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*Via E-Mail: APucciarelli@flagstaffaz.gov*

Ms. Alexandra Pucciarelli  
Current Planning Manager  
Community Development  
City of Flagstaff  
211 West Aspen Avenue  
Flagstaff, Arizona 856002

Re: Minor Development Standard Modification for approximately 10.56 acres located at the southeast corner of U.S. Route 66 and Alvin Clark Way, also known as Coconino County Assessor Parcel Number 112-01-156.

Dear Alax:

We represent Roers Companies (“Roers”) with respect to the development of Woody Mountain Apartments—a 221-unit affordable multi-family residential community on the approximate 10.56 acres located at the southeast corner of U.S. Route 66 and Alvin Clark Way, also known as Coconino County Assessor Parcel Number 112-01-156 (“Site”). Roers is an emerging national leader in real estate development and property management, with a mission to elevate multifamily housing by developing and operating market-rate, workforce, active 55+, and affordable housing in highly desired neighborhoods.

The Site is zoned High Density Residential, Resource Protection Overlay (HR—RPO) and legally described as Block 1 of Timber Sky recorded at 2018-3810031 in the Official Records of Coconino County.

**Context.**

The Site is a part of Timber Sky, a 198-acre master planned community generally located south of U.S. Route 66 between Woody Mountain and Flagstaff Ranch Roads. Timber Sky includes a mixture of residential and non-residential zoning/uses. The Site is generally positioned in the northeastern section of the Timber Sky.

The topography inclines towards the northwest and northeast owing to the presence of two knolls in the south-central and northeastern regions of the Site. The Site does have a few areas of steep slope identified in the Natural Resource Protection Plan. The slope disturbance requirements of the Zoning Code will be met. No significant forest resources on the Site were identified in the Natural Resource Protection Plan.

## **Development Proposal.**

Woody Mountain Apartment is an affordable housing development comprised of 221 units. It encompasses six 3-story garden-style apartments, one 3-story apartment over a covered garage, and a 1-story clubhouse/leasing building. The development is designed as an open, ungated community. The main vehicular access drive is situated off Alvin Clark Way and aligns with Orion at Timber Sky to the western side. A secondary vehicular access drive is also planned off Alvin Clark Way.

The residential buildings have been positioned next to the street frontage to create a defined building edge for the project. Different building types have been grouped around the primary open space area in the center of the site to ensure convenient access to common areas and amenities. Parking has been strategically placed on the side or behind the buildings, with any parking adjacent to the street frontages is screened.

Woody Mountain Apartments will benefit the City, public, and overall community through the promotion of public interest, health, safety, convenience, and welfare of the residents and the surrounding community. It will also contribute to the public good by facilitating the establishment of a residential community in an area where there is a demand and intention for new residential development.

## **Modification to Property Development Standards for Permanently Affordable Housing.**

As a 100% affordable housing development classified as Category 1, Woody Mountain Apartments is eligible to benefit from affordable housing incentives outlined in Zoning Code Section 10-30.20-040. These incentives include Resource Protection Standards for the existing sloped landscape on-site, a parking incentive that permits a reduction in required parking spaces per unit, and a landscape incentive that reduces planting requirements by 10%. In addition to these incentives, a 15% minor modification to property development standards is allowed to permit flexibility in the application of building form requirements.

The proposed modifications include:

1. Building massing standards, which was first addressed in the letter from the City dated 4/13/2023, Item #1.c:

“Per 10-50.20.030(B)(2), building massing standards indicate that a primary facade plane shall not exceed 75 feet in length without a jog provided to divide it into subordinate elements each less than 75 feet in length. The depth of the jog shall be a minimum of 20 percent of the height of the wall plane. Please show that the floor plans for Buildings B, C, D and E comply with this standard.”

Roers is seeking to adjust the depth of the jogs at each building to provide units that are cost-effective and suitable for the proposed density levels. The height from Level 1 to the underside of the roof for our typical three-story wood-frame buildings (Buildings B, C1-C4, & D) is approximately 30-feet, 5-inches. This height would necessitate a jog of 6 feet every 75 feet.

In-lieu of providing the aforementioned jogs, Roers is proposing a building design that includes shading devices that are 2-feet, 6-inches deep between Levels 2 and 3. These devices are intended to create architectural and visual interest and relief, while adding depth and variety to the building facades. At the slab-on-grade buildings, these elements would provide an overall depth of 7-feet, 6-inches at the building corners, and 5-feet at the intermediary jogs. Building E, which features a podium-style design, incorporates jogs that are 4-feet deep at regular intervals. By adding shading devices to these jogs, the overall depth would be extended to 6-feet, 6-inches. The proposed shading devices serve to break-up the building façades and planes into smaller sections, which fulfills the intent of the Zoning Code.

2. Recessed garage doors, as referenced in the letter from the City dated 4/13/2023, Item #1.e:

“Show in the floor plans that the garage buildings include recessed garage doors as indicated in Zoning Code section 10-50.20.030(B)(6).”

The Zoning Code section aims to reduce the visibility of garage doors and highlight front entryways by recessing the garage door beyond the wall plane by at least 18-inches.

Roers is proposing a modification to reduce the depth of the recessed garage door openings from 18-inches to 12-inches. The front-facing walls of the private garages would be constructed using 2 x10 structural wood studs at the garage door openings, surrounded by 3.5-inch-wide by 1-inch-deep trim. This design aims to create a recess of approximately 12 inches at the garage doors. Roers believes that this modification is consistent with the intent of the Zoning Code by creating deep shadow lines and visual interest at the opening at a scale that is more appropriate for private garages. In fact, recesses that are too deep in these buildings will draw more attention to the garage doors, which increase their prominence, rather than reducing it, as per the architectural standards.

3. Parking stall clear widths, as referenced by letter from the City dated 7/14/2023, Item #2:

“The site plan notes that the supporting columns of the canopies are to be centered on the parking space striping. However, per Table 10-50.80.080.A, endnote #2, the width of parking spaces on either side of a column or post supporting an overhead structure shall be measured from the outer edge of the column or post. Please revise the drawings as necessary.”

In response to the City’s Carbon Neutrality Plan and sustainability goals, Roers has incorporated solar carports, which will provide efficient and renewable energy on-site that supports the planned residences. The carports are among the various sustainability initiatives proposed by Roers, including that the residential buildings will have an energy performance score of 65 or lower according to the HERS Index. This objective will be achieved by employing electric HVAC units that leverage on-site generated energy through the solar carports, thereby reducing the demand on City infrastructure and resources.

The solar carports will be overhead canopies built to cover the proposed parking areas, supporting angled panel modules with steel columns and cantilevered steel beams. The design is intended to provide shade for vehicles while simultaneously generating clean energy, utilizing otherwise wasted parking lot space and reducing the heat island effect caused by direct sun exposure. The intent is to make a more efficient use of space compared to ground-mounted panels, as they do not require additional land.

Woody Mountain Apartments is already utilizing parking and landscaping incentives to support the development of affordable housing in Section 10-30.20.040(B)(3)(a) and 10-30.20.040(B)(5) of the Zoning Code. While the design also adheres to the minimum standards for parking sizes and dimensions, some of the minimum 9-foot clearance between parking stalls will be required for the steel columns that support the structures. The requested modification is to allow the steel column to impede approximately 6-inches into the 9-foot width of a standard parking stall. These columns would occur every two stalls, located approximately 3-feet from the end of each parking stall, thus allowing for 9-feet of clearance for most of the vehicle, including for all vehicle door swings.

4. Parking peninsulas, as referenced by letter from the City dated 7/14/2023, Item #6.b:

“It appears that some parking peninsulas have been relocated or removed with this application. For instance, the parking space and peninsula layout along the drive aisle east of Buildings C1 and D2 have been modified. There shall be no more than eight parking spaces in a row before a peninsula or island are required. Show compliance with this standard and clarify changes to the proposed interior parking area based on any parking layout modifications.”

The solar carports provided by the manufacturer are available in three different sizes: 54-feet, 72-feet, and 90-feet. The positioning of the canopies is determined by the orientation of the panels and their relative placement with respect to the buildings. This configuration is intended to capture the best angle for sunlight exposure. These two factors combined necessitates an adjustment to the spacing of parking islands near Buildings B, D, and E.

To maximize the efficiency between the canopies and the parking layout, Roers is requesting a modification to the island counts and the associated landscape at these three areas. These reductions would be in addition to the Landscape Standards Reduction incentive previously identified. Roers has made all efforts to minimize conflicts without requiring a further reduction in overall parking counts.

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We are grateful for the time and effort that the City Council and City Staff have invested in reviewing these modifications. Should you have any questions or require additional information, please do not hesitate to contact me at (602) 256-4471 or [lschube@gblaw.com](mailto:lschube@gblaw.com). Thank you, again.

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Sincerely,

GAMMAGE & BURNHAM

A handwritten signature in black ink that reads "LCSchube". The signature is written in a cursive style with a large, stylized initial "L" and "C".

By  
Lindsay C. Schube

cc: Michelle McNulty  
Patrick St. Clair