

PROJECT NARRATIVE

November 2023

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Pinehaven – Condominium Development (formerly Juniper Estates)

**2951 S Masonic Lane
Flagstaff, AZ 86005**

Prepared for
RODG DT Pine Haven Horizontal LLC

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VPE Project No: **22004**

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APPENDIX A: Supporting Documents

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1.0 PROJECT DESCRIPTION

Red Oak Development Group, LLC (RODG) is proposing the development of the property located at 2651 S Masonic Lane. a total of 13.44 acres (per ALTA survey). The project, Pinehaven, formerly Juniper Estates, (SITE) is an 83-unit condominium development with clubhouse. The site is currently zoned as a mix of rural residential (RR) and suburban commercial (SC).

The property in question, further identified parcel number 103-26-002-D. A project location map can be found in the appendix.

2.0 DEVELOPMENT DETAILS

2.1 PLAN OVERVIEW

The project, Pinehaven, formerly Juniper Estates, (SITE) is an 83-unit condominium residential community. The project site is 13.44 gross acres with ~5.1 acres developed and a proposed improvement density of 6.2 units per acre. Additionally, the project will construct a clubhouse, stormwater management basin and other associated infrastructure.

The project site is located on the southwest corner of E Zuni Drive and Lone Tree Road. Masonic Lane bisects the Site. To the south of the site is the Pinnacle Pines development consisting of condominium style townhomes. To the west of the site is the National Forest. To the north and the east of the site is vacant undeveloped land that has been purchased by the board of regents for Northern Arizona University.

The SITE will have four (4) access points. Two of the access points will be off Masonic Lane. There will be additional access from Zuni Dr and Lone Tree Rd. These access points will provide access for pedestrians, bicyclists, and motorists.

2.2 ZONING MAP AMENDMENT

Developing the property as proposed requires an amendment to the zoning map. The site is currently zoned as a mix of rural residential (RR) and suburban commercial (SC). The applicant is proposing to rezone this area to medium density residential (MR). The project meets the characteristics of the Suburban Neighborhood area-place type and conforms to the goals and policies of the Flagstaff Regional Plan 2030 and additionally meets the requirements for findings for zoning map amendments (§10-20.50.040.F.a) according to the following:

- 1) Consistent with the Goals of the General Plan: The proposed zoning is consistent with the zoning of the adjacent parcels and the general zoning of the surrounding area (see zoning map in appendix) and therefore meets the goals of the General Plan.
- 2) Not Detrimental to the Public Interest: The site proposes to meet or exceed the City regulations for stormwater management which will reduce runoff and any flooding present near the site or downstream. Additionally, the site proposes improvements to roadways and the implementation of public transit structures. Finally, the project proposes the construction of a trail system throughout the site for public recreation.
- 3) Site Suitability: The project site fronts along two major rights-of-way and is therefore able to take advantage of existing infrastructure and City services. Additionally, the project has been designed to address City requirements for all appropriate regulations including but not limited to storm drainage, solid waste collection as well as wastewater disposal.

2.3 HOUSING

The project follows the guidelines set forth in The City of Flagstaff's 10-year Housing Plan. The project is proposing a housing contribution to the city for the equivalent of 10 affordable units (~12.0%). The site will consist of three types of housing. The table below summarizes the unit count and the square footage per unit.

Table 1: Building Type Summary

BUILDING SUMMARY						
BUILDING MODEL	UNIT TYPE	Qty	FLOORS	TOTAL FLOOR AREA (SF)	BEDROOMS	BUILDING NUMBER
PONDEROSA	INTERIOR UNIT	32	3	2,226	3	10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 24, 26, 28, 29
	END UNIT	30	3	2,250	3	
ASPEN	INTERIOR UNIT	9	3	2,180	2	12, 23, 25, 27
	END UNIT	8	3	2,231	3	
JUNIPER	INTERIOR UNIT	2	2	1,565	3	22
	END UNIT [ACCESSIBLE]	2	2	1,585	4	
TOTAL		83				
CLUBHOUSE			2	5,100	N/A	N/A

PARKING / BICYCLE PARKING: In conjunction with the housing incentive the project is entitled to utilize a parking reduction incentive for the site based upon a Category 1 designation. This incentive would have allowed for a reduction of 23 spaces from the total requirement. However, to address concerns from the community, the incentive will not be taken. See the table below for a breakdown of the required parking, incentives taken, and parking provided on the proposed site.

Table 2: Parking / Bicycle Parking Requirements

PARKING REQUIREMENTS			
REQUIRED PARKING CALCULATION			
USE	REQUIREMENT [1]	PARKING REQUIRED	
		UNITS	PARKING
SINGLE FAMILY (ATTACHED)			
STANDARD UNITS (2 - 3 BEDROOMS)	2.00 SPACES PER UNIT	81	162.00
STANDARD UNITS (4 BEDROOMS)	2.50 SPACES PER UNIT	2	5.00
GUEST PARKING	0.25 SPACES PER UNIT	83	20.75
TOTAL PARKING REQUIRED		TOTAL	187.75
		USE	188
PARKING PROVIDED			
GARAGE SPACE (1 PER UNIT, EXCL ADA UNITS)		81	
DRIVEWAY SPACE		83	
ADDITIONAL SPACES		22	
ADA SITE SPACES		3	
TOTAL PARKING PROVIDED		189	
REQUIRED BICYCLE PARKING			
5% OF TOTAL REQUIRED PARKING SPACES		188	9.4
TOTAL BICYCLE PARKING REQUIRED		USE	10
BICYCLE PARKING PROVIDED			12
1) PER TABLE 10-50.80.040.A			
2) THE PROJECT WILL PROVIDE AN AFFORDABLE HOUSING CONTRIBUTION TO THE CITY FOR THE EQUIVALENT OF 10 SITE UNITS.			

PARKING REDUCTION CALCULATION (NOT TAKEN)			
DESCRIPTION	REQUIREMENT [1]	QTY	REDUCTION
AFFORDABLE TYPE UNITS [2]	-0.5 SPACES PER UNIT (2 - 1.5 REQ FOR AFFORDABLE HOUSING)	10	5.0
BUS STOP	10% REDUCTION	188	18.8
TOTAL ALLOWED PARKING REDUCTION		TOTAL	23.80
		USE	23
1) PER TABLE 10-50.80.040.A			
2) THE PROJECT WILL PROVIDE AN AFFORDABLE HOUSING CONTRIBUTION TO THE CITY FOR THE EQUIVALENT OF 10 SITE UNITS.			

3.0 REGIONAL PLAN ANALYSIS

The City of Flagstaff has provided a vision and list of goals for the future development of the region. The following analysis shall demonstrate the project's compliance with the goals of the City's Regional Plan 2030. The analysis has been developed based upon the overall issues identified; Natural Environment, Built Environment; and Human Environment. While the accomplishment of every goal defined would be ideal, it is not always possible. The goals and policies of the regional plan have been analyzed for this project. Not all of the plan initiatives are pertinent to this project. Additionally, the implementation of pertinent goals/policies may not be viable as some of these goals overlap with others which create an either/or situation. Therefore, the analysis below provides only those goals/policies for which the project is compliant. All others have been omitted for clarity.

The proposed project best fits with the Suburban Neighborhood area type. In accordance with the plan the project characteristics are as follows:

- **Block Size:** The project proposes private driveways; however, these drives function similarly to roadways and provide connectivity between Zuni and Masonic and Masonic and Lone Tree. The proposed layout provides for a well-organized structure integrating with the surrounding roadway network in lieu of creating dead-end cul-de-sacs and allows for direct pedestrian and bicycle connections to established networks.
- **Density:** The project has been designed with a residential density of 6.18 units / acre which meets the area-type target range of 2-13 units / acre and is further at the target of 6 units /acre for the pedestrian shed.
- **Residential:** The project consists of a townhome-style development on the outskirts of Flagstaff proper. The development has been designed in such a way to cluster improvements and maximize the preservation of the wooded areas. These wooded areas have been provided with walking trails which are connected to the nearby FUTS trail system (Bow & Arrow Trail). Further the project proposes the installation of a bus stop on Zuni Drive for Route 04 & 14 buses. In addition to providing public transit for the proposed community, it will improve access for the Pinnacle Pines and LoneTree communities.
- **Parks/Open Space /Public Space:** The project open space provides a network of trails for passive recreation. While not directly connected, the project area is in close proximity to the FUTS trail network.
- **Conservation:** (Refer to Section 3.1 below) The project has developed a site plan to minimize the disturbance of site natural resources; more specifically protections to forest/woodlands and steep slopes

The analysis that follows shall use the characteristics of this area-type in determining compliance with the Regional Plan. The following are the characteristics of this area-type

3.1 NATURAL ENVIRONMENT

Environmental Planning & Conservations (Chapter IV): Flagstaff is rich with natural resources and goals are established to protect or improve them. Upon review of the project area, the following natural resources were identified on site. The site is predominantly forested, so overlaps the other resources.

- **Wild Life Linkages:** As shown on the image below, the project preserves open space along the southern boundary line. This area will preserve a link/path to wildlife areas to the north.
- **Limestone Soils:** Development has been clustered around the existing roadways and avoids the soils present on the property.
- **Trees >20”:** As shown, the identifies tree areas have been avoided.
 - **Forested areas:** While not indicated on the image below, the property contains additional forested areas (refer to plans in the appendix) and as such the smaller contiguous disturbance area preserves these areas as well

Figure 1: Excerpt from Map 7 Significant Natural Resources

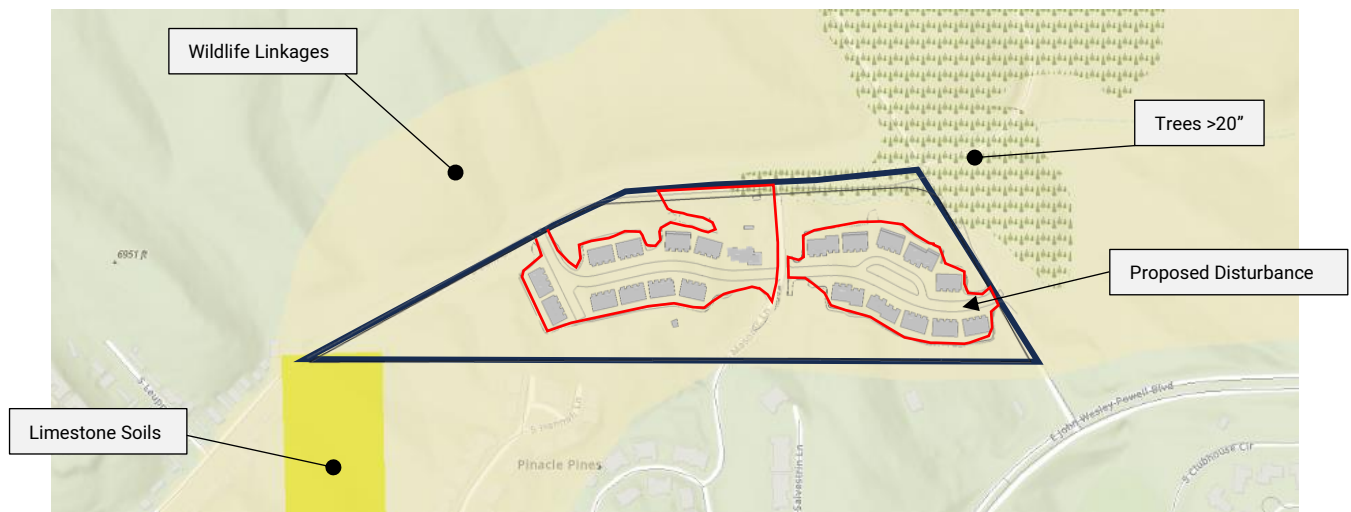
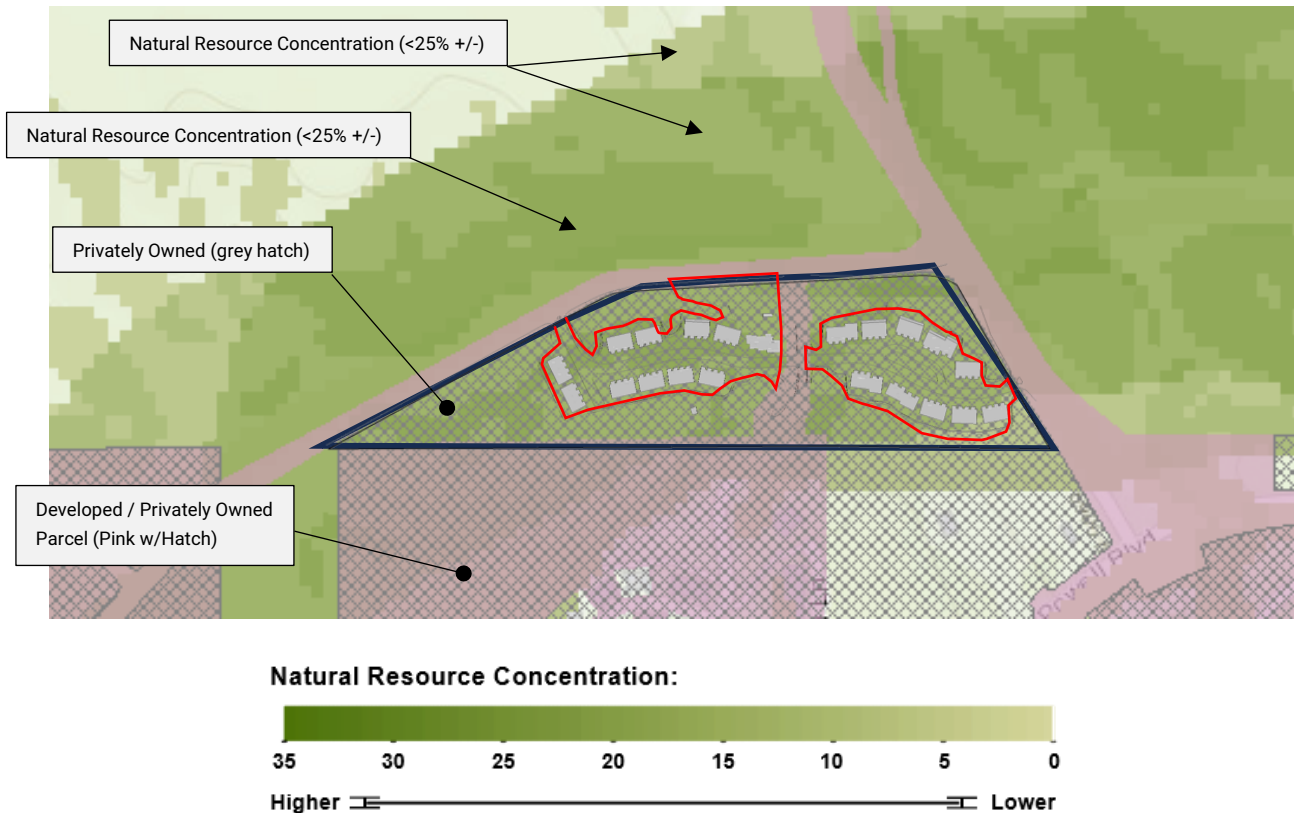


Figure 2: Excerpt from Map 8 Concentration of Natural Resources



- **Concentration of Natural Resources:** As indicated with the green areas on the image above, the project site contains varying concentrations of natural resources. The site contains steep slopes up to and greater than 35% as well as forested areas as indicated above in addition to floodplain areas. The project has been developed to minimize these disturbances by clustering the development into a tight footprint. The natural resources are more specifically described below. An analysis of the site topography has been performed and is contained on sheets C201 and C202 of the plan set. The table below provides a breakdown of the respective areas.
 - **Steep Slopes:** The site contains steep slopes up to and greater than 35%. An analysis of the site topography has been performed and is contained on sheets C201 and C202 of the plan set. The table provides a breakdown of the respective areas.
 - **Floodplain:** The Site resides in two different flood zones. Most of the project site is contained in flood zone X, the area of minimal flood zone hazard. The northeast corner of the site is in the AE flood zone. Within the AE flood zone there will be no dwelling development (See appendix).

With a Category 1 project designation, in accordance with Table 10-30.20.040B, a resource reduction of 35% has been applied to the forest protection requirements indicated. The resulting reduction adjusted the required resource protection from 50% to 32.5% [50% x (1-35%)]. The proposed resource protection plan can be seen on the table below.

Table 3: Resource Protection Summary

RESOURCE PROTECTION LAND									
RESOURCE	TOTAL RESOURCE PROTECTION LAND (SF)	AREA IN A MORE RESTRICTIVE RESOURCE (SF)	NET RESOURCE PROTECTION AREA (SF)	REQ. RESOURCE PROTECTION (%)	ADJUSTED REQ. RESOURCE PROTECTION [2] (%)	ALLOWED DISTURBANCE AREA (SF)	PROPOSED DISTURBANCE (SF / %)		PROPOSED PROTECTION (%)
FLOODPLAIN	147,602	0	147,602	100%	100%	0	0	0.0%	100.0%
STEEP SLOPES									
>35%	13,072	1,012	12,060	100%	100%	0	0	0.0%	100.0%
25% - 34.99%	56,355	0	56,355	80%	80%	11,271	9,948	17.7%	82.3%
17% - 24.99%	134,233	0	134,233	70%	70%	40,270	34,468	25.7%	74.3%
FOREST	423,852	154,857	268,995	50%	32.5% [2]	181,572	178,535	66.4%	33.6%
1) VALUES PROVIDED IN THE TABLE ARE MEASURED WITHIN THE TITLE BOUNDARY ONLY. IMPROVEMENTS REQUIRED WITHIN ROAD RIGHTS-OF-WAY HAVE BEEN EXCLUDED.									
2) AFFORDABLE HOUSING REDUCTION: THE PROJECT IS PROPOSING A HOUSING CONTRIBUTION FOR THE EQUIVALENT OF 10 AFFORDABLE UNITS OUT OF 83 TOTAL UNITS (10 / 83 = 12.04 %). THE PROJECT IS A CATEGORY 1 PROJECT, THEREFORE IN ACCORDANCE WITH TABLE 10-30.20.040.B, A RESOURCE REDUCTION OF 35% HAS BEEN APPLIED TO THE PROTECTION REQUIREMENTS INDICATED. [50% x (1 - 35%)]									

These goals were also critical in the development of site design. The project implements these goals as follows:

- **Air Quality.** To promote improved air quality in the city, the project will implement various methods during the construction process.

Policy E&C.1.3. Encourage strategies and partnerships to mitigate dust.

During construction, where possible, construction vehicles will be prevented from idling to reduce exhaust. Further the project has minimized construction disturbance areas and forest/tree removal. The preservation of forested areas will improve air quality for the new homes.

- **Climate Change:** As climate change is caused by many factors the cumulative impacts of proposed improvements will aid in mitigating the projects' effect.

Policy E&C.2.2. Promote investments that create a connected and efficient community, decrease emissions from transportation and building energy, and strengthen climate resiliency.

The project will be providing each unit with EV hookup ability within the garage or on the exterior of the dwelling for units without garages. Additionally, an external EV charging space adjacent to the clubhouse as well as within the central parking area of Phase 2. Additionally, the project is proposing the construction of a bus stop on Zuni Drive encouraging use of public transportation. Finally, the

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project will be providing a dedicated bicycle lane along Zuni Drive improving connectivity of alternative vehicular pathways.

Policy E&C.3.3. Invest in forest health and watershed protection measures.

The project proposes preserving forested areas as well as the implementation of shade trees with help to reduce the localized temperatures. The project also proposes forest maintenance measures to be implemented as part of this initial construction and periodically as part of site maintenance.

Additionally, the project will implement a slow-release stormwater management basin in the project. The basin will retain stormwater runoff onsite and encourage evaporation in lieu of direct runoff into the waterways providing improvements to the overall watershed.

- **Dark Skies:** In accordance with city requirements, the project (located in Zone 2) will implement appropriate Dark Skies requirements.

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.

As a community dedicated to preserving Flagstaff’s renowned dark skies, Pinehaven will proactively implement lighting restrictions to minimize light pollution (i.e. the project will provide doors and windows with low-E ratings and film applications to reduce light trespass). HOA regulations will limit excessive outdoor lighting, including security lights and seasonal decorations, ensuring that residents enjoy the breathtaking night sky while maintaining neighborhood aesthetics. Compliance with these guidelines will not only protect the environment but also enhance property values and the overall ambiance of the community.

- **Ecosystem Health:** The project site is located in proximity to an intermittent stream and stormwater runoff from the site will have a direct impact on the health of the ecosystem.

Policy E&C.6.1. Encourage public awareness that the region’s ponderosa pine forest is a fire-dependent ecosystem and strive to restore more natural and sustainable forest composition, structure, and processes.

The HOA will provide information packets to homeowners at initial purchase and as well as any change in ownership. Further, informational packets will be provided in the clubhouse, as available, of the city’s/community’s of local resources and programs.

Policy E&C.6.7. Use best practices to control the spread of exotic and invasive plants, weeds, and animals, and eradicate where possible.

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As part of the construction project and periodically thereafter, the HOA will perform forest maintenance as needed. This maintenance will include, but not be limited to, the removal of invasive species and cleanup of the forest floor.

Policy E&C.6.8. Disturbed areas for improvements and landscaping for new developments shall emphasize the use of native, drought-tolerant or edible species appropriate to the area

The project landscape plans have been developed utilizing native species plants throughout the site.

- **Environmentally Sensitive Lands:** The project site contains the natural resources/sensitive lands below. The site-specific resources can be found in Table 3 above.

Policy E&C.7.1. Design development proposals and other land management activities to minimize the alteration of natural landforms and maximize conservation of distinctive natural features.

Policy LU.3.3. Protect sensitive cultural and environmental resources with appropriate land uses and buffers.

The design of the project avoided these areas as much as feasible. One strategy employed was to use the sites underlying rock structure. In lieu of providing gentler slopes to taper out construction, the project will utilize the rock to create more natural rock walls. The implementation of these walls allows for a much smaller disturbance footprint.

As the site is mostly forested, disturbance was inevitable. However, in conjunction with the method above to protect the slopes, the minimal disturbance footprint preserved as much of the forested areas as possible.

- **Soils:** The project site contains hilly areas and therefore due to the planned construction the site will require excavation into the rock layers below.

Policy E&C.9.2. Construction projects employ strategies to minimize disturbed areas, soil compaction, soil erosion, and destruction of vegetation

In conjunction with the minimized disturbance, the rock cut areas will be stabilized with reinforcement material to allow for increased vertical slopes in lieu of shallower tapering slopes. These methods will preserve the surrounding areas. The designs of the reinforcements will be developed to visually integrate with the natural topologic features.

- **Wildlife:** The Flagstaff region boasts an abundance of wildlife that is highly valued by residents and visitors alike.

Policy E&C. 1 0.5. Support the development of watchable wildlife recreation opportunities.

Policy WR.5.2. Incorporate pedestrian access, trails, and watchable wildlife opportunities into natural watercourses when practical.

Policy LU.2.3. New development should protect cultural and natural resources and established wildlife corridors, where appropriate.

The preservation of contiguous open spaces on-site will aid in the development of opportunities to be exposed to the local wildlife. Additionally, the project has proposed a walking trail in and around the site to facilitate observations. This trail network will provide seating areas not only for areas to rest but also to experience local fauna.

OPEN SPACE (Chapter V) Providing open space areas for public use and enjoyment being another goal of the regional plan, the project implements the following strategy to achieve compliance.

Policy OS.1.4. Use open space as opportunities for non-motorized connectivity, to interact with nature, and to enjoy the views and quiet.

Policy OS.1.5. Integrate open space qualities into the built environment.

With the minimized disturbance footprint of the development, the project is preserving the forested areas onsite which will be used as open space for the community. Additionally, the project is proposing walking/hiking trails through the site which will be open to the public. These trails provide various degrees of difficulty as well as provide rest areas. The design of these trails will be naturalized into the terrain. Additionally, the trails will provide multiple access points to public rights-of-way to encourage public use.

WATER RESOURCES (Chapter VI) Water resources within the Flagstaff area are related to not only the delivery of potable water to the population but protection of surface waters which feed those aquifers. This project addresses the goals of the plan through the implementation of stormwater management strategies.

Goal WR.1. Maintain a sustainable water budget incorporating regional hydrology, ecosystem needs, and social and economic well-being.

Policy WR.5.5. Give preference to regional detention facilities that are designed in conjunction with smaller low-impact development features, rather than numerous smaller dispersed basins. Encourage regional detention basins to incorporate natural watershed characteristics as well as offering recreational components.

- **Stormwater Management:** The existing offsite drainage from the south will continue to be routed through the project using the existing storm drain network. The portion of runoff from Masonic Lane will be captured and retained in the retention pond. The proposed site runoff on the east side of the site will be routed through storm drains into an on-site retention pond. Runoff on the West side of the site will be routed through storm drains where they will be discharged from the site at the existing culvert at the intersection of Zuni and Lone Tree. Pre- vs post-development analysis has been performed on the site and there will be no increase in peak flows due to the proposed development.

The implementation of this strategy meets the goals of the regional plan by slowly releasing accumulated stormwater runoff into the waterways. This slow-release process mimics the natural hydrologic process of water infiltrating into the ground and migrating through the soil to the nearest waterway and trickling into the base flow.

Additionally, the basin was designed in conjunction with the open space trail system. To integrate into the surroundings and provide connections for pedestrians and wildlife.

Policy WR.6.2. Recognizing the concern about water quality, seek methods to divert contaminants from the waste stream.

- **Water Quality:** In addition to runoff being slowly released into the watershed, the proposed basin will filter pollutants through soil media which were picked up from roadways. By holding and filtering runoff through soil, the temperature of the water discharging from the basin will be reduced thereby reducing the overall water temperature the downstream waterways and encourages a more beneficial ecosystem. Further, and in conjunction with other goals of the regional plan, the project implements minimal disturbances of natural resources and clustering of improvements, each of which fosters improved quality.

ENERGY (Chapter VII) Energy usage within the city plays an important role in community development both economically and personally. The project plans to implement the following to address energy goals.

Policy E.1.4. Promote cost-effective, energy-efficient technologies and design in all new and retrofit buildings for residential, commercial, and industrial projects.

Policy NH.4.4. Encourage green practices in housing construction and rehabilitation that support durable, healthy, and energy-efficient homes.

Pine Haven has been designed to be very energy efficient. Energy Star certified appliances will be provided in units. Additionally, units will be equipped with Energy efficient heat pump HVAC and

Electric, tankless water heaters, which means that their insulation levels, windows, and mechanical heating and cooling systems greatly surpass current energy codes by a very wide margin.

Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation: 1) Public transportation; 2) Bicycles; and 3) Pedestrians

Pinehaven will be a community designed for connectivity and mobility, reducing reliance on personal vehicles and embracing alternative transportation methods. As part of this vision, we are offering several initiatives that will set a new standard for accessibility and convenience:

- **Bus Pass Program (\$408+ per Homeowner Value):** In support of a more transit-friendly lifestyle, Pinehaven will offer homeowners reimbursement for the purchase of two adult bus passes for the first year of ownership. Adult passes cost \$34 per month per individual, bringing the total value of this incentive to \$408 for a full year per person. Homeowners will submit proof of purchase to the HOA for reimbursement, ensuring easy access to local transit options and reducing personal vehicle dependency.
- **EcoPASS for Educators (\$300 - \$500 Value per Educator per year):** As an extension of our teacher incentives, Pinehaven will participate in the EcoPASS program for non-student staff at Northern Arizona University. This program provides discounted or free transit passes, significantly reducing commuting costs for educators. Pinehaven will work with NAU to facilitate direct enrollment or reimburse educators who apply independently, supporting sustainable commuting solutions for Flagstaff's educational workforce.
- **Bike Share Program (\$300 - \$500 per Resident Value):** Residents of Pinehaven's condominiums will have access to a free bike share program managed through the community office. This initiative will provide scheduled bike rentals at no cost, allowing residents to explore nearby trails, parks, and commercial areas conveniently. The HOA will maintain and oversee the scheduling system, ensuring availability and fair usage for all participants.

Policy E.1.13. Promote and encourage the use of fuel-efficient vehicles that use renewable fuels..

- **EV Charging:** The project will be providing EV Charging connection hookup locations within each of the residential garages. For the units without garages, a weather resistant hookup will be provided on the exterior. Further, two additional public access external EV charging units will be installed in partnership onsite.

3.2 BUILT ENVIRONMENT

COMMUNITY CHARACTER (Chapter VIII) being the combination of qualities and assets that establish the unique sense of place and promotes as high quality of life, this project strives to meet this goal in the following ways.

Policy CC.1.1. Preserve the natural character of the region through planning and design to maintain views of significant landmarks, sloping landforms, rock outcroppings, water courses, floodplains, and meadows, and conserve stands of ponderosa pine.

Policy CC.1.2. Continue to define and further develop the community character by incorporating the natural setting into the built environment at all design scales.

This project has proposed minimal disturbance to the site area. The existing site contains a wooded area of Pine Trees. This element was a crucial factor in the development of the project so as to provide a sense of nature for the future residence. By clustering the disturbance areas, the remaining open space encloses the structures giving a sense of being within the environment.

GROWTH AREAS & LAND USE (Chapter IX) Planning for smart development in the future is an important goal. Ensuring development progresses to meet the needs of the community in a smart logical direction ensures future expansions do not get ahead of the community and address the needs of the community.

Policy LU.2.2. Design new development to coordinate with existing and future development, in an effort to preserve viewsheds, strengthen connectivity, and establish compatible and mutually supportive land uses.

The project site was designed to provide structures to integrate into the topography as much as possible and maintain visual sightlines around the area. Proposed Homes are sighted to maximize views for the respective owners, as well as prevent obstruction of views from parcels located to the south of the site. See the view cross-sections provided during the neighborhood meetings to illustrate typical views. As shown, the proposed development is nestled into the topography thereby providing scenic views to the residents and neighbors.

Figure 3: Sample View Section



Policy LU.2.4. Utilize Low Impact Development (LID) strategies and stormwater best practices as part of the overall design for new development

Policy LU.5.3. Promote compact development appropriate to and within the context of each area type: urban, suburban, and rural.

Policy LU.5.4. Encourage development to be clustered in appropriate locations as a means of preserving natural resources and open space, and to minimize service and utility costs, with such tools as Transfer of Development Rights (TDR)

Policy LU.7.1. Concentrate urban development in locations that use land efficiently, and are served by roads, water, sewer, and other public facilities and services, and that support transit, reduced vehicle trips, and conservation of energy and water.

The project implements the LID strategy of cluster development to minimize the disturbed area and preserve the surrounding area. Further, the basin has been designed to incorporate a soil media filter to minimize impacts to downstream waterways. Additionally, the basin design will provide filtering of stormwater runoff to improve water quality.

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Pinehaven – Condominium Development (formerly Juniper Estates)

TRANSPORTATION (Chapter X) To counter the car-culture which has developed, the regional plan aims to encourage development which provides for all forms of transportation in a manner which serves all within the community. The project meets this goal as described below.

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.3.1. Design and assess transportation improvement plans, projects, and strategies to minimize negative impacts on air quality and maintain the region's current air quality

Policy T.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.

Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.

The project provides multiple avenues for transportation around the region. Specifically, the construction of a Bus Stop on Zuni Drive. Additionally, the project is proposing bicycle and car-share programs. Refer to the section **Energy** Above for more information.

- **Bicycle:** The project will widen Zuni Drive to provide the addition of a bicycle lane. Additionally, Bicycle racks are being provided onsite in accordance with regulations. The project site is not directly connected to the FUTS trail system; however the site is in close proximity.
- **Pedestrian:** The project will install/improve public sidewalks along the frontages of Zuni Drive and Lone Tree Road. The proposed sidewalks will improve pedestrian access to the area.
- **Transit:** The regional transit authority has identified this location as being deficient for public access. Therefore, the project proposes the construction of two bus stop shelters along Zuni Drive. This location can potentially serve both Route 4 & 14 lines.

Policy T.6.2. Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails

The project proposes a public use trail within the open space. This trail system is adjacent to the Bow & Arrow trail and provides for a short loop to the existing FUTS system.

Policy T.8.3. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain quality of life while maintaining traffic safety.

Roads & Corridors: The applicant has worked with the city staff in review of the public improvements to the adjacent roadways. As part of the consultations, the project has provided improvements based upon the ultimate buildout of the respective roads. Further, the city indicated the need for an adjustment of the centerline of Zuni Drive near the intersection of Lone Tree. The centerline adjustment is needed so future improvements do not impact adjacent natural resources. The applicant is providing the additional R.O.W. to allow for the adjustment and the proposed improvements will be construction relative to this adjusted location. These improvements will complement the long-term planned improvements for JW Powell for mobility in the region.

PUBLIC BUILDINGS, SERVICES, FACILITIES AND SAFETY (Chapter XII) Planning for and protecting critical infrastructure while promoting community resilience are important considerations in the timing, location, and pattern of development. Well-planned infrastructure, public facilities and services, and safety and emergency response are keys to community civic pride and accessibility.

Policy CD.1.5. Require that new development pay for a fair and rough proportional share of public facilities, services, and infrastructure.

- Locating Facilities: The project proposes adding publicly accessible open space areas adjacent to public R.O.W.s in addition to being in close proximity to public transit.
- The project will provide improvements to Zuni Drive and will install sidewalk and curb along the frontage.
- The project will install a deceleration lane along Lone Tree for entrance into the site and will replace the existing sidewalk with 5ft wide sidewalk along areas of improvement.

3.3 HUMAN ENVIRONMENT

NEIGHBORHOODS, HOUSING, AND URBAN CONSERVATION (Chapter XIII) These are the places where people live, play, go to school, work, and interact. Central to Flagstaff’s urban neighborhoods are a pedestrian experience interconnecting business, homes, schools, places of worship, transit, and parks in a compact, walkable land use pattern. The following methods have been developed to meet the goals of the plan.

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

Project Inspiration: I suppose that people who live in a beautiful area like this must get kind of used to seeing the natural beauty every day, but I can tell you that we “flatlanders” continue to be in awe of the natural beauty of this region every time we visit. So it shouldn’t come as a surprise that the pine trees and topography of the site have always been the main inspiration for our project, and that we designed the buildings to be fairly simple in order to let the forest itself shine through.

Site Planning: We designed the residential units to be grouped into blocks of four or five units in order to preserve as much open space as possible. This minimizes the construction footprint so that you can enjoy more of the surrounding natural forest. The majority of the site has been protected in its natural state to allow for an extensive network of publicly accessible trails.

Building Design: We specifically kept the massing of the units simple, designed them to have low-sloped, shed roofs not only to conform to the city’s height restrictions but also to facilitate snow removal in the wintertime and direct any runoff away from the front walkways and entries.

Following the city’s guidelines on low reflectance values and darker colors, we plan to paint the vertical exterior siding a kind of dark umber color that will really make the surrounding forest pop! We also have stone facing at the lower floor near the garages and main entries, with some rust-colored steel accent paneling that frames the front balconies above. Each residence has a number of decks, balconies, and/or patio at both ends that are designed to connect residents to the outdoors and provide views to the surrounding landscape.

Echoing the materials and aesthetics of the adjacent residences, our community clubhouse provides each resident with an opportunity to get to know their neighbors and interact in a variety of ways— such as hanging out in the media room watching the big game with friends, working out in

the gym, occasionally sweating it out in one of the two saunas, or maybe just “chilling out” in one of our cold immersion tanks.

Policy NH.1.3. Interconnect existing and new neighborhoods through patterns of development, with complete streets, sidewalks, and trails.

Policy NH.1.4. Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.

The project provides for expansion of the public rights-of-way, providing sidewalks along the frontages and providing a bicycle lane on Zuni Drive. Further the project will provide a bus stop on Zuni Drive. This bus stop will allow for a connection needed for the adjacent subdivisions to provide an access point into the city or other points. Proposed walking and hiking trail within the open space. While not directly connected, the project is in close proximity to the City’s FUTS trail system to encourage interconnectivity. Further, the project is providing bus stops along Zuni, facilitating multi-modal transportation.

Policy NH.1.6. New development, especially on the periphery, will contribute to completing neighborhoods, including inter-connecting with other neighborhoods; providing parks, civic spaces, and a variety of housing types; and protecting sensitive natural and cultural features.

Policy NH.6.1. Promote quality redevelopment and infill projects that are contextual with surrounding neighborhoods. When planning for redevelopment, the needs of existing residents should be addressed as early as possible in the development process.

The development is proposed within the space between the city and existing subdivisions (infill development). By providing this development and the interconnectivity of the roads, and walks, the development provides for a smart expansion of the city in lieu of moving further out and fighting against urban sprawl.

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

The dynamics of the proposed project are not conducive to providing affordable housing as part of the project. Due to the challenges of the site topography, the proposed house product demands a higher price point. The final sale price will likely be higher than the neighboring Pinnacle Pines development. Providing affordable housing with this project was not viable. Therefore, in consulting with City staff, the developer will be providing a housing contribution to the city for an equivalent of 10 units. This contribution can then be used to assist in other efforts by the city or in conjunction with

other programs or developments. Terms of the contribution have been prepared in consultation with city staff and included in the project's development agreement.

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

The developer is committed to providing for people with disabilities or special needs. As such this project has committed to providing two units dedicated to ADA accessibility. These units go beyond exterior accessibility and have integrated ADA guidelines into the full internal layout design.

Policy NH.4.6. Consider and integrate public transportation when possible in planning housing developments, to help reduce a household's transportation costs and minimize impact on the community's roads and transportation system.

The project's inclusion of the bus stop on Zuni, as well as the proposed reimbursements incentives will encourage the use of public transportation around the city.

RECREATION (Chapter XV) The Flagstaff region prides itself as being one of the best "quality of life" communities in the nation, in part due to abundant indoor and outdoor recreational opportunities, all of which contribute greatly to the community's public health. To further the goals set forth in the regional plan the project proposes the following:

Policy Rec. 1.1. Integrate active and passive recreational sites within walking distance throughout the region to promote a healthy community for all City and County residents and visitors.

Development of Recreation Areas: In conjunction with the preservation of natural resources, the applicant has preserved a large area of green space/forested area. Within this area, the project is providing a walking/hiking trail for public use. This trail system interweaves throughout the site and provides challenging hiking areas and scenic views of the area. The project is proposing a walking and hiking trail within the open space. Further, the project will improve Zuni Drive by providing sidewalks along the frontage. While not directly connected, the project is in close proximity to the City's FUTS trail system.

3.4 PEDESTRIAN CONNECTIVITY

The SITE will have 5-foot sidewalks throughout the development and connect to the existing sidewalks on Masonic Lane and Lone Tree Rd. This will encourage the use of pedestrian elements and expand upon the pedestrian corridor connectivity of the City of Flagstaff. The project proposes installing walking trails through the undisturbed portions of the site. Trail locations will be coordinated with the city during the plan approval process.

3.5 MATERIALS MANAGEMENT PLAN

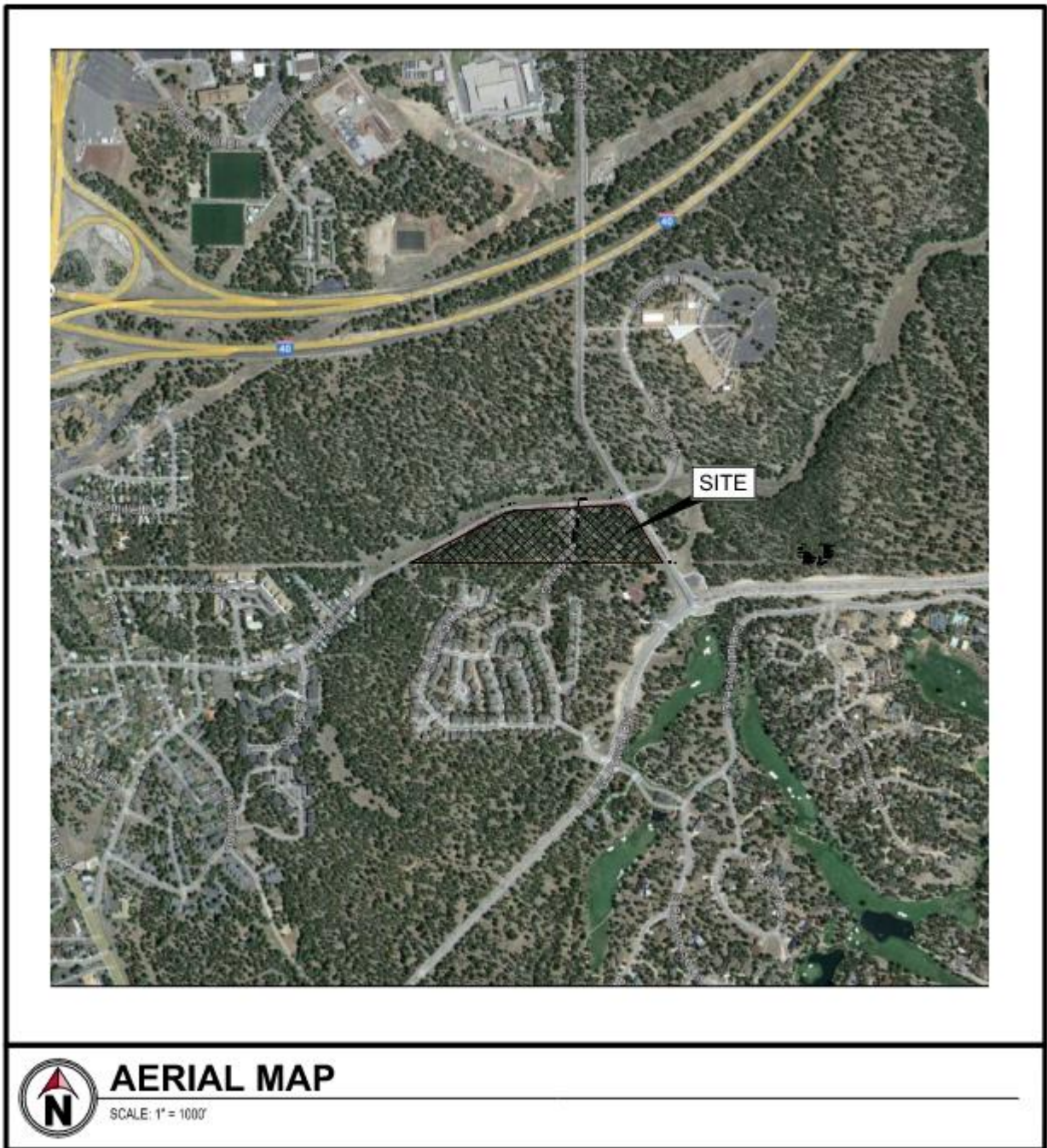
Each unit will consist of trash and recycling receptacles within the kitchen cabinets.

No centralized storage rooms for trash or recycling materials are planned in the individual units. No trash chutes will be utilized on site. Trash and recycling receptacles will be located throughout the club house. The site will consist of 4 collection locations throughout the site. Each location will consist of 8-yard dumpsters which typically can store up to 1,600 lbs. of material. Estimating that each home will consist of 2.5 occupants that generate 4.40 lbs. of waste per day based on the national average. The total amount of waste the site will need to accommodate per week is 6,391. This amount divided by 1,600 is 3.99. Given that there are four (4) 8-yard dumpsters on site there should be sufficient storage. Pick up of trash and recycling from these locations is proposed to be picked up by the city following the cities current collection schedule.

Educational materials will be provided to the residents regarding being resourceful within the home and reducing their individual carbon footprint. The methods included within this material will be focused on bringing your own, encouraging donation of unused items, buying smart, fix and maintain items they currently have, and borrowing and share items.

APPENDIX A: SUPPORTING DOCUMENTS

A.1 PROJECT LOCATION MAP



A.3 ZONING MAP

