

Lake Mary Housing

PZ-21-002130-02



Direct to Ordinance

Zoning Map Amendment Narrative

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Principals and Development Team

Developer

Atlantic Development & Investments, Inc.
15957 North 81st Street, Suite 101
Scottsdale, AZ 85260
www.atlanticdev.com



Architect/ Landscape Architect

Biltform Architecture Group, Inc.
11460 North Cave Creek Road, Suite 11
Phoenix, AZ 85020
www.biltform.com



Civil Engineer

CD&E
618 East Route 66
Flagstaff, AZ 86001
www.cdeinc.com



Traffic Engineer

CivTech, Inc.
10605 N. Hayden Road, Suite 140
Scottsdale, AZ 85260
www.civtech.com



Zoning Attorney

Nick Wood, Esq.
Snell & Wilmer, LLP
One Arizona Center
19th Floor
602-382-6269
www.swlaw.com



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A. INTRODUCTION

Atlantic Development & Investments, Inc. (“Atlantic”) is one of the nation’s most successful developers of affordable housing communities and the largest affordable housing developer in the state of Arizona. The company is founded on the belief that every American deserves a comfortable place to call home. For over 25 years Atlantic has worked to make high quality, affordable communities a reality, with recent Arizona developments in Mesa, Tucson and Phoenix. Atlantic is long term holders of real estate and own the projects they develop for the long term. In fact, over the last 30 years developing multifamily communities, Atlantic has held over 75% of the properties they have developed.

On December 1, 2020 the City of Flagstaff declared a housing crisis within the City. According to Resolution No. 2020-66, “Over the past 10 years, the median sales price of a home rose by 53%, while Area Median Income (AMI) rose by only 14%” and that, “A significant portion of the housing stock in Flagstaff consists of second homes and short-term rentals, thus impacting the availability of housing stock for local households”. Because of these and other conditions, the City Council’s resolution stated that the City needs to “make housing a leading priority for the organization and community” and that the City would develop a Housing Plan that will “include ways the City can encourage more economically priced housing construction by the private sector to address Flagstaff’s workforce housing needs and to increase attainable housing opportunities for, and occupied by, local residents.”

Hearing about the affordable housing crisis in Flagstaff, Atlantic, with its extensive background in developing affordable housing, chose Flagstaff for their next project to help be a part of the provision of new homes in the City to help alleviate the crisis and bring new housing units online, expanding housing options for the residents of Flagstaff as well as incorporating affordable housing units.

With this request, Lake Mary Housing is a proposed a multi-family development that will provide additional housing units to help meet the increasing housing demand in Flagstaff. The Site is 13.96 gross acres in size (12.9 net acres) and currently undeveloped. Atlantic proposes to develop the Site as a multi-family residential rental development with a mix of traditional apartment (or flat) style units and townhome style units. There will be with approximately 71 apartment type units and 131 townhome type units (the “Project”). The Project will provide new market rate rental homes while also maintaining 20 percent of these new residences at an “affordable housing” rental rate, increasing access to this important and underserved portion of the rental residential market.



B. LOCATION AND CONTEXT

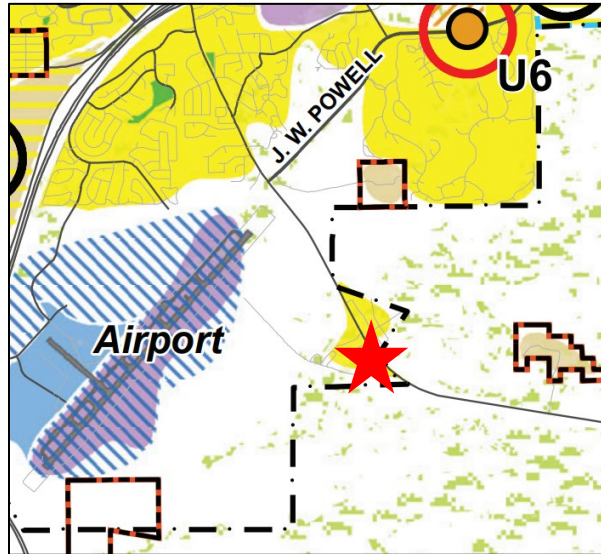
The Property is an approximate 13.96-acre parcel located at the northwest corner of South Lake Mary Road and Frontier Road, addressed as 4631 South Lake Mary Road (Parcel No. 115-03-001A) (the "Property"). Currently the Property is undeveloped land zoned Estate Residential (ER). Surrounding the property is wooded land owned by the Forest Service to the east and south. North of the Property is zoned Light Industrial (LI) in addition to High Density Residential (HR) beyond that. West of the Property is zoned Rural Residential (RR). Surrounding land uses include single-family homes, a mobile home park, and industrial uses.



C. GENERAL PLAN CONFORMANCE

The Flagstaff Regional Plan 2030 is a policy guide based on the community’s vision of what the City Flagstaff aspires to be.

Lake Mary Housing has been designed in a manner that meets the vision and goals set forth in the Flagstaff Regional Plan 2030 relating to multifamily development within the City of Flagstaff. Per the City of Flagstaff Regional Plan, the Site is located with “Suburban Area” type. The proposed development is consistent with the following suburban neighborhood characteristics as discussed below.



***Block Size:** Block size is variable in Suburban Neighborhoods. Blocks are well organized, with few bicycle and pedestrian dead ends. Cul-de-sacs are minimized in the design of new neighborhoods.*

The development provides for a unique design with a centralized main drive “The Boulevard” acting as the main drive into the site. Based on the unique shape of the property the buildings were strategically located to create a friendly walkable experience for the residents of the development.

***Density Range:** Residential lots 2 to 13 units/acre. Increased density is preferred within pedestrian shed of 6 units/acre +. For a change of density range, a specific plan or development master plan must be developed for the pedestrian shed. Residential Mixed-Use: 6 to 29 units/acre, outside of the pedestrian shed. Increased density closer to transit.*

The proposed maximum density “by-right” (i.e. no bonus) of the project is 13 units per acre. The proposed density is consistent with the desired pattern identified in the “Suburban Neighborhood” place type characteristics

***Residential:** Quiet residential neighborhoods, consisting of single-family homes, duplexes, townhouses, and low-rise apartments, located toward the periphery of developed areas of the City. This classification may also include such supporting land uses as parks and recreation areas, religious institutions, and schools. A full range of services and infrastructure is required, including public transit and bike trails.*

The development will incorporate traditional apartment units and townhome style units. The building height will be limited to three stories, which is consistent with City of Flagstaffs interpretation of what are low-rise style apartments.

Open Space: Suburban open space areas are for public or private use. Open spaces include natural areas, greenways, trails, streetscapes, waterways, cemeteries, drainage ways, floodplains, corridors, wildlife refuges, wetlands, riparian areas, and preserves. They are used for passive recreation such as hiking, picnicking, bicycling, horseback riding, and fishing. Open space areas also may be preserved or restored for their aesthetic value, scenic areas and vistas, ecological value, archeological and historical significance, and wildlife habitat.

Passive and active open space areas are provided throughout the site. The amenities and open space areas are all connected via an internal system of sidewalks. The design will provide for numerous open space areas throughout the development for residents to enjoy

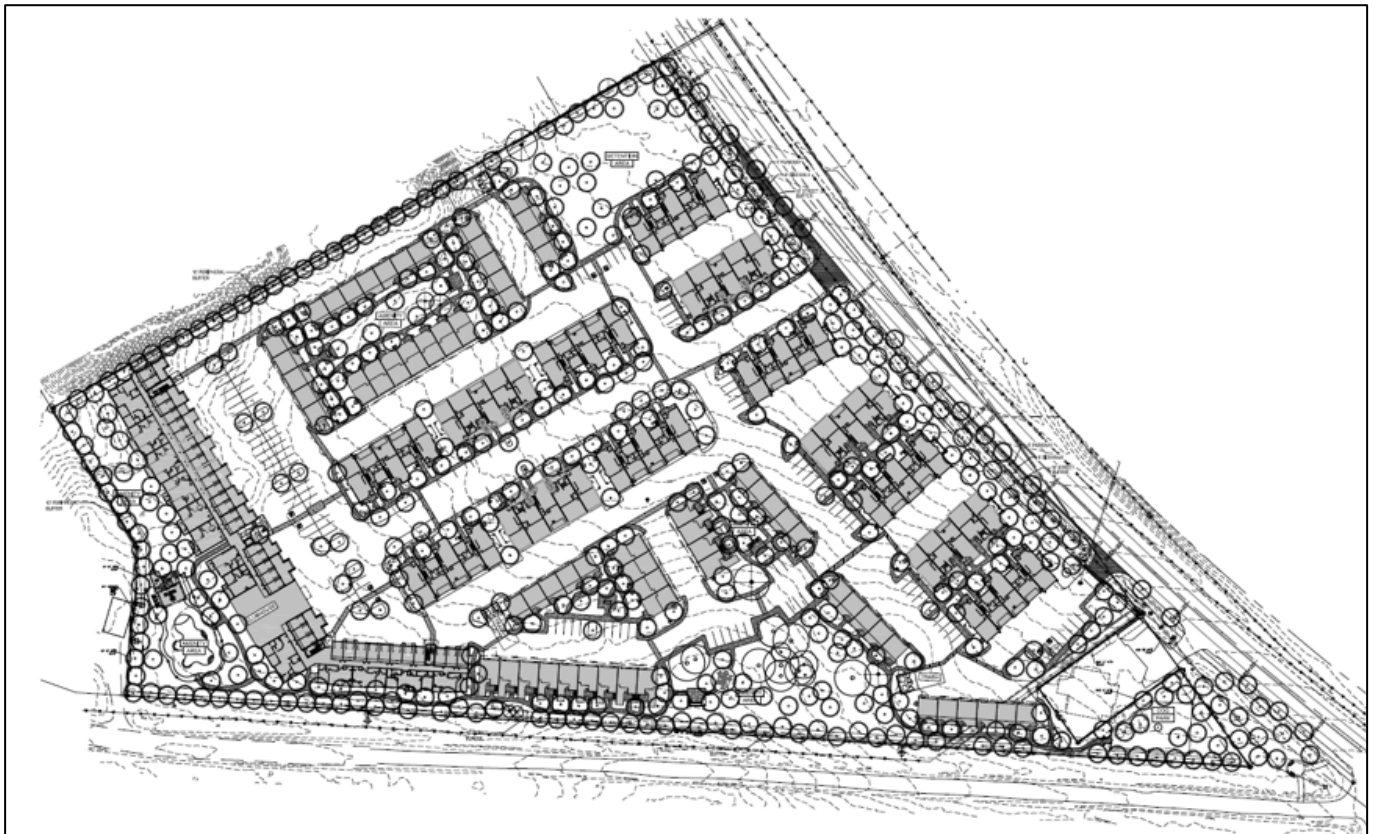
D. DEVELOPMENT PROPOSAL

Atlantic is founded on the belief that every American deserves a comfortable place to call home. When designing this community and understanding the housing crisis in Flagstaff, Atlantic brought forth a unique design in order to provide a variety of housing types within their community.

In order to facilitate development of the Project, Atlantic will request a rezoning of the Project Site from its current zoning designation of Estate Residential (ER) to High Density Residential (HR).

The Project will be a multifamily for rent community featuring two (2) different styles of rental homes with a variety of bedroom counts. A majority of the project will be designed as “Townhome” units with two and three bedrooms. The townhome units will be for rent but will have a different feel than your traditional “apartment”. By developing the townhome style units towards Lake Mary Road, it will continue to single-family residential feel found in the vicinity.

In the western portion of the Project, there will be more traditional “flat” style multifamily dwellings for rent. The flat tyle units will incorporate one-, two-, and three-bedroom units. By designing these units in the rear of the property, it provides a transition in height as the development gets closer to Lake Mary Road and the surrounding community. Amenity areas, discussed in more detail below, are provided throughout the community rather than in one location for residents and guests to enjoy. The development provides for a unique design with a centralized main drive “The Boulevard” acting as the main drive into the site. This helps create a sense of place for the community and “welcomes” residents home.



Density: The Project proposes a base maximum density of 13 dwelling units per acre. In addition, the development will incorporate workforce housing and utilize the density bonus available per the City's affordable housing incentives to achieve target density of 14.5 dwelling units per acre. More specifically, Atlantic is proposing the inclusion of 20% affordable housing units within the development. Based on the gross acreage of the site, 13.96 acres, the maximum number of units permitted without bonus is 181 units (at 13 du/acre). Using the density multiplier per Table 10-30.20.020.A, the density bonus is up to 45%. Therefore, the total number of units permitted with the density multiplier would be 262 units (181 units + 81 density bonus units). The site plan as currently designed provides 202 total units, which is under the maximum that is permitted based on the percentage of affordable units provided. This unit count allows for the density needed to provide the appropriate infrastructure to the development, while not maxing out the number of units permitted on the Site with the bonus allotments.

Unit Types: The Project will include a mix of one, two, and three-bedroom units. Total height will be at a maximum of 3 stories at 46 feet. The townhomes are proposed to be two and three stories at 29'-7" and 37' respectively. The apartment style multifamily units will be three (3) stories at 46 feet.

Lot Coverage: The total building square footage for the development is approximately 275,412 square feet (157,710 square feet of roof tops). Based on a net site area of 12.919 net acres/562,752 square feet, the proposed lot coverage for the development is 28% (157,710 square feet / 562,752 square feet = 28%). The maximum lot coverage permitted in the HR zoning district is 50%. The current site layout contemplates 32.6 bedrooms per net acre and 28.5 bathrooms per net acre.

Vehicular Access and Parking: The vehicular entrance to the Project will be located on the east side of the Site, from South Lake Mary Road, a public highway easement which allows for the Project to have roadway access, subject to US Forest Service approvals as required. Vehicle parking for the Site will be a combination of garage parking, tandem parking, covered parking and surface parking with a total of 439 proposed parking spaces.

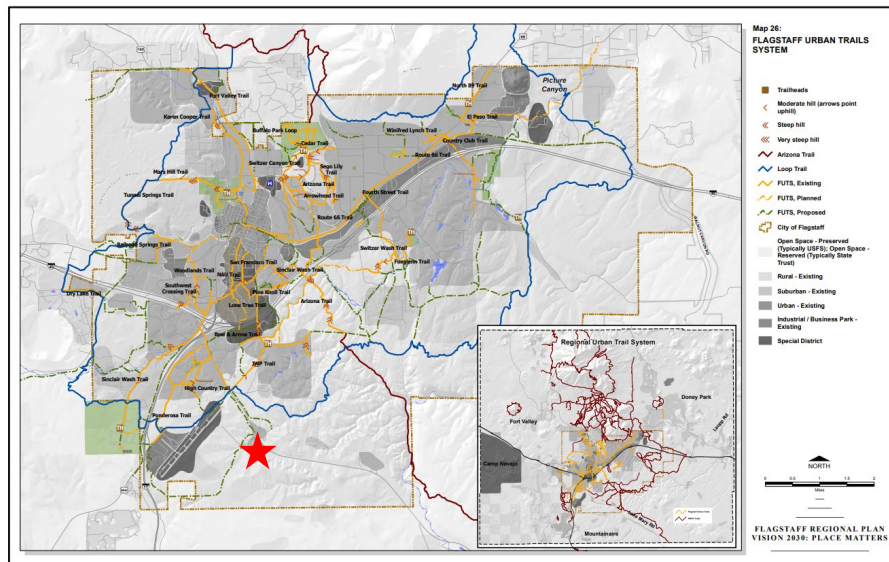
Site Layout: The townhome style units will "side" onto Lake Mary Road, allowing for activating the street frontage with a softer, more residential edge and reducing the visibility of garages and avoiding a compound look (i.e. inward design with solid fencing around the edges) typically found in typical larger acreage multifamily developments. By locating the building perpendicular to the street, it allows for the units to "face" each other and create an open space area surrounded by patios which will help activate the space. This will also help create pedestrian connectivity between the units and throughout the development. Allowing for the building fronts and patios to face each other rather than to Lake Mary Road provides a community atmosphere rather than having a patio view onto Lake Mary Road, which in this case functions more like a highway than a local street which a resident would want a patio fronting on (local streets can be attractive views, highways are a nuisance condition and should be avoided for private outdoor spaces when possible). The garages will be screened from Lake Mary Road through the use of trees, reducing their visibility by the public.

Resident Amenities: Amenity areas are placed throughout the development with the main amenity area along the western side of the proposed development. Amenities proposed include, but are not limited to,

a clubhouse, pool, ramada, seating areas, fire pits, barbeques, and play areas. A detention area will be located in the northern section of the Site for stormwater management and for passive open space.



On-Site Circulation: Lake Mary Housing incorporates a substantial internal connectivity system throughout the development. Connecting from sidewalks along Lake Mary Road the connectivity will bring residents and guests from individual buildings to other buildings, parking areas, open spaces areas, and amenity areas.



As shown in the above image from the Flagstaff Regional Plan 2030 Flagstaff Urban Trails Systems, the location of the Property will allow residents to take advantage of existing and planned trail systems in the area. Although no direction connection is proposed, the proposed trail should be able to be accessed via Frontier Road (located on the south side of the Property).

In summary, the proposed Project incorporates a variety of different rental unit types and styles. By offering this, Atlantic will add a variety of units to help meet the housing demand in the City of Flagstaff. As discussed above, Atlantic is proposing to incorporate 20% of the units as affordable housing units, which will continue to assist the City of Flagstaff with its housing crisis.

E. RESOURCE PROTECTION OVERLAY

The Resource Protection Overlay requires 50% protection of resources. Lake Mary Housing proposes to preserve approximately 58% of the existing Ponderosa Pines on the Property. The majority of the site has minimum slope conditions, minimizing impacts to vistas and views in the area. There are no areas onsite that qualify as steep slope areas. At time of Site Plan Review, the final Resource Protection Plan will be provided showing how the plan minimizes resource impacts as contemplated by the overlay.



F. INFRASTRUCTURE

Water & Sewer:

For wet utility services, an existing water line that is current running along Lake Mary Road will serve the Site, but it is our understanding that a second line is required to provide a “loop” to ensure sufficient fire service volumes, therefore the Project proposes installation of a second line “loop” to meet this requirement and to enhance water delivery to the larger area.

There is no existing sewer line adjacent to the Property; the closest line ends roughly at the Lake Mary Road and East J.W. Powell Boulevard intersection, about 1 mile north of the Site. Due to the existing topography running a standard gravity fed sewer line to the Site is not feasible. After evaluating various options to provide sewer solutions for the Project, the Project civil engineer has determined that the best design solution is to install a sewer line along Lake Mary Road to connect to the existing City line. The proposed sewer line and lift station will be privately owned and maintained. In discussion with the City, the sewer line will be a forced main until a point where the elevation allows for a gravity fed line, which will connect to the existing sewer line in Lake Mary Road at the J.W. Powell intersection.

Drainage/ Stormwater:

As to stormwater, there is approximately 79 acres of offsite area that contributes stormwater to the Site. The majority of the offsite area flows to a tank that is located south of the Site. Once this tank overtops, stormwater would flow across the US Forest Service Road known as Frontier Ave and enter the Site approximately 330’ east of the southwest corner of the parcel. There is also a small portion of water that falls outside of the canyon but still could flow over Frontier Ave and enter the Site near the proposed dog park.

There are no known natural drainage paths onsite. Therefore, the onsite flows travel across the parcel in a sheet flow or shallow concentrated flow condition. All of the onsite and offsite flows travel northward until they meet the manmade fill slopes for Lake Mary Road. The flows would then travel northwest until the fill slope dissipates and water is allowed to overtop the back of curb and flow into the Lake Mary Road cross section. The water then flows further north to a box culvert located near the intersection of Lake Mary Road and SJ Diamond Road.

The proposed condition will capture offsite flows near the property line and route the flows to a detention basin near the onsite discharge point. Onsite flows will be treated via L.I.D. practices and then combine with the offsite flows at the same detention basin. The detention basin will then meter the flows to the predeveloped condition and outlet to a stilling basin. This stilling basin will return the flows to a similar flow pattern of the existing condition and allow the water to overtop the back of curb to the Lake Mary Road cross section.

A Stormwater Impact Analysis has been requested by the City. This analysis is underway and will further discuss the above assumptions and interpretations noted above in more detail.

Solid Waste & Recycling:

As indicated on the concept plan, the waste and recycling enclosures will be located in the north, southeast, and southwest areas of the Site. The enclosures are constructed with cmu blocks, concrete floor and open-air roof. Tenants will access waste and recycle containers via gates. On pick up days, waste service personnel will access the containers via metal gates located on the drive aisle. As to the required service, the following waste management ratios have been accommodated:

Required:

Waste: 3 cubic yards (C.Y.) per 20 units = 202 units/20 \times 3 C.Y. = 30.3 C.Y. per week

Recycle: 3 cubic yards per 20 units = 202 units/20 = 10.1 \times 3 C.Y. = 30.3 C.Y. per week

Provided:

Waste: Three 6 C.Y. containers with pickup twice a week will allow for 36 C.Y. of waste per week

Recycle: Three 6 C.Y. containers with pickup twice a week will allow for 36 C.Y. of recycling per week

G. PUBLIC SERVICES

Lake Mary Housing is a proposed multifamily residential community. Access to the property is provided along the eastern edge of the site along Lake Mary Road. The project proposed two (2) driveway entrances to the project providing residents and emergency vehicles convenient access to the property. All services, with the exception of public sewer, are currently provided in this area.

Lake Mary Housing enhances the public services in this part of the City by (i) modernizing the water system with an additional “loop” line, (ii) bring public sewer closer to the area introducing a public sewer service option to the area, and (iii) by adding to the tax base, adding funding to local and state governments, including the school district.

Fire:

The closest fire station to the property is City of Flagstaff Station 6 (1.75 miles away).

Police:

The City of Flagstaff Police Department will be the law enforcement protection agency.

Schools:

Lake Mary Housing is within the Flagstaff Unified School District boundaries. It is anticipated that elementary students (Grades K-5) will attend Kinsey Elementary (3.25 miles away), middle school students (Grades 6-8) would attend Mount Elden Middle School (7.5 miles away), and high school students (Grades 9-12) would attend Flagstaff High School (5.5 miles away).

H. FINDINGS FOR ZONING MAP AMENDMENT

Per Section 10-20.50.040, an amendment to the Zoning Map may be approved by the City Council only if all of the following findings are made:

The proposed amendment is consistent with and conforms to the goals of the General Plan and any applicable specific plans; and

The proposed zoning map amendment is consistent with and conforms to the goals of the Regional Plan, described in detail in Section C of this narrative. Specifically, the Property is designated with a Suburban Land Use and will meet the suburban neighborhood characteristics as described in the General Plan. In addition, the proposed development lies within the Urban Growth Boundary, an area designated for growth. Most importantly, this project will add 40 units of affordable housing, an important goal of the Comprehensive Plan.

The proposed amendment 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 General Plan; and

Lake Mary Housing 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. Lake Mary Housing will provide additional housing supply to meet the needs of the community, in addition to providing an affordable housing component to the development. Furthermore, the development will bring sewer to an area of the City where it is currently not provided which will allow for future growth in the immediate area with the potential for additional housing opportunities.

The affected site is physically suitable in terms of design, location, shape, size, operating characteristics and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal), to ensure that the requested zone designation and the proposed or anticipated uses and/or development will not endanger, jeopardize or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

The location of this development is physically suitable in terms of design, location, shape, size, operating characteristics and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal). In addition, the Lake Mary Housing development will not endanger, jeopardize or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located. The proposed Zoning Map Amendment will meet all applicable City standards and codes.

I. LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF COCONINO, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

That portion of Tract B of HES No. 619, which lies in the South half of Section 3, and the Southeast quarter of the Southeast quarter of Section 4, Township 20 North, Range 7 East, Gila and Salt River Base and Meridian, Coconino County, Arizona, described as follows: Beginning at Corner No. 6 of HES No. 619;

Thence South 35 degrees 42 minutes East, 490.82 feet to the most Northerly corner of the Slayton parcel;

Thence South 54 degrees 18 minutes West (record South 54 degrees 18 minutes East} along the Northwesterly line of the Slayton parcel, 140 feet;

Thence South 35 degrees 42 minutes East, along the Southwesterly line of the Slayton parcel, 75 feet;

Thence North 54 degrees 18 minutes East, along the Southeasterly line of the Slayton parcel, 140 feet;

Thence South 35 degrees 42 minutes East, 133.5 feet to corner No. 7 of HES No. 619;

Thence North 86 degrees 12 minutes West, along the line between HES Corner No. 7 and HES Corner No. 8, 1255.45 feet to the Southeasterly corner of the Stone parcel;

Thence North 03 degrees 48 minutes East, 160 feet along the Stone parcel; Thence North 31 degrees 15 minutes West, 181.31 feet along the Stone parcel;

Thence North 60 degrees 15 minutes 30 seconds East, 865.75 feet along the Keith and Cunningham Southeasterly lines;

Thence South 34 degrees 12 minutes East, 313.16 feet to the Point of Beginning.

EXCEPT that portion conveyed, to Newell Dean and Carol Joanne Despain in instrument recorded in Docket 1375, Page 657.