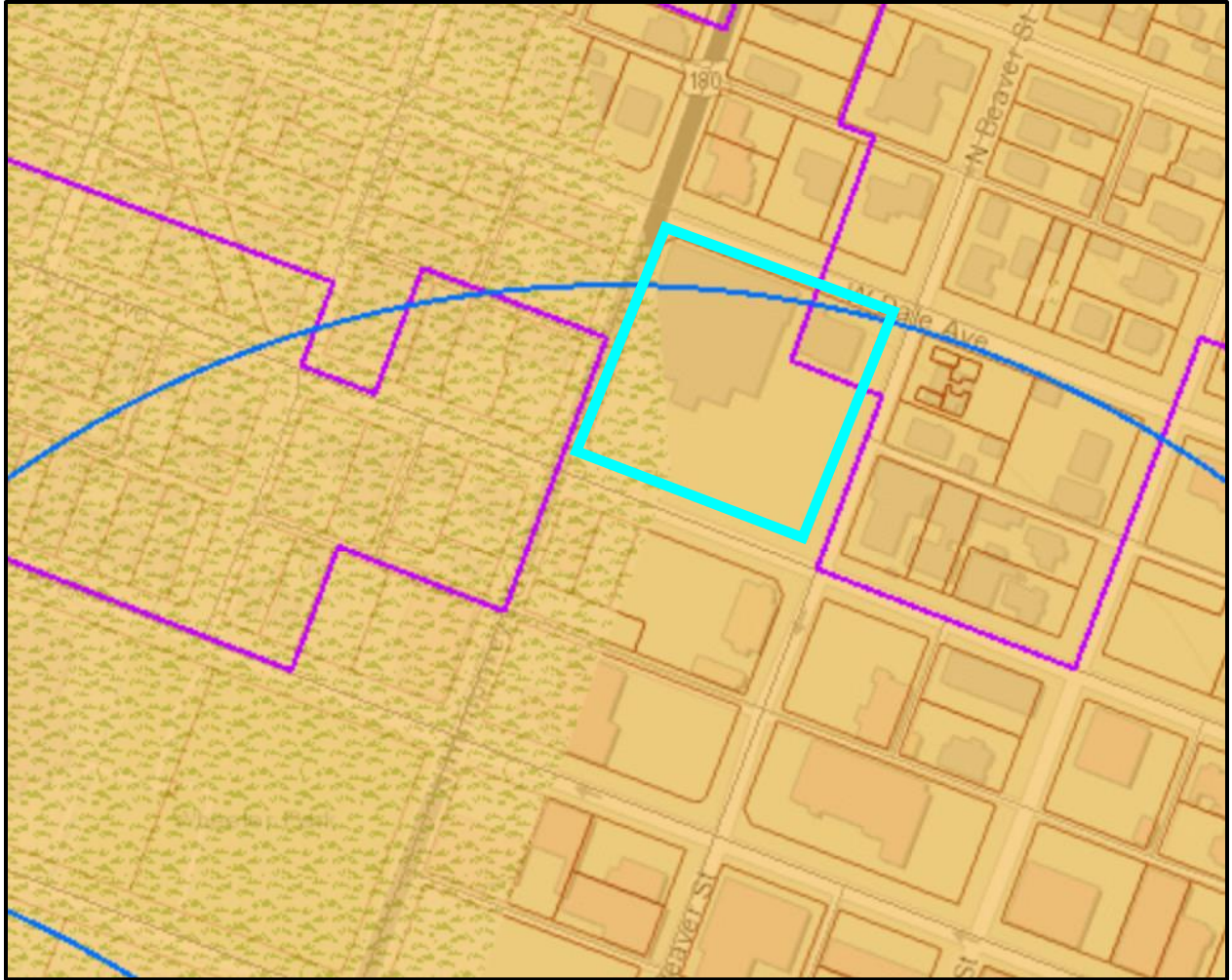
Goal LU.1. Invest in existing neighborhoods and activity centers for the purpose of developing complete, and connected places.

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

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

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

Area Type: The Regional Plan designates the Property as an Existing Urban area type. The City’s urban areas are intended to have a higher density of people and residences; buildings are generally taller and close to the streets; streets and sidewalks are in a grid pattern of relatively small blocks; and the area is walkable and supported by commercial and service uses, and by transportation.



The following *Urban Area* goals and policies support this Application:

LU.9. Focus reinvestment, partnerships, regulations, and incentives on developing or redeveloping urban areas.

Policy LU.9.1. Reinvest in urban areas.

Goal LU.10. Increase the proportion of urban neighborhoods to achieve walkable, compact growth.

Policy LU.10.1. Prioritize connectivity within all urban neighborhoods and activity centers.

Policy LU.10.2. Support on-street parking, shared lots, and parking structures.

Policy LU.10.5. Consider vacant and underutilized parcels within the City's existing 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.10.7. 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.10.9. Civic spaces must be well designed, accessible, and central to the urban fabric.

The Property is also located within and subject to the *Urban Area—Downtown*. If downtown is to continue to be considered the heart of the City, it must remain healthy and attractive to locals, visitors, and business owners alike. This downtown revitalization project will anchor and enhance the overall character of the City and contribute toward Flagstaff 's long-term sustainability. The following *Urban Area—Downtown* goals and policies support this Application:

Goal LU.11. Prioritize the continual reinvigoration of downtown Flagstaff, whose strategic location, walkable blocks, and historic buildings will continue to be a vibrant destination for all.

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.

Place Types: Flagstaff has various activity centers. The Property is located within an Urban Activity Center and historic pedestrian shed. Urban Activity Centers hold the greatest densities of housing, yet they are still appropriately designed. With a focus of investment and development within the urban core as a growth management strategy, Urban Activity Centers are vital in producing the compact urban form necessary for efficient infrastructure, transit, walkability, job creation, and protection of our natural resources. By promoting Urban Activity Centers, especially within the downtown area, the community benefits from an additional, and importantly, affordable housing type; opportunities to increase walking, biking, and transit use; more efficient use of existing public infrastructure; opportunities to foster vibrant, walkable communities; and reduced congestion.

The following *Place Type* goals and policies support this Application:

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

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

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

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

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

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

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

Policy LU.18.18. New development within existing activity centers should enhance the existing street pattern to meet the goals and policies of the Regional Plan related to connectivity and complete streets.

Policy LU.18.20. Major streets in urban activity centers should have urban-form buildings with their primary pedestrian entrances facing the major street. Secondary entrances could be located to meet other access needs for the building use.

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The Community Character chapter of the Regional Plan provides guidance as to the design of the community and built environment. As stated above, with the exception of just a small sliver near the northwest corner, the Property is designated as an "Urban Activity Center" (U1) (see map at page 12). In the context of "community character," urban design is the discipline through which planning and architecture can create and renew a sense of local pride and identity. Importantly, the Regional Plan recognizes that urban design is essential for the success of various area, including downtown.

The City Council approved the Downtown Regulating Plan allowing property owners in the greater-downtown area to elect to use transect zoning. The various transect zones regulate the scale and intensity of development by establishing minimums and maximums for development. FSL has elected to develop the Property under the T5-O zoning district, which encourages building forward design, creating an urban "feel" along the streetscape. The City's Community Development Department approved the Site Plan Application, with conditions. The City determined that the urban design, including the design of the building, architecture, landscape architecture, and parking fulfilled the Zoning Code and, further, the purpose and intent of the Community Character chapter of the Regional Plan.

The Neighborhoods, Housing & Urban Conservation chapter of the Regional Plan recognizes that neighborhoods are the backbone of every community. An important part of the Regional Plan is to address housing options available to current City residents, as well as look to the future to make sure that the right housing options are available as the City's population grows and changes. This Project specifically recognizes the need for housing diversity and stock, that affordable multi-generational housing is a growing sector

and, that fulfilling the needs of both the younger and older generations is critical in ensuring community sustainability and economic development.

The *Neighborhoods, Housing & Urban Conservation* chapter also provides guidance as to managing population growth. The City's growing population will require an increased emphasis on housing choices in the future. With a limited supply of land for development and an increase in housing needs for the elderly, multi-generational families, and downsizing as the Baby Boomer generation moves to retirement years, this Project provides additional opportunities for affordable, workforce housing for City residents.

The following *Neighborhoods, Housing & Urban Conservation* goals and policies support this Application:

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

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

Policy NH.3.3. Increase the availability of affordable housing for very low-income persons, through innovative and effective funding mechanisms.

Policy NH.3.5. Encourage and incentivize affordable housing.

Goal NH.4. All housing is safe and sanitary.

Policy NH.4.3. Address accessibility issues and other housing barriers to persons with disabilities or special needs.

Policy NH.4.7. Enforce compliance with fair housing laws.

(b) will not be detrimental to the public interest, health, safety, convenience, or welfare of the City and will add to the public good as described in the Regional Plan;

Response:

The improvement of the Property will not be detrimental to the public interest, health, safety, convenience, or welfare of the City and will add to the public good as described in the Regional Plan, so long as it is developed in accordance with City codes and ordinances, including receiving approval of this Application. As stated above, the redevelopment of an underutilized, infill property with 146 new, affordable workforce housing units is supported by the Regional Plan and is beneficial to the community and overall public good.

(c) will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located;

Response:

The improvement of the Property will not endanger, jeopardize, or otherwise constitute a hazard to the Property or improvements in the vicinity of the area. Plans for each phase will be submitted to the City (planning, engineering, building, fire, traffic, etc.) for review against codes and ordinances (Zoning Code, Engineering Design Standards, Building Code, Fire Code, etc.) to ensure proper and orderly development.

(d) is consistent with the character of the area; and

Response:

The Property is an infill parcel surrounded by existing development on all sides. To the north across Dale Avenue are primarily professional commercial/office uses; to the east across Beaver Street are a 3-story multi-family residential building and the Nativity of the Blessed Virgin Mary Chapel, along with a second multi-family residential building; to the south across Cherry Avenue is the new, three-story City Courthouse and an office, and to the west across Humphreys Street are primarily commercial uses. The Property slopes fairly significantly downhill from north-to-south.

Streetscape: This Application recognizes that Flagstaff's streets play an important role in the livability, vitality, and character of the community. This Application contributes to the north downtown area through the redevelopment and improvement of the four streetscapes adjacent to the Property, creating a more pedestrian-friendly environment in which citizens can live, work, and play. The streetscapes are designed to be pedestrian-priority areas, with a strong emphasis on interaction, comfort, and safety. Additionally, the building architecture at ground level is intended to complement the planned nature and character of the streetscape.

It is anticipated that as other properties are improved and/or redeveloped, they too will provide similar streetscape improvements, eventually creating a complete sidewalk network/connection within north downtown.

Site Relationships: This Application reinforces and compliments the existing character and architecture found in north downtown area. Site Relationships include the following: building setback, vehicular access, and pedestrian access.

Building Setbacks: The City Council approved the Downtown Regulating Plan allowing property owners in the greater-downtown area to elect to use transect zoning. FSL has elected to develop the Property under the T5-O zoning district, which encourages building forward design, creating an urban "feel" along the streetscape. The

Vehicular Access: This Application includes constructing a new driveway at the approximate mid-point along Beaver Street, as well as eliminating the existing driveway along Humphreys Street and replacing it along Cherry Avenue. Eliminating the existing Humphreys Street driveway will help to concentrate the vehicular-access movements to / from Beaver Street and Cherry Avenue only, and importantly, minimize automobile-pedestrian conflicts.

Pedestrian Access: The proposed sidewalks improve the walkable urban place-type and transect zoning envisioned by the City. Additionally, the improved pedestrian access supports transportation alternatives, including walking and biking.

The wide sidewalks and landscaping along all four street frontages create a pedestrian-friendly environment and stronger sense of community. Humphreys Street accommodates an even-wider sidewalk with landscaping that increases pedestrian safety, accessibility, and overall function. It is anticipated that as other properties are improved and/or redeveloped, they too will provide similar streetscape improvements that will further the interconnected street-and-sidewalk network within north downtown.

Landscaping: This Application includes sustainable perimeter landscaping that is appropriately and artfully arranged to define the streetscape “thoroughfares,” to compliment the development, and to improve the aesthetics of north downtown. The foundation landscaping, where provided, helps to frame the building and visually anchor it to the site. The landscaping within the parkways is appropriately spaced to both soften the built environment by adding human scale and to unify the individual street frontages and residential entries. The landscape palette can be found within the greater-downtown Flagstaff.

Scale: This Application recognizes that the building should be scaled to its context.

Massing, Proportions, Height, and Continuity: The Application integrates the building into the existing context by breaking up the volume of the overall building, proportions, and height into smaller sub-volumes and by creating the appearance of a grouping of small structures through the use of textures, materials, details, colors, and other architectural elements.

Attention has been given to each of the four elevations and their associated massing and architecture to break up the facade (vertical, horizontal, and depth/setback) into a series of individual and diverse facades, each having distinct architectural expressions. The interplay of the various facade materials, colors, windows, and other elements work independently and collectively to create an undulating rhythm and pattern that establish a human

scale. Building materials were selectively chosen to include brick, fibre cement panels (varying in both colors and orientations/assemblies), concrete, metal, and windows and doors that are similar in proportion and scale to those seen in downtown. All these varying materials help with creating expression lines. The Application utilizes muted colors and earth tones, including rust, brick red, grays, and natural stone—all of which complement the greater downtown-area.

The Application effectively breaks up the massing of the upper floors, which establishes a human scale. The Application provides articulated structural elements, horizontal expression lines, and changes in materials that are compatible with the scale of the area. Specifically, the upper floors are divided into smaller, subordinate components by “jogging” the horizontal building plane, resulting in identifiable “fingers” that extend outward. Opposite the “fingers” are the “jogs” which are set back from the street frontages proportionate to the overall height of the building, resulting in appropriate building-massing.

(e) in addition, the type, quality, and amenities of the development are consistent with those found in similar developments that are available to the public at market rate.

Response:

The type, quality, and amenities of the development are consistent with those found in similar developments that are available to the public at market rate. Most notably, FSL is voluntarily providing a new pedestrian paseo providing east-west, public, and resident pedestrian connectivity between Beaver and Humphreys Streets. Importantly, the planned landscaped paseo re-establishes mid-block pedestrian connectivity with the adjoining blocks to the east and west, as originally subdivided in the Flagstaff Townsite Plat. Re-establishing this “leg” serves as a significant contribution to the City and public, and will provide direct and uninterrupted connectivity stretching from Agassiz Street more than ½ mile west to Thorpe Park. The paseo will be treated with landscaping and hardscape, along with a play area and picnic and barbeque area, and will have the capacity to serve as an art walk, integrating itself into the existing art walk community.

Resident amenities include a number of furnished community rooms, along with a garden and picnic/barbeque area.